Lambretta 125 fd 3-Wheeler

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Instruction Manual

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3-Wheeler **Lambretta 125 fd**

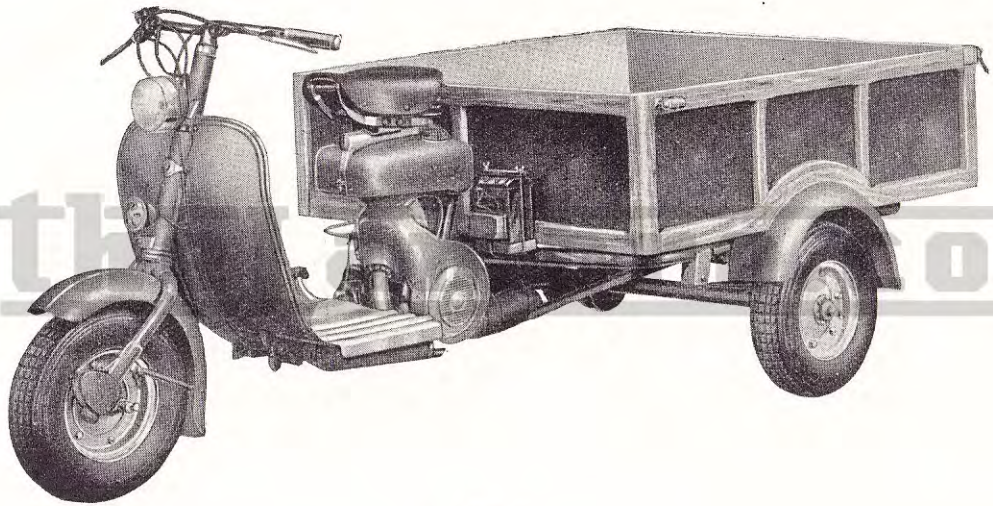

Fig. 1

Platform with Low Sideboards and Drop-end

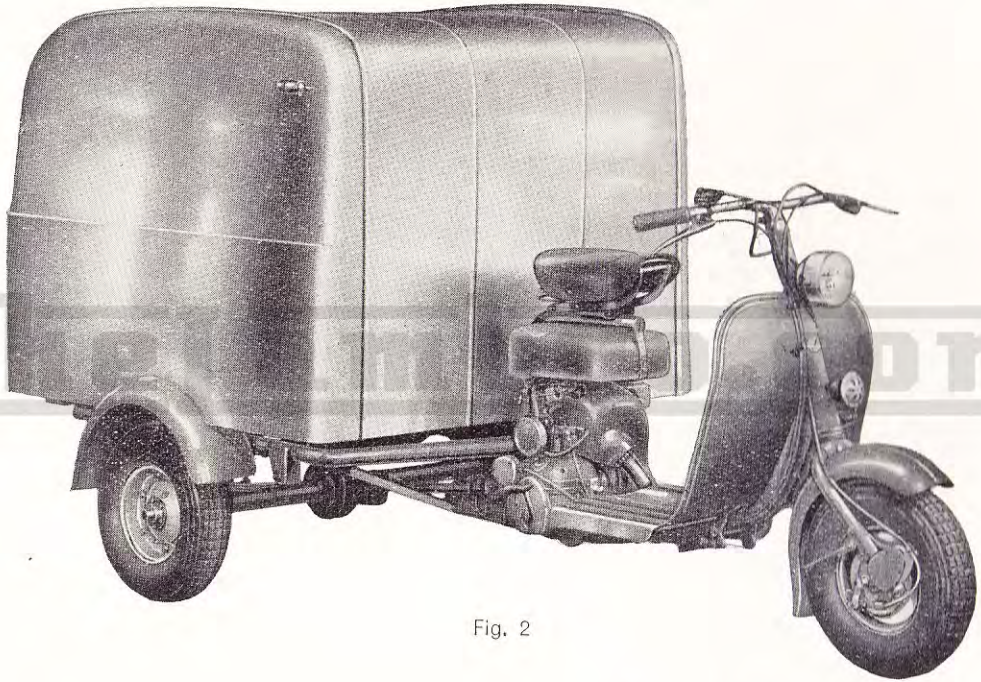

Fig. 2

Aluminium Box with Rear Door

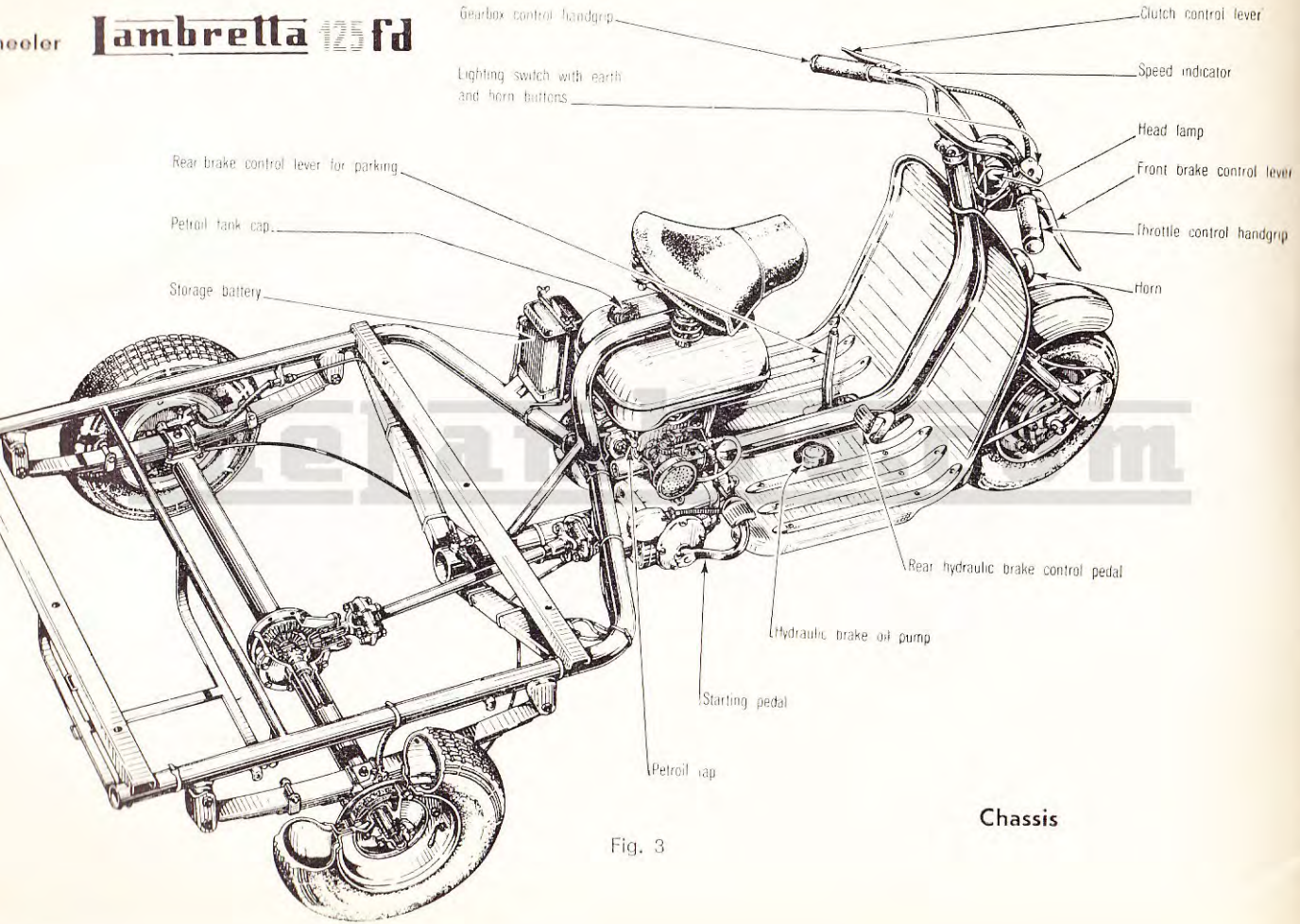

Fig. 3

Chassis

3-wheel vehicle, 2 rear driving wheels, equipped with a rear box available in 3 types: platform with sideboards and drop-end, wooden or aluminium enclosed box with rear door.

Dimensions:

Overall length	8'2"
Overall width	4'3"

Height:

With platform	2'4"
With enclosed box	4'3"
Ground clearance	6"
Wheelbase	5'5"
Wheeltrack	3'9"
Turning circle	11'6"

Unladen weight with accessories (spare wheel and tools):

Platform	330 lbs
Enclosed box	397 lbs

Performance

Box:

Operable length	3'11"
Operable width	3'7"
Max loading capacity	660 lbs
Max speed	34m.p.h.

Normal fuel consumption

(2/3 max speed)	85m.p.g.
Tank capacity	1,65 g.
Range	140 miles

Uphill (full load):

Low gear . ratio	1:23,9	17%
Second gear ratio	1:12,5	6.5%
Top gear . ratio	1: 6.6	2.5%

Engine

2-stroke single-cylinder with loop scavenging:

Bore	52 mm (2.047")
Stroke	58 mm (2.282")
Capacity	123 cc
Compression ratio	1:6.3
Max output	5 HP
r.p.m.	4600

Vertical cylinder of special-purpose cast iron
Light-alloy cylinder head
Aluminium-alloy piston
Connecting rod with needle bearing on big end
Detachable three-piece crankshaft carried in ball bearings
Lubrication by petroil (5% SAE 30÷40 Mineral Oil)
Spark plug heat range: 225 (BOSCH Scale)
Ignition by flywheel magneto; advance adjustment when standing
Carburettor with petrol filter and air cleaner; throttle opening control twist-grip at the right of rider
— Dell'Orto MA 18B3 Type; 0.709" choke - 0.0275" max jet
— Zenith ZM3 Type; 0.709" choke; 0.315" max jet
Starting by pedal
Cooling by forced draught through a fan on the flywheel
Fuel tank with reserve: 3-way tap (fig. 4):

C = closed A = open R = reserve

Transmission

The main transmission between engine and gearbox is obtained through bevel gears.

Clutch

Multi-disc type in oil bath, easily adjustable. Disengagement by a lever on the left handgrip (fig. 3).

Gearbox

Integral with the engine. 3 ratios. Constant-mesh gears running in oil. Hand control through flexible cable operated by the left handgrip, which also carries the clutch lever. The speed indi-

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cator is placed near the handgrip (fig. 3). The gearbox is provided with a single sliding group consisting of two central gears through which the second ratio is obtained. The gears are provided with jaws, fitted on one side, engaging at each stroke-end with the neutral gear either of the first or of the third speed. By fixing these gears onto the shafts the corresponding transmission ratios are obtained. The gears are of hardened high-tensile steel.

The engine-gearbox group is mounted on the chassis by the interposition of special rubber cushions, resulting in flexible connection and vibrationless running.

The secondary transmission from the gearbox to the rear axle has been obtained by means of a tubular shaft provided with two flexible joints at each end and a coupling sliding onto the front portion to allow rear axle displacement.

The rear axle is a fully-floating type. The axle arms can be easily sliden off. The bevel gear couple is provided with straight teeth and the differential with bevel gears and two satellite pinions.

These components are entirely enclosed in a tubular casing; the bevel gears and the differential are in oil bath.

Chassis - Springing

The chassis is composed of a big central tube welded to a robust rear quadrilater, on which the box is fixed by means of four bolts. On the chassis fittings are welded for the steering column, foot board, engine, petroil tank, saddle, storage battery, spare wheel, ect. (fig. 3). This arrangement has proved of remarkable rigidity and sturdiness.

FRONT SUSPENSION (fig. 5)

The front suspension is realised by means of rocker arms, the longer one carrying the wheel whilst the other compresses an helical spring of progressive type, located inside the fork tubes. These groups, hermetically protected against water and dust, are working in the grease contained in the side casings B, ensuring long life without maintenance.

REAR SUSPENSION (fig. 3)

The rear suspension is realised by means of two longitudinal multi-leaf springs rigidly attached to the frame at front end and secured through a shackle at the rear. The springs guide the rear axle laterally. Both suspensions are characterised by great flexibility and recovery damping ensuring comfortable running under all loading conditions.

Wheels and Brakes

The three wheels are interchangeable and easily detachable from the hub; the two-piece sheet rims are equipped with 4.00-8" low-pressure tyres. Inflating

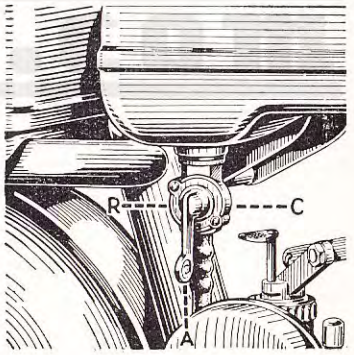

Fig. 4

pressure for the front tyre: 14 lbs/s.i.; for the rear ones: 28 lbs/s.i.
Brakes of internal expanding type on the three wheels. Light-alloy cast drums finned in the way so as to dissipate readily the heat resulting from braking. The brake on the front wheel is operated through a lever on the handlebar and flexible cable and on the rear driving wheels through a pedal and hydraulic transmission (fig. 3). The vehicle is additionally provided with a hand lever control and locking device operating the rear wheels for parking.

Electrical Equipment

The lighting system is by flywheel magneto which supplies low tension current to the head lamp equipped with twin-filament bulb (upper and lower beam) tail lamp with red gem and side lamps with white and red light. A storage battery is also mounted, being supplied through a rectifier, giving current for pilot and parking lamps (pilot lamp within the head lamp, tail and side lamps). The lighting switch is placed on the handlebar, at the right of rider. Horn and earth buttons are combined with the lighting switch.

Flywheel magneto:	6 V - 24 W
Head lamp bulb:	6 V - 15/15W
Pilot bulb:	6 V - 3 W
Side lamp bulb:	6 V - 1.5 W
Tail lamp bulb:	6 V - 3 W
Storage battery:	6 V - 7 Ah

Tools

— Multi-end spanner
— Tubular double spanner
— Screwdriver

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The Lambretta 3-wheeler has been designed so as to require no particular skill for its use and maintenance. However it is strongly recommended, in order to obtain a perfect running-in of the vehicle's mechanical parts and to increase their operating life, to use a reduced throttle opening for the first 600 miles at a max speed of 22 m.p.h. and to avoid riding uphill with a full throttle.
The following are some hints and advice .

Fuel

To pour fuel, loosen the filler cap on the tank left hand. Use only car petrol mixed with fluid mineral oil (corresponding to SAE 30) in the following volume proportion: 8% for the first 300 miles - 5% afterwards. We recommend MOBILOIL A of the Vacuum Co. For a correct carburation and lubrication petrol and oil must be well mixed. The tank cap is provided with a small can measure having a capacity of 50 cc. It is advisable to stir the mixture before using the vehicle. Never use petrol by itself or mixed in a lower proportion than described.
Open the tap and check if petroil flows into carburettor. If necessary, flood carburettor slightly by depressing the tickler 4 or 5 times.

Lubricants

Check oil level through the corresponding cap holes. For the gearbox use the same oil as indicated for the mixture (MOBILOIL A). During Summer months or in hot regions use oil corresponding to SAE 50 (MOBILOIL BB). For the differential and bevel gear couple group use a thick differential oil. We recommend the use of MOBILUBE GX 140. (See Lubrication Diagram).

Spark Plug

When fitting the spark plug make sure of adapting the washer and of locating the spark plug in the right inclination. Do this by hand. Use wrench for final locking only.

Carburettor

The max jet, as indicated in the « Main Features » is tuned to meet every requirement under normal climatic conditions. At low temperature, in order to avoid trouble in the engine performance (pre-ignition, head-knocking, ect), it is advisable to use a jet of larger diameter.

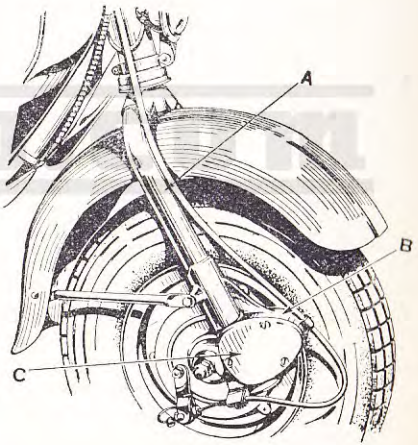


Fig. 5

If the jet is clogged, unscrew it and clean. To obtain idle running adjust air inlet by operating the horizontal screw fitted outside the carburettor. When the Lambretta 3-wheeler is not used for a long time, we recommend checking that no petroil should be let into the carburettor to avoid its getting clogged through eventual separation of oil from petrol. When using the vehicle again after long inactivity it is advisable to stir the mixture in the tank.

Starting

First check on the indicator to see if the gear is in neutral position (between low and second gear), then actuate the starting pedal slightly accelerating the engine by turning the throttle control on the handlebar.

If starting proves difficult, flood the carburettor slightly by operating the tickler button « D » (See fig. 6) and limit air inlet, specially at low temperature, by depressing the choke valve, protruding from the carburettor cap. When the engine has started lift the valve again to let air in

Speed Change

The speed change control is located on the l.h. handgrip (See fig. 3). When changing speed, reduce throttle, declutch and put in gear, smoothly rotating the handgrip. Then gradually release the clutch operating lever and accelerate the engine specially when starting to avoid clutch straining and engine stopping.

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 wheels. The gearbox provides three speeds with neutral position between low and second gear, as clearly indicated on the gear position indicator. To put in low gear, turn the handgrip backwards.
To change up from low to second gear turn the handgrip forwards until it locks. To shift from second to top gear complete the rotation of the handgrip. To change down from top to second gear and from second to low gear turn the handgrip backwards. To change up from low gear to neutral, half-rotate the handgrip between low and second gear until you feel a slight stop. Change up from low gear at the right moment to avoid high engine revolutions.

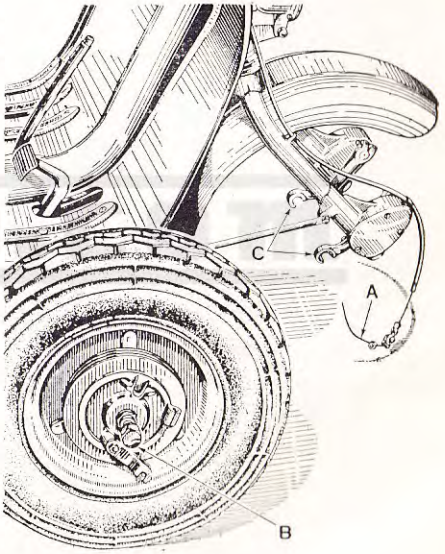


Fig. 6

Wheel and tyre Dismantling

To remove the front wheel (fig. 6) first disconnect the brake control cable A, then loosen the two side nuts B fastening the wheel to the rocker arms C, take out the washers under the nuts, located within the rocker arms.

To dismantle the rear wheels (See fig. 7) unscrew nuts A fixing the rim B to the hub C; perform the same operation for dismantling the front wheel.

To remove the tyres from the rims, loosen the remaining three nuts D, fig. 7, after deflating the tyres.

Miscellaneous

During the first 600 miles do not race the engine or operate over 22 m.p.g. After 300 miles drain oil from gearbox and differential casing and refill; first wipe the inside clean using petroleum.

It is further advisable to check the bolts on the cylinder head and to tighten them, if necessary. To stop the engine, disconnect ignition by pushing the earth button located on the lighting switch (See Electrical Diagram).

Do not run the engine for a long time when the vehicle is still standing, since it is easy to stop and start again.

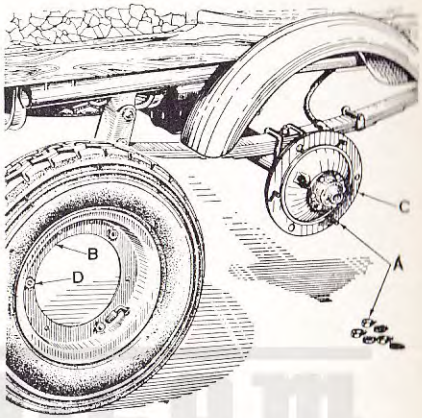
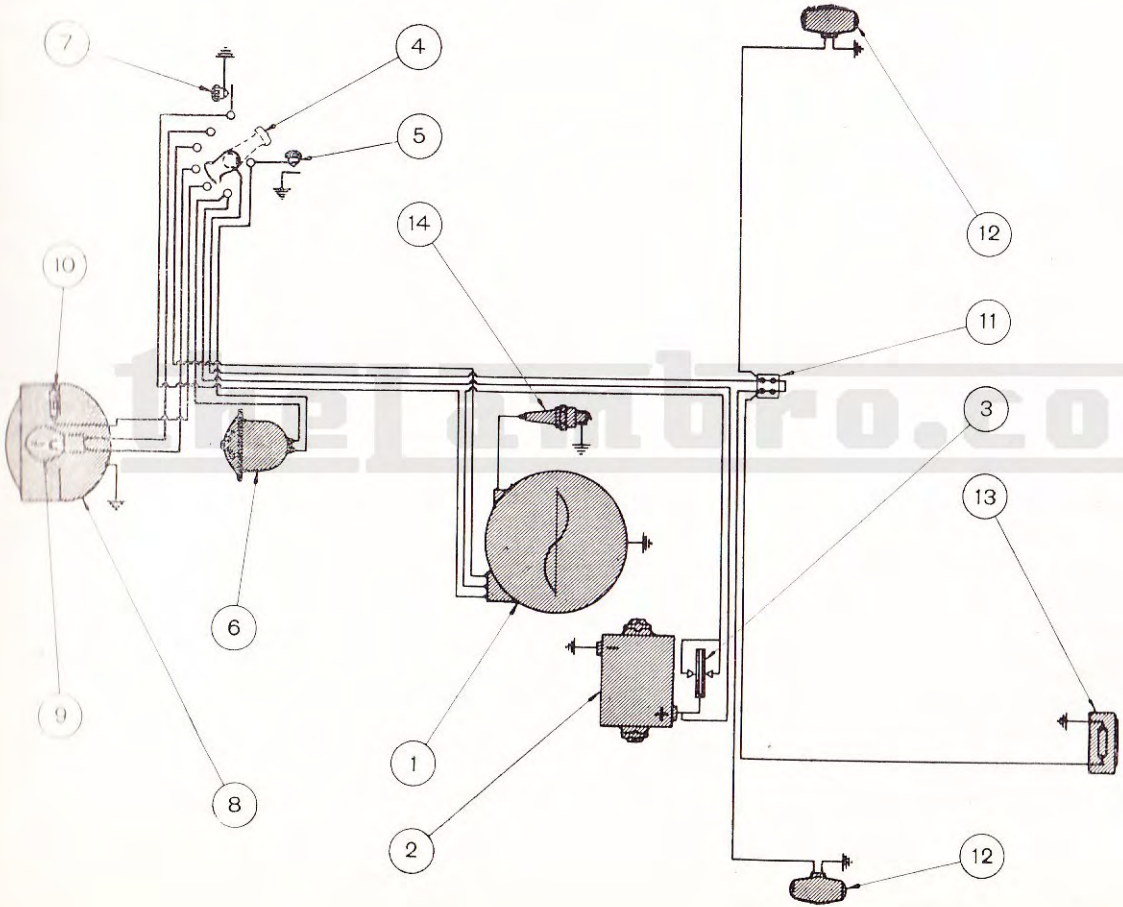


Fig. 7

WIRING DIAGRAM



1 Flywheel magneto
2 Storage battery
3 Rectifier
4 Lighting switch
5 Horn button
6 Horn
7 Earth button
8 Head lamp
9 Twin-filament bulb
10 Pilot lamp
11 Harness box
12 Side lamps
13 Tail lamp
14 Spark plug

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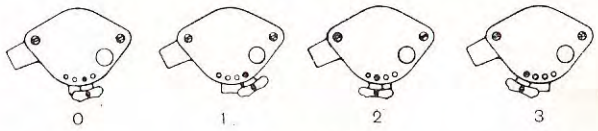
ELECTRICAL EQUIPMENT

Pos. 0 = Off

Pos. 1 = Traffic (Battery Supply)

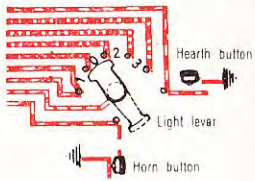
Pos. 2 = Traffic Beam "Dim"

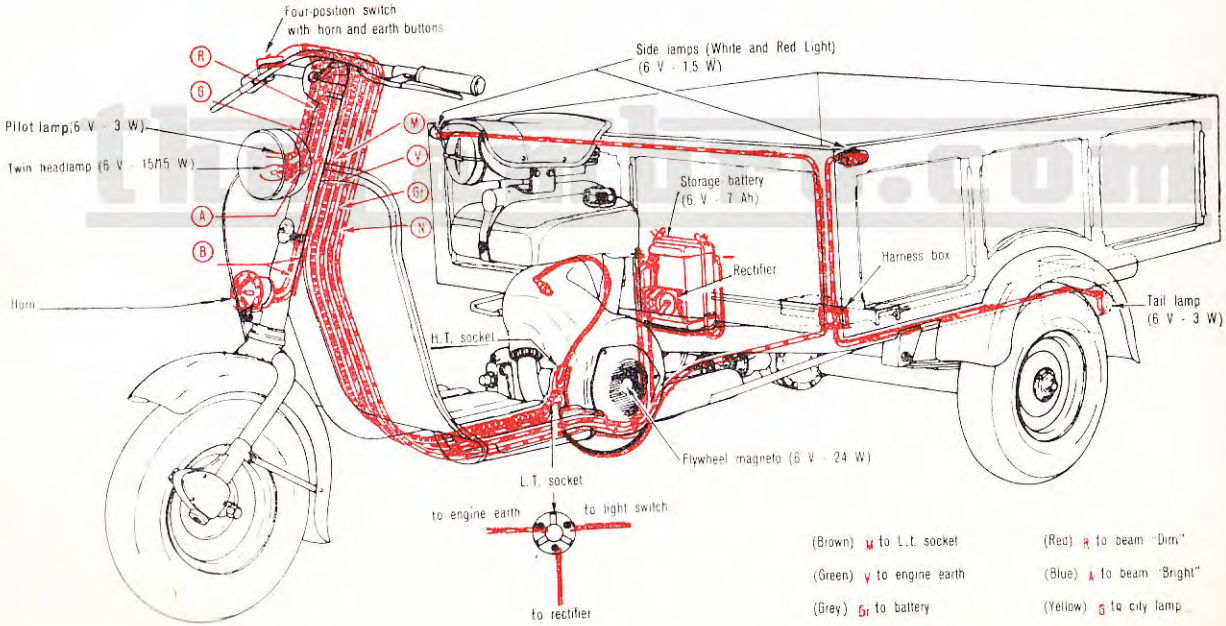
Pos. 3 = Country Beam "Bright"



Lever positions

Light switch inner terminals





(Brown) M to L.t. socket

(Green) V to engine earth

(Grey) Gr to battery

(Black) N to harness box

(Red) R to beam "Dim"

(Blue) A to beam "Bright"

(Yellow) G to city lamp

(White) B to horn

EVERY 900 MILES (See Lubrication Diagram)

- Check the gearbox oil level and pour oil through the cap A until it flows out from cap B (fig. 8).
- Check the differential oil level; oil must reach the filler cap E.
- Lubricate the rear brake pins with MOBILGREASE N. 2, using the special grease guns.
- Lubricate all knuckles and control levers with a few drops of engine oil (MOBILOIL A).

EVERY 1800 MILES

- Check and refill the necessary quantity of grease in the two front suspension casings by removing the cap C (fig. 5).
- Drain oil from the gearbox and refill when the engine is warm, making sure the oil is completely drained. First remove the cap C (fig. 8) and then refill through the hole A (0.9 lbs).
- Drain oil from differential casing; first remove the lower cap F and put in 0.6 lbs through the hole E.
- Lubricate the wheel ball bearings with MOBILGREASE N. 5, using the special grease guns.

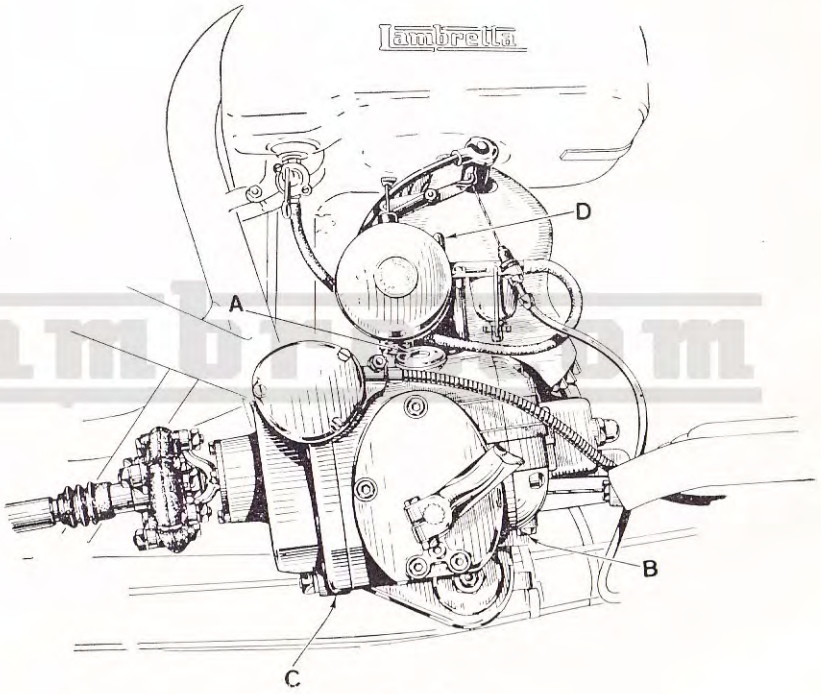


Fig. 8

- Lubricate the rear leaf spring pins with MOBILGREASE N. 2 using the special grease guns.
- Check and re-establish oil level in the pump tank of the rear hydraulic brakes.
- Dismantle the carburettor petrol filter and remove all deposits.
- Dismantle the silencer decarbonizing all inner components and orifices.

EVERY 3000 MILES

- Dismantle the engine cylinder and decarbonize the piston head, the cylinder head and the exhaust port.

Brake adjustment

Always apply brakes smoothly since slippage reduces brake efficiency. In order to obtain a gradual braking operation and take up lining wear, adjustment must be properly performed. (See fig. 9).
For the front brake, adjust the nut A; for the rear ones adjust the proper yokes of the pump and wheel cylinders, and then lock the counternuts tightly. For the hand brake adjust the nuts on the rear wheels.

Ignition

Chek flywheel magneto timing. Ignition should occur at 28° advance angle with respect to the piston u.d.p. corresponding to an arc of 1-5/16" measured on the FILSO flywheel magneto perifery and of 1-7/16" on the MARELLI make.

A correct gap of 0.0197'-0.0236" must be maintained between the spark plug electrodes and the points must be perfectly cleaned. If the gap has increased by wear, approach the outer to the inner point and to remove dirt use a very thin emery paper.

Electrical equipment

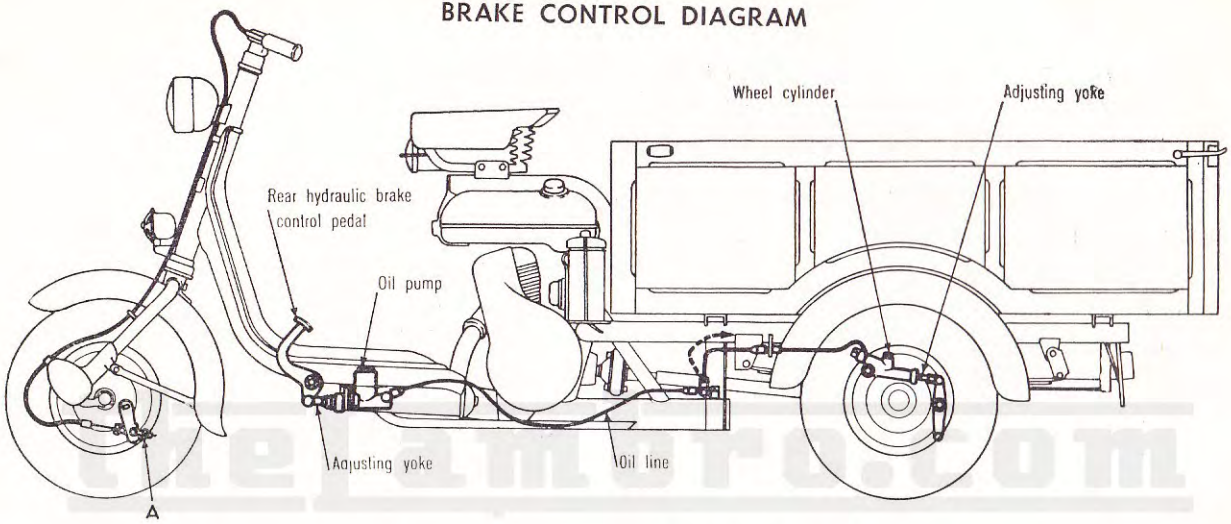
The electrical equipment mounted on the Lambretta fd 3-wheeler does not require special maintenance. The battery only must be carefully inspected. Check the liquid level monthly and add distilled water, if necessary. The fluid level must be 0.394" over the plates. Use distilled water only.
Inspect contacts and terminals; clean and lubricate them to avoid corrosion caused by oxidation.
Care should be taken that the battery does not remain completely discharged in order to avoid sulphatizing.

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 them.
- Remove battery and store in a place where it will not be damaged by freezing temperature; provide monthly for recharging.
- 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 chamois leather. Do not use petroleum for painted parts since it damages paint and turns it dull.
- Provide a covering for the vehicle.

BRAKE CONTROL DIAGRAM



Rear wheel hand brake

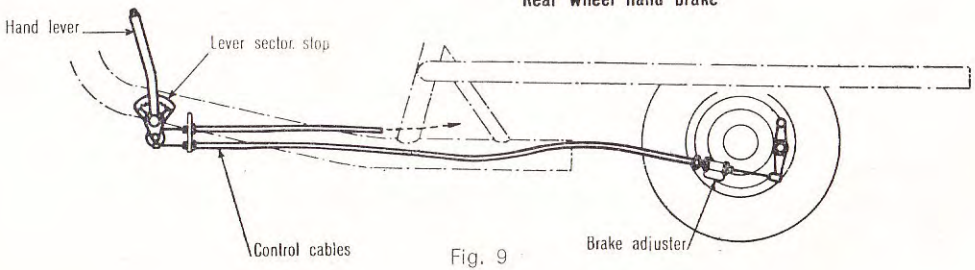


Fig. 9

TROUBLE CHART

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

CAUSE	REMEDY
Engine fails to start or stops immediately	
Faulty petroil flow to carburettor	Check for the cause. Refill tank, if necessary
Tank tap closed	Open the tank cap
Filter or fuel line clogged	Clean filter or fuel line
No spark or weak spark	Check h.t. contact on the flywheel
	Tighten the cable to the terminal
	Adjust electrode gap to 0.0197"-0.0236". Clean spark plug if dirty and replace if insulator is broken
Engine knocks	
Incorrect fuel	Drain and replace with correct fuel
Faulty ignition	Clean spark plug
Preignition	Adjust magneto breaker points
Overheated	Allow to cool
Engine missing	
Incorrect electrode gap	Adjust electrode gap
Faulty petroil flow to carburettor	Check petroil flow
Spark plug dirty	Clean accurately
Magneto breaker points dirty	Clean magneto breaker points

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Explosions in carburettor

Faulty ignition caused by spark plug	Replace spark plug. Use another of higher heat range
Carbon deposits on spark plug	Clean spark plug

Lack of power or engine overheating

Incorrect ignition	Adjust timing
Exhaust port or silencer partially clogged	Clean exhaust port and silencer
Cylinder head loose	Tighten the nuts on the cylinder head

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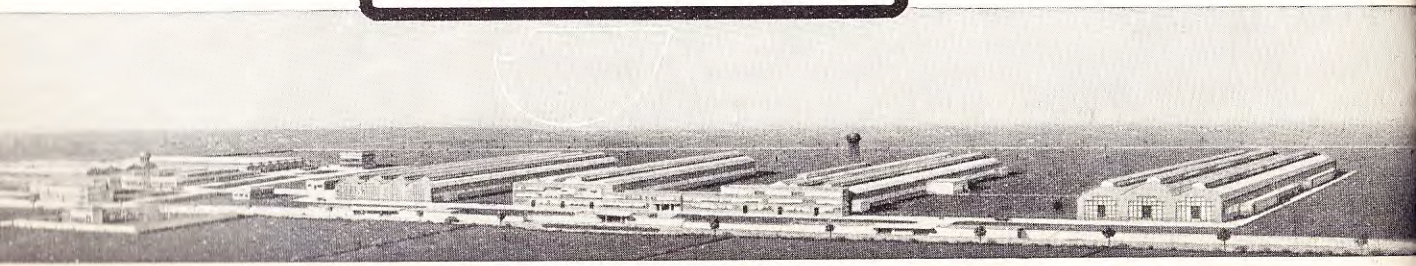

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