

Lambretta 125f



**Instruction
Manual**

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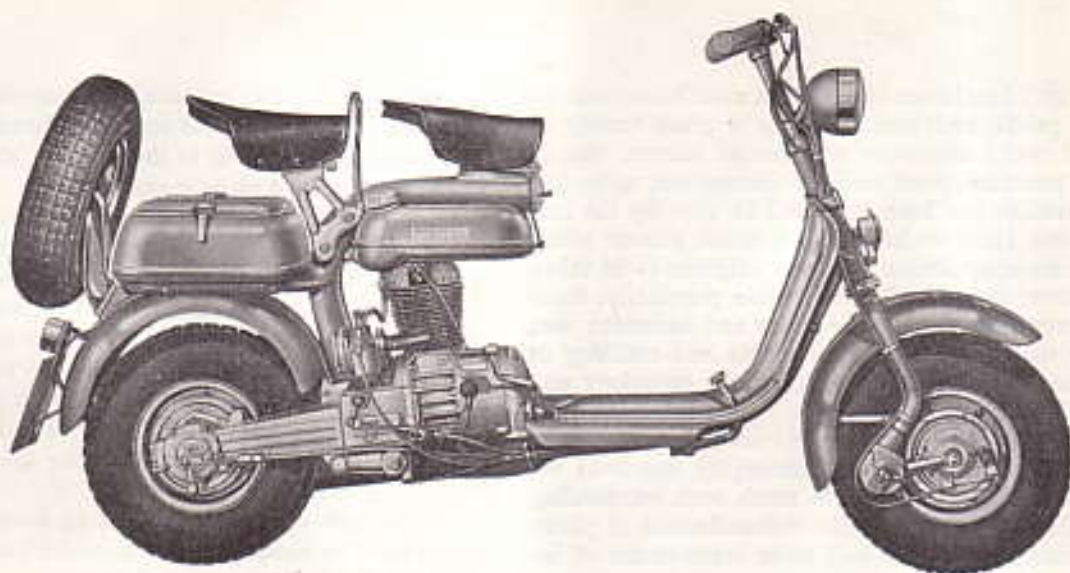


Fig. 1

Transmission Side View

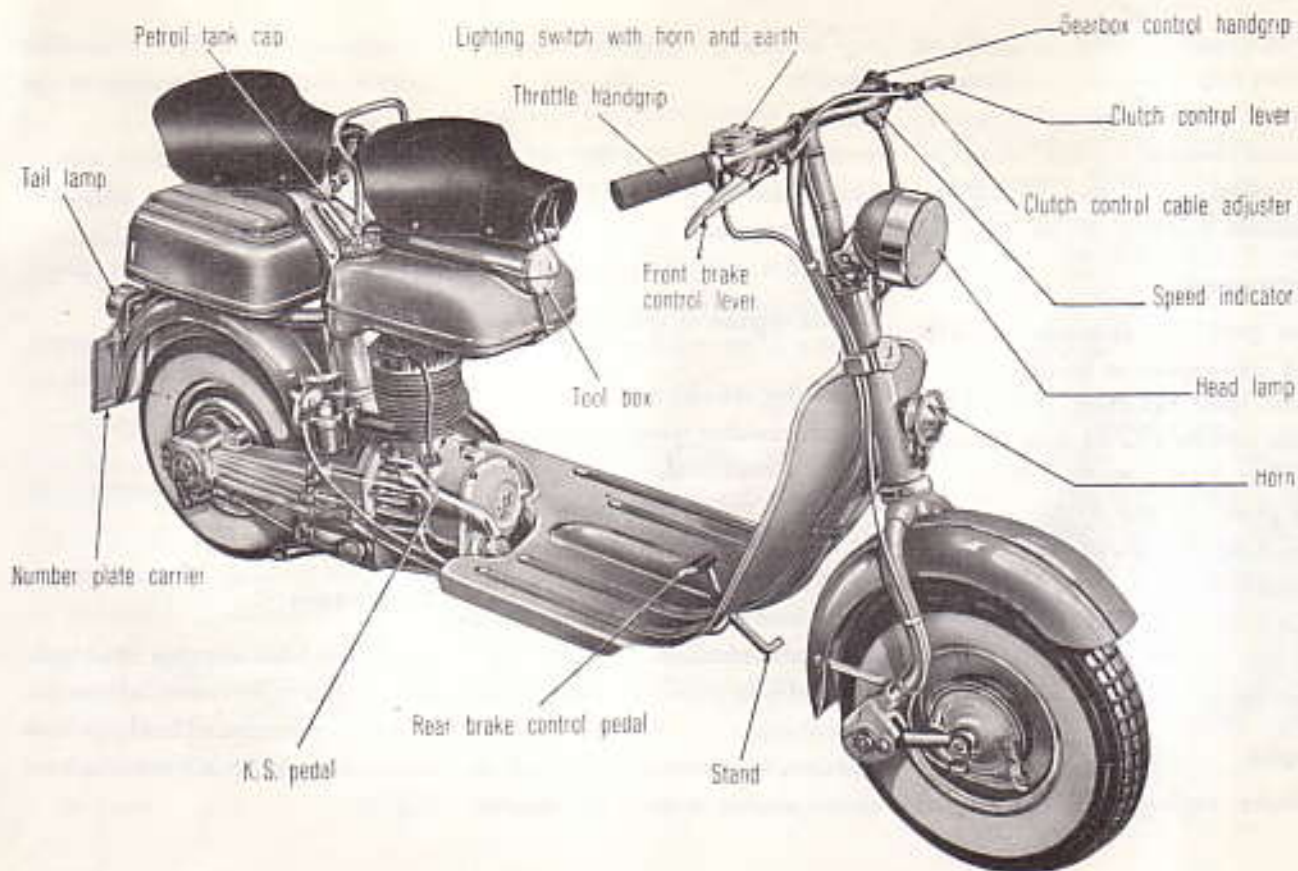


Fig. 2

transmission between the group and the bar is performed directly. The reaction caused by the torsion of the bar is taken up by a lever fixed to the frame. Provision is made on the transmission arm in the event of damper mounting.

Wheels and Brakes

WHEELS. Interchangeable and easily detachable from the hub. The rear wheel is assembled in an automobile-like system. Two-piece steel disc rims equipped with 4.00 x 8" tyres. Inflating pressure for the front tyre: 10-12 p.s.i.; for the rear tyre: 25 p.s.i. with pillion rider.

BRAKES. Light-alloy expanding type brakes provided with lining having a consistent friction value. Brakes are operated through a flexible cable controlled on the front wheel by hand and

by pedal on the rear one. Steel pressed drums.

Electrical equipment

The electrical equipment is supplied by flywheel magnets which also provides current for the head lamp, equipped with twin-filament bulb (6 V - 15/15 Watt), for the upper and lower beam and for the tail lamp (6 V - 1.5 Watt), with red glass.

The lighting switch is placed on the handlebar, at right hand. The same lever operates horn and engine earthing (See Electrical Diagram, pag. 9).

Tank

Capacity: 1.3 galls including 1-1/4 pt reserve.

3-way tap (fig. 4).

C = close A = open R = reserve

Tools

The frame tube end, under the saddle, has been shaped in the way as to serve

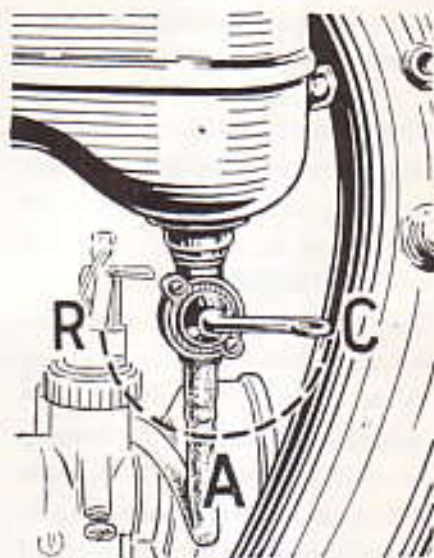


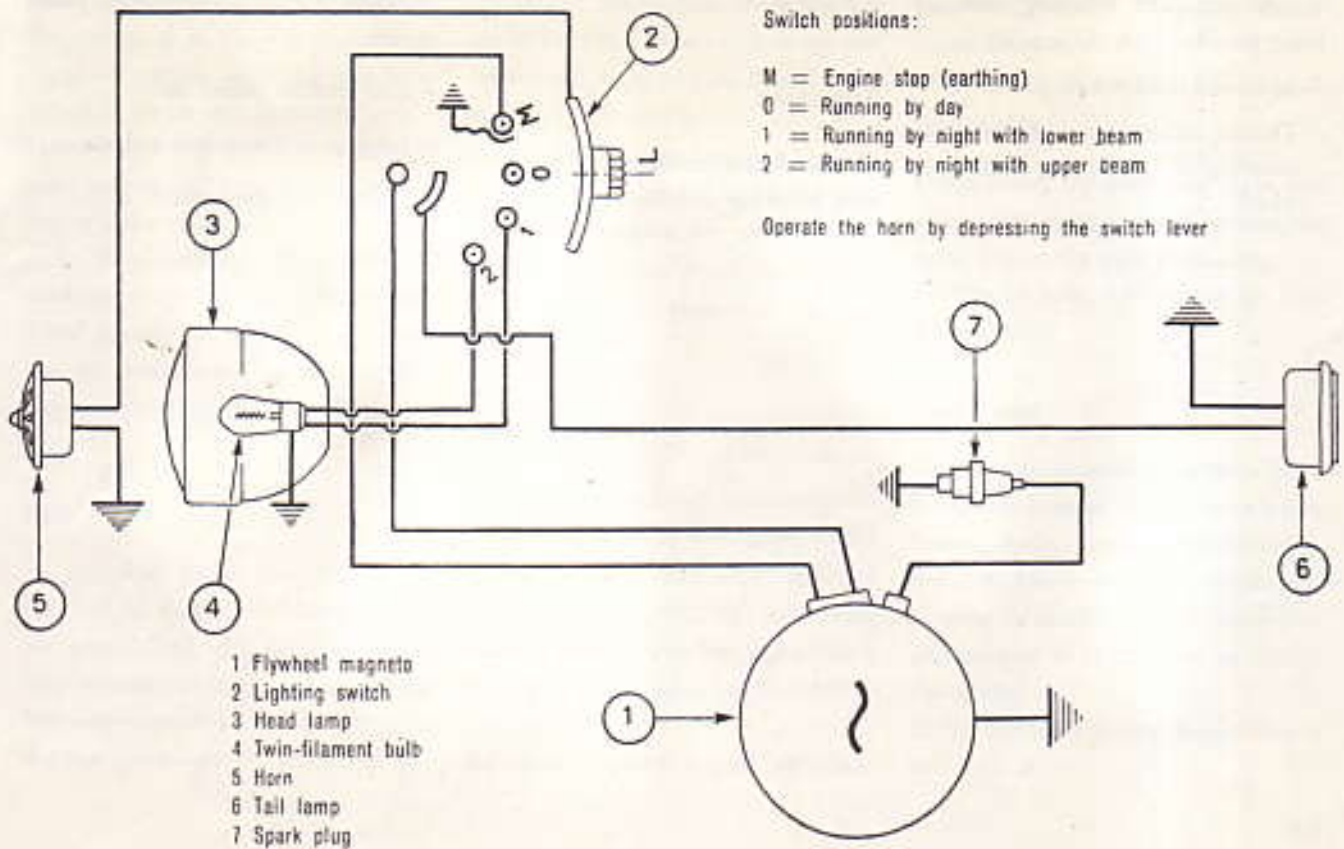
Fig. 4

ELECTRICAL SYSTEM DIAGRAM

Switch positions:

- M = Engine stop (earthing)
- 0 = Running by day
- 1 = Running by night with lower beam
- 2 = Running by night with upper beam

Operate the horn by depressing the switch lever



as tool box. The following tools are being provided with the scooter:

- Multi-end wrench with pin.
- Tubular socket wrench for the dismantling of spark plug and front wheel.

- Screwdriver.

Accessories

The Lambretta scooter can be equipped with following accessories:

- Pillion seat and handgrip for pillion rider.
- Foot-rests for pillion rider.
- Luggage box with lock and key.
- Support and spare wheel.

The Lambretta motor scooter has been designed so as to make it accessible to everybody and no particular skill is required for its use and maintenance.

However it is strongly recommended in order to obtain a perfect running-in of the vehicle's mechanical parts and increase their operating life to drive the machine for the first 600 miles with reduced throttle not exceeding 35 m.p.h. and to avoid riding uphill with full throttle. Following are some hints and advices.

Fuel

To pour fuel, loosen the filler cap on the tank, on right hand. Use only good car petrol mixed with fluid mineral oil (corresponding to SAE 30+40) in the following volume proportion: 8% for the first 300 miles—5% afterwards. We

recommend MOBIL OIL A of the Vacuum Co. For a correct carburation and lubrication, petrol and oil must be well mixed. The tank cap is provided with a small can-measure having a capacity of 50 cc. It is advisable to stir the mixture before making use of the motor scooter. Never use petrol by itself or mixed in a lower proportion than described.

Lubricants

Check oil level through the corresponding plug holes. For lubrication of the gearbox use the same oil as indicated for mixture (MOBIL OIL A); during summer months or in hot regions use a quality of oil corresponding to SAE 50 (MOBIL OIL BB).

For transmission bevel gears we recom-

mend MOBILUBE C 140 (See Lubrication Diagram).

Spark plug

When fitting the spark plug make sure of adapting the washer and locating the spark plug in the right inclination.

Do this by hand. Use wrench for final locking only.

Carburettor

The max jet, as indicated in the « Main Features », is tuned to meet every requirement under normal climatic conditions. At low or very high temperature in order to avoid trouble in the engine performance it is advisable to change the tuning.

In the case of jet getting clogged, loosen and clean it.

When Lambretta is not used for a long time, we recommend checking that no petrol should be let into the carburettor in order to avoid that oil may cause a partial stoppage of the jet. When using Lambretta again after long inactivity it is advisable to stir the mixture within the tank.

Starting

Limit air inlet within the carburettor especially at low temperature by shifting the lever protruding from the air cleaner body to the starting position marked « Avviamento ».

Check on the position indicator if the gear is in neutral (between bottom and second gear) push the k. s. pedal and slightly accelerate the engine by opening the throttle (handgrip on the left handlebar).

If the engine does not start, press down the tickler knob on the float chamber until petrol flows into the carburettor. Once the engine is running move the lever on the air cleaner into the position marked « Marcia » to let air in.

Speed change

The speed change control is located on the Lh. handgrip (fig. 2).

When changing speed, reduce throttle, declutch and put in speed, smoothly rotating the handgrip. Then gradually release the clutch operating lever and accelerate the engine specially when starting to avoid clutch straining and engine stopping.

After a short practice these operations will be easily performed.

It is advisable not to engage the clutch

too quickly with the engine revolving at too high a speed in order to avoid roughness or skidding of the rear wheel. The gearbox provides three speeds with neutral position between low and second gear, as clearly indicated on the gear position indicator.

To put in low gear, turn the handgrip backwards. To change up from low to second gear turn the handgrip forwards until it locks. To shift from second to top gear complete the rotation of the handgrip. To change down from top to second gear and from second to low gear turn the handgrip backwards. To change up from low gear to neutral, half rotate the handgrip between low and second gear until you feel a slight stop. Change up from low gear at the right moment to avoid engine « screaming ».

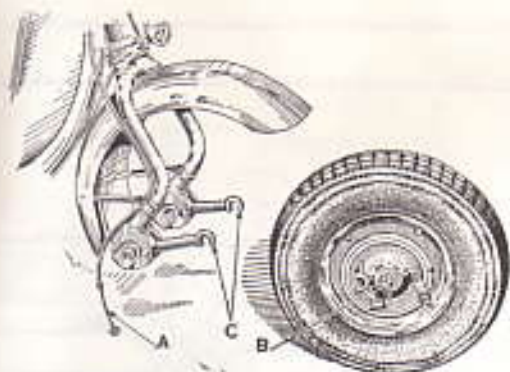


Fig. 5

Wheel and tyre dismantling

To remove front wheel (fig. 5) disconnect the brake control cable A, after loosening the adjusters on the right handlebar; unscrew the two side nuts B fastening the wheel to the swinging levers C, remove the washers under the nuts, located within the levers.

To detach the rims from the hubs (for both front and rear wheel) loosen the four nuts (D) located on the air valve side (fig. 6); to dismantle the tyres, first remove wheels, then unscrew the six nuts E holding the two rim halves together, at the opposite side of the air valve. *Perform this operation after deflating the tyres.*

Miscellaneous

During the first 600 miles do not race the engine or operate over 34 m.p.h. After 300 miles drain oil from gearbox and rear bevel gear casing and refill. It is further advisable to check the bolts on the cylinder head and to tighten them, if necessary.

To stop engine, disconnect ignition by

pushing the lever on the lighting switch to earth position M (See Electrical Diagram).

Do not run the engine for a long time when the vehicle is stationary, since it is easy to stop and start again.

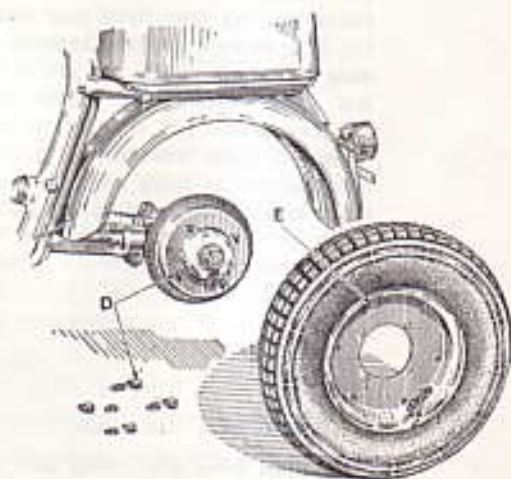


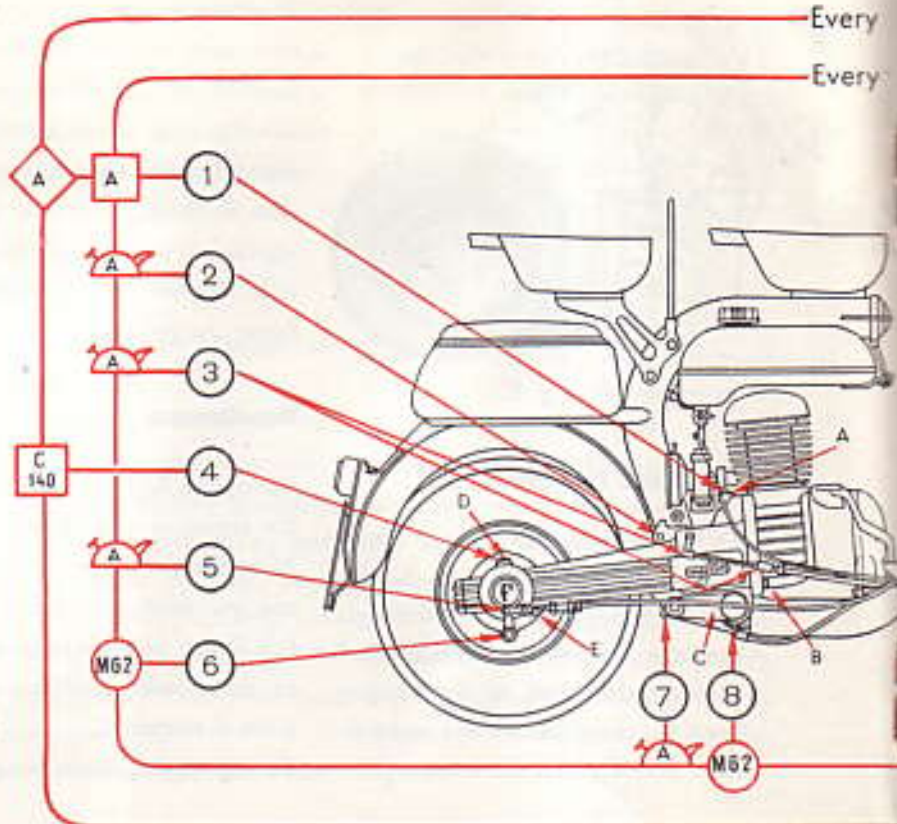
Fig. 6

Periodic maintenance

Lubricate the indicated points:

- (1) Gearbox: drain and refill oil after the first 300 miles (during the summer months or in hot regions use **Mobiloil BB**).
- (2) Clutch control lever knuckle.
- (3) Gearbox control rod knuckle and rod guide.
- (4) Rear bevel gear couple.
- (5) Rear brake cable yoke knuckle.
- (6) Rear brake control pin.
- (7) Clutch control cable knuckle.
- (8) Engine group swinging pivot.
- (9) Rear brake cable yoke and pedal knuckles.
- (10) Front wheel carrier swinging lever pins.
- (11) Front brake cable knuckles.
- (12) Front brake pin.
- (13) Handlebar lever and control knuckles (front brake, throttle, clutch and gearbox).

- A = Gearbox oil filler cap
- B = Gearbox oil level cap
- C = Gearbox oil drain cap
- D = Rear bevel gear casing filler cap
- E = Rear bevel gear casing drain cap



Oiler



Reestablish level

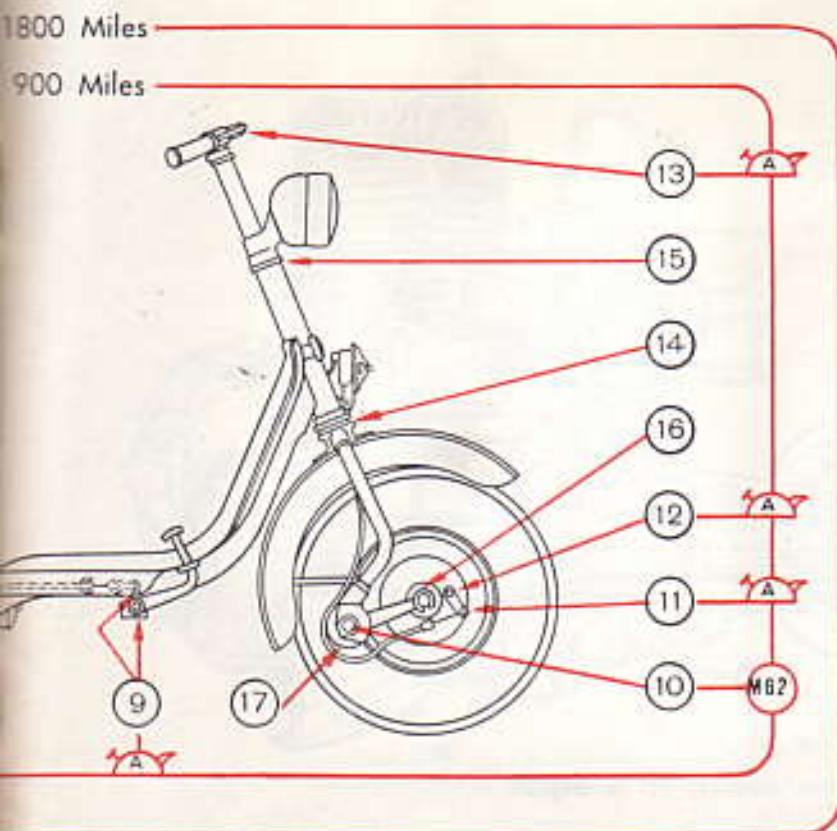


Drain and refill



Grease

DIAGRAM



Instructions for repair shops

When overhauling follow these instructions:

1. Parts to (2) (3) (5) (7) (9) (11) (12) (13) must be lubricated when reassembling with **Mobilgrease N. 5**.
2. Parts to (14) (15) steering ball bearings must be lubricated when reassembling with **Mobilgrease N. 2**.
3. The front wheel hub to (16) must be filled with **Mobilgrease N. 5** when reassembling.
4. Front suspension ring-springs to (17) must be coated with **Mobilgrease N. 2** when reassembling.

Symbol explanation: A=Mobiloil A; MG2=Mobilgrease N. 2; C 140=Mobilube C 140. Products of the VACUUM OIL Co.

EVERY 900 miles (See Lubrication Diagram).

- Check the gearbox oil level and pour oil through the plug A until it flows out from cap B (fig. 7).
- Lubricate through the greasers the engine group knuckle (8), the rear brake control pin (6) and the front wheel swinging lever pins (10).
- Lubricate all connection joints and control levers with a few drops of engine oil (MOBIL OIL A).

EVERY 1800 miles (See Lubrication Diagram).

- Drain oil from the gearbox when the engine is warm. To drain oil, remove the lower cap C (fig. 7) and put in approx. 0.7 lb. oil through the cap A.

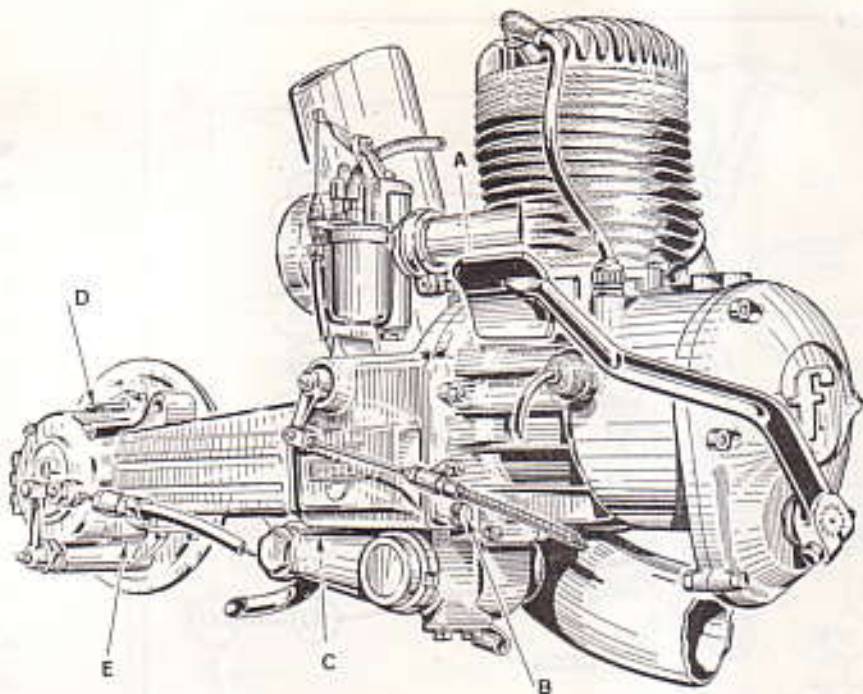


Fig. 7

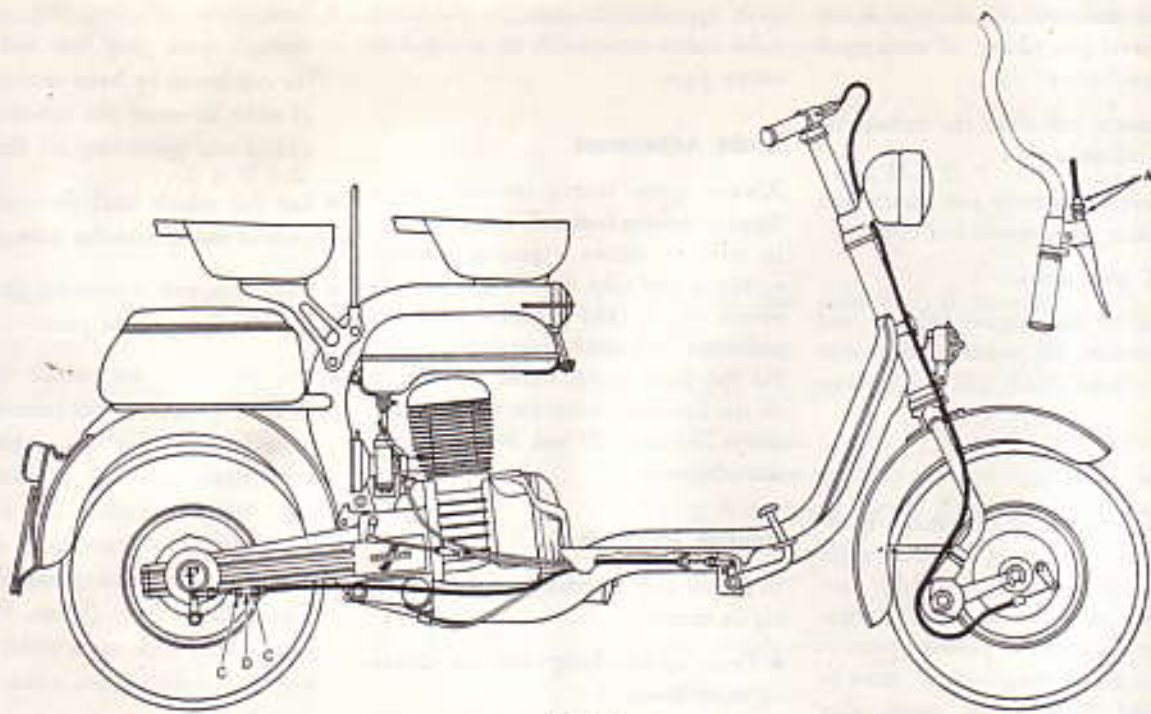


Fig. 8

Scheme of the Machine with Brake Adjusters

- Check and reestablish oil level in the rear bevel gear casing; oil must reach the gear centre.
- Dismantle and clean the carburettor from all sediments.
- Remove the silencer and decarbonize the inner components and orifices.

EVERY 3000 miles.

- Dismantle the engine cylinder and decarbonize the piston head, within the cylinder head, and the exhaust port.

Ignition

Check flywheel magneto timing. Ignition should occur at 25° advance angle with respect to the piston u.d.p. corresponding to an arc of about 1" measured on the flywheel periphery.

A correct gap of .0197"-.0236" must be maintained between the spark plug electrodes and the points must be perfectly cleaned. If the gap increases by

wear, approach the outer to the inner point and to remove dirt use a very thin emery paper.

Brake Adjustment

Always apply brakes smoothly since slippage reduces brake efficiency.

In order to obtain a gradual braking operation and take up lining wear, adjusters (fig. 8) need particular attention and must be properly adjusted.

For the front brake, adjust the nut A on the handlebar lever, for the rear one, adjust the sleeve D and the nuts C at the cable end.

Routine Attention

In case of long inactivity, general cleaning is necessary:

- Drain mixture from tank and carburettor bowl.
- Clean petrol filters on the tank and the carburettor.

- Pour some oil into the cylinder through spark plug hole and rotate the crankshaft by hand once or twice in order to smear the cylinder walls with a rust preventing oil film.

- Lift the vehicle until the tyres clear ground and deflate the tubes.

- Coat with rust preventing grease all metallic non-painted parts.

- Use petroleum for outside cleaning of the engine, but wash painted parts with water. Wipe the engine dry with clean rags and painted parts with chamois leather. Do not use petroleum for painted parts since it damages paint and turns it dull. Clean plastic parts (levers, lighting switch, etc.) with water alone, avoiding contact with petrol which would corrode them.

- Provide a covering for the vehicle.

To eliminate trouble in engine performance, first inspect for the most probable cause. Recheck, if necessary, and following our directions you will locate the source of the defective operations and properly repair.

CAUSE

REMEDY

Engine fails to start or stops immediately

Faulty petrol flow to carburettor.

Tank tap closed.

Filter or fuel line clogged.

No spark or weak spark.

Check for the cause. Refill tank, if necessary.

Open the tank cap.

Clean filter or fuel line.

Check H.T. contact on the flywheel. Tighten the cable to the terminal. Adjust electrode gap to 0.0197"–0.0236". Clean spark plug if dirty and replace if insulator is broken.

Engine knocks

Incorrect fuel.

Faulty ignition.

Preignition.

Overheated.

Drain and replace with correct fuel.

Clean spark plug.

Adjust magneto breaker points.

Allow to cool.

Engine missing

Incorrect electrode gap.

Faulty petrol flow to carburettor.

Spark plug dirty.

Magneto breaker points dirty.

Adjust electrode gap.

Check petrol flow.

Clean accurately.

Clean magneto breaker points.

Explosion in carburettor

Faulty ignition caused by spark plug overheated.

Carbon deposits on spark plug.

Replace spark plug. Use another of higher heat range.

Clean spark plug.

Lack of power or engine overheating

Incorrect ignition.

Exhaust port or silencer partially clogged.

Cylinder head loose.

Adjust timing.

Clean exhaust port and silencer.

Tighten the nuts on the cylinder head.

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Via Berengario 10, tel. 61-285.
- CARRARA** - BATTISTA PIERI
Via Roma 38.
- CASALE MONF.** - GIOVANNI CORNALEA
Via Mazzini 5, Michele 18, tel. 940.
- CASERTA** - AUTOMOTO CASERTANA
Via C. Battisti 38/40, tel. 28-149.
- CASTELLAMMARE DI STABIA**
GARAGE OMNIA di P. INGENITO
Via Bonito 15, tel. 11-75.
- CATANIA** - GRATTAPAGLIA & PICCO
Viale Libertà 203, tel. 11-623.
- CATANZARO** - EUGENIO CHICCO
Corso Mazzini 7, tel. 17-27.
- CESENA** - ANTONIO GIACOMONI & F. S.p.A.
Via C. Battisti 1, tel. 124.
- CHIAVARI** - BOGGIO DOMENICO
Piazza Stazione, tel. 25-84.
- CHIETI** - GIOVANNI TESTA
Via B. Spaventa 24, tel. 28-00.
- CIVITAVECCHIA** - SORATEC S.r.l.
Piazza S. Spirito 7, tel. 33-01.
- COMO** - ORESTE PEVERELLI
Via Rubini 18, tel. 19-11.
- COSENZA** - GARRAPA & MIGLIANO
Via Allimeno, tel. 63-04.
- CREMA** - LECCARDI LODOVICO
Via A. Fico 83, tel. 23-89.
- CREMONA** - BRUNO BARBIERI
Viale Trento Trieste 132/134, tel. 28-92.
- CUNEO** - DARIO VICO
Corso 4 Novembre 19, tel. 26-54.
- DOMODOSSOLA** - SBARDELLATI LUCIANO
Via F.lli di Dio 19, tel. 22-52.
- ENNA** - F.lli CATANIA
Piazza Paolo Naglia 3, tel. 13-95.
- ESTE** - FERRARESE UMBERTO & C. S.r.l.
Piazza Maggiore 27, tel. 15-04.
- FAENZA** - S.I.M.M.A. S.r.l.
Via D. Torelli 1/B, tel. 620.
- FELTRE** - O.V.A.M. S.r.l.
Bivio Strada Trevigiana, tel. 33-54.
- FERRARA** - A.R.M.A.
Via Garibaldi 61, tel. 30-00.
- FIRENZE** - F.lli PRESENTI S.A.I.
Via Gioiò 28, tel. 60-201.
- FIRENZE** - GARAGE ZANIBATTI S.r.l.
Via F.lli Rosselli 55, tel. 45-341.
- FOGGIA** - SALDEST
Via 24 Maggio 34, tel. 11-36.
- FOLIGNO** - PAOLO NEGRI
Via Rutili 2/F, tel. 23-36.
- FORLÌ** - MOTOR S.r.l.
Via Reqnoli, tel. 60-95.
- FORMIA** - OFF. GARAGE TATTA
Via Vitruvio 115, tel. 41.
- FROSINONE** - LA CASA DELLO SCOOTER
S.r.l. - Corso della Repubblica 51, tel. 35-89.
- GENOVA** - F. BOERO & C. S.r.l.
Via Amendola 9, tel. 360-350.
- GENOVA** - VINELLI & C. S.r.l.
Via Dante 59/R, tel. 51-773.
- GORIZIA** - MOTOFORNITURE
Via Garibaldi 5, tel. 27-23.
- GROSSETO** - COSTANZO ARZILLA
Via Gramsci 2, tel. 28-21.
- IMOLA** - CREMONINI ENZO
Via Emilia 243, tel. 262.
- IMPERIA** - PAOLO BARNATO
Via Garosio 2, tel. 84-02.
- IVREA** - GUIDO ENRIELLO
Via D'Azeglio 88, tel. 41-81.
- LANCIANO (Chieti)** - LUIGI MERCADANTE
Via Luigi De Crecchio 10, tel. 32-49.

WORLD'S RECORDS Lambretta 125 cc.

No	Records	Mean Speed K. p. H.	No	Records	Mean Speed K. p. H.
1	flying start 1 Km	201	19	1000 M.	132,7
2	standing start 1 Km	105	20	2000 M.	97,5
3	5 Km	183	21	3000 M.	97,8
4	flying start 1 Mile	200	22	1 Hour	158,6
5	standing start 1 Mile	123	23	2 Hour	142
6	10 Km	150,5	24	3 Hour	139
7	50 Km	162,4	25	4 Hour	137,6
8	100 Km	160,4	26	5 Hour	133,7
9	500 Km	137,3	27	6 Hour	133,1
10	1000 Km	132,0	28	7 Hour	132,4
11	2000 Km	103,5	29	8 Hour	132,8
12	3000 Km	98,2	30	9 Hour	132,4
13	4000 Km	97,3	31	10 Hour	132,6
14	5000 Km	97,8	32	11 Hour	132,3
15	10 M.	155,8	33	12 Hour	132,6
16	50 M.	160,9	34	24 Hour	102,1
17	100 M.	158,6	35	48 Hour	97,6
18	500 M.	133,2			

The following world's records are held both in the classes 125 cc. and 175 cc.: 1 Km fs. — 1 Mile fs. — 5, 50, 100, 1000, 2000 Km — 10, 50, 100, 500, 1000, Mile — 1-6-7-8-9-10-11-12-24 Hour.

Lambretta motor scooter has beaten 56 world's records!

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