



MECATECNO

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Feel lighter and climb higher with tailor-made performance.

At Mecatecno we have taken the Dragonfly to the next level. With this evolution, we offer you a renewed riding experience, designed to exceed your expectations.

Our initial goal was to design and craft the lightest trials bike ever built, and we made it, breaching the 60 kgs barrier. Now we want to go beyond, to help you go further and climb higher. We wanted to have the Dragonfly fit you like a glove and provide a more precise and fluid control no matter whether you are expert or beginner.

The new Dragonfly is not just another bike, it is an evolution that redefines the way you enjoy both nature and sport. Are you ready to experience the next level?

What's new about the 2025?

1

Enjoy the lightest bike in the world for much longer time.

2

Forget about adapting to the bike. Let the bike adapt to you.

3

Harness the benefits of experience, we polished a lot.

4

Now you can connect sections by road.

5

In case you want more, we have much more for you.



1 We want you to reach further, that is why we have increased the battery capacity by 25% without increasing its weight.

We have increased the energy capacity by an astounding 25%. Built with Lithium Ion 21700 Samsung cells, we reach 2,4 kWh. The best part, is that we achieve this without increasing the total mass. With such a significant evolution, the Dragonfly reaches an unmatched ratio of 40Wh per kilogram. This makes the Dragonfly the electric trials bike with the longest range in the market.

+25% Range

2.400 Wh max capacity

Unmatched range/mass ratio: 40 Wh/kg

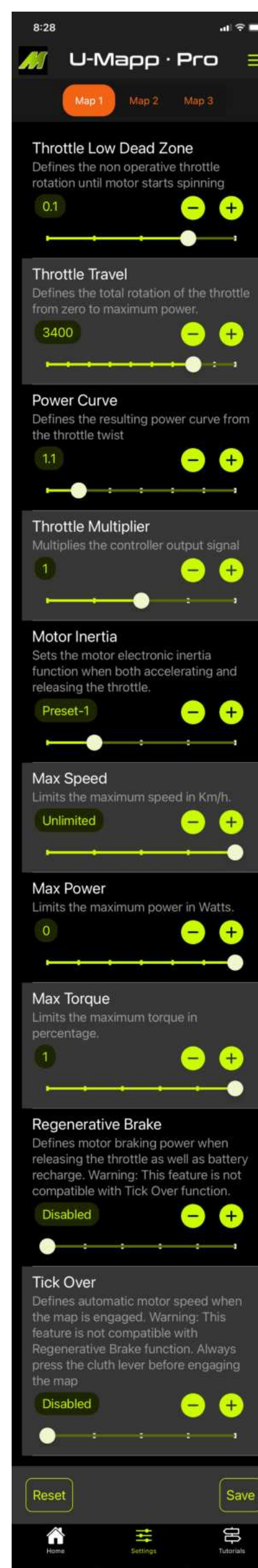


2

We want the Dragonfly to adapt to you, that is why with U-Mapp you adjust performance to your skills and style.

U-Mapp is a connectivity suit that includes both hardware and software. Available only for the non-homologated version. Available for both IOS and Android systems. The app connects directly to the Dragonfly controller via Bluetooth, and allows the rider to set 10 parameters in 3 separate Maps.

2 new features: Adjustable regenerative braking and idle speed.



1- **Throttle Low Dead Zone.**
Defines the “non-operative” throttle rotation until motor starts spinning.

2- **Throttle Travel.**
Defines the total rotation of the throttle from zero to maximum power.

3- **Power Curve.**
Defines the resulting power curve from the throttle twist.

4- **Throttle Multiplier.**
Multiplies the controller output signal.

5- **Motor Inertia.**
Sets the motor electronic inertia function when both accelerating and releasing the throttle.

6- **Maximum Speed.**
Limits the maximum speed in km/h.

7- **Maximum Power.**
Limits the maximum power in Watts.

8- **Maximum Torque.**
Limits the maximum torque in percentage.

9- **Regenerative Brake.**
Defines motor braking power when releasing the throttle as well as battery recharge.
No need to press any button; it works just by releasing the throttle.
Can be enabled in different intensities or disabled per map.

10- **Idle Speed.**
Defines automatic motor speed when the map is engaged.
Can be enabled in different intensities or disabled per map.

3

We want your ride to be more fluid and precise, that is why we keep on improving parts.

Based on the experiences of our test rider Oriol Noguera and many other users, we have implemented changes in order to improve sensations, ergonomics and the general robustness of the bike.

1- New forged side ties: we have increased the quality of the frame by turning the CNC side ties to forge. Through this process, aluminium fibres are not cut, but reinforced.

2- New reinforced CNC 7075-T6 swingarm bridge: in order to reduce torsion at the tips of the swingarm, we have modified the complete geometry of the central part, turning it into a much stronger component.

3- New adjustable CNC 7075-T6 footpeg supports: in order to avoid bending of this part, we have changed the former welded steel support to a much stronger yet lighter aluminium part. Additionally, we have included an adjustment screw, with which the rider can set the rise of the peg, making it of higher control and comfort.

4- New forged rear brake pedal and master cylinder position: with this combined action, we have improved ergonomics and protection. By completely changing the geometry of the part, the pedal tip is both easier to reach while being better concealed from obstacles. Also, with the redesign of the master cylinder support, the part gets much more protected from potential damages.



New reinforced CNC 7075-T6 Swingarm bridge.



New adjustable CNC 7075-T6 footpeg supports.



New, repositioned forged rear brake pedal.



4

We want to expand boundaries allowing you to connect places, that is why we went “street legal”.

We have Homologated the Dragonfly according to the lightest possible type, the L1e-B. From now on, the street use of the Dragonfly will be allowed in some European countries from 14 years old on.



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5

We want you to enjoy the experience of building your unique Dragonfly, that is why we keep on developing more and more special options.



The Dragonfly is the electric trials bike that has been designed to allow for additional options to make it even lighter and enhance its performance. Branded as **X-Parts**, you can find a plethora of parts designed and crafted to enhance your riding experience.

With a total catalogue of over **30 references**, you can configure your Dragonfly to drop down the weight below **55kgs**.

To make it yet more unique, Mecatecno Motorcycles offers the **I.D. Program** in order to let customers define their Dragonfly to the last detail.

[youtube.com/ Mecatecno I.D.](https://www.youtube.com/Mecatecno I.D.)



- > **3.0 Battery pack.**
- > 1.800Wh maximum capacity.
- > Reduces 2.000 grams along the frame.



- > **Low weight central carter.**
- > 100% 7075 T6 CNC milled aluminium.
- > Reduces 480 grams at medium height.



- > **Integrated controller heatsink.**
- > 6061 CNC milled aluminium.
- > Increases 12% dissipation surface.
- > Reduces 1.040 grams at a high position.



- > **G9 Titanium tubular frame.**
- > Pre-heat tube bending.
- > Double welding process.
- > Reduces 860 grams at a high position.



- > **Low weight skidplate.**
- > 100% 7075 T6 aluminium sheet.
- > Reduces 120 grams.



- > **Clutch master cylinder.**
- > Patented system to avoid damaging master cylinder during assembly.
- > 100% 7075 T6 CNC milled aluminium.
- > Reduces 50 grams at highest position.



- > **Front brake master cylinder.**
- > Patented system to avoid damaging master cylinder during assembly.
- > 100% 7075 T6 CNC milled aluminium.
- > Reduces 50 grams at the highest position.



- > **Adjustable triple clamps.**
- > Allows 3 different pitch angles.
- > 1,66°, 1,16° and 0,66°
- > 100% 7075 T6 CNC milled aluminium.
- > Reduces 210 grams at a high position.



- > **Triple clamps.**
- > 100% 7075 T6 CNC milled aluminium.
- > Reduces 220 grams at a high position.



- > **Low weight traction kit (92/40Z).**
- > 100% 7075 T6 CNC milled aluminium.
- > Reduces 150 grams at a low position.



- > **Rear brake master cylinder.**
- > Patented system to avoid damaging master cylinder during assembly.
- > 100% 7075 T6 CNC milled aluminium.
- > Reduces 30 grams at medium height.



- > **Front brake caliper.**
- > Double piston monoblock construction.
- > Magnetic pistons to keep pads opened.
- > 100% 7075 T6 CNC milled aluminium.
- > Reduces 110 grams at low height.



- > **Rear brake caliper.**
- > Single piston double shell construction.
- > Magnetic pistons to keep pads opened.
- > 100% 7075 T6 CNC milled aluminium.
- > Reduces 55 grams at low height.



- > **Carbon fiber hydraulic hoses.**
- > High resistance / low weight.
- > Reduces 180 grams.



- > **Low weight side ties.**
- > 100% 7075 T6 CNC milled aluminium.
- > Reduces 100 grams at a high position.

What makes the Dragonfly different?



1- CMBP Centred mass battery positioning

Balances the mass distribution (50% front / 50% rear).
Height reduction of the centre of gravity.
Increases the feeling of lightness and improves handling.

2- CFA Combined frame assembly

Allows a high rigidity central frame.
Allows for better control of the torsion at the head tube.
Maximises weight reduction.

3- IMA Independent Motor Assembly

Improves service. Allows DIY maintenance.

4- IPB Inclined propulsion block

Incremented front-segment skidplate height.
Allows much higher "roll-down" obstacles.

5- SAS Solderless assembly system

Avoids internal tensions that lead to deformations and cracks.
Maximises weight reduction.





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