

MANUAL CORRECTIONS AND UPDATES

CHAPTER 10.2 – Chassis Check and Component Select

Page 140

Series 3 chrome ring and early non chrome model headset bottoms were fitted with the same A1972 cast number headset tops. Later non-chrome-ring models around the time of SX150 introduction were fitted with the P1241 cast headset tops.

Spotted by: Michael Carthy

On: 20/12/05

CHAPTER 10.3 - Wheels, Brakes, Steering and Suspension

Page 174

I have a suggestion to add a tip to disassemble a lambretta rear shock absorber: The "Lambretta Home Workshop Manual" shows how to do it with tool 58021, but this a difficult operation. It's far easier to do it with a ratchet fastening strap. Attach the strap on top of the spring and at the bottom of the spring and operate the ratchet to compress the spring. Now the collets can be removed.

Spotted by: 'Semp' from Paderborn, Germany

On: 21/12/04

CHAPTER 10.2 – Chassis Check and Component Select

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The fibreglass front mudguard was also fitted to some TV175 models as well as the TV200. The TV mudguard is slightly narrower than the later SX type.

Spotted by: Oscar Norlin, (LCSTHLM Sweden)

On: 20/12/04

APPENDIX 10 – Innocenti Paint Colours

Page 206

Corrected colour options:

Innocenti LI 125:

'Iseo Light Green' 8035

'Grey' 8068 (also known as 'Grey '61')

'Beige' - not available

All parts should be painted in the same 'Iseo Light Green', 'Grey' or 'Beige' colour – including the handlebar lever housings.

Innocenti SX 150

'Spring Grey' 8070

'New White' 8059

'Apple Green' 8039

'Orange 1967' – not available

All parts painted in 'New White'. Alternatively, all parts painted 'Spring Grey' except for the toolbox, air filter box, air filter elbow, rear mudguard, flywheel cowling, cylinder cowling, petrol tank and both petrol tank straps that were painted 'New White'.

Alternatively, all parts painted in 'Apple Green' or 'Orange 1967' except for the toolbox, air filter box, air filter elbow, rear mudguard, flywheel cowling, cylinder cowling, petrol tank and both petrol tank straps that were painted 'New White' with the hubs and wheel rims painted in 'Fiat 690' metallic aluminium grey.

APPENDIX 12.1 – Wiring Diagrams

Page 208

Wiring diagram for 4 pole AC non-battery. Wiring of coils on the stator incorrect and a corrected version will be posted late. It is also incorrect in the Home Workshop Manual. This error does not affect the wiring connections shown in the rest of the diagram.

Spotted by: Paul Thompson (AONSC, Coventry)

On: 21/11/04

APPENDIX 8 - Gear Ratio Selection

Page 204:

4.9 drive ratio is obtained using a GP150 box with 18/48 sprockets not 16/46. An updated and corrected gearing chart can now be obtained from AF Rayspeed (www.afrayspeed.co.uk)

Spotted by: Mick Thompson (LCGB)

On: 5/9/04

Page 204

4.7 drive ratio is obtained using an LI150 gearbox with 17/47 sprockets (stretched 81 pitch chain) not 16/46 as listed.

Spotted by: Marcus Zadra (Lambretta Club Austria); also spotted by Vic Andreou (City of Cambridge Lambretta Club) and Peter Daniels (South Australia Lambretta Club)

On: 20/01/06

APPENDIX 5 – Engine Shim Identification

Page 201:

Italian shim measurements as follows:

Clutch sprocket = 31mm x 18.50mm

Gear cluster = 30mm x 16.80mm

Layshaft = 28mm x 20.20mm

Rear hub cone = 32.20mm x 24.50mm

Gear shaft = 18mm x 12.50mm

Spotted by: Jem Booth

On: 2/10/04

CHAPTER 12.3 - Ignition Timing (Degrees vs Millimetres)

Page 199:

Highest degree figure for each crankshaft stroke in left hand column should be 23 degrees not 22.

Spotted by: Mark Broadhurst

On: 31/8/04