

Lambretta 125 d

Lambretta 125 ld



Instruction Manual

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INTRODUCTION

Lambretta 125 d and ld models derive from a trend of continuous improvements. They are still offered in their dual type because Lambretta users are divided into two distinct groups, their choice being ruled by practical considerations. The two models meet special requirements of the user and above all they satisfy the designers' aim to give increased comfort and better performance to a vehicle which has already proved more efficient than was at first thought possible. The rear springing through a torsion bar, the front suspension by progressive helical springs, completely enclosed, the high output at any speed and the low fuel consumption are special characteristics of these models. At last the new silencer damps the engine noise without detriment to the well known brilliant machine performance.

Here you are in possession of a modern means of transport, swift, practical, neat, silent and absolutely dependable. Lambretta will fulfill your wishes and aspirations. Whether you think of using it for getting about quickly in town, for long-distance touring or for working purposes it will be of continuous service to you. Though not a racer, the joy of speed-

ing will be yours within safe limits, and provided you do not use it in unsuitable conditions and on unsafe roads.

If you treat it well, the Lambretta will not let you down. Always ready to please you, it will give you satisfaction and what is more, that sense of independence and ease in getting about which you thought could only be obtained by car.

To you as well, ladies, the Lambretta can be of the greatest use. If you also **treat it sensibly it will** serve you well. It will give you **freedom, but never to the detriment of our personality. After a time you will** notice how easy it is to drive, how smoothly it runs, how excellent its acceleration is and how well it climbs.

By attending carefully to the few fundamental rules here clearly explained and accompanied by appropriate illustrations, you can now travel in all confidence. Our Company will thus make it clear to you that every possible effort has been made to place a motor vehicle at your disposal which is modern and meets all your requirements.



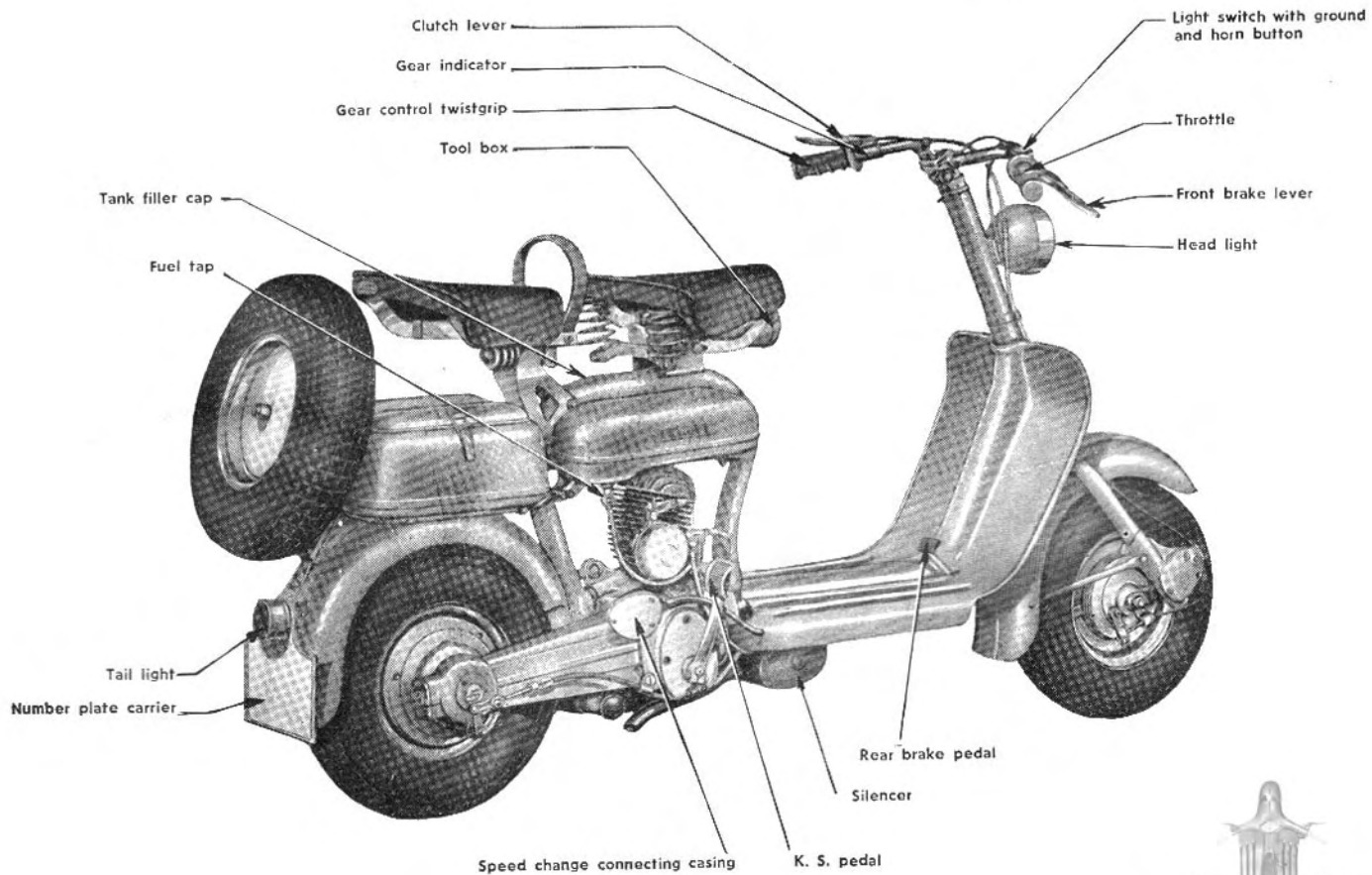


Fig. 1



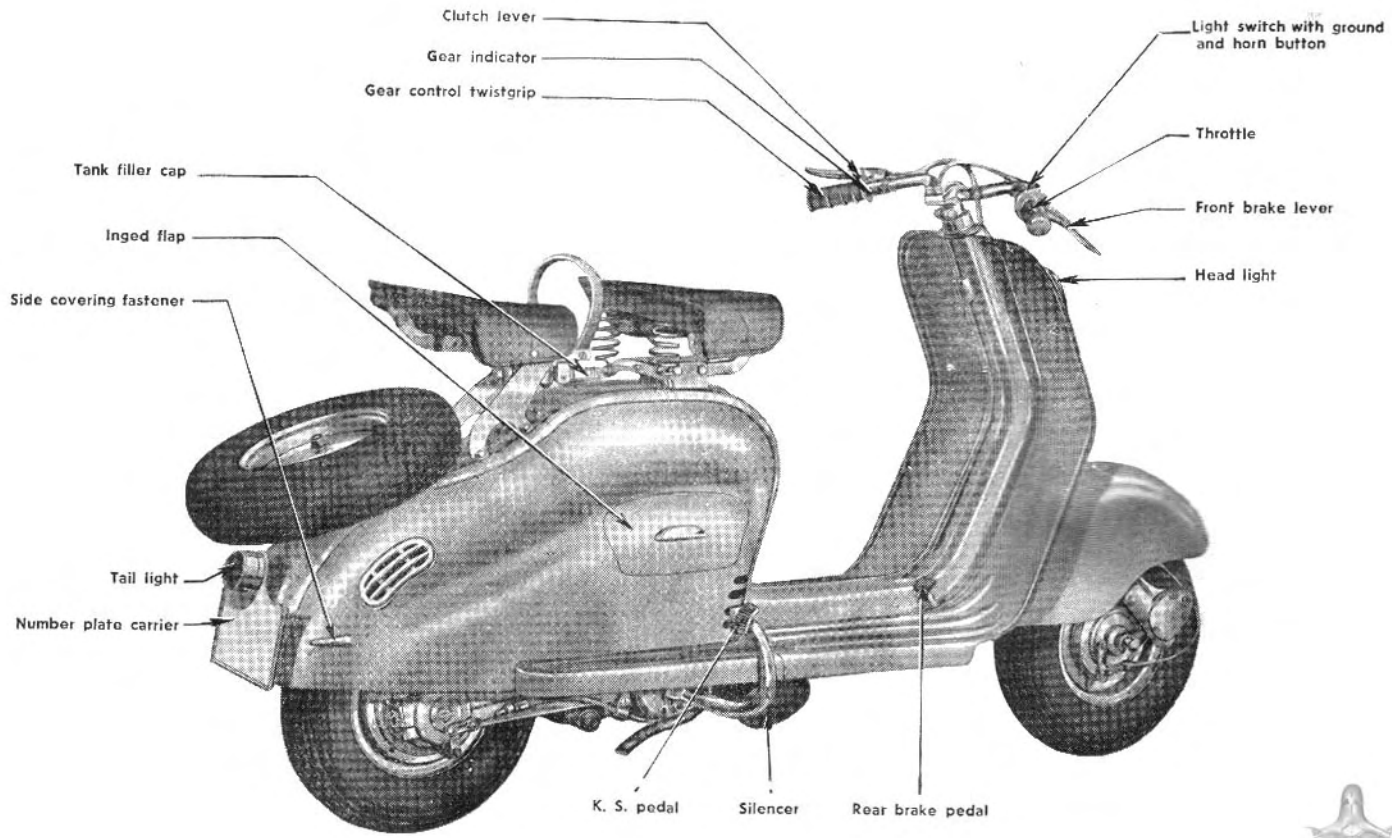


Fig. 2



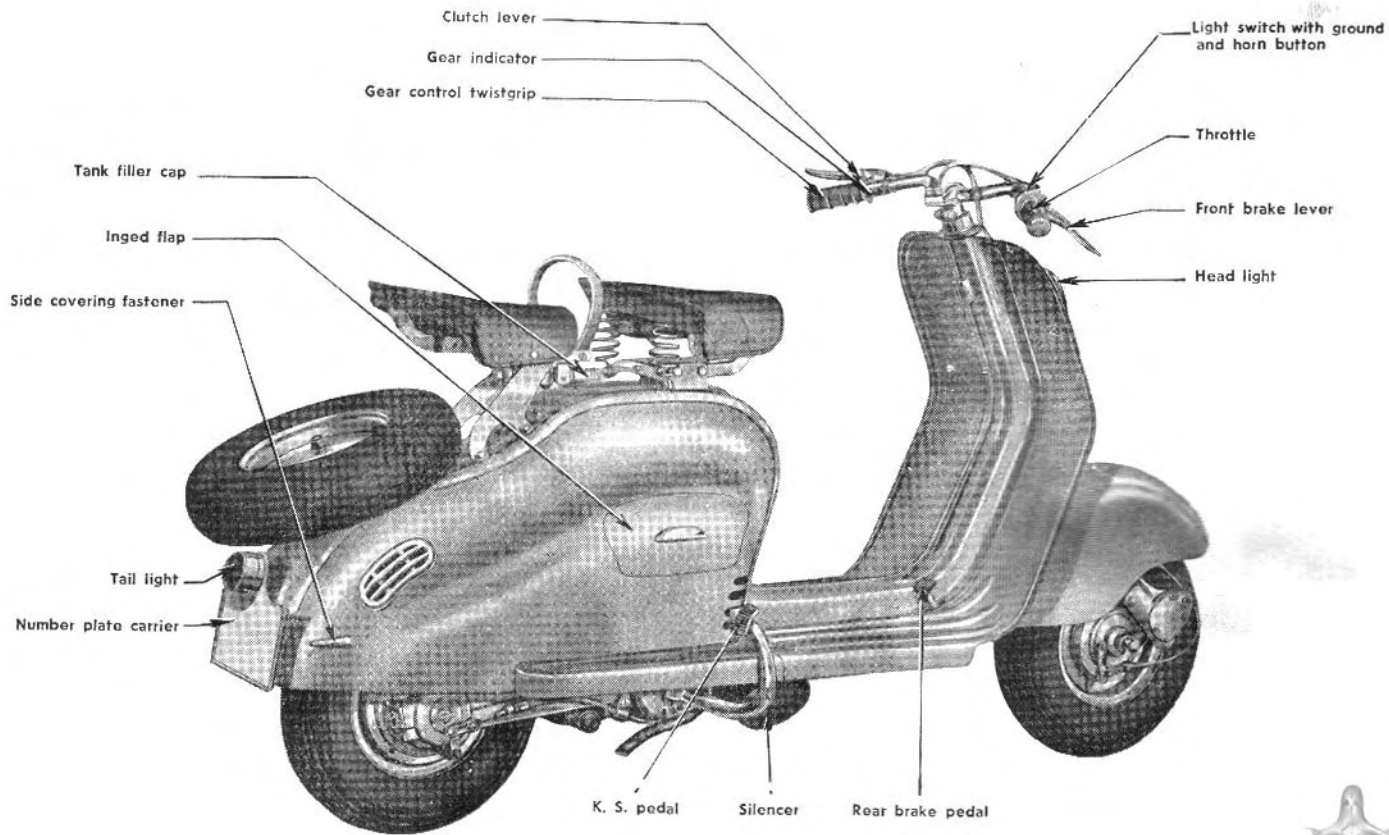


Fig. 2



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MAIN FEATURES

Vehicle

	Mod. D	Mod. Id
Overall length	70" (1,770m)	70" (1,770m)
Overall height	38" (0,960m)	38" (0,960m)
Ground clearance	4-3/8" (0,110m)	4-3/8" (0,110m)
Width (Handlebar)	29"	29"
Wheelbase	50-1/2" (1,28m)	50-1/2" (1,28m)
Unloaded weight	154 lbs (70 kg)	187 lbs (85 kg)
Max speed	44-47 m.p.h. (70-75 km/h.)	
Fuel consumption	140 m.p.g. at normal speed	
Uphill:		
low gear	29% gear ratio 1:14,3	
second gear	18% gear ratio 1:8,32	
top gear	8% gear ratio 1:4,83	

Engine

2-stroke single cylinder engine
Capacity 123 cc
Bore 2,047"(52 mm)
Stroke 2,283"(58 mm)
Compression ratio 1:6,3
HP. output max . 5
r.p.m. 4600
Cylinder of high quality, wear resistant cast iron.
Cylinder head of light alloy, die cast.
Piston of light alloy, wear resistant.
Connecting rod of high-tensile steel with needle bearings on big end.
3-pieces crankshaft carried in ball bearings.
Lubrication by petroil (gas and oil mixture)
Carburettor incorporating filter and air cleaner:
Dell'Orto MA 18B3: choke 0,7086"

(18 mm); max jet 0,0276" (70/100 mm).

Ignition by flywheel magneto with advance setting when standing. 4-pole magneto (24 Watt).

Side-located spark plug. Heat range: 225 Bosch Scale.

Starting by pedal.

If required, the Id model may be supplied with electric starter (See page 24).

Engine cooling system:

model d = air cooled;

Model Id = forced draught by fan fitted on the flywheel.

Clutch

Multi-plate type running in oil bath; hand operated on the left hand grip (fig. 1-2).



Gearbox

3-speed. Constant mesh gears in oil bath made of high-tensile steel. Hand control by left handgrip and flexible cable (fig. 1-2).

Gear position indicator near the handgrip.

Transmission

From engine to gearbox by bevel gears; from gearbox to the rear bevel gears by torsion bar, especially efficient against sudden r.p.m. variations. The shaft is enclosed in the transmission case (fig. 10 - A). Bevel gears running in oil bath. The connection for the speedometer drive is to be found under the cap (fig. 10 - B) on the transmission case.

Frame

The frame is of a large steel tube section ensuring highest rigidity and eliminating vibration.

Suspension

The front suspension (fig. 3) is realised by means of rocker arms. Each rocker arm is connected to a lever bearing an end ball which compresses a progressive type spring, located inside the fork tubes (A). This group is hermetically protected against water and dust and operates in the grease enclosed within the boxes (B); the result being longer working life and no-maintenance. The rear suspension (fig. 4) is designed with a long swinging arm, consisting of the transmission case (fig. 10 A), and pivoting on a robust pin (B) incorporated in the frame.

Through its movement the swinging arm loads the suitably supported torsion bar made of high-tensile steel. The swings of the engine group are transmitted to the torsion bar by means of return levers (C), which are properly proportioned in order to reduce the tor-

sion bar angle by load increase. Thus the deflections of the torsion bar are not directly proportional to the load and this improvement ensures equally good riding when the vehicle is laden either with the rider only with the pillion rider too.

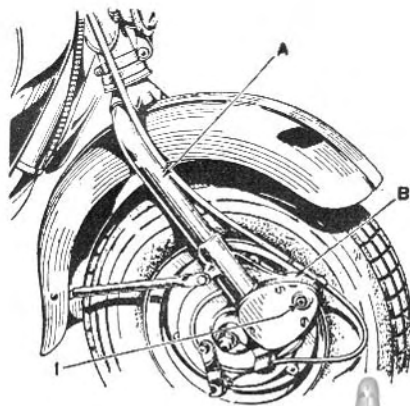
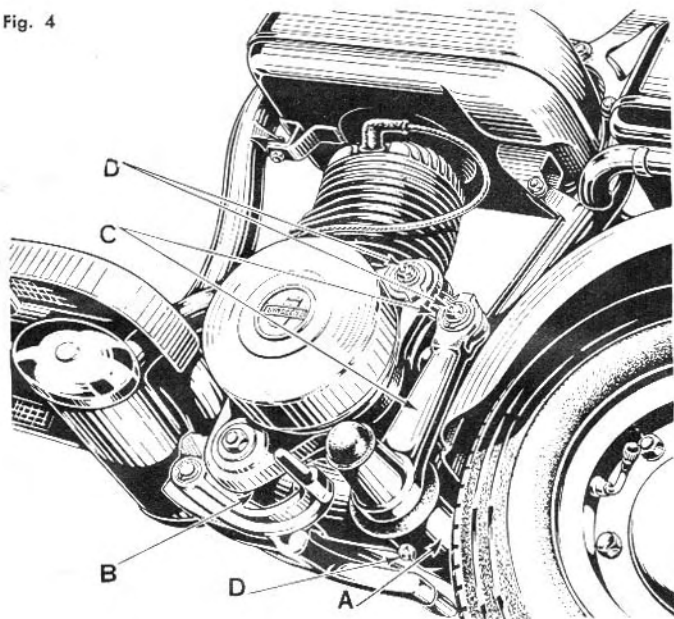


Fig. 3



Fig. 4



The return levers (C) and the torsion bar are properly protected and lubricated by means of grease guns (D). Provision is made for the

mounting of a suitable damper. Easy dismantling of the pressed steel sheet rims. 4.00-8" tyres. In-

mounting of a suitable damper.

flating pressure: 14 ÷ 16 lbs/s.i. for the front tyre. 22 ÷ 25 lbs/s.i. for the rear tyre with pillion rider.

Brakes

Internal expanding type brakes with flexible control, operated by hand on the front wheel and by pedal on the rear wheel.

Wheels

Interchangeables. The rear wheel is detachable like motor car wheels.

Tank

Fuel capacity: 1.4 galls (6.3 lt.) including 1 1/4 pt (0.7 litres) reserve. 3-way tap (fig. 5).

C = close A = open R = reserve

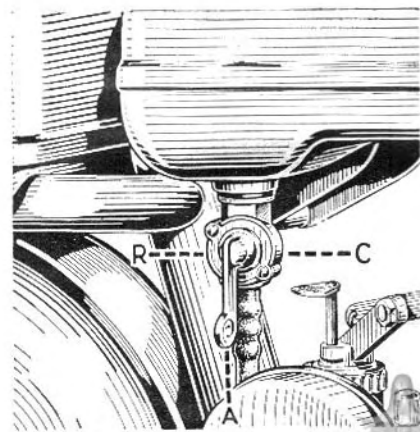
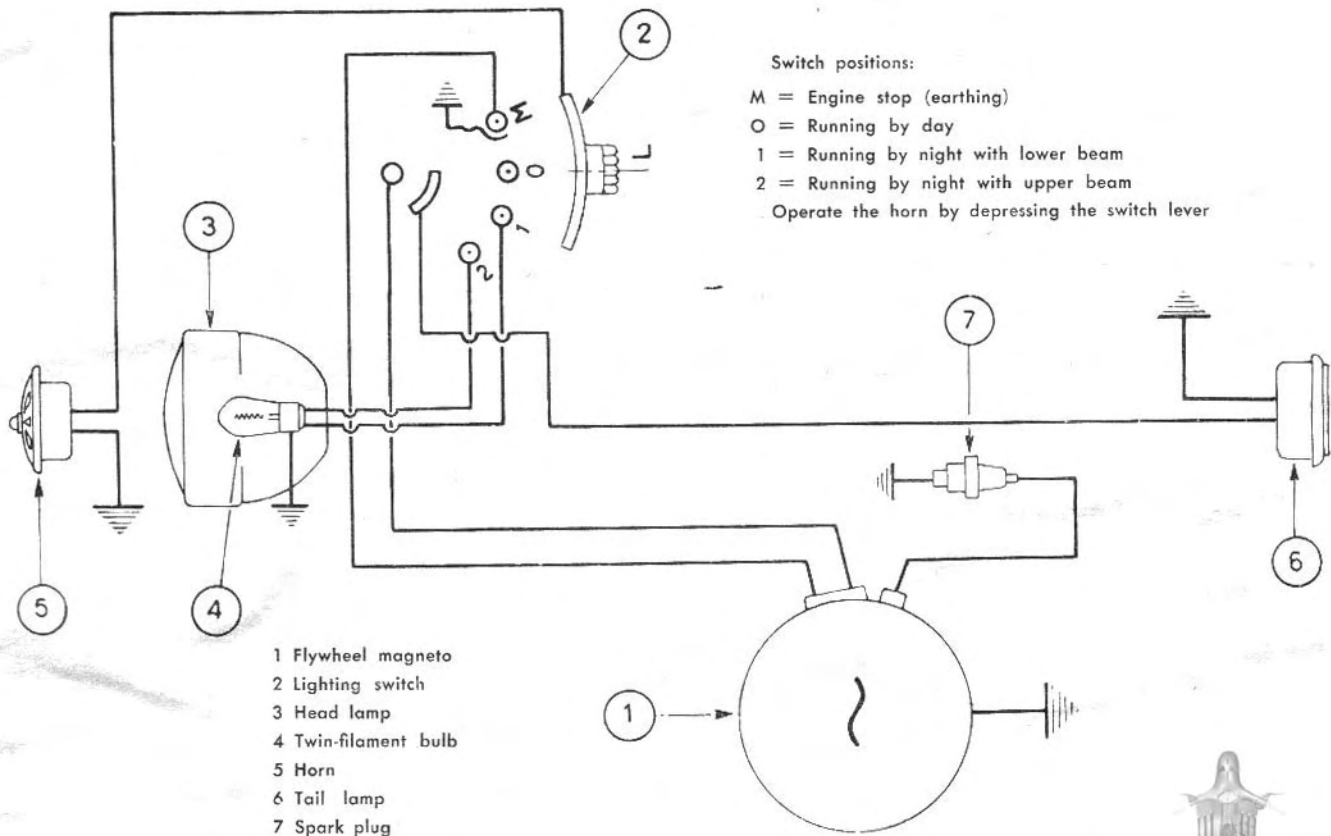
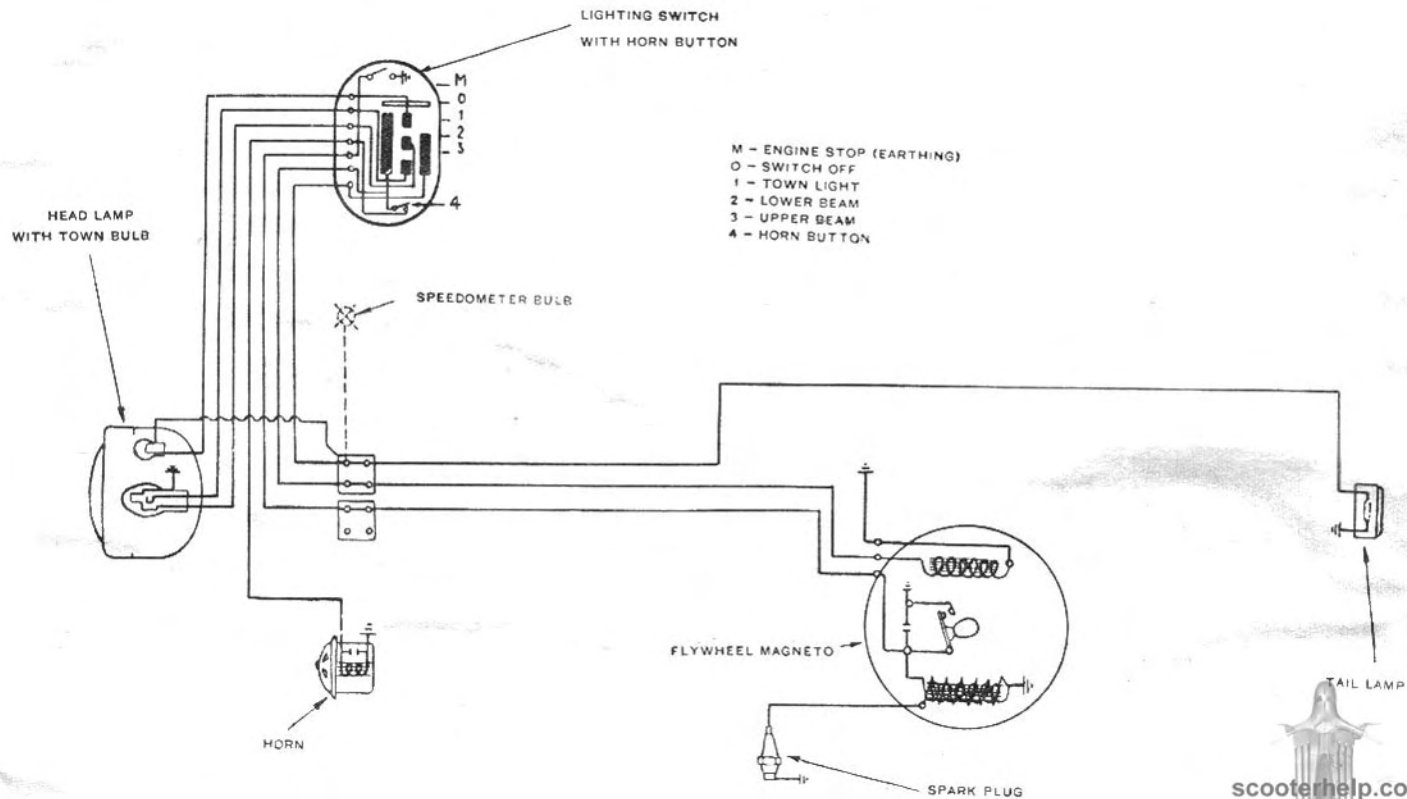


Fig. 5

Lambretta 125 d Model - Wiring Diagram



Lambretta 125 Id Model - Wiring Diagram



Electrical System

By flywheel magneto. Headlight with twin-filament bulb 6 V-25/25 Watt. Tail light with red gem, 6 V-3 Watt.

The lighting switch, on the right handlebar, is of lever type, serving as well as push button to operate the horn in any position and earth the engine (See Wiring Diagram).

Tool Kit

1 Double tubular spanner (21-14 mm = 0.827" - 0.551") for spark plug and wheel nuts.

1 Double spanner (14 mm = 0.551", for spark plug and for rear wheel hub nut).

1 Double spanner (10-14 mm = 0.394" - 0.551") for cap screws of hexagon socket type.

1 Double spanner (8 - 10 mm = 0.315" - 0.394").

1 Screwdriver.

On the model d the tool box is placed under the pillion seat; on the model ld instead it is located under the covering, readily accessible by dismantling the right side panel.

Accessories (Optional extras)

Mod. d:

pillion seat, luggage box, spare wheel, footrest for pillion rider.

Mod. ld:

pillion seat and spare wheel.

All accessories can be supplied with the necessary supports and fittings.

Safety-lock

The model ld is provided with key safety-lock.



SERVICE INSTRUCTIONS

As mentioned in the Foreword, the Lambretta has been so designed as to make it accessible for everybody whatever their ages may be. No particular skill is required for its use and maintenance. However it is strongly recommended, in order to obtain a perfect running-in of the mechanical parts of the vehicle and to increase their operating life, to run with reduced throttle for the first 600 miles at a maximum speed of 35 m.p.h. and to avoid riding uphill with full throttle. The following are some hints and advice.

Fuel

Loosen the filler cap on the left hand of the tank.

Use only good petrol mixed with fluid mineral oil (corresponding to SAE 30) in the following volume proportion:

8% for the first 300 miles.
5% afterwards.

We recommend MOBILILUBE A of the Vacuum Co. Before filling the tank pour petrol and oil into a tin and shake the tin to ensure an homogeneous mixture.

The tank cap is provided with a small can-measure having a capacity of 50 cc. (5%).

Never use petrol only or mixed in a lower proportion than described.

Lubrication

Chek oil level through the corresponding plug holes. Use for lubri-

cating the gearbox the same oil as indicated for the mixture (MOBILILUBE A). During Summer months or in hot regions use a quality of oil corresponding to SAE 50 (MOBILILUBE BB of the Vacuum Co.).

For transmission bevel gears the use of differential oil is recommended (MOBILILUBE GX 140 of the Vacuum Co.). See Lubrication Diagram.

Spark Plug

When fitting the spark plug, make sure to adapt the washer and to locate the spark plug with the exact inclination. Do this by hand. Use the spanner for final locking only.



Carburettor

The max jet, as indicated in the Main Features, is tuned to meet every requirement under normal climatic conditions. At low or very high temperature in order to avoid troubles in the engine performance (pre-ignition, head-knocking, etc.) it is advisable to change the tuning. If the jet gets clogged, unscrew and clean it out.

Idle running is obtained by adjusting the air inlet horizontal screw fitted outside the carburettor. We recommend when the Lambretta motor-scooter is not used for a long time to check that no petrol is let into the carburettor. Then there will be no chance of oil obstructing the jet. When next the machine is required, rock it from side to side to ensure that oil and petrol mix properly. On model 1d, to inspect the carburettor, open the hinged flap on the right side panel of the covering (fig. 6).

Starting

First check on the indicator to see if the gear is in neutral (between low and second gear), then actuate the starting pedal slightly accelerating the engine by turning the throttle control on the handlebar. If starting prove difficult, flood the

carburettor slightly by operating the tickler button « D » (fig. 10) and limit air inlet, specially at low temperature, by depressing the choke valve, protruding from carburettor cap. When the engine has started, lift the valve again to let air in.

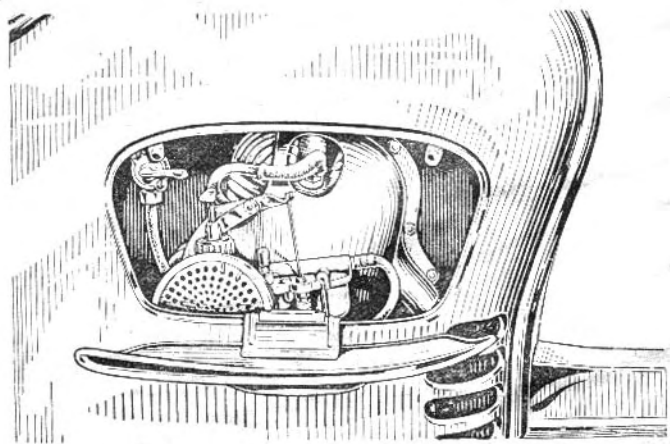


Fig. 6



Speed change

The speed change control is located on the l.h. handgrip (fig. 1-2) and is hand operated.

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

After a short practice these operations will be easily performed. It is advisable not to engage the clutch too quickly with the engine revolving at too high a speed in order to avoid roughness or skidding of the rear wheel. The gear-box provides three speeds with neutral between low and second gear, as clearly indicated on the gear position indicator (fig. 1-2). To put in the low gear, turn the handgrip backwards. To change up from low to second gear turn the

handgrip forwards until it locks. To shift from second to top gear complete the rotation of the handgrip.

To change down from top to second gear and from second to low gear turn the handgrip backwards. To change up from low gear to neutral, half rotate the handgrip between low and second gear until you feel a slight stop.

Changing the gear at the proper time it is essential in order to avoid high engine revolutions.

Wheels and Tyres

To remove the front wheel, on both models (fig. 7), first disconnect the brake control cable (A), then loosen the two cap nuts (B) fastening the wheel to the rocker arms (C), place the washer under the nuts, located within the rocker arms. To dismantle the rear wheel on the model d (fig. 8) loosen the three cap nuts (A) fixing the rim

(B) to the hub (C); before dismantling the wheel on the model ld (fig. 9) remove the left side

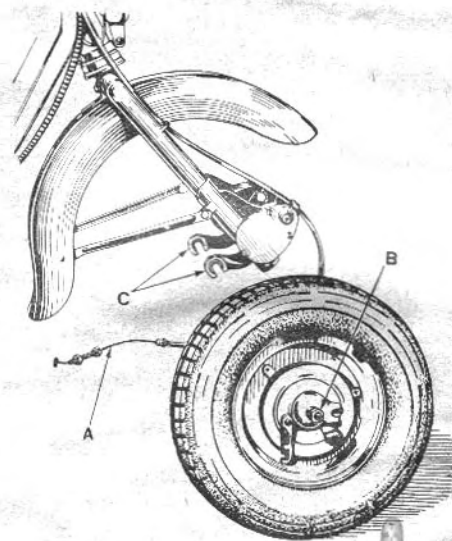


Fig. 7

panel (A) loosening the fastener (B)
To remove the tyres from the rims,
loosen on both models the remain-
ing three nuts (fig. 8-9 D) **after
deflating the tyres.**

Miscellaneous

During the first 600 miles (1000

km) do not race the engine or ope-
rate over 35 m.p.h. After 300 miles
(500 km) it is advisable to drain
oil from the gearbox and the rear
bevel gear casing, and refill after
washing them out with petroleum.
Check the bolts on the cylinder

head and tighten, if necessary. To
stop engine, push the lever on the
lighting switch box until position M
is reached. Do not run the engine
for a long time when the vehicle
is at standstill since it is easy to
stop and start again.

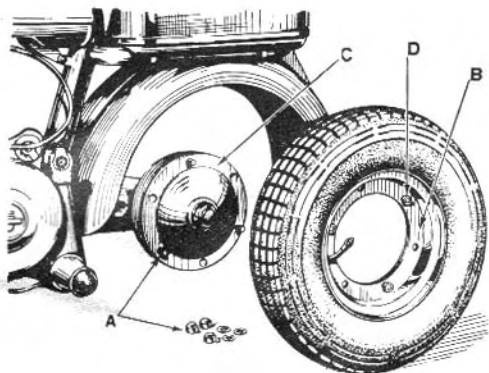


Fig. 8

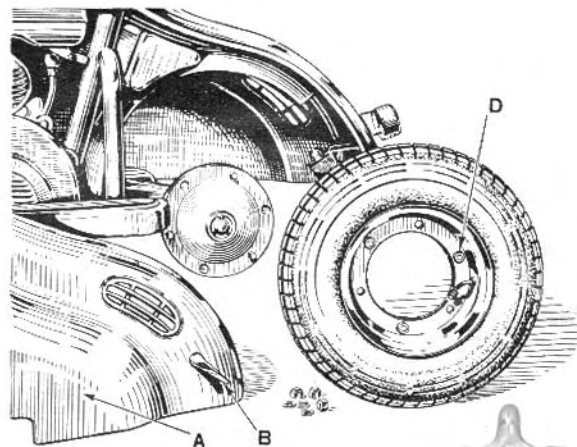


Fig. 9



INSTRUCTIONS FOR MAINTENANCE

Every 900 miles

(1500 km)

(See Lubrication Diagram):

- Check the gearbox oil level and pour oil through the plug E until it flows out of the level plug F.
- Lubricate by means of the greasers the rear suspension springing lever knuckles (1), the rear brake control pin (7) and the rear brake pedal pin (8).
- Lubricate all connections, joints, control levers with a few drops of engine oil (MOBIL OIL A).

Every 1800 miles

3000 km):

- Drain oil from the gearbox when the engine is warm. To drain oil remove the plug G. Put in through the plug E approximately 1 lb. oil.
- Check and re-establish oil level in the rear bevel gear casing through the cap C.

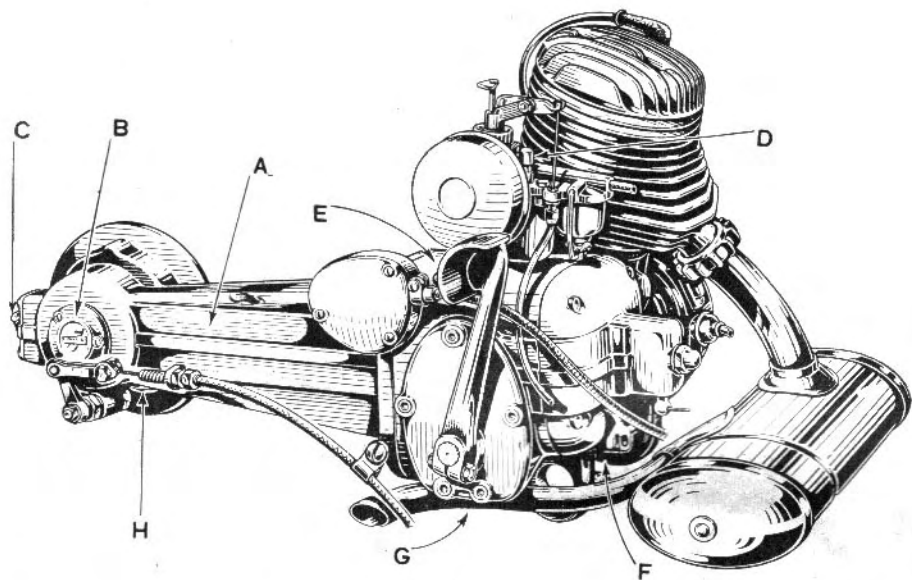


Fig. 10

- Lubricate the front wheel bearings, injecting by means of the greaser MOBILGREASE 5.
- Lubricate by means of the greasers the front suspension casings, injecting MOBILGREASE N2
- Dismantle the carburettor filter and remove the foreign matter accumulated.
- Free the silencer and scrape away all the carbon.

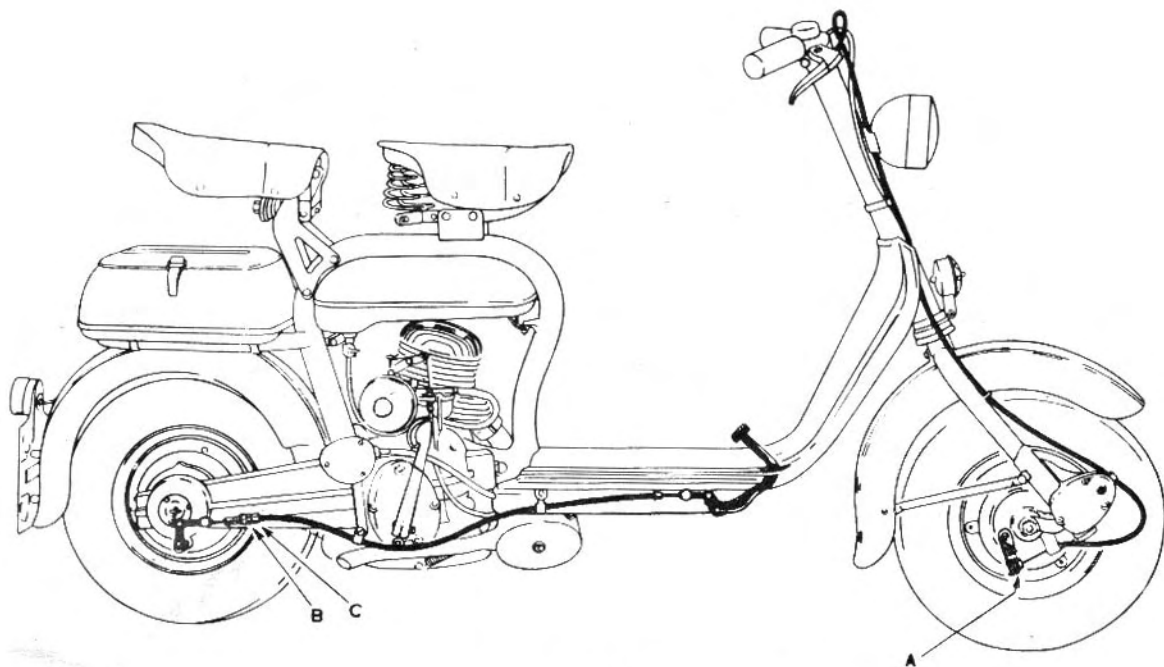


Fig. 11

Every 3000 miles

(5000 km):

- Dismantle the engine and de-

carbonize the piston head, the cylinder head and the exhaust port.

Brake Adjustment

Always apply brakes smoothly. In order to obtain a gradual braking



operation, adjusters (fig. 11) need particular attention and have to be given the necessary number of turns. For the front brake adjust the sleeve B and the nut V at the cable end.

Ignition

Check flywheel magneto timing. Ignition should occur at 28° advance angle with respect to the piston u.d.p. corresponding to an arc of $1-5/16''$ (34 mm) on the FIL-SO flywheel - magneto periphery and of $1-7/16''$ (36.5 mm) on the MARELLI make.

A correct gap of $0.0197''-0.0236''$ (0,5-0,6 mm) must be maintained

between the spark plug electrodes and the points must be perfectly cleaned. Remove dirt using a very thin emery paper.

Routine attention

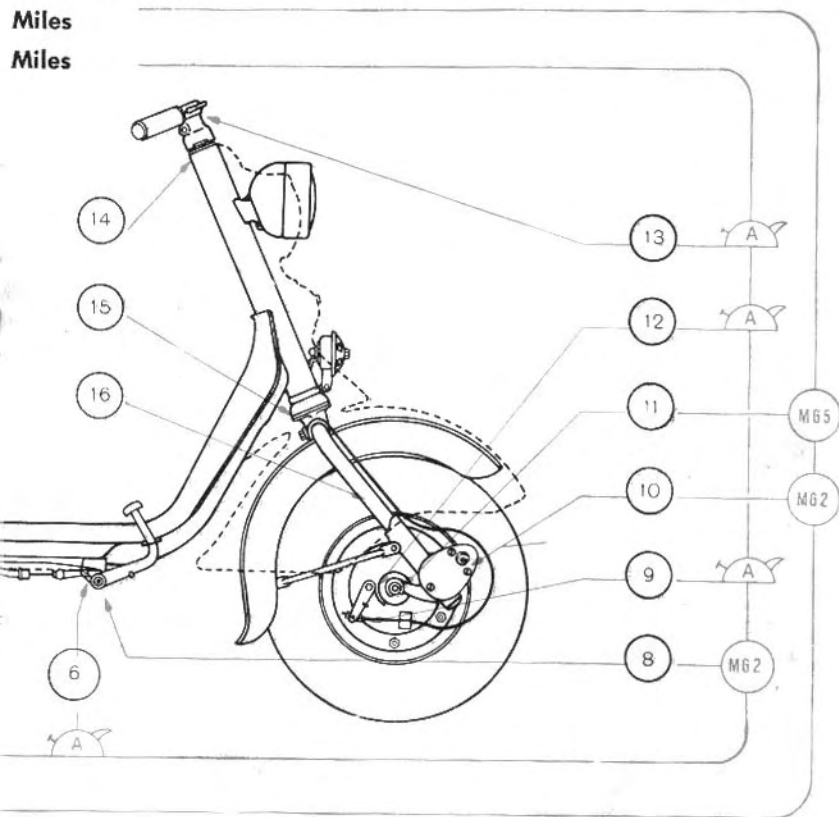
In case of long inactivity, general cleaning is necessary:

- Drain mixture from tank and carburettor bowl.
- Clean petrol filters on the tank and the carburettor.
- Pour some oil into the cylinder through the spark plug hole and rotate the crankshaft once or twice in order to smear the cylinder walls with a rust preventing oil film.

- Lift the vehicle until the tyres clear the ground and deflate the tubes.
- Coat with rust preventing grease all metallic non-painted parts.
- Use petroleum for outside cleaning of the engine, but wash painted parts with water. Wipe the engine dry with clean rags and painted parts with chamois leather. Do not use petroleum for painted parts since it damages paint and turns it dull. Clean plastic parts (levers, lighting switch, etc.) with water and keep them away from petrol because it corrodes plastic.
- Provide a covering for the vehicle.



DIAGRAM



INSTRUCTIONS FOR REPAIR SHOPS.

When overhauling, follow these instructions:

1. Organs to (3) (6) (9) (12) (13) must be lubricated when reassembling with **Mobilgrease n. 5**.
2. Organs to (14) (15), steering ball bearings and (5) side covering fasteners (Model Id) must be lubricated when reassembling with **Mobilgrease n. 2**.
3. The front suspension springs to (16), contained in the fork tubes must be coated with **Mobilgrease n. 2**, when reassembling.



125 LD LAMBRETTA EQUIPPED WITH ELECTRIC STARTER

The LD models is available, as an alternative, equipped with electric starter.

The new device includes (See fig. 12) the starter motor, the 3-cell battery of about 20 A/h, the selenium rectifier for charging the battery and the relay which regulates the charge for daylight or night riding.

The starter motor is supported by the re-designed clutch cover and since it is placed under the foot board no disturbance will result to the rider.

The remaining components are located under the machine covering and consequently they are well protected and easily accessible by dismantling the side panel.

The battery rests on a tubular support fixed by means of a clamp on the left hand side and is mounted in such a position to enable it to be periodically controlled.

The rectifier has been properly sized and is enclosed in a case fitted to the frame at the right of the rider by means of a clamp, serving as a support for the relay as well. With the installation of the electric starter, the lighting system is supplied from the battery with direct current, thus resulting in uniform illumination at any speed. For the headlamp a twin-filament 6 V 15/15 W bulb is used to ensure good visibility under various riding conditions; for the tail lamp a 6 V - 1,5 W bulb is mounted.

As a consequence of the adoption of direct current, replacement of the horn has become necessary since on the normal LD model the horn is operated by alternating current fed by the flywheel magneto.

WHEN INSTALLING THE BATTERY MAKE SURE THE POLES ARE EXACTLY CONNECTED TO THE

CORRESPONDING CABLE TERMINALS, AS INDICATED IN FIG. 12.

Starting.

The drive is realized by a hand lever, placed on the handlebar at the left of the rider, which actuates the motor through a flexible cable.

After ascertaining that the gearbox control handgrip is in neutral, viz. no gear is engaged, shift the lever forwards. By performing this operation the motor pinion is advanced until it engages with the crown located on the clutch bell and then the electric circuit is closed, thus starting the current supply to the motor (See Electrical Diagram, fig. 13).

To prevent the motor armature from being dragged by the engine when the latter has started, the motor pinion has been mounted on a free wheel device.



Lambretta 125 Id Model with Electric Starter

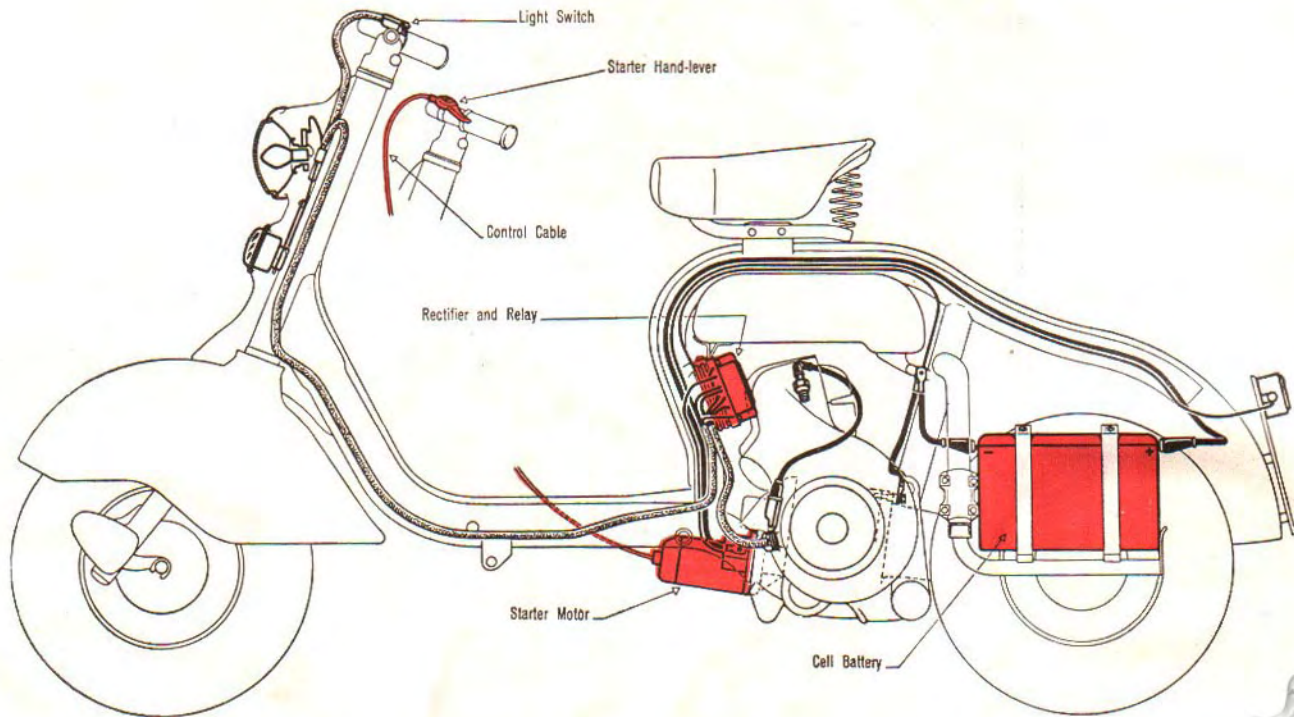


Fig. 12



Lambretta 125 Id Model with Electric Starter - Wiring Diagram

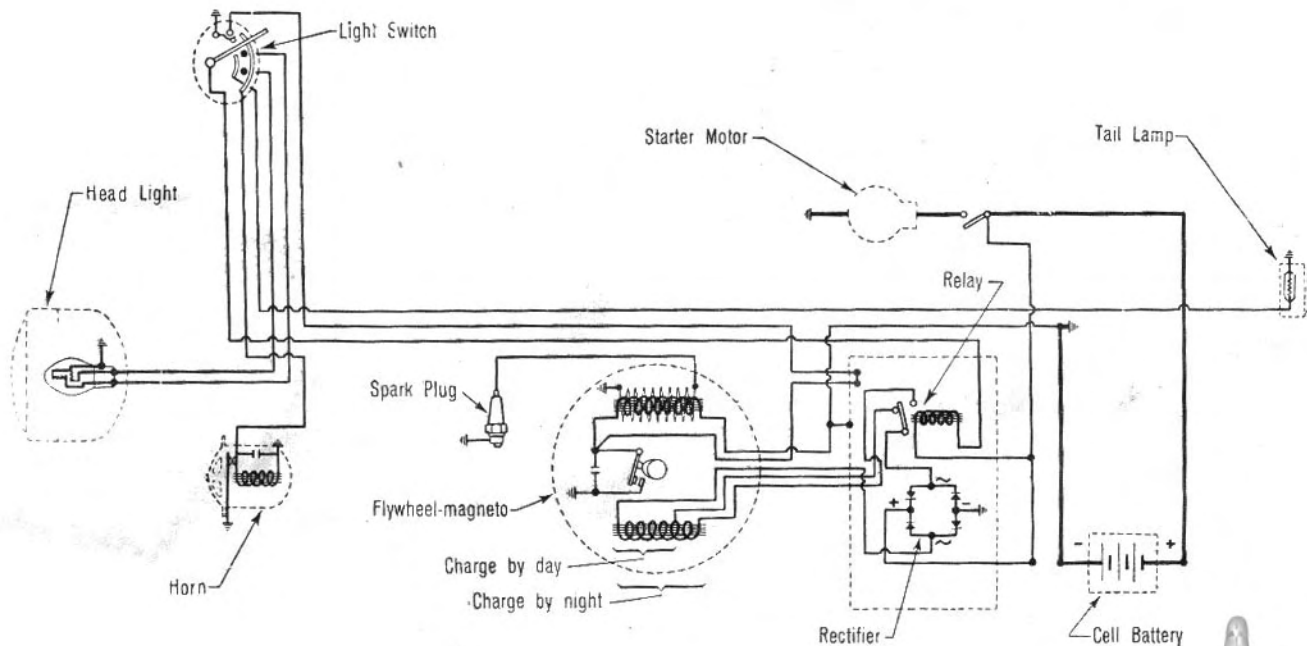


Fig. 13



After the engine has started, release the lever; a special spring provides for returning the pinion in its rest position and to switch off the circuit to the battery.

TO AVOID SEVERE DAMAGE TO STARTER GEARS AND MOTOR DO NOT OPERATE THE LEVER WHEN THE ENGINE IS RUNNING

The transmission between the electric starter motor and the engine is performed by a speed reducer. The battery is charged with the current supplied by the magneto low tension coil through the rectifier and relay. The latter, as already mentioned, regulates the charge of the battery by means of a two-position switch; when the switch is in the first position the charge of the battery is reduced for use in daylight riding, involving only a portion of the low tension coil winding. When the switch is in the

second position the battery will be completely charged for use at night when all lamps are lit and the entire coil is involved. A relay provides for turning automatically from one charge to the other when supply for the electric equipment through the lighting switch is required.

Dismantling the rear wheel (fig. 14)

The position of the battery requires the dismantling of the rear wheel achieved as follows: After loosening the clamping screws, fixing the battery to the frame, lift the former until it reaches the floor-board level, then rotate it about 90° outwards and place it on the floor-board. In this way the wheel is freed and its removal may be achieved in the usual manner. By re-positioning the support, lock

it by tightening the clamping screws firmly in order to prevent it from shifting and rubbing against the wheel owing to vibration when the machine is running.

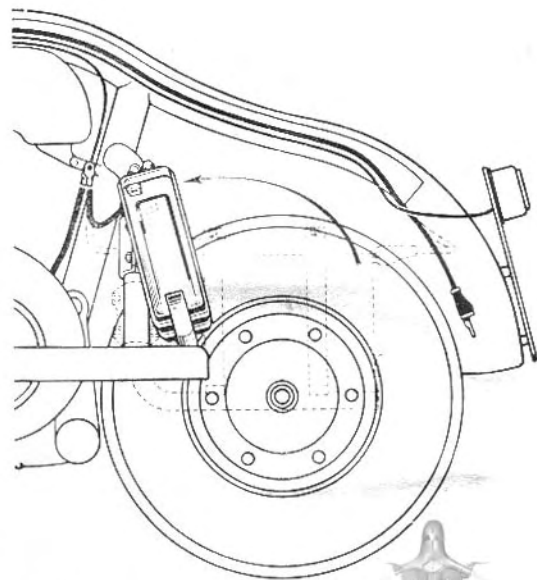


Fig. 14



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TROUBLE CHART

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

CAUSE

REMEDY

Engine fails to start or stops immediately

Faulty petrol flow to carburettor.
Tank tap closed.
Filter or fuel line clogged.
No spark or weak spark.

Check for the cause. Refill tank if necessary.
Open the tank tap.
Clean filter or fuel line.
Check H. T. contact on the fluwheel. Tighten the cable to the terminal. Adjust electrode gap to 0.0197" 0.0236" (0.5-0.6 mm).

Engine knocks

Incorrect fuel.
Pre-ignition.
Overheated.

Drain and replace with correct fuel.
Clean spark plug. Adjust magneto breaker points.
Allow to cool.

Engine missin

Incorrect electrode gap.
Spark plug dirty.
Magneto breaker points dirty.

Adjust electrode gap.
Clean spark plug.
Clean accurately.



Explosion in carburettor

Pre-ignition for overheated spark plug.
Carbon deposits on spark plug.

Replace spark plug. Use another plug of higher heat range.
Clean spark plug.

Lack of power or engine overheating

Mixture too weak.
Incorrect timing.
Exhaust port or silencer partially clogged.
Cylinder head loose.

Adjust by slightly tighten the air screw on the carburettor.
Adjust timing.
Clean exhaust port and silencer.
Tighten the nuts on the cylinder head.



Lambretta 125 Id Model with Electric Starter - Wiring Diagram

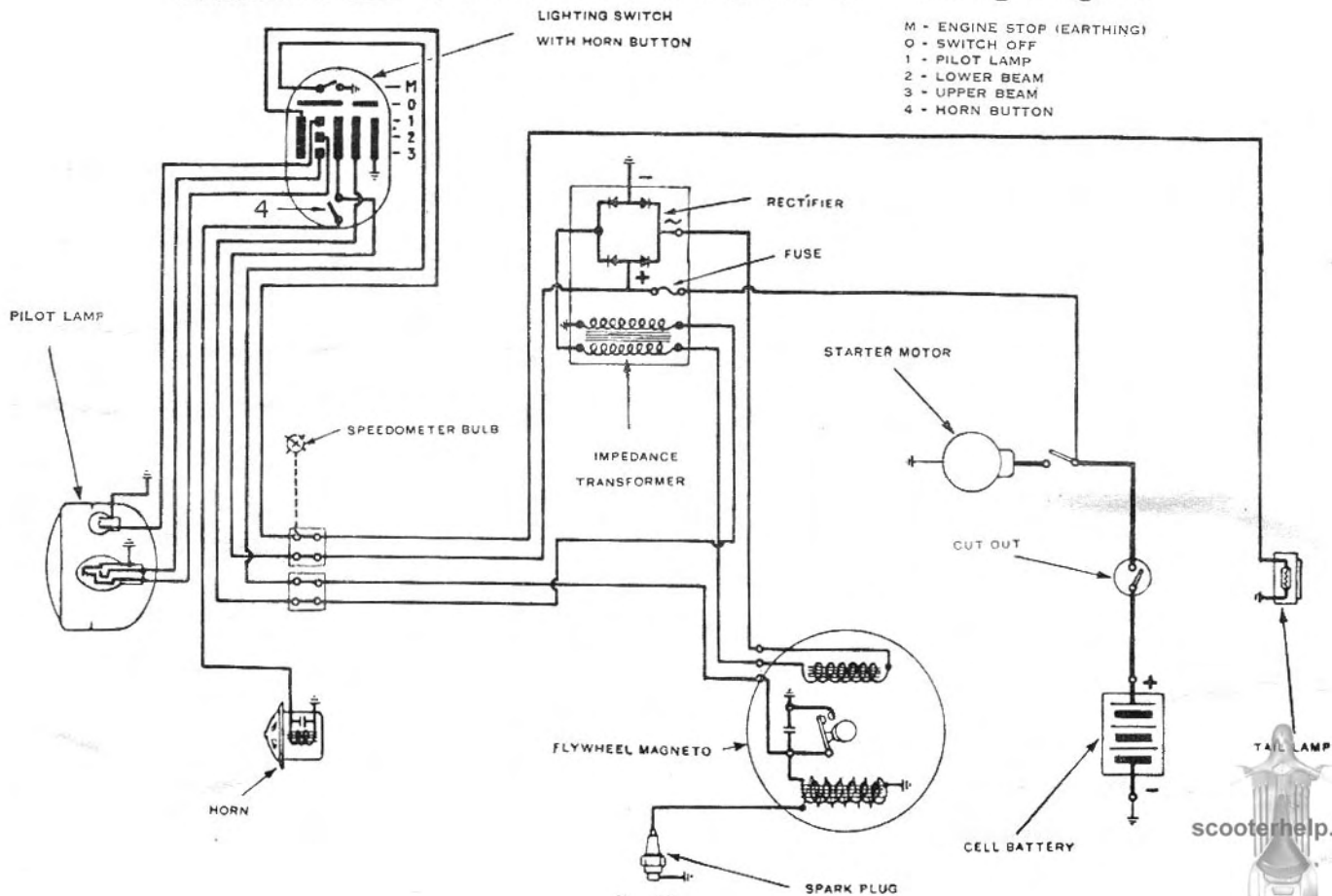


Fig. 15

MODIFICATIONS TO THE ELECTRIC STARTER INSTALLATION

The improved electric starter device incorporates a new impedance-transformer group, replacing the previous battery charge regulator. As a consequence the mid socket on the flywheel magneto has been eliminated and the charge of the battery is now automatically regulated through an individual electric circuit. The starter motor has been slightly modified to improve the installation of the starter pinion, which is entirely supported by the motor housing instead of both the motor housing and the crankcase, as in early production. Thus the starter pinion engagement with the clutch bell crown is easier and its operation smoother.

A key type cut-out is adopted and housed between the motor and the battery in order to prevent unnecessary starting and lighting with consequent rapid discharging of the battery.

The head lamp incorporated, as a further improvement, besides the twin filament bulb, a smaller one for town riding, controlled by switch on the handlebar.

If the machine is equipped with an illuminated speedometer, the socket has to be diverted from the terminal box, inside the head lamp. (See Wiring Diagram). The impedance-transformer group includes a fuse, as clearly indicated on the Diagram (fig. 15).

Symptoms of a burned fuse are as follows:

- 1) Lamps will not light and horn fails to operate when both the vehicle and the engine have been stopped
- 2) Unusually strong illumination by night, varying with the engine revolution rate, as a consequence of inoperative battery charger.
- 3) A quite different tone of the horn when the vehicle and engine are running and the lights have been turned off.

The prompt replacement of the burned fuse is necessary to put the battery on charge.



Battery Maintenance

- See that the battery is always charged to avoid sulphatizing.
- Check the liquid level every 900 miles (1500 km) adding distilled water to each cell. Electrolyte level should be about ½ in. above top of plates.

Use distilled water only.

- Inspect connections between poles and terminals for cleanness and tightness. Grease slightly to avoid corrosion, if necessary.
- For long shut-down periods, battery should be removed and stored in a place where there is no

danger of freezing. Provide monthly for recharging.

Starting at Low Temperature

Since **subzero temperature** require special precautions, we recommend to operate as follows:

- Use extra fluid oil (SAE 20 - **Mobiloil Artic**) for mixture and gearbox.
- Before engaging the motor, run the engine several minutes by pushing the machine forward, after shifting into top gear, in order to free the engine organs from the oil viscous friction.
- Shift in **neutral immediately**.



LAMBRETTA AGENTS

FOREIGN IMPORTERS

ADEN - PAUL RIES & SONS LTD.
ADEN.

ALASKA - HEINZ BORCHARD
FAIRBANKS.

ALGERIE -
(Oran) - C.O.D.I.V.A. - 12, rue de Nancy
ORAN
(Algiers) - OTEINA
86, Rue Sadi Carnot - ALGIERS.
(Bone) - J.A.K.S. - 6, rue Prosper Dubourg.
BONE

ANTIGUA - F.T. FARFAN & SONS LTD.
Corn Alley - ST. JOHN'S (Antigua, B.W.I.).

ARGENTINE REPUBLIC - SIAM DI TELLA LTDA
Florida 602 - BUENOS AIRES.

ARUBA - VIANA AUTO SUPPLY CO. INC.
Bernardstraat N° 101 P.O.B. 362 - SAN
NICOLAS - ARUBA.

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which is available upon request.



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