Jetting & setting-up RECOMMENDATIONS for Casa Performance SS200 + SS225 kits

For the SS225 (+ 'SS225 Lydden Hill Replica' Version):
Carburettor : Dell'Orto VHSB 34LD (34mm)
Atomiser : DQ274
Main Jet : 175 – 180
Idle Jet : 61-64
Idle jet diffusor (this is found under the idle jet) : CD1
Slide : 50
Needle : K24 (1st position from the top)
Float needle valve : 350
Float weight : 9gr.
Mixture screw : 1.5 turns from inwards position
Other set-up info :
- exhaust Casa Performance Protti Race / Franspeed TS1 Race
- Squish : 1,35mm
- Compression ratio : 11,5 : 1
- Cylinder head volume : 21,8cc (con with spark plug fitted)
- Casatronic VARIABLE ignition set to 24-25 degrees (at 2000 rpm)
- Carburettor without filter / sidepanel with hole cut-out
- Cyclone 5 Speed gearbox with 17 x 46 primaries (final drive ratio 5.27:1 using 81 link drive chain)

For the SS200 :
Carburettor : Dell'Orto VHSH 30 (30mm)
Atomiser : DP268
Main Jet : 166- 180
Idle Jet: 60- 64
Idle jet diffusor (this is found under the idle jet) : B48
Slide : 50 B2
Needle : U16 (1st position from the top)
Float needle valve: 300
Float weight : 9gr.
Mixture screw : 1.5 turns from inwards position
Alternatively…..

For the SS200:

Carburettor : Dell'Orto VHSB 34LD (34mm)
Atomiser : DQ272
Main Jet : 175 - 180
Idle Jet : 58 - 62
Idle jet diffusor (this is found under the idle jet) : CD1
Slide : 50
Needle : K24 (2nd position from the top)
Float needle valve : 350
Float weight : 9gr.
Mixture screw : 2turns from inwards position
Other set-up info :
- Exhaust Casa Performance Protti Race / Franspeed TS1 Race
- Squish : 1,35mm
- Compression ratio : N/A
- Cylinder head volume : N/A
- Casatronic VARIABLE ignition set to 24-25 degrees (at 2000 rpm)
- Carburettor without filter / sidepanel with hole cut-out
- Cyclone 5 Speed gearbox with 17 x 47 primaries (final drive ratio 5.36:1 using 82 link drive chain with pull-down top chain guide)

Alternatively…..

For the SS200 :

Carburettor : Dell'Orto PHBH (30mm)
Atomiser: AV270
Main Jet : 152-160
Idle Jet : 55-60
Slide : 50
Needle : X7 (2nd position from the top)
Float needle valve : 300
Float weight : 9gr.
Mixture screw : 1.5 turns from inwards position
Other set-up info :
- exhaust Gori GP50
- Squish : 1,35mm
- Compression ratio : N/A
- Cylinder head volume : N/A
- Casatronic VARIABLE ignition set to 24 degrees (at 2000 rpm)
- Carburettor with foam filter / sidepanel without hole cut-out
- Cyclone 5 Speed gearbox with 17 x 47 primaries (final drive ratio 5.36:1 using 82 link drive chain with pull-down top chain guide)

Alternatively……

For the SS225:

Carburettor : Mikuni TMX 35
Slide : 6.0
Main Jet : 365 (BGM jet)
Tickover Jet : 20
Needle : 6EN11-53
Needle Position : clip set at halfway
Float : 2 x 3.5
Other set-up info :
- exhaust N/A
- Squish : N/A
- Compression ratio : N/A
- Cylinder head volume : N/A
- Casatronic VARIABLE ignition set to 24 degrees (at 2000 rpm)
- Carburettor with foam filter / sidepanel without hole cut-out

General notes applicable for BOTH SS kits :

- **ALL the above mentioned carb and engine settings are PURELY AN INDICATION ONLY**
- These is the most powerful 'out-of-the-box' bolt-on performance kits on the market so ALL your other engine components MUST be in tip top condition.
- The kit needs to be run-in so avoid long straight roads where the throttle position / speed is constant. It is much more advisable to use around town or on roads where the speed is variable. A sensible running in period is a minimum of 500 miles / 800km.
- Only use good quality fully synthetic 2 stroke oil at 4%. Some manufacturers recommend lower percentages which *could* be ok but saving money on oil will only result on you spending money on replacement engine parts sooner or later.
- The SS kits are designed to work and perform at quite high revs so use a suitable 'cold' sparkplug such as NGK B9EG / B10EG or similar, to avoid pre-detonation.
- although the kits come supplied with a head gasket, these are generally NOT used during assembly. RLC recommends the use of a good quality gasket sealant for the head such as 'ThreeBond'.
- Standard torque settings for aluminium barrel kits are fine (14 newton/m)
- If using the SS kit in conjunction with a Cyclone 5 Speed gearbox, use the uprated 'Supreme' version only. The Standard version is not designed for reedvalved engines.
- If you have ANY doubts whatsoever during installation please contact your supplying dealer or Rimini Lambretta Centre
- As with all performance kits, this does not come with any form of warranty or guarantee
- If you do have a claim, RLC will only consider this from an authorized Casa Performance dealer. A fiscal receipt for any work undertaken MUST be provided with the claim. Any claim arising from a privately fitted kit will NOT be considered.
- There are thousands of different variations to set up an engine and everyone has their 'favourite' exhaust, carb and ignition. We can't list every combination but we STRONGLY advise that if you do decide to fit the kit yourself, once done, take it to an official Casa Performance dealer to get everything checked over. If you intend to use an alternative non-approved dealer, call us and we'll say yes / no whether we will consider that dealers work should a problem arise.

‘So and so’ down the pub who is an absolute genius but doesn’t have a shop is NOT a reputable dealer.
- The kits come with a TS1 / Imola type oval exhaust flange fitting and it therefore these are the exhaust types to fit
- Carb choice is very much a personal choice. The carbs we have used are those listed here-above. We are testing other carbs at present and as and when we have the settings we will publish these.
- The same applies for the choice of ignition. RLC ONLY fits Casatronic set-ups as they are bullet-proof. As with Varitronics, these retard by 7-8 degrees when under the load / revs increase so end up at 16-17 degrees BTDC. If you fit a NON retarding, fixed ignition type, then it MUST be set to 16-17 degrees.
- Some studs have minimal thread sections so ensure that when tightening the cylinder head nuts that these do not run out of threads. If this happens, although they will feel tight the nuts will not arrive fully down onto the cylinder head. Consequently the cylinder head will blow and you could possibly hole a piston.
- Once you engine has been completed, do a pressure test to ensure all parts are completely airtight. THIS IS OF UTTER IMPORTANCE.
- The carb settings listed here-above were done in Italy - which is somewhat hotter than Glasgow - and as such are only SUGGESTIONS / GUIDELINES as a starting point. Different levels above sea-level and climates will drastically affect carburation so please ensure your scooter is set up to suit your environment. If you take the above settings as gospel and do NOT tailor your jetting for your environment, there is a strong possibility that you will destroy your kit.
- Fit only a ‘Fast Flow’ type petrol tap and ensure the passage of the fuel line is not obstructed. Check fuel flow.
- Mikuni carbs have a noted ‘problem’ when run at full bore. If the scooter is ridden hard on full bore (as in hard acceleration) and then the throttle is closed off, to then be re-opened partially to maintain a constant (high) speed, the ‘step’ between certain throttle apertures can cause the temperature of the engine to drastically jump skywards (by as much as 200°!) and this can near-instantly seize, or hole a piston. As such Casa Performance does NOT recommend the use of Mikuni carbs and we strongly suggest the use of a Dell’Orto 34mm as an alternative. If you insist on using a Mikuni TMX35, then the settings given here-above are the best that we have achieved. The use of a Mikuni TMX35 carburettor is AT YOUR RISK.

SCOOTER CENTER
SCOOTER CENTER GmbH
Kurt-Schumacher-Str. 1 - 50129 Bergheim-Glessen - Germany
scooter-center.com - info@scooter-center.com