

TURQUOISE BLUE



NEBULA WHITE



NEBULA BLACK



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OVERALL DIMENSION

Length x Width x Height	2010 x 750 x 1080 mm
Wheelbase	1360 mm
Seat Height	780 mm
Minimum Ground Clearance	135 mm
Curb Weight	165 kg
Fuel Capacity	12 L

ENGINE

Engine Type	Single-cylinder, liquid-cooled, DOHC, 4 valves
Clutch Type	Wet multi plate
Displacement	292,4 cc
Bore X Stroke	78 x 61.2 mm
Compression Ratio	11.1 : 1
Fuel Supply	EFI
Ignition	ECU
Transmission	6-speed
Power	20.5 kW / 8750 rpm
Torque	25.0 N·m / 7000 rpm

CHASSIS

Suspension	Front: Φ 37 Telescopic upside down, hydraulic damping type
	Rear: Mono suspension, centre aligned
Brake	Front: Φ 292mm single disc, opposite four-piston caliper
	Rear: Φ 220mm single disc, single-piston floating caliper
Rim	Front: 3.0 x 17 Rear: 3.75 x 17
Tire	Front: 110/70 R17 Rear: 140/60 R17
ABS	Continental AG, dual channel

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Play to win 300SR



Play to win

Sit up—roll off the throttle—squeeze the brakes—downshift—bend the legs—shift your weight—hang off the side—throttle out...
Ease into the seat of the CFMOTO 300SR
Envision the track
Every turn and every movement is in clear focus
The 300SR springs to life
Quick-revving power awakens my senses

Speed stirs my adrenalin
Power pulses through the engine and the frame, working with me as one
The track flows beneath me and obeys my every command
Power, passion, control and victory
You think it's just a race
I think it's the ultimate game.

Engine

The single-cylinder, liquid-cooled, 292,4cc DOHC engine produces 29.1 PS at 8750rpm and 25.3 Nm at 7250rpm. Quick-revving power and strong torque provide the sporting performance you crave, with a remarkably smooth delivery that provides an exhilarating ride both on the track and on the street.

BOSCH EFI

Precise fuel metering is handled by the BOSCH EFI. Electronic fuel injection ensures the fuel is fully atomized for optimum combustion and maximum fuel efficiency.

Design

Aggressive streamlined design
Elegant lightweight outline
Muscular profile and aggressive stance illustrate its racing DNA
Speed and beauty drawn together.

Continental ABS

In the case of emergency braking, intelligent ABS reduces the possibility of locking up the wheels—one of the greatest risks to motorcycle riding—allowing for greater safety on the road.

Ergonomics

Designed by racers for racers, the track-based ergonomics of the 300SR include a lower handlebar and a more aggressive riding stance, awakening your sport-riding senses.
The ergonomic design transitions nicely to street riding as well, allowing a comfortable position for everyday use.

Controllability

Lightweight integrated frame design
37mm USD fork front suspension
Single-shock rear suspension
Lightweight hubs contribute to nimble handling
CST high-performance radial tires provide a confident grip on the road
Minimal unsprung weight provides quick acceleration and confident cornering, ideal for sport riding conditions.

PLAY TO WIN

LED Lights

Light the night with a LED headlight, as sharp as eagle eyes for optimum visibility. All LED lighting offers clean aesthetics.

Brakes

Superior stopping power allows you to play hard and brake hard with the 300SR. Opposite four-piston caliper and 292mm disc brake on the front wheel and a single-piston floating caliper and 220mm disc on the rear are ready to take on daily riding as well as the rigors of the track. The radial mounted monobloc caliper design ensures premium braking performance with more positive engagement and stable braking force. It also allows the 300SR to easily adapt to brake discs of different sizes.

TFT Display

All-new colorful TFT display features two interfaces - ECO and SPORT with screen brightness that auto-adjusts to ambient light. The full-color LCD instrument display offers integrated functions such as rpm, gear, speed and even phone connectivity.

Manifold and Combustion

The optimized engine manifold and combustion chamber of the CFMOTO 300SR improve intake efficiency for better fuel-air mixture. More thorough combustion helps boost power while also reducing fuel consumption.



DOHC

In the dual-overhead camshaft (DOHC) design of the 300SR engine, the cams directly drive the valve train, reducing the inertia of mechanical motion and allowing the engine to produce responsive, high-revving power.

Dual-Coated Piston

Low-friction coating on the piston skirt improves efficiency by minimizing friction loss. Heat insulation coating on the piston head improves combustion efficiency, and further reduces fuel consumption.

Engine technology



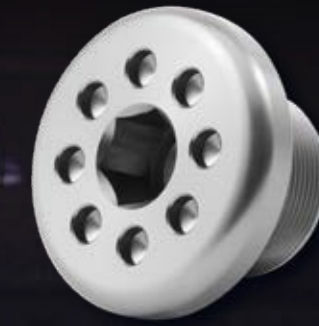
Cylinder Head

The cylinder head features noise-reduction technology to effectively reduce the vibration of the cam chain, resulting in less noise and greater efficiency from the engine.

Built-in Balance Shaft

Designed with balance-shaft technology, the engine of the 300SR revs with smooth efficiency for less vibration and more comfort.

CNC modification kits



Upper Connecting Board Screw Kit

- CNC-machined from high-grade aluminum



Brake Lever & Clutch Lever Guard Kit

- Original factory made and perfectly fit for 300SR
- Protects the lever in the event of unintentional ground contact
- No unintentional lever actuation in the event of contact with another rider / vehicle

Clutch Lever & Brake Lever Kit

- Original factory made and easy to mount
- Tough anodized surface finish
- CNC-machined from high-strength aluminum
- Adjustable grip width



Fuel Tank Quick Lock

- Keyless and extremely quick
- Machined from high-grade aluminum with an anodized surface finish



Footpegs Kit

- High-grade lightweight aluminum
- Premium quality, hardwearing anodized surface finish
- Ensures greater comfort and safety

