



SERVICE STATION MANUAL

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Vespa PX 125 150 Euro 3



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SERVICE STATION MANUAL

Vespa PX 125 150 Euro 3

This service station manual has been drawn up by Piaggio & C. Spa to be used by the workshops of Piaggio dealers. It is assumed that the user of this manual for maintaining and repairing Piaggio vehicles has a basic knowledge of mechanical principles and vehicle repair technique procedures. Any significant changes to vehicle characteristics or to specific repair operations will be communicated by updates to this manual. Nevertheless, no mounting work can be satisfactory if the necessary equipment and tools are unavailable. It is therefore advisable to read the sections of this manual concerning special tools, along with the special tool catalogue.

N.B. Provides key information to make the procedure easier to understand and carry out.

CAUTION Refers to specific procedures to carry out for preventing damages to the vehicle.

WARNING Refers to specific procedures to carry out to prevent injuries to the repairer.



Personal safety Failure to completely observe these instructions will result in serious risk of personal injury.



Safeguarding the environment Sections marked with this symbol indicate the correct use of the vehicle to prevent damaging the environment.



Vehicle intactness The incomplete or non-observance of these regulations leads to the risk of serious damage to the vehicle and sometimes even the invalidity of the guarantee.



INDEX OF TOPICS

CHARACTERISTICS

CHAR

TOOLING

TOOL

MAINTEENANCE

MAIN

ELECTRICAL SYSTEM

ELE SYS

ENGINE FROM VEHICLE

ENG VE

ENGINE

ENG

SUSPENSIONS

SUSP

BRAKING SYSTEM

BRAK SYS

CHASSIS

CHAS

PRE-DELIVERY

PRE DE

INDEX OF TOPICS

CHARACTERISTICS

CHAR

Rules

Safety rules

- If work can only be done on the vehicle with the engine running, make sure that the premises are well ventilated, using special extractors if necessary; never let the engine run in an enclosed area. Exhaust fumes are toxic.
 - The battery electrolyte contains sulphuric acid. Protect your eyes, clothes and skin. Sulphuric acid is highly corrosive; in the event of contact with your eyes or skin, rinse thoroughly with abundant water and seek immediate medical attention.
 - The battery produces hydrogen, a gas that can be highly explosive. Do not smoke and avoid sparks or flames near the battery, especially when charging it.
 - Fuel is highly flammable and it can be explosive given some conditions. Do not smoke in the working area, and avoid naked flames or sparks.
 - Clean the brake pads in a well-ventilated area, directing the jet of compressed air in such a way that you do not breathe in the dust produced by the wear of the friction material. Even though the latter contains no asbestos, inhaling dust is harmful.
-

Maintenance rules

- Use original PIAGGIO spare parts and lubricants recommended by the Manufacturer. Non-original or non-conforming spares may damage the vehicle.
 - Use only the appropriate tools designed for this vehicle.
 - Always use new gaskets, sealing rings and split pins upon refitting.
 - After removal, clean the components using non-flammable or low flash-point solvents. Lubricate all the work surfaces, except tapered couplings, before refitting these parts.
 - After refitting, make sure that all the components have been installed correctly and work properly.
 - Use only equipment with metric sizes for removal, service and reassembly operations. Metric bolts, nuts and screws are not interchangeable with coupling members using English measurements. Using unsuitable coupling members and tools may damage the vehicle.
 - When carrying out maintenance operations on the vehicle that involve the electrical system, make sure the electrical connections have been made properly, particularly the ground and battery connections.
-

Vehicle identification

VEHICLE IDENTIFICATION

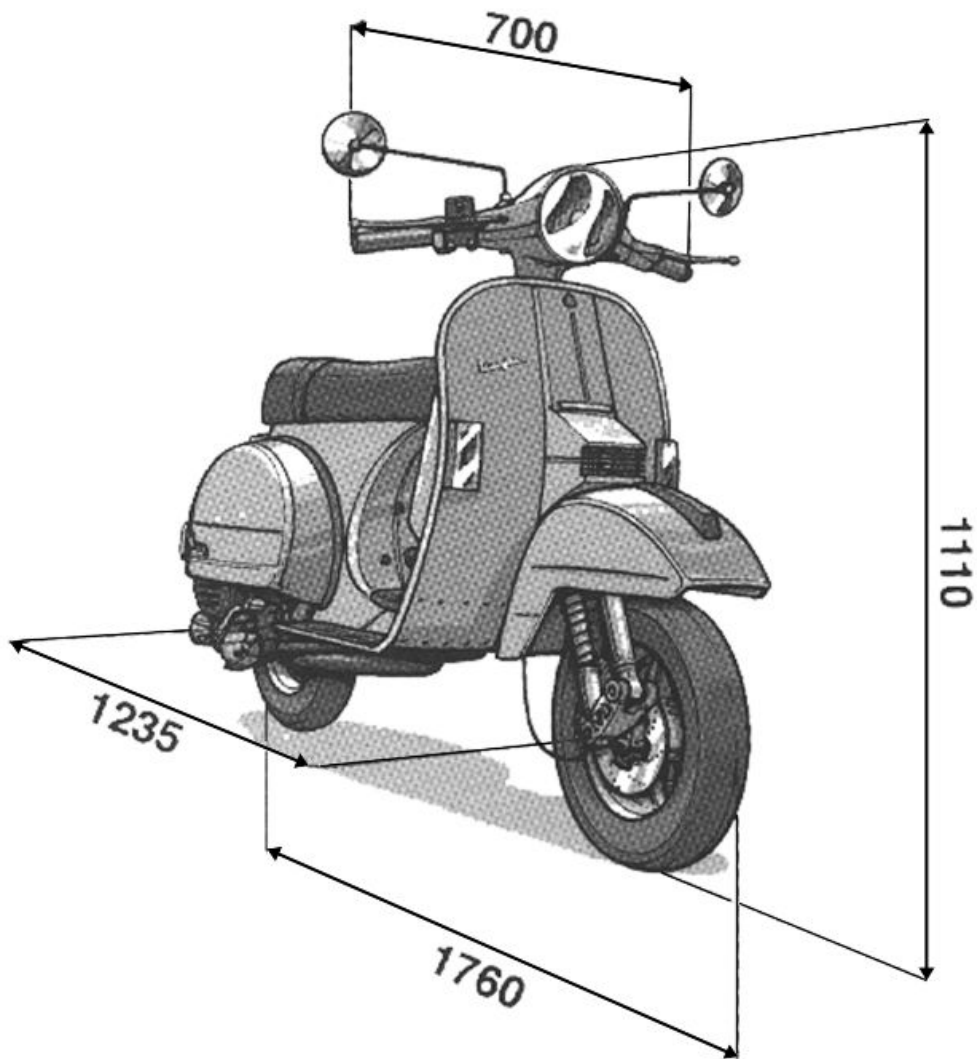
| Specification | Desc./Quantity |
|--------------------|----------------|
| Frame prefix (125) | VNX2T |

| Specification | Desc./Quantity |
|---------------------|----------------|
| Engine prefix (125) | VNX1M |
| Frame prefix (150) | VLX1T |
| Engine prefix (150) | VLX1M |

Dimensions and mass

WEIGHT AND DIMENSIONS

| Specification | Desc./Quantity |
|------------------|----------------|
| Empty weight | 104 Kg |
| Wheelbase | 1235 mm |
| Max height | 1110 mm |
| Max length | 1760 mm |
| Handlebars width | 700 mm |



Engine

ENGINE

| Specification | Desc./Quantity |
|--------------------------------|--|
| Engine type | 2-stroke with rotary intake timing |
| No. of cylinders | 1 |
| Bore and stroke (125) | 52,2 x 57 mm |
| Bore and stroke (150) | 58 x 57 mm |
| Displacement (125) | 123,4 Cm ³ |
| Displacement (150) | 150,599 Cm ³ |
| Compression ratio (125) | 8 : 1 |
| Compression ratio (150) | 8 : 1 |
| Carburettor | Dell'orto SI 20/20 D |
| Engine idle speed | 1900 ± 100 rpm |
| CO value | 3,8 ± 0,5% |
| Air filter | Metallic net soaked in oil-petrol mixture |
| Starting system | Electric starter motor and kick-start |
| Lubrication | Mixture oil |
| Fuel supply | Oil-petrol mixture through carburettor with automatic mixer (mass flow varying with engine speed) and throttle valve |
| Clutch | Multi-disc. |
| Cooling | Forced air by a centrifugal fan. |
| Max power output (shaft) 125cc | 6 Kw (8 hp) at 5600 rpm |
| Max power output (shaft) 150cc | 6.6 Kw (9 hp) at 5,700 rpm |
| Max speed (125) | 80,7 Km/h |
| Max speed (150) | 82,8 Km/h |

Transmission

TRANSMISSION

| Specification | Desc./Quantity |
|---------------|---------------------------------------|
| Gear-box | 4-speed with constantly engaged gears |

Capacities

CAPACITIES

| Specification | Desc./Quantity |
|----------------|---------------------------------------|
| Gear-box | ~ 250 cc. |
| Mixer oil tank | ~1.6 litres (including 0.4 l reserve) |
| Fuel tank | ~8 litres (including ~2.1 l reserve) |

Electrical system

ELECTRICAL SYSTEM

| | Specification | Desc./Quantity |
|---|------------------------|--|
| 1 | Ignition type | Electronic ignition by capacitive discharge with H.T. coil |
| 2 | Spark advance (T.D.C.) | 18° ± 1 |
| 3 | Spark plug | CHAMPION RL82C |
| 4 | Battery | 12V - 9Ah |
| 5 | Fuse | 7.5 A |
| 6 | Generator | AC |

Frame and suspensions

FRAME AND SUSPENSIONS

| Specification | Desc./Quantity |
|---------------|---|
| Suspensions | Steering column pivoted onto front wheel hub, helicoid spring suspension and hydraulic shock-absorber (compression and rebound damping) |
| Frame | Monocoque-type shell obtained from pressed steel |

Brakes

BRAKES

| Specification | Desc./Quantity |
|---------------|--|
| Front | Ø 220 mm disc hydraulically operated via lever mounted on RHS of handlebars |
| Rear | Ø 140 mm drum with expanding shoes mechanically activated via pedal on RHS of footrest |

Wheels and tyres

WHEELS AND TYRES

| Specification | Desc./Quantity |
|---------------------|--|
| Front tyre | 3,50 x 10" |
| Rear tyre | 3,50 x 10" |
| Rims | Pressed steel |
| Wheels | Interchangeable with 2.00"x10" pressed steel rims. |
| Front tyre pressure | 1,3 bar |
| Rear tyre pressure | 1,8 bar 2,3 bar driver and passenger |

N.B.

CHECK AND ADJUST TYRE PRESSURE WITH TYRES AT AMBIENT TEMPERATURE. REGULATE PRESSURE ACCORDING TO THE WEIGHT OF BOTH RIDER AND ACCESSORIES

Carburettor

125cc Version

Dell'Orto

CARBURETTOR

| Specification | Desc./Quantity |
|-----------------------|----------------|
| Type | SI20/20D |
| Diffuser diameter | 20 mm |
| Main jet | 96/100 |
| Slow running jet | 45/100 * |
| Main air jet | 140/100 |
| Throttle valve (type) | 6823.09 |
| Emulsifier (code) | BE5 |
| Sprayer | 280/100 |
| Starter jet | 60/100 |
| Air idling screw | 1/2 turn |

* With idling air hole 140/100

150cc Version

Dell'Orto

CARBURETTOR

| Specification | Desc./Quantity |
|-----------------------|----------------|
| Type | SI20/20D |
| Diffuser diameter | 20 mm |
| Main jet | 98 |
| Slow running jet | 45/160 |
| Main air jet | 150 |
| Throttle valve (type) | 6823.16.64 |
| Emulsifier (code) | BE5 |
| Sprayer | 280/100 |
| Starter jet | 60/100 |
| Air idling screw | 1 3/4 |

Tightening Torques

STEERING UNIT

| Name | Torque in Nm |
|-------------------------|---------------------------------|
| Upper steering ring nut | 5÷6 |
| Top steering housing | 6÷7 (hence loosen by 80° - 90°) |
| Handlebar fixing screw* | 30÷44 |

FRAME

| Name | Torque in Nm |
|------------------------------------|--------------|
| Engine - frame bolt * | 61 ÷ 75 |
| Rim - hub fixing nuts (front-rear) | 20 ÷ 27 |
| Shock-absorber - frame fixing nut* | 30÷40 |
| Shock-absorber - engine bolt* | 13 ÷ 23 |
| Rear wheel axle* | 75÷90 |

FRONT SUSPENSION

| Name | Torque in Nm |
|---|--------------|
| Shock-absorber mounting plate - steering column fixing nuts | 20÷27 |
| Upper shock-absorber fixing nut | 30÷40 |
| Lower shock-absorber fixing nut | 20÷27 |
| Front wheel axle nut* | 60÷100 |

FRONT BRAKE

| Name | Torque in Nm |
|---------------------------|--------------|
| Reservoir - pipe fitting | 8÷12 |
| Pipe - calliper fitting | 15÷25 |
| Intermediate pipe fitting | 10÷15 |
| Calliper fixing screw* | 20÷25 |
| Disc fixing screw* | 5÷6 |
| Oil draining screw | 10÷12 |

ENGINE

| Name | Torque in Nm |
|-------------------------------------|--------------|
| Coils mounting bracket fixing screw | 3÷4 |
| Kick-start lever fixing nut | 23÷26 |
| Clutch assy. fixing nut | 40 ÷ 45 |

| Name | Torque in Nm |
|----------------------------|--------------|
| Multi-gear pinion nut | 30 ÷ 35 |
| Flywheel fixing nut | 60 ÷ 65 |
| Carburettor fixing bolts | 16÷20 |
| Clutch cover fixing screws | 6÷8 |
| Cylinder head fixing nuts | 13÷18 |
| Spark plug | 20÷25 |
| Crankcase mating screws | 11÷13 |
| Wheel axle nut | 90÷110 |
| Gear shifter nuts | 12÷15 |
| Starter motor screws | 10÷12 |
| Fan cover screws | 8÷10 |
| Air-box fixing screws | 6÷8 |
| Gear fixing nut | 30÷35 |
| Mixer fixing screws | 6÷8 |
| Head fixing nuts | 16 ÷ 26 |
| Gear-box trunnion | 15 ÷ 18 |

N.B.

* Safety tightenings

IN ORDER TO ENSURE THE CORRECT TIGHTENING TORQUE, LUBRICATE NUTS BEFORE ASSEMBLY.

NOTE DI ASSISTENZA TECNICA

Tightening torque - riding mirror

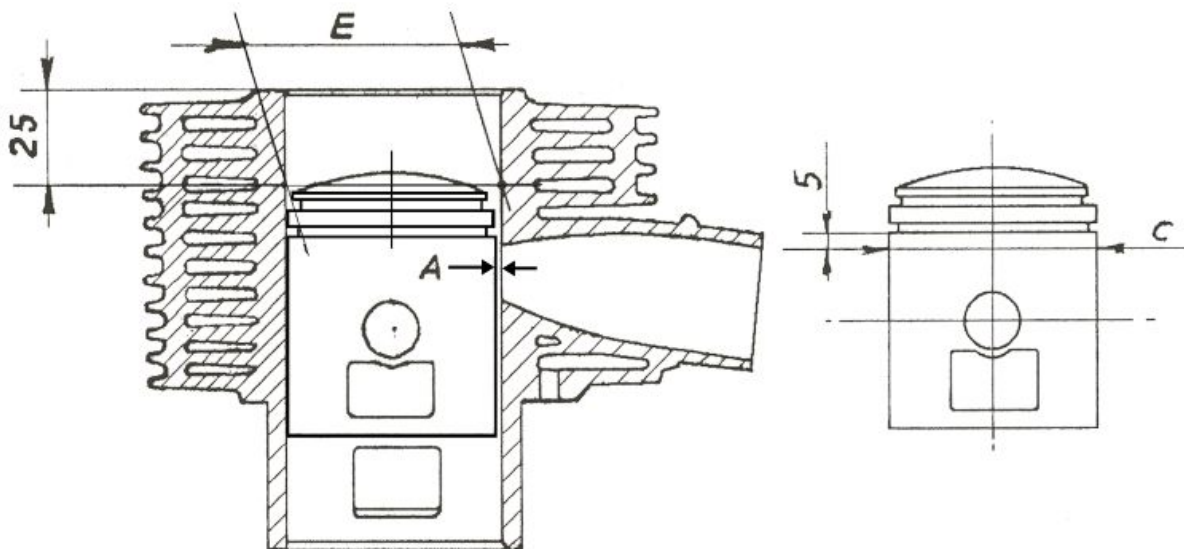
This is to inform you that a standard tightening torque has been introduced for the riding mirror fixing screw: **20 - 25 Nm.**

Overhaul data

Assembly clearances

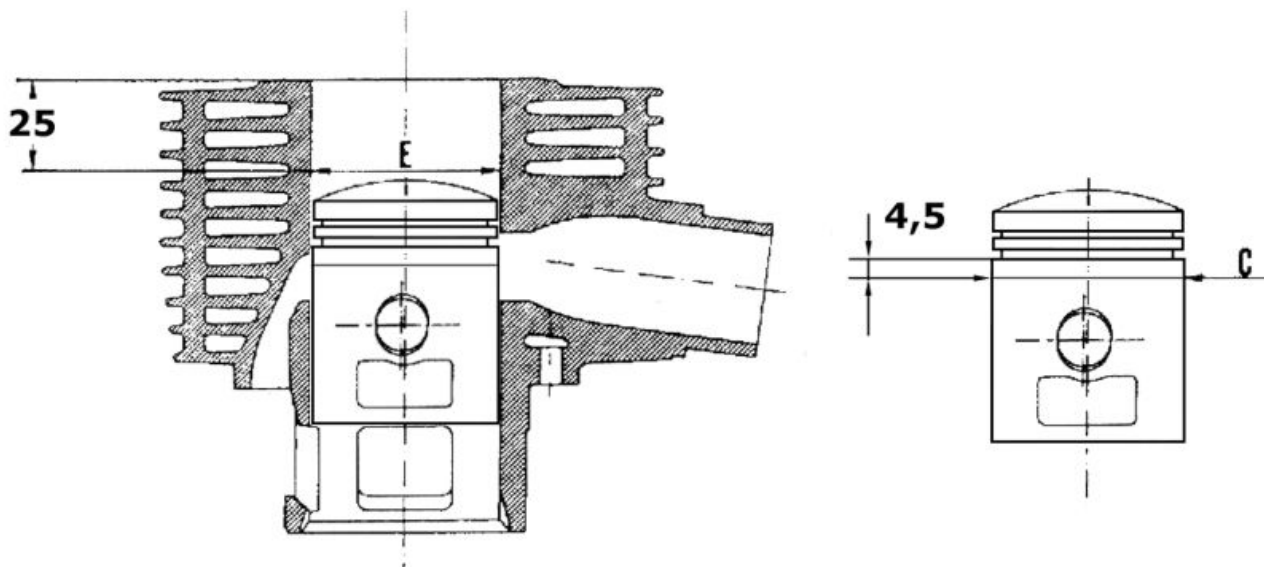
Cylinder - piston assy.

La classifica del cilindro deve essere effettuata a 25 mm dal piano di appoggio testa sul piano di oscillazione della biella



MATING CATEGORIES - 125CC ENGINE

| Name | Initials | Cylinder | Piston | Play on fitting |
|-------------------------------------|-----------------|-----------------|---------------|------------------------|
| Cylinder - piston | B | 52,505 | 52,290 | 0,215 |
| Cylinder - piston | C | 52,510 | 52,295 | 0,215 |
| Cylinder - piston | D | 52,515 | 52,300 | 0,215 |
| Cylinder - piston | E | 52,520 | 52,305 | 0,215 |
| Cylinder - piston | F | 52,525 | 52,310 | 0,215 |
| Cylinder - piston | G | 52,530 | 52,315 | 0,215 |
| Cylinder - piston | H | 52,535 | 52,320 | 0,215 |
| Cylinder - piston (1st oversize) | C | 52,710 | 52,495 | 0,215 |
| Cylinder - piston (1st oversize) | D | 52,715 | 52,500 | 0,215 |
| Cylinder - piston (1st oversize) | E | 52,720 | 52,505 | 0,215 |
| Cylinder - piston (1st oversize) | F | 52,725 | 52,510 | 0,215 |
| Cylinder - piston (1st oversize) | G | 52,730 | 52,515 | 0,215 |
| Cylinder - piston (2nd oversize) | C | 52,910 | 52,695 | 0,215 |
| Cylinder - piston (2nd oversize) | D | 52,915 | 52,700 | 0,215 |
| Cylinder - piston (2nd oversize) | E | 52,920 | 52,705 | 0,215 |
| Cylinder - piston (2nd oversize) | F | 52,925 | 52,710 | 0,215 |
| Cylinder - piston (2nd oversize) | G | 52,930 | 52,715 | 0,215 |
| Cylinder - piston (3rd oversize) | C | 53,110 | 52,895 | 0,215 |
| Cylinder - piston (3rd oversize) | D | 53,115 | 52,900 | 0,215 |
| Cylinder - piston (3rd oversize) | E | 53,120 | 52,905 | 0,215 |
| Cylinder - piston (3rd oversize) | F | 53,125 | 52,910 | 0,215 |
| Cylinder - piston (3rd oversize) | G | 53,130 | 52,915 | 0,215 |

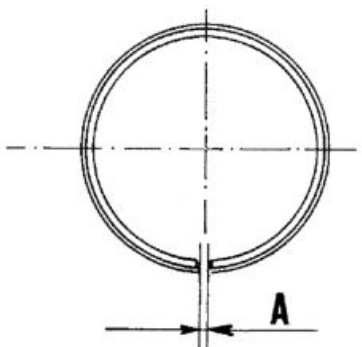


MATING CATEGORIES - 150CC ENGINE

| Name | Initials | Cylinder | Piston | Play on fitting |
|-------------------------------------|----------|----------|--------|-----------------|
| Cylinder - piston | B | 57,795 | 57,555 | 0,240 |
| Cylinder - piston | C | 57,800 | 57,650 | 0,240 |
| Cylinder - piston | D | 57,805 | 57,565 | 0,240 |
| Cylinder - piston | E | 57,810 | 57,570 | 0,240 |
| Cylinder - piston | F | 57,815 | 57,575 | 0,240 |
| Cylinder - piston | G | 57,820 | 57,580 | 0,240 |
| Cylinder - piston | H | 57,825 | 57,585 | 0,240 |
| Cylinder - piston (1st oversize) | C | 58,000 | 57,760 | 0,240 |
| Cylinder - piston (1st oversize) | D | 58,005 | 57,765 | 0,240 |
| Cylinder - piston (1st oversize) | E | 58,010 | 57,770 | 0,240 |
| Cylinder - piston (1st oversize) | F | 58,015 | 57,775 | 0,240 |
| Cylinder - piston (1st oversize) | G | 58,020 | 57,780 | 0,240 |
| Cylinder - piston (2nd oversize) | C | 58,200 | 57,960 | 0,240 |
| Cylinder - piston (2nd oversize) | D | 58,205 | 57,965 | 0,240 |
| Cylinder - piston (2nd oversize) | E | 58,210 | 57,970 | 0,240 |
| Cylinder - piston (2nd oversize) | F | 58,215 | 57,975 | 0,240 |
| Cylinder - piston (2nd oversize) | G | 58,220 | 57,980 | 0,240 |
| Cylinder - piston (3rd oversize) | C | 58,400 | 58,160 | 0,240 |
| Cylinder - piston (3rd oversize) | D | 58,405 | 58,165 | 0,240 |
| Cylinder - piston (3rd oversize) | E | 58,410 | 58,170 | 0,240 |
| Cylinder - piston (3rd oversize) | F | 58,415 | 58,175 | 0,240 |

| Name | Initials | Cylinder | Piston | Play on fitting |
|----------------------------------|----------|----------|--------|-----------------|
| Cylinder - piston (3rd oversize) | G | 58,420 | 58,180 | 0,240 |

Piston rings



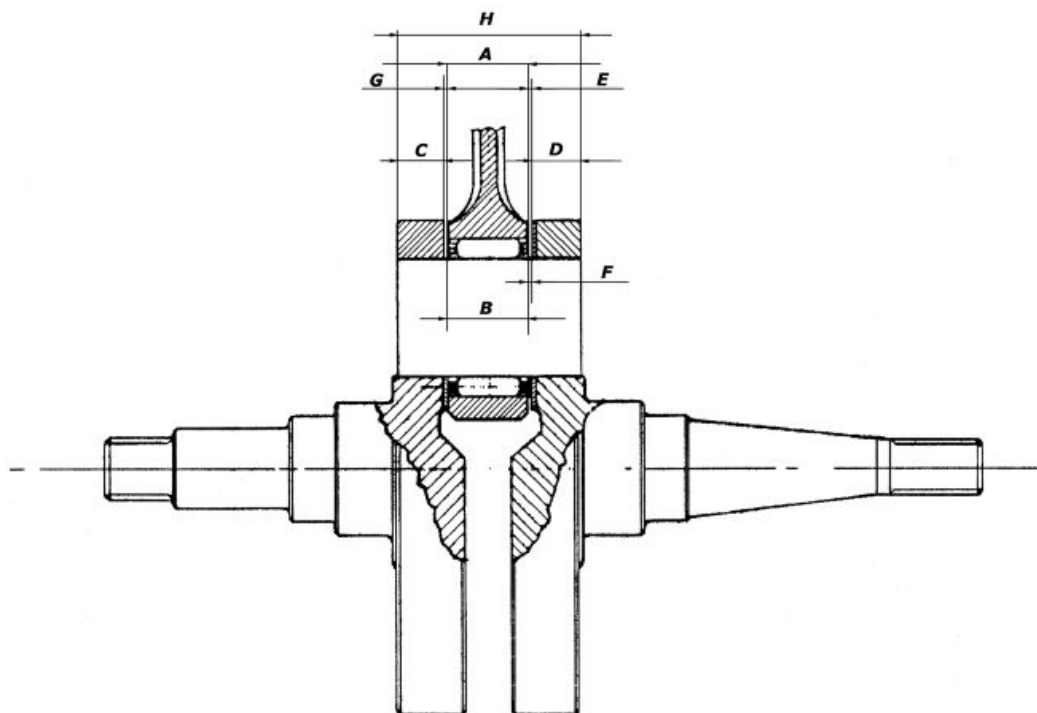
PISTON RINGS - 125CC ENGINE

| Name | Description | Dimensions | Initials | Quantity |
|-----------------------------|-------------|------------|----------|------------|
| Piston ring | | 52,5 | A | 0,2 ÷ 0,35 |
| Piston ring (1st over-size) | | 52,7 | A | 0,2 ÷ 0,35 |
| Piston ring (2nd over-size) | | 52,9 | A | 0,2 ÷ 0,35 |
| Piston ring (3rd over-size) | | 53,1 | A | 0,2 ÷ 0,35 |

PISTON RINGS - 150CC ENGINE

| Name | Description | Dimensions | Initials | Quantity |
|-----------------------------|-------------|------------|----------|-----------|
| Piston ring | | 57,8 | A | 0,2 ÷ 0,4 |
| Piston ring (1st over-size) | | 58 | A | 0,2 ÷ 0,4 |
| Piston ring (2nd over-size) | | 58,2 | A | 0,2 ÷ 0,4 |
| Piston ring (3rd over-size) | | 58,4 | A | 0,2 ÷ 0,4 |

Crankcase - crankshaft - connecting rod



CONNECTING ROD - CRANKSHAFT. ASSEMBLY CLEARANCE «E» BETWEEN BIG END AND HALF CRANKSHAFT ON FLYWHEEL-SIDE

| Name | Description | Dimensions | Initials | Quantity |
|--------------------------------|-------------|--------------------|----------|-------------|
| Connecting Rod | | A= 15,4 +0 -0,05 | E | 0,15 ÷ 0,46 |
| Washer (2) | | G= 0,5 +0,05 -0,03 | E | 0,15 ÷ 0,46 |
| Half-crankshaft clutch-side | | C= 11,1 -0 +0,05 | E | 0,15 ÷ 0,46 |
| Half-crankshaft fly-wheel-side | | D= 11,1 -0 +0,05 | E | 0,15 ÷ 0,46 |
| Spacer tool | | H= 38,95 | | |

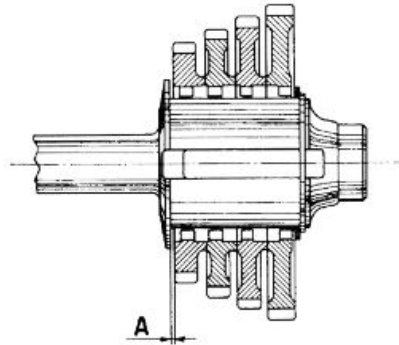
CONNECTING ROD - CRANKSHAFT. ASSEMBLY CLEARANCE «F» BETWEEN BIG END ROLLER CAGE AND HALF CRANKSHAFT ON FLYWHEEL-SIDE

| Name | Description | Dimensions | Initials | Quantity |
|--------------------------------|-------------|--------------------|----------|-------------|
| Connecting Rod | | B= 15,6 -0,1 -0,2 | F | 0,05 ÷ 0,41 |
| Washer (2) | | G= 0,5 +0,05 -0,03 | F | 0,05 ÷ 0,41 |
| Half-crankshaft clutch-side | | C= 11,1 -0 +0,05 | F | 0,05 ÷ 0,41 |
| Half-crankshaft fly-wheel-side | | D= 11,1 -0 +0,05 | F | 0,05 ÷ 0,41 |
| Spacer tool | | H= 38,95 | | |

- Connecting rods and roller cages are subdivided into **4 categories** (indicated by markings on big end and outer cage rim, respectively)
- Mate connecting **rod with cage of same category**; if such assembly results to be excessively noisy, use a roller cage from **next category**.
- For the wrist pin, fitted with 0 clearance, **the maximum allowable play after use must be 0.02 mm**.

- The maximum allowable end-play for the connecting rod **after use** (intended as the longitudinal slide on the big end) **is 0.7mm**.

Gearbox shouldered



GEARBOX SHOULDERS

| Name | Description | Dimensions | Initials | Quantity |
|-------------------------|-------------|---------------|----------|-------------|
| Shoulder | | 2,05 +0 -0,06 | A | 0,15 ÷ 0,40 |
| Shoulder (1st oversize) | | 2,20 +0 -0,06 | A | 0,15 ÷ 0,40 |
| Shoulder (2nd oversize) | | 2,35 +0 -0,06 | A | 0,15 ÷ 0,40 |
| Shoulder (3rd oversize) | | 2,50 +0 -0,06 | A | 0,15 ÷ 0,40 |
| Shoulder (4th oversize) | | 2,65 +0 -0,06 | A | 0,15 ÷ 0,40 |

N.B.

IF THE SPECIFIED CLEARANCE «A» CANNOT BE ACHIEVED, REPLACE THE SHOULDER RING WITH AN OVERSIZED ONE SUCH TO ALLOW OBTAINING THE PRESCRIBED PLAY. TO CHECK THE CLEARANCE, USE A FEELER GAUGE.

Products

TABLE OF RECOMMENDED PRODUCTS







| Product | Description | Specifications |
|----------------------|---|---|
| AGIP GEAR SAE 80W-90 | Lubricant for gearboxes and transmissions. | API GL-4 |
| AGIP GP 330 | Water repellent springy calcium spray grease. | R.I.D./A.D.R. 2 10°b) 2 R.I.Na. 2.42 - I.A.T.A. 2 - I.M.D.G. class 2 UN 1950 Pag. 9022 EM 25-89 |
| eni i-Ride PG 2t | Synthetic based lubricant for low smoke 2-stroke engines and additives. | API TC - JASO FC - ISO-L-EGD |
| AGIP GREASE MU3 | Yellow-brown, lithium-base, medium-fibre multipurpose grease. | ISO L-X-BCHA 3 - DIN 51 825 K3K -20 |
| AGIP BRAKE 4 | Brake fluid. | Synthetic fluid SAE J 1703 -FMVSS 116 - DOT 3/4 - ISO 4925 - CUNA NC 956 DOT 4 |

INDEX OF TOPICS

TOOLING

TOOL

TOOLING

| Stores code | Description | |
|-------------|--|---|
| 020004Y | Punch for removing fifth wheels from headstock |  |
| 020055Y | Wrench for steering tube ring nut |  |
| 020074Y | Support base for checking crankshaft alignment |  |
| 002973Y | Fuel cock wrench |  |
| 020320Y | Analyser for exhaust fumes |  |
| 020325Y | Pliers for brake-shoe springs |  |

| Stores code | Description | |
|-------------|------------------------------------|--|
| 020329Y | Mity-Vac vacuum-operated pump |  |
| 020330Y | Stroboscopic light to check timing |  |
| 020331Y | Digital multimeter |  |
| 020332Y | Digital rpm indicator |  |
| 020333Y | Single battery charger |  |

Stores code

Description

020334Y

Multiple battery charger



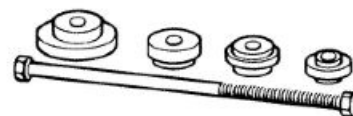
020335Y

Magnetic support for dial gauge



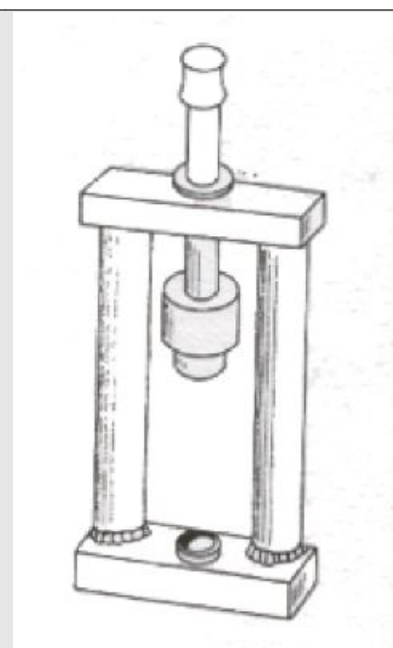
001330Y

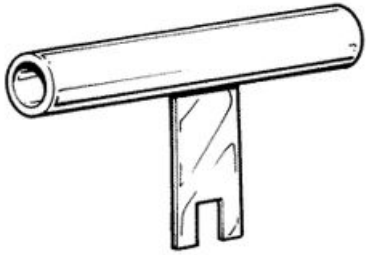
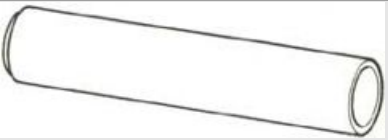
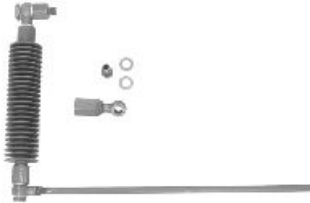


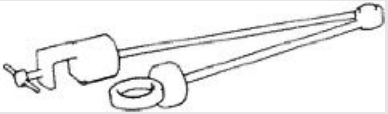
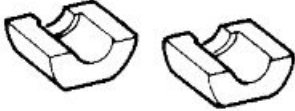
Tool for fitting steering seats









020021Y

Front suspension service tool



| Stores code | Description | |
|-------------|---|---|
| 020321Y | Tool for removing the fuel float |  |
| 006029Y | Punch for fitting fifth steering bearing on steering tube |  |
| 020625Y | Kit for sampling gas from the exhaust manifold |  |
| 001467Y021 | Extraction pliers for ø 11 mm bearings |  |
| 020151Y | Air heater |  |
| 020150Y | Air heater support |  |
| 020057Y | Calking tool |  |

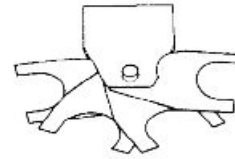
| Stores code | Description | |
|-------------|----------------------------|---|
| 020095Y | Flywheel retaining tool |  |
| 008564Y | Flywheel extractor |  |
| 008886Y | Crankshaft extractor |  |
| 004499Y | Camshaft bearing extractor |  |
| 020265Y | Bearing fitting base |  |
| 060007Y | Crankcase bearing spacer |  |

Stores code

Description

060824Y

Inspection probe



008119Y009

Tube to assemble shafts and axles



001729Y

Clutch retaining tool



020322Y

Clutch removing/fitting tool



INDEX OF TOPICS

MAINTENANCE

MAIN

Maintenance chart

EVERY 2 YEARS

Action

Brake fluid - change

AT 1000 KM OR 4 MONTHS

Action

Gear-box oil level - replacement

Transmission gas mixer- adjust

Odometer gear - greasing

Steering - adjustment

Brake and clutch lever - greasing

Brake fluid level - check

Safety fasteners - check

Electrical system and battery - check

Tyre pressure and wear - check

Vehicle test and brake test - Road test

AT 5000 KM OR 12 MONTHS

Action

Gear-box oil level - check

Spark plug - replacement

Air filter on carburetor - Clean

Transmission gas mixer- adjust

Brake and clutch lever - greasing

Brake pads - check for condition and wear

Brake fluid level - check

Electrical system and battery - check

Tyres condition and wear - Check

Vehicle test and brake test - Road test

Secondary air filter (external / internal) - Clean

AT 10000 KM O 24 MONTHS

Action

Gear-box oil level - replacement

Spark plug - replacement

Air filter on carburetor - Clean

Idle speed (*) - adjustment

Transmission gas mixer- adjust

Odometer gear - greasing

Steering - adjustment

Brake and clutch lever - greasing

Brake pads - check for condition and wear

Brake fluid level - check

Transmission - lubrication

Safety fasteners - check

Suspension - check

Electrical system and battery - check

Headlight - adjustment check

Tyres condition and wear - Check

Vehicle test and brake test - Road test

(*) See regulations in section «Idling speed adjustment»

AT 15000 KM OR 36 MONTHS

Action

Gear-box oil level - check

Spark plug - replacement

Air filter on carburetor - Clean

Transmission gas mixer- adjust

Brake and clutch lever - greasing

Action

| |
|--|
| Brake pads - check for condition and wear |
| Brake fluid level - check |
| Electrical system and battery - check |
| Tyres condition and wear - Check |
| Vehicle test and brake test - Road test |
| Secondary air filter (external / internal) - Clean |

AT 20000 KM**Action**

| |
|--|
| Gear-box oil level - replacement |
| Spark plug - replacement |
| Air filter on carburetor - Clean |
| Idle speed (*) - adjustment |
| Cylinder cooling system - check/cleaning |
| Transmission gas mixer- adjust |
| Odometer gear - greasing |
| Steering - adjustment |
| Brake and clutch lever - greasing |
| Brake pads - check for condition and wear |
| Brake fluid level - check |
| Transmission - lubrication |
| Safety fasteners - check |
| Suspension - check |
| Electrical system and battery - check |
| Headlight - adjustment check |
| Tyres condition and wear - Check |
| Vehicle test and brake test - Road test |
| Secondary air filter (external / internal) - Clean |

(*) See regulations in section «Idling speed adjustment»

AT 25000 KM**Action**

| |
|--|
| Gear-box oil level - check |
| Spark plug - replacement |
| Air filter on carburetor - Clean |
| Transmission gas mixer- adjust |
| Brake and clutch lever - greasing |
| Brake pads - check for condition and wear |
| Brake fluid level - check |
| Electrical system and battery - check |
| Tyres condition and wear - Check |
| Vehicle test and brake test - Road test |
| Secondary air filter (external / internal) - Clean |

AT 30000 KM**Action**

| |
|---|
| Gear-box oil level - replacement |
| Spark plug - replacement |
| Air filter on carburetor - Clean |
| Idle speed (*) - adjustment |
| Transmission gas mixer- adjust |
| Odometer gear - greasing |
| Steering - adjustment |
| Brake and clutch lever - greasing |
| Brake pads - check for condition and wear |
| Flexible brake lines - Change |
| Brake fluid level - check |
| Transmission - lubrication |
| Safety fasteners - check |
| Suspension - check |
| Electrical system and battery - check |
| Headlight - adjustment check |
| Tyres condition and wear - Check |
| Vehicle test and brake test - Road test |

(*) See regulations in section «Idling speed adjustment»

AT 35000 KM

Action

| |
|--|
| Gear-box oil level - check |
| Spark plug - replacement |
| Air filter on carburetor - Clean |
| Transmission gas mixer- adjust |
| Brake and clutch lever - greasing |
| Brake pads - check for condition and wear |
| Brake fluid level - check |
| Electrical system and battery - check |
| Tyres condition and wear - Check |
| Vehicle test and brake test - Road test |
| Secondary air filter (external / internal) - Clean |

AT 40000 KM

Action

| |
|--|
| Gear-box oil level - replacement |
| Spark plug - replacement |
| Air filter on carburetor - Clean |
| Idle speed (*) - adjustment |
| Cylinder cooling system - check/cleaning |
| Transmission gas mixer- adjust |
| Odometer gear - greasing |
| Steering - adjustment |
| Brake and clutch lever - greasing |
| Brake pads - check for condition and wear |
| Brake fluid level - check |
| Transmission - lubrication |
| Safety fasteners - check |
| Suspension - check |
| Electrical system and battery - check |
| Headlight - adjustment check |
| Tyres condition and wear - Check |
| Vehicle test and brake test - Road test |
| Secondary air filter (external / internal) - Clean |

(*) See regulations in section «Idling speed adjustment»

AT 45000 KM

Action

| |
|--|
| Gear-box oil level - check |
| Spark plug - replacement |
| Air filter on carburetor - Clean |
| Transmission gas mixer- adjust |
| Brake and clutch lever - greasing |
| Brake pads - check for condition and wear |
| Brake fluid level - check |
| Electrical system and battery - check |
| Tyres condition and wear - Check |
| Vehicle test and brake test - Road test |
| Secondary air filter (external / internal) - Clean |

AT 50000 KM

Action

| |
|---|
| Gear-box oil level - replacement |
| Spark plug - replacement |
| Air filter on carburetor - Clean |
| Idle speed (*) - adjustment |
| Transmission gas mixer- adjust |
| Odometer gear - greasing |
| Steering - adjustment |
| Brake and clutch lever - greasing |
| Brake pads - check for condition and wear |

Action

| |
|---|
| Brake fluid level - check |
| Transmission - lubrication |
| Safety fasteners - check |
| Suspension - check |
| Electrical system and battery - check |
| Headlight - adjustment check |
| Tyres condition and wear - Check |
| Vehicle test and brake test - Road test |

(*) See regulations in section «Idling speed adjustment»

AT 55000 KM

Action

| |
|--|
| Gear-box oil level - check |
| Spark plug - replacement |
| Air filter on carburetor - Clean |
| Transmission gas mixer- adjust |
| Brake and clutch lever - greasing |
| Brake pads - check for condition and wear |
| Brake fluid level - check |
| Electrical system and battery - check |
| Tyres condition and wear - Check |
| Vehicle test and brake test - Road test |
| Secondary air filter (external / internal) - Clean |

AT 60000 KM

Action

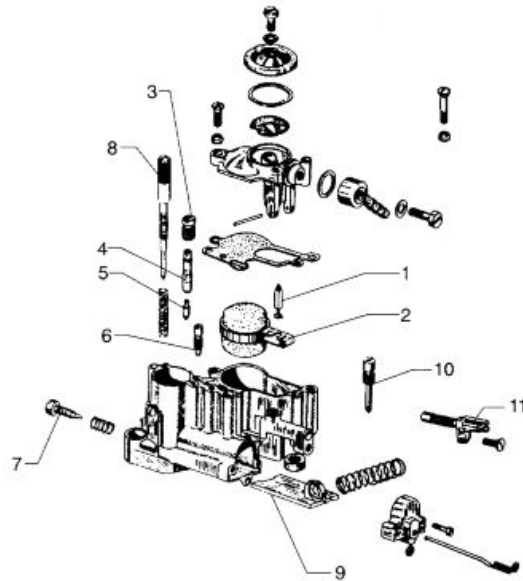
| |
|--|
| Gear-box oil level - replacement |
| Spark plug - replacement |
| Air filter on carburetor - Clean |
| Idle speed (*) - adjustment |
| Cylinder cooling system - check/cleaning |
| Transmission gas mixer- adjust |
| Odometer gear - greasing |
| Steering - adjustment |
| Brake and clutch lever - greasing |
| Brake pads - check for condition and wear |
| Flexible brake lines - Change |
| Brake fluid level - check |
| Transmission - lubrication |
| Safety fasteners - check |
| Suspension - check |
| Electrical system and battery - check |
| Headlight - adjustment check |
| Tyres condition and wear - Check |
| Vehicle test and brake test - Road test |
| Secondary air filter (external / internal) - Clean |

(*) See regulations in section «Idling speed adjustment»

Carburettor

Disassemble the carburettor and clean all components with solvent, hence dry with compressed air all ducts, in order to ensure proper cleaning.

- Carefully check the state of each component.
- The throttle valve must be free to slide inside the mixture chamber; replace if excessive play is found.
- If the mixture chamber is excessively worn, such to prevent the sliding of the throttle valve (although new), replace the carburettor.
- All seals should be replaced upon reassembly.



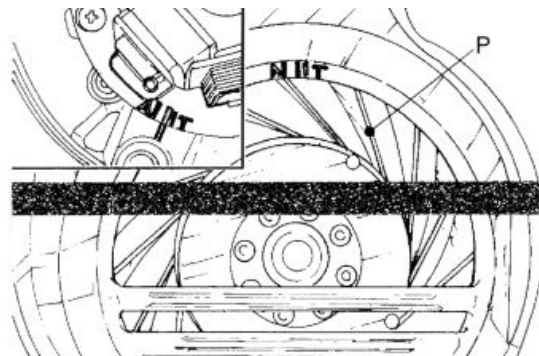
CARBURETTOR

| Specification | Desc./Quantity |
|--------------------------------|----------------|
| Conical needle | |
| Float | |
| Emulsifier air adjusting screw | |
| Emulsifier | |
| Main jet | |
| Slow-running jet | |
| Fuel flow adjusting screw | |
| Throttle valve adjusting screw | |
| Throttle valve | |
| Starter jet | |
| Choke device | |

Checking the spark advance

In order to ensure the correct timing, check the stator is oriented so that the I.T. index (see figure) coincides with the marking found on the crankcase.

- To check the timing, use a timing light, connecting it to the H.T. cable via the clip provided and then starting the engine.
- The correct spark advance is obtained when, with the engine running between 2,500 and 3,000 rpm, the «P» index is aligned ($\pm 1^\circ$) with the I.T. marking stamped on the volute.



- In the impossibility of obtaining the specified values, or if the engine is found to be running rough, proceed by replacing defective components.

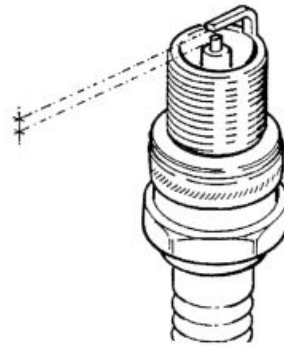
Specific tooling

020330Y Stroboscopic light to check timing

020332Y Digital rpm indicator

Spark plug

- Detach the spark plug cap
- Carefully inspect the spark plug and replace it if the insulator is damaged
- Using a feeler gauge, measure the spark gap, and adjust it if necessary
- Ensure the sealing washer is in good state
- Refit the spark plug by screwing it in by hand, and tightening it at the prescribed torque using a box spanner



Electric characteristic

Spark plug

CHAMPION RL82C

Spark gap

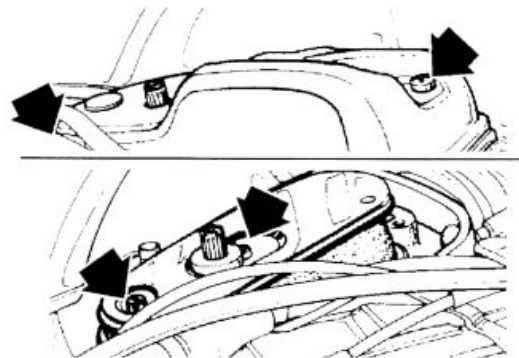
0,5 ÷ 0,6 mm

Locking torques (N*m)

Spark plug 25 - 30 Nm

Air filter

- Remove the engine cowling and the air-box cover by loosening the four fixing screws shown in the figure and the idle adjusting screw; hence release the filter.
- Clean the filter with 50% fuel-oil mixture, hence dry it with compressed air.



Recommended products

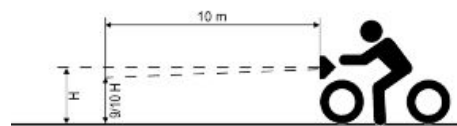
eni i-Ride PG 2t Synthetic based lubricant for low smoke 2-stroke engines and additives.

API TC - JASO FC - ISO-L-EGD

Headlight adjustment

Proceed as follows:

1. Place the vehicle in running order and with the tyres inflated to the prescribed pressure, on a flat surface 10 m away from a white screen situated in a shaded area, making sure that the longitudinal axis of the vehicle is perpendicular to the screen;
2. Turn on the headlight and check that the borderline of the projected light beam on the screen is no higher than $\frac{9}{10}$ or lower than $\frac{7}{10}$ of the distance from the ground to the centre of the vehicle's headlamp;
3. If otherwise, adjust the right headlight with screw «A».



N.B.

THE ABOVE PROCEDURE COMPLIES WITH THE EUROPEAN STANDARDS REGARDING MAXIMUM AND MINIMUM HEIGHT OF LIGHT BEAMS. REFER TO THE STATUTORY REGULATIONS IN FORCE IN EVERY COUNTRY WHERE THE VEHICLE IS USED.

CO check

The test must be carried out after carefully cleaning all carburettor components and air filter, and with the spark plug in good conditions.

- Warm up the engine by riding the vehicle for at least ten minutes
- Switch off the engine
- Remove the 2 secondary air box screws shown in the figure



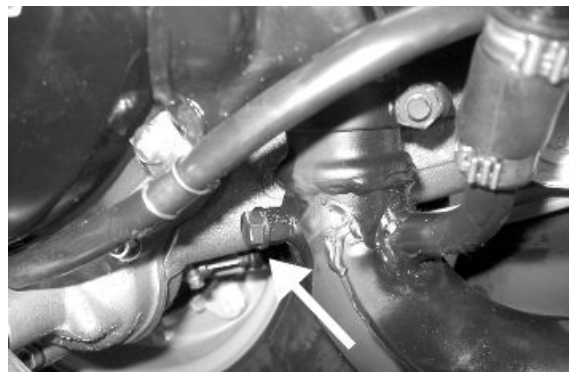
- Place a plastic sheet between the one-way secondary air valve and aluminium outlet fitting as shown in the picture.



- Make sure that the gasket of the one-way valve is sealed in its own seat in the aluminium joint.
- Refit the aluminium outlet joint on the housing SAS as shown in the picture.



- Remove the gas outlet cap, shown in the figure, on the exhaust.



- Attach the special tool and orientate the connectors as shown in the figure.
- Start the engine, adjust the idle speed to 1,300 \pm 100 rpm and check the CO readings are equal to 4 \pm 1% with the idle air adjusting screw opened by 2+ $\frac{3}{4}$ turns.
- If the parameters here specified cannot be met, try adjusting the idle air adjusting screw. Otherwise, check the choke device.



Specific tooling

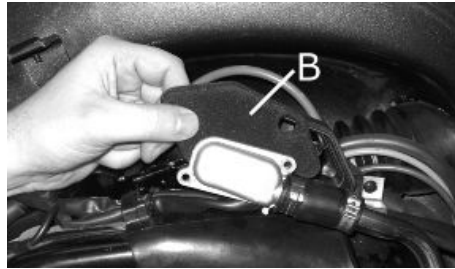
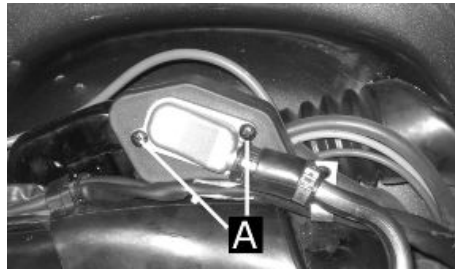
020320Y Analyser for exhaust fumes

020332Y Digital rpm indicator

020625Y Kit for sampling gas from the exhaust manifold

SAS filters inspection and cleaning

Remove the two screws «A» from the SAS aluminium cover. Disengage the metallic hose from the rubber fastener on the cover without detaching the hose from the sleeve. Remove the plate and the plastic cover and hence extract the sponge filter and wash with soap. Dry the filter with compressed air before refitting, having care to place the plate in the grooving machined onto the plastic and aluminium covers. Upon reassembly, always replace the O-ring, located on the cover.

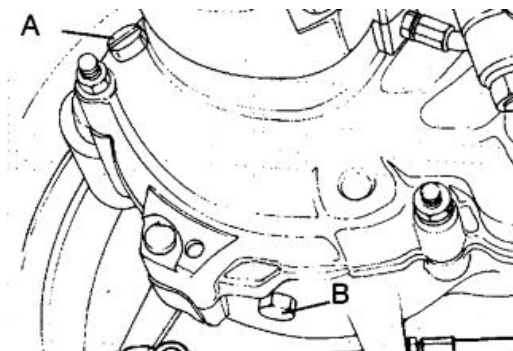


Remove the sponge and wash it with soap and water. Dry it with compressed air before refitting.



Gearbox Oil

- Check for the presence of oil inside the gearbox (oil capacity ~250 g); with the vehicle axis perfectly vertical, the oil level must be at the height of inspection hole «A».
- To replace the oil, drain the box using filler hole «B».
- Pour some fresh oil and let the engine run for a few seconds, hence drain the box again.
- Pour 250 g of fresh oil through hole «A», so that the level reaches the reference height.



Recommended products

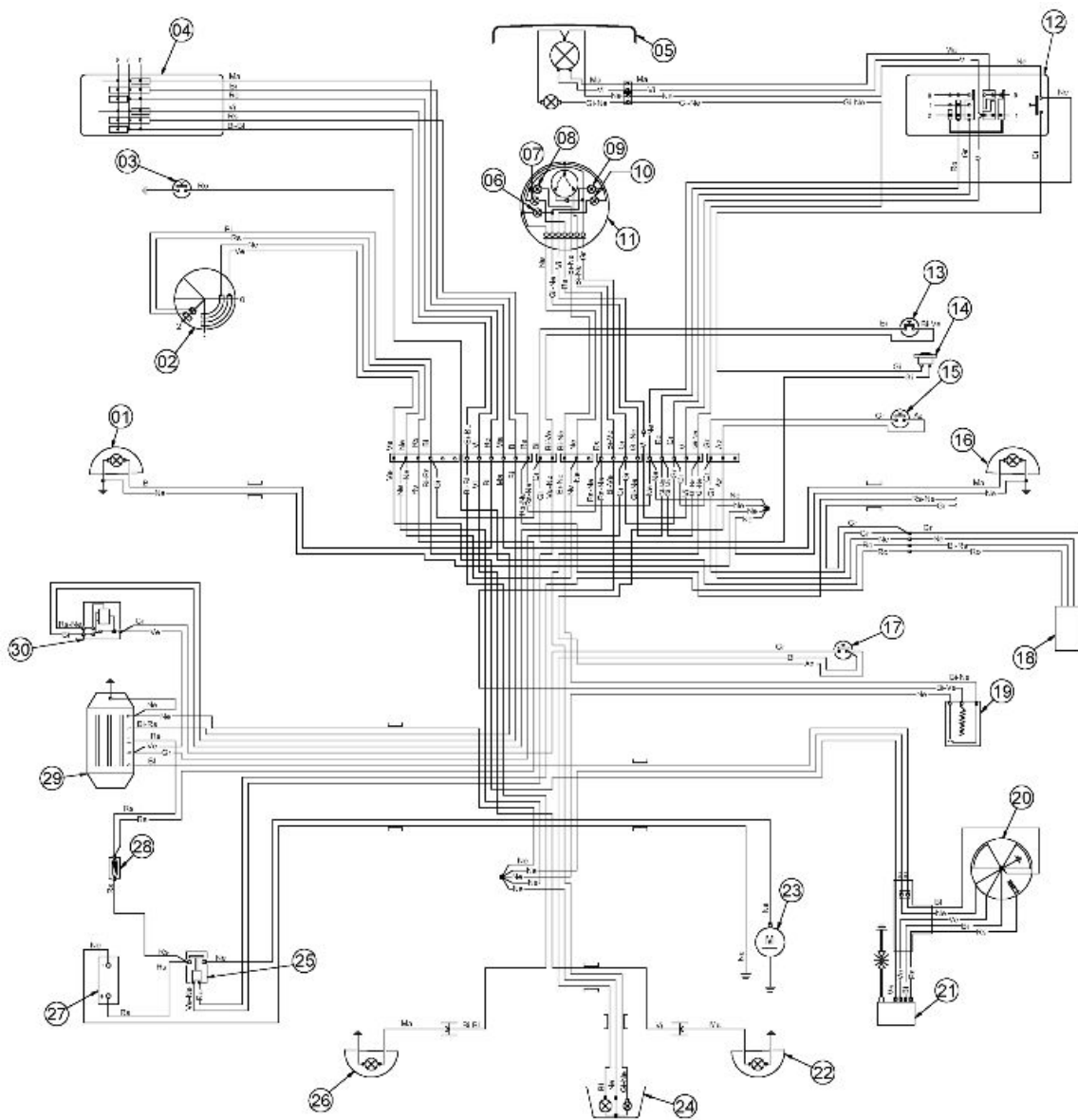
AGIP GEAR SAE 80W-90 Lubricant for gearboxes and transmissions.

API GL-4

INDEX OF TOPICS

ELECTRICAL SYSTEM

ELE SYS



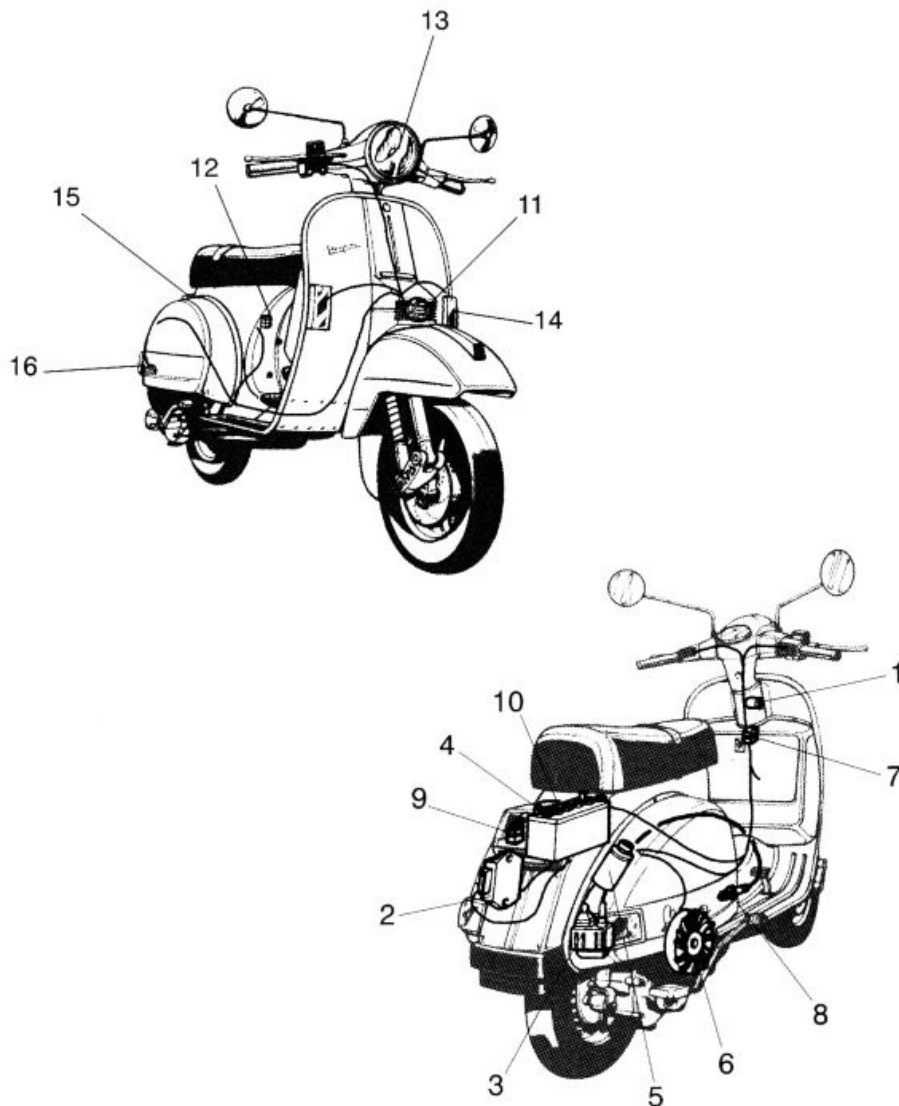
Ar = Orange, Az = Sky Blue, Bi = White, Bl = Blue, Gi = Yellow, Gr = Grey, Ma = Brown, Ne = Black, Ro = Pink, Rs = Red, Ve = Green, Vi = Purple

ELECTRICAL SYSTEM

| | Specification | Desc./Quantity |
|----|---------------------------------|----------------|
| 1 | Front LHS turn signal light | |
| 2 | Key switch | |
| 3 | Enable button | |
| 4 | Indicators switch | |
| 5 | Front headlight | |
| 6 | Instrument panel lighting bulbs | 12V - 1.2W |
| 7 | Turn signal warning light | 12V - 1.2W |
| 8 | Low fuel warning light | 12V - 1.2W |
| 9 | Headlamp warning light | 12V - 1.2W |
| 10 | High-beam warning light | 12V - 1.2W |
| 11 | Instrument panel | |
| 12 | Headlight switch | |
| 13 | Start up button | |
| 14 | Horn | |
| 15 | Stop light switch (front brake) | |

| | Specification | Desc./Quantity |
|----|-----------------------------|----------------|
| 16 | Front RHS turn signal light | |
| 17 | Rear brake stop button | |
| 18 | Anti-repeating device | |
| 19 | Fuel level sender | |
| 20 | Magneto flywheel | |
| 21 | Electronic ignition device | |
| 22 | Rear RHS turn signal light | |
| 23 | Starter motor | |
| 24 | Taillight | |
| 25 | Starter relay | |
| 26 | Rear LHS turn signal light | |
| 27 | Battery | 12V - 9Ah |
| 28 | Fuse box | |
| 29 | Voltage regulator | |
| 30 | Turn signals master-box | |

Components arrangement

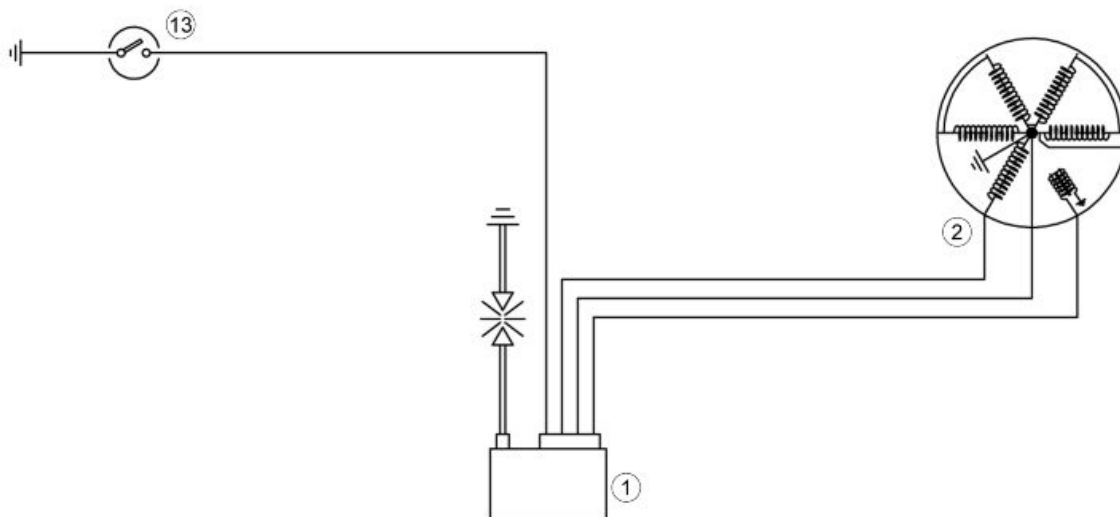


COMPONENTS ARRANGEMENT

| | Specification | Desc./Quantity |
|----|--|----------------|
| 1 | Key switch | |
| 2 | Voltage regulator | |
| 3 | Electronic Control Unit (C.D.I.) with H.T coil | |
| 4 | Battery | 12V - 9Ah |
| 5 | Starter motor | |
| 6 | Magneto flywheel | |
| 7 | Anti-repeating device | |
| 8 | Spark plug | |
| 9 | Remote starter switch | |
| 10 | Fuse | 7.5 A |
| 11 | Horn | |
| 12 | Turn signals master-box | |
| 13 | Front headlight | |
| 14 | Front turn signal lights | |
| 15 | Taillight | |
| 16 | Rear turn signal lights | |

Conceptual diagrams

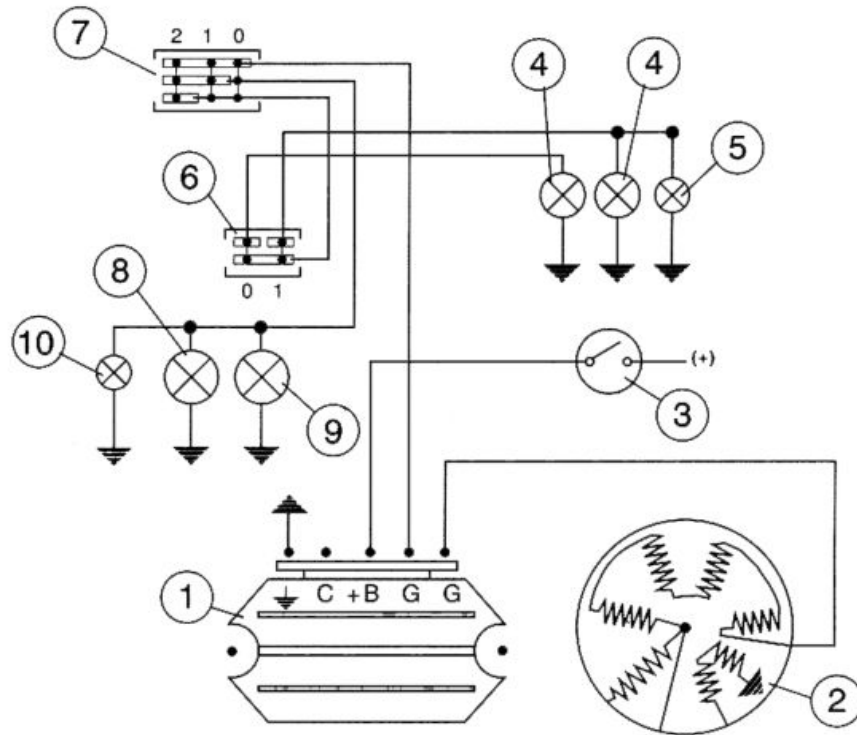
Ignition



KEY:

1. Electronic ignition control unit
2. Magneto flywheel and pick up

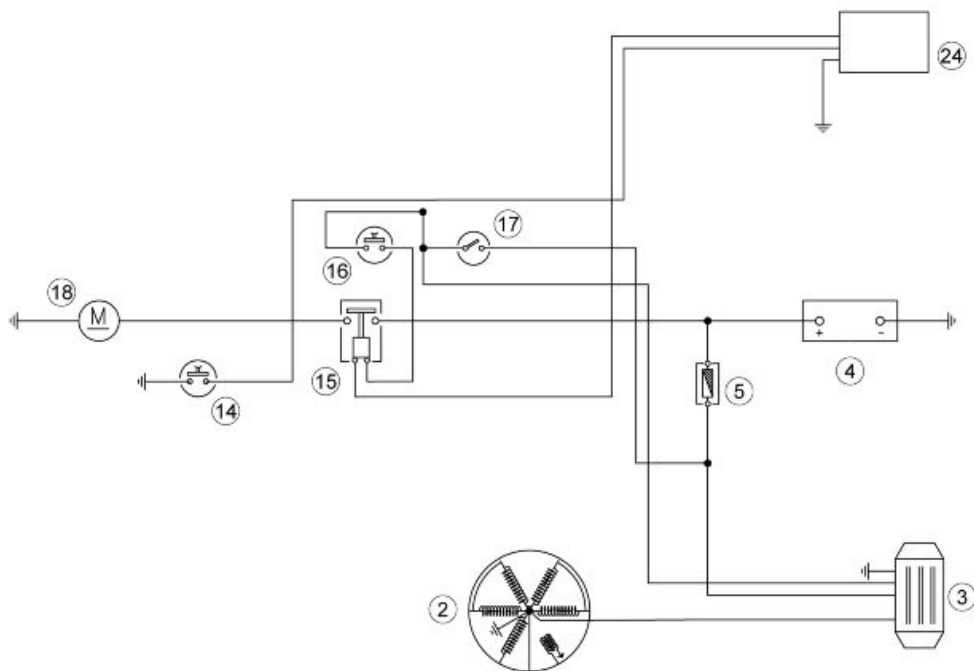
Headlights and automatic starter section



LIGHTS

| | Specification | Desc./Quantity |
|----|-------------------------|----------------|
| 1 | Voltage regulator | |
| 2 | Magneto flywheel | |
| 3 | Key switch contacts | |
| 4 | Headlight bulb | 12V-35/35W |
| 5 | High-beam warning light | 12V - 1.2W |
| 6 | Light switch | |
| 7 | Headlight switch | |
| 8 | Rear side light bulb | 12V - 5W |
| 9 | Front side light bulb | 12V - 5W |
| 10 | Headlamp warning light | 12V - 1,2W |

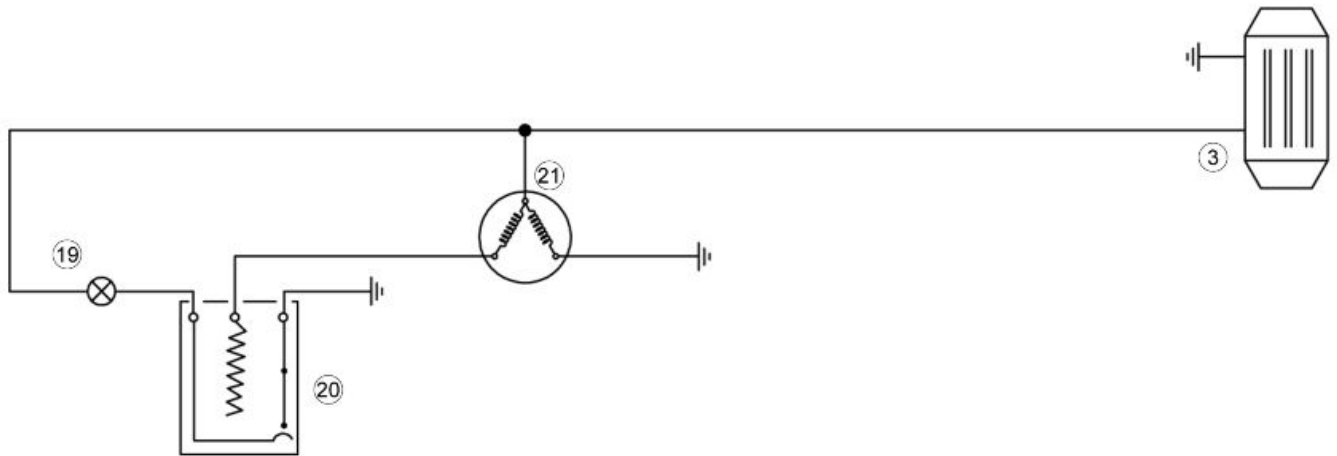
Battery recharge and starting



KEY:

- 2. Magneto flywheel and pick up
- 3. Voltage regulator
- 4. Battery 12V- 9 Ah
- 5. Fuse 7.5A
- 14. Enabling button
- 15. Starter relay
- 16. Starter button
- 17. Key command contact
- 18. Starter motor
- 24. Anti-repetitive device

Level indicators and enable signals section



KEY:

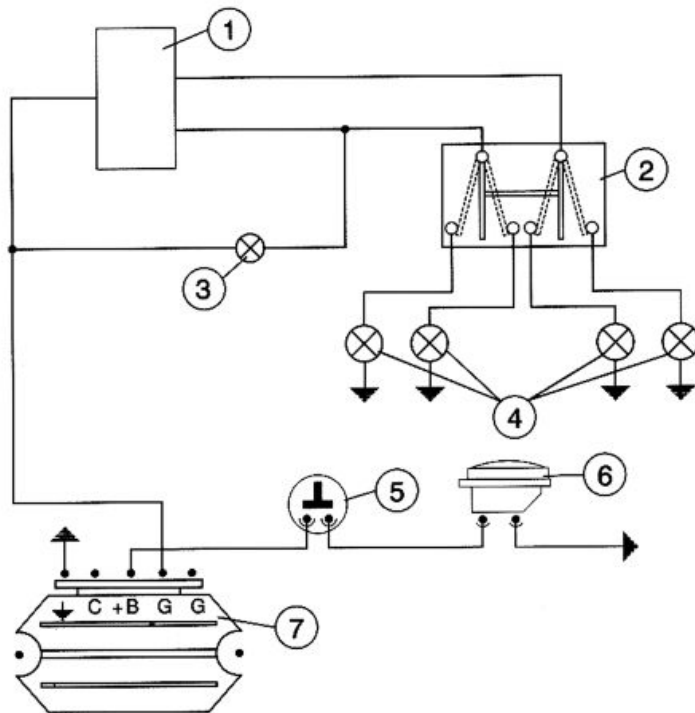
3. Voltage regulator

19. Low fuel warning light 12V - 1.2W

20. Fuel level transmitter

21. Fuel gauge

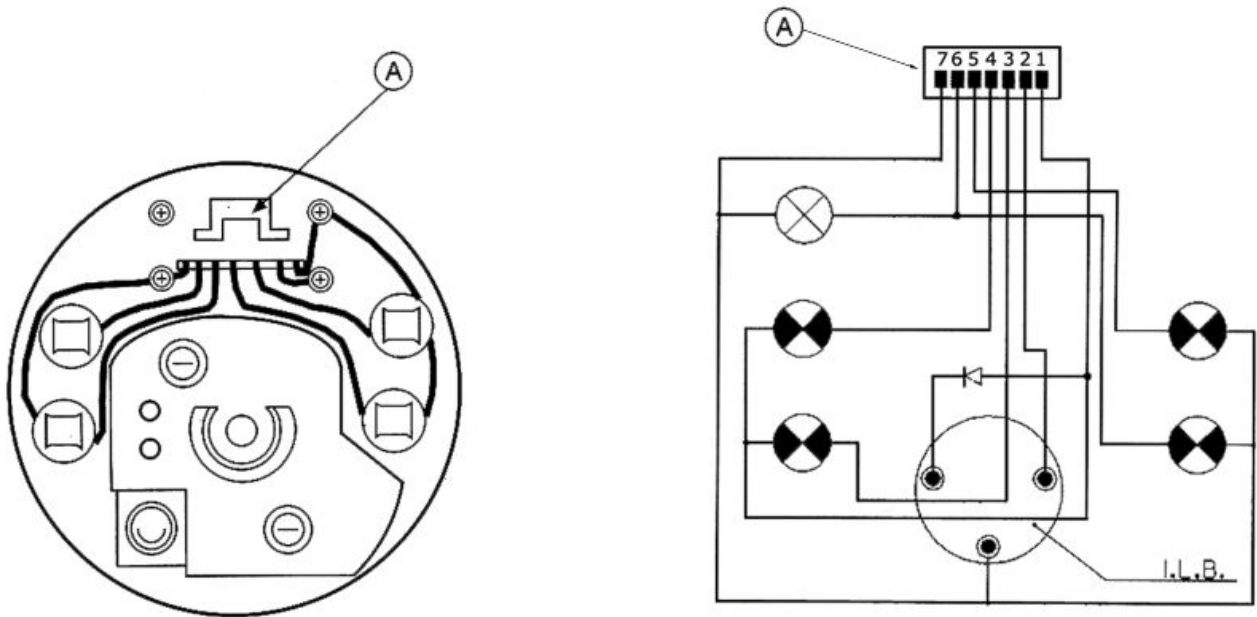
Turn signal lights



SIGNAL LIGHTS AND HORN

| | Specification | Desc./Quantity |
|---|---------------------------|----------------|
| 1 | Turn signals master-box | |
| 2 | Indicators switch | |
| 3 | Turn signal warning light | 12V - 1,2W |
| 4 | Turn signal light bulbs | 12V - 21W |
| 5 | Horn button | |
| 6 | Horn | |
| 7 | Voltage regulator | |

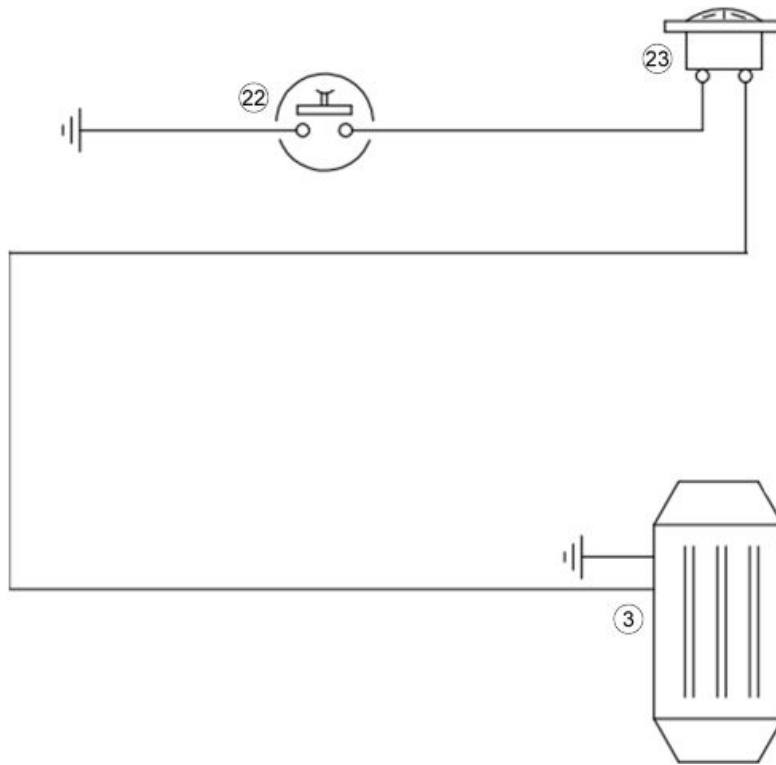
Instruments and warning lights control board



DASHBOARD LIGHTS AND GAUGES

| | Specification | Desc./Quantity |
|---|----------------------------|----------------|
| 1 | + Battery | |
| 2 | Fuel gauge | |
| 3 | Low fuel warning light | |
| 4 | Turn signals warning light | |
| 5 | High-beam warning light | |
| 6 | Side-lamps warning light | |
| 7 | Ground lead (-) | |

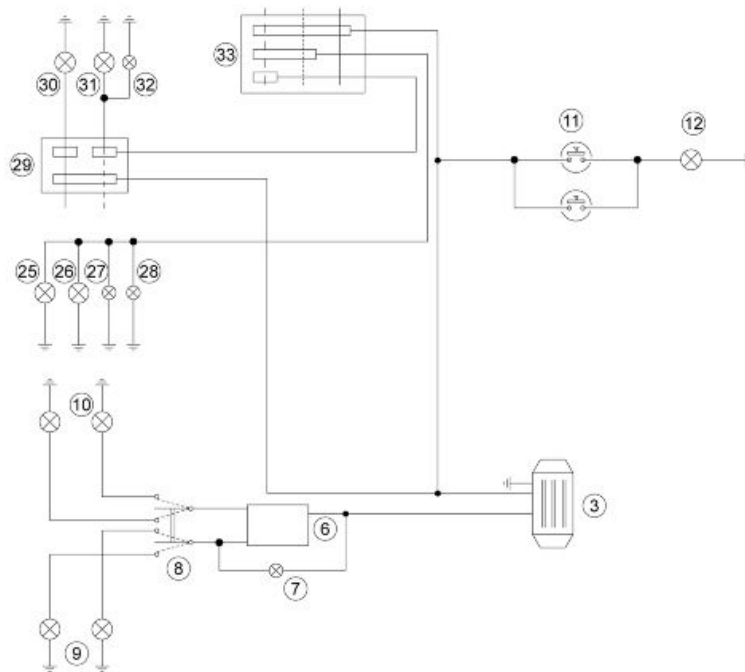
Devices and accessories



KEY:

- 3.Voltage regulator
 - 22.Horn button
 - 23.Horn
-

Lights and turn indicators



KEY:

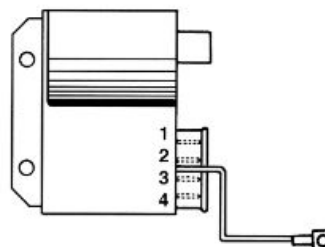
- 3.** Voltage regulator
- 6.** Turn indicator control device
- 7.** 12V - 1.2W turn indicator warning light bulbs
- 8.** Turn indicator switch
- 9.** 12V - 21W rear turn indicators
- 10.** 12V - 21W front turn indicators
- 11.** Stop buttons
- 12.** Brake lamp 12v- 10w
- 25.** Rear daylight running light 12V - 5W
- 26.** Front daylight running light 12V - 5W
- 27.** 12V - 5W warning lights
- 28.** Instrument panel light bulb 12V - 5W
- 29.** Light switch
- 30.** Low beam light 12V - 35W
- 31.** High beam light 12V - 35W
- 32.** 12V - 1.2W high beam warning light
- 33.** Light switch

Checks and inspections

Ignition circuit

All system checks requiring the detachment of cables (inspections involving ignition system wiring and devices) must be carried out with the engine off, so to avoid any possible damage to the ECU, which would require its replacement.

It is therefore important to follow the wire colour coding when reattaching the cables (see figure)



IGNITION CIRCUIT

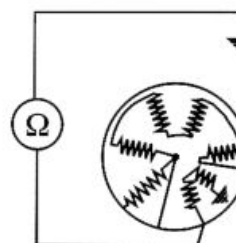
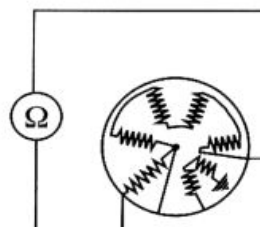
| | Specification | Desc./Quantity |
|---|---------------|----------------|
| 1 | WHITE | |
| 2 | RED | |
| 3 | GREEN | |
| 4 | GREEN | |

Stator check

In case the cause of ignition failure or malfunction cannot be easily identified at sight, first of all replace the control unit by another one in operating conditions.

- Remember that the engine must be off to disconnect any connections in order to replace the central unit.
- If after replacement the vehicle starts properly, the control unit is failing and must be replaced.
- If the failure persists, check the generator and the stator components as follows:

After a visual inspection of the electrical connections, measurements are taken using the specific tester. If anomalies are revealed from checks, replace the stator and damaged parts.



Specific tooling

020331Y Digital multimeter

STATOR CHECK

| | Specification | Desc./Quantity |
|---|---------------------|----------------|
| 1 | BLUE - BLACK cable | 0.45 Ohm |
| 2 | YELLOW - BLUE cable | 0.15 Ohm |

Voltage regulator check

Voltage regulator inspection

In the event of a suspected failure of the voltage regulator, carry out the following inspections:

Alternate current section

The failure of the alternate current section of the voltage regulator give rise, depending on the type of fault, to the following inconveniences:

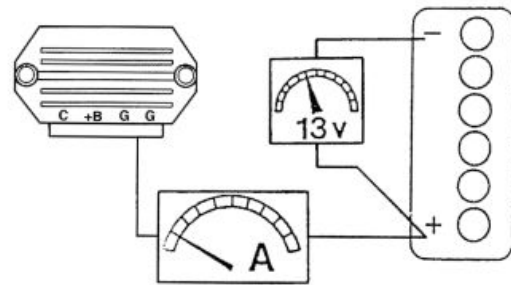
1. Blown light bulbs (regulator open-circuited).
2. Failure of the lighting system and automatic choke device (regulator short-circuited).

Interventions**FAULT 1**

At 5,000 rpm with the lights on, check the regulator voltage is between **12.3V** and **14.5V**. At **5,000 rpm** with the lights on, check the regulator voltage is between **13V** and **15V**. In the presence of a regulator voltage exceeding **15V**, replace the regulator as definitely faulty.

FAULT 2

- a) Check the correct current supply from the alternator: detach the regulator connector and attach the alternate current tester between the grey-blue wire terminal and earth. With the tester set onto alternate current, check the supplied voltage at **3,000 rpm** is between **25** and **30V**.
- b) If no faults are found, replace the voltage regulator.
- c) If the system is still malfunctioning after the regulator has been replaced, check the connections of the electrical system.



Direct current section The failure of the regulator's direct current section may cause, depending on the type of failure, the following inconveniences:

3) Blown fuse (regulator short-circuited), resulting in the catastrophic failure of the battery charging system.

4) Battery recharge faulty (regulator open-circuited).

Interventions

FAULT 3

Replace the regulator, as certainly faulty, and the fuse.

FAULT 4

a) Attach an ammeter between the voltage regulator and the battery, and check that, at **3,000 rpm** and with the battery at **13V**, the current supplied is approximately **1.5 to 2 A**.

If the measured values are below this limit, then replace the voltage regulator.

b) If replacing the regulator does not solve the problem, check, using the recommended tester, for peaks in the alternate currents between the yellow wire connection and the red wire departing from the positive battery pole. The voltage supplied by the generator must be between **26 and 30V**, at **3,000 rpm** (this measurement must obviously be carried out with the battery disconnected).

Specific tooling

020331Y Digital multimeter

Starter motor

Bench tests to be performed on the electric starter motor

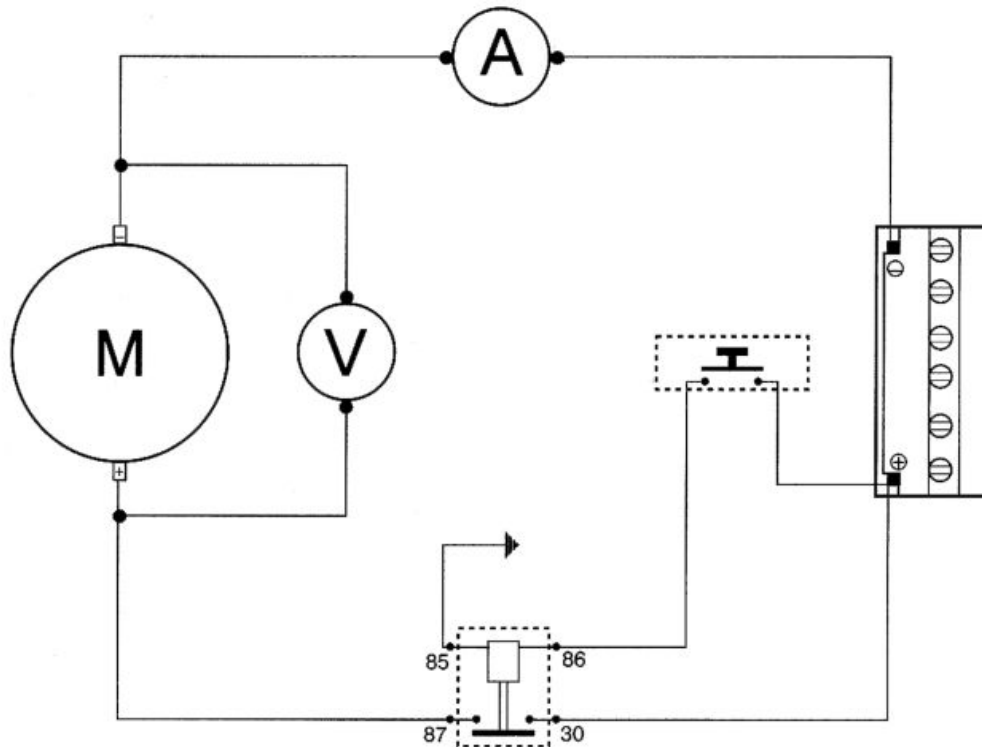
1) No-load test: the starter motor, unloaded, must absorb less than 10 A with a voltage supply > 11.7 V and must spin at more than 18,000 rpm.

2) Load test: load the starter motor so that the absorbed current is equal to 40 A, and the supplied voltage is 10 V. In such conditions, the output torque provided must 0.014 Nm, at a speed of no less than 10,000 rpm.

3) Breakaway test: with the rotor restrained and supplied voltage of 7 V, the absorbed current must not be higher than 100 A and the torque not less than 0.033 Nm.

N.B.

ALL THESE CHARACTERISTICS MUST BE MEASURED WITH CHARGED BATTERY AND AFTER RUNNING THE MOTOR FOR 30" IN THE CONDITIONS STATED IN 1.



STARTER MOTOR

| | Specification | Desc./Quantity |
|---|-----------------------|---|
| 1 | Nominal voltage | 12V |
| 2 | Nominal power | 0,15 kW |
| 3 | Direction of rotation | Clockwise |
| 4 | Engine connection | Via pinion and gear ring on crankshaft, transmission-side |
| 5 | Control | Pushbutton |
| 6 | Battery | 12V - 9Ah |

Fuses

The starter system and horn are protected by a 7.5A fuse, «A», located on the LHS of the battery tray. Before replacing a burst fuse, it is necessary to find the cause of the failure. Never attempt to close the circuit with any material other than the fuse.



CAUTION



BEFORE REPLACING A BLOWN FUSE, FIND AND SOLVE THE FAILURE THAT CAUSED IT TO BLOW. NEVER TRY

TO REPLACE THE FUSE WITH ANY OTHER MATERIAL (E.G., A PIECE OF ELECTRIC WIRE).

CAUTION



MODIFICATIONS OR REPAIRS TO THE ELECTRICAL SYSTEM, PERFORMED INCORRECTLY OR WITHOUT STRICT ATTENTION TO THE TECHNICAL SPECIFICATIONS OF THE SYSTEM CAN CAUSE MALFUNCTIONING AND RISK OF FIRE.

Dry-charge battery

COMMISSIONING A NEW DRY-CHARGED BATTERY

- Remove the battery air pipe stop cap and each single cell cap.
- Fill the battery with electrolyte of 1.270+/-0.01 kg/l density (corresponding to 31+/-1 Bé) with an ambient temperature not below 15°C, until it reaches the upper level indicated on the block.
- Tilt the battery slightly to remove any air bubbles formed during filling.
- Place the caps on each single cell filling hole without screwing them and leave the battery to rest. During this stage, the battery is subject to a gasification phenomenon and temperature increases.
- Let it rest until it reaches ambient temperature (this stage can take up to 60 minutes).
- Tilt the battery slightly to facilitate the elimination of any gas bubbles present inside; restore the level using the same filling electrolyte

Note: This is the last time that electrolyte can be added. Future top-ups should be done only with distilled water;

- Before 24 hours elapse, recharge the battery following these steps:
- Connect the battery charger terminals observing the correct polarity;
- With the battery charger drw. 020333Y and/or drw. 020334Y operate the battery charger control by selecting the position corresponding to that capacity;
- Otherwise, charge the battery with direct current equal to 1/10 of rated capacity (e.g. for a battery with a 9Ah rated capacity, the charging current should be 0.9-1.0A) for approximately a 4-6 hour charge.

Note: Batteries that have been stored for a long time may take a longer charging time. The battery chargers drw. 020333Y and drw. 020334Y have an automatic protection which interrupts the recharge after 12 hours to avoid battery harmful heating. In this case, a green LED turns on to indicate the activation of the safety system and not the end of the charge.

- Let the open circuit battery rest for approximately 4-6 hours; then check the off-load voltage using a standard tester.
- If the open-circuit voltage is higher or equal to **12.6V**, the battery is charged adequately. Slightly shake or tilt the battery to eliminate any air bubbles formed during recharging.
- Check the electrolyte levels again, fill them with distilled water up to the upper level line if necessary, clean battery properly, close each single cell cap tightly and install it on the vehicle.
- If the voltage indicated is low, charge the battery another 4-6 hours in the way described above.

Note: With the battery charger drw. 020334Y, it is possible to check the battery charge level with the **Check** function. The value indicated on the display must be higher than the value indicated on the chart; otherwise, recharge the battery again in the same way indicated above.

INDEX OF TOPICS

ENGINE FROM VEHICLE

ENG VE

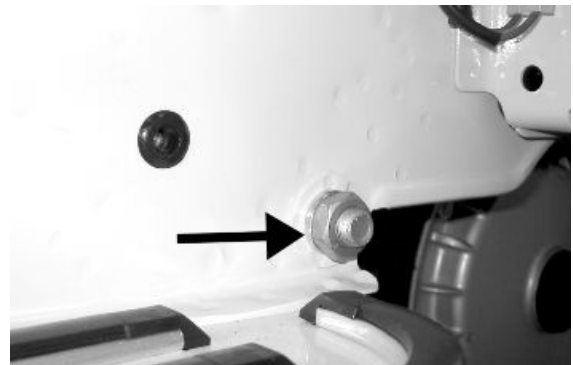
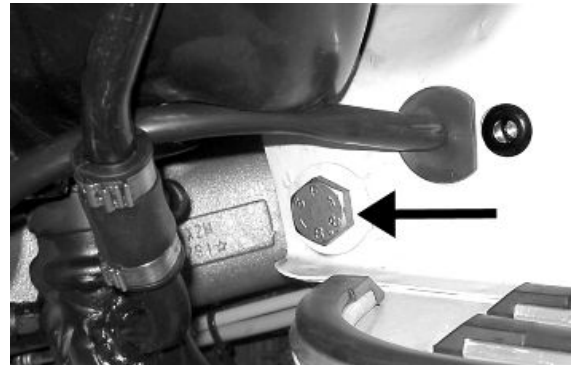
Exhaust assy. Removal

- Remove the two fasteners, exhaust pipe-manifold and then the bolt fixing the exhaust to the engine.



Removal of the engine from the vehicle

- Remove the exhaust assy.
- Remove the rear wheel.
- Detach the rear brake cable.
- Detach the electrical wires.
- Detach the gear shifter cables.
- Remove the throttle and choke cables.
- Detach the oil and petrol hoses.
- Remove the engine-frame bolt shown in the figure.



- Remove the rear shock-absorber fixing nut and hence the bolt.
- For the reassembly, follow the above operations in reverse order, using the prescribed tightening torques.

CAUTION

WHEN INSTALLING THE BATTERY, ATTACH THE POSITIVE LEAD FIRST AND THEN THE NEGATIVE ONE.

WARNING

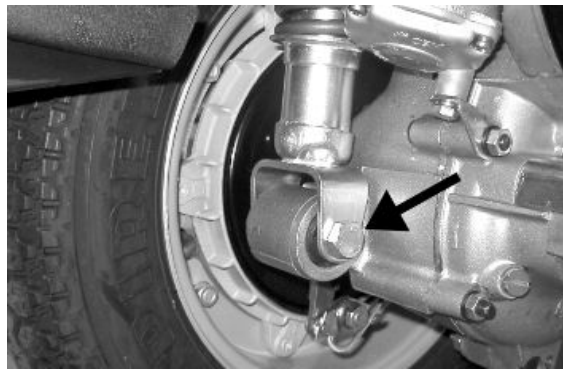
Wear safety goggles when using hitting tools.

WARNING

Be very careful when handling fuel.

Locking torques (N*m)

Engine - frame bolt * 61 ÷ 75 Shock-absorber - engine bolt* 13 ÷ 23



INDEX OF TOPICS

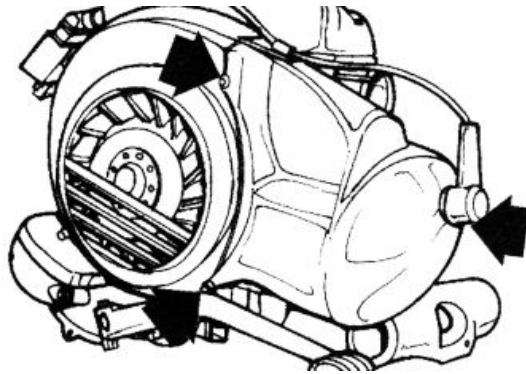
ENGINE

ENG

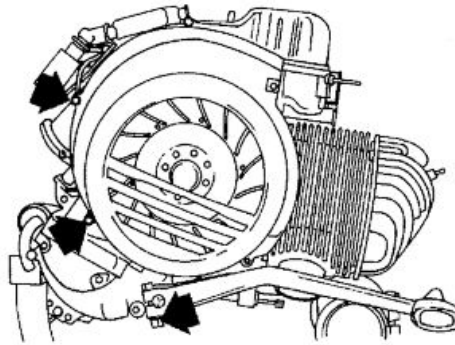
Flywheel cover

Cooling hood

- Remove the three fixing screws shown in the figure and the cooling hood.

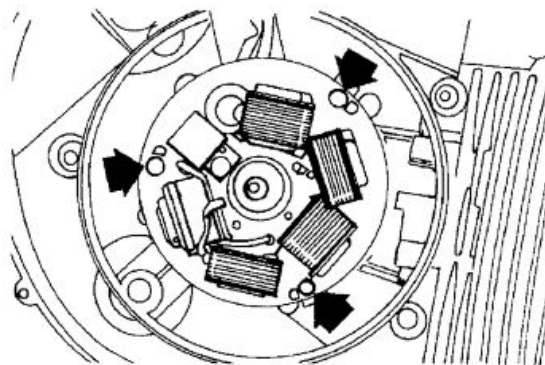


- Remove the fixing screws shown and hence detach the volute and the gear shifter cover.
- Remove the kick-start lever after having detached the lower fastener.



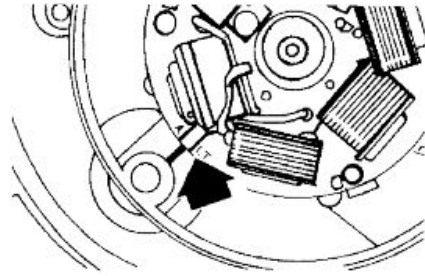
Removing the stator

- Remove the three screws shown in the figure.
- Remove the stator.



Refitting the stator

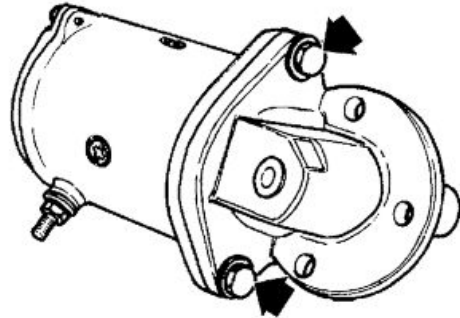
In order to guarantee the correct engine timing pay attention to the position of the stator, as shown in the figure.



Flywheel and starting

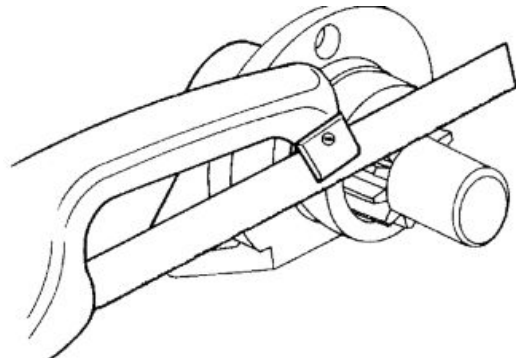
Removing the starter motor

– Remove the two screws and detach the drive box from the starter motor.



– With the aid of a hacksaw, abrade the pinion head ring.

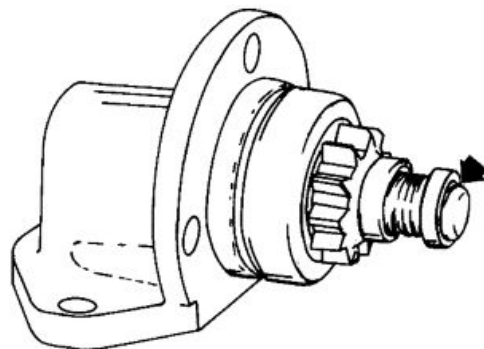
– Using two screwdrivers, detach the cap.



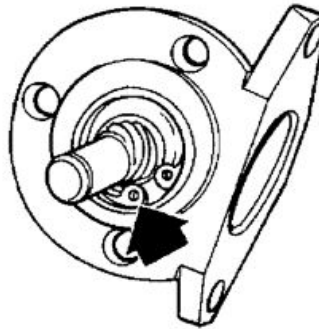
– Remove the retaining ring shown by the arrow in the figure and remove the pinion components.

WARNING

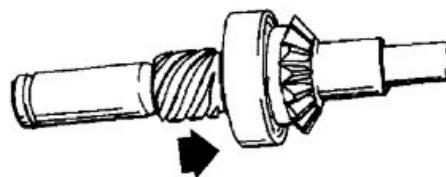
THE PACKING ON THE MATING SURFACE MUST ALWAYS BE REPLACED WITH A NEW ONE, USING «LOC-TITE».



- Using pliers for internal split rings, remove the retaining ring shown.
- Lift the assembly by the end of the shaft and remove the shaft by hitting the housing with a mallet.



- The removal of the bearing may be carried out by pushing in the direction shown in the figure. This will also result in the removal of the drive gear.
- In the event that the bearing remains on drive gear, use the special extractor.
- After heating the drive gear with the air heater, refit the drive shaft with all the components previously removed.
- Refit the remaining components following the above operations in the reverse order.



Specific tooling

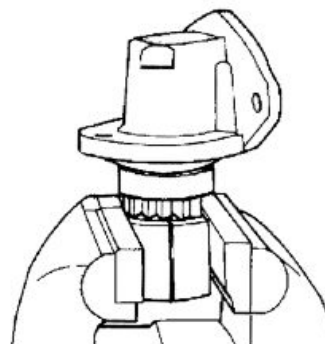
001467Y Extractor for bearings for holes

001467Y021 Extraction pliers for \varnothing 11 mm bearings

020151Y Air heater

020150Y Air heater support

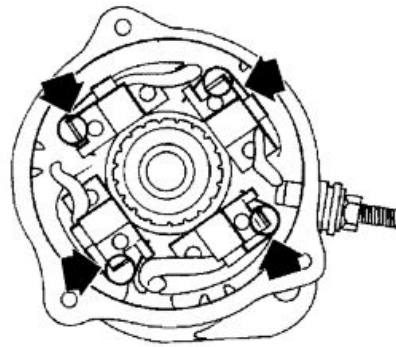
- Position a new cap onto the pinion and round the edges using the special tool to safely lock the assembly in a vice.
- Rotate the assembly by a quarter turn and proceed by rounding the remaining section of the caps circumference.



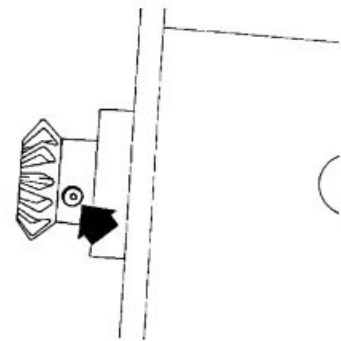
Specific tooling

020057Y Calking tool

- After removing the rear cover, release the brush clips connected to the magnetic fields.
- Remove the brush plate. Detach the old brushes and weld a new set of brushes, hence replace the brush plate.



- After removing the rear cover, detach the drive gear retaining pin and remove the gear.
- Refit the assembly components in the reverse order.

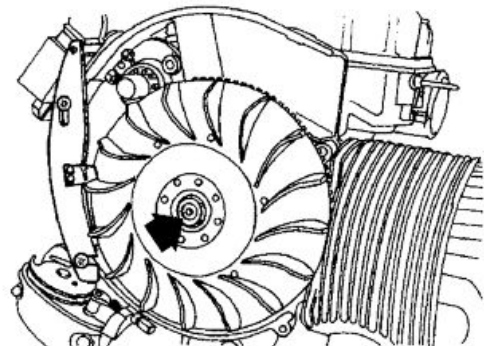


Removing the flywheel magneto

- Retain the flywheel using the special tool, hence remove the lock nut.

Specific tooling

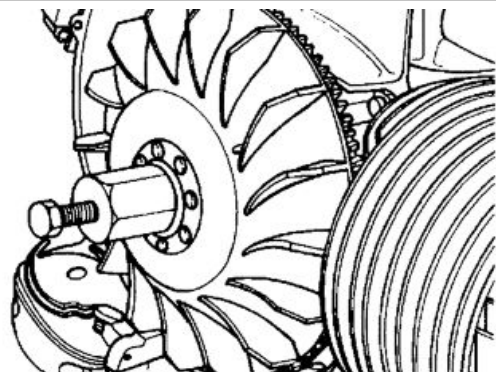
020095Y Flywheel retaining tool



- Remove the flywheel retaining tool.
- Extract the flywheel using the special extractor.

Specific tooling

008564Y Flywheel extractor



Refitting the flywheel magneto

- Refit the components following above operations in the reverse order.
- After refitting the flywheel, apply grease on the thread.

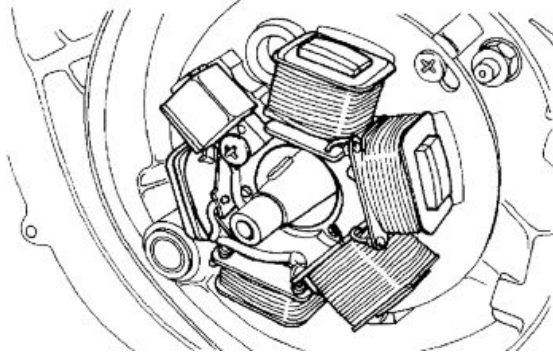
Recommended products

AGIP GREASE PV2 Ivory smooth-textured, slightly-stringy anhydrous calcium-base grease.

TL 9150 066, NATO G 460 symbol

Locking torques (N*m)

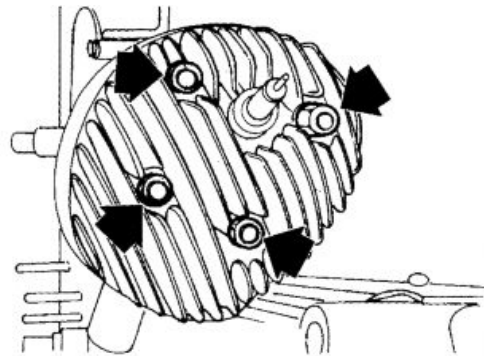
Flywheel fixing nut 60 ÷ 65



Cylinder assy. and timing system

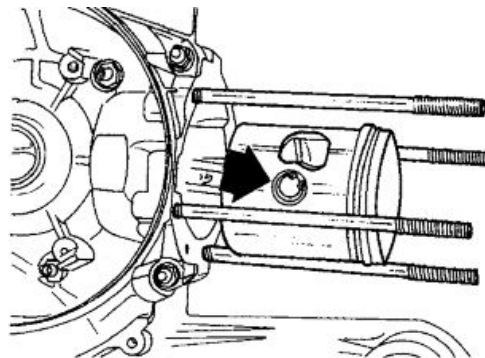
Removing the cylinder head

- Loosen the four nuts and remove the cylinder head.



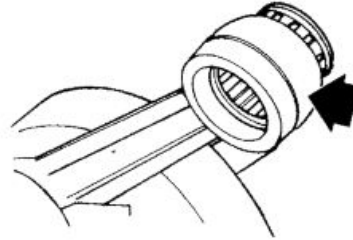
Removing the cylinder - piston assy.

- After removing the cylinder detach the wrist pin retaining rings and hence remove the piston.



Inspecting the small end

- Always fit a roller cage of the type prescribed in the assembly clearance tables.
- The arrow in the figure shows the location of the connecting rod's identification marking.



Refitting the cylinder

- Refit the cylinder assembly components following the removal procedure in the reverse order, paying particular attention to positioning the piston with the arrow marking on the crown pointing toward the exhaust port.

Locking torques (N*m)

Head fixing nuts 16 ÷ 26

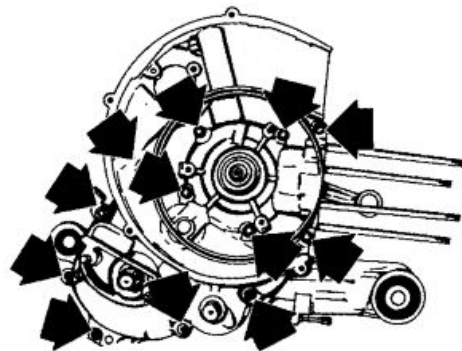
Crankcase - crankshaft

Splitting the crankcase halves

- Remove the twelve fasteners and split the two crankcase halves carefully using a plastic or hard rubber mallet.

CAUTION

WITH A RUBBER BAND TIE THE CONNECTING ROD TO THE TWO STUDS ON THE CLUTCH-SIDE, SO TO AVOID ANY ACCIDENTAL DAMAGE DURING THIS PHASE AND THE FOLLOWING ONES.

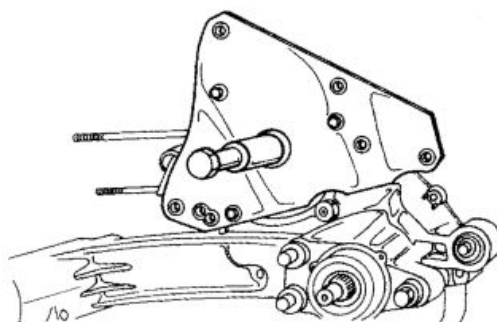


Removing the crankshaft

- Install the special tool as shown and extract the crankshaft.

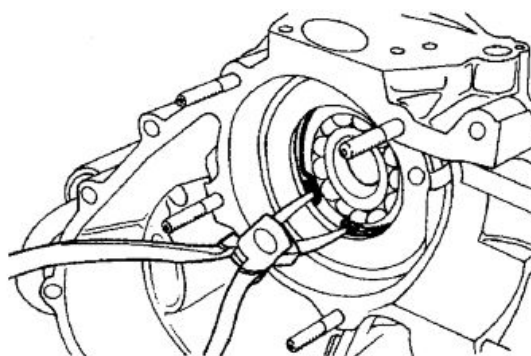
Specific tooling

008886Y Crankshaft extractor



Removing the crankshaft bearings

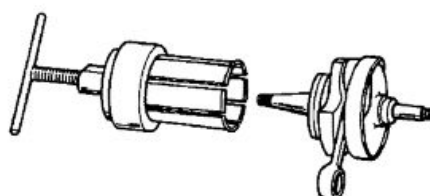
- After removing the oil seal, using pliers for internal split rings, remove the bearing retaining ring shown.
- From the side opposite that shown in the figure and with the aid of a flat head puncher, extract the bearing.



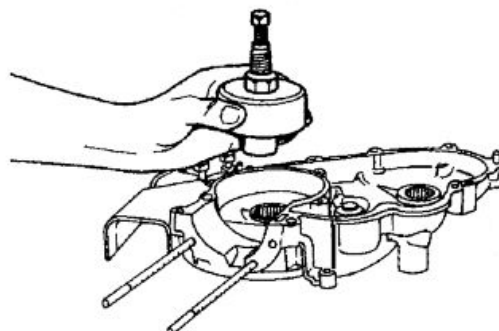
- Using the special extractor, remove the roller bearing from the crankshaft.

Specific tooling

004499Y Camshaft bearing extractor

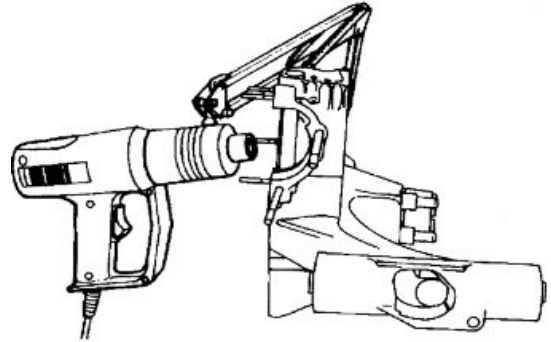


- Using the special extractor, remove the roller bearing from the crankcase.



Refitting the crankshaft bearings

- Heat the bearing housing with the air heater positioned onto its support.
- After heating the crankcase, position the bearing using a length of tube pushing directly on the bearing's outer ring.
- Position the bearing's retaining ring, hence proceed by refitting the sealing ring.

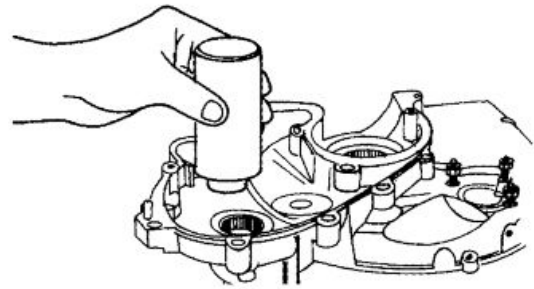


Specific tooling

020151Y Air heater

020150Y Air heater support

- Heat up the crankcase, as already done for the clutch-side half-crankcase, focusing exclusively on the bearing housing.
- Position the bearing using a length of tube pushing directly on the bearing's outer ring.

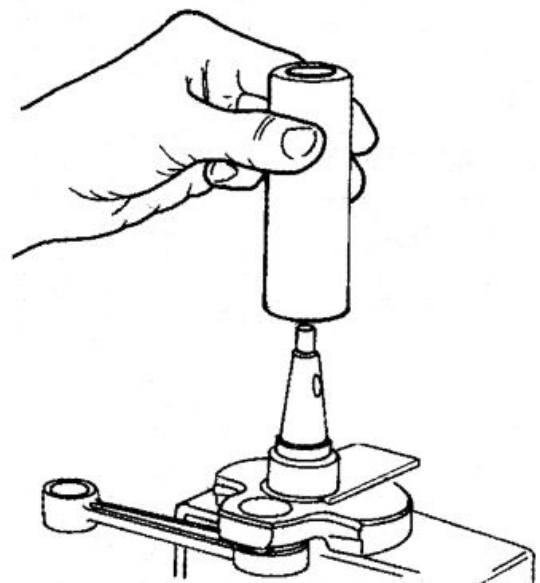


- Position the crankshaft onto the special support.
- Install the special spacer as shown in the figure and, using a length of tube of adequate diameter, push the bearing until the inner ring (heated up in oil at 120°C) comes into contact with the spacer.
- Once the assembly is completed, remove the spacer.

Specific tooling

020265Y Bearing fitting base

060007Y Crankcase bearing spacer



Lubrication

Conceptual diagrams

Miscelatore automatico

The system is fed by oil contained in a separate tank.

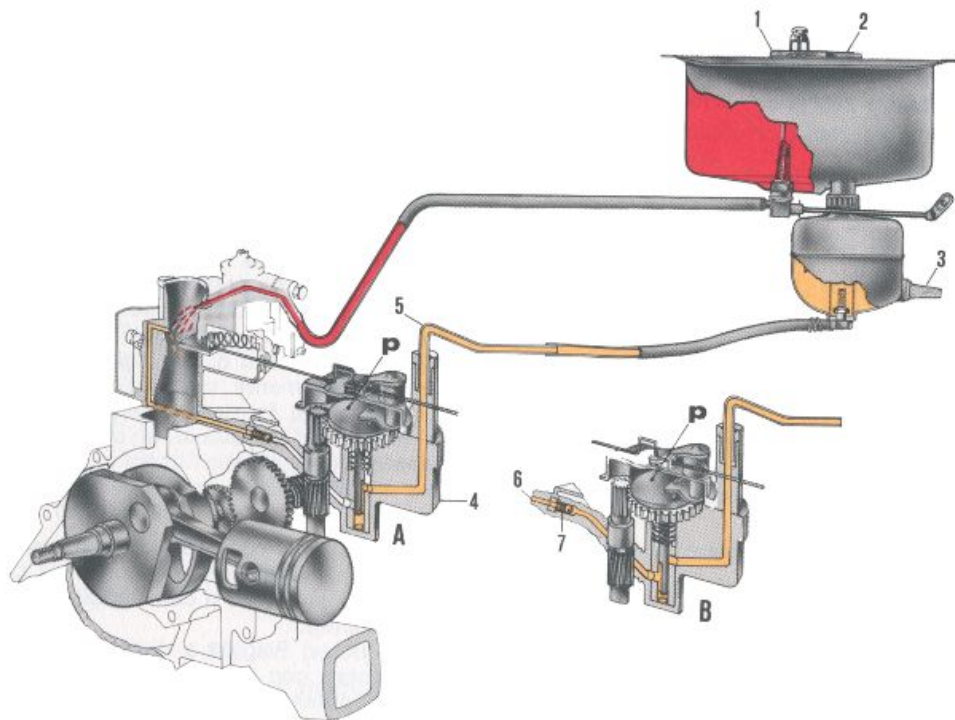
The vehicle is equipped with two distinct tanks, each with individual hoses, for fuel and lubricant.

The fuel tank must be filled with petrol, no petrol-oil mixture of any kind, while for the lubricant tank Selenia Hi Scooter 2T oil should be used. The oil level may be checked through the transparent tube (see figure, 3) protruding from the tank.

Fuel is fed to the carburettor by gravity; oil is supplied through pump «p» whose stroke is controlled by the radial position of a shoe, on the inclined plane of the pump, driven by the throttle cable via a lever. This means that for any given position of the throttle twist-grip the location of the shoe varies, thus varying the pump stroke hence suggesting that the oil mass flow is a function of both engine speed and throttle opening.

Important: whenever the mixer device has been removed, overhauled or refitted, there may be no oil inside the ducts.

To allow the mixer to safely fill these ducts with oil, it is suggested that the fuel tank (1 in the figure) is first refilled with approx. 3 l of mixture containing 2% of SELENIA HI SCOOTER 2T oil. Once this first quantitative has been exhausted, any further refill must obviously consist of petrol only. The pump assembly constitutes, essentially, of a pumping element and its sliding housing, and is driven by a gear transmission (crankshaft/mixer shaft ratio: 1/85). The pumping element "P" is also provided, on its shaft, with a flatten surface which, because of the rotation, alternately opens and closes the oil inlet (5) and outlet (6) ducts, with the latter being equipped with a valve consisting of a sphere and spring. By such means the pump alternately performs the two phases of oil intake (A in the figure) and supply to the fuel diffuser (8 in the figure), where the fuel mixture is formed and fed into the engine.

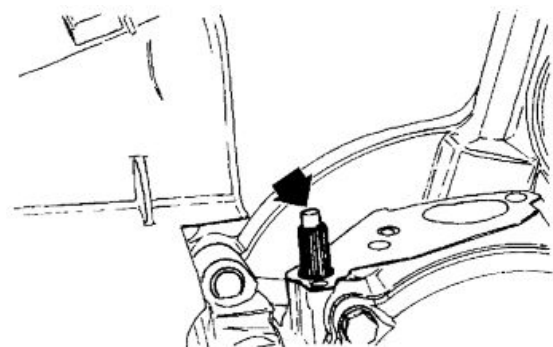


CONCEPTUAL DIAGRAMS

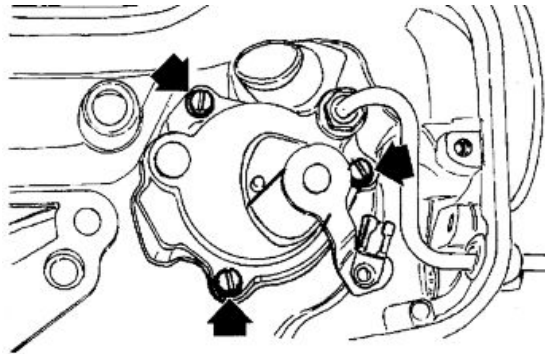
| Specification | Desc./Quantity |
|---------------------------------|----------------|
| Fuel tank filler cap | |
| Oil tank filler cap | |
| Oil level gauge | |
| SEPARATE LUBRICATION device box | |
| Oil inlet hose | |
| Oil outlet hose | |
| Oil outlet valve | |
| A | Inlet phase |
| B | Outlet phase |

Oil pump

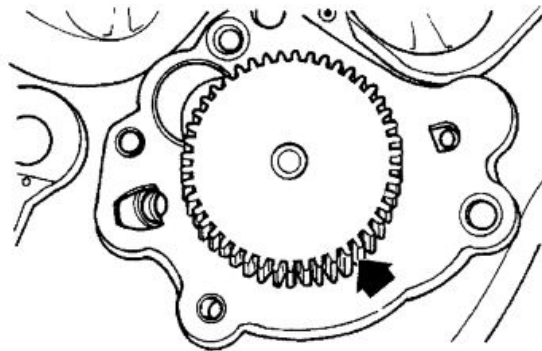
- Remove the carburettor box.
- Remove the mixer drive shaft from its housing.



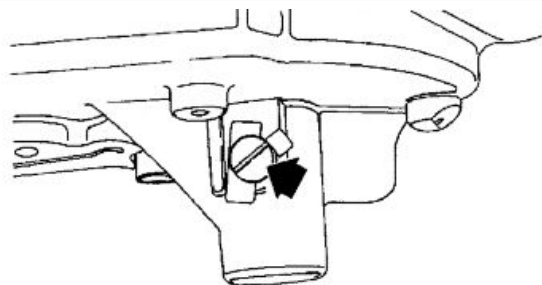
-
- Remove the 3 fixing screws and the mixer cover with the lever.



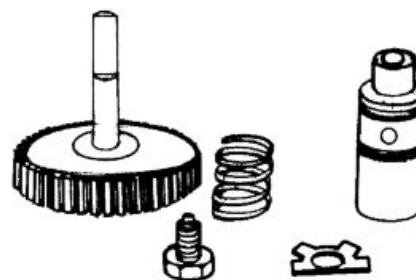
-
- Remove the mixer pumping element.



-
- Remove the mixer fixing screw and then use pliers for internal split rings to remove the mixer body.



-
- Refit the components following the removal procedure in the reverse order, paying attention in positioning the pump body correctly in its housing, so to be able to easily insert the retaining screw.



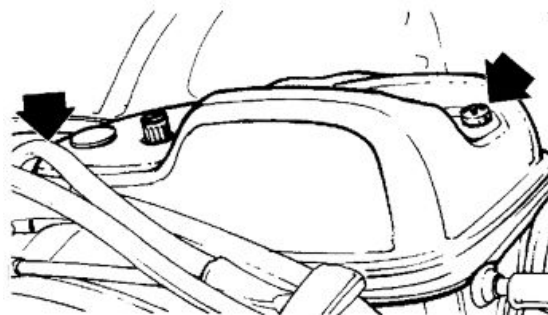
See also

[Removing the carburettor](#)

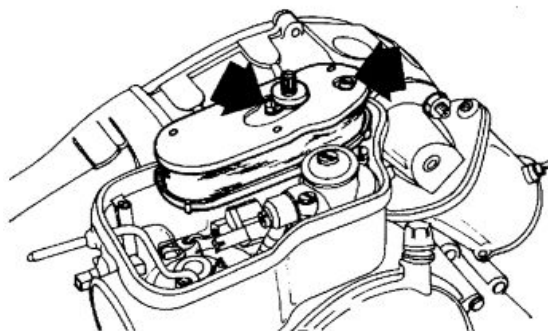
Fuel supply

Removing the carburettor

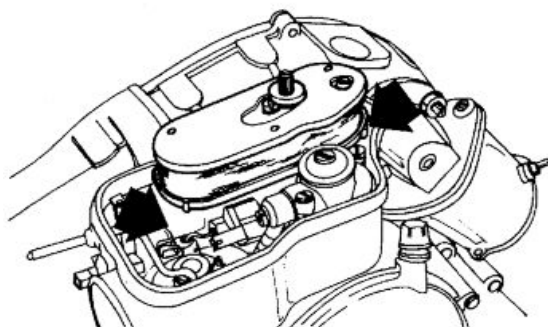
- Remove the two fixing screws and the carburettor cover.



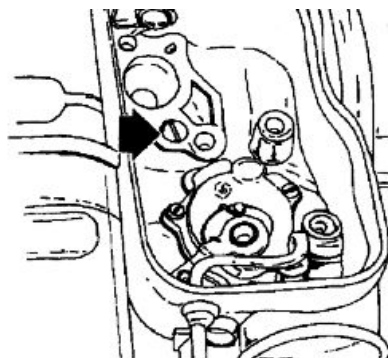
- Remove the fasteners and the air filter.



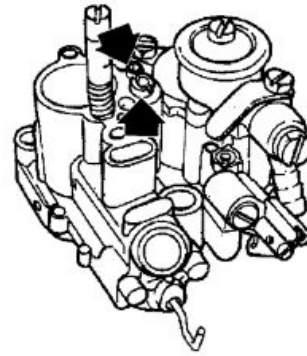
- After removing the air filter, loosen the two 8mm Allen screws and hence remove the carburettor.



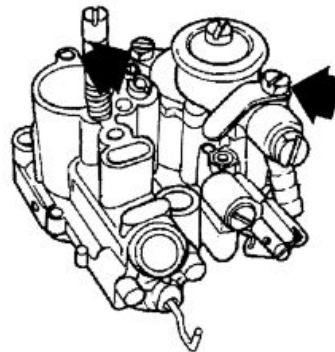
- Loosen the fixing screw and remove the carburettor body.



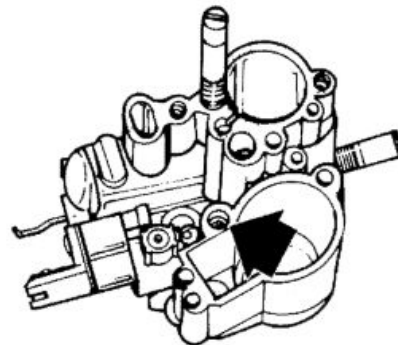
-
- Remove the main and idle jets and blow with compressed air.



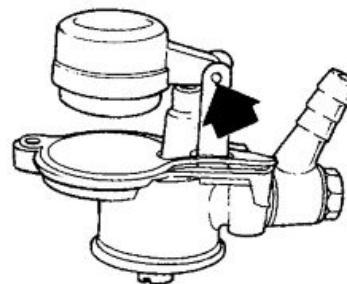
-
- Loosen the fixing screw and remove the float bowl.



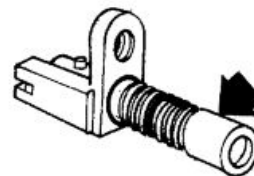
-
- Remove the starter jet and blow with compressed air.



-
- Remove the float pin to release the float, and hence the conical needle.



- Check the starter choke valve; replace if worn.

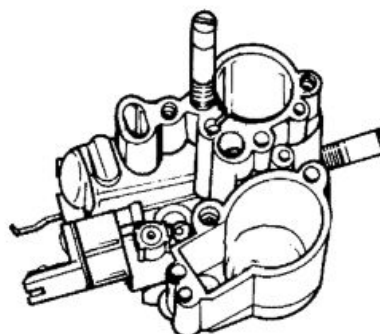


Refitting the carburettor

- Refit the components replacing all seals.

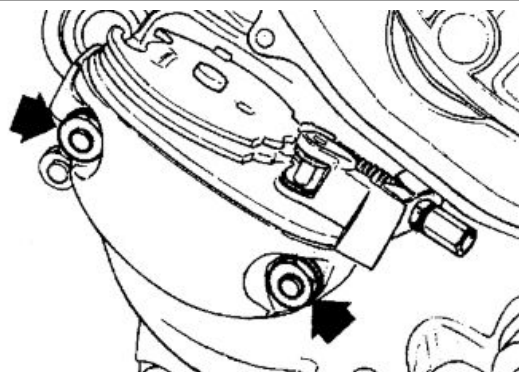
WARNING

PETROL IS HIGHLY EXPLOSIVE ALWAYS REPLACE THE GASKETS TO AVOID PETROL LEAKS

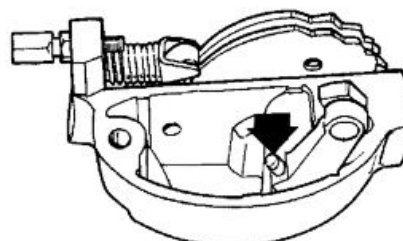


Manual Gear Shifter

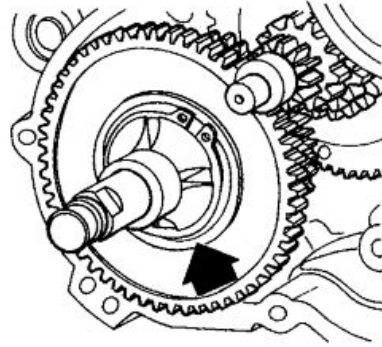
Remove the fasteners and the gear shifter.



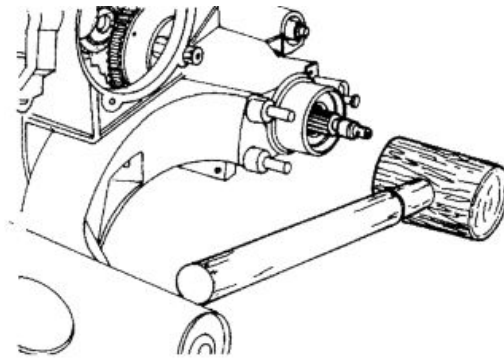
From the side opposite to that shown in the figure and with the aid of a puncher, remove the conical pin and extract the gear shifting lever.



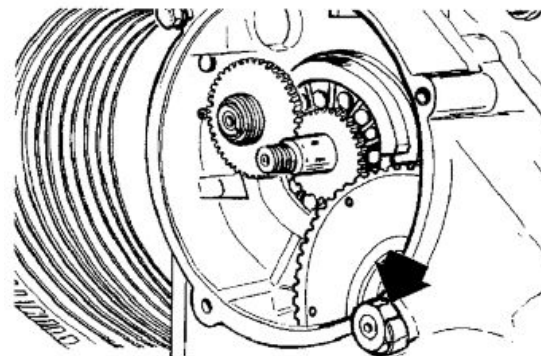
- Split the two half-crankcases.
- Using pliers for external split rings, remove the retaining ring and extract the gears.



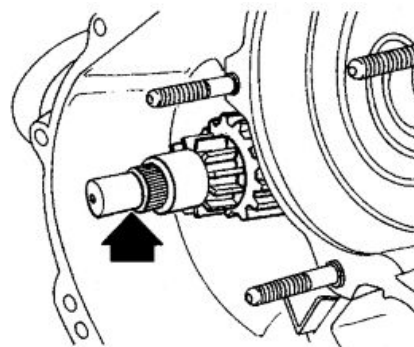
- Using a plastic mallet, remove the shaft.



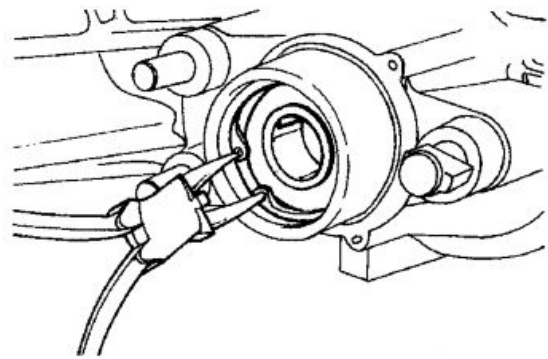
- Remove the multiple gear shaft lock nut.



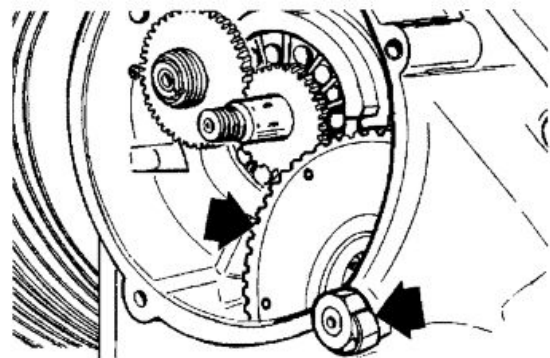
- Remove the multiple gear shaft using a mallet from the side opposite to that shown in the figure. Do not let the 21 rollers composing the bearing fall onto the ground.



- After removing the internal oil seal and the external dust cover, remove the bearing retaining ring through the use of internal split ring pliers.
- Extract the roller bearing using a flat head puncher from the side opposite to that shown in the figure.



- After removing the retaining washer shown in the figure, remove the fastener underneath it, hence extract the even tension gear.
- Remove the rivet head and replace any faulty component.
- Refit the components using new rivets.



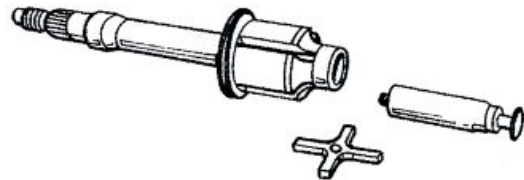
- Replace the trunnion if worn.

CAUTION

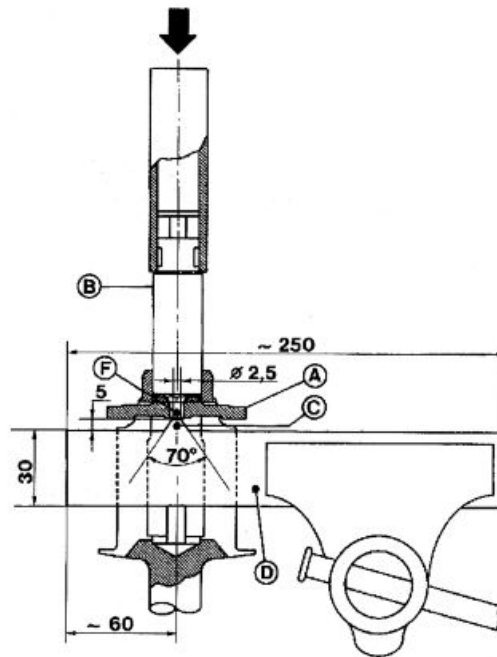
THE TRUNNION BUSHING HAS A LHS THREAD.

Locking torques (N*m)

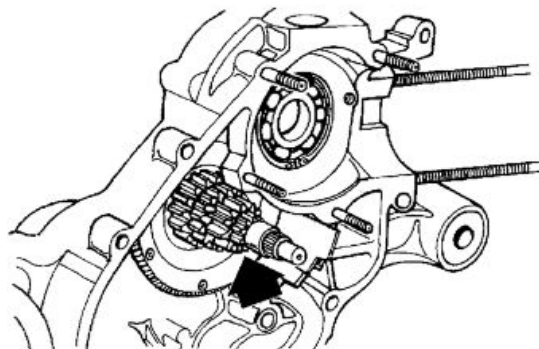
Gear-box trunnion 15 ÷ 18



- Refit the trunnion «A» onto the gear shifter shaft «B» and tighten it to the prescribed torque (LHS thread).
- Prepare a tool «D» as shown in the figure and insert it into the groove machined on the shaft.
- Align the tool's protrusion «C» with the edge «F» of the bushing to be rounded.
- Using a hammer and a length of tube (internal diameter 17.5 mm), round the threaded end of the bushing on the trunnion.



- Install the multiple gear onto its housing carefully positioning the 21 rollers, using the recommended grease to keep them in place during the reassembly.
- With the refitting operation concluded, tighten the shaft lock nut to the prescribed torque.



Recommended products

AGIP GREASE MU3 Yellow-brown, lithium-base, medium-fibre multipurpose grease.

ISO L-X-BCHA 3 - DIN 51 825 K3K -20

Locking torques (N*m)

Multi-gear pinion nut 30 ÷ 35

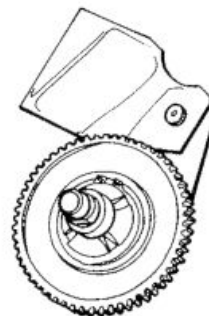
- Before proceeding by refitting the shifter shaft, it is necessary to check the axial play of the gear assembly.
- Install the gears onto the shaft and check the end play with the special feeler gauge.

Specific tooling

060824Y Inspection probe

Characteristic

Axial play

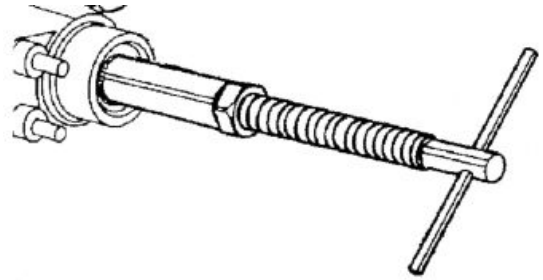


0,20 ÷ 0,40 mm

– Using the special tool, proceed by removing the gear shaft.

Specific tooling

008119Y009 Tube to assemble shafts and axles

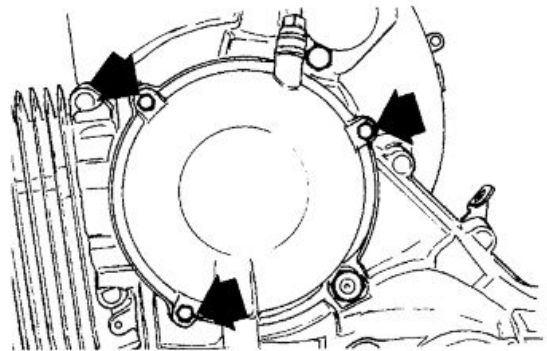


See also

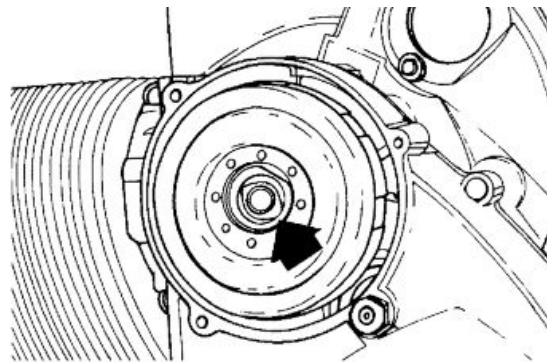
[Splitting the crankcase halves](#)

Clutch

– Remove the 3 fixing screws and the clutch cover.



– With the aid of a screwdriver, remove the balance screw.



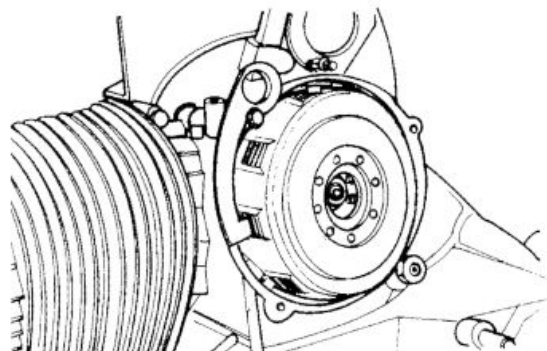
– Restrain the clutch using the special tool, as shown in the figure, then remove the locknut and the clutch assembly.

CAUTION

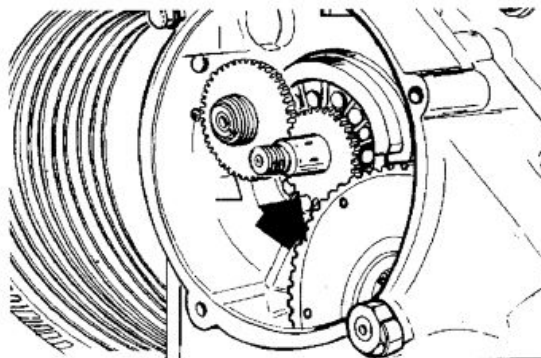
DURING THE OPERATIONS OF REMOVAL, DO NOT LET THE WOODRUFF KEY FALL INSIDE THE ENGINE.

Specific tooling

001729Y Clutch retaining tool



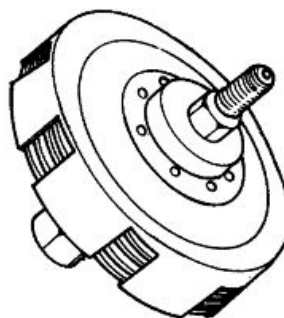
-
- Remove the mixer drive gear from its housing.



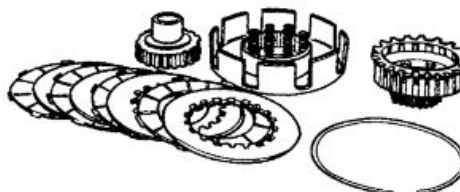
-
- Using the special tool, remove the clutch discs.

Specific tooling

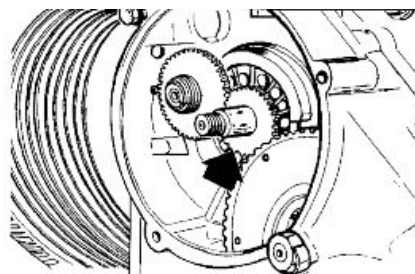
020322Y Clutch removing/fitting tool



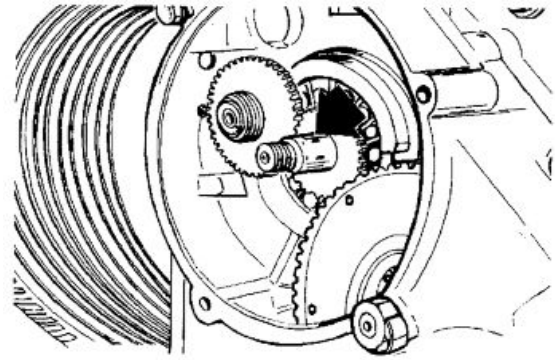
-
- Check the conditions of all components and the camber of the metal discs. A camber smaller than the prescribed one may cause slippage.
 - Refit the clutch assembly components inverting the order followed for the disassembly.



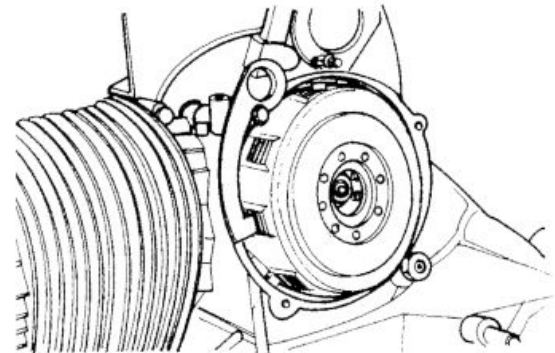
-
- Place the mixer drive gear with the rounded edge facing the crankcase bearing.



-
- Correctly position the woodruff key inside its housing.



-
- Refit the clutch assembly onto the engine and tighten the locknut using the special retainer.
 - Refit the remaining components in following the procedures carried out from their removal in the reverse order.



Specific tooling

001729Y Clutch retaining tool

Locking torques (N*m)

Clutch assy. fixing nut 40 ÷ 45

INDEX OF TOPICS

SUSPENSIONS

SUSP

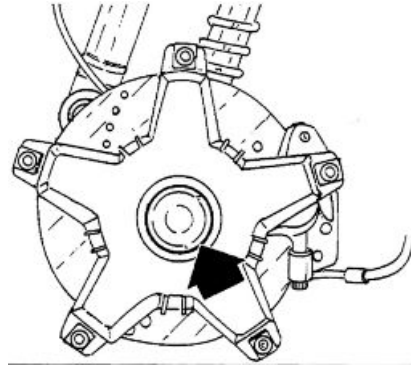
Front

Front wheel hub overhaul

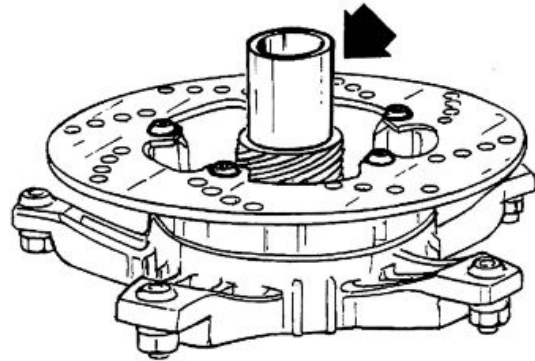
After removing the front brake calliper, remove the plastic cap shown in the figure.

Remove the pin and the locknut.

It is now possible to remove the wheel axle nut.



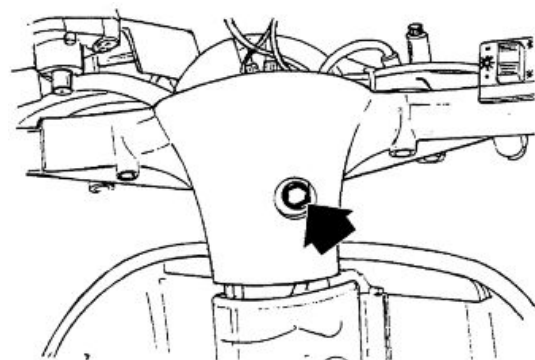
After removing the split ring on the outer side of the wheel hub, and the seal ring, remove the bearing using a length of pipe of adequate diameter and a mallet, as shown in the figure. Follow the same procedure to remove the roller cage on the opposite side.



Handlebar

Removal

Remove the 2 rear view mirrors and their fixing ring nuts. Remove the handlebar cover as described in the «Bodywork» chapter and the speedometer.



Refitting

Upon reassembly, tighten to the prescribed torque.

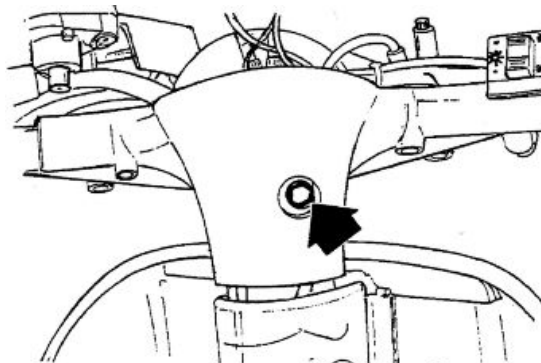
N.B.

* Safety tightenings

IN ORDER TO ENSURE THE CORRECT TIGHTENING TORQUE, LUBRICATE NUTS BEFORE ASSEMBLY.

Locking torques (N*m)

Handlebar fixing screw* 30÷44



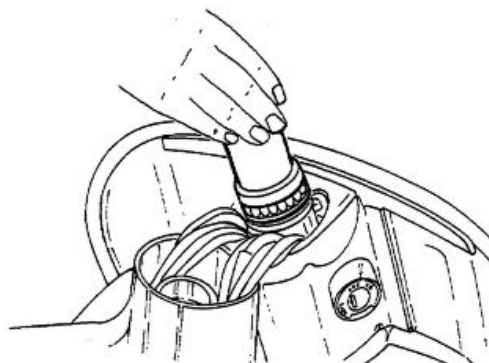
Steering column

Removal

– After removing the top housing, lean the vehicle on one side and extract the steering column, making sure of having removed the brake calliper.

Specific tooling

020055Y Wrench for steering tube ring nut

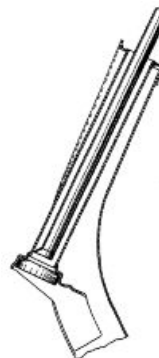


Overhaul

To remove the bearing housings from the frame use the special tool shown in the figure.

Specific tooling

020004Y Punch for removing fifth wheels from headstock



- Using the special tool remove the bearing and dust ring housings from the steering column as shown in the picture.
- Proceed with mallet hits.

Specific tooling

020004Y Punch for removing fifth wheels from headstock



- Using the special tool, refit the dust ring and the bearing housing onto the steering column and push them as far as they go.

Specific tooling

006029Y Punch for fitting fifth steering bearing on steering tube

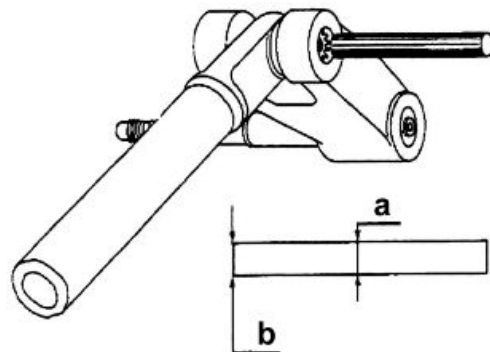


Servicing the front suspension-steering assembly, described below, deals mainly with replacing parts (pin- NADELLA roller bushings - sealing rings unit and dust gaiter) which connect the steering tube to the front wheel holder swinging hub.

N.B.
BEFORE PROCEEDING WITH THE DESCRIBED SERVICE, CHECK THAT THE STEERING TUBE AND THE WHEEL HOLDER HUB ARE IN EXCELLENT CONDITIONS: ONLY THEN IS THE SERVICE JUSTIFIABLE. MOREOVER, REMEMBER THE STEERING TUBE SHOULD BE REPLACED WITH A NEW ONE WHEN DEFORMED.

a = Ø 12 Punch

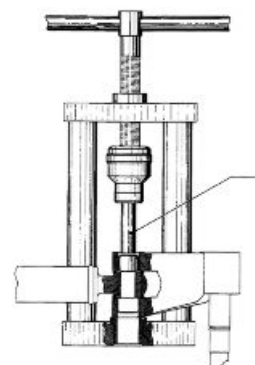
b = Sharp-edged end



Use a suitable punch with the dimensions indicated on the figure; hit with a mallet until the wedging washer is crushed and then extract it with the help of a pointed end.

Repeat the operation for the second washer using the punch on the side opposite to the one shown in the figure.

Use the tool fitted with part 1 as shown in the figure and move the tool handgrip until the pin and the



NADELLA are simultaneously ejected in the direction opposite the tool thrusting force.

After removing the pin and the first NADELLA, the swinging hub gets detached from the steering tube.

To remove the second NADELLA, use the tool fitted with part 2 instead of part 1, on the side opposite the one shown in the figure.

N.B.

DURING THE REMOVAL OPERATIONS DESCRIBED ABOVE, THE ROLLER BUSHINGS ARE DESTROYED WHEN THE EXTRACTOR IS USED. UPON REFITTING, IT IS THEREFORE NECESSARY TO USE NEW BUSHINGS AS WELL AS A NEW PIN, NEW SEALING RINGS AND DUST GAITER.

Specific tooling

020021Y Front suspension service tool

Connect the swinging hub to the steering tube with the guiding pin.

- Use the tool fitted with part 3 on the stem and part 4.

Lubricate the pin with recommended grease and insert it temporarily on the swinging hub, move the tool handgrip until part 3 is fully inserted on the steering tube.

After fitting the pin, insert the two spacers, slightly hitting them with the mallet.

N.B.

BEFORE PROCEEDING WITH THE DESCRIBED FITTING, PLACE THE TWO DUST GAITER RINGS ON THE SWINGING HUB AS SHOWN IN THE FIGURE.

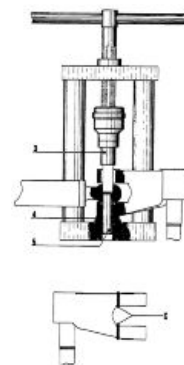
Specific tooling

020021Y Front suspension service tool

Recommended products

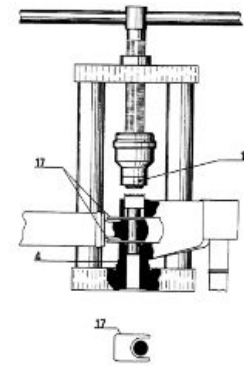
AGIP GREASE SM 2 Gray black smooth-textured lithium grease, containing molybdenum disulphide.

-



Insert the sealing ring on the pin and the roller bushing with its wedging washer at the same time.

- Remove the tool and the part 5 (guide), which has been partially ejected during the previous pin fitting phase, and leave part 4 always fitted.
- Replace part 3 with part 16 (on the stem).
- By moving the tool handgrip, push the wedging washer - roller bushing - seal ring unit, placing part 16 until it stops on the swinging hub.
- Repeat the above operation using the tool with part 16 and part 22, instead of part 4, always fitted to the stem, on the side opposite that indicated in the figure to fit the second wedging washer - roller bushing - sealing ring unit.



WARNING

BEFORE PROCEEDING WITH THE DESCRIBED PRE-FITTING, DIP THE SEALING RINGS IN MINERAL OIL AND THE "NADELLA" ROLLER BUSHINGS (PREVIOUSLY WASHED IN PURE PETROL OR NEUTRAL PETROLEUM TO ELIMINATE THE ANTIRUST PROTECTION), HALF-FILLED WITH GREASE.

Specific tooling

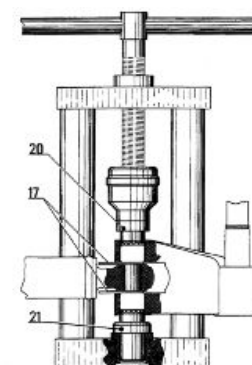
020021Y Front suspension service tool

Recommended products

AGIP GREASE MU3 Yellow-brown, lithium-base, medium-fibre multipurpose grease.

ISO L-X-BCHA 3 - DIN 51 825 K3K -20

- Use the tool fitted with part 20 on its stem and part 21 on the tool base as shown in the figure.
- By moving the tool handgrip, push the two NADELLA bushings until their internal bottoms make contact with the pin end.
- Use the tool fitted with parts 3 and 4 to fit the pin, and press moving the tool handgrip, until wedging the washers on the swinging hub.
- Now, remove the two spacers (parts 17 and 16) and, once the space between the NADELLAs - steering tube and swinging hub - has been fully filled with grease, move the dust gaiter rings until they are placed in that space.



- By wedging the washers as described above, the front suspension unit refitting stage is finished.

Recommended products

AGIP GREASE MU3 Yellow-brown, lithium-base, medium-fibre multipurpose grease.

ISO L-X-BCHA 3 - DIN 51 825 K3K -20

Refitting

- Grease bearings and housings.
- Tighten to the prescribed torque and rotate the spanner in an anti-clockwise direction by 80°-90°.

Specific tooling

020055Y Wrench for steering tube ring nut

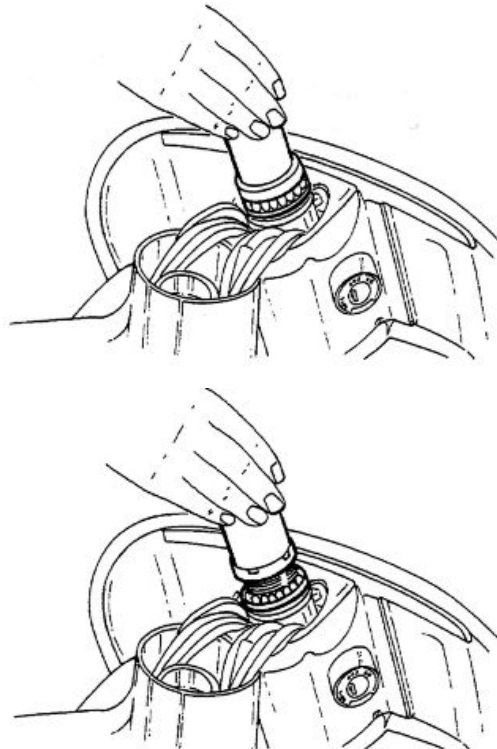
Recommended products

AGIP GP 330 Water repellent springy calcium spray grease.

R.I.D./A.D.R. 2 10°b) 2 R.I.Na. 2.42 - I.A.T.A. 2 - I.M.D.G. class 2 UN 1950 Pag. 9022 EM 25-89

Locking torques (N*m)

Top steering housing 6÷7 (hence loosen by 80° - 90°) Upper steering ring nut 5÷6

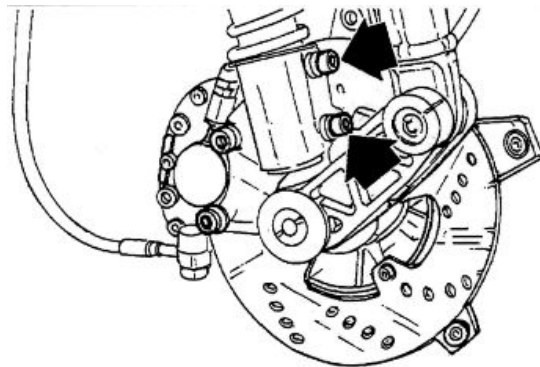


Front shock absorber

Removal

Remove the 2 fixings shown in the figure and the 2 fasteners on the shock-absorber support bracket located on the steering column.

Free the shock-absorber from the support bracket removing the top fixing.



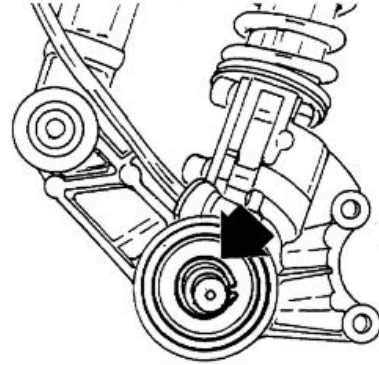
Shock-absorber - calliper bracket

Removal

Remove the split ring shown in the figure.

Remove the two shock-absorber fixing screw and the odo/speedometer cable holder.

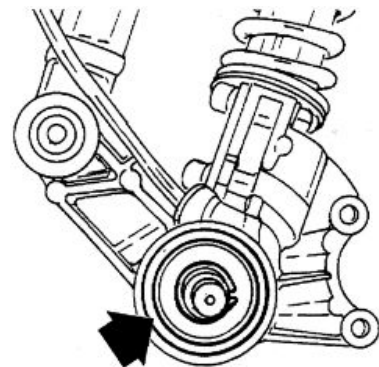
Extract the bracket from the axle using a rubber mallet.



Overhaul

In the event of grease leaks through the wheel hub, the cause may be found in the sealing ring fitted onto the calliper bracket.

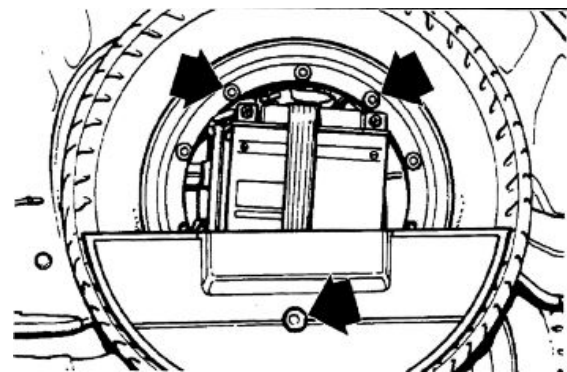
After removing the wheel hub, extract the ring shown in the figure and replace it with a new one.



Rear

Removing the rear wheel

- After removing the spare wheel, remove the three fasteners shown in the figure.
- Remove the rear wheel by loosening the five fixing screws.



Refitting the rear wheel

- When refitting the rear wheel, tighten all fasteners at the prescribed torque following a crosswise sequence.

Locking torques (N*m)

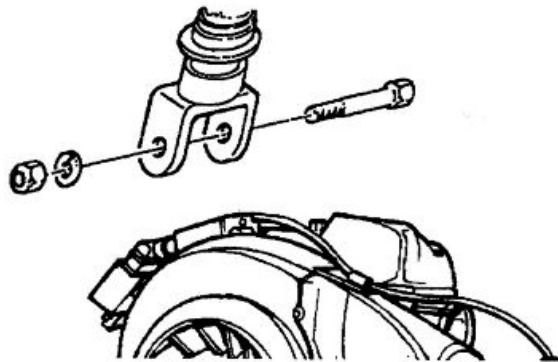
Rim - hub fixing nuts (front-rear) 20 ÷ 27

Shock absorbers

Removal

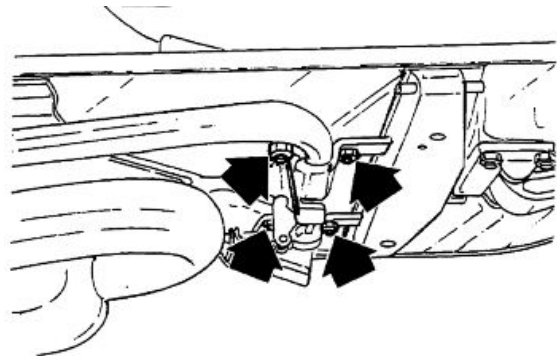
For the rear shock-absorber replacement it is necessary to remove the engine - shock-absorber fixing bolt as shown in the figure.

Remove the gasoline and oil tanks, then remove the shock absorber upper fixing in the underseat compartment housing.



Centre-stand

Detach the return spring from the centre stand, remove the 4 fasteners shown in the figure.



INDEX OF TOPICS

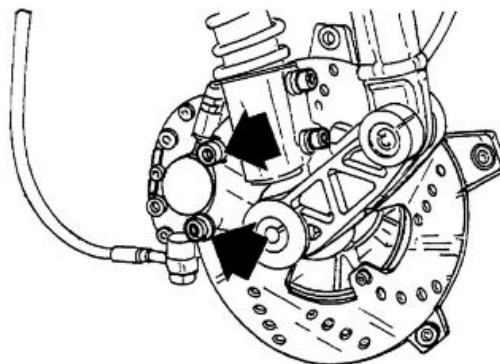
BRAKING SYSTEM

BRAK SYS

Front brake calliper

Removal

- Detach the brake hose from the calliper using a container to collect the fluid.
- Remove the fasteners shown in the figure.



Refitting

- When refitting, tighten the nuts to the prescribed torque.
- Bleed the system.

N.B.

* Safety tightenings

IN ORDER TO ENSURE THE CORRECT TIGHTENING TORQUE, LUBRICATE NUTS BEFORE ASSEMBLY.

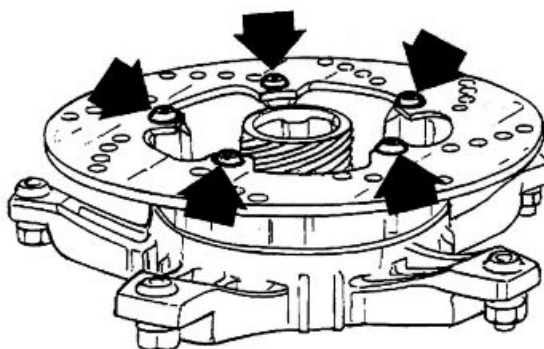
Locking torques (N*m)

Pipe - calliper fitting 15÷25 Calliper fixing screw* 20÷25

Front brake disc

Removal

- Remove the rear wheel by loosening the 5 fasteners.
- Remove the wheel hub.
- Loosen the 5 disc fasteners.



Refitting

- When refitting, correctly position the disc, observing the direction of rotation (see figure) and apply medium thread-lock.

N.B.

* Safety tightenings

IN ORDER TO ENSURE THE CORRECT TIGHTENING TORQUE, LUBRICATE NUTS BEFORE ASSEMBLY.

Recommended products

Loctite 243 Medium-strength threadlock

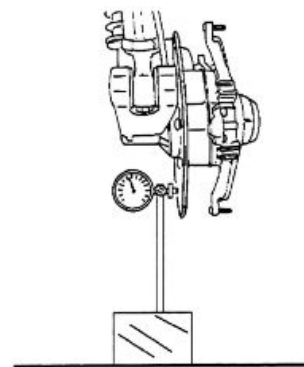
Medium Loctite 243 threadlock

Locking torques (N*m)

Disc fixing screw* 5÷6

Disc Inspection

- Remove the wheel and check any possible disc's out-of-plane. The measured value must be less than 0.1 mm. If higher, replace the disc and repeat the check.
- If the problem is not solved check and, if necessary, replace the wheel hub.



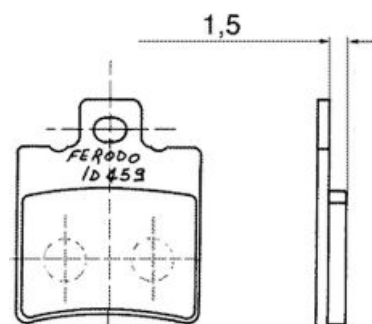
Specific tooling

020335Y Magnetic support for dial gauge

Front brake pads

Removal

- To facilitate this operation it is suggested that the front wheel is removed, remove the plastic cap and apply leverage with a screwdriver.
- Remove the external split ring from the pin, the spring and the pads themselves.
- The pads must be replaced if the thickness of the working material is less than 1.5 mm.



Refitting

- When refitting, operate in the opposite way, paying attention in positioning the spring with the arrow pointing upwards.

Fill

Front

- Once the bleeding valve is shut, top-up the circuit using fresh brake fluid.
- Loosen the bleed screw.
- Connect the special tool's tube to the bleed hole. To bleed the system, constantly refill the reservoir, while pumping out air with the Mityvac, until all air has been removed from the circuit, i.e. only fluid is pumped out of the system.
- Tighten the bleed screw.

N.B.

IF AIR CONTINUES TO COME OUT DURING PURGING, EXAMINE ALL THE FITTINGS: IF SAID FITTINGS DO NOT SHOW SIGNS OF BEING FAULTY, LOOK FOR THE AIR INPUT AMONG THE VARIOUS SEALS ON THE PUMP AND CALLIPER PISTONS.

CAUTION

- DURING THE OPERATIONS, THE VEHICLE MUST BE ON THE STAND AND LEVEL.

N.B.

DURING PURGING FREQUENTLY CHECK THE LEVEL TO PREVENT AIR GETTING INTO THE SYSTEM THROUGH THE PUMP.

WARNING

THE BRAKE FLUID IS HYGROSCOPIC, I.E. IT ABSORBS HUMIDITY FROM THE AIR. IF THE HUMIDITY LEVEL IN THE FLUID EXCEEDS A GIVEN VALUE, THE BRAKING PERFORMANCES MAY SERIOUSLY DETERIORATE. IT IS THEREFORE RECOMMENDED THAT FRESH FLUID IS TAKEN FROM NEW CONTAINERS. IN NORMAL CLIMATIC CONDITIONS, THE FLUID SHOULD BE REPLACED EVERY TWO YEARS. IF THE BRAKES ARE HIGHLY STRESSED, INCREASE THE FREQUENCY WITH WHICH THE FLUID IS REPLACED.

CAUTION

WHEN CARRYING OUT THE OPERATION, BRAKE FLUID MAY LEAK FROM BETWEEN THE BLEED SCREW AND ITS SEAT ON THE CALLIPER. CAREFULLY DRY THE CALLIPER AND DEGREASE THE DISC SHOULD THERE BE BRAKE FLUID ON IT.

Recommended products

AGIP BRAKE 4 Brake fluid.

Synthetic fluid SAE J 1703 -FMVSS 116 - DOT 3/4 - ISO 4925 - CUNA NC 956 DOT 4

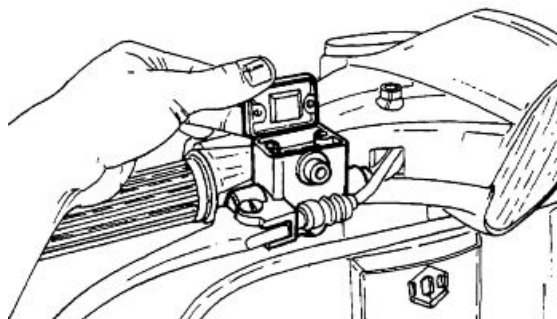
With the operation concluded, tighten the bleed screw to the prescribed torque.

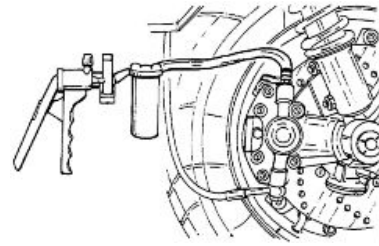
Specific tooling

020329Y Mity-Vac vacuum-operated pump

Locking torques (N*m)

Oil draining screw 10÷12

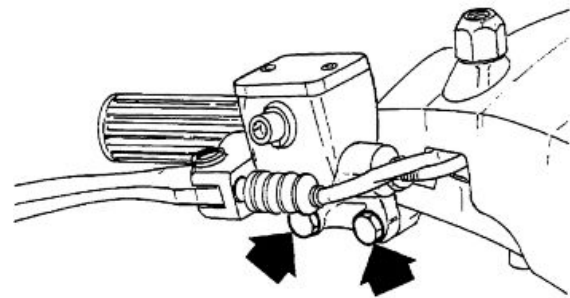




Front brake pump

Removal

- Loosen the two fasteners shown in the figure.
- Detach the hose, collecting the fluid inside a container.



Refitting

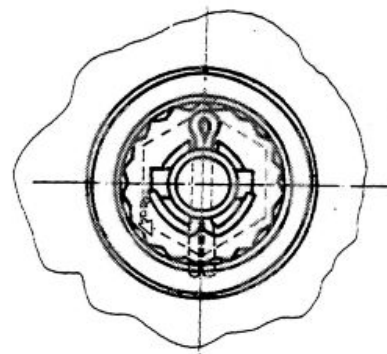
- For refitting, perform the operation in the reverse order.
- Tighten the pipe to the prescribed torque and bleed the circuit.

Locking torques (N*m)

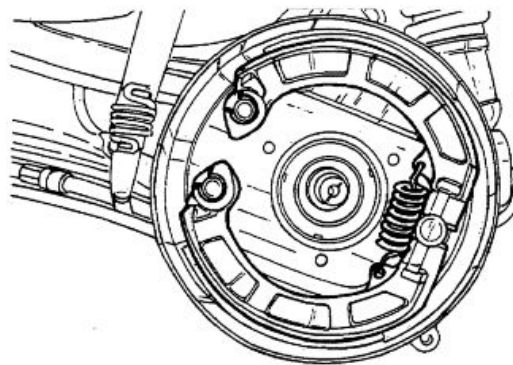
Reservoir - pipe fitting 8÷12

Rear drum brake

- Remove the rear wheel.
- Straighten the splint pin and remove the lock nut.



- After removing the hub, proceed as follows:
1. Remove the shoe spring using the special pliers.
 2. Remove the two retainers shown in the figure.
 3. Remove the shoes using a lever.
 4. Fit the new shoes with the aid of a mallet.
 5. Attach the return spring using the special pliers.



Specific tooling

020325Y Pliers for brake-shoe springs

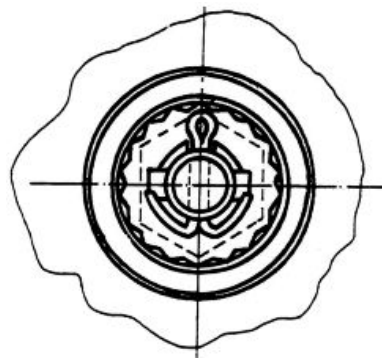
- Refit the components following the removal procedures in the reverse order, tightening the wheel nut to the prescribed torque.

WARNING

-ALWAYS USE NEW SPLIT PINS FOR REFITTING.

WARNING

- FOLD THE EDGES OF THE SPLIT PIN AS SHOWN IN ORDER TO AVOID BACKSLASH BETWEEN THE CAP AND THE WHEEL AXLE.

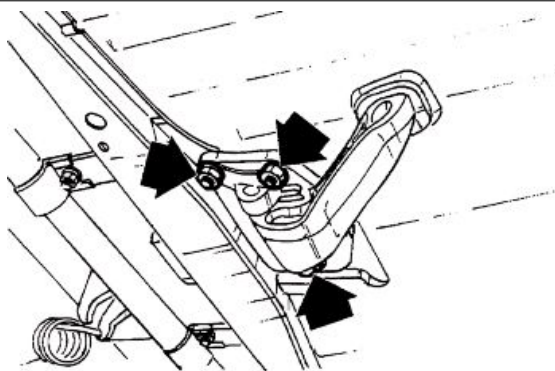


Locking torques (N*m)

Wheel axle nut 90÷110

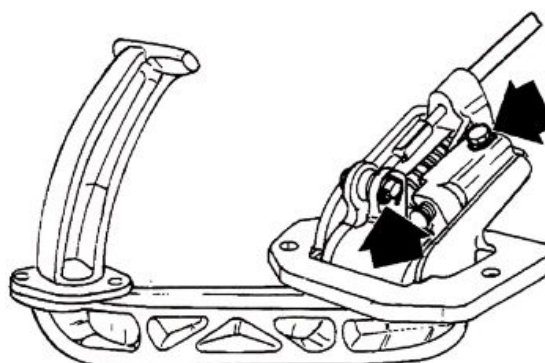
Rear Brake Pedal

After loosening the brake fixing on the rear wheel, remove the 3 fasteners indicate in the figure. Remove the rubber from the pedal and detach the electrical wiring.



After this operation it is possible to remove the fore brake cable retainer, removing the splint pin and its pin.

It is also possible to replace the stop switch by acting upon its fixing.



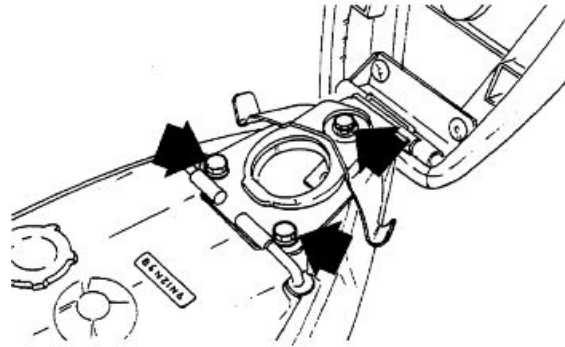
INDEX OF TOPICS

CHASSIS

CHAS

Seat

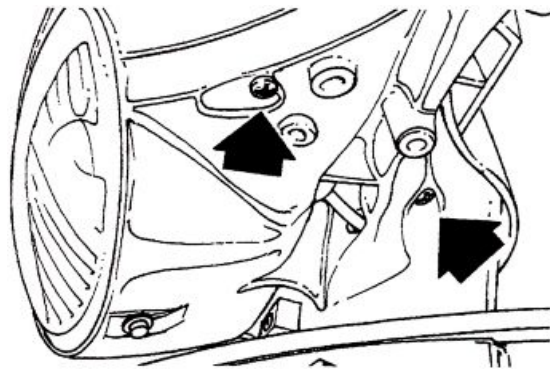
Remove the 3 fasteners shown in the figure.



Rear handlebar cover

After removing the rear-view mirrors, the attachments and their seals, remove the four fasteners shown in the figure, detach the electrical wiring and the odo/speedometer cable to replace the dashboard assembly.

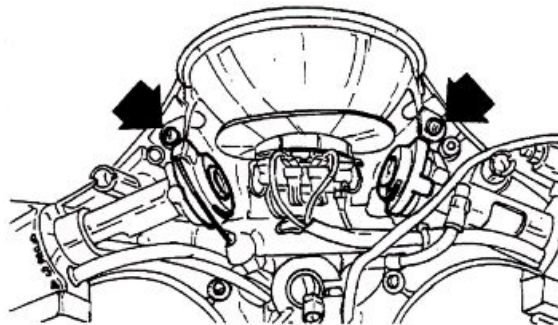
Once the handlebar is removed act upon the two lips on the dashboard.



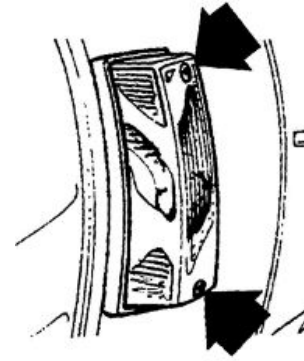
Headlight assy.

After removing the handlebar cover, remove the 2 fasteners show in the figure and the headlight adjusting screw underneath the handlebar.

Detach the wirings. To replace the bulbs simply release the springs holding back the socket and replace any blown bulb.



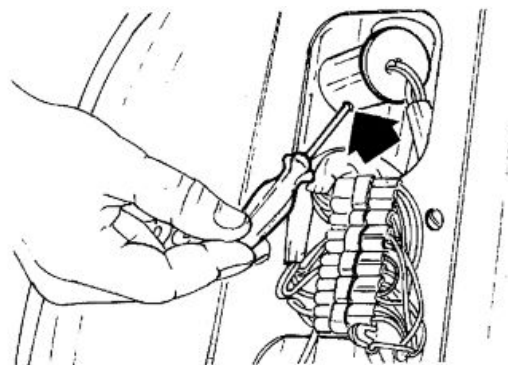
- Remove the 2 fasteners for each turn signal light.



Removing the ignition key-switch when on *off*

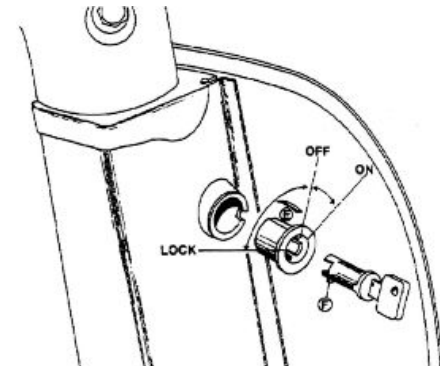
To remove the ignition key-switch when in the «ON» position, i.e. steering lock disengage and ignition earthed, proceed as follows:

- Remove the three handlebar fixing screws and the handlebar cover.
- Insert a small screwdriver inside the hole shown in the figure (from underneath the lock body) and push until releasing the securing tongue; hence extract body and master cylinder.



The refitting operations of the lock body and the new master cylinder (on the outer lock body) are as follows:

- Carefully clean the body from any impurity (if the cylinder has been drilled), using compressed air.
- Position the body in its housing after fitting the retaining spring «E».
- Insert the cylinder assembly, with key and tongue «F» facing downwards, halfway inside the lock body, ensuring that during this operation, they is in the «ON» position (the only position that allows the insertion of the cylinder); at the point turn the key leftwards and push as far as the cylinder will go.
- Check the assembly via the key excursion in the three positions and proceed by refitting the handlebar cover.

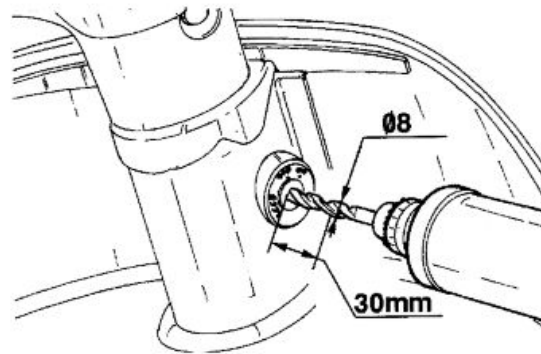


Replace the seat and glove-box cylinders. To replace these follow the operations described for the removal of the cylinder when the ignition key-switch is in the «LOCK» position. If the locks have been left open however, extract the cylinder by pushing lip «F» shown in the figure after having carefully cleaned the housing. Then insert the new cylinder. Bear in mind that for the replacement of the cylinder on the seat lock, it is necessary to remove the lock assembly, acting upon the three screws.

Removing the ignition key-switch when on *lock*

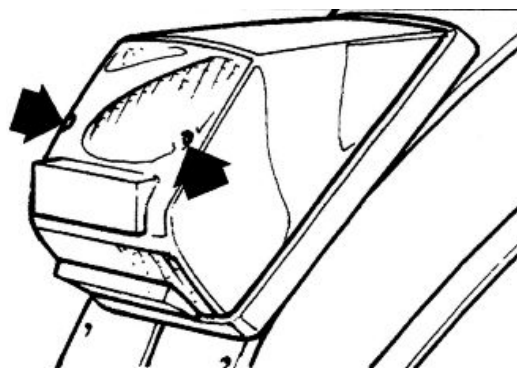
Should it be necessary to replace the steering lock cylinder when the keys have gone missing, proceed as follows:

Cylinder removal: in the event that the key-switch is in the «LOCK» position, it is necessary to **proceed by drilling the cylinder** with the aid of a $\varnothing 8$ mm at least 30 mm long: this allows to release (or destroy) the internal retaining device of the drilled cylinder. Hence extract the body and any residues so to be able to use the body for refitting.

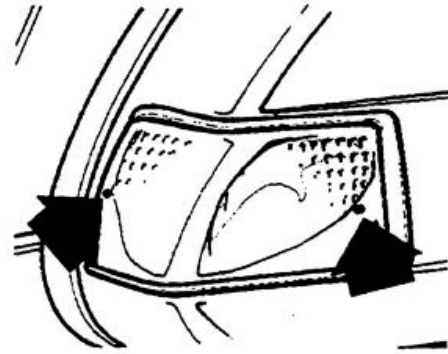


Taillight assy.

- Remove the 2 fixings shown in the figure and replace the blown bulbs.
- Replace, if necessary, the taillight lens.
- To replace the taillight assy., remove the lens, detach the wiring and remove the 2 fasteners from underneath the frame.



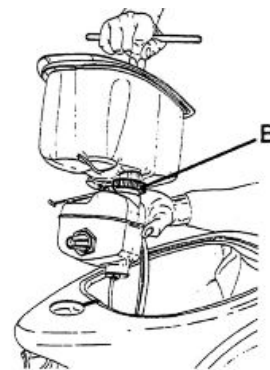
-
- Remove the 2 fasteners for each turn signal light.



Fuel tank

After removing the saddle, remove the electrical connection of the fuel level device. Remove the 2 remaining retainers to free the tank unit.

Lift both tanks by disconnecting the pipes with the carburettor cock closed to separate the fuel tank-oil reservoir unit, remove the tank cap and, through the pipe, insert T wrench with hexagon of 17 mm and minimum length of 400 mm up to unlock the nut, then operate on the collar «B» until the oil reservoir is released.

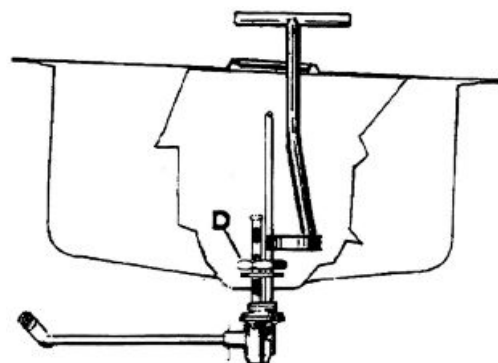


Specific tooling

020321Y Tool for removing the fuel float

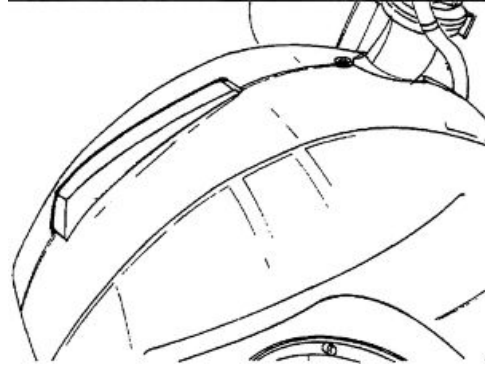
002973Y Fuel cock wrench

Open the tank cap and insert the specific wrench until nut "D" is unlocked and then remove the mixture cock from the tank.

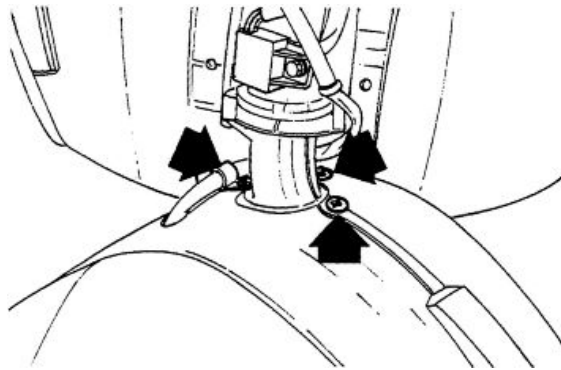


Front mudguard

- Remove the 2 fixings from underneath the mud-guard.



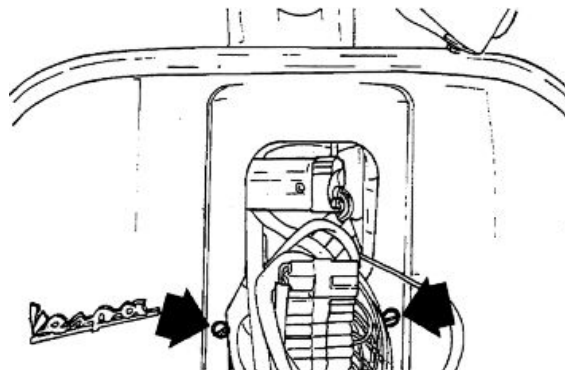
- After removing the handlebar and the steering column assembly, remove the 3 fasteners shown in the figure.



Top-case

Front

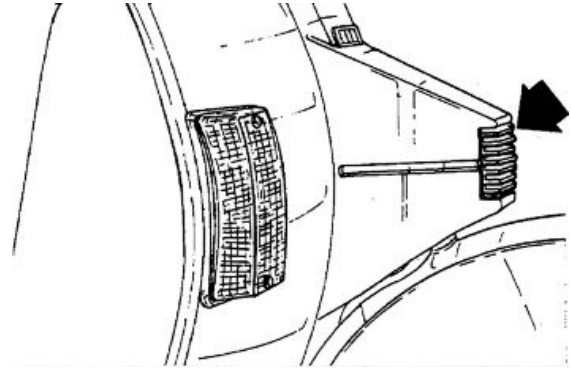
- Remove the 2 fixings shown in the figure and the 2 top fasteners from inside the glove-box.
- Remove the glove-box assembly.



Front central cover

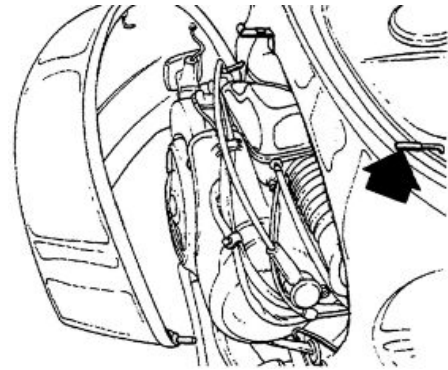
After removing the steering column cover, remove the horn and the grid fixings.

Replace the grid.



Side Cowlings

Lift the seat and act upon either one of the two lever, according to which cowling must be removed (RHS or LHS).



INDEX OF TOPICS

PRE-DELIVERY

PRE DE

Carry out the listed tests before delivering the vehicle.

WARNING

HANDLE FUEL WITH CARE.

Aesthetic inspection

- Paint
 - Plastic joints
 - Damages
 - Dirt
-

Tightening torques inspection

- All tighten torques summarised in pages 1 - 5.
 - External covers screws.
-

Electrical system

- Fill the battery with acid, and charge with appropriate charger.
- Ignition key-switch.
- Low-beam light, high-beam light, warning lights, side-light.
- Headlight adjustment.
- Taillight.
- Stop light (eventually front and rear lights).
- Turn signal lights and warning lights.
- Dashboard illumination.
- Horn.
- Starter button.

CAUTION

TO ENSURE MAXIMUM PERFORMANCE, THE BATTERY MUST BE CHARGED BEFORE USE. INADEQUATE CHARGING OF THE BATTERY WITH A LOW LEVEL OF ELECTROLYTE BEFORE IT IS FIRST USED SHORTENS THE LIFE OF THE BATTERY.

WARNING

BEFORE RECHARGING THE BATTERY, REMOVE THE CAPS OF EACH CELL. KEEP THE BATTERY AWAY FROM NAKED FLAMES OR SPARKS WHILE IT IS CHARGED. REMOVE THE BATTERY FROM THE VEHICLE, DISCONNECTING THE NEGATIVE TERMINAL FIRST.

CAUTION

WHEN INSTALLING THE BATTERY, ATTACH THE POSITIVE LEAD FIRST AND THEN THE NEGATIVE ONE.

- BATTERY ELECTROLYTE IS TOXIC AND IT MAY CAUSE SERIOUS BURNS. IT CONTAINS SULPHURIC ACID. AVOID CONTACT WITH EYES, SKIN AND CLOTHING.

IN CASE OF CONTACT WITH EYES OR SKIN, RINSE WITH ABUNDANT WATER FOR ABOUT 15 MINUTES AND SEEK MEDICAL ATTENTION AT ONCE.

IF IT ACCIDENTALLY SWALLOWED, IMMEDIATELY DRINK LARGE QUANTITIES OF WATER OR VEGETABLE OIL. SEEK IMMEDIATE MEDICAL ATTENTION.

THE BATTERIES PRODUCE EXPLOSIVE GAS; KEEP THEM AWAY FROM NAKED FLAMES, SPARKS AND CIGARETTES. VENTILATE THE AREA WHEN RECHARGING INDOORS. ALWAYS WEAR EYE PROTECTION WHEN WORKING IN THE PROXIMITY OF BATTERIES. KEEP OUT OF THE REACH OF CHILDREN

CAUTION

NEVER USE FUSES WITH A CAPACITY HIGHER THAN THE RECOMMENDED CAPACITY. THE USE OF A FUSE OF UNSUITABLE CAPACITY MAY RESULT IN SERIOUS DAMAGES TO THE WHOLE VEHICLE OR EVEN CAUSE A FIRE.

Levels check

- Brake fluid.
 - Gear-box.
 - Oil tank.
-

Road test

- Cold start.
 - Speedometer activation check.
 - Throttle control operation.
 - Riding stability.
 - Front and rear brake efficiency.
 - Front and rear wheel shock absorber efficiency.
 - Abnormal noise.
 - Hot engine restart.
 - Fluid leak (after test drive).
-

Functional inspection

- Brake lever travel.
 - Throttle control adjustment and free travel.
 - Uniform turning of the steering.
-

Other

- Tyre pressure.
- All locks.
- Rear-view mirrors and accessory fitting.
- Tooling kit, owner manual, warranty certificate and customer service card.

CAUTION

CHECK AND ADJUST TYRE PRESSURE WITH TYRES AT AMBIENT TEMPERATURE.

CAUTION

NEVER EXCEED THE RECOMMENDED INFLATION PRESSURES OR TYRES MAY BURST.

A

Air filter: 31

B

Battery: 40, 50

Brake: 86, 87, 89, 90

C

Carburettor: 10, 30, 66, 67, 69

Checks: 46

F

Fuel: 67, 95

Fuses: 49

H

Headlight: 32, 92

Horn:

I

Identification: 7

M

Maintenance: 7, 26

R

Recommended products:

S

Shock absorbers: 84

Spark plug: 31

Suspension:

T

Tank: 95

Transmission: 9

Turn indicators: 45

Tyres: 10

V

Vehicle: 7, 53