



**ISTRUZIONE PER IL MONTAGGIO KIT
VESPA PRIMAVERA-ET3-PK-ETS
INSTRUCTIONS FOR ASSEMBLING
THE VESPA PRIMAVERA-ET3-PK-ETS KIT**



CARATTERISTICHE TECNICHE

Cilindro in ghisa con 7 travasi

Alesaggio Ø 57 - 130 c.c.

Potenza 12,2 HP a 7200 giri/1' Velocità 115-120 Km/h

Rapporto di compressione 11,4:1

TECHNICAL CHARACTERISTICS

Cast iron cylinder with 7 transfers

Boring Ø 57 - 130 cc.

Power: 12.2 HP at 7 200 revs/min Speed: 115-120 km/hr

Compression ratio: 11,4:1

CERTIFICATO DI GARANZIA

Egregio Cliente,

Innanzitutto desideriamo ringraziarla della fiducia accordata alla nostra ditta, e ai nostri prodotti.

I nostri kit sono stati posti in vendita dopo anni di preparazione e accorgimenti; perciò siamo oltre modo sicuri che il materiale fornitole, sempre che il montaggio sia eseguito perfettamente, le darà le soddisfazioni che lei ha sempre auspicato.

Nonostante questo può sempre sussistere qualche difetto di fabbricazione, perciò qualora riscontrasse qualche imperfezione la preghiamo di restituire il materiale entro e non oltre i 15 giorni dell'acquisto, noi provvederemo dopo averne trovato il difetto a sostituire il materiale. Eventuali resi in garanzia verranno accettati solo con spedizione in porto franco. La ditta declina inoltre ogni responsabilità per il montaggio errato o un uso forzato del kit durante il rodaggio, e consiglia prima di montare il kit, di controllare le condizioni del motore, specialmente se questo avesse già superato i 3 o 4 anni di vita.

Per il rodaggio durante i primi 500 km non superare i 3/4 di apertura acceleratore, o di velocità massima.

Usare benzina super con olio sintetico al 2%.

AVVERTENZA IMPORTANTE

Questi componenti sono destinati esclusivamente per uso agonistico sportivo; è vietata la circolazione su strada pubblica.

GUARANTEE

Dear Customer,

First of all, we wish to thank you for the trust you have granted to our Company and to our products.

Our kits have been put on sale after years of preparation and improvements; we are therefore certain that, if assembly has been carried out perfectly the goods supplied to you will satisfy you to the full.

In spite of all this, some manufacturing fault, may be found. Therefore, should you come up with any such fault, kindly return the goods within 15 days from purchase date, and after having discovered the fault, we will see to replacing them. Any return of goods still under guarantee will be accepted only if shipped free port.

The Company disclaims all responsibilities with regards wrong assembly and a forced use of the kit during the trial period. Before assembling the kit, it is advisable to check the conditions of the motor especially if it is more than 3 or 4 years old.

During the trial period, in the first 500 kms, do not exceed neither 3/4 of accelerator opening, nor the maximum speed.

To use of premium grade fuel with synthesis 2%.

IMPORTANT REMARK

These parts are meant for sporting use only, their use on public roads is prohibited.

Spark plug: CHAMPION scale thermal degree L78C.

Running in: Follow the guarantee very carefully.

Exhaust system: If you want to obtain higher performances from our Kit, mount one of our special exhaust pipes, available in eight models.

Our transformation Kits are tested using only **POLINI MOTORI** exhaust pipes.

This is the only way to make the best even better.

Guarantee: Read the attached certificate carefully.

General advice: To obtain the best results from the Kit, we advise you to mount straight teeth onto our Primaria, 300 grams lighter than the original, with aluminium bell body and discs, available with the following ratios:

Code 202.1213 original ratio $Z = 23-60$

Code 202.1214 long ratio $Z = 24-58$.

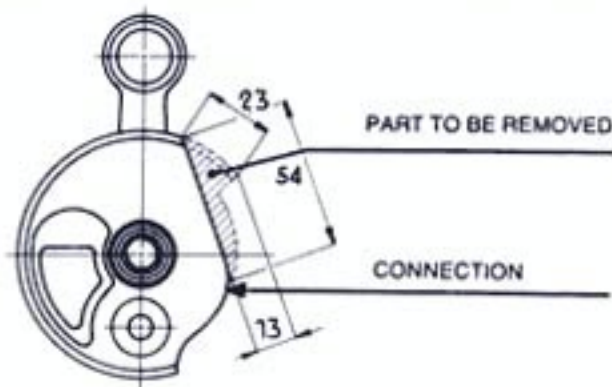
Should you want to increase the power, we advise you to modify the driving shaft by cutting it with a hack saw-see drawing.

Remember that in the case of a Kit with double induction, the driving shaft must be replaced with an unmodified one.

When opening the engine it is advisable to connect the transfers of the engine crankcase with those of the new cylinder to obtain a greater flow of gases.

Never ride the motorbike at top speed over long distances in order to avoid overheating the engine.

It is advisable to use only original **POLINI MOTORI** products and spare part and to follow the assembly instructions carefully to obtain high performance and long life from your engine.



INSTRUCTIONS FOR ASSEMBLING THE VESPA PRIMAVERA-ET3-PK-ETS KIT

Assembly of the Kit does not present any particular difficulties, but a number of precautions as listed below should be taken: after having removed the old cylinder, make sure that the driving shaft and main bearings are in perfect condition.

Mount the new cylinder without the piston, checking that it does not touch the flywheel and engine crankcase and, if necessary, file the projecting part to obtain a distance of 1 mm.

These problems only occur rarely thanks to the use of a new type of transference and the roughing operation carried out with a file on the excessive part has made it possible to eliminate costly casting scrap.

Carefully wash the cylinder, piston and head with petrol, blow them with a jet of air and, after having lightly oiled the cylinder barrel, mount the piston making sure that the small floating piston pin rings fit into their housings perfectly with no play, then mount the cylinder and head, locking the nuts uniformly.

Carburation: It is advisable to mount a Dell'Orto code 201.0003 Ø 24 carburettor, a cast aluminium manifold with normal or lamellar induction (see photo).

Carburation data for original driving shaft:

CARBURETTOR	MAX. JET	MIN. JET	NOZZLE	NEEDLE	GAS VALVE
PHBL 24 AD	78-80	50	AQ 264	D 22	40
ORIGINAL	76				

Carburettor data for modified driving shaft:

CARBURETTOR	MAX. JET	MIN. JET	NOZZLE	NEEDLE	GAS VALVE
PHBL 24 AD	88-90	50	AQ 264	D 22	40
ORIGINAL	76				

Spark advance: 1.3 mm before the TDC or 16° corresponding to 26-27 mm measured over the flywheel ring.

COME SONO FATTI I NOSTRI CILINDRI

HOW OUR CYLINDERS ARE MADE

I cilindri in alluminio sono fusi in una speciale lega leggera termoresistente a struttura dentritica. La canna trattata con riporto gilnisil, costituita da una struttura ceramica di carburi di silicio da 1 micron max. di diametro in una matrice di nikel, ha la caratteristica di possedere un basso coefficiente di attrito con una particolare resistenza all'abrasione. Queste soluzioni tecniche garantiscono il massimo delle caratteristiche meccaniche anche nelle condizioni d'uso più esasperate.

Le elevate prestazioni dei Kit **Polini Motori** con cilindri in ghisa, sono invece garantite dalla speciale fusione di ghisa a struttura grafitica lamellare ad alta resistenza meccanica, dove le lamelle di grafite risultano molto più piccole e finemente distribuite nella matrice.

The aluminium cylinders are cast using a special thermoresistant light alloy with dentritic structure. The barrel, treated with gilnisil coating, consisting of a silicon carbide ceramic structure of 1 micron max. in diameter in a nickel bottom die, has a low friction coefficient with special resistance to abrasion. These technical solutions guarantee maximum performance of the mechanical features even under the most severe conditions of use. The high performances given by **Polini Motori** Kits with cast iron cylinders are guaranteed by the special cast iron casting with lamellar graphitic structure and high mechanical resistance, where the graphite laminates are much smaller and finely distributed in the die.

LINEA ACCESSORI *RANGE OF ACCESSORIES*



Cod. 200.2056 PK-ETS-125
Cod. 200.2061 Primavera-ET3 125



Cod. 200.2025/S Primavera-ET3 125
Cod. 200.2051/S PK-ETS 125
disponibile anche con silenziatore metallico



Cod. 202.1213 Primaria in alluminio
denti diritti Vespa 125 ET3-PK-Z = 23-60
Cod. 202.1214 Primaria in alluminio
denti diritti Vespa 125 ET3-PK-Z = 24-58
rapporto allungato



Cod. 228.0000 Molla frizione
Cod. 228.0100 Molla frizione rinforzata



Cod. 177.0015
Impianto alimentazione Ø 24 Vespa ET3
Cod. 177.0020
Impianto alimentazione Ø 24 Vespa PK
Cod. 177.0025
Impianto alimentazione Ø 24 Vespa ETS

Cod. 201.0003 Carburatore PHBL 24 AD
Cod. 203.0024 Scatola filtro aria
Cod. 215.0115 Collettore aspirazione
Ø 24 monolamellare Vespa ET3
Cod. 215.0202 Collettore aspirazione
Ø 24 monolamellare Vespa PK
Cod. 215.0230 Collettore aspirazione
Ø 24 monolamellare Vespa ETS



Cod. 177.0016
Impianto alimentazione Ø 19 Vespa ET3
Cod. 177.0021
Impianto alimentazione Ø 19 Vespa PK
Cod. 177.0026
Impianto alimentazione Ø 19 Vespa ETS

Cod. 201.0004 Carburatore SHBC 19.19
Cod. 201.0115 Carburatore SHBC 19.19 E
Vespa PK
Cod. 203.0019 Scatola filtro aria
Cod. 215.0116 Collettore aspirazione
Ø 19 monolamellare Vespa ET3
Cod. 215.0203 Collettore aspirazione
Ø 19 monolamellare Vespa PK
Cod. 215.0231 Collettore aspirazione
Ø 19 monolamellare Vespa ETS