



# **Instruction Manual**

**Lambretta 150 li**

**INNOCENTI**

SOC. GENERALE PER L'INDUSTRIA METALLURGICA E MECCANICA

DIVISIONE MOTORI

*We are honoured and pleased to welcome you amongst the owners of a Lambretta 150 li, and appreciate your choice in our product. The Lambretta 150 li was designed and built in our works and has reached you after exacting checks and tests, thus ensuring the perfection and warranty of our product.*

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

*Remember we have created in this country and throughout Europe a network of authorised Lambretta Service dealers, with trained personnel and fully equipped with tools and original spare parts to ensure the perfect functioning of your machine. Do not hesitate to take advantage of their skill and expert knowledge at any time. We wish you « Bon voyage » on your new Lambretta 150 li, designed for you, the connoisseur.*

**Lambretta**

LAMBRETTA CONCESSIONAIRES LTD

BEVERLEY WORKS, KINGSTON-BY-PASS, LONDON S. W. 20.

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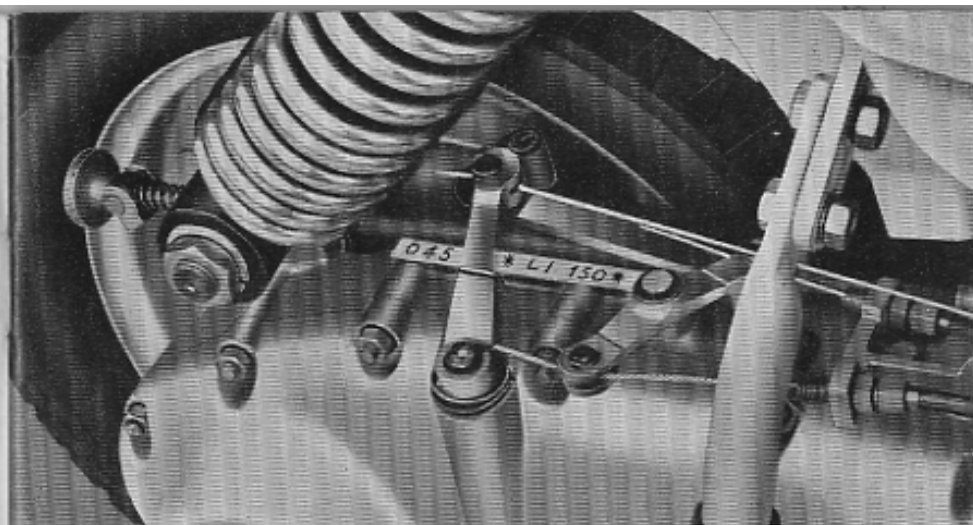
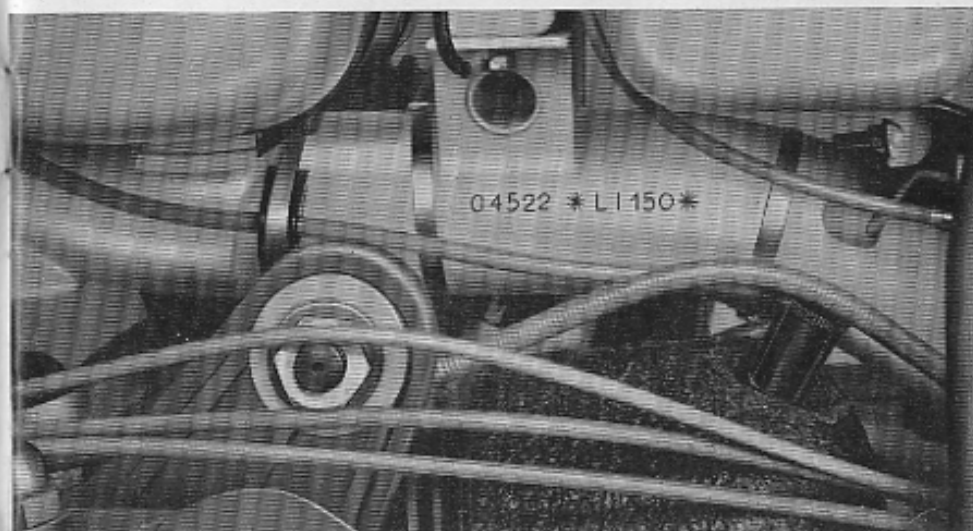


Fig. 1

## IDENTIFICATION OF SCOOTER

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

Fig. 2



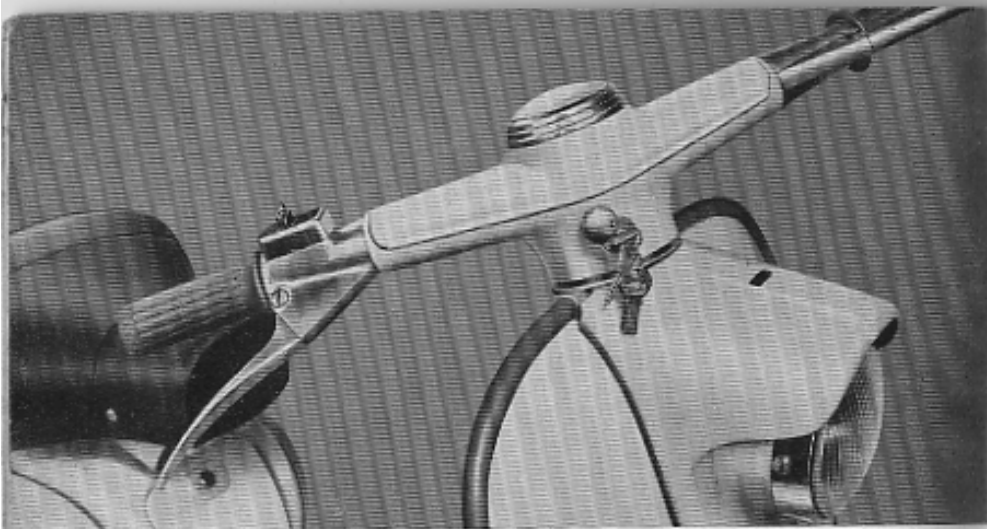


Fig. 3

## KEYS

The set of Keys supplied with your scooter are for the steering lock fitted in the centre front of the handlebar, see Fig. 3, and for the Luggage box situated in the central front rib of the frame, See Fig. 4.

Each key has a number stamped on it and the same number is stamped on the lock, so that in case of loss, a replacement can be obtained by quoting the appropriate number.

Fig. 4

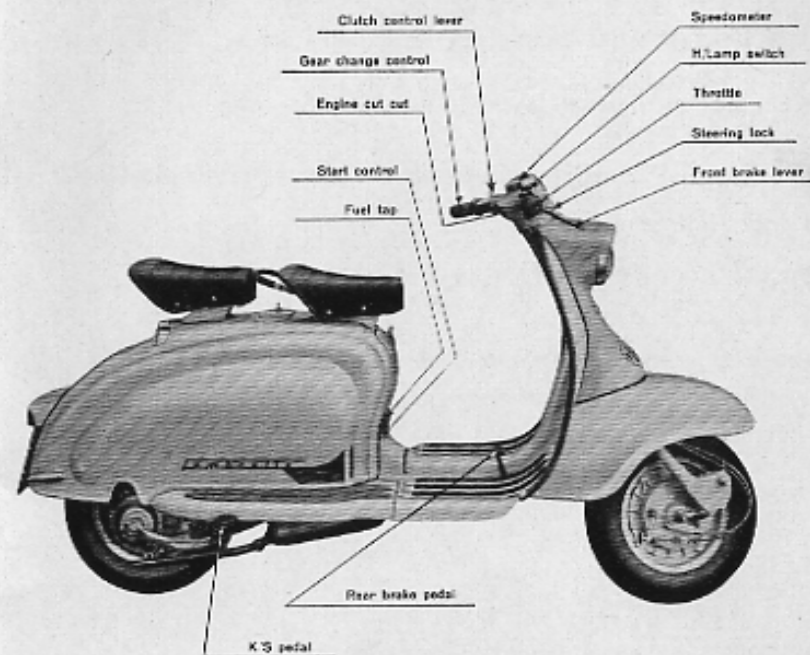
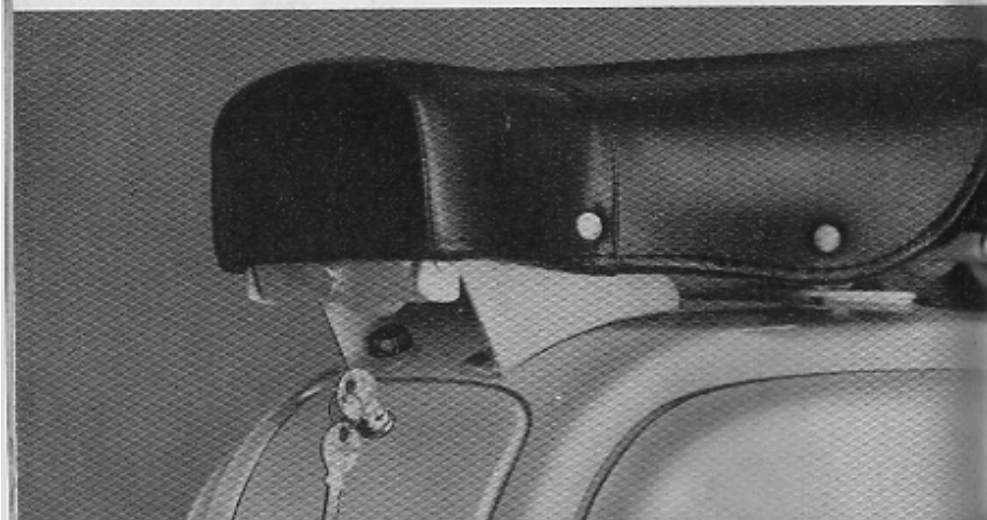


Fig. 5

## CONTROLS

Fig. 3 shows the controls on your scooter. They are:

### On the handlebar

**Right hand:** throttle twist grip and front brake lever, 3-way light switch, with headlamp beam control and horn button. The three positions of the switch are: - « 0 » - Lights off. « 1 » pilot, rear,

speedo, light for night riding in town or country. « 2 » Headlamp speedo, rear light for night riding in country areas.

**Left Hand:** clutch control lever and gear change control.

**Centre:** In front, Steering lock. To lock machine, turn front wheel full lock, left or right and turn key  $\frac{1}{2}$  turn. The key can be extracted from lock whether in lock or unlocked position.

On top of handlebar: Speedometer.

Facing driver: Engine cut-out button.

#### **On the footboard:**

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

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

**On left hand side:** 3-way fuel tap (closed, open, reserve) see fig. 6.

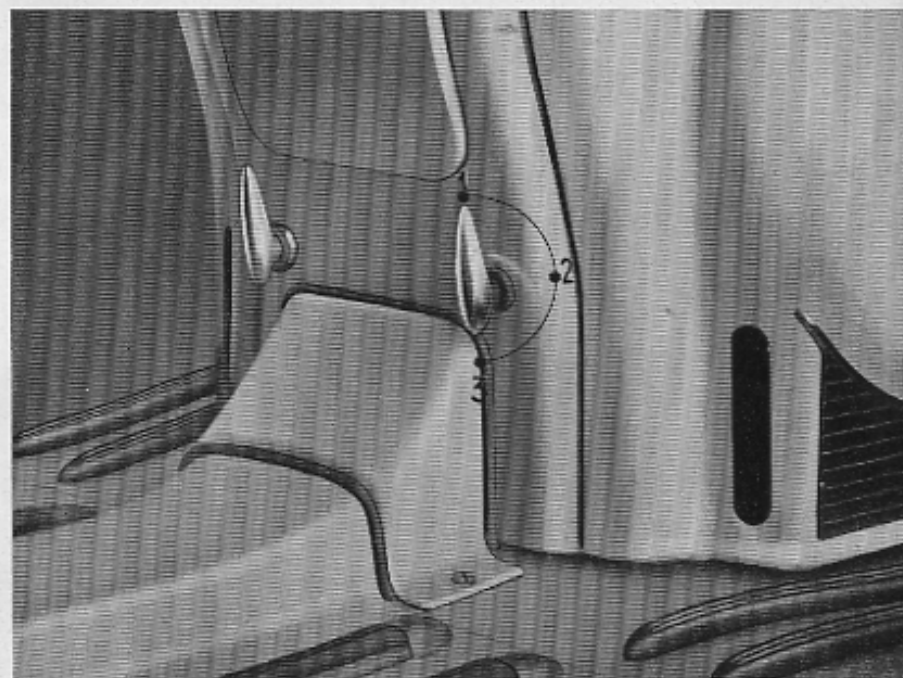
When machine is at stand-still, it is advisable to turn tap to closed position. The fuel tank contains a total of 1.9 galls. (8.7 Lt) of fuel. When riding, tap should be in open position, and when you switch over to reserve you still have  $1\frac{1}{4}$  pints (0.75 Lt) available (in other words a further  $15\frac{1}{2}$  miles approximately).

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

#### **On Right hand side of machine**

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

Fig. 6



1. Closed      2. Open      3. Reserve

## SERVICE INSTRUCTIONS

### During running-in period

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

- use a mixture of 4 % oil (BP Energol Two Stroke SAE 30) and good standard petrol.
- do not exceed the following speeds:

	1st. gear.	2nd. gear.	3rd. gear.	4th. gear.
miles per hour	12	30	40	55

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

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

### Fuel - Fuel tank

After the running-in period, continue to use a 4 % petrol mixture.

To reach the fuel tank filler cap: open the lid situated on the central frame rib behind the driver's seat. See Fig. 7.

The tank contains a total of 1.9 galls (8.5 lt) of which 1 ¾ pints (0,75 Lt) are reserve. (for the fuel tap, see Page 6).

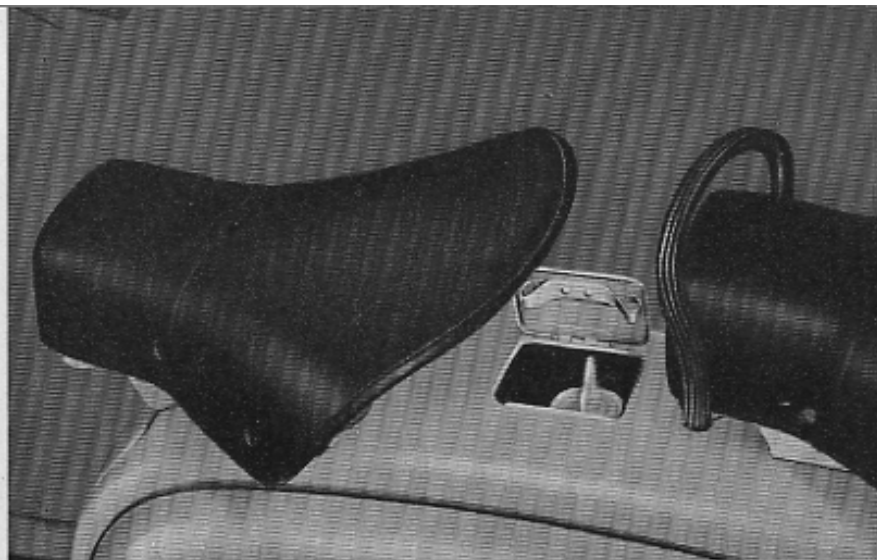


Fig. 7

### Wheels

Tyres 10" x 3.5".

Pressures: front 13 lbs per sq. inch (0.9 kg/sq. cm); rear 18 lbs per sq. inch (1.25 kg/sq. cm) with rider only; rear 32 lbs per sq. inch (2.25 kg/sq. cm) with pillion rider.

Wheels are interchangeable.

To dismantle, lift machine on its stand. The necessary tools will be found in the luggage box (see page 15).

#### To dismantle the front wheel:

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

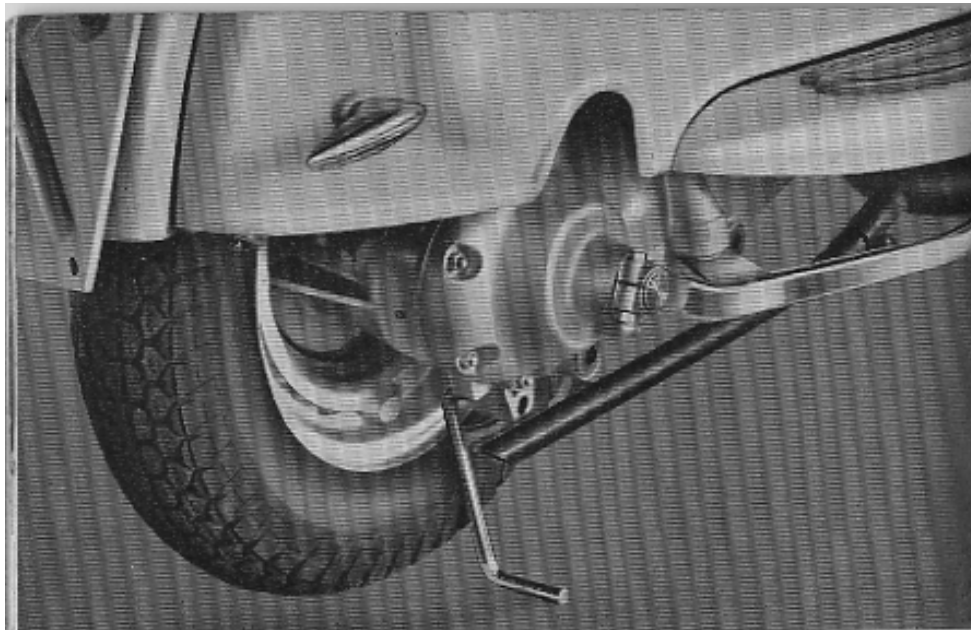


Fig. 8

**To dismantle the rear wheel:**

- fit the wheel lift stand, supplied in Kit, to the lug on crankcase (see fig. 8);
- unscrew the four dome nuts and slip wheel from hub.

**To dismantle tyre from rims:**

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

**Brakes**

Ensure that the brakes are kept regularly adjusted so that the wheel is completely free to rotate, but the braking effect begins immediately the lever or pedal is used. Adjustment is carried out by means of two adjusters (see fig. 9 and 10).

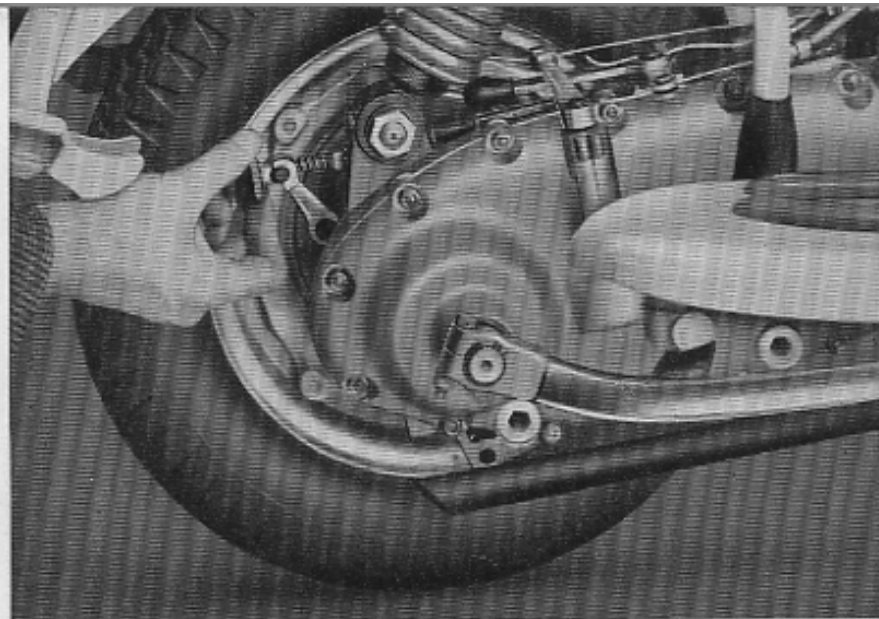
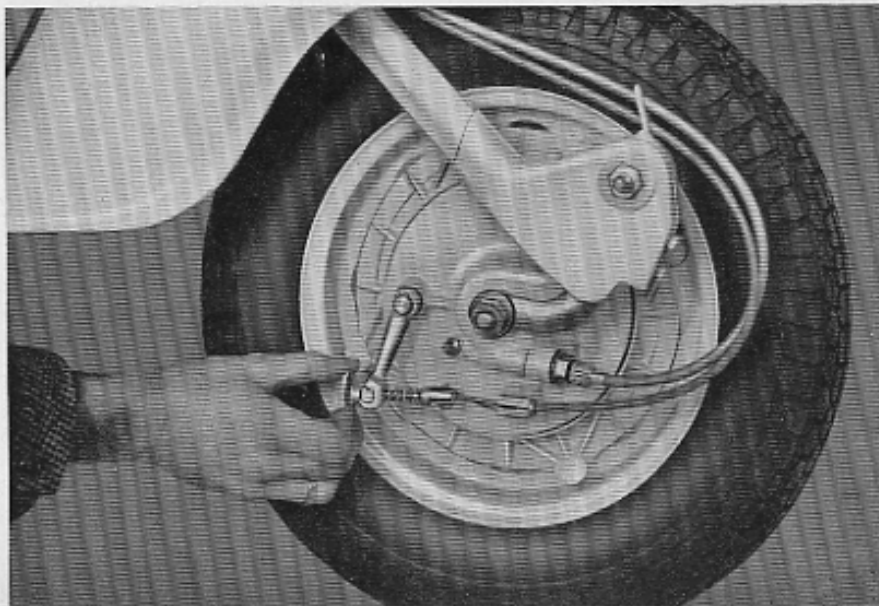


Fig. 9

Fig. 10



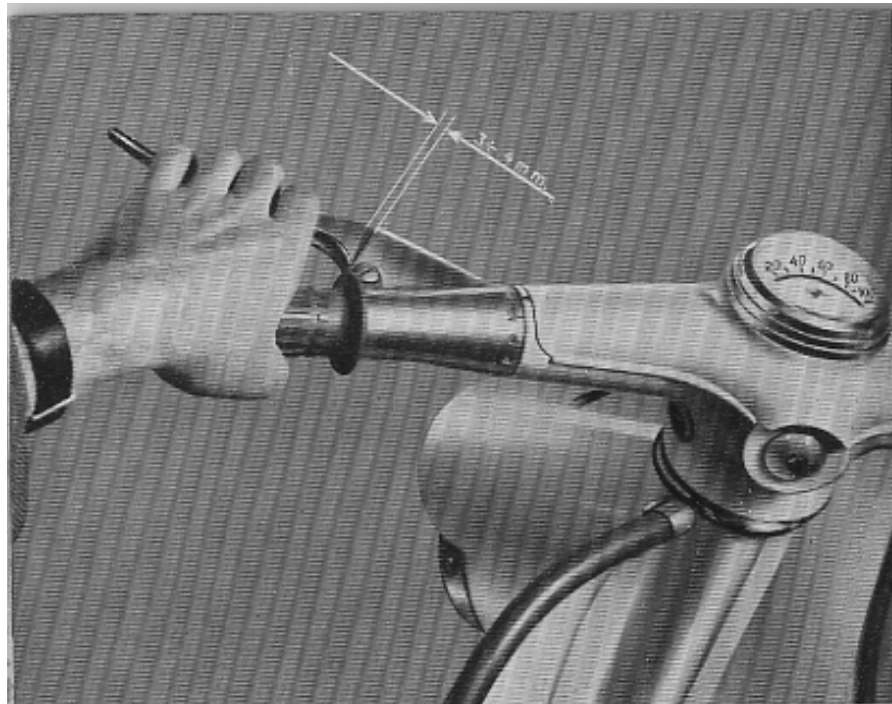


Fig. 11

Fig. 12

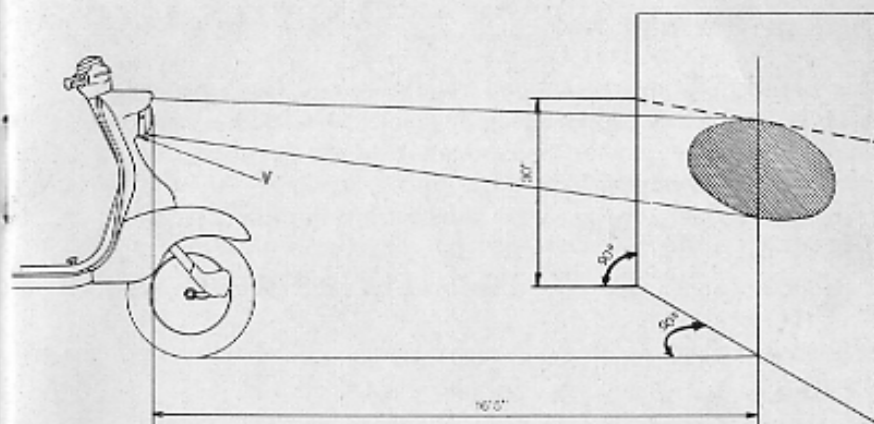
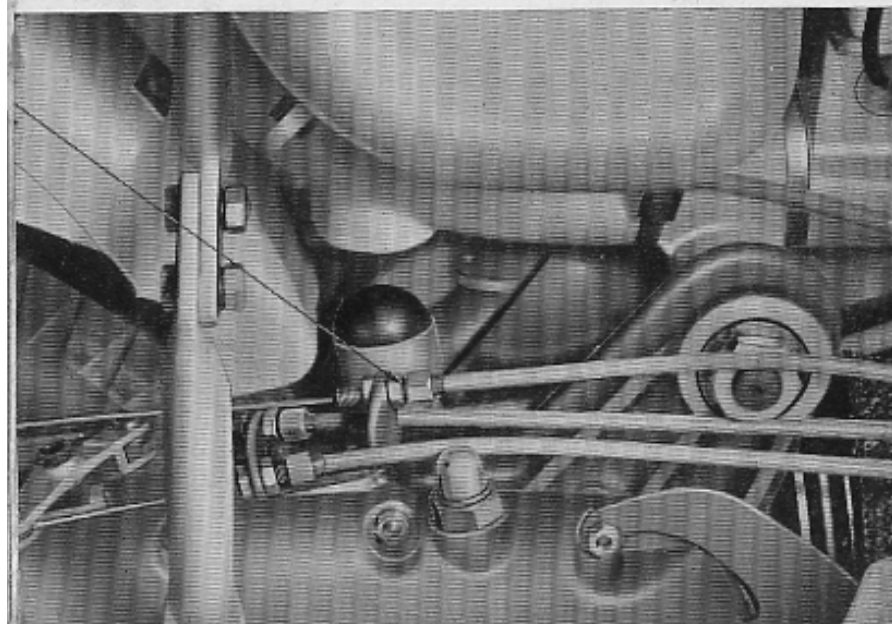


Fig. 13

## Clutch

Keep the clutch constantly adjusted, so that it begins to slip when the clutch lever is in the position shown on fig. 11. The adjustment is carried out by turning the adjuster illustrated in fig. 12.

## Headlamp adjustment

Check tyre pressure (see page 28).

Place a vertical screen as shown in fig. 13.

Put the scooter under the normal load conditions.

Losen the two V screws shown on the headlamp, fig. 13, rotating it on the remaining two screws until the upper edge of the zone illuminated by the dipped beam coincides with the horizontal line traced on the screen.



## Luggage box and tools

The luggage box is moulded into the central frame rib under the front part of the driver's seat. A pair of keys for this box are supplied with the scooter (see page 4). In the luggage box, a tool kit is supplied consisting of:

- 1 double ended box spanner 21 x 14 mm for the spark plug and wheel nuts;
- 1 exagon spanner (10 mm) to be used for unscrewing the plugs of the crankcase;
- 1 spanner 14 x 27 mm for rear wheel nut;
- 1 double ended spanner 8 x 10 mm;
- 1 screwdriver;
- 1 rear wheel lifting stand;
- 1 points file;
- 1 4 mm allen key spanner for trunnion grub screws.

## Starting - Running - Stopping

### To start the scooter:

- place on centre stand;
- ensure that gear is in neutral;
- open fuel tap (see page 7);
- turn starting control lever - **only** when engine is cold (see page 7);
- **keeping throttle to minimum**, kick start machine;
- as soon as engine is turning over, give slight acceleration to warm up;
- if the starting control lever has been used, return to original position;
- during cold weather, run engine a few minutes to warm up before using machine.

### To move off:

- bring machine off its stand;
- with engine ticking over, pull clutch lever and put into 1st gear by rotating left twist grip;
- let clutch lever out slowly, accelerating engine gradually to maintain constant revolutions;
- continue to accelerate until you have reached the correct speed to change up to a higher gear.

### To change gear:

- close throttle;
- pull clutch lever;
- insert next gear;
- let clutch lever out slowly, accelerating gradually at the same time.
- Do not hesitate to drop the lower gear, although it will reduce speed.

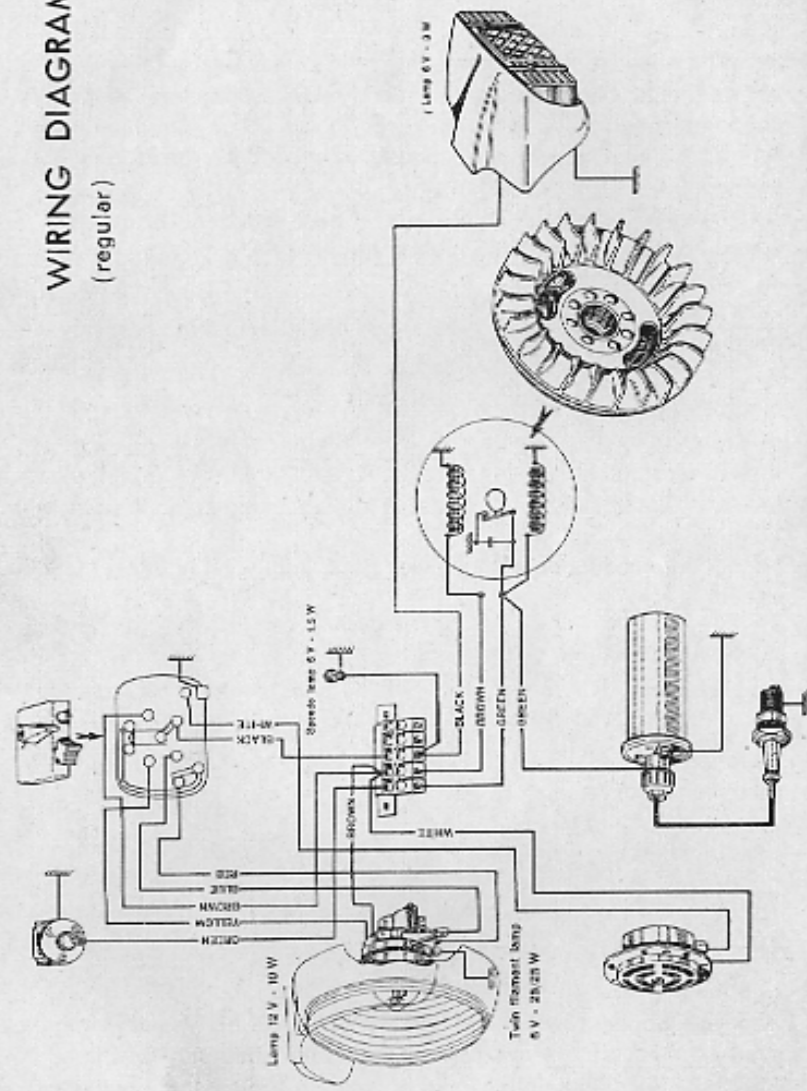
### To stop engine:

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

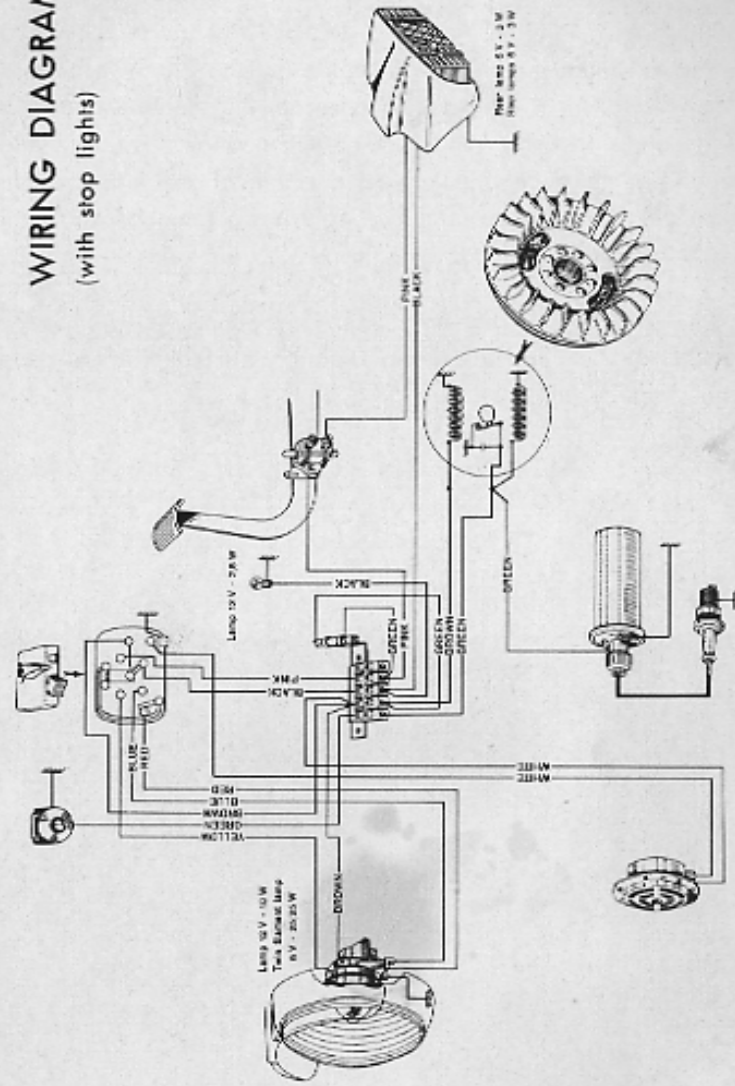
## Wiring Diagram

On the pages 16, 17 and 19 are shown the regular wiring diagram as well as the special ones for the machines equipped with stop or parking lights. Refer to the particular diagram regarding the machine you are owner.

# WIRING DIAGRAM (regular)



# WIRING DIAGRAM (with stop lights)



## Machines equipped with parking lights

The machines equipped with parking lights (i.e. with battery) are supplied with a special group assembling rectifier-regulator and a safety fuse for the electrical installation. To reach the 8 Amp. fuse take out the left hand panel of the machine and remove the cover of the little box containing the regulator-rectifier-fuse assembly (see fig. 14-15).

Should all lights not work when placing switch lever to position 1, check if fuse has burnt, replace and look for the cause of the short circuit.

Fig. 14

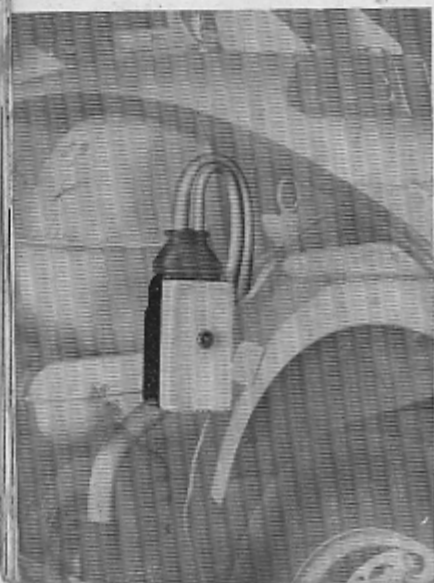
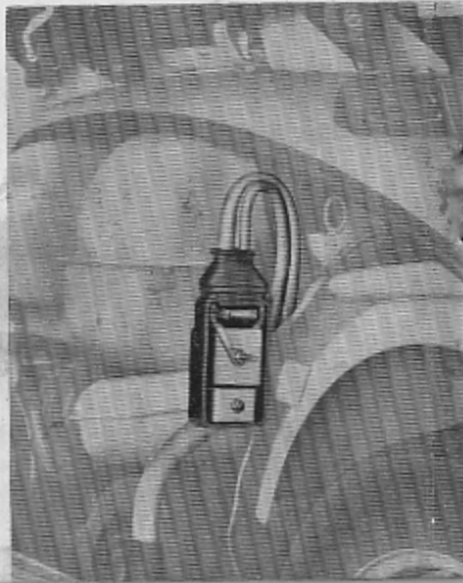
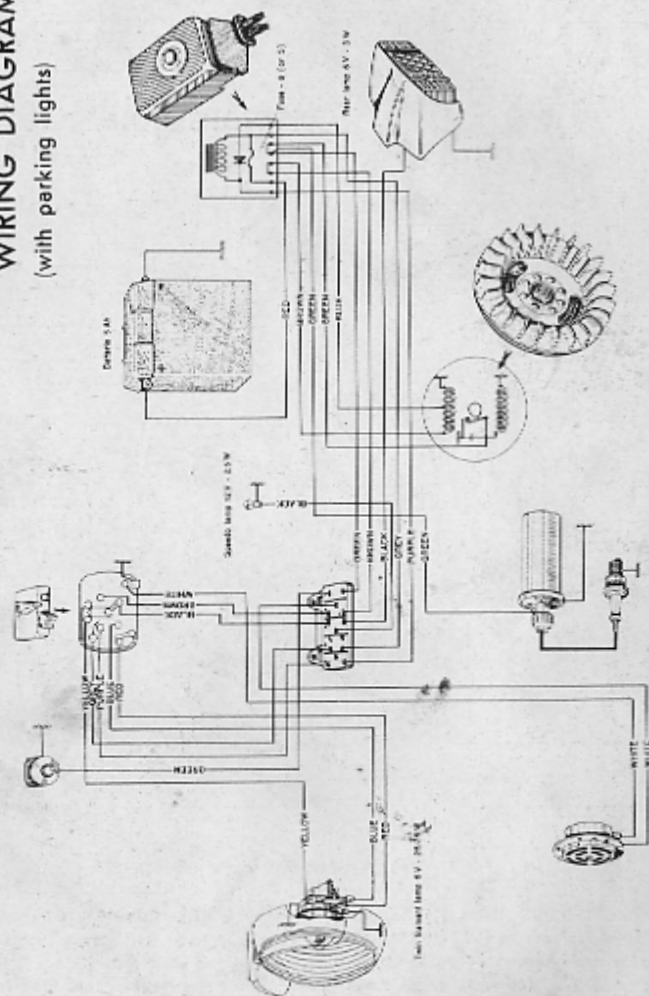


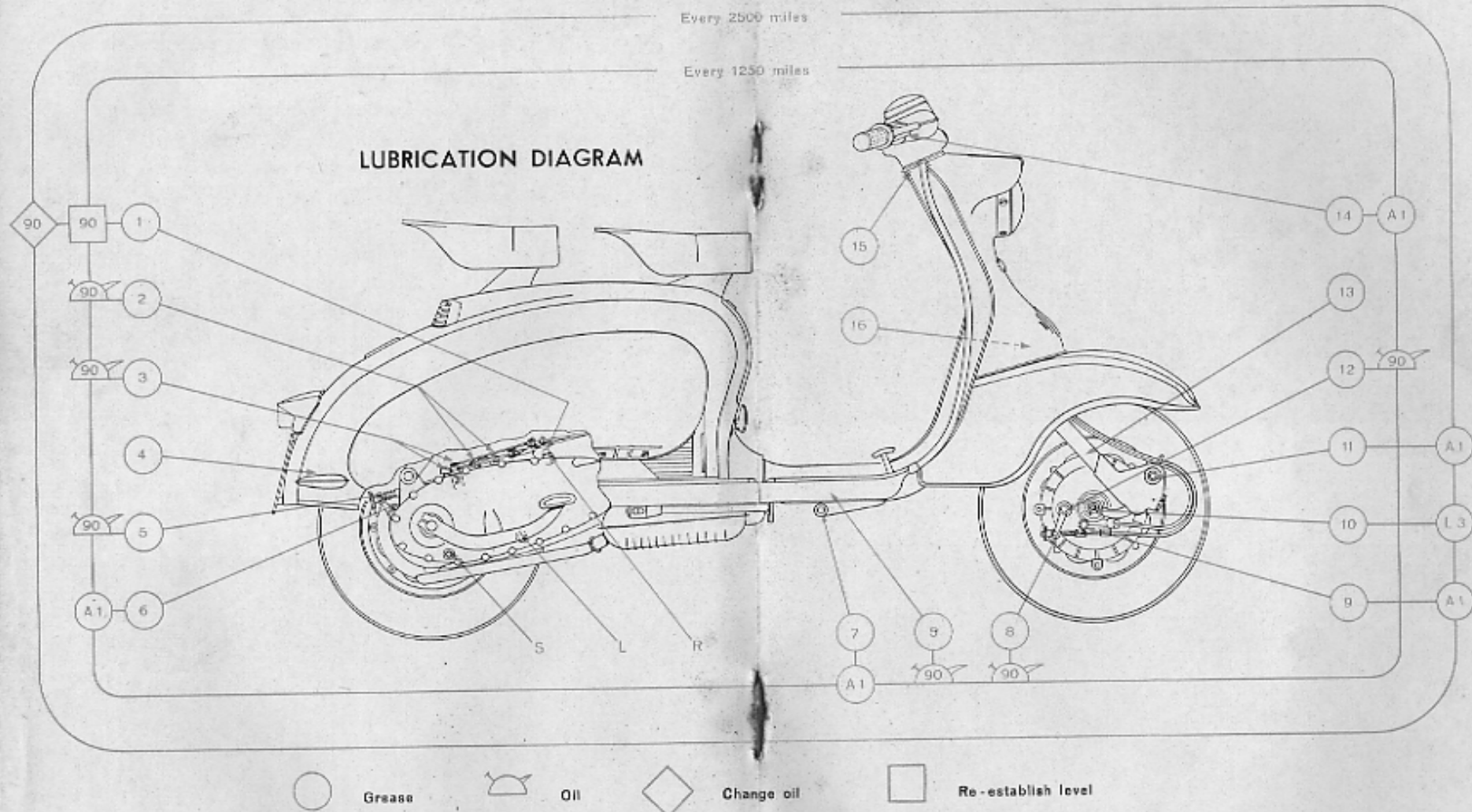
Fig. 15



## WIRING DIAGRAM (with parking lights)



## LUBRICATION DIAGRAM



**PERIODIC LUBRICATION** - (1) Crankcase; change oil after first 1000 miles using BP Energol Transmission SAE 90 Oil. (2) Gear change knuckles, twin lever. (3) Clutch and gear cable knuckles. (5) Rear brake knuckles. (6) Rear brake cam pin. (7) Rear brake pedal pin. (8) Front brake knuckles. (9) Speedometer drive box. (10) Front wheel bearings. (11) Suspension link boxes. (12) Front brake cam pin. (14) Handlebar control lever knuckles (front brake, throttle, clutch, gear).

**LUBRICATE THESE PARTS WHEN ASSEMBLING SCOOTER AFTER OVERHAUL** —  
 1. Part (2), (3), (5), (8), (12), should be lubricated with grease BP Energol A1.  
 2. Steering ball bearings, parts (15) and (16) should be lubricated with grease BP Energol L.  
 3. Side panel hooks (4) and handlebar control lever knuckles (14) should be lubricated with grease BP Energol A1.  
 4. Front suspension helical spring (13) should be smeared with grease BP Energol A1.  
 5. Introduce some drops oil SAE 30 in control cable coating before mounting wires.

R = oil filler plug.

L = oil level plug.

S = oil drain plug.

90 means BP Energol Transmission SAE 90 oil.

A1 means Energol A1. L3 means Energol L3.

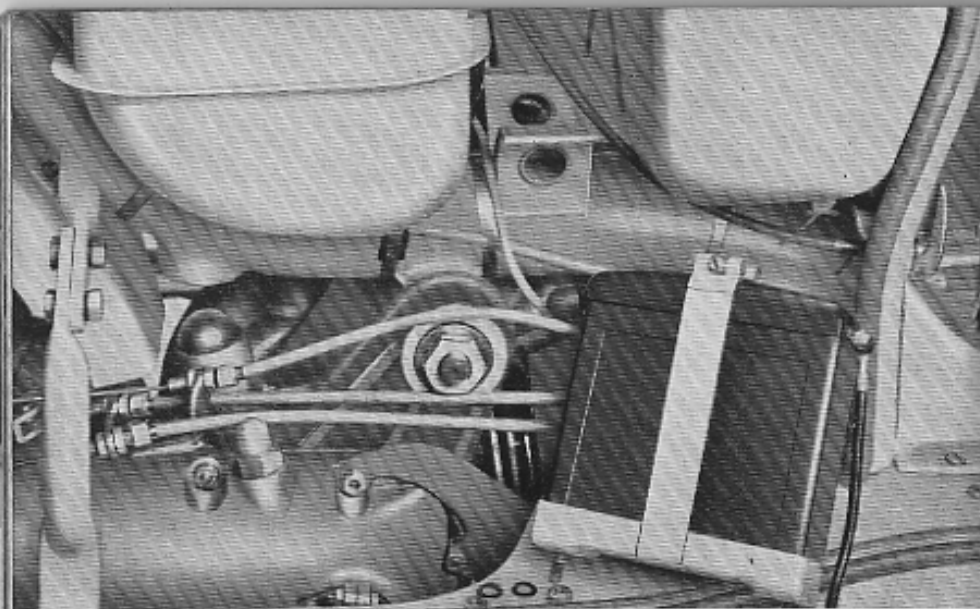


Fig. 16

## PERIODIC MAINTENANCE

### Every 4 weeks:

Add distilled water to parking light battery until water is about  $\frac{1}{4}$ " (mm. 5) over the top of cells. To do this it is necessary to take battery out from its seat, as shown in fig. 16.

Grease battery terminals with vaseline.

### Every 1250 miles (2000 km):

Brakes: check adjustment (see page 11).

Spark plug: check, clean electrodes with kit file and adjust gap to 0.020"-0.025" (mm. 0.5-0.6).

Carburetor air filter: disassemble (see fig. 17) and clean by soaking in petrol.

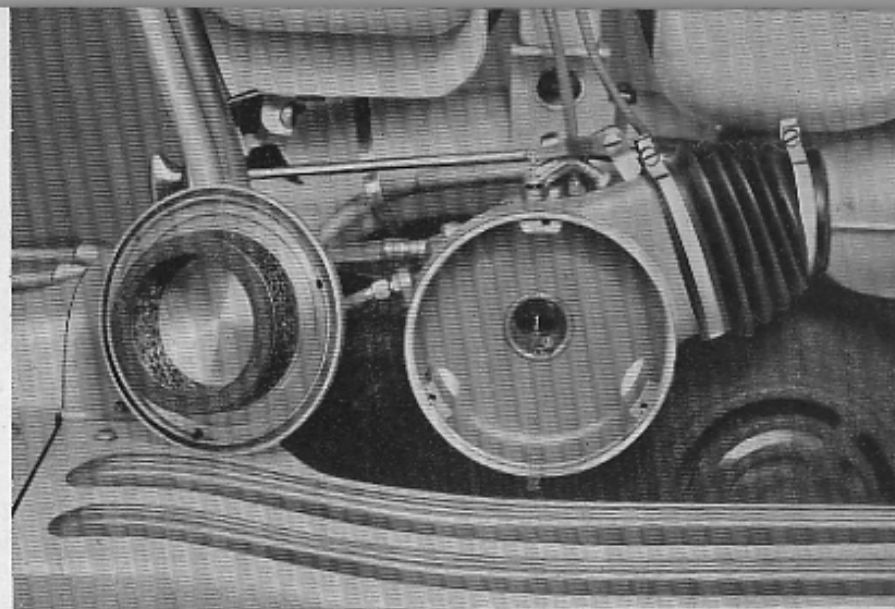
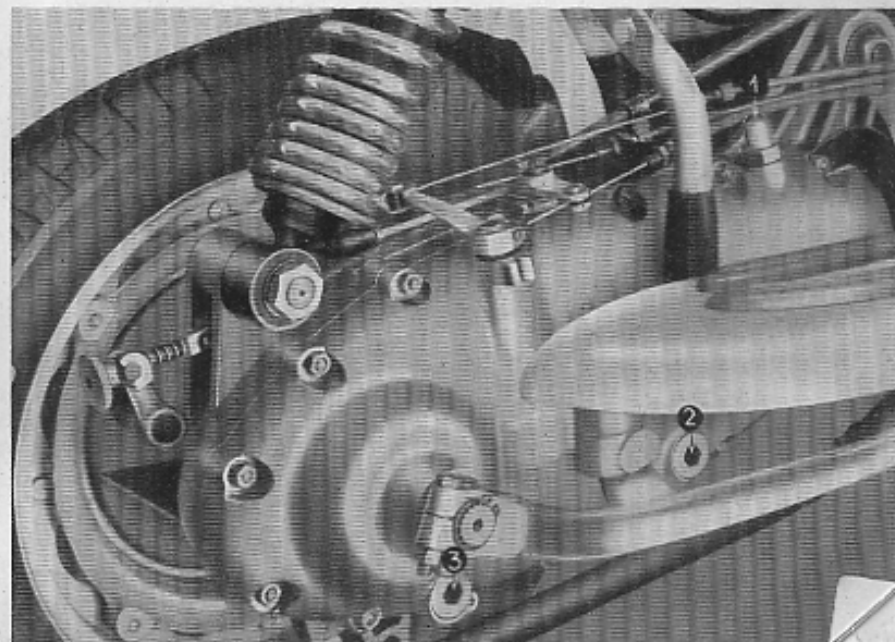


Fig. 17

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

Fig. 18



### Lubrication:

#### Crankcase:

re-establish level with oil **BP Energol Transmission SAE 90**.

To do this, unscrew oil level and filler plugs, pour in oil until this begins to flow from level plug (see fig. 18).

Clutch cable knuckles

Gear change cable knuckles, twin lever.

Rear brake knuckles.

Front brake knuckles.

Front brake cam pin.

Lubricate with  
**BP Energol  
Transmission SAE 90**

Rear brake cam pin.

Handlebar control lever knuckles.

Rear brake pedal pin.

Grease with  
**BP Energol A1**

### Every 2500 miles (4000 km):

Clutch control: check adjustment (see page 12)

Flywheel magneto contact breaker points: clean and set gap 1/64" (mm 0.35-0.45); we suggest that adjustment on this part should be carried out by authorised Service Agent.

Flywheel magneto cam oil pad: lubricate.

### Lubrication:

#### Crankcase:

drain oil completely through drain plug (see fig. 18) when the engine is warm.

Replace drain plug, unscrew filler and level plugs; pour in oil until this flows from level plug. Quantity of oil needed 1 1/4 pints of **BP Energol Transmission SAE 90**.

#### Speedometer Drive Box:

grease with gun through nipple. **BP Energol A1**.

#### Front wheel Bearings:

grease with gun through nipples. **BP Energol L3**.

#### Suspension Link Boxes:

grease with gun through nipples. **BP Energol A1**.

### Every 3750 miles (6000 km):

Decarbonise cylinder, cylinder head, piston head and silencer. We strongly recommend that this work be carried out by the Authorised Service Agent.

### Cleaning of scooter

- Wash engine with petroleum, using a brush. Dry with clean rags.
- Wash cellulosed and plastic parts with water, using a sponge. Dry with chamoise leather. **Do not use petrol or petroleum**, otherwise damage will result.

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

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

## TROUBLE CHART

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

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

Possible cause:	Remedy:
Irregular flow of fuel to the carburettor	clean fuel lines and filters. clean out jet.
Flooded carburettor	close fuel tap, open throttle and endeavour to kick start. Or, unscrew and dry out spark plug, replace plug and kick start the motor
Damaged carburettor float	have it replaced at Service Agent.
(if current is reaching H.T. Lead) — dirty spark plug	unscrew and clean.

— electrodes non adjusted	adjust to 0.020" - 0.025" (0.5-0.6 mm).
— faulty spark plug (if current does not reach H. T. Lead)	replace with a new one.
— contact breaker points faulty	take machine to Authorised Service Agent.
— Flywheel magneto or H. T. coil circuits shorting	take machine to Authorised Service Agent.

#### Engine knocking

Incorrect mixture	drawn out and replace with correct fuel mixture.
Pre-ignition	clean spark plug. Decarbonise cylinder head.
Ignition too far advanced	see Authorised Service Agent.

#### Engine misfires

Irregular flow of fuel to the carburettor	check and clean out fuel line.
---	--------------------------------

Spark plug electrode gap too wide	re-adjust to correct gap.
Dirty spark plug	unscrew and clean out.
Contact points dirty or not adjusted	clean and adjust gap between points.

### Explosion in carburettor

Pre-ignition due to excessive overheating of spark plug	change spark plug for one with a higher heat range.
Carbon deposits on spark plug	clean out spark plug.

### Loss of power or excessive overheating

Weak Mixture	adjust by closing slightly the carburettor air screw.
Incorrect timing	adjust timing. Take machine to an authorised service Station.
Exhaust port or silencer partially obstructed	clean out port or silencer.
Cylinder Head loose	tighten cylinder head nuts.

### MAIN FEATURES

Overall length . . . . .	71 3/4" (m. 1.825)
Overall width . . . . .	28" (m. 0.710)
Overall height . . . . .	40 3/4" (m. 1.038)
Ground clearance . . . . .	6 1/2" (m. 0.165)
Wheel base . . . . .	51" (m. 1.290)

Central frame in steel tube.

Bodywork in pressed steel sheet.

Front suspension by means of trailing links, variable pitch helical springs.

Rear-suspension, swinging engine unit with shock absorber carrying a helical spring of unequal pitch.

Centre stand with two arms.

Unladen weight . . . . .	231 lbs. (105 kg).
Fuel tank capacity . . . . .	1.9 imp. gals (2.3 U.S. gals 8,7 Lt).

Maximum speed	
driver bent onward (according to the CUNA standard) . . . . .	52/54 mph. (84/86 km/h).
driver sitting . . . . .	48,5/50 mph. (78/80 km/h).

Fuel consumption (according to CUNA standard) . . . . .	120 m. p. imp. gal (74 m. p. U. S. gal 2,2 Lt./100 km.).
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Uphill . . . . .	4th. gear 9% 3rd. gear 14% 2nd. gear 22% 1st. gear 35%
------------------	---



## Engine

two stroke single cylinder. Forced air cooled.

Bore . . . . .	57 mm
Stroke . . . . .	58 mm
Capacity . . . . .	148 cc.
Compression ratio . . . . .	7.0
Maximum output . . . . .	6.5 HP. at 5300 r.p.m.
Lubrication . . . . .	Petrol
Starting . . . . .	Kickstart pedal

## Carburettor

Dell'Orto MB 19-BS 5. Silencing air filter - calm air - intake.

## Ignition

by flywheel magneto and external H. T. coil - Spark Plug. 225 Heat Range. Bosch scale, long react. Fixed advanced ignition.

## Clutch

multi-disc in oil bath.

## Transmission

double row chain

Four speed constant mesh in oil bath.

Gear ratio:

1st.	1:	13.95
2nd.	1:	9.00
3rd.	1:	6.67
4th.	1:	5.22

## Wheels and brakes

Interchangeable wheels.

Rims: in pressed sheet, split in two halves.

Brakes: internal expansion.

Tyres: 3.5' x 10".

Tyre Pressures:

Front: 13 lbs./sq.in. (0.9 kg/cm<sup>2</sup>)

Rear (rider only): 18 lbs./sq.in. (1.25 kg/cm<sup>2</sup>)

Rear (with pillion): 32 lbs./sq.in. (2.25 kg/cm<sup>2</sup>)

## Electrical equipment (machines without parking and stop lights)

Generator: flywheel magneto 27 W 4 pole.

Lights: 1 twin filament headlamp bulb 6V, 25/25W;

1 pilot light bulb in headlamp 12 V, 10 W;

1 rear lamp bulb 6V, 3W;

1 speedometer bulb 6 V, 1.5 W.

## Electrical equipment (machines equipped with stop lights)

Generator: flywheel magneto 27 W 4 pole.

Lights: 1 twin filament headlamp bulb 6V, 25/25W;

1 pilot light bulb in headlamp 6V, 5W;

1 rear lamp bulb 6V, 3W;

2 stop light bulbs 6V, 3W;

1 speedometer bulb 12V, 2.5W.

**Electrical equipment** (machines equipped with parking lights)

Generator: flywheel magneto 27 W 4 pole.

Fuse: 8 (or 5) Amp.

Battery: 5 Ah.

Lights: 1 twin filament headlamp bulb 6V, 25/25W;

1 parking or pilot light bulb in headlamp 6V, 3W;

1 rear lamp bulb 6V, 3W;

1 speedometer bulb 12V, 2.5W.

**Note**

In Great Britain use grease according to the following equivalence

BP Energrease A<sub>1</sub> = BP Energrease L<sub>2</sub>

BP Energrease L<sub>3</sub> = BP Energrease L<sub>2</sub>

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