



Lambretta

Lambretta



Lambretta è romantica

Lambretta

Ferdinando Innocenti Ferdinando Innocenti was born in 1891 in Pescia; his father, Dante, a blacksmith, later moved the family to the town of Grosseto, where he opened a hardware store. Ferdinando became interested in the uses of iron tubes, which eventually led to his starting a company to manufacture seamless steel tubing, and the construction of a new factory on the outskirts of Milan. In 1947, seeing the need for transportation and the high price of gasoline in post-war Italy, Ferdinando Innocenti began producing scooters. Named after Lambrate, the Milan suburb that was home to the factory, and constructed around a frame of rolled Innocenti tubing, the Lambretta became wildly popular on its launch in 1947, and has gone on to become a cultural icon of post-war Italy. The experience of manufacturing parts for the Lambretta equipped Innocenti for the next step in its growth plan: becoming a supplier of parts, and then stamping presses, to automakers such as Fiat, **Alfa Romeo**, Lancia, Ford and Volkswagen. From here, it was a short step to automobile production. In 1959 Innocenti entered into an agreement with the British Motor Corporation, which was looking for a way to breach the high tariff wall Italy had built to protect its native auto industry. The first result of that agreement was the production of the Pinin Farina-designed Austin A40, in Berlina (sedan) and Combinata (Countryman, or wagon) forms. Shown with the A40 at the 1960 Turin Motor Show was the pretty 950 Spider, based on the Austin-Healey Sprite Mk1, styled by Tom Tjaarda at Ghia. The 950 was succeeded in 1963 by the Innocenti S, which featured an 1,100-cc engine, disc brakes and a revised rear suspension. The follow-up was the Innocenti Coupe. The AD016-based IM3, a cousin of the 1100 model offered under Morris, Austin and other nameplates back in Britain, launched in 1963, becoming Innocenti's first front-wheel-drive car. The IM3 was followed by the IM3S, the I4, the I4S and the I5. Aspiring to build a high-performance GT, Ferdinando Innocenti approached **Enzo Ferrari**, and in 1963, a deal was struck. Ferrari would build a V-6 engine, essentially one half of its V-12 road car engine, and produce a steel-tube chassis, while body shells would be constructed by Bertone. Styling of the handsome, 2+2 fastback was by **Giorgetto Giugiaro**. Innocenti's greatest success would come with the introduction of the Mini in 1965. With Ferdinando Innocenti's death in 1966, control of the company passed to his son, Luigi. It was a challenging time for the company; with Italians increasingly choosing small cars like the Fiat 500 over the Lambretta scooter, production of two-wheelers hit the skids, falling from 144,000 in 1963 to 107,000 in 1966, and 85,000 by the following year. In 1972, Innocenti once being the second biggest automotive producer of Italy split up., with the automotive division sold off to British Leyland. 1973 saw the arrival of the Innocenti Regent, the Italian version of the Austin Allegro, which completely failed. Bigger news came along in 1974, with the introduction of the „new“ Mini. Styled by **Bertone** with angular, up-to-the-minute lines and the practicality of a hatchback, the 998-cc Mini 90, and 1,275- cc Mini 120 launched the following year, were well received. However, the costs of the new Mini project, combined with the Regent's failure resulted in an economic threatening situation for the company. It was not long after this that the Italian government took over Innocenti. The government sold Innocenti to **Alejandro de Tomaso** in December 1975. De Tomaso continued production of the new Mini, and, after acquiring **Maserati** in 1976, began building the Biturbo, Quattroporte and Chrysler's TC by Maserati at the Innocenti plant. A luxury version of the 90 (Mille) was introduced in 1980. The Mini was in a losing battle with the small Fiats, which under-priced it. The engine deal with Leyland expired in 1983, prompting a change to 998-cc, three-cylinder Daihatsu engines. Facelifted versions, called the Tre Cilindri and Minitre, came along. Models with turbocharged and diesel Daihatsu engines would later join the lineup, as would the Mini 650 and 500, powered by two-cylinder engines from the same company. The 990, a 1-liter car with a six-inch-longer wheelbase, bowed in 1986. In 1990, de Tomaso sold Innocenti and Maserati to **Fiat**, which dropped all of the models but the two-cylinders, now called the Innocenti Small. Production at the Lambrate factory wound to an end in early 1993.

1951 Romolo Ferri sets a world speed record with Lambretta in the 125 cc class



Lambretta

Lambretta timeline

1947

Lambretta A

The A model, or 125M, is the very first Lambretta. The original model, which is never exported, has a 125cc engine with a three-speed gearbox and a foot-operated gear shift, which Innocenti only uses on this model.

1951

Lambretta D & LD

The 125 D is very different from the C model. It has a tubular frame, which means that the engine does not have to support the two halves as it does in the C model. The first LD is an enclosed D model with leg-shield panels and foot boards that provide protection from the elements

1957

Lambretta TV

The TV Series I is a very different kind of scooter. It is the first model in the LI range and is brought out some seven months ahead of the LI.

1963

Lambretta 200 TV / 'GT' 200

Many people describe this as the best scooter ever made. Though the badge says 'TV 200' the scooter is often referred to as the 'GT' 200 probably because this is a very popular word at this time

1965

Lambretta SX

The SX series is designed for teenagers who are drawn to the Mod and scooter scene. Most of the 125 Specials are sold abroad. Initially only a few are exported as many scooter enthusiasts tend to prefer models with larger engines, but over the years many more are exported.

1968

Lambretta J / Vega / Lui /Cometa

Most people recognize this scooter as a 'Vega'. In Italy it is known as a 'Lui'. It proves very popular in Italy because the 50cc engine does not require a number plate. Lambretta Concessionaires market this model as the 'Space Age Look For The Year 2000'.

1948

Lambretta B

Having learned certain lessons in producing the A model, Innocenti launches the B model.

1955

Lambretta 48 Moped - Series I

This moped is on sale during the days of the LD. The Ribot, as the 48 is sometimes called, has two speeds and, while it might not be the fastest Lambretta on the road, it certainly saves a lot of pedalling.

1958

Lambretta LI

The LI range is completely different from the LD range, with a shaft drive bevel gear arrangement. The redesigned body has a large front mudguard that does not turn with the steering.

1964

Lambretta 'Cento'

The 'Cento' is the first of the J range to be produced. It has a light pressed-steel frame, a 98cc engine and three gears. It is specifically designed for women: the kick-starter only needs a quick prod and the light frame makes it easy to put it on and take it off the stand.

1966

Lambrettino - Moped

This model has the smallest engine Innocenti ever produced and when faced with heavy wind the rider has to pedal. The engine covers, headlight and fuel tank are all made of plastic.

1969

Lambretta GP-

The GP - or Grand Prix - is styled by Bertone, a famous car designer. It stands out from other models with its black rubber and bright colours for the paintwork.

2017

Lambretta V Special

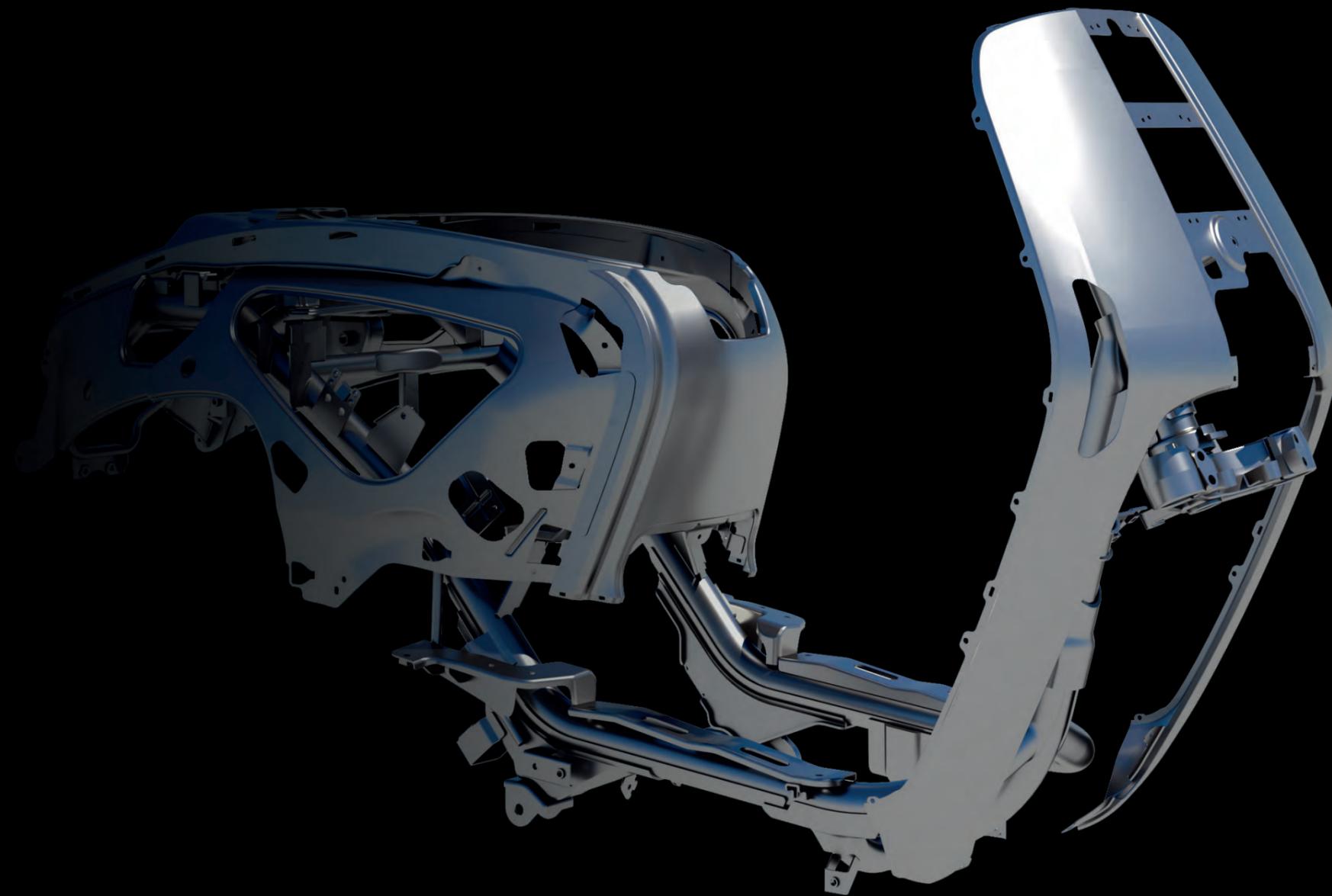
The V Special is equipped with a 50cc, 125cc and 180cc air cooled engine. The 125cc is additionally water cooled.

SPECIAL



Lambretta

Metal Craftsmanship Lambretta introduces is the double layer side panel. The base is an ingenious 1.2 mm steel middle beam that stretches to the sides in an airplane profile architecture. This construction enables Lambretta owners to reach their engine easily avoiding unnecessary weight increase. The sides are then covered with side panels that can be delivered in different shapes and colours. The standard V Special is 'monocolore'. Lambretta has chosen to link up with the fashionable hard colours of the current era like lead, brown and orange next to the more regular colours white, red and blue. To further customize the 'lammy', Lambretta has prepared carbon+ sets for the aftermarket that will convert the machine into a real old school Lambretta 'bicolore'. The set contains a carbon top head light, a carbon horn cast and finally two carbon side panels all painted in Lambretta pastel colours.



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fix fender

With the introduction of the 175 TV in 1957 Innocenti introduced the fix fender that became the iconic character of all future Lambretta's.



flex fender

The V Special is available in both fix as flex mudguard to anticipate on the personal taste of its owner.





LED rear light



Large luggage area under the seat



Key with seat lock

SPECIAL



Large luggage area under the seat

LED rear light

Luggage hook

Integrated glove box

12 V Charger

Liquid crystal display with Bluetooth connectivity and App

LED head light

LED winker

Front and rear disc brake (V200 Special with Bosch ABS System)



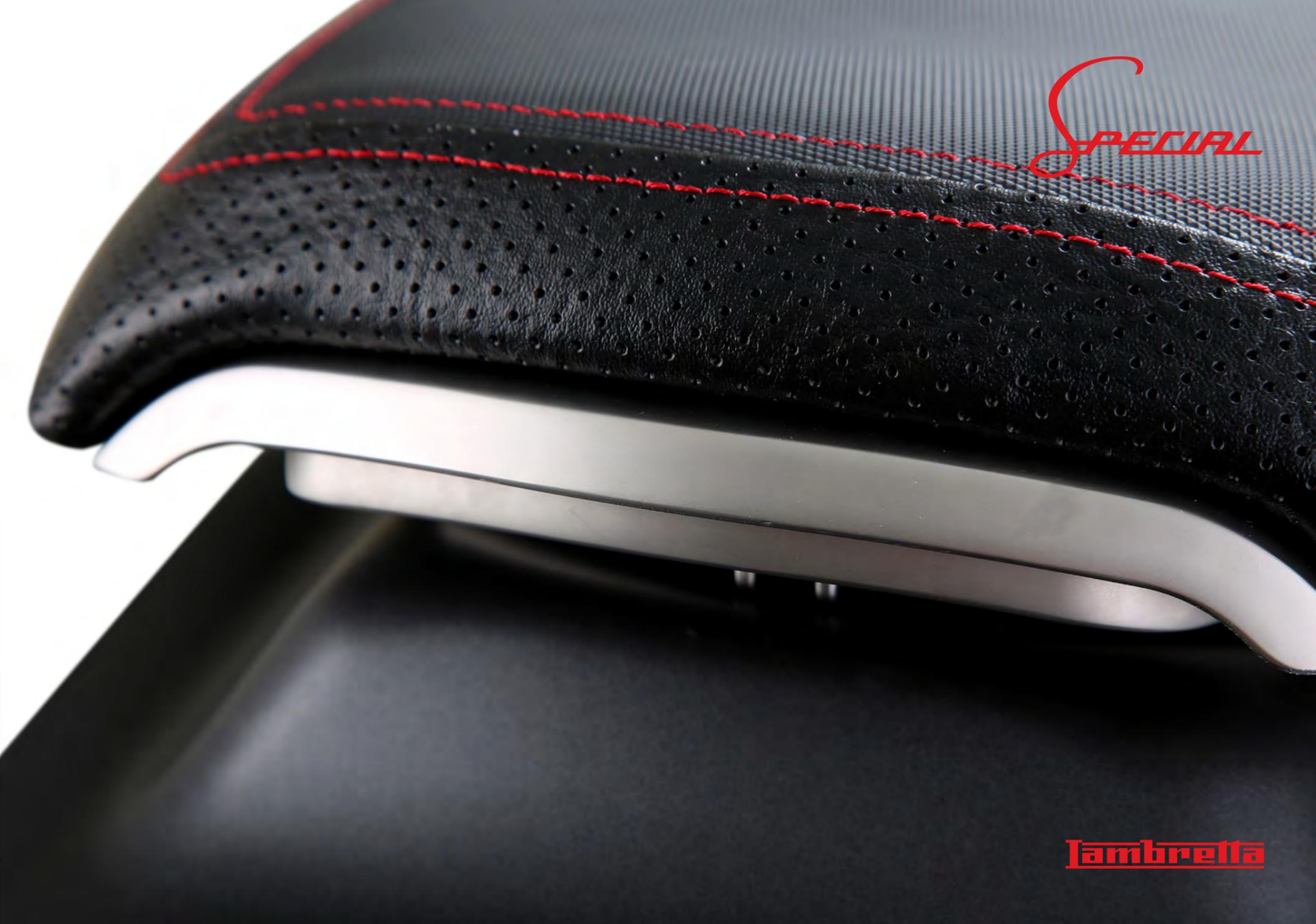
LED head light



Liquid crystal display with Bluetooth connectivity and App



Front and rear disc brake (V200 Special with Bosch ABS System)



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V50 Special

- Steel body work on tubular frame
- 50cc 4T engine with an electronic carburetor
- Frontdisc and rear drum break
- Liquid crystal display with Bluetooth connectivity and App
- LED head light
- LED rear light
- LED winker
- 12 V Charger
- Integrated glove box
- Luggage hook
- Side and main stand
- Large luggage area under the seat

V125 Special

- Steel body work on tubular frame
- 125cc 4T engine with direct fuel injection
- Front and rear disc break with combined break system (CBS)
- Liquid crystal display with Bluetooth connectivity and App
- LED head light
- LED rear light
- LED winker
- 12 V Charger
- Integrated glove box
- Luggage hook
- Side and main stand
- Large luggage area under the seat

V200 Special

- Steel body work on tubular frame
- 169cc 4T engine with direct fuel injection
- Front and rear disc break with Bosch ABS System
- Liquid crystal display with Bluetooth connectivity and App
- LED head light
- LED rear light
- LED winker
- 12 V Charger
- Integrated glove box
- Luggage hook
- Side and main stand
- Large luggage area under the seat

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Colors

V50 Special



V50 Special Flex



V125 Special



V125 Special Flex



V200 Special



V200 Special Flex



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Technical specifications

Engine	V50 Special V50 Special Flex	V125 Special V125 Special Flex	V200 Special V200 Special Flex
Engine type	Single cylinder, 4-stroke, air cooled	Single cylinder, 4-stroke, air cooled	Single cylinder, 4-stroke, air cooled
Displacement	49,5 cm ³	124,7 cm ³	168,9 cm ³
Compression ratio	12,6:1	10,7:1	10,2:1
Fuel	Petrol (95 Octane)	Petrol (95 Octane)	Petrol (95 Octane)
Fuel management	ECS	EFI	EFI
Max. power	2,6 kW@7500 rpm	7,5 kW@8500 rpm	8,9 kW@7500 rpm
Max. torque	3,4 Nm@6500 rpm	9,2 Nm@7000 rpm	12,5 Nm@5500 rpm
Exhaust emission characteristic	Euro 4	Euro 4	Euro 4
Ignition	CDI	ECU	ECU
Starter	E-Starter	E-Starter	E-Starter
Driving performance			
Maximum speed [km/h]	45	-	-
Drive train			
Gearbox	CVT	CVT	CVT
Final drive	Belt	Belt	Belt
Dimensions			
Length	1900 mm	1900 mm	1900 mm
Width	690 mm	690 mm	690 mm
Height	1130 mm	1130 mm	1130 mm
Wheelbase	1330 mm	1330 mm	1330 mm
Seat height	770 mm	770 mm	770 mm
Tank capacity	6,5 L ± 0,2 L	6,5 L ± 0,2 L	6,5 L ± 0,2 L
Chassis			
Front tyre:	110/70-12	110/70-12	110/70-12
Rear tyre:	120/70-12	120/70-12	120/70-12
Suspension front	Telescope fork	Telescope fork	Telescope fork
Suspension rear	Single suspension	Single suspension	Single suspension
Brakes front	Hydraulic disc: Ø 220 mm	Hydraulic disc: Ø 220 mm (CBS)	Hydraulic disc: Ø 220 mm (ABS)
Brakes rear	Mechanic drum: Ø 110 mm	Hydraulic disc: Ø 220 mm (CBS)	Hydraulic disc: Ø 220 mm (ABS)



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