

Important running in details

Please note if your scooter engine has had a new cylinder and or rebore along with a new piston, you need to carefully run this in to ensure correct operation. You are also running in any new crank, bearing or other moving part that has been fitted to your engine. During the running in period, oil to fuel ratio should be maintained at a 4% mixture. Frequent plug readings should be made, and the plug needs to be cleaned or replaced each time. This is so you can continue to monitor your scooters settings. If at any point your scooter does not appear to be running correctly, stop immediately and find out why! Symptoms would include, loss of power, smoke, lack of smoke, strange noises and other such abnormalities.

We recommend that you observe the following running in guidance

Iron Cylinders

0-200 miles no more than 1/3 throttle movement, the first 200 miles is critical for correct operation. Best use of scooter during this period is town driving, as it is constant stop start.

200-500 do not operate the scooter over half throttle, still stick to town riding wherever possible

500 - 750 your cylinder and piston is beginning to settle together, you can start to use more throttle through the gears. No high speed runs in forth gear should be attempted.

750-1000 Your cylinder and piston should be about fully run in now, but before you make any high speed runs in forth gear to see how fast you can go, you should be happy all settings are correct, exhaust, jetting, timing etc.

Lambretta cylinders are made of cast iron, the pistons of alloy, the two properties expand differently to temperatures as so require care and attention. If you abuse the running in recommendations you are liable to seize the scooter, for which we will not be held liable and any warranty offered will be null and void. Remember a two stroke does take some five to ten miles to obtain correct operating temperature, heat seizes are even more likely below this point.

Alloy Cylinders

0-200 nothing over half throttle, as this is for running in of piston rings, and more importantly checking your set up is correct.

200-500 Your cylinder and piston should be about fully run in now, but before you make any high speed runs in forth gear to see how fast you can go, you should be happy all settings are correct, exhaust, jetting, timing etc.

