

Lambretta
INNOCENTI

instruction booklet

150 li

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motor division





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*We are honoured and pleased to welcome you amongst the owners of a **Lambretta 150 li** and appreciate your choice of 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 care 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 the world a network of Authorized Lambretta Service Dealers, with trained personnel and fully equipped with tools and original spare parts to ensure the perfect functioning of your machine. Accept our advice and take advantage of their skill and expert knowledge at any time, bearing in mind that every member of this great Lambretta Organization is at your service.

*We wish you « Bon voyage » and a wonderful time on your new **Lambretta 150 li** designed for you, the connoisseur.*

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Lambretta 150 li/third series

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IDENTIFICATION OF SCOOTER

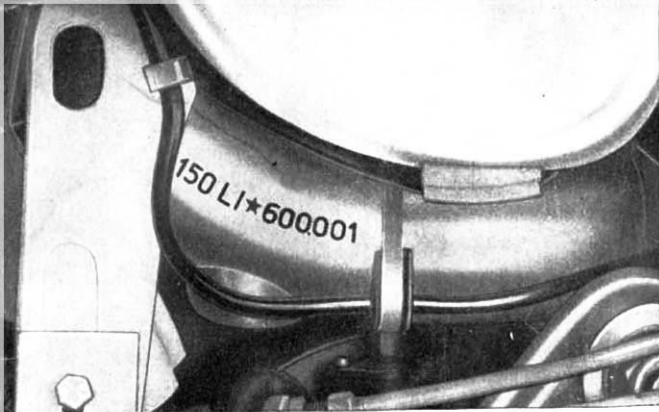
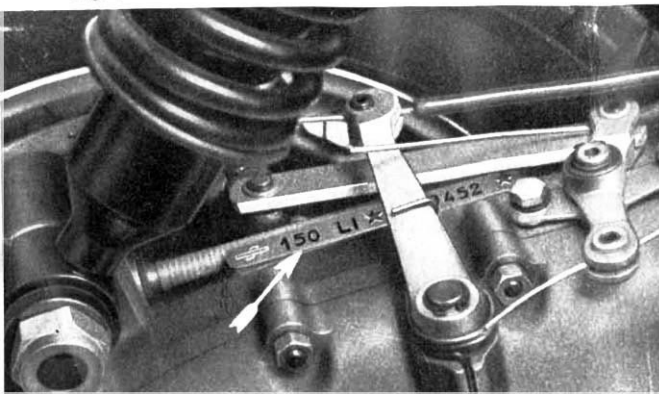


Fig. 1

Fig. 2



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



KEYS

The sets of keys supplied with your scooter are for the steering lock fitted under the left hand of the handlebar (see fig.3) and for the luggage box situated in the central front rib of the frame (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.

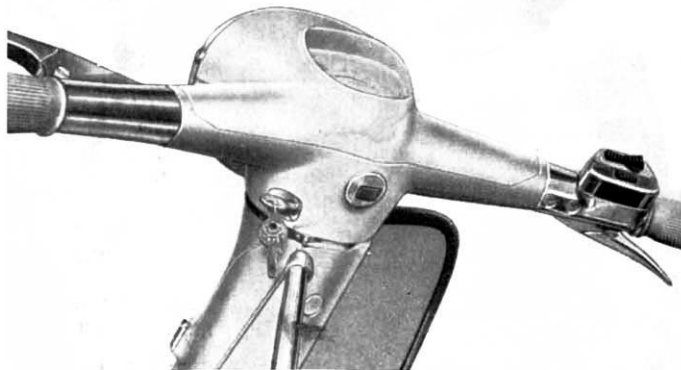
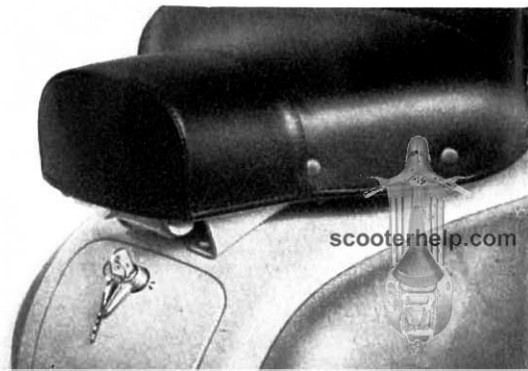
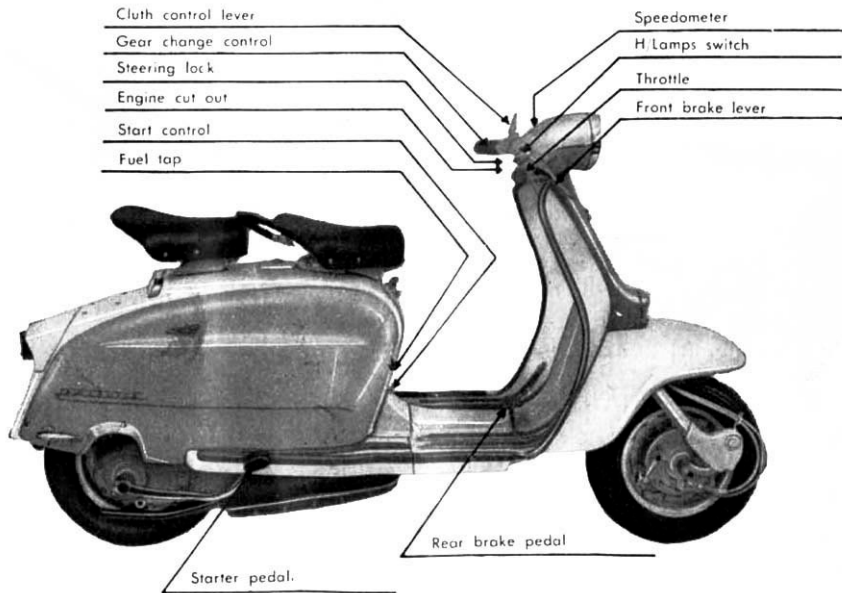


Fig. 3

Fig. 4



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CONTROLS

Fig. 5 shows the controls on your scooter. They are:

Fig. 5

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On the handlebar

Right hand: throttle twist grip and front brake lever, 3-way double lever switch, with upper lever for headlamp beam control and horn button. The three positions of the switch are: middle: lights out for day driving; to the left: headlamp and rear lights on for night driving; to the right: pilot and rear lights on for city night driving.

Left hand: clutch control lever and gear change control.

Centre - facing driver: engine cut out button and, under left hand handlebar arm, the 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 locked or unlocked position.

On top of handlebar: Speedometer.

On the footboard

Right hand side: Rear brake pedal, which also controls stop light switch.

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 stands-still, it is advisable to turn tap to closed position. The 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 $1\frac{3}{4}$ pints (0.75 Lt) available (in other words a further $15\frac{1}{2}$ miles approximately).



1. Closed
2. Open
3. Reserve

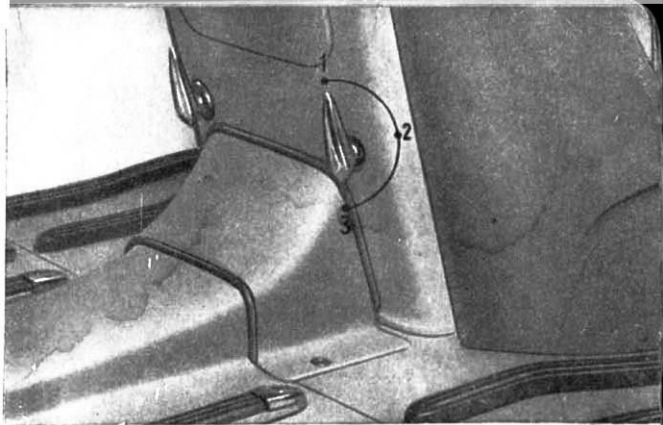


Fig. 6

On Right hand side: start control. Turn start control lever 180° anteclockwise (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 starting, ensure that gear is in neutral.



SERVICE INSTRUCTIONS

During running-in period

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

- use a mixture of 4 % oil (1 part in 25) **AGIP F.1 2T** and good standard petrol,
- do not exceed the following speeds:

	1st. gear	2nd. gear	3rd. gear	4th. gear
miles per hour	12	19	24	34
km/h	20	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 overheat** your engine;
- take great care to have your machine fully serviced, as per the service schedule, at the correct time, by one of the authorized service agents.

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

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Fuel - Fuel tank

After the running-in period, use mixture of 2% oil (1 part in 50) **AGIP F.1 2T**.

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 (8,7 Lt) of which 1³/₄ pints (0,75 Lt) are reserve (for the fuel tap, see page 6).

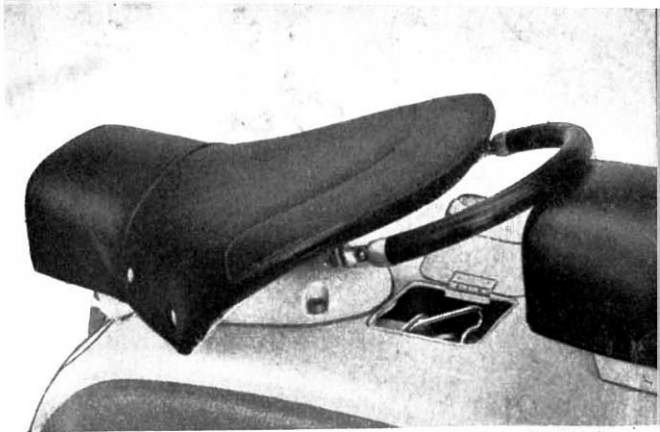


Fig. 7

Wheels

Tyres 3.5-10.

Pressures: front 12 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.



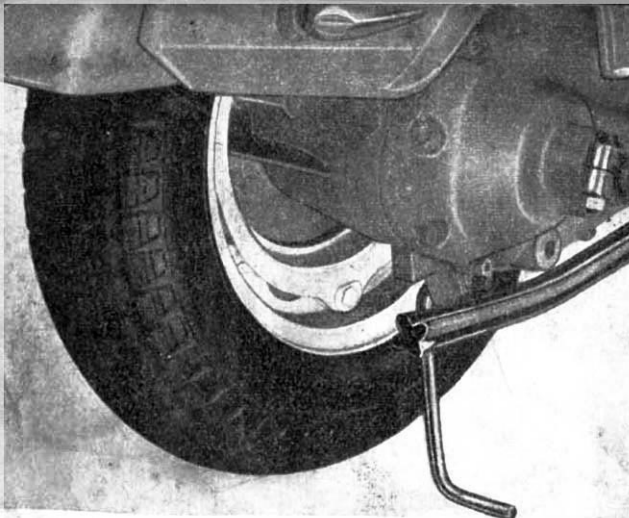


Fig. 8

To remove the rear wheel:

- fit the rear 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 remove tyre from rims:

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

To dismantle, lift machine on its stand. The necessary tools will be found in the luggage box (see page 17).

To remove the front wheel:

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



Brakes

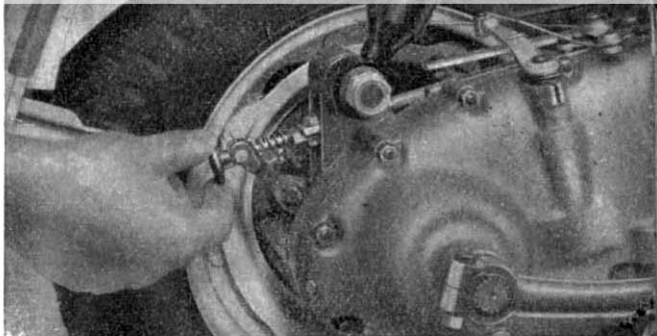
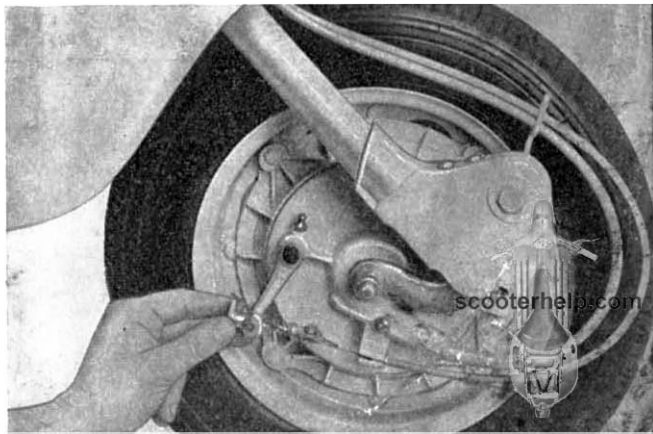


Fig. 9

Fig. 10

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).



Clutch

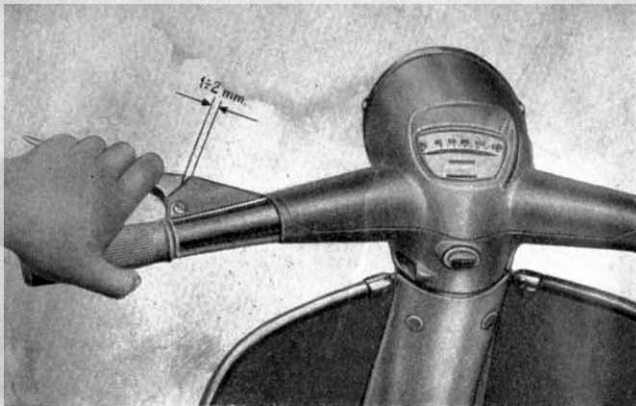
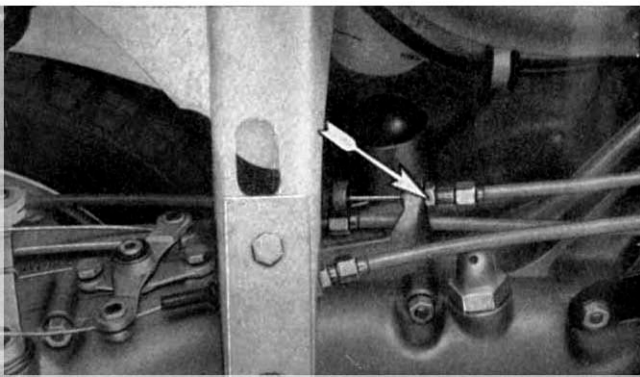


Fig. 11 $1 \div 2$ mm equal 1/16" approx.

Fig. 12



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 9).

Place a vertical screen as shown in fig. 13.

Put the scooter under the normal load conditions.

Loosen the three screws «V» shown on the headlamp, fig. 13, rotating it until the upper edge of the zone illuminated by the dipped beam coincides with the horizontal line traced on the screen, then tighten screws.

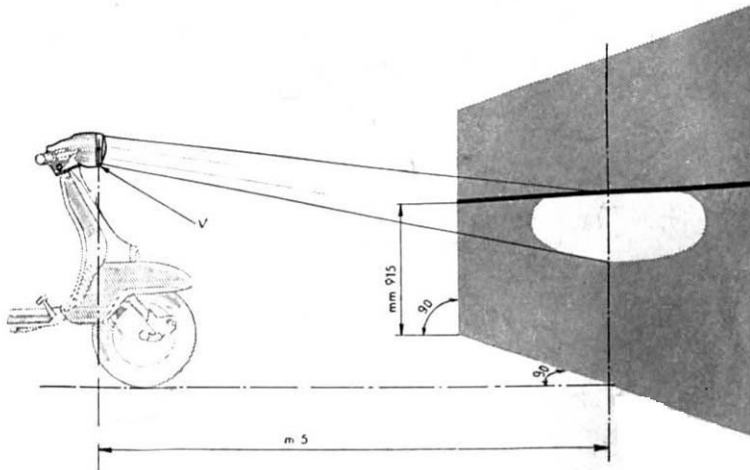


Fig. 13

Fuse (machines with battery)

If when switch double lever is in the right position and all the lights are out, check if fuse is burnt out; if so, replace and look for fault causing the short circuit.

To reach the 8A fuse, protecting the equipment, remove the left hand panel, open the rectifier-regulator cover (see figs. 14-15).

Important: To avoid possible bulb blow outs, ensure that the lights are not switched on while engine is running without ensuring that the battery is properly connected.



Luggage box and tools

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

- 1 double ended box spanner 21-24 mm for the spark plug and wheel nuts;
- 1 hexagon spanner (10 mm) to be used for unscrewing the plugs of the crankcase;
- 1 spanner 14-27 mm for rear wheel nuts;
- 1 double ended spanner 8-10 mm;
- 1 screwdriver;
- 1 rear wheel lifting stand;
- 1 points file;
- 1 4 mm allen key spanner for cable nipple grub screws.

The machine is equipped with a plastic fender, to be put on the central web of the frame, under the car plate.



Fig. 14



Fig. 15

Starting - Running - Stopping

To start the scooter:

- place on centre stand;



- ensure that gear is in neutral;
- open fuel tap (see page 6);
- 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;
- engage next gear;
- let clutch lever out 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;
- stop engine by pressing cut out button.



PERIODIC MAINTENANCE

Every 4 weeks

(only for machines with battery):

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, loosening the set screw, so to unhook the support band itself. 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" (mm 0,5-0,6).

Lubrication:

- Clutch cable knuckles
- Gear change cable knuckles, twin lever
- Rear brake knuckles
- Front brake knuckles
- Front brake cam pin
- Rear brake cam pin
- Handlebar control lever knuckles
- Rear brake pedal pin

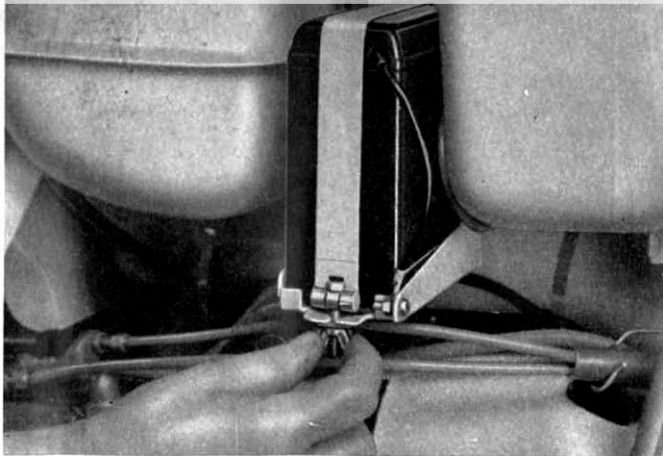


Fig. 16

Grease with
AGIP F.1 Grease 15



Crankcase: re-establish level with **AGIP F.1 Rotra SAE 90**. To do this, unscrew oil level and filler plugs, pour in oil until this begins to flow from level plug (see fig. 19).

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 of this part is carried out by Authorized Service Agent.

Flywheel magneto cam oil pad: lubricate.

Carburettor air filter take out filter cartridge from air inlet box (see figs. 17-18), clean by sharking and blowing with low pressure air. **Do not wash in petrol.**

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

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

Lubrication:

Crankcase: drain oil completely through drain plug (see fig. 19) 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 **AGIP F.1 Rotra SAE 90**.



Fig. 17



Fig. 18



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Speedometer drive box: grease with gun through nipple (about 1 gr.) **AGIP F.1 Grease 15.**

Front wheel bearings: grease with gun through nipple **AGIP F.1 Grease 30.**

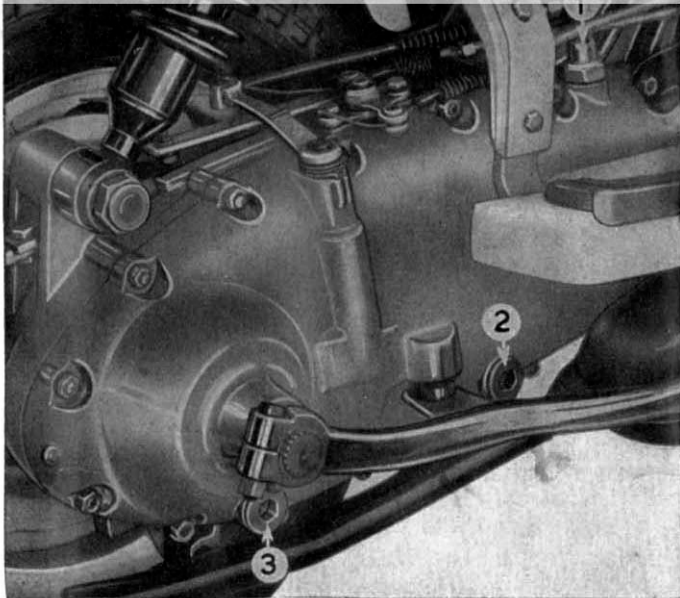
Front suspension knuckles: grease with gun through nipple **AGIP F.1 Grease 15.**

CLEANING OF SCOOTER

- Wash engine with paraffin, 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 washing the bolt with water, protect the suction hose under the saddle in order to avoid water wetting suction box and filter cartridge.



1 - oil filler plug

2 - oil level plug

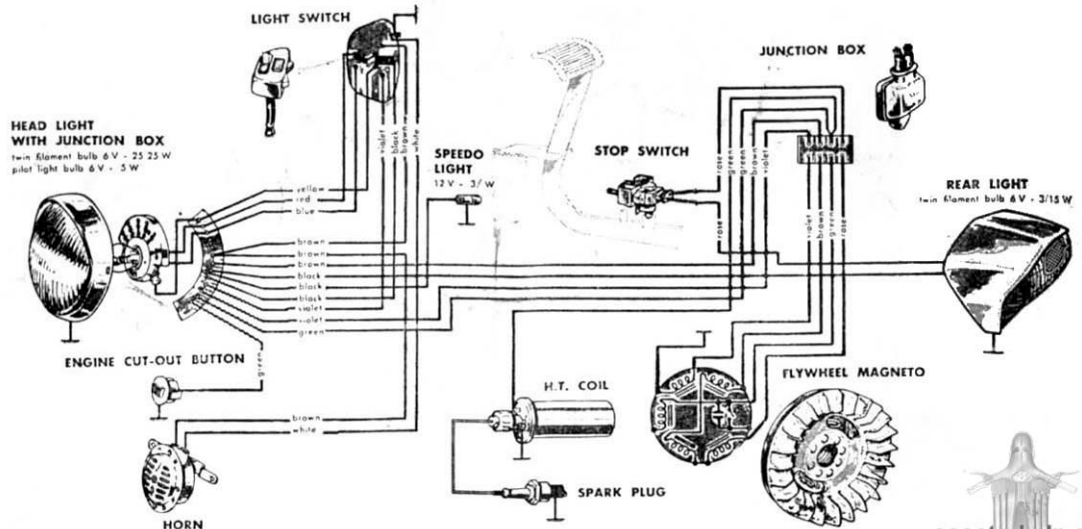
3 - oil drain plug

Fig. 19

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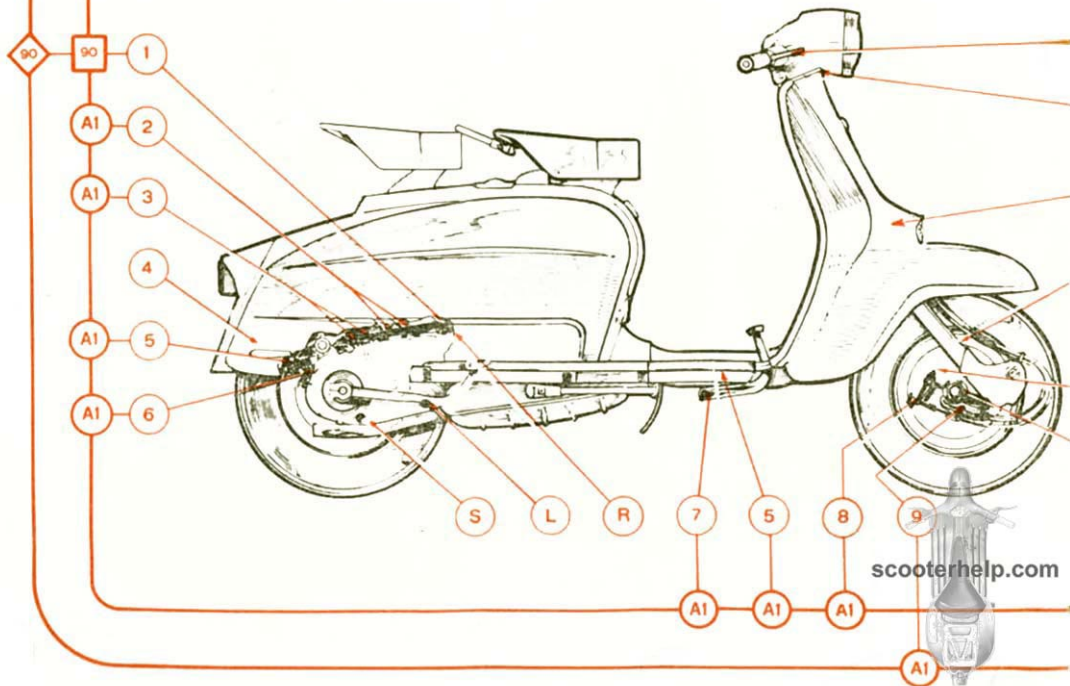


WIRING DIAGRAM (machine without battery)



Every 2500 miles

Every 1250 miles



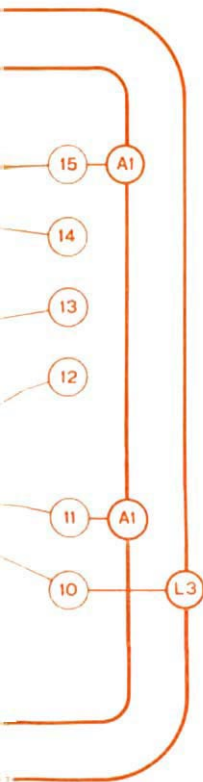
LUBRICATION DIAGRAM (See page 29)

PERIODIC LUBRICATION — (1) Crankcase: change oil after first 1000 miles (1500 km.) using AGIP F.1 Rotra SAE 90. (2) Gear change knuckles, twin lever. (3) Clutch and gear change 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) Front brake cam pin. (15) Levers and controls on the handlebar: (lubricate end cylinders of the clutch and brake cables, throttle and gear control drive box on knuckles.

LUBRICATE THESE PARTS WHEN ASSEMBLING SCOOTER AFTER OVERHAUL

1. Part (2), (3), (5), (8) should be lubricated with AGIP F.1 Grease 15.
2. Steering ball bearings, parts (13) (14) should be lubricated with AGIP F.1 Grease 30.
3. Side panel hooks (4) and handlebar control lever knuckles (15) should be lubricated with AGIP F.1 Grease 15.
4. Front suspension helical springs (12) should be smeared with AGIP F.1 Grease 15.
5. Introduce a little AGIP F.1 Grease 15 in control cable coating before mounting wires.

R = oil filter plug. L = oil level plug. S = oil drain plug. 90 means AGIP F.1 Rotra SAE 90. A1 means AGIP F.1 Grease 15. L3 means AGIP F.1 Grease 30.



Grease



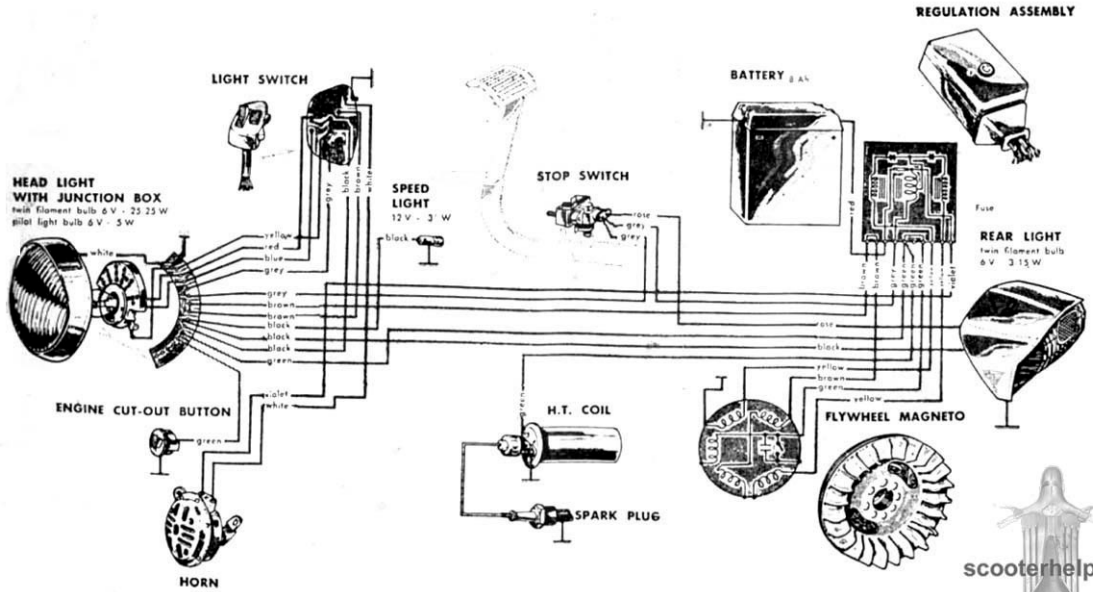
Change oil



Re-establish level



WIRING DIAGRAM (machine with battery)



WHEN THE SCOOTER REMAINS OUT OF USE FOR SOME TIME

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

Machine with battery

- Take out battery, place in dry place to avoid freezing; have it re-charged monthly at an Authorized Service Agent.

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

Engine fails to start, or stops immediately

Possible cause:

Irregular flow of fuel to the carburettor

Flooded carburettor

Damaged carburettor float

Remedy:

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



Ignition faults

If current is reaching H.T. Lead:

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

If current does not reach H.T. Lead:

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

unscrew and clean.

adjust to 0.020"-0.025" (0,5-0,6 mm).

replace with a new one.

take machine to Authorized Service Agent.

take machine to Authorized Service Agent.

Engine knocking

Incorrect mixture

draw out and replace with correct fuel mixture.

Pre-Ignition

clean spark plug. Decarbonise cylinder head.

Ignition too far advanced

see Authorized Service Agent.

Engine misfires

Irregular flow of fuel to the carburettor

Spark plug electrode gap too wide

Dirty spark plug

Contact points dirty or not adjusted

check and clean out fuel passages.

re-adjust to correct gap.

unscrew and clean out.

clean and adjust gap between points.



Explosion in carburettor

Pre-ignition due to excessive overheating of spark plug

Carbon deposits on spark plug

change spark plug for one of a higher heat range.

clean out spark plug.

Loss of power or excessive overheating

Weak mixture

Incorrect timing

Exhaust port or silencer partially obstructed

Cylinder head loose

adjust by closing slightly the carburettor air screw.

adjust timing. Take machine to an Authorized Service Station.

clean out port or silencer.

tighten cylinder head nuts.

MAIN FEATURES

Overall length 71" (m. 1,800)

Overall width 27 1/2" (m. 0,700)

Overall height 41" (m. 1,035)

Ground clearance 6 1/2" (m. 0,165)

Wheel base 51" (m. 1,295)

Central frame in steel tube.

Bodywork in pressed steel sheet.



Front suspension by means of trailing links, carrying two helical springs.

Rear-suspension, swinging engine unit with shock absorber carrying two helical springs.

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 forward	53.5/55 mph. (86 ÷ 88 km/h)
driver normally sitting	50/51 mph. (80 ÷ 82 km/h)
Fuel consumption (according to CUNA standard)	120 m.p. imp. gal. (100 m.p. U.S. gal - 2,2 Lt/100 km)
Uphill	4th gear 1 in 11 (9%) 3rd gear 1 in 7 (14%) 2nd gear 1 in 4,5 (22%) 1st gear 1 in 2,85 (35%)

Engine

Two stroke single cylinder. Forced air cooled.

Bore	57 mm
Stroke	58 mm
Capacity	148 cc
Compression ratio	7.5
Maximum output	6.6 HP at 5300 r.p.m.
Lubrication	Petrol
Starting	Kickstart

Carburettor

DELLORTO SH 18 automatic, with central float chamber; no needle. Silencing air filter.



Ignition

By flywheel magneto and external H.T. coil - Spark plug. 225 Heat Range, Bosch scale, long reach. Fixed advance ignition.

Clutch

Multi-disc in oil bath.

Transmission

Double dow chain.

Gear box

Four speed constant mesh in oil bath. Gear ration:

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.

Tyre: 3.5-10.

Tyres pressures:

Front: 12 lbs. sq.in.

Rear (rider only): 18 lbs. sq.in.

Rear (with pillion): 32 lbs. sq.in.

Electrical equipment (machines without battery)

The electrical equipment is fed directly by the six-poles flywheel magneto with a rated power of 27 Watt.



The armature windings of the flywheel are made out of 5 coils: 3 of them are independent, 2 are connected in series, this according to the apparatus characteristics and utilization circuits concerned.

The 3 independent coils feed the ignition circuit (green), the city lights one (violet), the stopping light one (rose).

The 2 connected coils feed the warning horn circuit and the high and low beam circuit.

Electrical equipment (machines with battery)

The electrical equipment is directly fed by the 6 poles - 27 W flywheel magneto, which gives power to the H.T. coil and, with commutator positioned for night driving in not lighted areas, to the double filament light bulb, to the speedometer bulb and, for this commutator position only, to the car plate filament. Through a rectifier, keeps the battery charge and gives power to all other lights.

— Fuse: 8 A.

— Battery: 8 Ah.

Bulbs

Position	Use	No.	Characteristics		
			Electrical data	Bulb	Socket
Head lamp	dazzle and anti-dazzle light	1	6 V-25/25 W	Spherical	BA 20 d
Head lamp	pilot light	1	6 V-5 W	Festoon length = 39 mm $\phi = 11$ mm	S 8,5/9,5
Speedometer	speedometer light	1	12 V-3 W	Cylindrical	BA 7
Rear light	number plate light/stop light	1	6 V-3/15 W	Spherical	BAY 15 d/19

LUBRICATION (See pages 20-21)

In case it should not be easy to find **AGIP** products, we recommend, in relation to the various parts, the following lubricants:

For fuel mixture

Energol two stroke

Crankcase

Energol Gear Oil SAE 90

(2) Gear change knuckles twin lever - (3) Clutch and gear change knuckles - (5) Rear brake knuckles - (8) Front brake knuckles - (11) Front brake cam pin
(4) Side panel hooks - (6) Rear brake cam pin - (7) Rear brake pedal pin - (9) Speedometer drive box - (12) Front suspension helical springs - (15) Levers and controls on the handlebar

Grease with
Energrease A1

(10) Front wheel bearings - (13) (14) steering ball bearings

Grease with
Energrease L3



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GRECIA - AR. ZEIS S.A. - Marni & 9 Averof Street - ATENE - tel. 535123 - 535282

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POLONIA - MOTOIMPORT Ul. Nowy Swiat 11/13 - VARSAVIA - tel. 85071

ROMANIA - TECHNOIMPORT Str. Doamnei, 5 - BUCAREST

RUSSIA - AUTO EXPORT Smolenskaja p. 32/34 - MOSKVA G-200 - tel. 442848

TURCHIA - ARÇELIK A. S. Sütlüce, Karaagac Caddesi N° 2-4 - HALICIOGLU-ISTANBUL - tel. 494400

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CONTENTS

Identification of the scooter page 3

Keys » 4

Controls » 5

Service instructions

During running-in period » 8

Fuel - Fuel tank » 9

Wheels » 9

Brakes » 11

Clutch » 12

Headlamp adjustment » 13

Fuse » 13

Luggage box and tools » 14

Starting - running - stopping » 14

Periodic maintenance

Every 4 weeks » 16

Every 1.250 miles (2000 km) » 16

Every 2.500 miles (4000 km) » 17



Cleaning of scooter	page 18
Wiring diagram (machine without battery)	» 19
Lubrication diagram	» 20-21
Wiring diagram (machine with battery)	» 22
When the scooter remains out of use for sometime	» 23
Trouble chart - A guide to assist in tracing and rectifying common faults	» 23
Main features	» 25
Bulbs	» 28
Lambretta Organization	» 30



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