

Lambretta 150 d

Lambretta 150 ld



Instruction Manual

IMPORTANT—LUBRICATION

MODELS P and LD

ENGINE. Thoroughly mix $\frac{1}{2}$ pint of oil with each gallon of petrol before filling the tank. After standing over-night, and particularly for longer periods, the machine should be rocked to re-mix any separation of the oil and petrol mixture which may have occurred. Use one of the following grades:—
MOBIL OIL A or MOBILMIX TT, CASTROL TWO-STROKE OIL or CASTROL XL, ENERGOL SAE 30, SHELL X-100 30, ESSOLUBE 30.

GEARBOX. For the first 1000 miles it is recommended that the box be emptied and refilled ($\frac{1}{2}$ -pint) every 500 miles. Thereafter drain and refill every 1000 miles. For U.K. winter and cold climates use one of the engine oils mentioned above. For U.K. summer and warm climates use one of the following:—
MOBIL OIL BB, CASTROL XXL, ENERGOL SAE 40, SHELL X-100 40, ESSOLUBE 40.

TRANSMISSION CASE. (see page 18). Keep filled to correct level with one of the following grades:—
MOBILUBE GX 140, CASTROL HI-PRESS, ENERGOL EP SAE 140, SHELL SPIRAX 140 EP, ESSO EXPEE COMPOUND 140.

FRAME GREASING. Lubricate with one of the following greases:—
MOBILGREASE No. 5, CASTROLLEASE CL, ENERGREASE AO, SHELL RETINAX A or CD, ESSO GREASE.

Certain of the Oil Companies whose lubricants are recommended provide dispensing equipment which ensures the use of a petrol/oil mixture for two-stroke engines in the correct proportions. Service by means of such equipment is approved by us.

Here you are now in possession of the new Lambretta, which will give you indisputable proof of the qualities you expect to find.

In effect, it has been expressly designed to meet your requirements: whether you think of using it for business or for pleasure purposes.

The Lambretta is still available in a dual version: the deluxe model, named LD/150, with side panels, and the standard model, named D 150, without covering.

A great deal of research and experiment on the part of our technical staff, customer requirements and present-day traffic conditions decided the INNOCENTI Works to design and manufacture a new sturdy motor scooter, having a cubic capacity of 150 cm³.

Before using your new machine remember that each

mechanical organ needs care. The first thing is to consider its moving elements and their method of working; learn further all the possibilities of your Lambretta and treat it sensibly. It always pays to be gentle with a new engine so that it turns over sweetly, by this way you will keep its essential specifications unaltered.

You will find here, briefly summarized, some fundamental hints and instructions needed by the user to avoid inconveniences and mistakes. Do not neglect to read this booklet and follow our suggestions: you will be well-rewarded by keeping your machine at its full efficiency even after long use.

We feel grateful for your choice: it will be a pleasure to count you from now on among our affectionate Lambretta-riders.

**Instruction
Manual**

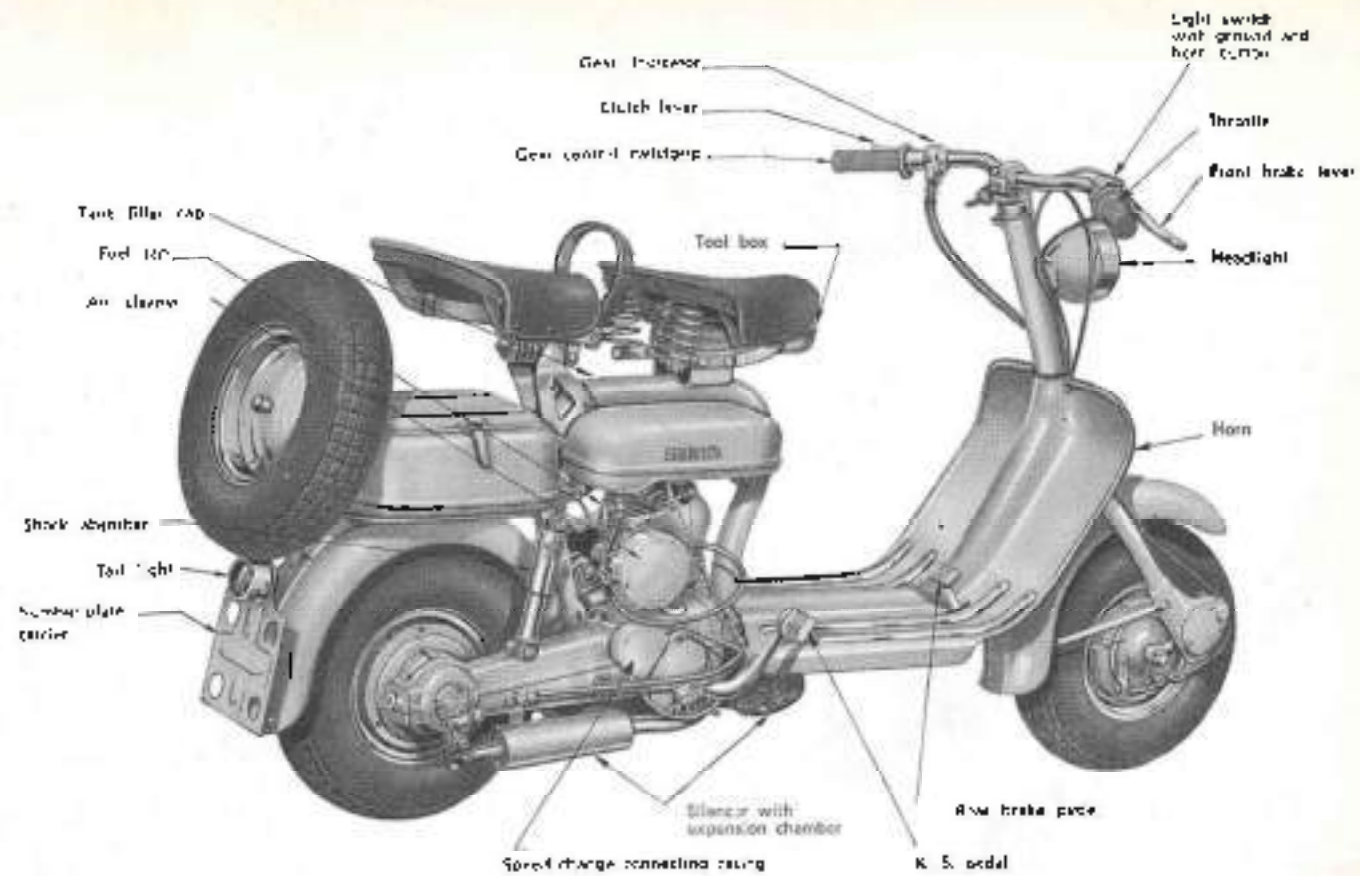


Fig. 1

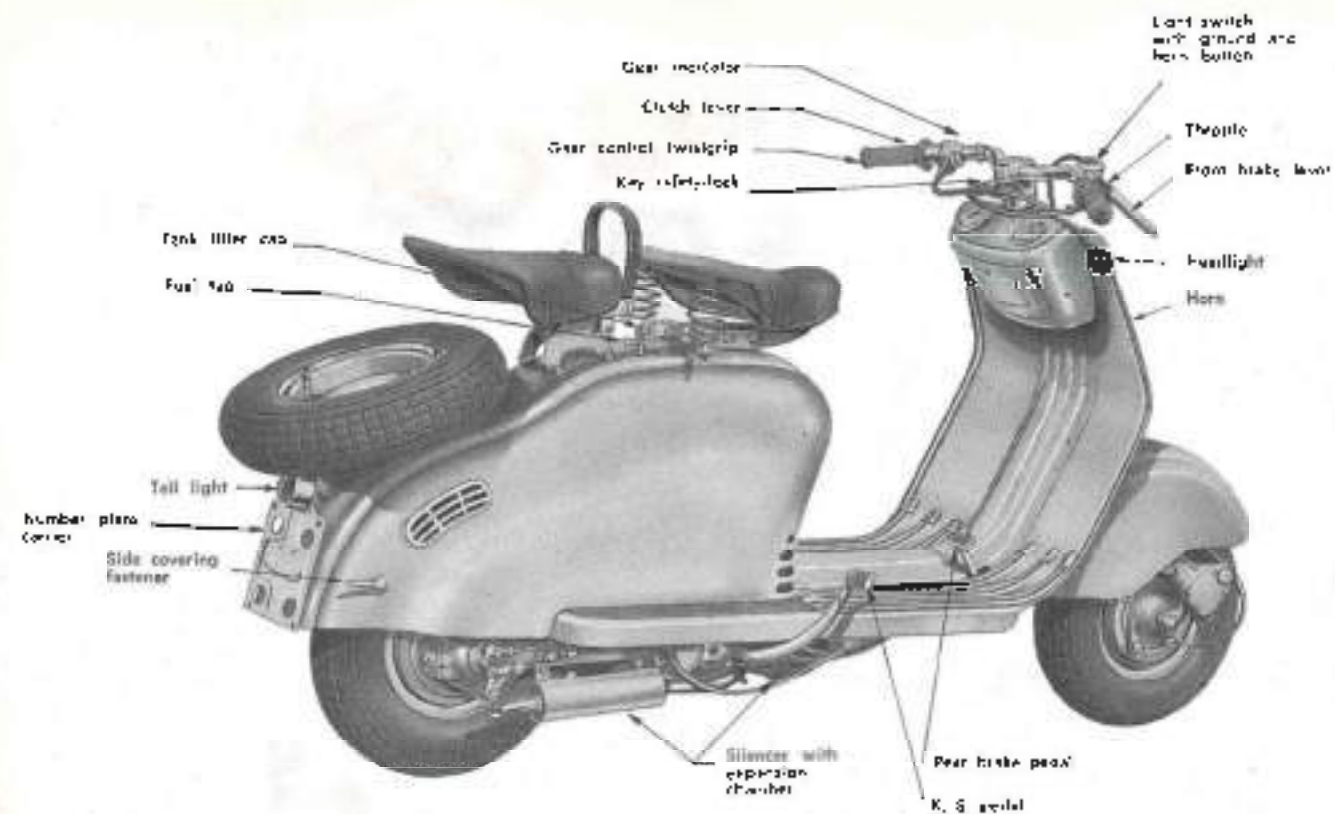


Fig. 2

Vehicle

	Mod. d	Mod. Id
Overall length . . .	70" (1,770 m)	70" (1,770 m)
Overall height . . .	38" (0,960 m)	38" (0,960 m)
Ground clearance . . .	4-3/8" (0,110 m)	4-3/8" (0,110 m)
Width (Hand-lebar) . . .	29" (0,740 m)	25" (0,740 m)
Wheelbase . . .	50-1/2" (1,281 m)	50-1/2" (1,281 m)
Unloaded weight . . .	165 lbs (75 kg)	194 lbs (88 kg)
Max speed	47-50 m.p.h. (75-80 km/h)	
Fuel consumption . . .	1,40 m.p.g. at normal speed	

Uphill:

low gear	35 % gear ratio 1:12,9
second gear	20 % gear ratio 1: 7,5
top gear	10 % gear ratio 1:4,75

Engine

2-stroke single cylinder engine	
Capacity	148 cc.
Bore	2,244" (57 mm)
Stroke	2,260" (58 mm)
Compression ratio	6,5
HP output max	6
r.p.m.	4750
Cylinder of high quality wear-resistant cast iron	
Cylinder head of light alloy, die cast	
Cast piston of light alloy, wear resistant	
Connecting rod of high-tensile steel with needle bearings on big end	
Built-up crankshaft carried in ball and roller bearings	
Lubrication by petrol (gas and oil mixture)	

Del'Orto MA 1984 carburettor incorporating:

- starter device
- petrol filter
- silencing air cleaner

Choke 0,745" (19 mm); max jet 0,0263" (72/100 mm)

Ignition by flywheel magneto and outside high tension coil - Advance setting when standing 4-pole magneto (28 Watt)

Side-located spark plug. Heat range: 240 Bosch Scale (KLG F 80; Champion L 115 Lodge H.H. 14).

Starting by pedal.

Forced draught cooling by fan fitted on the flywheel.

Clutch

Multi-plate type running in oil bath; operated by lever on the left twistgrip. Adjusting device, us: near the lever (fig. 1-2).

Gearbox

3-speed. Contact mesh gears in oil bath made of high-tensile steel. Hand control by left twistgrip and flexible cable (fig. 1-2). Gear position indicator near the twistgrip.

Transmission

From engine to gearbox by bevel gears; from gearbox to the rear bevel gears by torsion shaft especially efficient against sudden variations of the revolution rate. Bevel gears running in oil bath. The shaft is enclosed in the transmission case A (fig. 10). The connection for the speedometer drive is to be found under the cap B (fig. 10) 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 trailing links. Each trailing link 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 A (fig. 10), and pivoting on a robust pin (B) incorporated in the frame.

Through its movement the swinging arm leads 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 when the load increases.

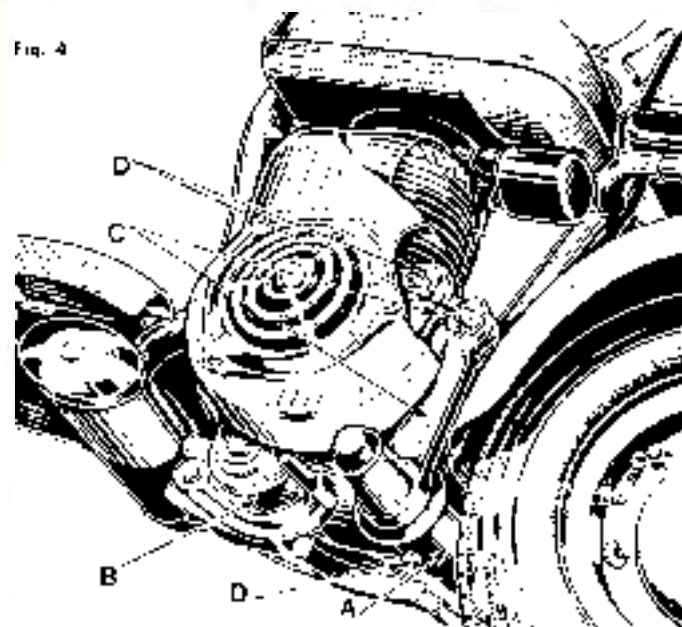
The fitting of a hydraulic damper remarkably increases springing comfort.

The return lever knuckles and the torsion bar are properly protected and lubricated by means of grease guns (D).



Fig. 3

Fig. 4



Brakes

Internal expanding type brakes with flexible control, operated by hand on the front wheel and by pedal on the rear wheel. (See adjusting device pag. 21).

Wheels

Interchangeable. The rear wheel is detachable like motor car wheels. Easy dismantling of the pressed steel sheet rims. 4.00-8" tyres. Inflating pressure: 14 - 16 lbs./s.i.

for the front tyre 22 - 25 lbs./s.i. for the rear tyre with a lion rider.

Tank

Fuel capacity:
Model 11 = 1,4 gals (6,3 lt) including 1,5 gal (0,7 lt) reserve

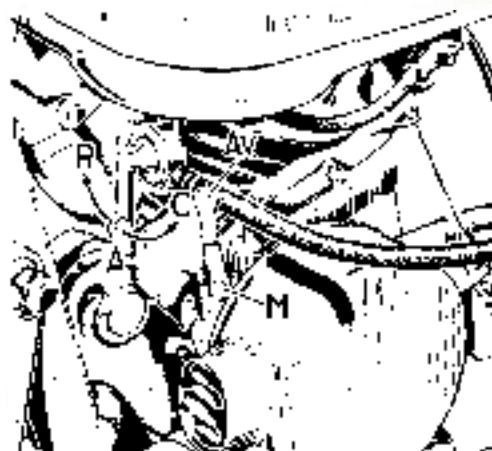


Fig. 5

Model id - 1,55 gal. (7.1 lt) including 1/2 pt. (0.7 lt) reserve
3-way tap (See fig. 5 b)
C - close -- A = open
R - reserve.

Electrical System

By flywheel magnets. Headlight with twin filament bulb 6V-25/25W and 12V - 10 W pilot lamp. Tail light with red gem (6V - 5W). Lighting switch, on the right handlebar, of lever type; the lever serves to earth the engine as well. Horn push button coupled with the switch.
If an illuminated speedometer is fitted, the 6V - 1,5 W bulb socket is to be derived from the terminal

plate located into the head lamp. (See Wiring Diagram).

Note: In such a case, the tail lamp bulb must be replaced with a 6V-3W one.

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") and for rear wheel bulb 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 id it is located under the covering, readily accessible by dismantling the right side pane

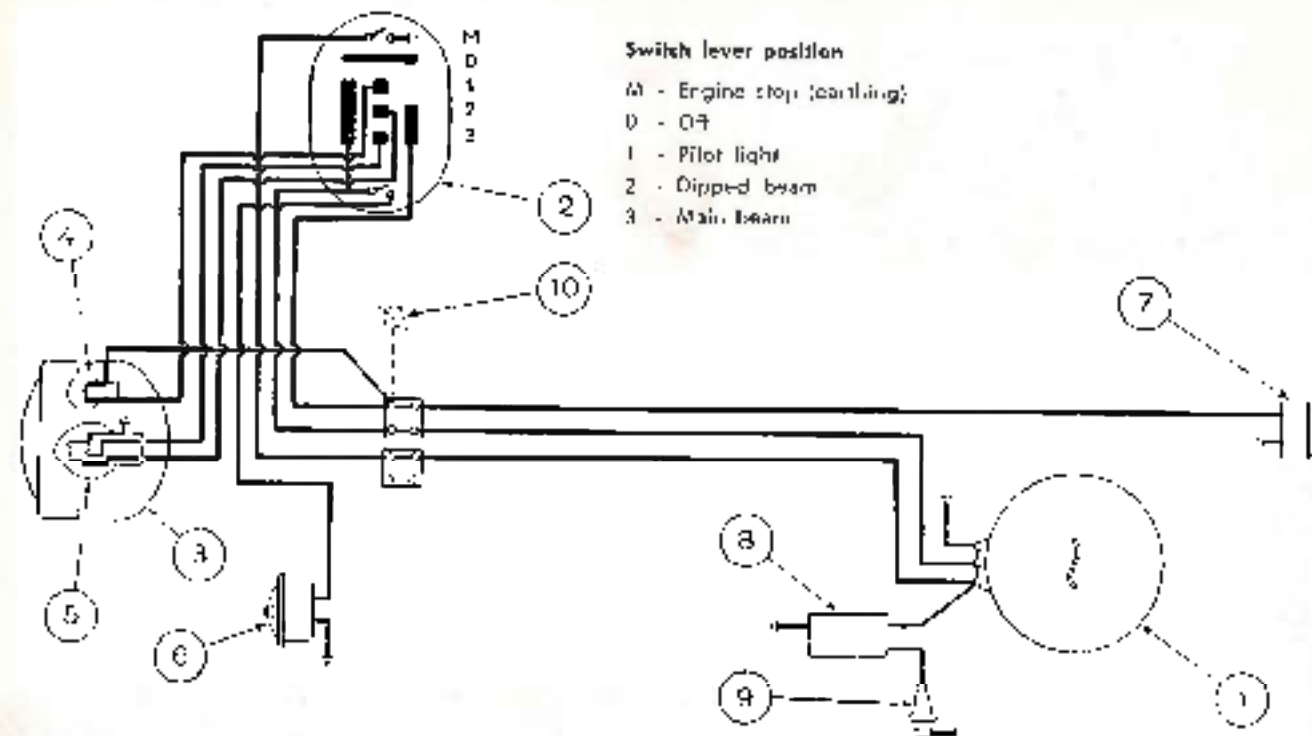
Accessories

Mod. d: pillion seat, luggage box, spare wheel, footrests for pillion rider. (Optional-extras).
Mod. id: pillion seat and spare wheel. (Optional-extras).
All accessories can be supplied with the necessary supports and fittings.

Safety-lock

Both models are provided with key safety-lock.

WIRING DIAGRAM



Switch lever position

- (A) - Engine stop (earthing)
- D - Off
- 1 - Pilot light
- 2 - Dipped beam
- 3 - Main beam

1. Flywheel magneto - 2. Lighting switch with horn button - 3. Head light - 4. Pilot light bulb - 5. Twin filament bulb - 6. Horn - 7. Tail light - 8. H.T. coil - 9. Spark plug - 10. Speedometer bulb.

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 skills are 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 900 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 tank. Use only good petrol mixed with fluid mineral oil (corresponding to SAE 30) in the following volume proportion -

8 % for the first 900 miles,
6 % afterwards.

We recommend MOBIL OIL 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.

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

Lubricants

Check oil level through the corresponding plug holes. Use for lubricating the gearbox the same oil as indicated for the mixture (MOBIL OIL A). During Summer months or in hot regions use a quality of oil corresponding to SAE 50 (MOBIL OIL RB of the Vacuum Co.). For transmission bevel gears the use of differential oil is recommended (MOBILUBE 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 main 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.

Idle running is obtained by adjusting the air inlet horizontal screw fitted outside the carburettor.

We recommend that when the Lambretta motor scooter is not used for a long time, to check that no petrol has got into the carburettor. Then there will be no chance of oil clogging the jet. When next the machine is required, rock it from side to side, to ensure that oil and petrol mix properly. On model Id, to inspect the carburettor remove the right side panel of the covering.

Starting

First check on the indicator to see if the gear is in neutral (between low and second gear), close throttle control; on d Model lift the starting device lever to the vertical position « Av » (See fig. 5). On Id Model pull the button B, placed on the left hand panel, in « Av » position, and then actuate the starting pedal. When the engine has started, return both lever and button back to their initial position « M ».

Speed change

The speed change control is located on the l. h. twistgrip (fig. 1-2) and is hand operated. When changing speed, reduce throttle, declutch and put in gear, smoothly rotating the twistgrip. Then gradually release the clutch operating lever and accelerate the engine especially when starting, to

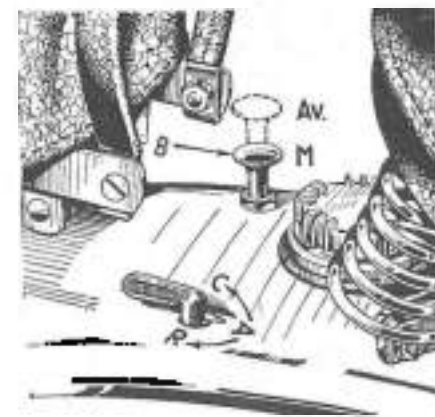


Fig. 6

PERIODIC MAINTENANCE

Lubricate the indicated points:

(1) Rear suspension lever knuckles and torsion bar lever (2) Gearbox: Drain and refill after the first 300 miles (500 km).

During the Summer months or in hot regions use Mobiloil BB. (3) Clutch control cable knuckles. (4) Rear bevel gears. (5) Rear brake cable knuckles. (7) Rear brake pin. (8) Rear brake pedal pin. (9) Front brake cable knuckles. (10) Front suspension casings. (11) Front wheel bearings. (12) Front brake pin. (13) Control and lever knuckles on the handlebar (front brake, throttle, clutch and gearbox).

C = Rear bevel gear casing filler cap

E = Gearbox oil filler cap

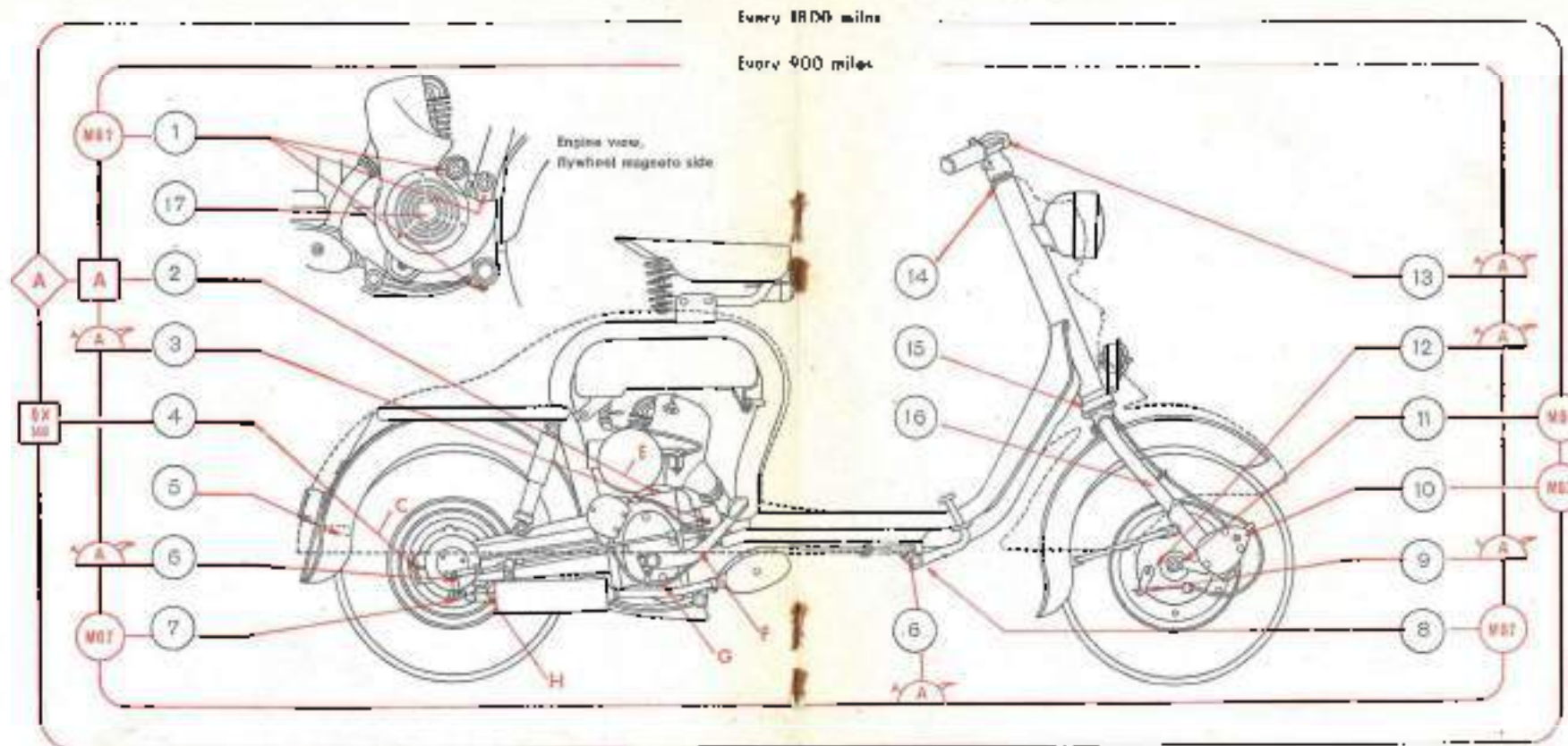
F = Gearbox oil level cap

G = Gearbox oil drain cap

H = Rear bevel gear casing drain cap

Note - The dotted line indicates the outline of model 1d bodywork.

LUBRICATION 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 (14) (15), steering ball bearings and (15) side covering fasteners (Model 1d) must be lubricated when reassembling with MOBILGREASE n. 2.

3. The front suspension springs to (16), contained in the fork tubes, must be coated when reassembling with MOBILGREASE n. 2.

4. The cavity (17) for the ball bearing seat on the crankshaft, flywheel magneto side, must be filled, then mounting, with BALL BEARING MOBILGREASE.



Symbol explanation: A is Mobiloil A - GX140 is Mobilube GX140 MG2 is Mobilgrease N. 2 - MG5 is Mobilgrease N. 5
Products of the SOCONY VACUUM OIL CO.

avoid clutch straining and engine stalling.

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 gearbox 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 twistgrip backwards. To change up from low to second gear turn the twistgrip forwards until it locks. To shift from second to top gear complete the rotation of the twistgrip. To change down from top to second gear and from second to low gear, turn the twistgrip backwards. To change up from low gear to neutral, half-rotate the twistgrip between low and second gear until you feel a slight stop.

Change gear before it is essen-

tial 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 trailing links (C); place the washers under the nuts, located within the trailing links. 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 b (fig. 9) remove the left side panel (A) loosening the fastener (B).

Very Important

To remove the tyres from rims, loosen on both models the remaining three nuts D (fig. 8-9) after first deflating the tyres.

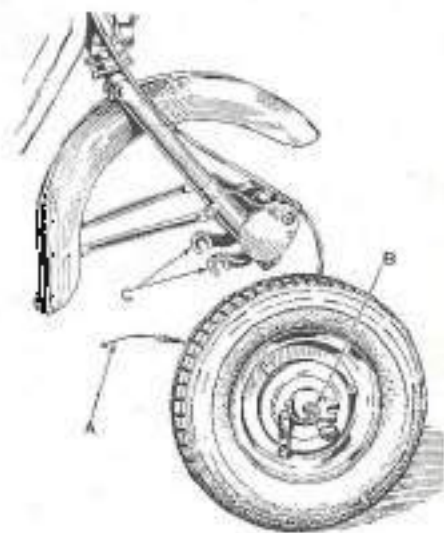


Fig. 7

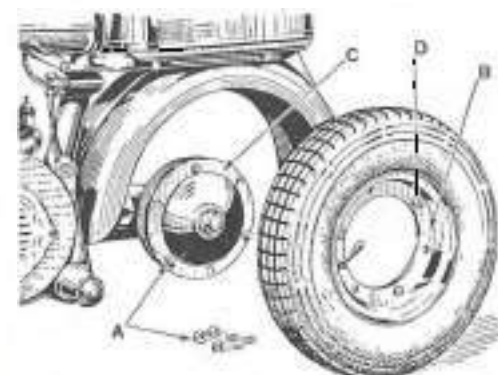


Fig. 8

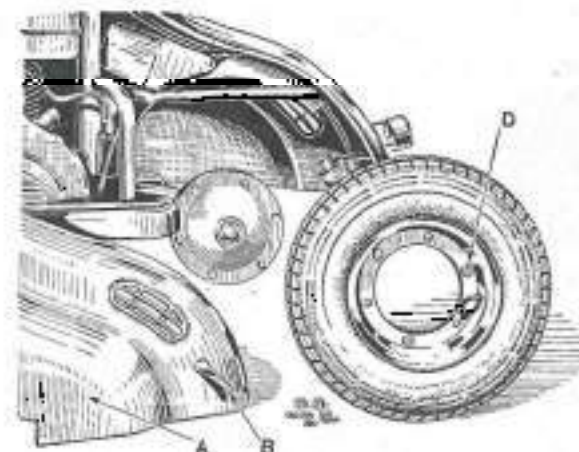


Fig. 9

Miscellaneous

During the first 900 miles (1500 km) do not race the engine or operate 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 le-

ver on the lighting switch box until position M is reached (See Wiring Diagram). Do not run the engine for a long time when the vehicle is at standstill since it is easy to stop and start again.

Every 900 miles (1500 km)
(See Lubrication Diagram)

- * Check the gear-box oil level and pour oil through the plug E until it flows out of the level plug. Then add 1/4 pint of oil again.
- * Lubricate by means of the greasers the rear suspension springing lever knuckles and torsion-bar lever (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).

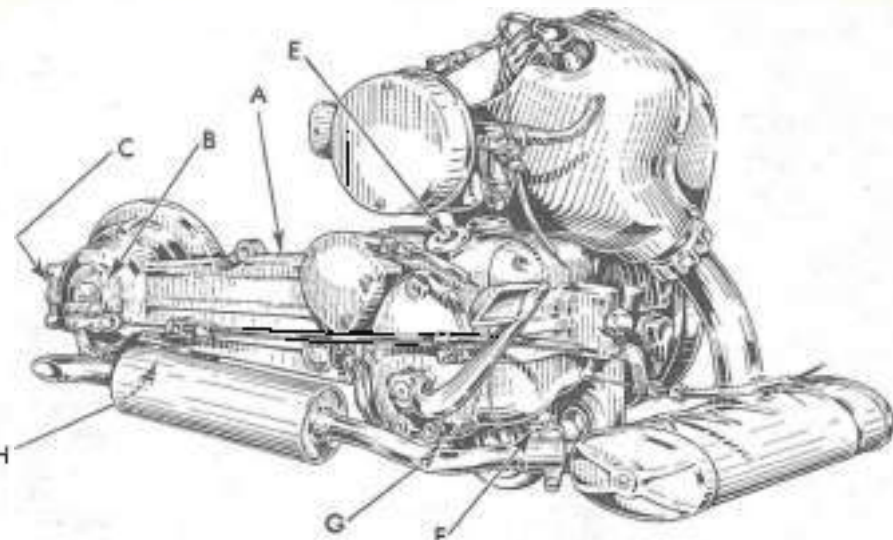


Fig. 10

Every 1800 miles (3000 km)

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

- well to establish oil level in the casing.
- * Lubricate the front wheel bearings, injecting by means of the greaser MOBILGREASE n. 5.
- * Lubricate by means of the greaser 1 the front suspension cas-

- ings, injecting MOBILGREASE n. 2.
- * Dismantle the carburettor filter and remove the foreign matter accumulated.
- * Free the silencer and scrape away all the carbon.

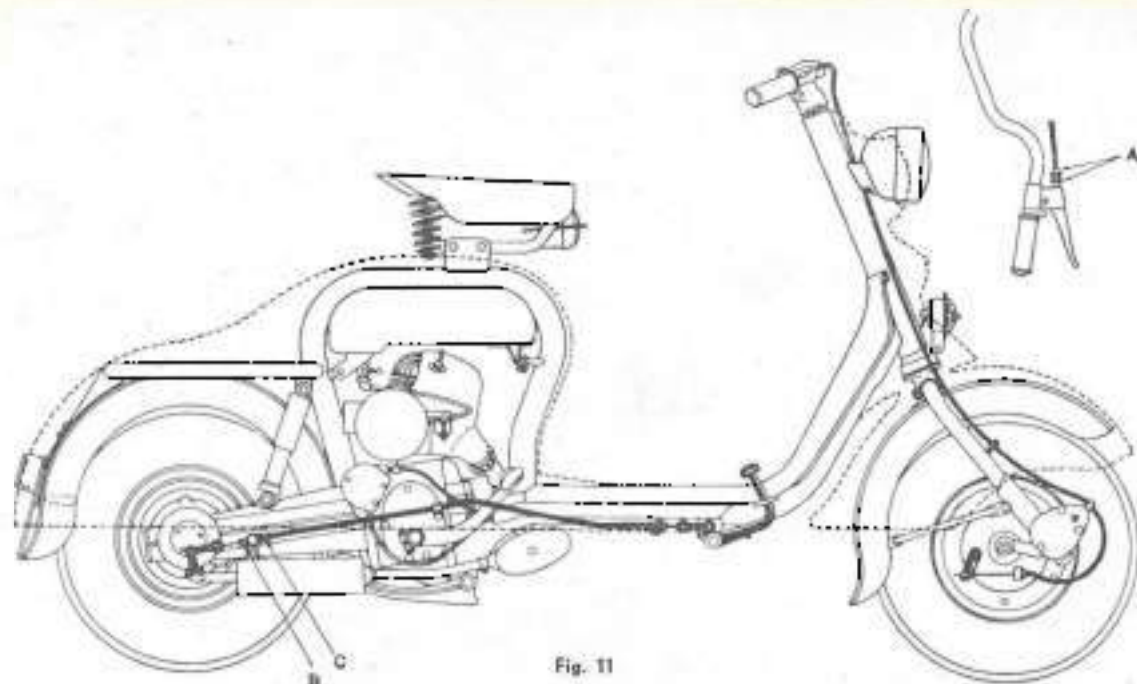


Fig. 11

Every 3000 miles (5000 km)

- * Detach the engine from the frame and decarbonize 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 nuts A on the handlebar lever, for the rear one, adjust the sleeve B and the nut C at the cable end.

Ignition

Check flywheel magneto timing. Ignition should occur at 26° advance angle with respect to the piston v. d. p. corresponding to an arc of 1.4" (31,5 mm) on the FILSO flywheel magneto periphery and 1.5-1.6" (34 mm) on the MARELLI case.

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 charria's leather. Do not use petroleum for painted parts since it damages paint and makes 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.

To eliminate troubles in engine performance first look for the most probable cause. Revise, if necessary, and following our directions you will locate the source of the definite operation and be able to repair it properly.

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.

Open the tank tap.

Clean filter or fuel line.

Check H. T. contact on the flywheel - Tighten the cable to the terminal - adjust electrode gap to 0.0197" - 0.0236" (0.5-0.6 mm).

Engine knocks

Incorrect fuel.

Preignition.

Overheated.

Drain and replace with correct fuel.

Clean spark plug. Adjust magneto breaker points.

Allow to cool.

Engine missing

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

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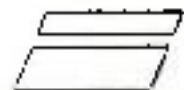
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