

OPERATION AND MAINTENANCE



Allstyles Scooters

125 Super

150 Super

I N D E X

Introduction	4
Layout of controls	5
Operating instructions	6
Oil to be used for the fuel mixture	8
Running – in	9
tire pressure	9
Operating and maintenance:	
Common operations to carry out	12
Maintenance	24
Summary of Instruct. for Maintenance	25
Cleaning the vehicle	27
Operating instruction : Fault finding	28
General specification	31
Accessories	33
Electrical equipment	34
Identification data	36
Specific characteristics	38



Fig. 1 - Vespa Super

INTRODUCTION

The **PIAGGIO CO.** wishes to welcome you into the family of Vespa owners and take this opportunity of thanking you for your preference. We feel sure that this scooter will give you complete satisfaction.

Because of its characteristics (comfort, limited consumption, easy driving, quiet engine, clean lines, etc.) the Vespa has a wide range of uses for practical operation and pleasure trips. Long journeys on the Vespa will not fatigue you and you will quickly appreciate its first class performance.

This booklet, with its **simple instructions** on operation and maintenance will furnish you all the information necessary for gaining a complete working knowledge of your vehicle.

N. B. - This booklet illustrates the models of **Vespa «Super», provided with 150 cc. engine and 125 cc. engine.** The operation and maintenance instructions are valid for both models; the specific characteristics of each model are reported at page 41.

1. Clutch control (lever) and gear change (twist grip) - **2.** Front brake lever - **3.** Throttle twist grip - **4.** Main switch unit - **5.** Front brake shoes - **6.** Rear brake pedal - **7.** Kickstarter - **8.** Gear selector - **9.** Rear brake shoes - **10.** Clutch - **11.** Carburettor and air cleaner - **12.** Choke control - **13.** Fuel cock - **14.** Fuel tank cap.

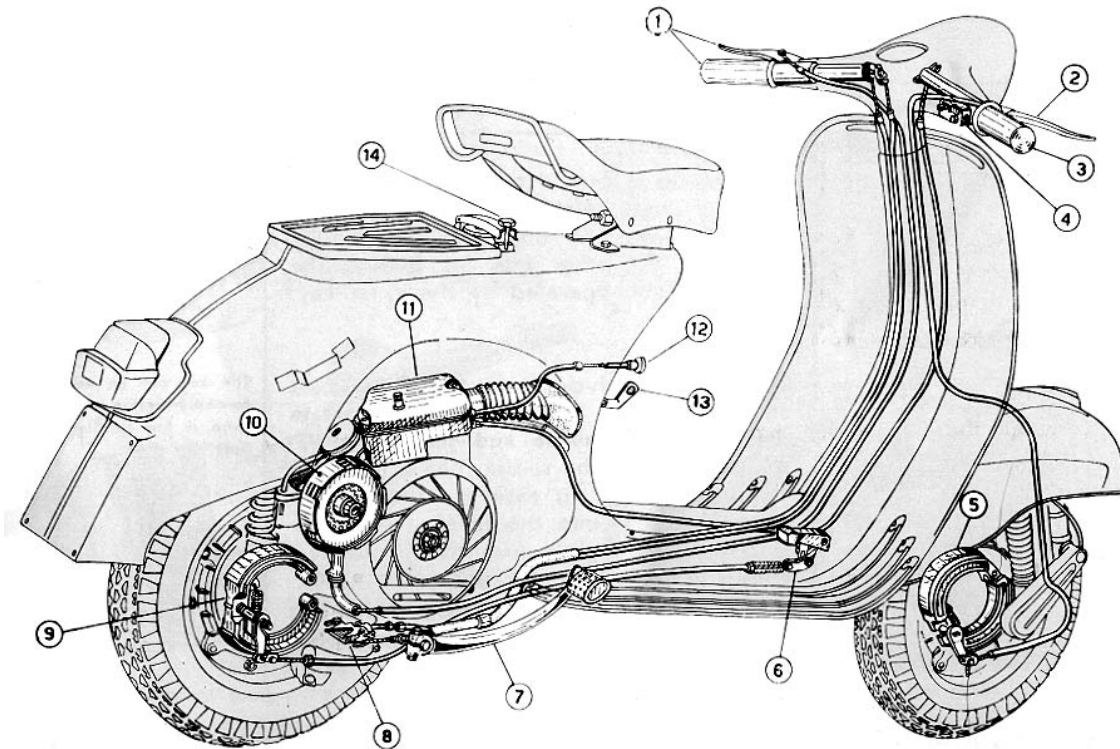


Fig. 2 - Installation of controls and transmissions

OPERATING INSTRUCTIONS

SECURITY LOCK

key.

The vehicle is provided with two security locks, the one relates to the steering column (locking and unlocking the handlebar) and the other one for locking the tool box. Both operated by the same

STEERING LOCK

a) Locking the handlebars anticlockwise

To lock the vehicle, turn the handlebars up to the limit stop; **rotate the key anticlockwise and push inwards**, so that it thrust the sliding bar against the steering column. To ease the insertion of the sliding bar into the hole of the steering column, slightly turn the handlebars from the limit stop clockwise.

When the handlebars are locked the key will now spring back to its original position and can then be withdrawn.

NOTES

Both the locks should **not** be lubricated. **The key can be extracted from the loci even if the handle bars are free**

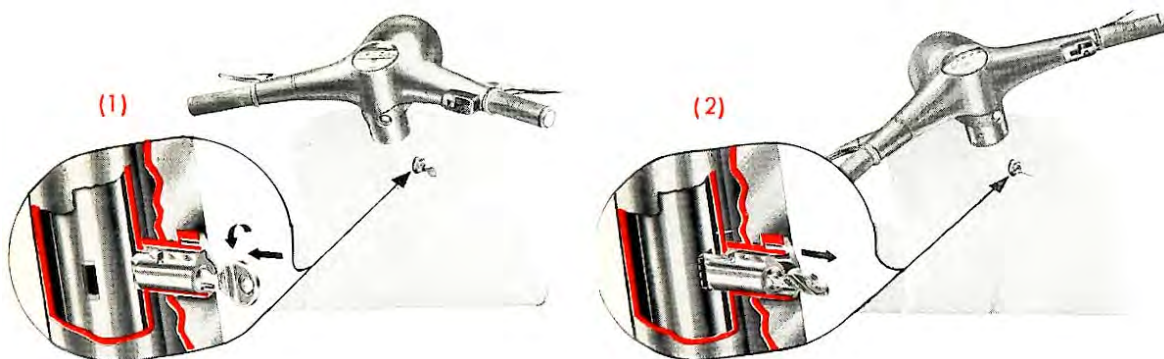


Fig. 3 - Steering lock

1. Normal position - 2. Locked position

Note - The arrows indicate the operation to be carried out for locking (1) and for unlocking (2).

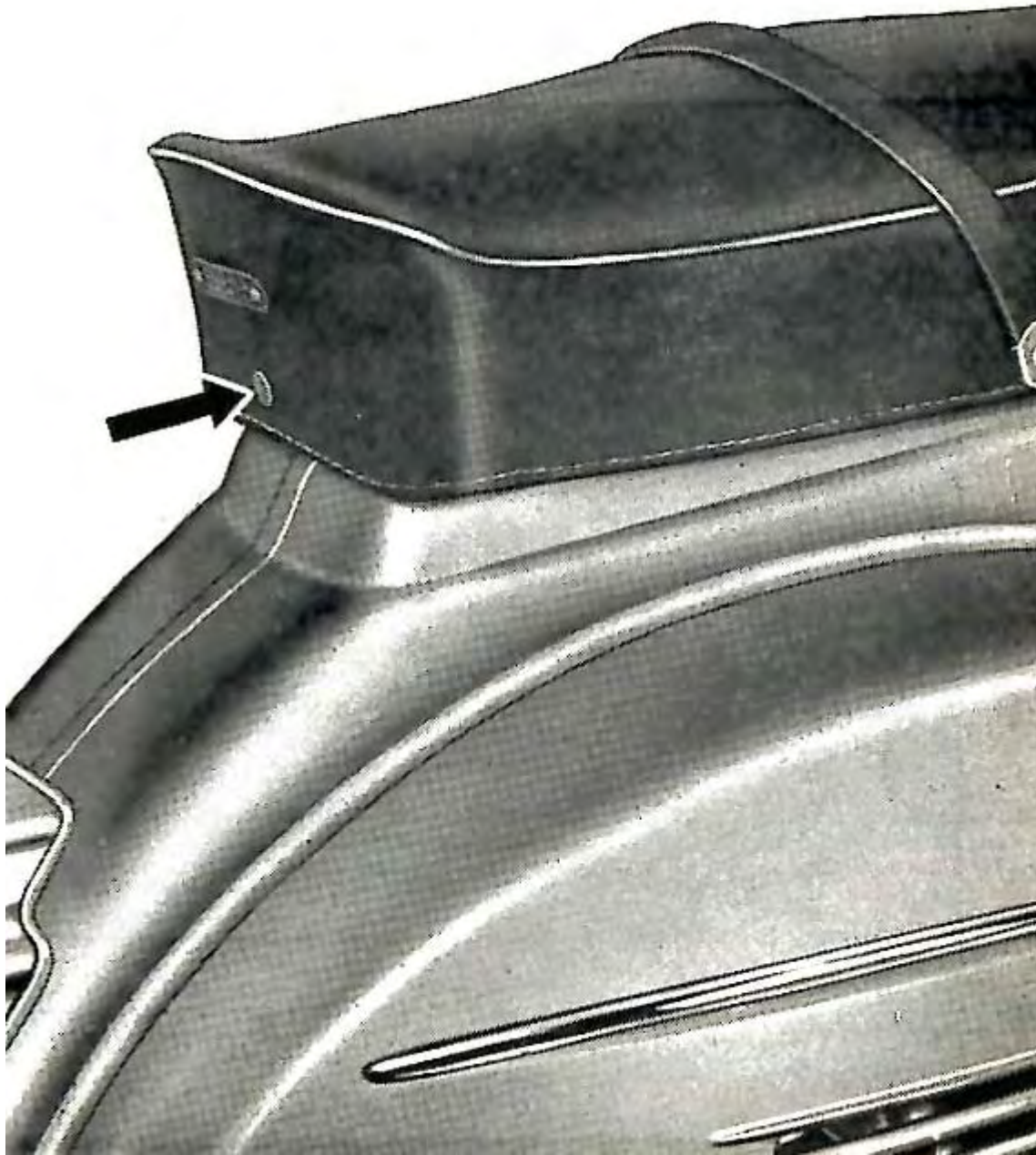


Fig. 4 - Application of dual saddle

N. B. - For access to fuel tank push the button indicated by arrow and pivot the seat on its forward edge

b) Unlocking the
Handlebars

To release the handlebars, insert the key **in the lock, turn it to the left and pull it back**; then turn the handlebars in the normal position.

FUEL SUPPLY

Use a mixture of oil and petrol i. e. 2%, Pure Mineral Oil SAE 30 (i. e. about 1 /4 pint of oil per 1¹/₂ gals of petrol). Do not use detergent oils.

ACCESSING TO FUEL TANK

The fuel tank is provided with a hinged plug located under the saddle. For access to fuel tank when the dual saddle is mounted, pivot the saddle on its forward edge, after having released the rear attachment as shown at fig.

4.

NOTES

Ensure that the fuel tank breather is always clean.

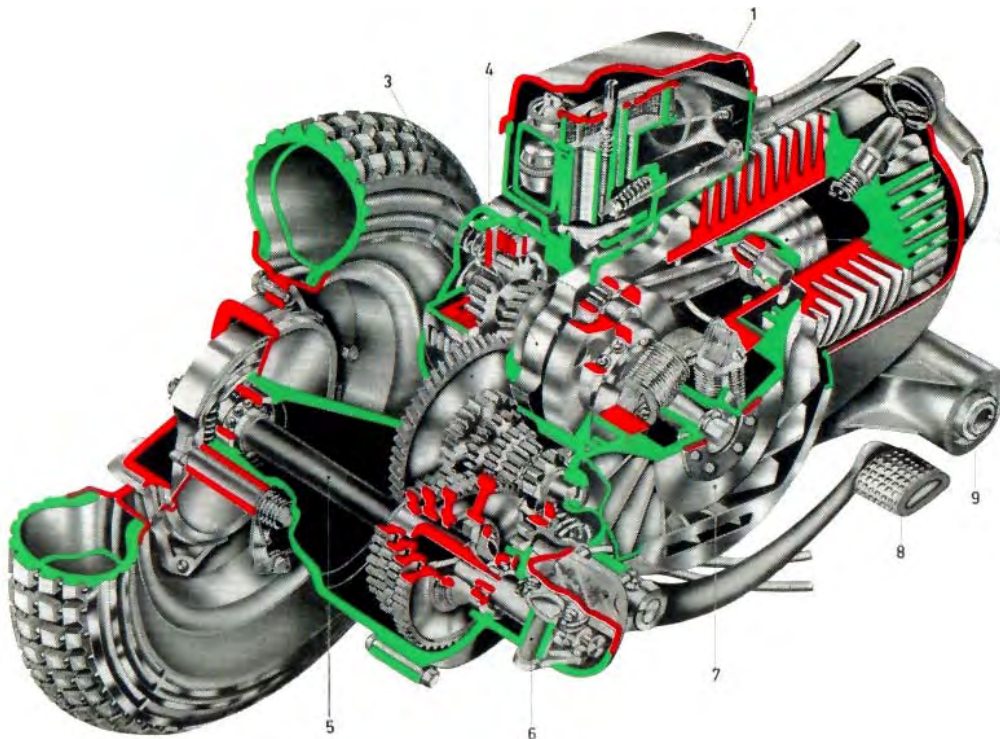


Fig. 5 - Engine section

1. Group carburettor air cleaner - **2.** Piston - **3.** Crankshaft - **4.** Clutch - **5.** Mainshaft and gear pinion assy. - **6.** Gear shifter - **7.** Flywheel magneto - **8.** Kickstarter - **9.** Crankcase swinging arm clutch side (pivoted to the frame).

OPERATING INSTRUCTIONS

BEFORE OPERATING THE VEHICLE

Unscrew the plug on the gear box marked *OLIO* (second detail, bottom, L. H., fig. 18) and check that the oil is on a level with the hole when the vehicle is standing upright.

RUNNING - IN PERIOD

For running -in the first 2000 Km. (1200 mls), do not maintain the throttle fully open for long periods. After first 1000 Km. (600 mls) change oil in gear box (see fig. 18) and check that all bolts are tight. Check that the carburettor is well tight on the crankcase to avoid any possibility of air filtrations.

nuts and

TIRE PRESSURE

Front 1.1 Kg/cm² (15.5 p.s.i.)

Rear 1.3 Kg/cm² (18.5 p.s.i.) with one up
2.3=2.5 Kg/cm² (32.7=35.5 p.s.i.) with two up.

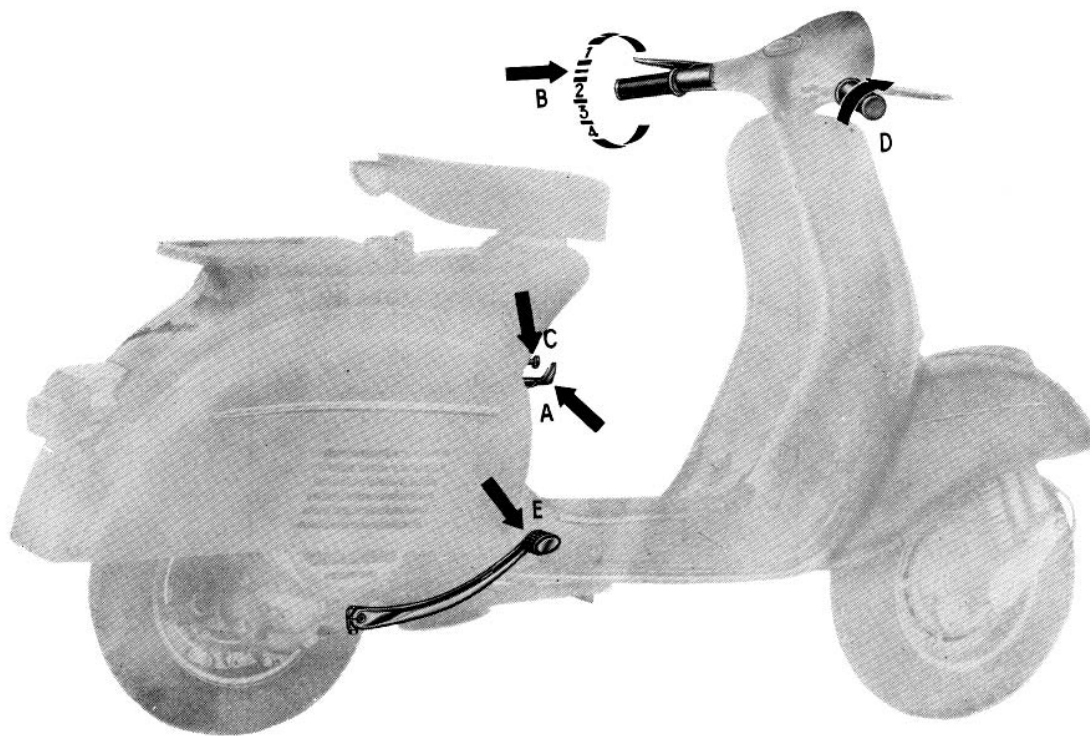


Fig. 6 - Operations for starting

A: Open the fuel tap - B: Selector in neutral - C: Pull out the choke control (with cold engine) - D: Bring throttle twist grip to idling position - E: Operate kickstarter.

OPERATING INSTRUCTIONS

STARTING

Carry out the operations indicated on fig. 6. Do not use the choke when the engine is warm; as soon as the engine is running smoothly bring the choke control back to its normal position.

SETTING THE SCOOTER IN MOTION first

With the engine running at idling speed declutch and rotate the gear change twist grip to the position of gear (fig. 7). For setting the vehicle in motion slowly let in the clutch and gradually open the throttle.

GEAR CHANGE

Close the throttle. declutch and rotate the gear change grip to a higher or lower gear, as the case may be (fig. 7).

STOPPING THE ENGINE

Before stopping the engine change to *neutral* and then switch off the ignition.

NOTES

In case of hard starting see page 16. Do not attempt to ride the vehicle unless the key is inserted and the handlebars rotate freely. **When it is necessary to decelerate do not hesitate in changing down.**

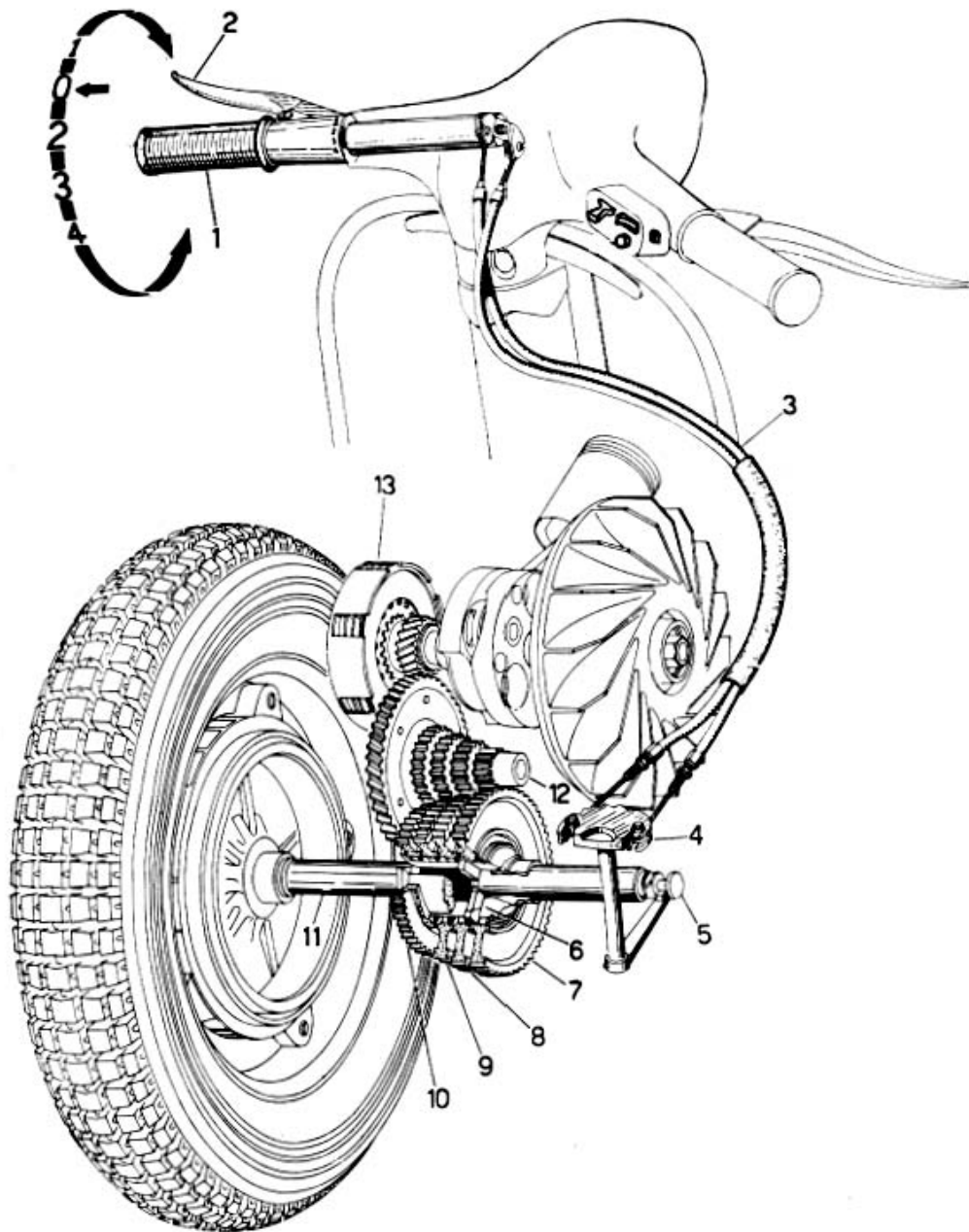


Fig. 7

1. Gear change twist grip - **2.** Clutch control lever - **3.** Gear change cables - **4.** Gear shifter - **5.** Selector stem - **6.** Selector spider - **7.** 1st gear - **8.** 2nd gear - **9.** 3rd gear - **10.** Top gear - **11.** Mainshaft - **12.** Spring gear - **13.** Clutch.

N. B. - The positions 1 - 2 - 3 - 4 on the change twist grip correspond to bottom, 2nd, 3rd and top gear respectively; the n 0 u indicates neutral.

OPERATING AND MAINTENANCE: COMMON OPERATIONS TO CARRY OUT

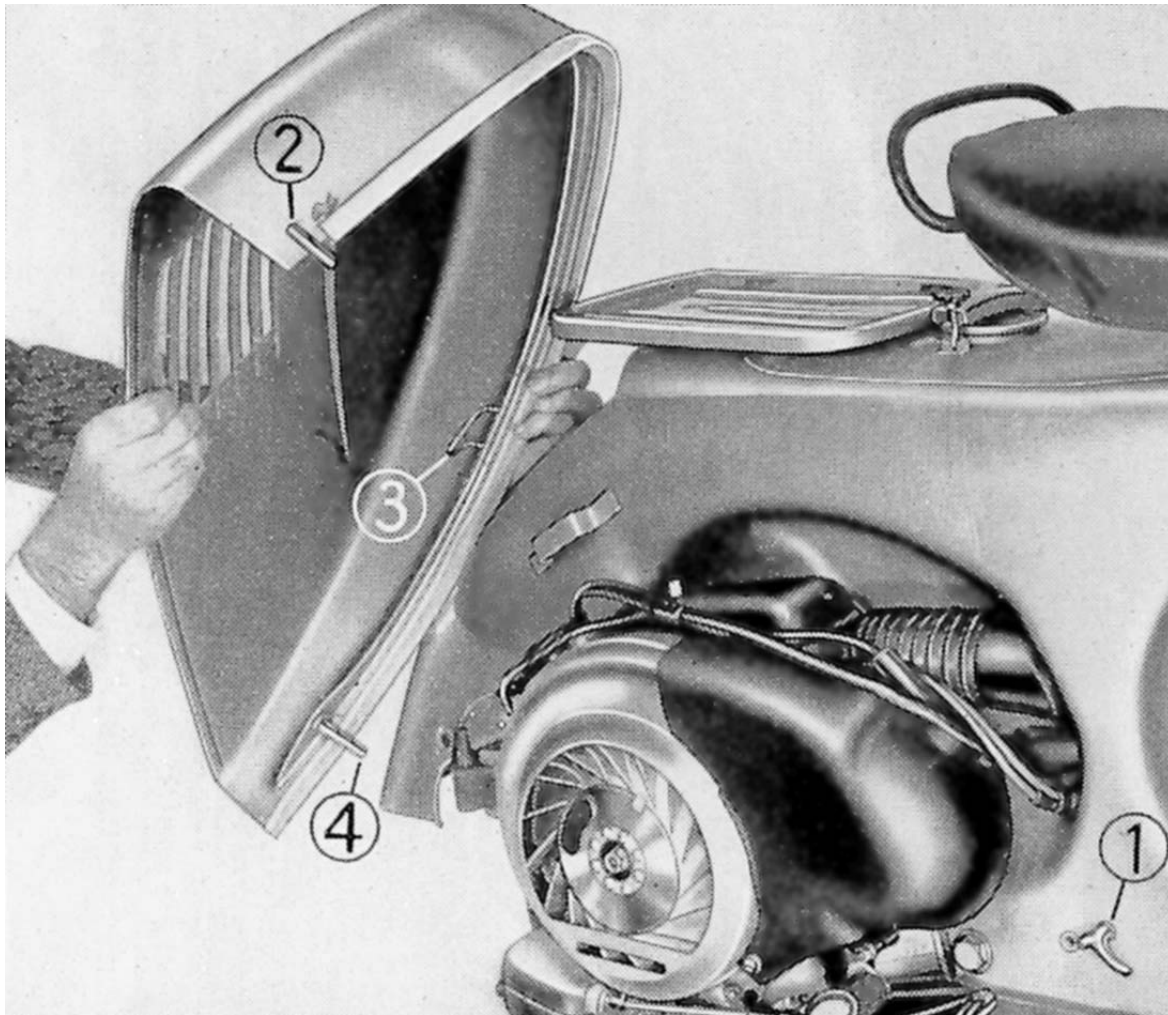


Fig. 8 - Removing engine cowl.

1. Lever for locking cowl. - 2. Front locating pin - 3. Clasp securing cowl to chassis - 4. Rear hooked pivot pin.

REMOVAL OF ENGINE COWLING

- Pull the lever (1) and turn to release from cowl. Swing the cowl outwards so that the front locating pin (2) is free of its housing.
- Lift the cowl upwards from the front pivoting on its rear section : so as release the clasp (3) from the chassis bracket.
- Pull the cowl outwards on the locating pin (4) so as the latter clears its housing, thus releasing the cowl.
- For reassembly carry out the reverse procedure.

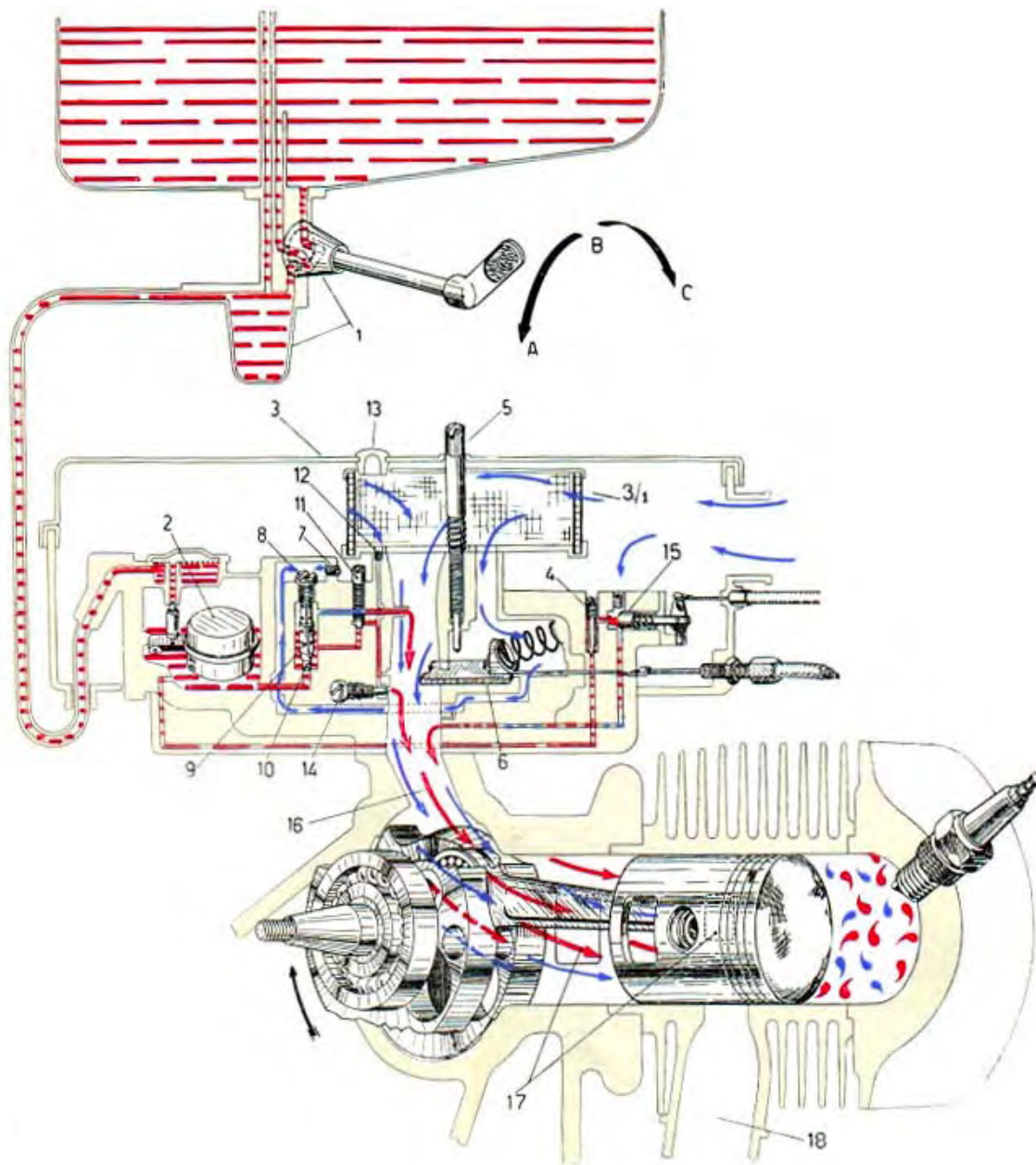


Fig- 9 - Fuel supply and distribution diag,

1. Fuel tap - A) Reserve; B) Open; C) Closed - **2.** Float - **3.** Carburettor and air cleaner - **3/1.** Air filter - **4.** Starter jet - **5.** Throttle slide set screw - **6.** Throttle slide - **7.** Main jet air calibrator - **8.** Air calibrator on mixer - **9.** Mixer - **10.** Main jet - **11.** Slow running jet - **12.** Slow running jet air calibrator - **13.** Oil filler plug - **14.** Slow running adjuster screw - **15.** Starter valve - **16.** Inlet port - **17.** Transfer ports - **18.** Exhaust port.

OPERATING AND MAINTENANCE: COMMON OPERATIONS TO CARRY OUT

ADJUSTMENTS ON CARBURATOR

For adjusting the idling turn the slow running adjuster screw (fig. 9 n. 5).

- On the carburettor body a set screw is provided for adjusting the throttle cable play; this screw is to be reset only if necessary or on dismantling and reassembly operations.
- On the air cleaner case, opposite to said screw, is a plugged hole. When this plug is removed the spring loaded idler adjusting screw is accessible (Fig. 9, n. 14).

To avoid carburation troubles we recommend that this adjustment is carried out by a Vespa dealer.

STARTING UP when the engine is flooded

In the case of difficulties caused by flooding (presence of unvaporised mixture in the cylinder), the following methods can be used:

- Attempt push starting : engage the 2nd gear, declutch, push the vehicle to a certain speed, sharply release the clutch and when the engine starts declutch.
- Close the fuel tap, remove the sparking plug (fig. 10) and clean; then kick over the engine several times.

Screw in the sparking plug securely, open the fuel tap and start the engine.



Fig. 10. Dismantling spark plug

OPERATING AND MAINTENANCE: COMMON OPERATIONS TO CARRY OUT

SPARKPLUG REMOVAL

Remove engine cowl (Fig. 8), disconnect the H. T. lead and extract the spark - plug using the box wrench as indicated in fig. 10.

CHANGING OIL IN GEAR CASE

Drain off through hole **Fig. 18**, 2nd detail, letter (S).

Introduce a small quantity of flushing oil, run the engine a few minutes to ensure thorough circulation and cleaning and drain off again.

Refill gear case with about 250 qrs. of new oil (up to level of filling hole).

DISMANTLING AIR FILTER

For extracting the air filter (A) (fig. 11) from the air filter case remove the engine cowl (fig. 8) and air cleaner case cap. Unscrew the two screws (B) securing the air filter and extract the latter component.

NOTES

On reassembling the spark-plug ensure that it is into the threaded hole at the correct inclination. This operation of changing oil should be carried out with warm engine. The air cleaner case cap can be extracted by dismantling the two sec firing screws.

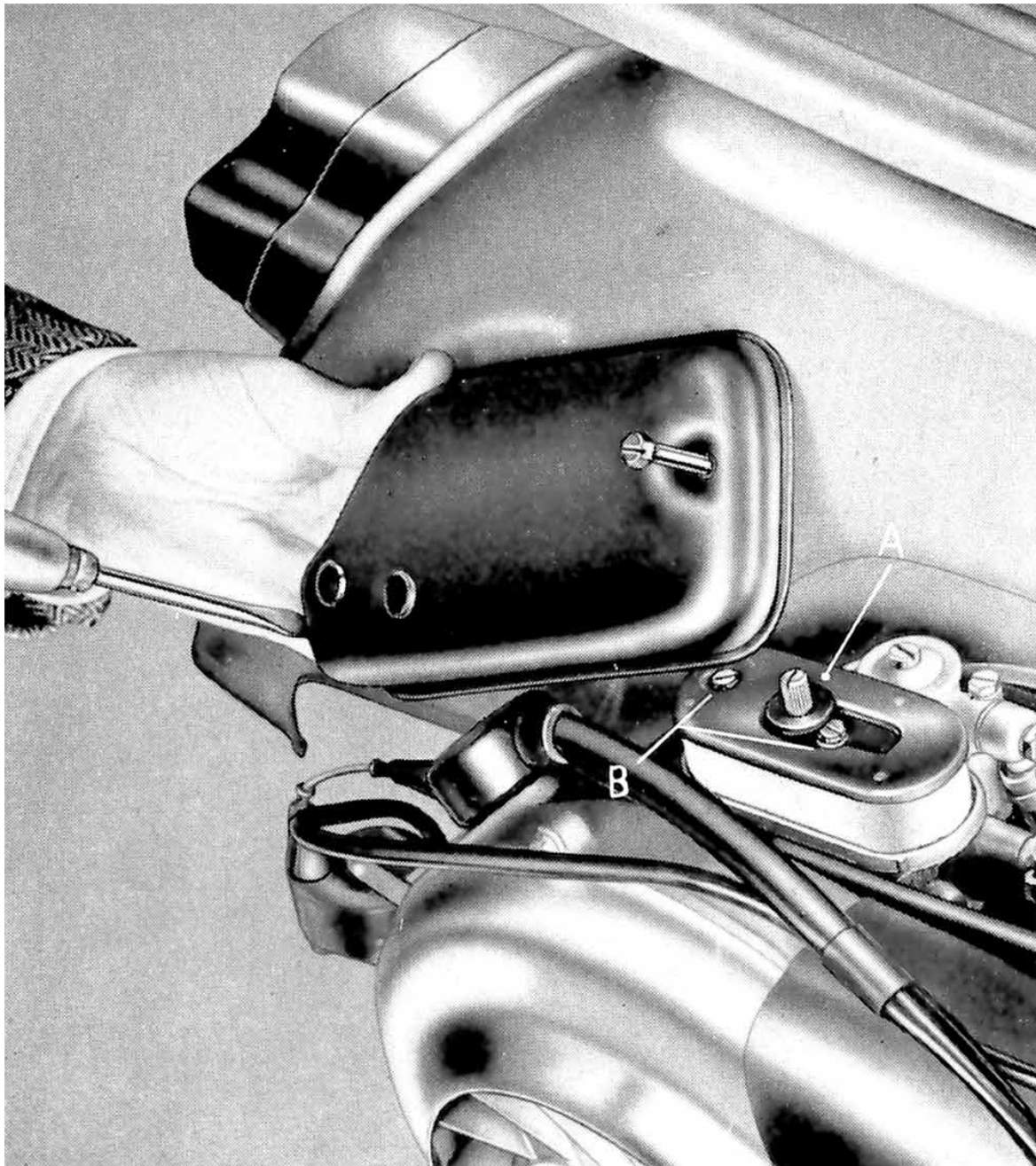


Fig. 11 -Dismantling the air cleaner

Note - For approaching the carburettor, remove the air cleaner case.

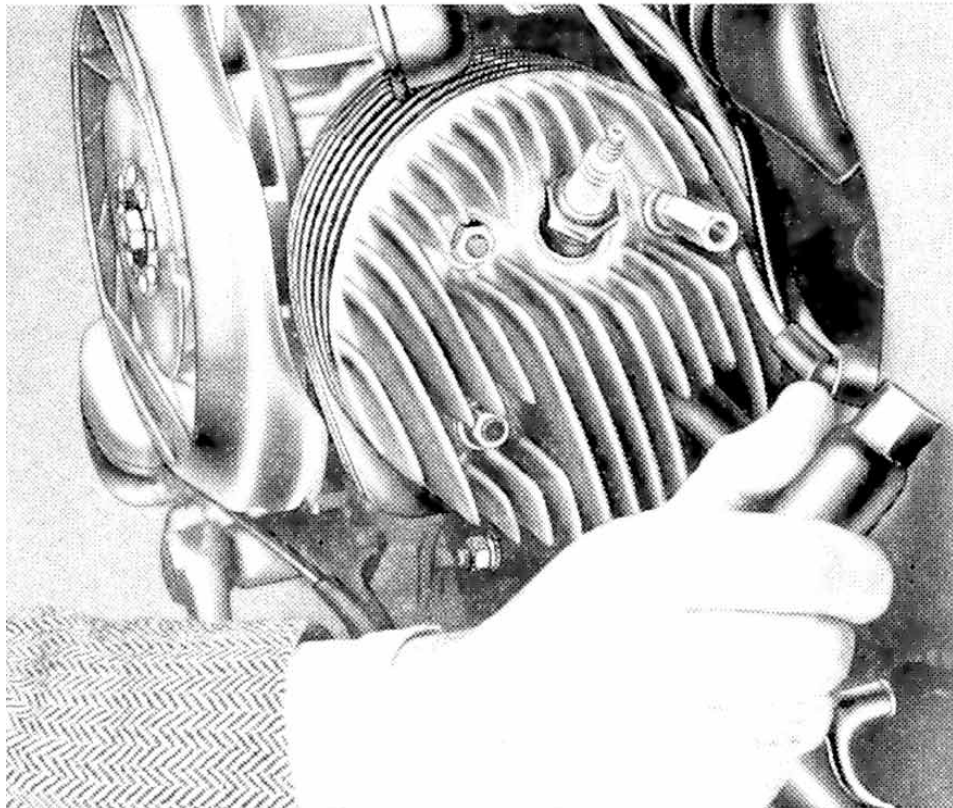
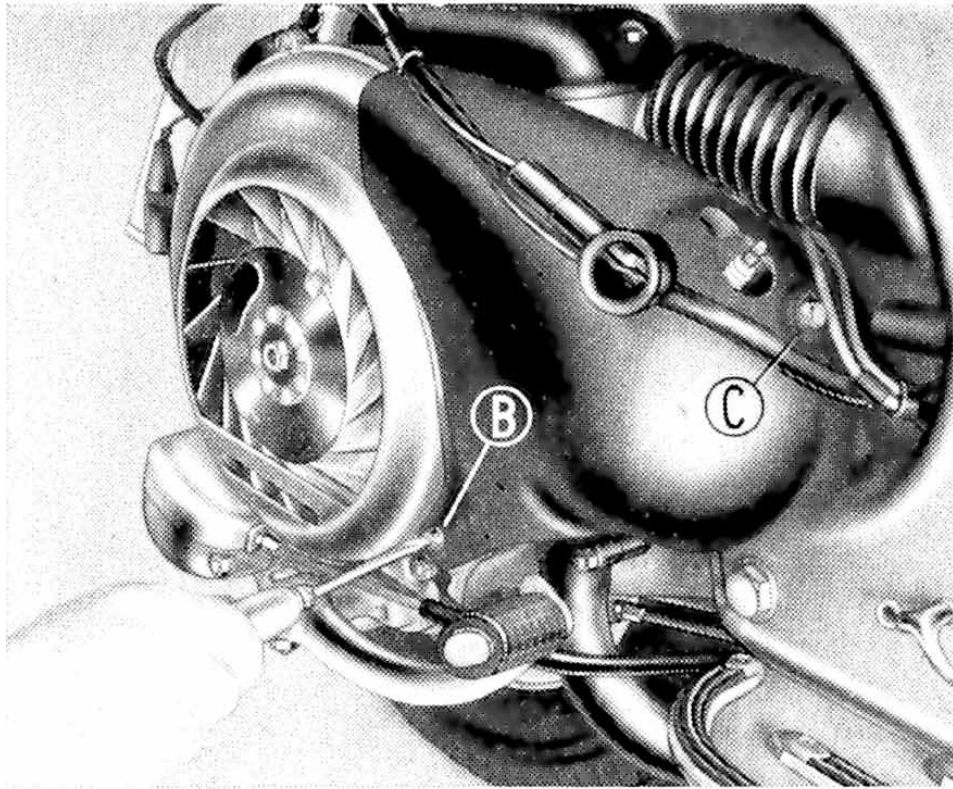


Fig. 12 - Dismantling cooling hood from engine (A) and head (B).

OPERATING AND MAINTENANCE: COMMON OPERATIONS TO CARRY OUT

DISMANTLING CYLINDER HEAD Strips off engine cowling, (Fig. 8), disconnect the H. T. lead, dismantle the Cooling hood (fastenings (B) (C), fig. 11) and unscrew the 4 securing bolts by means of a box wrench.

CHANGING WHEELS AND TIRES For dismantling the wheels from the vehicle remove the bolts as indicated in fig. 13. On reassembly tighten said nuts alternately and progressively.
When a tire has to be removed, first deflate and then remove the nuts joining the two wheel rims (Fig. 17).

BRAKE ADJUSTMENT INSTRUCTIONS

Rotate the adjusting screws indicated in fig. 14, so that the wheel is completely free to rotate when the lever and brake pedal are in the resting position.

NOTES

The front and rear wheel are interchangeable one with another providing that the tire pressures are regulated accordingly (page 9). The braking action should commence immediately the respective controls are operated.

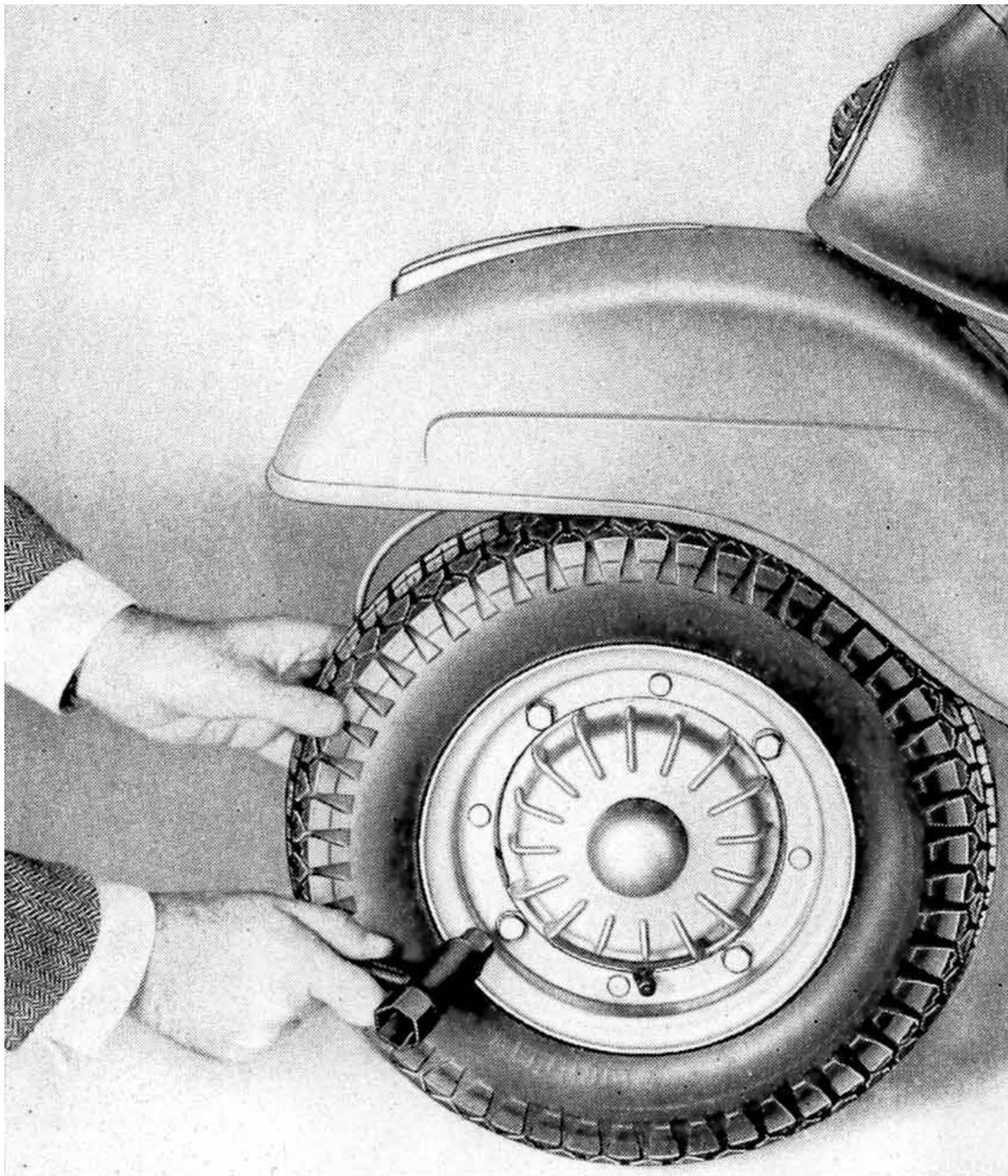


Fig. 13 - Removing wheel from vehicle

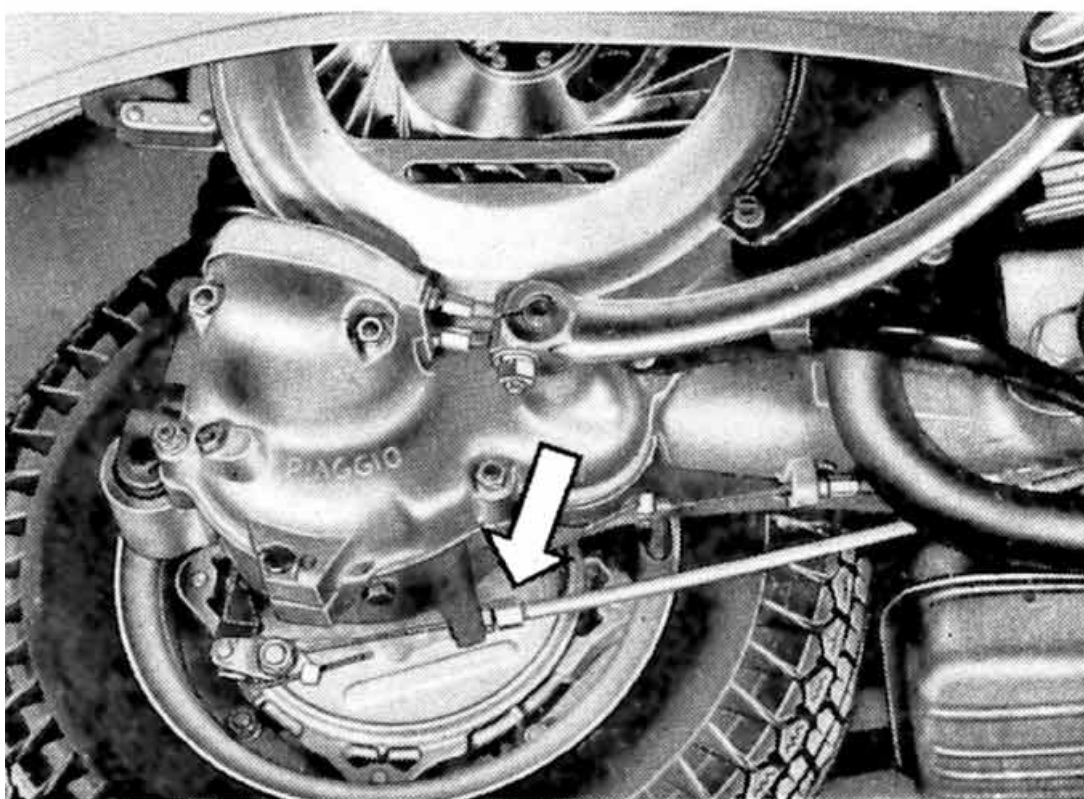
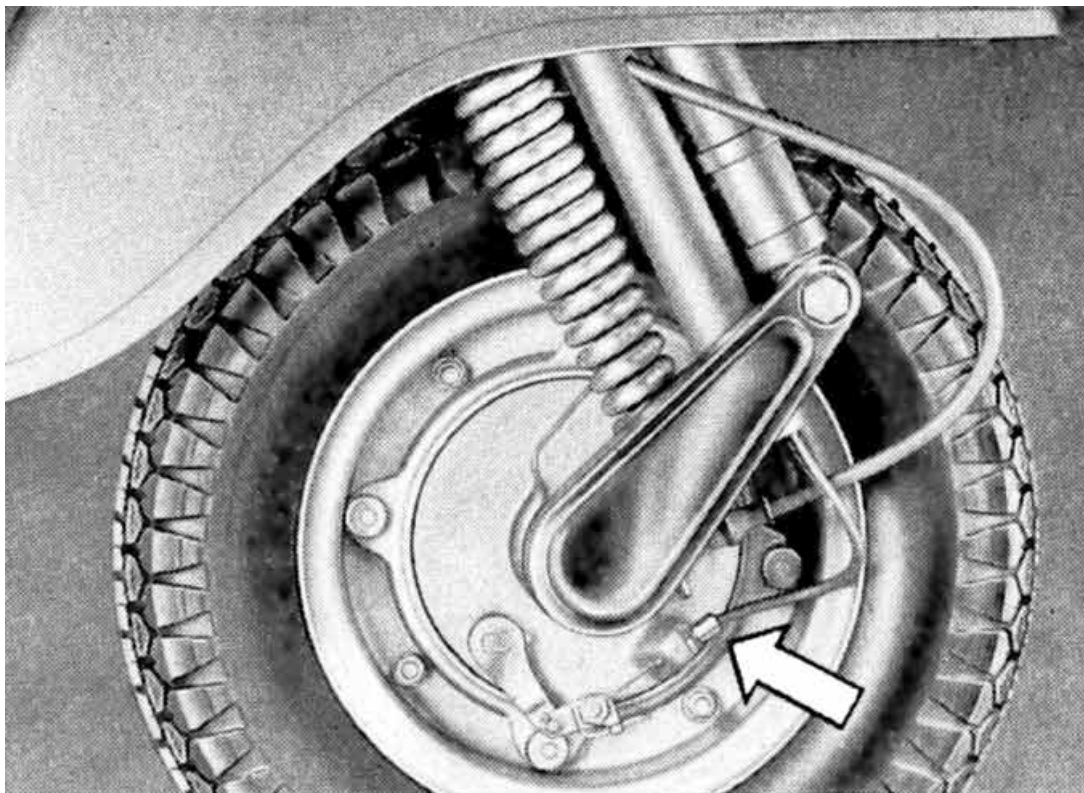


Fig. 14 - Brake adjustment

OPERATING AND MAINTENANCE: COMMON OPERATIONS TO CARRY OUT

CHECKING AND SETTING THE FLYWHEEL MAGNETIC TIMING

- 1) Selector in neutral, take off the rubber plug located on the rotor and rotate it by hand until the contact breaker unit (fig. 15) is seen through the hole of the flywheel rotor.
- 2) At the position indicate in the figure the contact breaker points (A) should start to open, i. e. when the extremity of the coil is at a distance of 2-4 mm. (0.078" - 0.15") from the respective pole shoe.
- 3) By rotating again the rotor by hand, the max. opening should be between the limits **0.3 to 0.5 mm. (0.011" to 0.019")**.
- 4) If the conditions as per points 2) and 3) are not obtained, rotate the screw (B) and rotate the cam (C) until foresaid conditions are obtained.

NOTES:

In order not to disturb ignition timing, do not slacken the stator plate or coil securing screws. If necessary to adjust the spark advance, consult the Service Station. Ensure screw (B) is tightened after having finished the operation.

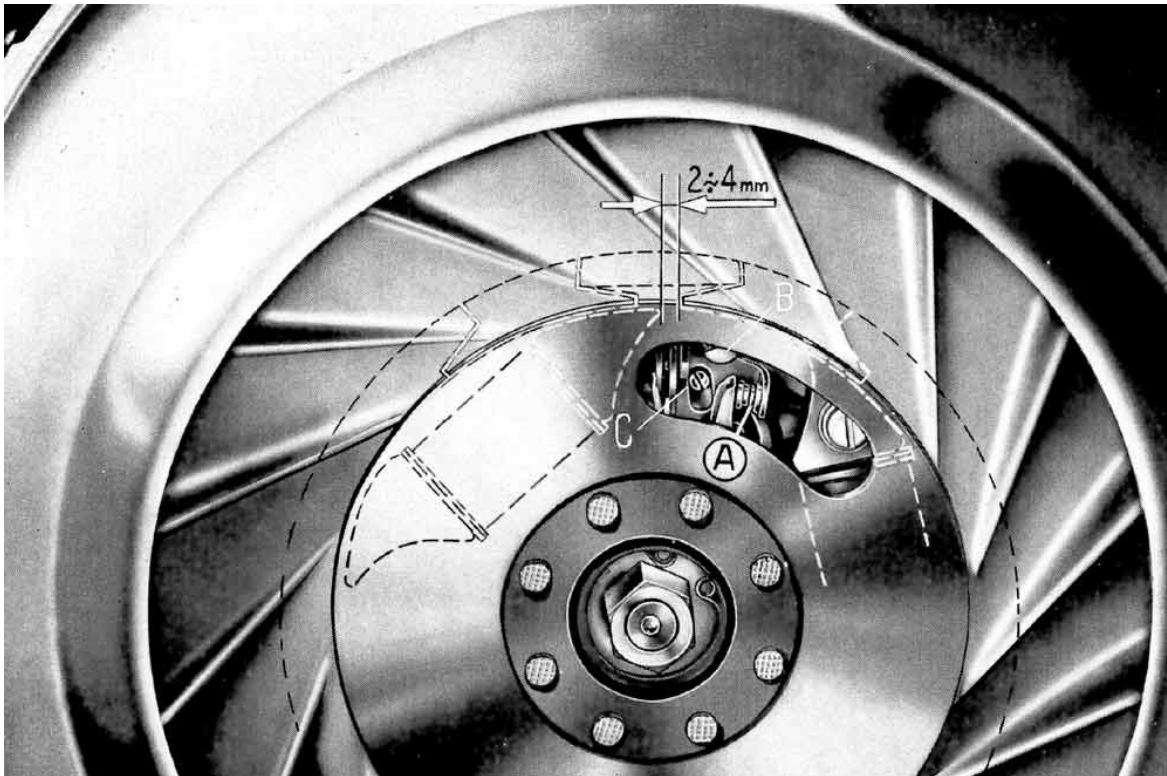


Fig. 15 - Operations for checking the <magnetic> timing of the flywheel

OPERATING AND MAINTENANCE: COMMON OPERATIONS TO CARRY OUT

SUBSTITUTING BULBS

Should one of the headlamp bulbs fail, be fore fitting a replacement, check the real light bulb for serviceability and vide versa

SETTING THE HEADLAMP

The correct setting of the main beam car be obtained both horizontally and vertically as follows:

Check that both front and rear tires are inflated to correct pressures; i. e. 1.1 and 2.5 Kg/cm² (15.5 and 35.5 p.s.i.). Place the scooter on a level floor in front of a white wall as seen in Fig. 16. Start the engine hold the throttle control twist grip at about 1 /3 and set the switch on <main beam> With two persons on the Vespa, slacken the device securing the headlamp, then move the latter as required, in order that the beam axis coincides with point < 0 > or the wall. Tighten the screw firmly.

NOTES

Before switching on the new light bulbs check (on assy.), that the socket contact points are efficient. Do not wipe down with a cloth or contact with finger the reflector. This operation can be carried out also with the driver only sitting on the saddle. In this case, of course, the beam alignment should be altered whenever the scooter is beeing ridden by both driver and passenger.

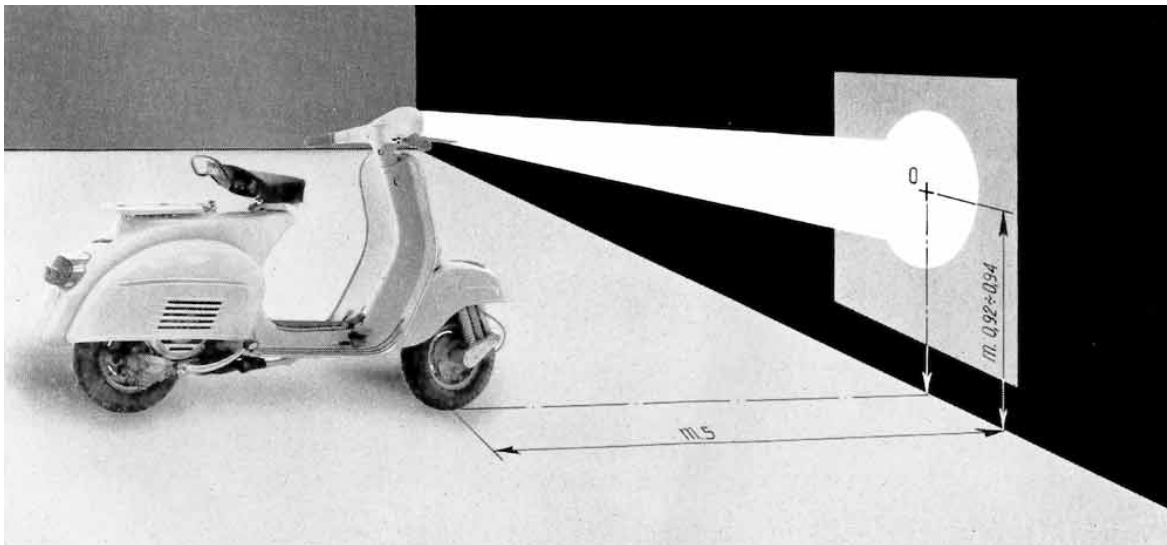


Fig. 16 - Setting the headlamp

N. B. - The point < 0 > is valid for setting with one or two persons mounted

Note: m. 5 = 16 FT approx.; m. 0.92 - 0.94 = 3 FT approx.



Fig. 17 - tire removal

MAINTENANCE

When difficulties of starting or running occur, check the spark plug:

- Clean the spark plug electrodes with a steel wire or emery cloth and adjust the gap 0,6 mm. (0".023). Check porcelain insulation: if cracked or broken change the plug. Clean in neat petrol.

It is advisable not to change the type of spark plug prescribed by factory.

Every 4000 Km (2400 mls):

- 1) Check oil level in gear case.
- 2) De-coke the engine (cylinder head, piston crown and cylinder ports). Ensure that not residual carbon deposits remain inside the cylinder. Clean the exhaust pipe using a hooked steel wire.
- 3) Grease front hub through the appropriate nipples and lubricate the speedometer drive and transmission, the brake lever and gear selector.
- 4) Remove the air filter, (see page 15), clean by agitating in an oil petrol bath and if possible air blast dry.

Every 8000 Km (4800 mls):

- 1) Change oil in gear case (see pag. 15).
- 2) Grease control cables and lubricate the felt lubricating pad on flywheel.
- 3) Clean, and if necessary, register the contact breaker points (fig. 15). To avoid a faulty ignition or some other defects, consult your Service-Station for this operation.

SUMMARY OF INSTRUCTIONS FOR MAINTENANCE AND LUBRICATION

PRINCIPAL OPERATIONS TO CARRY OUT:

Engine: At each refilling (lubricated by oil in fuel)

Front and rear dampers (only if defective *)

4000 Km. (2400 mls)

Gear box (top up)

Fulcrum points of brake lever and pedal

Speedo drive and transmission Gear selector

Front suspension

Cleaning air filter (in petrol)

Decoking silencer

Decoking cylinder head and piston *

Cleaning and adjusting sparking plug electrodes

Every 8000 Km. (4800 mls)

Gear box (Change oil)

Greasing control cables

Felt lubricated pad on flywheel

Cleaning and adjusting contact breaker points (check timing *)

Lubricants

Oil SAE 30.

Esso Multi – Purpose Grease H

Mobilgrease MP

Shell Retinax A

2% by volume Pure mineral oil SAE 30.

Esso Univas J 43.

Notes

* Consult your Service Station.

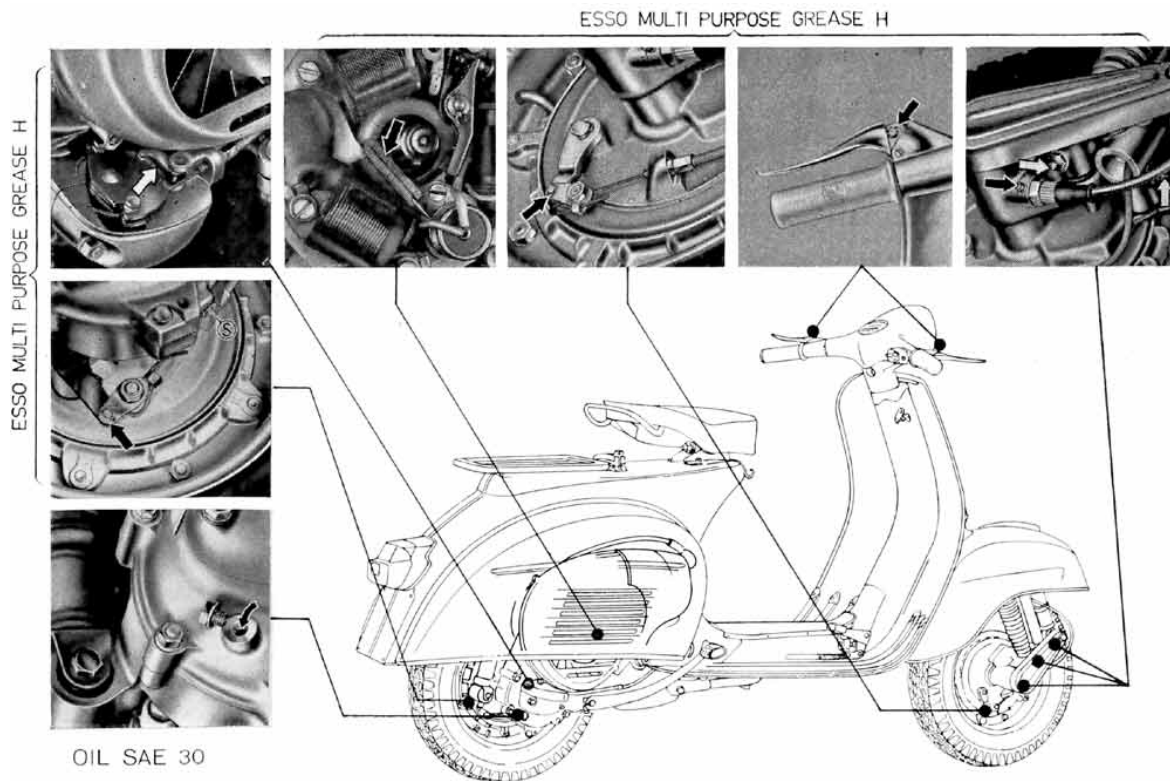


Fig. 18 - Lubricator scheme

Notice: 2nd detail, L. H.; < S > indicates the oil draining hole from engine.

LAYING UP

We recommend that the following operations be carried out:

- 1) - Clean down the vehicle.
- 2) - With the engine stationary and throttle fully opened, introduce 40 cc. of OIL SAE 30 through the appropriate hole on the air cleaner case (n. 13, fig. 9). After said operation depress the kickstarter three or four times.
- 3) - Drain off all fuel contained in the fuel tank; then grease over all unpainted metallic parts; next raise the wheel off the ground by placing wooden chocks under the footrest.

CLEANING THE VEHICLE

Notice:

Washing and polishing operations should not be carried out in the sun, particularly during the summer when the bodywork is warm.

Under no circumstances should petrol or Diesel oil be used for washing painted surfaces or plastic material as they will deteriorate.

Always wash the scooter before polishing.

1) Engine.

For cleaning the exposed surface of the engine use paraffin, a brush and clean rags.

2) Bodywork. - Washing.

Painted parts should be washed down using a low pressure hose. Do not use a high pressure system as grit may be forced into the paint.

When the dirt and grime becomes soft, sponge off using one of the << car type >> shampoos available (use a product of the type Rolene and Teepol, which are employed in aqueous solution, 3 = 5% by weight). First, lightly wash the painted surface of the scooter, in order to avoid scratching. Thoroughly rinse with plenty of water. Dry off using a clean chamois leather to eliminate water marks.

- Spots.

To remove spots caused by tar, grease, insects, etc., rub gently with a soft cloth dipped in oil or turpentine. More persistent marks can be removed with a solution of warm water and car shampoo. Carry out this procedure periodically, to eliminate permanent paintwork damage.

- Polishing.

If after washing, as previously described, the original condition is not restored, apply evenly a thin coat of good quality wax polish and shine with a soft cloth, rubbing gently in a side to side manner.

FAULT FINDING

When the machine does not run properly, inspect and rectify as explained below.

If the suggested remedies are not sufficient in eliminating the trouble, consult your Dealer.

Fault finding

HARD STARTING

1. - Fuel system – Carburation - Ignition.

Remedies

Lack of fuel.

Turn to Reserve and refit as soon as possible.

Filter, jets, fuel tap, carburettor
body clogged or dirty.

Remove, wash in petrol and blow dry.

Engine flooding.

See page 14.

Air cleaner choked or dirty.

See page 15.

Spark plug dirty - Porcelain
of spark plug cracked.

Disconnect the plug lead. Check if sparking occurs
between lead and crankcase when the kickstarter is
operated.

Breaker points dirty, worn or pitted;
magneto timing incorrect

Consult your Dealer.

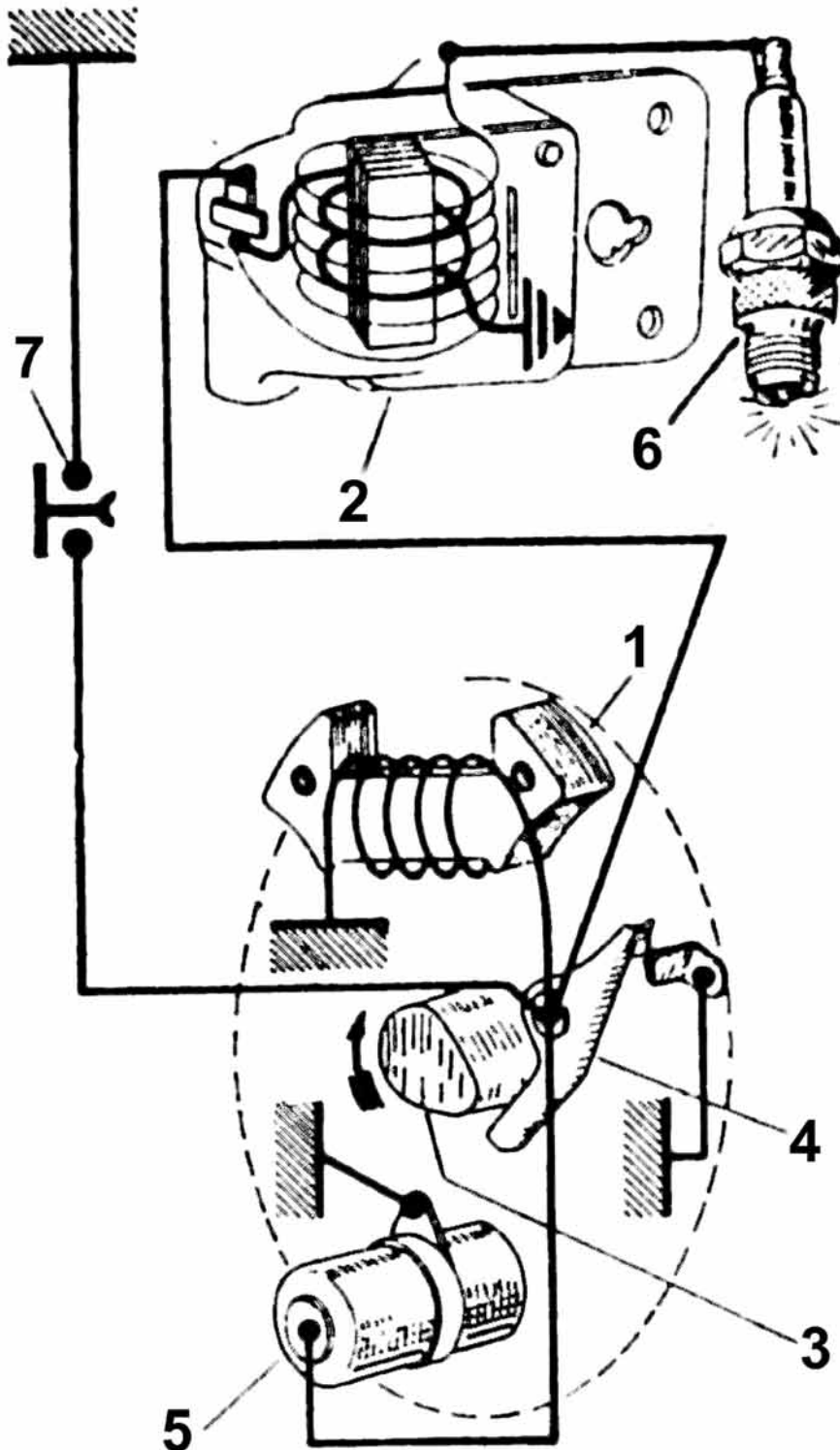


Fig. 19 Ignition circuit

1. Flywheel coil - 2. H. T. coil - 3. Flywheel cam - 4. Contact breaker - 5. Condenser - 6. Sparking plug - 7. Engine cut-out.

VARIOUS RUNNING DEFECTS

1 – Lack of power – High fuel consumption

Spark plug misfiring (see fig. 19). check	Clean or substitute. Clean the contact breaker - Check the electrode gap of the sparking plug; the flywheel timing (see page 21).
Silencer (or engine) choked.	Clean (see page 24).
Spark plug loose in the cyl. head.	Screw down with a wrench.
Cylinder head loose.	Set head accurately and tighten nuts.
Air filter choked or dirty or choke control incorrectly set.	Wash in neat petrol, air blast dry. Check choke control mechanism.

2 - Defective electrical equipment.

Wire terminals disconnected or carelessly connected.	Carefully check and connect.
Headlight beam incorrectly set.	Adjust (see page 22)
Defective bulbs. Remedies	See page 22 for substituting.

Notice:

When the carburettor is defective, the engine is lack in compression, noisy engine, defective suspension and brakes, general mechanical failures, consult your Dealer.
When overhauling of the front suspension, grease the wheel bearings with FIAT JOTA 3 or SHELL ALVANIA 3 (or SHELL RETINAX A).

GENERAL SPECIFICATION

Engine (see fig. 5) : Single horizontal cylinder two stroke rotary distribution: i. e., carburated mixture is regulated by the crankshaft rotation. Performance and specifications concerning Vespa 150 cc. and 125 cc. at pages 42 - 43. The engine is pivoted to the vehicle's chassis through the crankcase swinging arm, clutch side (fig. 20). The rear wheel is fitted on the outer side of the drive shaft.

Lubrication of engine components (piston, cylinder, crankshaft, main bearing) is effected by the oil in the fuel mixture. The clutch and gear box function in oil bath.

Fuel supply (see fig. 9): gravity feed with mixture of oil and petrol. 3 way tap : <closed>, <open>, <reserve>. Carburettor located in the air filter housing, provided with a throttle slide.

Ignition by means of a H. T. flywheel magneto external coil.

Clutch (see fig. 5) : multiplate on the layshaft. The unit is operated by a lever located on L. H. handlebars and adjustable cable.

Gear box (see fig. 7): four speed drive with mesh gears. Operated by the twist grip on L. H. handlebar which functions in conjunction with the clutch control lever. Transmission ratio engine to driving wheels see at pages 38-39.

Starting (see fig. 6) : by means of a kickstarter on the R. H. side of the vehicle.

Cooling: by means of a centrifugal fan. Air intake: located inside the frame.

Muffler: expansion and absorption type.

Integral chassis (fig. 1) : pressed sheet steel, streamlined monocoque type structure.

Handlebars: Light alloy casting comprising speedometer. All transmission cables and various controls are concealed therein.

Steering column, suspension : On the lower end of the steering column is pivoted the front wheel swinging hub. Front and rear suspensions with helical spring and double acting hydraulic damper.

Wheels: Interchangeable and made up of pressed steel flanges; 3,50 - 8" tires.

Saddle: single saddle or dual saddle (optionally instead of single and luggage rack).

Brakes: cable operated expanding type. Front brake is operated by hand - lever (R. H. handlebars) ; the rear brake is pedal operated on R. H. footboard.

Parking stand: a two legged stand with a central return spring.

Steering lock: with a sliding bar acting on the steering column.



Fig. 20 - Installation of engine and suspension

1. Steering column and front suspension - **2.** Engine **3.** Crankcase clutch side with swinging arm pivoted to frame **4.** Rear suspension spring and hydraulic damper assy.

STANDARD TOOL KIT

1 four ended box wrench (11 - 14 - 21 - 22 mm.) ; two double open - ended wrenches (11 - 14 and 7 - 10 mm.) ; one single open ended wrench (8 mm.). One screwdriver. These tools are contained in a canvas roll together with this booklet which is placed in the tool box, left side of vehicle.

ACCESSORIES

On request the vehicle can be furnished with the following accessories:

Dual saddle of a special long shape suitable for two persons (driver and passenger), provided with a hand grips for passenger.

Rear passenger saddle can be secured on the frame instead of the luggage rack, the central spring can be adjusted to the passengers weight. In place of it can be supplied : a foam rubber pillion seat to be applied over the luggage rack, the latter being issued as standard equipment.

Spare wheel and bracket which can be secured to the frame.

Windscreen: extremely easy to be secured on the handlebars.

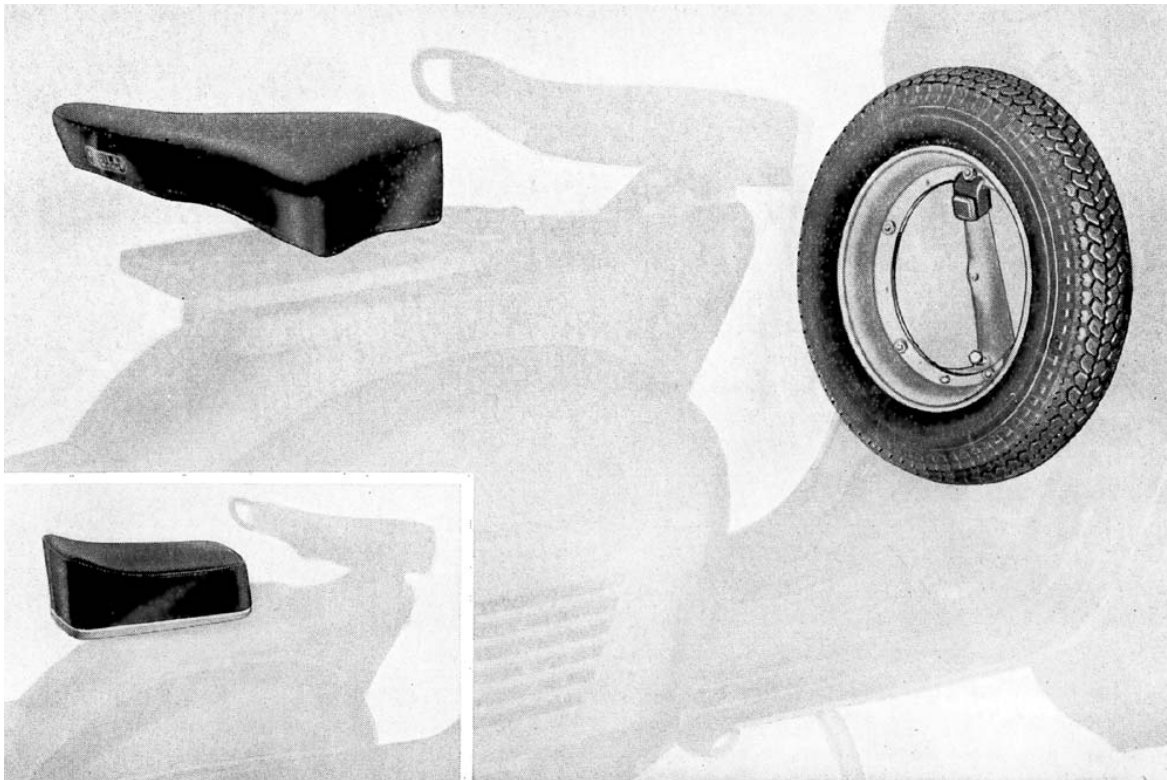


Fig. 21 - Application of accessories: passenger saddle (after having removed the luggage rack), pillion seat, spare wheel

ELECTRICAL EQUIPMENT

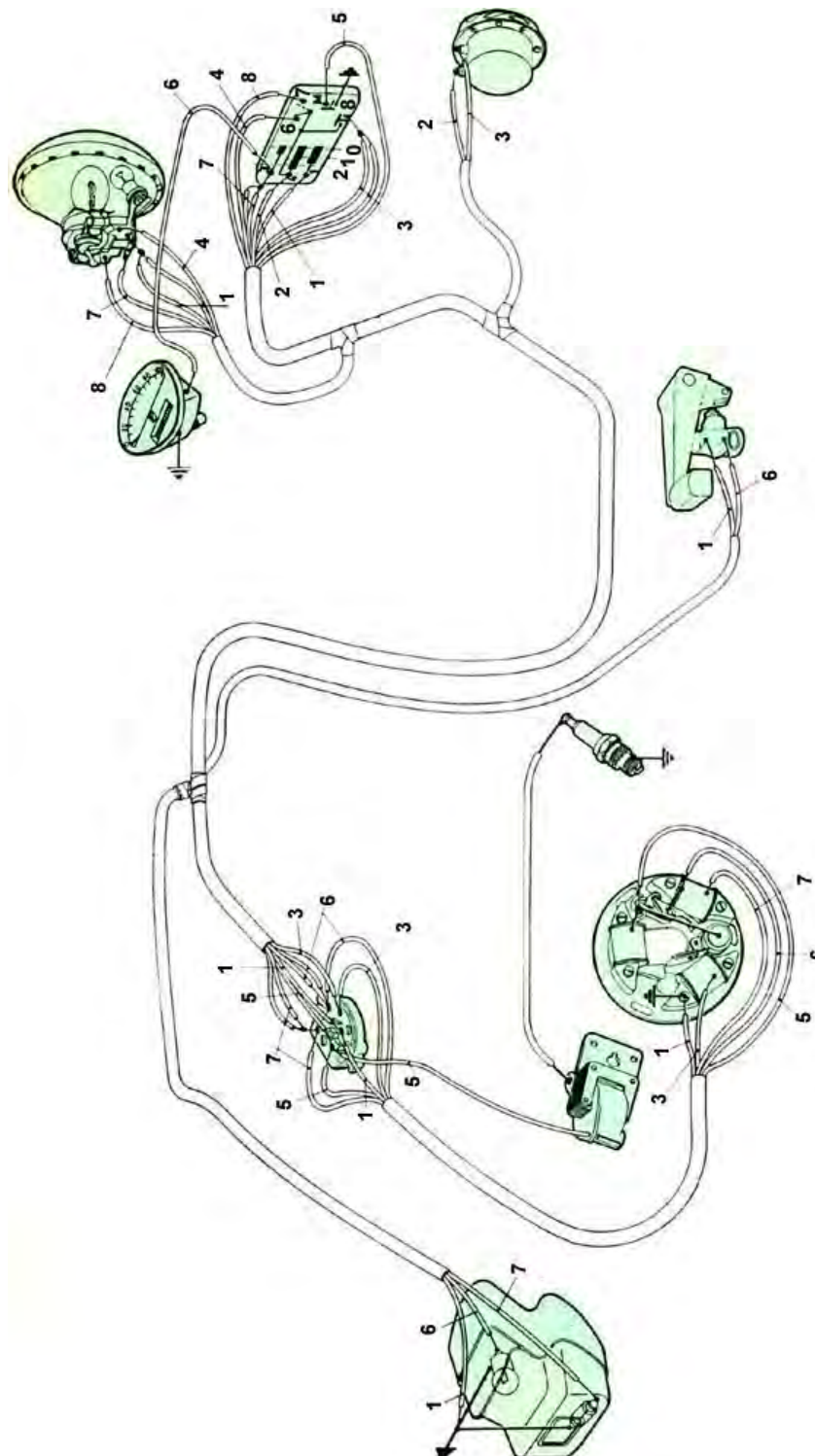


Fig. 22- Installation of electrical equipment

1. Black - 2. White - 3. Green - 4. Brown - 5. Red - 6. Blue - 7. Yellow - 8. Violet.

NOTE: A full color and more detailed wiring diagram can be downloaded at www.scooterstation.com

ELECTRICAL EQUIPMENT

The electrical equipment is fed by alternating current, **nominal voltage 6 V**. This equipment consists of the following lighting and signalling devices: **The headlamp**, dia. 115 mm., **6 V - 25/25 W** bulb (main and dipped beam) ; **front pilot light and light for registration plate** **6V - 5 W** ; **Speedometer light** **6 V - 0,6 W**, **Stop light** **6 V - 10 W** ; **Horn** **6 V a. c.**. The flywheel is provided with 6 poles.

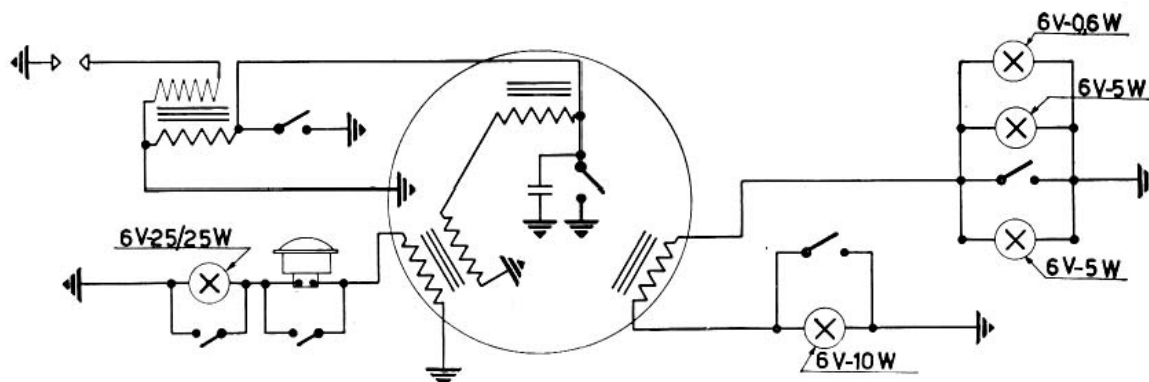


Fig. 23 - Installation of electrical equipment - see Fig. at previous page and electrical connections - see Fig. at the present page.

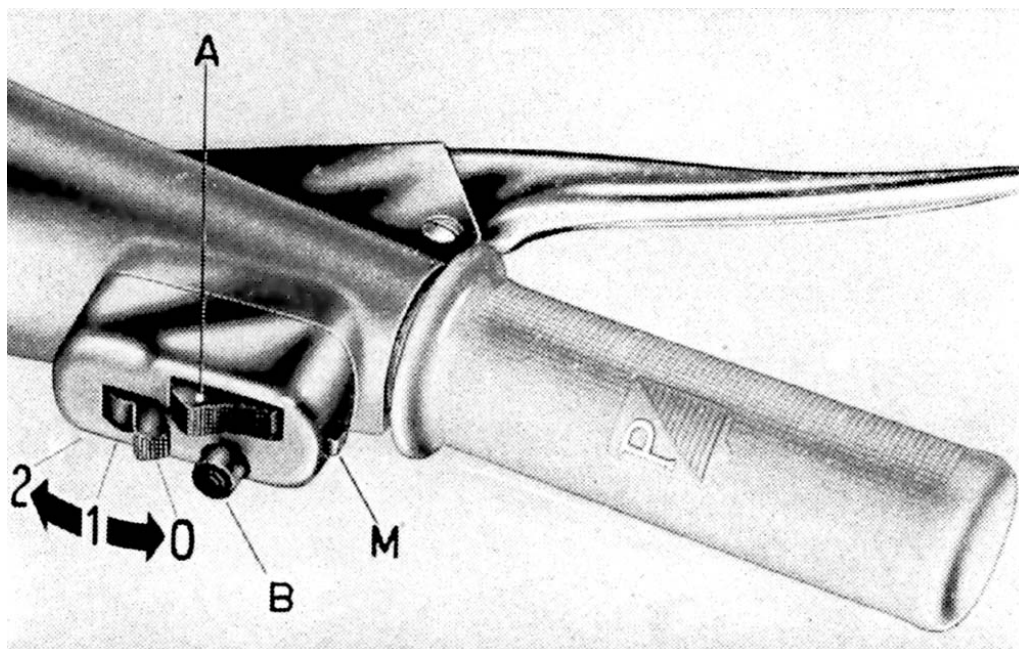


Fig. 24 - Light and dip switch

0-1-2: Switching lever positions. - **0.** Lights off. - **1.** Pilot light and tail lamp on. - **2.** Head light and tail lamp on - **A:** Main and dipped beam switch - **B:** Horn button - **M:** Engine cut-out.

IDENTIFICATION DATA

They consist of a prefix VBC1 for Vespa <Super 150> and VNC1 for Vespa <Super 125> and progressive number.

The chassis prefix and serial number, stamped on the frame and engine, identify the vehicle as prescribed by law, are always carried out on the documents pertaining to the vehicle: **these numbers should be quoted when ordering spare parts.**

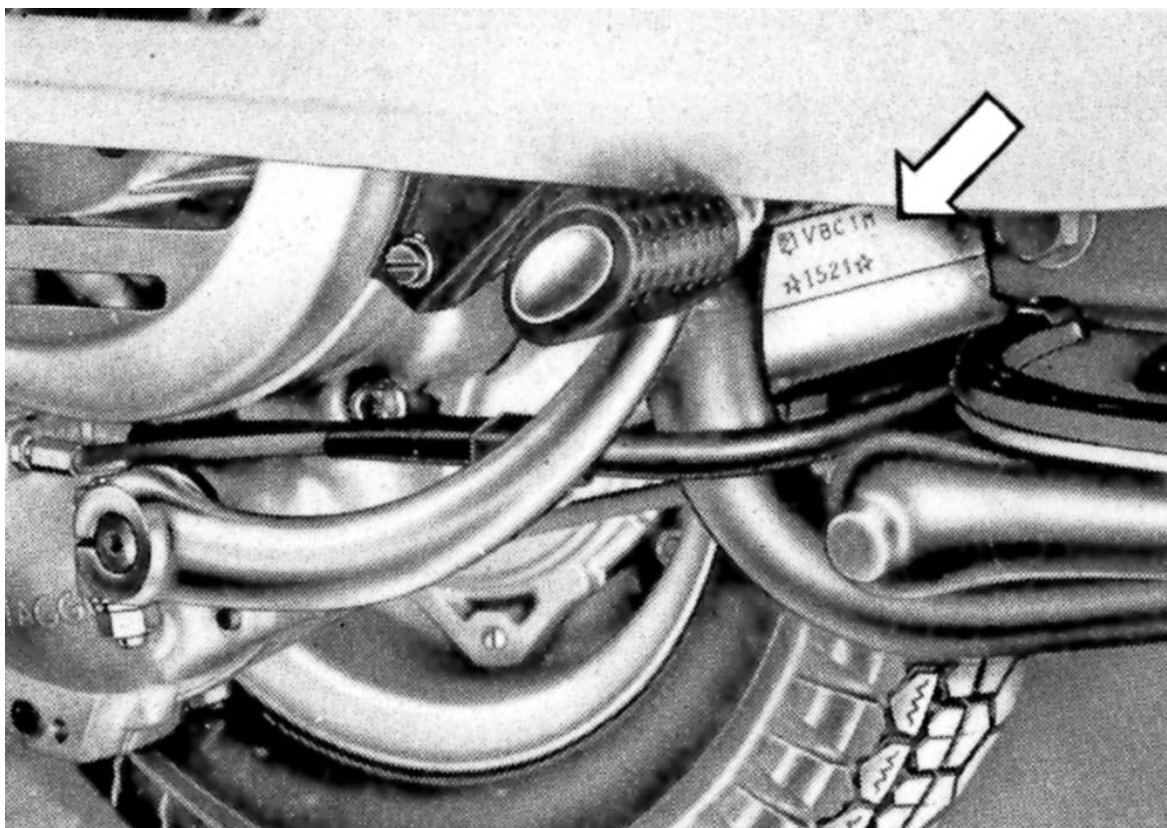


Fig. 25 - Serial number stamped on engine.

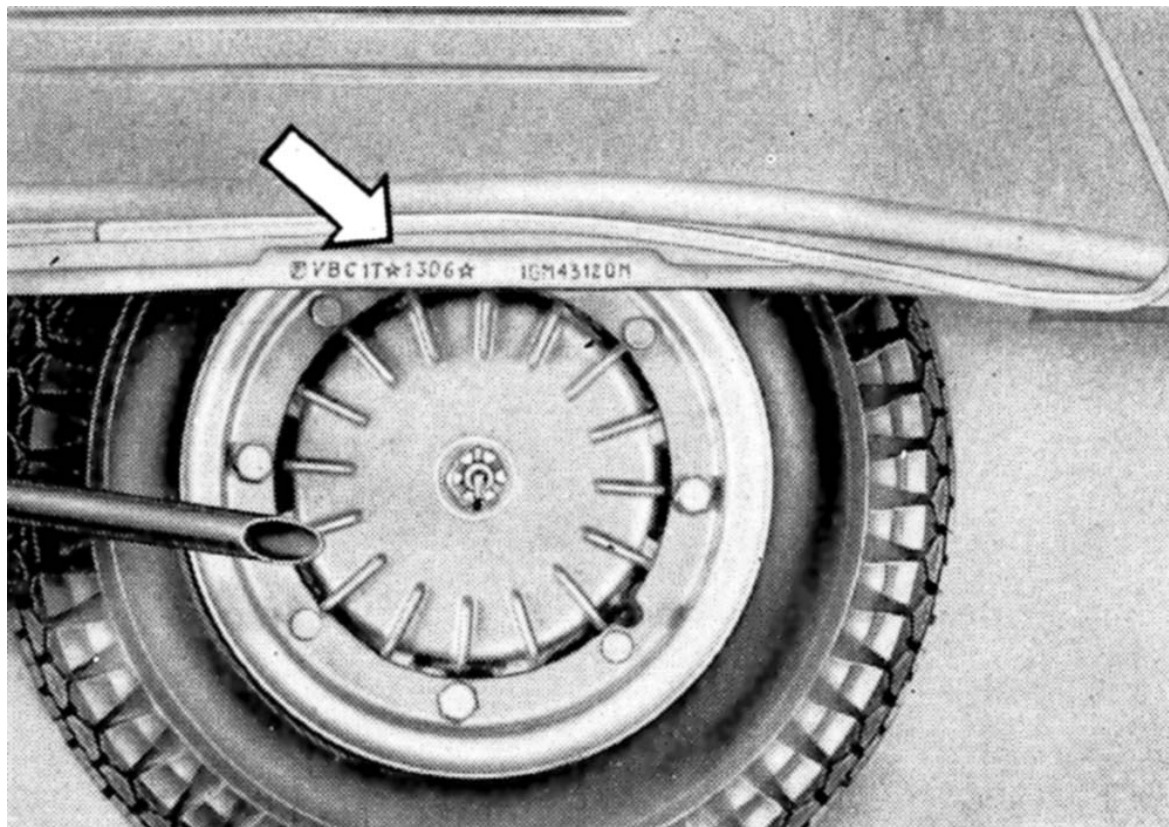


Fig. 26 - Serial number stamped on frame.

SPECIFIC CHARACTERISTICS OF THE VESPA SUPER

Vespa <Super 150> : PERFORMANCE AND SPECIFICATIONS

Consumption (accord to CUNA Standard):	2.2 lt/100 Km. (107.5 mls/U.S. gal.; 129.2 mls/imp. gal.), gasoline-oil mixture i. e. 2% oil.
Max speed (CUNA Standards)	90 Km/h (55.92 mph.).
Carrying capacity	2 persons and 10 Kg. (22 lbs) of luggage.
Range	350 Km (217.5 mls)
Max. fuel capacity: incl. -of	7.7 lt. (2.0 U.S. Galls or 1.7 imp. galls (1.4 lt. - 0.37 U. S.galls or 0.31 imp. galls reserve).
Wheel base	1200 mm (47".24)
Handlebar width	670 mm (26".38)
Total length	1740 mm (68".50)
Max. height	1015 mm (39".96)
Min. ground clearance	130 mm (5".12)
Turning radius	1500 mm (59".05)
Total dry weight	87 Kg. (191.8 lbs)
ENGINE:	two stroke rotary distribution : i. e., carbured mixture is regulated by the crankshaft rotation.
Displacement	145.45 cc. - 8,87 cu. in.
Bore	57 mm - 2".24.
Stroke	57 mm - 2".24.
Compression ratio	1 :7.4.
H. T. flywheel magneto external coil ignition	
Spark advance:	22° ± 1 ° before T. D. C.
Sparking plug:	Bosch W 225 T 1 Champion L 86; AC 43 F Marelli CW 230 A-T or CW 225 N-T KLG F 70 or F 75.
Transmission ratio engine to driving wheels	
Bottom gear	1 : 13.35
2nd gear	1 : 9.32
3rd gear	1 : 6.64
4th gear	1 : 4.73

Vespa <Super 125> : PERFORMANCE AND SPECIFICATIONS

Consumption (accord to CUNA Standard)	2.1 lt/100 Km. (112.6 mls/U.S. gal.; 135.3 mls/imp. gal.), gasoline-oil mix ture i. e. 2% oil.
Max. speed (CUNA Standards)	85 Km/h (52.8 mph.).
Carrying capacity	2 persons and 10 Kg. (22 lbs) of luggage.
Range	370 Km (229,9 mls) Max. fuel capacity: 7,7 lt. (2.0 U.S. galls or 1.7 imp. galls (incl. 1.4 lt. - 0.37 U. S, galls or 0.31 imp. galls - of reserve).
Wheelbase	1200 mm (47".24)
Handlebar width	670 mm (26".38)
Total length	1740 mm (68".50)
Max. Height	1015 mm (39".96)
Min. ground clearance	130 mm (5".12)
Turning radius	1500 mm (59".05)
Total dry weight	87 Kg. (191.8 lbs)
ENGINE:	two stroke rotary distribution: i. e., carburated mixture is regulated by the crankshaft rotation.
Displacement	123.4 cc. - 7.53 cu. in.
Bore	52.5 mm - 2".07.
Stroke	57 mm - 2".24.
Compression ratio	1 :7.7.
H. T. flywheel magneto external coil ignition.	
Spark advance	21 ° ± 1 ° before T. D. C.
Sparking plug	Bosch W 225 T 1 Champion L 86 AC 43 F Marelli CW 230 A-T or CW 225 N-T KLG F 70 or 75.
Transmission ratio engine to driving wheels	
Bottom gear	1 : 13.35
2nd gear	1 : 9.32
3rd gear	1 : 6.64
4th gear	1 : 4.73

Allstyles scooters

