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**INNOCENTI** motor division

*We are honoured and pleased to welcome you amongst the owners of a **Lambretta Cento** and appreciate your choice of our product.*

*The **Lambretta Cento** was designed and built in our works and has reached you after exacting checks and tests, thus ensuring the perfection and warranty of our product.*

*The life of your scooter depends very much on the care and maintenance you give it. We have here, briefly summarised some fundamental hints and instruction which we feel will help you in knowing and making the most of your new machine.*

*Remember we have created in this country and throughout the world a network of Authorized Lambretta Service Dealers, with trained personnel and fully equipped with tools and original spare parts to ensure the perfect functioning of your machine. Accept our advice and take advantage of their skill and expert knowledge at any time, bearing in mind that every member of this great Lambretta Organization is at your service.*

*We wish you « Bon voyage » and a wonderful time on your new **Lambretta Cento** designed for you, the connoisseur.*





**Lambretta** Cento

[scooterhelp.com](http://scooterhelp.com)



## IDENTIFICATION OF THE SCOOTER

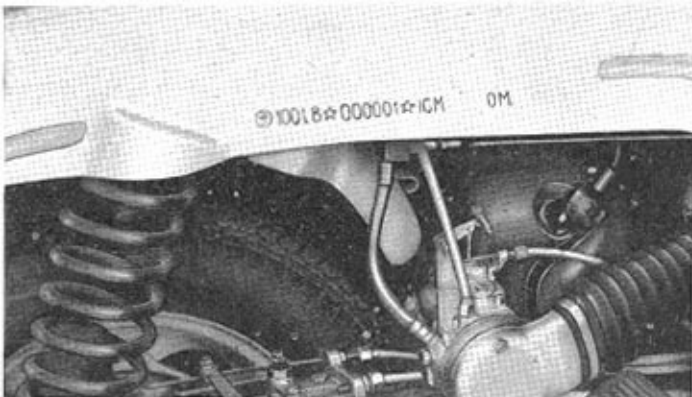


Fig. 1

Fig. 2



The frame and engine numbers, which serve to identify your scooter in accordance with the Rules and Regulations, are stamped as shown in figures 1 and 2. These numbers should always be quoted when requesting spare parts.



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## KEYS

The sets of keys supplied with your scooter serve for the antitheft device fitted under the right hand arm of the handlebar (see fig. 3). Each key has a number stamped on it and the same number is stamped on the lock selvage. In case of loss, it will be easy for you to obtain a replacement by quoting the appropriate number.

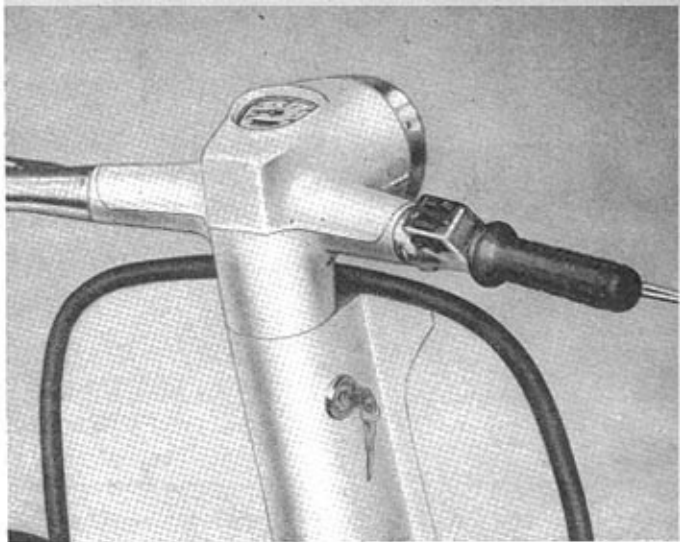


Fig. 3

## CONTROLS

The figure 4 shows the controls of your scooter:



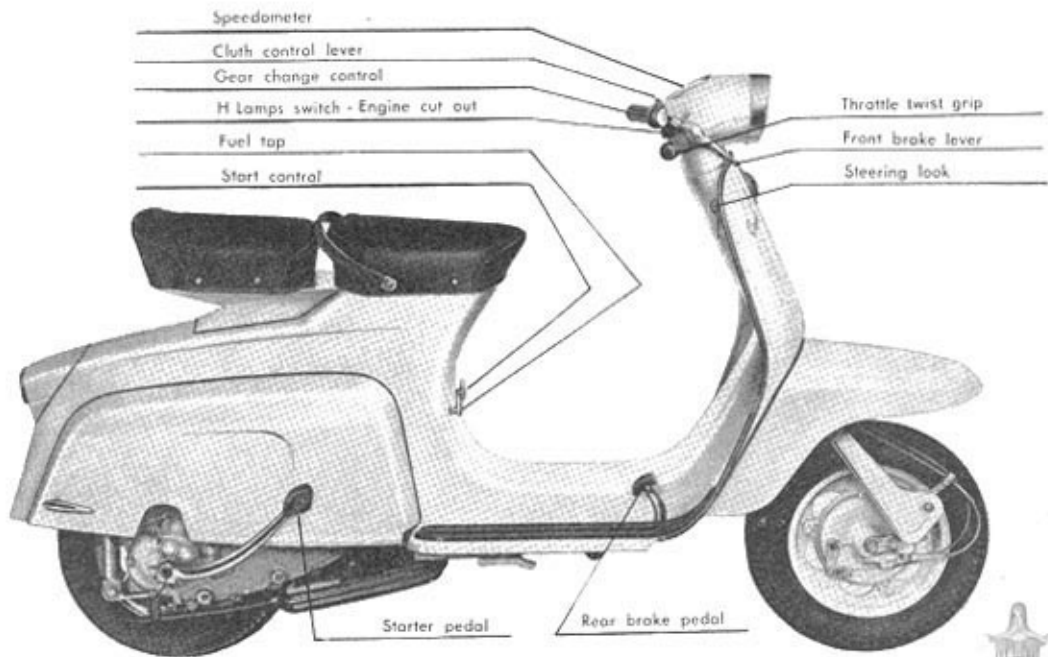


Fig. 4





## On the handlebar

**Right hand:** throttle twist grip and front brake lever, three-way double lever switch. The three positions of the switch are:

- middle: all lights out for day driving;
- to the right: pilot and rear lights on for city night driving
- to the left: headlamp and rear lights on for night driving;

upper double lever for headlamp beam control (driving and traffic beam), horn-button and engine cut out button.

**Left hand:** clutch control lever headlamp together with gear change control.

**Centre:** speedometer and headlamp.

**Under left handlebar arm:** antitheft device.

To use antitheft device turn handlebar full lock to either of left and then turn key half a turn.

## On the footboard

**Right and side:** Rear brake pedal.

**On the central frame rib** under the front part of saddle

**On right hand side:** 3-way fuel tap (open, reserve, closed) see fig. 5.

When machine is at stand-still, it is advisable to turn tap to closed position. The fuel tank contains a total of 1.36 galls.<sup>\*</sup> (6.2 l) of fuel. When riding, tap should be in open position, and when you have to switch to reserve you still have 0.22 galls (1 l) available (in other words a further 30 miles approximately).



1. Closed
2. Open
3. Reserve

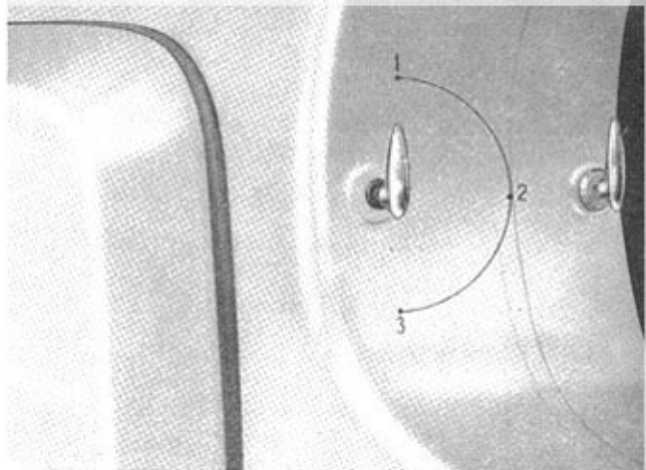


Fig. 5

**On left hand side:** start control. Turn start control lever 180° clockwise (this only when starting on a cold engine). Return to original position as soon as engine is running steadily.

**On right hand side of machine**

Kickstart pedal. Before kick starting, ensure that gear is in neutral.



## SERVICE INSTRUCTIONS

### During running-in period

(first 900 miles) keep strictly to the following rules:

- use a mixture of 40% oil (1 part in 25) **BP Energol two stroke** and good standard petrol;
- do not exceed the following speeds:

	1st gear	2nd gear	3rd gear
miles per hour	10	19	31
km/h	16	30	50

- do not maintain these speeds for long periods;
- do not climb hills on full throttle;
- do not accelerate at full throttle;
- take great care **not overheat** your engine;
- take great care to have your machine fully serviced, as per the service schedule, at the correct time, by one of the authorized service agents.

Remember that the life of your scooter depends entirely on the running-in schedule being properly maintained.



## Fuel - Fuel tank

After the running-in period, use mixture of 2% oil (1 part in 50) BP Energol two stroke.

To reach the fuel tank filler cap:

— free the saddle hold by pressing on rear portion (see fig. 6);

— lift saddle forward (see fig. 7).

The tank contains a total of 1.36 galls (6.2 l) of which 0.22 galls (1 l) are reserve (for the fuel tap, see page 6).

## Wheels

Tires 3.00 - 10

Pressures:

Front (driver only)	18.5 lbs per sq. inch. (1.3 kg/sq. cm)
Front (driver and passenger)	20 lbs per sq. inch. (1.4 kg/sq. cm)
Rear (driver only)	28.5 lbs per sq. inch. (2 kg/sq. cm)
Rear (driver and passenger)	35.5 lbs per sq. inch. (2.5 kg/sq. cm)



Fig. 6



Fig. 7



### **To dismantle the front wheel:**

- unscrew the four dome nuts fixing rim to hub (care must be taken **not** to unscrew the other nuts);
- unscrew the two nuts holding hub to trailing links;
- slip wheel from links and hub, taking care not to pinch or bend the front brake and speedometer drive cables.

### **To dsimantle the rear wheel:**

- unscrew the four dome nuts and slip wheel from hub

### **To dismantle tire from rims:**

- dismantle wheel (as above);
- ensure that tire is deflated;
- unscrew the four nuts holding the rims.



## Brakes

Ensure that the brakes are kept regularly adjusted so that the wheel is completely free to rotate, but the braking effect begins immediately the lever or pedal is used.

Adjustment is carried out by means of the adjusters shown in figure 8 for the front brake and in figure 9 for the rear brake.

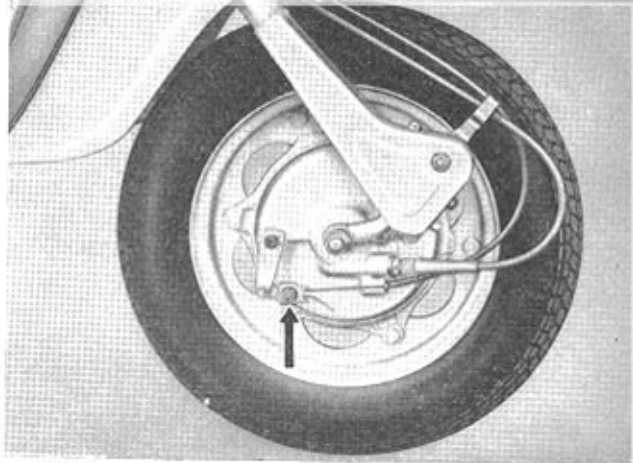


Fig. 8

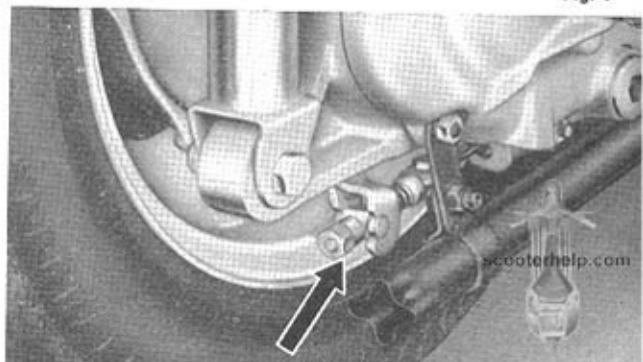


Fig. 9

## Clutch

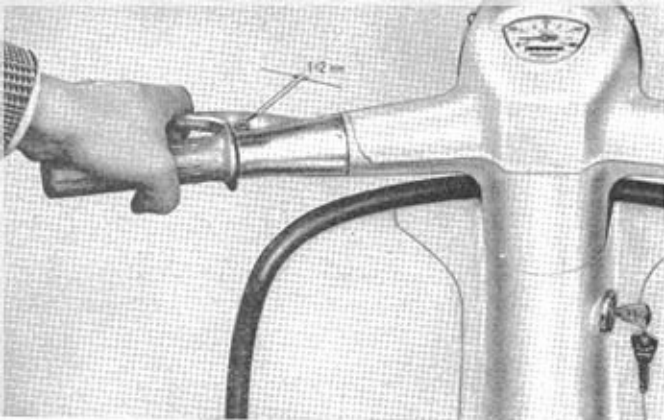
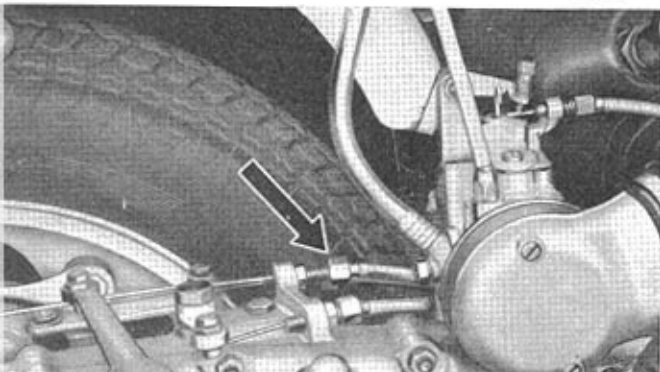


Fig. 10  $1 \div 2$  mm equal to  $1/16$ " approx.

Fig. 11



Keep the clutch constantly adjusted, so that it begins to slip when the clutch lever is in the position shown in fig. 10. The adjustment is carried out by turning the adjuster illustrated in fig. 11.



## Headlamp adjustment

- Check tire pressures (see page 9).
- Place a vertical screen as shown in fig. 12.
- Put the scooter under the normal load conditions.
- Loosen the V screw shown on the headlamp, rotating it until the upper edge of the zone illuminated by the dipped beam coincides with the horizontal line traced on the screen.

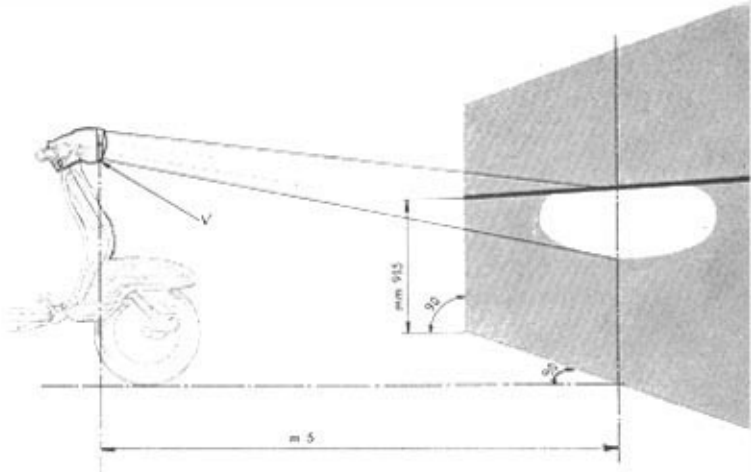


Fig. 12

## Luggage box and tools

The luggage box, made of plastic, is placed under the driver's seat and contains the tool kit which includes:

- 1 double ended box spanner;
- 1 spanner of 10 mm;
- 1 spanner of 8 mm;
- screwdriver.





## STARTING - RUNNING - STOPPING

### To start the scooter:

- place on centre stand;
- ensure that gear is in neutral;
- open fuel tap;
- turn starting control lever - **Only** when engine is cold;
- keeping throttle to minimum, kick start machine;
- as soon as engine is turning over, give slight acceleration to warm up;
- if the starting control lever has been used, return to original position.
- during cold weather, run engine a few minutes to warm up before using machine;

### To move off:

- bring machine off its stand;
- with engine ticking over, pull clutch lever and put into 1st gear by rotating left twist grip;



- let clutch lever out slowly, accelerating engine gradually to maintain constant revolutions;
- continue to accelerate until you have reached the correct speed to change up to a higher gear.

#### **To change gear:**

- close throttle;
- pull clutch lever;
- insert next gear;
- let clutch lever out slowly, accelerating gradually at the same time;
- do not hesitate to change down, when wanting to appreciably reduce speed.

#### **To stop engine:**

- close throttle;
- pull clutch lever;
- put gear into neutral;
- cut out engine by pressing engine cut out button.

## PERIODIC MAINTENANCE

### Every 1250 miles (2000 km):

Brakes: check adjustment (see page 11).

Spark plug: check, clean electrodes with kit file and adjust gap to 0.020" (mm 0.5-0.6).

### Lubrication:

Crankcase: re-establish level with oil **BP Energol Gear Oil SAE 90**. To do this, unscrew oil level and filler plugs, pour in oil until this begins to flow from level plug (see fig. 15).

Clutch cable knuckles

Gear change cable knuckles, twin lever

Rear brake knuckles

Front brake knuckles

Front brake cam pin

Lubricate with **BP Energol Gear Oil SAE 90**

Rear brake cam pin

Handlebar control lever knuckles

Rear brake pedal pin

Grease with **BP Energrease A1**

### Every 2500 miles (4000 km):

Clutch control: check adjustment (see page 12).

Flywheel magneto contact breaker point: clean and set gap 1/64" (mm 0.35-0.43). We suggest that adjustment of this part is carried out by Authorized Service Agent.



Flywheel magneto cam oil pad: lubricate.

Carburettor air filter: take out filter cartridge from air inlet box (see fig. 13-14), clean by shaking and blowing with low pressure air.

**Do not wash in petrol.**

We strongly recommend to recharge the filter cartridge every 6.500 miles (km 10.000).

Decarbonise cylinder, cylinder head, piston head and silencer.

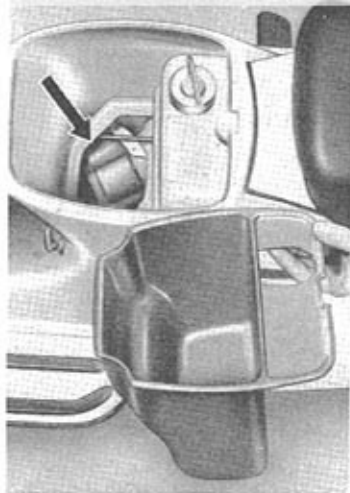


Fig. 13

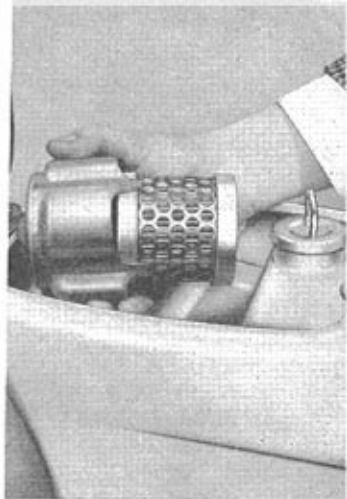


Fig. 14

## Lubrication

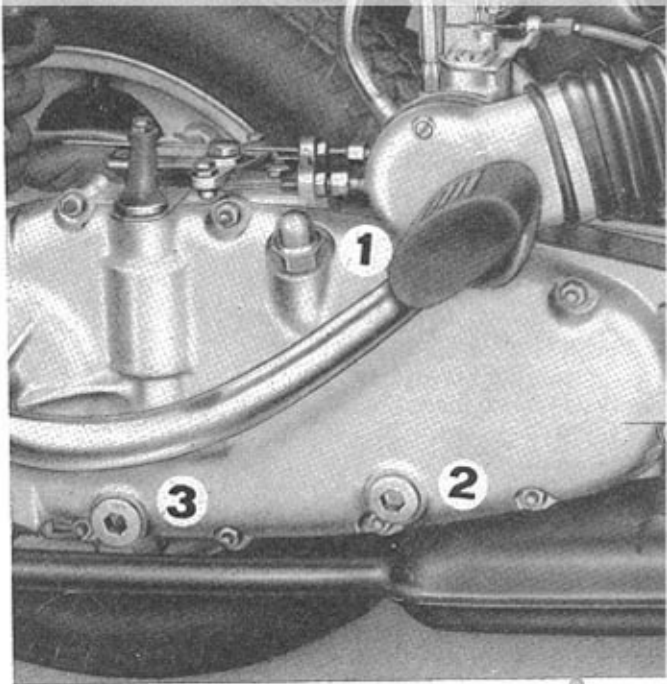
Crankcase: drain oil completely through drain plug (see fig. 15) when the engine is warm. Replace drain plug, unscrew filler and level plugs; pour in oil until this flows from level plug. Quantity of oil needed 12 $\frac{1}{2}$  ozs of **BP Energol Gear Oil SAE 90**.



Front suspension knuckles:  
grease with gun through  
nipples **BP Energrease A1**.

### Cleaning of scooter

- Wash engine with paraffin,  
using a brush. Dry with  
clean rags.
- Wash cellulosed and pla-  
stic parts with water, using  
a sponge. Dry with cha-  
moise leather. **Do not use  
petrol or petroleum**, other-  
wise damage will result.
- When washing the bolt  
with water, protect the  
suction hose under the saddle in order to avoid water wetting suction box and filter cartridge.



1. oil filler plug - 2. oil level plug - 3. oil drain plug

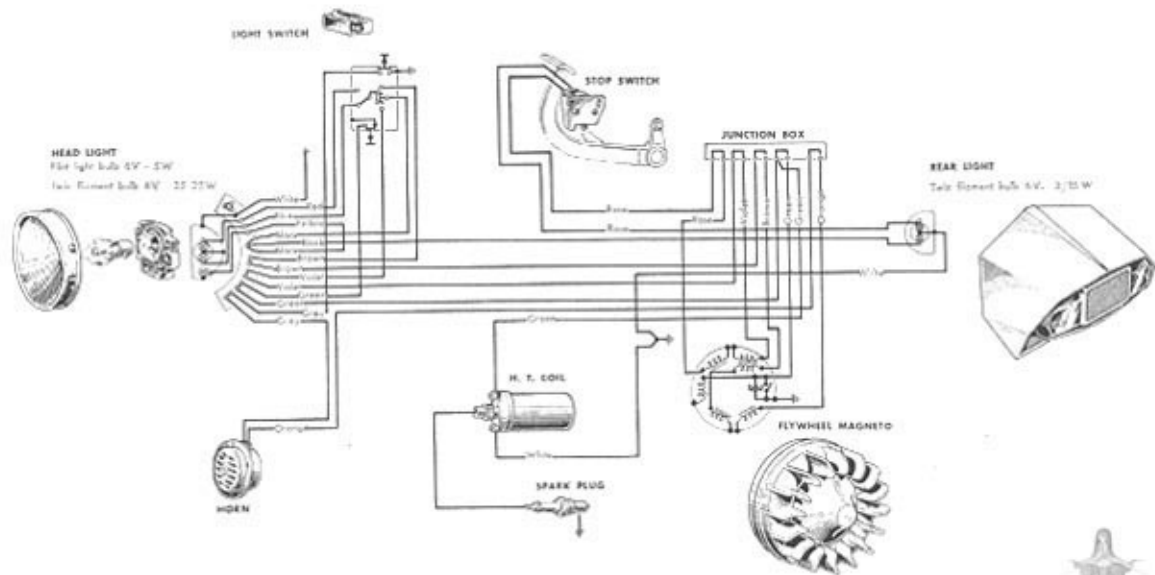
Fig. 15

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and



# WIRING DIAGRAM





## LUBRICATION DIAGRAM

**PERIODIC LUBRICATION** - (1) Crankcase: change oil after first 900 miles (1500 km) using BP Energol Oil SAE 90. (2) Gear change knuckles, twin lever. (3) Clutch and gear change knuckles. (5) Rear brake cam pin. (7) Rear brake pedal pin. (8) Front brake knuckles. (9) Front brake cam pin. (15) Levers and controls on the handlebar; lubricate end cylinders of the clutch and brake cables, throttle and gear control drive box on knuckles.

### LUBRICATE THESE PARTS WHEN ASSEMBLING SCOOTER AFTER OVERHAUL

1. Part (2), (3), (5), (8) should be lubricated with BP Energrease A1.
2. Steering ball bearings, parts (13) (14) should be lubricated with BP Energrease L3.
3. Side panel hooks (4) and handlebar control lever knuckles (15) should be lubricated with BP Energrease A1.
4. Front suspension helical springs (12) should be smeared with BP Energrease A1.
5. Speedometer drive box (11) should be lubricated with BP Energrease A1.
6. Front wheel bearings (10) should be lubricated with BP Energrease L 3.
7. Introduce a little BP Energrease A1 in control cable coating before mounting wires.

90 means BP Energol Gear Oil SAE 90. 15 means BP Energrease A1.  
R = oil filler plug. L = oil level plug. S = oil drain plug.



Grease



Oil



Change oil



Re-establish level

15





### **When the scooter remains out of use for some time:**

- wash and dry carefully as above;
- drain all petrol from tank and carburettor;
- clean tank and carburettor filters;
- unscrew spark plug, insert few drops of engine oil, rotate engine by hand two or three times to ensure a protective oil film in cylinder barrel. Replace spark plug;
- coat with anti-rust grease all non-painted parts;
- lift machine off the ground by placing blocks carefully under frame, tyres should not reach the floor;
- clean and deflate tyres;
- cover machine.

## **TROUBLE CHART A GUIDE TO ASSIST IN THE TRACING AND RECTIFYING COMMON FAULTS**

### **Engine fails to start, or stops immediately**

**Irregular flow of fuel to the carburettor**

**Flooded carburettor**

**Damaged carburettor float**

clean fuel lines and filters; clean out jet.  
close fuel tap, open throttle and endeavour  
to kick start. Or, unscrew and dry out spark  
plug, replace plug and kick start the motor.  
have it replaced at Service Agent.

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## Ignition faults

(if current is reaching H.T. Lead)

- dirty spark plug
- electrodes non adjusted or worn
- faulty spark plug

unscrew and clean.  
adjust to 0.020" - 0.025" (0.5-0.6 mm).  
replace with a new one.

(if current does not reach H.T. Lead)

- contact breaker points faulty
- Flywheel magneto or H.T. coil circuits shorting

take machine to Authorized Service Agent.  
take machine to Authorized Service Agent.

## Engine knocking

Incorrect mixture

draw out and replace with correct fuel mixture.

Pre-ignition

clean spark plug. Decarbonise cylinder head.

Ignition too far advanced

see Authorized Service Agent.

## Engine misfires

Irregular flow of fuel to the carburettor

check and clean out fuel passages.  
re-adjust to correct gap.

Spark plug electrodes gap too wide

unscrew and clean out.

Dirty spark plug

clean and adjust gap between points.

Contact points dirty or not adjusted



## Explosion in carburettor

Pre-ignition due to excessive overheating of spark plug

change spark plug for one of a higher heat range.

Carbon deposits on spark plug

clean out spark plug.

## Loss of power or excessive overheating

Weak mixture

adjust by closing slightly the carburettor air screw.

Incorrect timing

adjust timing. Take machine to an Authorized Service Station.

Exhaust port or silencer partially obstructed

clean out port or silencer.

Cylinder head loose

tighten cylinder head nuts.

## MAIN FEATURES

Overall length . . . . . 5' 6<sup>1</sup>/<sub>2</sub>" (1690 mm)

Overall width . . . . . 2' <sup>3</sup>/<sub>4</sub>" ( 630 mm)

Overall height . . . . . 3' 4<sup>1</sup>/<sub>2</sub>" (1030 mm)

Wheelbase . . . . . 3' 11" (1190 mm)

Frame: with carrying structure constituted of pressed steel sheets welded between themselves.

Bodywork in pressed steel sheets.

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Front suspension by means of trailing links and helical springs placed in the fork tubes.

Rear suspension, swinging engine unit carrying a helical spring and a hydraulic shock absorber.

Centre stand with two arms.

Unladen weight in running conditions

176 1/4 lbs (80 kg)

Fuel tank capacity

1.36 imp. galls (6.2 l)

Maximum speed

47 mph (76 km/h)

Fuel consumption (according to CUNA standard)

151 m p imp. galls  
(1.87 l/100 km)

Uphill: 3rd gear 9%

2nd gear 18%

1st gear 32%

## Engine

two stroke single cylinder. Forced air cooled.

Bore . . . . . 51 mm

Stroke . . . . . 48 mm.

Capacity . . . . . 98 cc

Compression ratio . . . . . 7.5

Maximum output . . . . . 4.7 Hp at 5300 r.p.m.

Lubrication . . . . . petrol

Starting . . . . . kickstart pedal



## Carburettor

Dell'ORTO SHB 18, whit central float chamber; no tapered needle. Air filter cartridge type incorporated in air intake box.

## Ignition

By flywheel magneto and external H.T. coil - spark plug 225 heat range - Bosch scale - long screw thread: 18 mm. Fixed advanced ignition.

## Clutch

Multi-disc in oil bath.

## Gear box

Three-speed constant mesh gear box. Alternatively keyed with the rear axle.

Gear ratio:

1st speed	+	+	+	+	+	+	+	0.0648
2nd speed	+	+	+	+	+	+	+	0.1085
3rd speed	+	+	+	+	+	+	+	0.1675

## Wheels and brakes

Interchangeable wheels.

Rims: in pressed sheet, split in two halves.

Brakes: mechanical with internal expansion.

Tires: 3.00 - 10.

Tire pressures:

front 18.5 lbs sq. inch. (driver only)

20 lbs sq. inch. (driver and passenger)

rear 28.5 lbs sq. inch. (driver only)

35.5 lbs sq. inch. (driver and passenger)



## Electrical equipment

The induced windings of the flywheel magneto are constituted of five coils one of which has a double winding. According to the apparatus characteristics and utilization circuits concerned, four of them are independent and two are connected in series.

The four independent windings respectively feed the following circuits: ignition (green), stopping lights (rose), electric horn (orange) and pilot lights for city night driving (violet).

The two coils connected in series (brown) feed the high and low beam as well as the pilot light circuit.

## Bulbs

Position	Use	No.	Characteristics		
			Electrical data	Bulb	Socket
Head lamp	dazzle and anti-dazzle light	1	6 V - 25/25 W	Spherical	BA 20 d
Head lamp	pilot light speedometer	1	6 V - 5 W	Festoon ∅ = 11 mm length = 39 mm	S 8,5/9,5
Rear light	number plate light/stop light	1	6 V - 3/15 W	Spherical	BAY 15 d/19



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**Lambretta**

organization



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