



LAMBRETTA

Hello and welcome,

To our **bgm** Lambretta catalogue. For those who have not yet come across **bgm** products, we want to give a short introduction.

bgm was born in the early 2000 years as a spin off from Scooter Center. So we start with a very comprehensive Scooter Center Cologne story first.

Scooter Center was founded in 1992, so you can expect an experience from over 30 years in the world of scooter business. Initially the enterprise started with two friends -Oliver Kluger and Ulf Schröder- importing Lambretta and Vespa scooters from Italy and England. As the demand for spares and tuning parts grew we also started to fill that gap as well. With one of the first online shops for scooter parts, we are today one of the leading mail order specialists. Scooter connoisseurs worldwide are supplied with accessories, restoration, spare and tuning parts from all manufacturers and suppliers.

In the early 2000's we took our connections in the scooter world and started to realize the very first **bgm** Lambretta products. Things that were missing or that we always dreamt off, for instance high quality stator plates with the right colour coding (2006) or the first **bgm** Lambretta rear shocker (early 2008). All parts of the **bgm** range are followed by some rules:



- Developed with the needs of REAL SCOOTERISTS in mind.
- Extensively tested
- Improving weak links on original designs
- Designed for ultimate reliability
- Either German engineered or by one of our partners
- Produced by reputable manufacturers worldwide





So, the range of **bgm** products is designed to fill the gaps in the market where good quality, reliable scooter parts are -or were- missing. Especially on all engine parts, suspension, brakes wheels and electronic parts we have established an excellent working setup where reliability meets performance. If you have ideas or suggestions for parts that are still missing or simply want to exchange your experiences do not hesitate to contact us at info@bgm-tuning.com.

Alongside the **bgm** brand and our massive Scooter Center Online shop, we also have a nice sales display area showing an amazing private collection of Lambrettas and Vespas. The doors are open from Monday to Friday 9 – 18 h. We are happy, if you pop in for a chat over a coffee or simply have a look at the scooters on display. By appointment our dyno room can be booked as well.

Casa Lambretta has stepped up the collaboration with Scooter Center in 2003. Since then SC is the sole distributor for Casa Lambretta in Germany. Despite the business, a friendship founded for the love of the Lambretta bounds Casa Lambretta and Scooter Center together. So, it was no doubt about it, to add a small preview of Casa Lambretta here.

We hope you like what you see,
Your Scooter Center Team



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of a standard ECG to single-lead.

bgm PRO MRB RaceTour



If you dig some more background information, check out the SC-Newsblog, for instance the cakes for the 10th birthday:



QR CODE



QR CODE

*The Complete Spanner's
Lambretta Kit Book*

FEATURES:

- Ceramic plated alloy barrel
- Four fixings of exhaust stub
- 200 cc inlet stud spacing on small and large block barrels
- Italian made Meteor piston kit with $\varnothing = 65$ mm on 195 cc kit, $\varnothing = 70$ mm on 225 cc kit
- MoS2 coated piston for extra lubrication and safety during the running in period
- Two 1 mm piston rings in best Japanese quality
- Fully CNC machined anti warp head made from billet alloy with recess into bore and four additional fixing screws (8 fixings in total). Made in Germany.
- Compression ratio for highest reliability
- Porting spec for high powered touring with lots of torque and wide power band
- Improved fuel economy saves money paying for the kit long term
- Improved casting thickness around the cylinder head and base gasket, so it can be easily tuned for full Stage 6 spec.

get you
anywhere
kit



good
allrounder
for modern
traffic



best
fitting
instructions



pulls
from any
low revs



most
complete
kit



moderate port
timing -for (...)
very respectable
fuel consumption
figures



smooth,
reasonably
powered,
reliable
engine



*Some statements about the kit from
Sticky's Complete Spanner's kit book*

Cylinder kit *bgm PRO*

MRB-Racetour



bgm2225N - 225 cc

bgm2200N - 195 cc

519,00€ each

Every kit comes with fitting instructions. This is the download link:



QR CODE

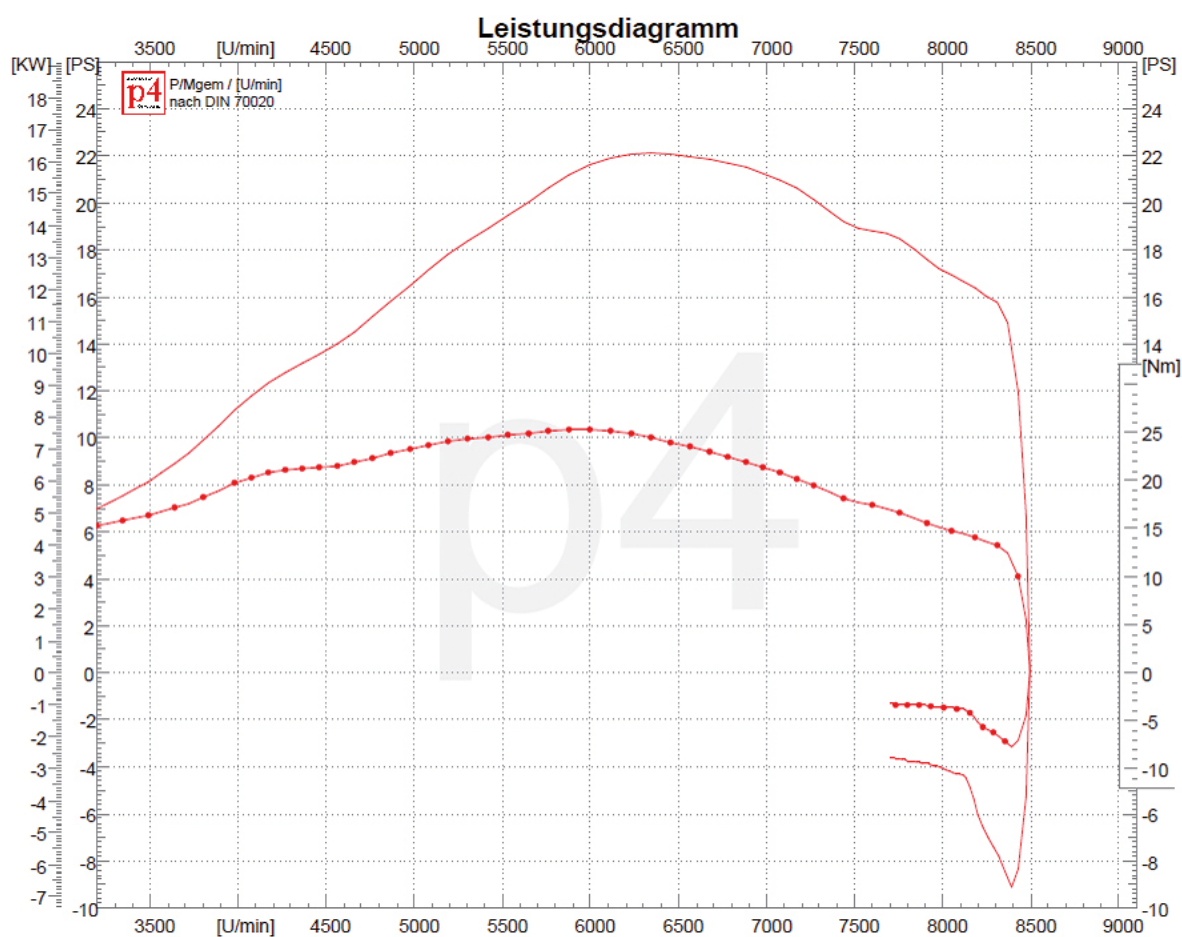
LAMBRETTA 200-250ccm

16.3 KW/6344 1/min | 22.1 PS/6344 1/min | 25.3 Nm/5997 1/min | vmax: 95.5 km/h

k=1,079 (20°C/45%/939mbar)

Referenzlauf RT230

BGM2225 RT KIT - BGM2105 BIG BOX CBMAN - BGM11065 60MM CRANK - 28MM CAR



PISTONS

MRB-Racetour

Unsurprisingly we offer spares for all Racetour cylinder kits. The pistons do have the original piston dome shape and therefore can be used as an **upgrade to most cylinder kits**. This all depends on the shape of your cylinder head, if in doubt simply ask your bgm dealer.

The Racetour piston are made in Italy by Meteor. And they are beyond doubt the best piston manufacturer. For ease up the running in period we have the RT pistons **Mos2 coated**. This gives extra lubrication and safety during the running in period.

Our cylinder studs are also Made in Italy now. They have a 10.9 strength and while the threads are a M8 the shaft of the stud is 7.25 mm. That is an update that had to be done to make these a straight fit for other cylinder kits than the RT. Some of the latest tuning kits do not have the right clearance for the cylinder studs on the barrel. No problem with the bgm studs anymore.

LI 125-150, LIS 125-150, SX 150,
DL 125-150, GP 125-150

195cc - Ø=65.0mm
bgm2200NPA - Grade A
bgm2200NPB - Grade B
bgm2200NPC - Grade C
bgm2200NPD - Grade D

LI 125-150, LIS 125-150,
SX 150, DL 125-150,
GP 125-150

195cc - Ø=65.0mm
bgm2200NPRA - Grade A
bgm2200NPRB - Grade B
bgm2200NPRC - Grade C
bgm2200NPRD - Grade D

Upgrade your TS1 225cc kits
TV 200, SX 200,
DL 200, GP 200

225cc - Ø=70.0mm
bgm2225NPRA - Grade A
bgm2225NPRB - Grade B
bgm2225NPRC - Grade C
bgm2225NPRD - Grade D

REED PISTON
149,00€ each

TV 200, SX 200, DL 200, GP 200

225cc - Ø=70.0mm
bgm2225NPA - Grade A
bgm2225NPB - Grade B
bgm2225NPC - Grade C
bgm2225NPD - Grade D

PISTON PORTED
139,00€ each



Piston rings set
MRB-Racetour

bgm2200R - 195cc
bgm2225R - 225cc

23,00€ each

Circlip set
for gudgeon pin

bgm16C10
16mm x 1.00mm- type C
(*bgm2200N*/*bgm2225N*)

3,00€

Gudgeon pin
MRB-Racetour

LI 125-150, LIS 125-150, SX 150,
DL 125-150, GP 125-150
bgm2200K - 195cc
TV 200, SX 200, DL 200, GP 200
bgm2225K - 225cc

11,90€ each

CYLINDER HEAD

CNC (Made in Germany) TS1 225 cc

Beside the heads for the RT kits, we have also made one that were initially developed for the TS1 kits, but it can be used on all other 70 mm bore kits that have a piston with the original Lambretta dome shape. Both heads are CNC machined from billet and are Made in Germany . The RT heads can be used as an upgrade for the UK made Racetour kits that were originally delivered with modified cast items. The recess into the cylinder bore is 5 mm. On both types of heads the surface of the cooling fins is significantly increased compared to the Italian, Spanish and Indian heads. That increased cooling fin area combined with a much heavier head gives an excellent heat dissipation and one of the coolest running heads. The heads are designed to be warp resistant with an extra – large sealing surface to the cylinder. The compression ratio is 9.25:1 on 58 mm stroke and 9.50:1 on 60 mm stroke. That are ideal figures for reliable road going engines.



head for kits with 70 mm bore
TS1 225 cc
TV 200, SX 200, DL 200, GP 200

bgm3225H
169,00€



Racetour
bgm2200H - 195cc
bgm2225H - 225cc
149,00€ each

Stud set cylinder
m8x165mm Ø=7,25mm
Made in Italy 10.9



bgm2244B
14,90€



bgm2244
27,90€

Stud set
exhaust RT cylinder
LI, LIS, SX, TV (2n-3rd series), DL, GP



bgm2247
9,90€

Cylinder head nut kit



bgm2244N
13,90€

Screw kit
for RT cylinder head



bgm2248
14,90€

Base spacer RaceTour



LI, LIS, SX 125-150, TV 175 (2nd, 3rd series),
DL/GP 125-150

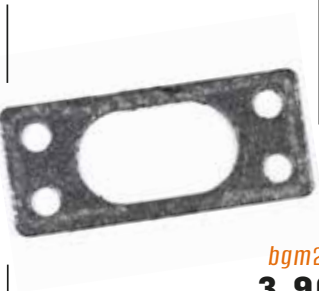
- bgm2200BS03 0.3mm - 8,90€
- bgm2200BS05 0.5mm - 8,90€
- bgm2200BS07 0.7mm - 9,90€

SX 200, TV 200, DL/GP 200

- bgm2225BS03 0.3mm - 8,90€
- bgm2225BS05 0.5mm - 9,90€
- bgm2225BS07 0.7mm - 9,90€

Exhaust gasket

bgm Racetour 225 ccm



bgm22EG
3,90€

LI, LIS, SX, TV (Serie 2-3), DL/GP

Head spacer RaceTour



9,90€ each

Ø=70,0mm 8 fixings

SX 200, TV 200, DL/GP 200

- bgm2225HS03 0.3mm
- bgm2225HS05 0.5mm
- bgm2225HS07 0.7mm
- bgm2225HS10 1.0mm
- bgm2225HS 1.5mm
- bgm2225HS20 2.0mm

Ø=65,0mm 8 fixings

LI 125-150, LIS, SX 125-150, TV 175
(2nd series, 3rd series), DL/GP 125-150

- bgm2220HS12 1.2mm
- bgm2220HS 1.5mm
- bgm2220HS20 2.0mm

Cylinder gasket set

Racetour



- bgm2200G - 195cc
- bgm2225G - 225cc

13,90€ each

Cylinder base spacer



LI, LIS, SX 125-150, TV 175 (2nd, 3rd series),
DL/GP 125-150

- bgm0230 1.0mm
- bgm0231 1.5mm
- bgm0232 2.0mm
- bgm0233 2.5mm
- bgm0238 3.0mm

SX 200, TV 200, DL/GP 200

- bgm0234 1.0mm
- bgm0235 1.5mm
- bgm0236 2.0mm
- bgm0237 2.5mm
- bgm0239 3.0mm

9,90€ each

Cylinder head spacer



Ø=65,0mm

LI 125-150, LIS, SX 125-150, TV 175
(2nd, 3rd series), DL/GP 125-150

- bgm0240 1.0mm - 9,90€
- bgm0241 1.5mm - 9,90€
- bgm0242 2.0mm - 9,90€
- bgm0243 2.5mm - 11,90€

Ø=71,0mm

SX 200, TV 200, DL/GP 200

- bgm0244 1.0mm
- bgm0245 1.5mm
- bgm0246 2.0mm

9,90€ each

2 . C A R B S F U E L T A N K S



We took great care to stock and improve everything for the fuel system of your Lambretta. Starting with the Lifetime fuel tank, complete carb sets with jetting instructions, air filter system down to carb overhaul sets and the smallest jets. _____

CARB KITS

We have put different carb kits together mainly for our RT kits, but for sure these can be used on nearly all piston ported kits with a 200 cc inlet stud spacing. They are based on our bgm PRO manifolds that use a flange type carb rubber for better reliability and increased clearance to the side panel. So the carb sits nearly in the original position and even the original or bgm air boxes can be used without any problems. The cylinder cowling needs to be the later version without the little air scoop under the carb, as this would touch the carb's float bowl.

All kits are supplied with main and idle jet sets, cable choke conversion, a new inner throttle cable and trunnion, a small solder fitting to adjust your choke cable to the right length. The sets with the PHBH carb types have also a 180° elbow for the throttle cable included. That can be used to remain the original outer throttle cable, if needed.

The PHBH kits are either available with the original Dellorto PHBH 30 or as another options with the YSN PHBH 30 mm carb. A good starting point to dial the RT kits in with a Big Box exhaust is to start with a 55 idle jet, X2 needle and a 115 main jet. Alternative starting points are in our Lambretta jetting guide, see link on next page.

The Polini carb kits come with a choice of 24 mm or 30 mm diameter. The Polini carbs are used in Polini Thor engines for paragliders and every single carb is precisely checked in the Polini factory. The carbs are easy to setup and give excellent miles per gallon ratio. A good starting point to dial the RT kits in with a Big Box exhaust is to start with a 45 idle jet, JJH needle on 2nd clip from top and a 125 main jet.

Another option is the set with the original Keihin PWK 28 mm carb. That includes the very high-quality Keihin carb. The carbs are easy to setup and give excellent miles per gallon ratio. A good starting point to dial the RT kits in with a Big Box exhaust is to start with a 45 idle jet, JJH needle on 2nd clip from top and a 125 main jet.

Carburettor kit *bgm PRO* 195-225 cc



LI, LIS, SX,
TV (series 2-3), DL, GP
Ø=30

bgm8594 - YSN PHBH **299,00€**
bgm8595 - Dellorto PHBH **379,00€**

POLINI



bgm8596 - Ø=24mm
bgm8597 - Ø=30mm

349,00€ each

195-225ccm

Keihin PWK 28



bgm8593

469,00€



QR CODE.

This is our Lambretta jetting guide. Here you find in depth guide how to jet your Lambretta carb

INLET MANIFOLD

bgm PRO inlet manifold specially **designed for the *bgm* RT / RaceTour kits**, but can be used on all other piston ported 200/225 cc Lambretta cylinder kits as well.

The CAD designed manifold is **CNC machined from billet**. It is designed to bring the carb as close to the original carb position as possible. It is designed to give the **maximum clearance to the panel** to make it perfectly work with the *bgm* airbox (*bgm4488*).

It is used with a flange type rubber and there are two connection sizes available, one for 28-30 mm and one for 24-25 carbs.

There are all parts delivered that are needed. We recommend to use a slight smear of silicone instant gasket instead of the paper gasket. **To fit the manifold the engine bolt needs to be removed to make fitting possible.** It doesn't fit with cylinder cowlings with the small air scoop on top, as used on most Lambrettas. The air scoop was abandoned with late dl/GP models. Remade cylinder cowls don't have this as well. The **shape to the inlet port is matched to the barrel** so there is no matching necessary.

Right choice for carbs like:

- Polini carbs
- Keihin PWK 28
- Dellorto PHBH 28/30
- Dellorto VHST
- YSN 28/30



bgm2560

195-225cc

119,00€

bgm2560D34

195-225cc - CS=Ø34mm*

129,00€

bgm2560D30

195-225cc - CS=30mm**

129,00€

* For Carbs with Ø 28-30mm - PHBH, VHSH, PWK28, TMX30.
 ** For Carbs with Ø 24-25mm - PHBL, TM24.

JET SETS



The *bgm* PRO jet and needle sets highly ease the carb setting. The jet sets give a wide adjusting range. Handy are the boxes that store ten different jets or needles. Scan the QR code for the full list of availability!

more details



pro tip:

bgm PRO Dellorto 5 mm main jet set 125-145 for tuning the original Lambretta carbs.

MAIN JET SETS

- *bgm* PRO PWK
- *bgm* PRO Dellorto
- *bgm* PRO Dellorto SI
- *bgm* PRO Mikuni TM

IDLE JET SETS

- *bgm* PRO PWK
- *bgm* PRO Dellorto
- *bgm* PRO Mikuni TM
- *bgm* PRO Dellorto SI

NEEDLE JET SETS

- *bgm* PRO PWK
- *bgm* PRO Dellorto PHB

Carburettor repair kit

bgm PRO carburettor revision sets contain high-quality spare parts to rebuild a carburettor to its factory condition. The sets contain besides the gaskets also the very important float needle.

Cable choke conversion kit
for PWK, Mikuni TM 30, 32



2599098
9,90€

Dellorto PHBL24, PHBL25,
PHBH 28, PHBH 30



3333490
17,90€

PWK28, PWK30
(Keihin, Polini, bgm, Stage 6, Koso, Oko)



bgm8500G
19,90€

Carburettor tool
for PWK Carburettor



2599105
8,90€

Handy tool to carry out all work on PWK carburettors quickly and efficiently. This takes away a lot of the fright of adjusting the carburettor.

bgm PRO extended fuel/air mixture screw for easier access.

Available for: PWK, PHB, TM carbs

Our **fuel/air mixture screws** are extended and **can easily be turned by hand**. The *bgm* logo indicates how many turns you have done. **Adjusting fuel/air has never been more fun.**



7900056

Fuel/air mixture screw *bgm* PRO Dellorto

- 7900069 - PHBH, PHBL, VHST
- 7900055 - Mikuni TM 24, TMX 32, TMX 35, TMX 38
- 7900056 - PWK (bgm, Stage 6, Keihin), PWM38

9,90€

AIR FILTER BOX

LI (series 1-3), LIS, SX, TV (series 1-3), DL, GP



This is the *bgm* PRO air filter box for your **Lambretta Series 1-3**. The box is based on the standard air filter box design, but the neck is much larger to improve airflow. The diameter of this matches the diameter of the frame for higher airflow.

The box is **white powder coated**.

The idea of the box is to **give original optics**, have a **nicer induction sound** compared to an open bellmouth or foam filter with nearly **no power losses**. The kit is an **off the shelf solution** to replace your original air filter box. It should be used without the air scoop under the seat as this obstructs the airflow.

bgm4488
159,00€

Air filter

Better flowing Lambretta Series 1/2 and Series 3 air filter, perfectly suited if you want to retain the original air filter box for the standard looks. Thanks to the fine stainless steel mesh it gives a very good filtration. The air flow is significantly higher as on the standard item giving power advantages. Next big point it can be cleaned with brake cleaner or similar fluids. Much better than replacing the standard filter every 6.000 km when it is clogged by dust.

FEATURES:

- Higher airflow
- More power
- Perfect filtration
- Washable
- Upjetting of carb is recommended

bgm4481 LI (series 1, 1959), LI (series 2, -01.1961), TV (series 2, -01.1961)

bgm4480 TV (series 2, 02.1961-), LI (series 3), LIS, SX, TV (series 3), DL, GP



22,90€ each

AIR HOSE AND REMOTE SYSTEM

MADE IN EUROPE

In comparison with the standard intake hose, the bgm PRO air intake hose has a higher volume on the side of the carburettor. The air intake hose is available in four different connection sizes for the carburettor: 40 mm (for example Dellorto PHBL 25), 42 mm (PHBH 28 and 30), 45 mm (Mikuni TM24, Dellorto and Jetex SH22) or 50 mm (Keihin PWK 28, Polini 28 – 30). The connection size on the side of the air filter is equal to 42 mm so that you can use the intake hose either with the genuine air filter box or with a foam air filter as a remote system.

Another significant advantage of the bgm PRO air intake hose is the drain system at the bottom of the intake hose: the fluid expelled from the carburetor does not accumulate in the hose and this prevents the idle speed system from clogging. This is a very common problem on Lambrettas fitted with a remote airfilter system and without the drain system and Lambrettas with this have an awful habit of making the engine difficult to start once hot.

We are offering the airhose on its own to be used with the standard or better flowing air filter box or as a complete remote system.



The remote system contains of the airhose and an adaptor ring to securely fit the Marchald hi-flow foam filter. A perfect addition to this item is an overflow tube for the drain valve system. The oil tube as used by Piaggio is a perfect diameter and completes the perfect standard look if inserted into the overflow pipe clip at the flywheel cover as used until the earliest Italian dl/GP models.

bgm2570D40 - Ø=40mm (Dellorto PHBL)
bgm2570D42 - Ø=42mm (Dellorto PHBH)
bgm2570D45 - Ø=45mm (Mikuni TM24, Jetex)
bgm2570D50 - Ø=50mm (Keihin PWK)

19,90€ each



Air hose

LI, LIS, SX, TV (series 2-3), DL, GP

Remote incl. air filter

bgm2570D40KT - Ø=40mm (Dellorto PHBL)

bgm2570D42KT - incl. air filter
Ø=42mm (Dellorto PHBH)

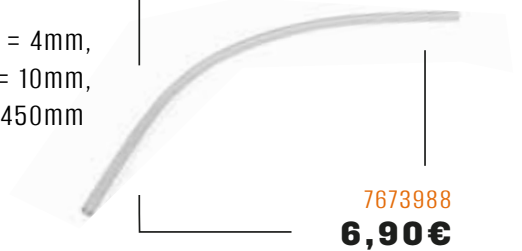
bgm2570D45KT - Ø=45mm (Mikuni TM24, Jetex)

bgm2570D50KT - Ø=50mm (Keihin PWK)

49,90€ each

Oil tube as overflow pipe

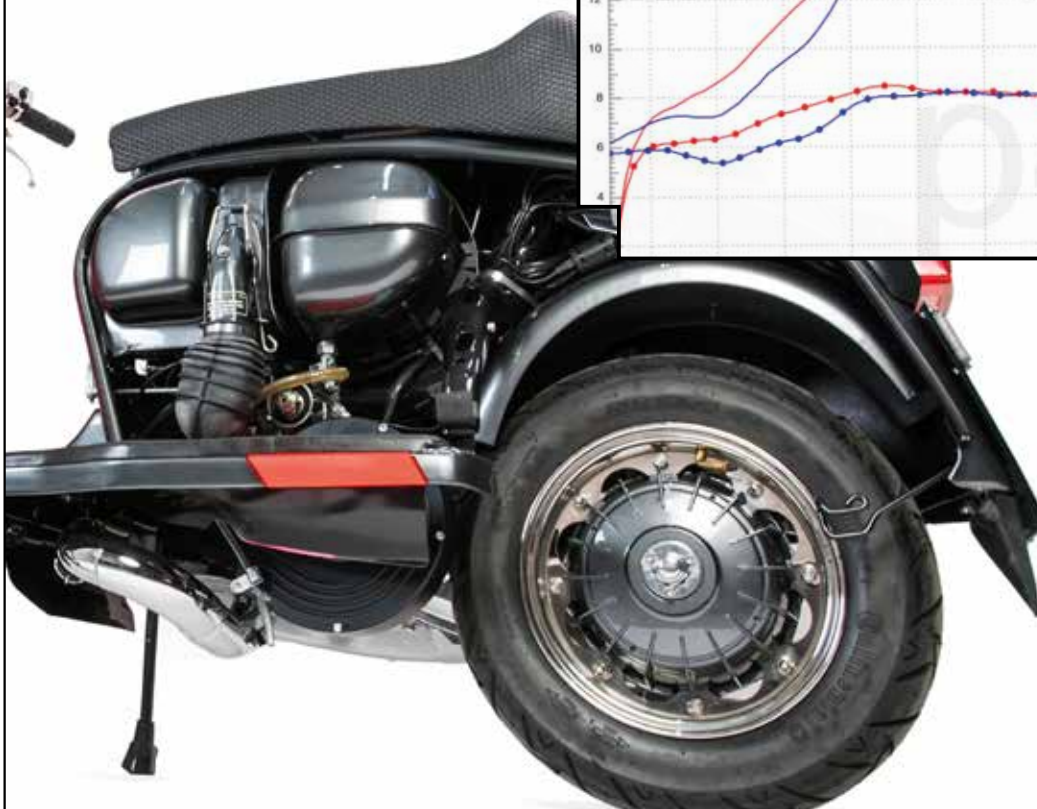
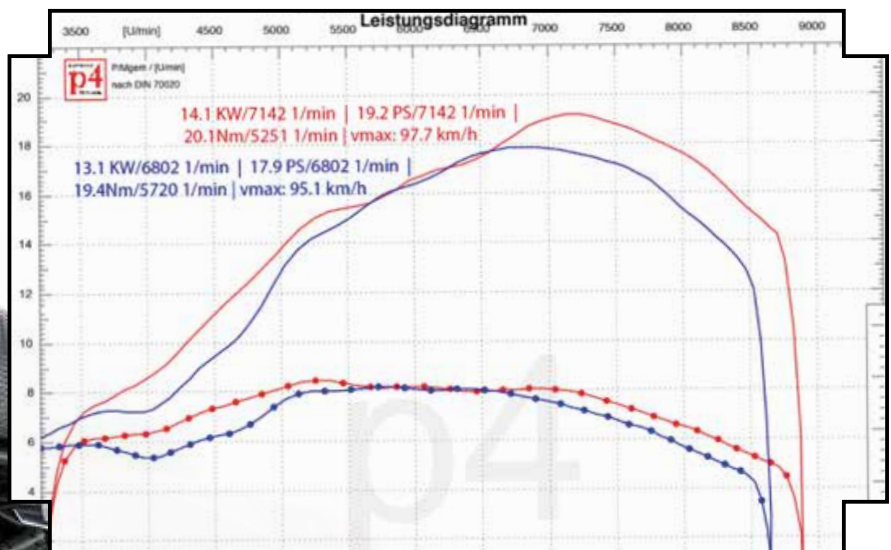
Ø inner = 4mm,
Ø outer = 10mm,
l= 450mm



7673988
6,90€

RT 225 with standard airhose (blue) and **bgm** Armadillo airhose

The dyno sheet shows the difference between the standard Lambretta dl/GP air intake hose and the **bgm** intake hose.



The comparison was made using the RaceTour cylinder 225, crankshaft with 58 mm stroke, Keihin 28 PWK, bgm air filter box and **bgm** Big Box exhaust.

bgm PRO FILTERS **BY**

These two extra flat air filters are specially designed for the Polini CP carb range. A extra flat one (30 mm) and a 55 mm one. Both are super interesting when the Polini CP carbs are used on a lui or J-range with one of the tuning kits available. The filters have been specially developed for CP carbs, so it sits ultra tight. The bell mouth is matched perfectly too. The hi-flowing Marchald foam gives no restriction to the power.



MARCHALD Power Double Layer airfilters are perfectly suited for all scooter applications. They always come with different adaptors to suit different connection diameters of carbs. One of the best filters out there. We have used the smallest one on a Vespa Smallframe in original position with a 38mm Keihin carb without any restriction of air flow. The Marchald filters are Made in Italy.



These are the perfect match for the Polini CP carb range, commonly used for lui and J-range tuning.



bgm4491 Ø 17,5-19-21-23-24mm,CS Ø=46mm, l=55mm
bgm4490 Ø 17,5-19-21-23-24mm,CS Ø=46mm, l=30mm

35,90€ each



Features of Marchald Power Double Layer air filter

- Easy and quick to assemble
- High filtration performance and optimised air flow thanks to the double layer high tech foam
- Superb airtight rubber, no risk of air leak
- Water resistant - even after complete wetting the filter has not to be replaced



7671191



7671192

7671191 - black Ø = 85 mm x 105 mm, connection size Ø = 28 - 43 mm

7671194 - red Ø = 100 mm x 95 mm, connection size Ø = 46 - 62 mm

7671193 - black Ø = 100 mm x 95 mm, connection size Ø = 46 - 62 mm

7671198 - red Ø = 100 mm x 65 mm, connection size Ø = 46 - 62 mm

7671197 - black Ø = 100 mm x 65 mm, connection size Ø = 46 - 62 mm

24,99€

MARCHALD Power Double Layer air filters are perfectly suited for all scooter applications. They always come with different adaptors to suit different connection diameters of carbs. One of the best filters out there. Available in different diameters and length to cover all applications. The right choice from a tiny Dellorto SH20 right to 38 mm Keihin PWK.

FUEL HOSES



bgm6616
12,90€

TPR-Pur fuel hose that does not harden as it is resistant to: fuel, oil, acids, alkalis and alcohol. More over it is UV-resistant and durable. Made in Italy!

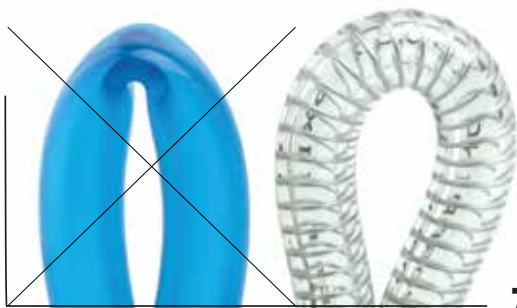
Black - Tpr-Pur (not curing)
Ø inside = 7mm, Ø outside = 14mm, l = 1.750mm



TOYOX fuel hose

Ø inner 6 mm, Ø outer 11 mm, length 1 m

Resists against bending and flattening thanks to stainless steel helix inside. Made in Japan



TS006
7,90€

FUEL TAPS

We recommend **higher flowing fuel taps** for every engine. We have improved the fuel taps for a while and have the **turning part made of metal** instead of brittle plastic. This we have as spare part available too.

Fast Flow 90°
electronic level warning
Lambretta - w/o lever



8006603N
27,90€

Fast Flow 90°
w/o lever



7670536N
13,90€

Fast Flow
w/o lever



8006597N
12,90€

Lever holder
aluminium



3332153
4,90€

Fuel filter OMG
universal Ø=8mm



5350076
6,90€

LIFETIME TANK

Lambretta Lifetime tanks are made of polyethylene (HDPE). Polyethylene (HDPE) is an extremely lightweight material that is resistant to ethanol. In contrast to steel tanks, rust, corrosion and fatigue of the weld seams are not an issue

Conventional XXL tanks in particular are often difficult to install and it is not uncommon for these tanks to rest against the frame and cause excessive vibrations. They also have a considerable weight disadvantage if the walls are thick enough. The Lambretta Lifetime tank has a capacity of 12 litres and is perfect for long-distance tours or those who don't like to stop for fuel.

With the right methods, these tanks can be painted and customised, just like any modern plastic bodywork.

Installation is super easy and the top and bottom bumpers make them solid, secure and built to last. It may be necessary to individually adjust the length of the rubber bumpers supplied in order to achieve a perfect fit of the tank.

Fitting the petrol tap:

The fuel tap is a clever solution that is easy to fit, provides a greater distance between the fuel tap and silent block and makes aligning the fuel tap lever child's play. The two O-rings are made of FPM75, which is resistant to E10 and ozone.

When you fit the petrol tap, the O-rings should never be fitted with grease. A fine film of oil is sufficient. The hose clamp should be tightened with a torque of 2.5 - 3 Nm. Anything else could damage the O-ring. Generously dimensioned cut-outs on both sides allow easy access, smooth cable routing and fit even the largest carburettors.

Since 2021 the Lambretta Lifetime tanks are Made in Germany on the original tooling from the States.

Advantages of the Lifetime tank:

- Impact resistant (virtually impossible to puncture)
- Rust resistant (no metal to corrode)
- Ethanol resistant (will not collapse or swell)
- Lightweight (possibly the lightest on the market)
- Easy to assemble
- 12 litre capacity
- No welded seams that can crack



bgm PRO Lifetime XXL (12 l) tank

bgm200015 - without fuel tap **219,00 €**

bgm200016 - with FAST FLOW V2.0 fuel tap **249,00 €**

bgm200017 - with FAST FLOW V2.0 90° fuel tap **249,00 €**

bgm200018 - with FAST FLOW V2.0 90° fuel tap with reserve light **259,00 €**



TS1 + Standard- Lambretta LI, LIS, SX, TV (series 2-3), DL, GP - HDPE

Fuel tank cap



Mounting kit for tank



Fuel tap Fast Flow

V2.0



V2.0 90° - without lever



electronic low level warning
without lever



Fuel tank universal

1000ml - (garage tank or test fuel tank)

Universal fuel tank for testing purposes that comes with 90 cm of fuel hose, two clamps, chain and fuel tap (ball valve type). This is perfectly suited for workshops, dyno rooms or if you want to test your engine in an engine stand. It contains 1000 ml, the scale is in ml and ounce. The neck is wide enough to fill it up without the need of a funnel. Thank to the ball valve type tap with two closed and one open position the tap is easy, safe and fast to close.



3330145
26,90€

3 . C R A N K S H A F T S



"Now that it is in and fitted I am satisfied with the crankshaft, and because it is much smoother than the one I used before I can now appreciate the advantage of using a balanced crank compared to putting the same rod kit into Indian webs for instance. It is also good that you supply all the parts that people might need with the kit."

Feedback for the Lambretta crank from a well-known author for lots of scooter magazines and manuals.



When good gets even better!
The *new bgm* Lambretta super safe crankshafts

We have revised our Lambretta crankshafts already in 2018. Working with our new manufacturer took almost three years. We are very happy with the end result and at the moment of writing (May 2024) we have not seen one single twisted crank. Among other tests, it was also tested on the race track. Darren Conneely from Team Replay successfully used the than new *bgm* PRO Competition crankshaft in BSSO races in the 2018 season. The Lambretta Group 4 Racer was built with a RT 195 kit and the *bgm* PRO Competition cranks by Paul “Chalkie” White from Replay Scooters built. A real stress test with over 30 hp on the rear wheel and speeds of up to 11.000 rpm.

So, while we were testing the crankshafts extensively on the road, Darren raced with the new crankshaft to 2nd place in group 4.

Improved features are for example:

- Precise honed holes for the crank pin for optimum anti-twisting fitment.
- Ground and coated crank pin
- Forged connecting rod with CNC finishing
- Hardened and ground bearing and shaft seal seats
- Wider selection of stroke and connecting rod combinations than before
- Quality assurance of every single crankshaft through 100% testing by ISO and QC certified manufacturers

What remains are:

- Full circle crankshaft for increased pre-compression
- Forged crank webs
- Low-vibration motor operation thanks to ingenious balancing with hidden pockets, counterweights made of copper and tungsten
- Lubrication of the lower connecting rod bearing via two large lubrication slots
- Crank pin diameter 22 mm.

MADE IN ITALY
DL/GP 125cc, 175cc, 200cc, 225cc, 250cc

bgm10758N 58mm stroke, 107mm conrod
bgm10760N 60mm stroke, 107mm conrod
bgm11058N 58mm stroke, 110mm conrod
bgm11060N 60mm stroke, 110mm conrod

bgm11558N 58mm stroke, 115mm conrod
bgm11560N 60mm stroke, 115mm conrod
bgm11658N 58mm stroke, 116mm conrod
bgm11660N 60mm stroke, 116mm conrod

290,00€ each

Mounting/puller tool set

for crankshaft bearing drive side (6305)

This is the German made tool for dismantling/assembling the drive side ball bearing (6305) in the Lambretta engine. This tool is based on the original Innocenti Lambretta workshop tool to remove the bearing, heat the engine casing and then simply pull it out with the tool. To install the ideally cold bearing, pull it into a well warmed engine housing. For safe and quick work, have a 24 mm open-end wrench and a 14 mm hexagon socket ready.



bgm1122TL
59,90€

LI, LIS, SX, TV (series 2-3), DL, GP

Bearing and oil seal set for crankshaft

FKM- DL, GP



bgm1122
79,90€

For every crankshaft replacement we recommend to fit new bearings and seals. We have a complete kit for renewing the crankshaft drive. These come with high quality bearings for instance and Viton oil seals. These sets are real classics.

Small end needle bearing

16x20x20mm
LI, LIS, SX, TV, DL, GP



bgm0336
12,90€

Oil seal set & oil seals for engine

FKM/Viton® (E10/ethanol resistant)

We have complete engine oil seal sets or all oil seals available individually. All bgm PRO oil seals are made from Viton®*. This is extremely resistant to heat, friction and especially fuel/ethanol. Especially whith high ethanol content in the fuel the Viton oil seals are a must. Conventional oil seals can swell or soften when in contact with ethanol. In addition, Viton is twice as temperature resistant as conventional NBR oil seals

*Viton® is a registered trademark of DuPont Dow Elastomers

LI 125-150 (Serie 2-3), LIS, SX, TV (Serie 2-3), GP/DL

- bgm1045 - Kickstart shaft 22x32x5,5mm 8,90€
- bgm1037 - Crankshaft flywheel side outer 25x42x6mm 11,90€
- bgm1038 - Crankshaft drive side 33x50x6mm 11,90€
- bgm1039 - Crankshaft, inner flywheel side 33x52x6mm 11,90€
- bgm1046 - Rear hub bearing 32x45x6mm 10,90€

Oil seal set



bgm1141
37,90€

4. IGNITION ELECTRICS



One of the very first bgm products was the Lambretta stator plate introduced in 2008. This is based on the ultra-popular and most widely used Ducati ignition system. A system that was introduced with the famous Lambretta DL / GP 200 electronic. Very soon we made all the other ignition parts to offer complete **bgm** PRO ignition sets using our Made in Germany flywheel. An instant classic! New on the block are the Vape ignitions. Available for the Li family, but also for the J-range and Iui engines.

IGNITION

We highly recommend electronic ignitions. Compared to point and condenser ignitions which are already used for decades, they are highly beneficial:

- Pickup works electronically instead of the mechanical operation of points. Hence no wear and no maintenance.
- Once fitted and set up, it is fit & forget.
- Brighter lights thanks to 12V and most powerful stator plate.

Our full Lambretta ignition kits based on the Ducati system consist of these **bgm** PRO items: flywheel Made in Germany, stator plate, regulator, CDI unit and fitting instructions. Providing the ultimate Lambretta ignition system available for Li/SX or dl/GP crankshafts.



There are different sets available, depending on your preferences of electrical systems. The most common option is to use the kit with the neat **bgm6690** regulator as a full AC system, which is the most basic electrical system. It is reliable and in case anything should go wrong in the electrical circuit, it is very easy to track down the failure, even if you hate electrics. The next option would be to use the ignition kit with the **bgm6690** regulator and the wiring loom that was fitted to battery equipped Lambrettas originally. That way you can have the horn and brake light running via the DC out and a battery, so your lights won't dim while breaking or using the horn. The alternative option is to use the DC stator plate together with the Wassel type regulator, letting the complete system run as DC system, so you won't have any flickering lights, however using a battery is essential for this option to work. All ignition systems are easy to fit, ultra-reliable and ensure the original look with 21th century technology. Fitting instructions are supplied with the kits.

stator HP V4.5 silicone

bgm8045N AC

bgm8040N DC (can also be used as AC)

99,00€ each

Ignition set - AC

CDI **bgm** PRO VINTAGE

bgm210900KTV - GP, DL

bgm210901KTV - LI, SX, TV

339,00€ each



HP V4.0 DC

CDI Set *bgm* PRO



bgm220900KT - GP, DL
bgm220901KT - LI, SX, TV

333,00€ each

HP V4.0 AC

CDI Set *bgm* PRO



bgm210900KT - GP, DL
bgm210901KT - LI, SX, TV

330,00€ each

CDI



VINTAGE 2021

LI, LIS, SX, TV, DL, GP



bgm6699
49,00€



9110018



bgm6669

29,00€ each

Vespa PX (-05.2011), Rally200 (Ducati),
 PK XL, ET3, Lambretta (Ducati)

Coil

incl. copper plates



1231096

24,90€

Vespa PX, T5, Cosa, Lambretta

Pickup

electronic ignition



8030570

22,90€

Vespa PX, PK XL, Cosa, Lambretta

Flywheel

Electronic, Made by PVL

Disappointed with the quality of all Lambretta flywheels available for ages, we developed the bgm PRO flywheel. Sorting out all the issues on flywheels and compliment the bgm stator plate, regulator and CDIs. The bgm PRO flywheel is completely manufactured in Germany.

- THESE ARE THE KEY FEATURES:
- Torque of inertia 6240 kg / mm² (-5%)
 - Weight DL/GP 2025 gramm
 - Weight LI/SX 2051 gramm
 - Imbalance test < 100 gmm
 - Burst test 24.000 rpm
 - Better cooling

The flywheel is especially developed for the Lambretta engines and perfectly matched. Instead of taking an off the shelf available system and adapt the cone to the Lambretta crankshaft. Instead of the weight we refer to the torque of inertia figure. This has an impact of the engine running, smoothness of engine as well as longevity of the crank drive. Balancing is the next key issue. Here we reach a figure that is used on race engines as well. Each flywheel is individually matched to this figure in Germany. The flywheel is designed for ultimate reliability and power. It is a one-piece casted item that already stood the test of time.



bgm210900 GP, DL
bgm210901 LI, SX, TV

199,00€ each

Spares

Steel shim set
for pick-up coil - - 3x 0,5mm



bgm8000S05
3,90€

Vespa PX, PK XL, Cosa,
Lambretta (electronic ignition)

Wiring loom for stator plate
HP V3.0 AC



bgm21090WLAC
9,90€

DL, GP - electronic ignition

Flywheel holding tools for bgm PRO flywheel

LI, LIS, SX, TV, GP, DL
engine bolt 21.5cm + 29cm



bgm2109TU
17,90€

Specially designed for the bgm flywheel
engine bolt 29cm



bgm2109T
12,90€

REGULATOR

The neat *bgm6690* 12V regulator provides 21st century technology wrapped in a neat casing. Perfect replacement for all 3-pin or 5-pin Vespa and Lambretta regulators. Gives AC output and additionally DC output.

Can be used as a superior replacement for the Varitronic and Vespatronic as well.

The 6V version can be used as a substitute for the rectifier originally fitted to models equipped with a battery. Can be hidden in lots of original rectifier boxes for a subtle look. It is also the perfect addition to the 6V AC systems, it takes away any overvoltage and the lifespan of the bulbs are heavily extended.

Voltage Regulator

4-plug *bgm*



bgm6690 - 12 V AC/DC, universal
bgm6696 - 6 V AC/DC, universal

29,90€ each

Grommet voltage regulator

MB DEVELOPMENTS



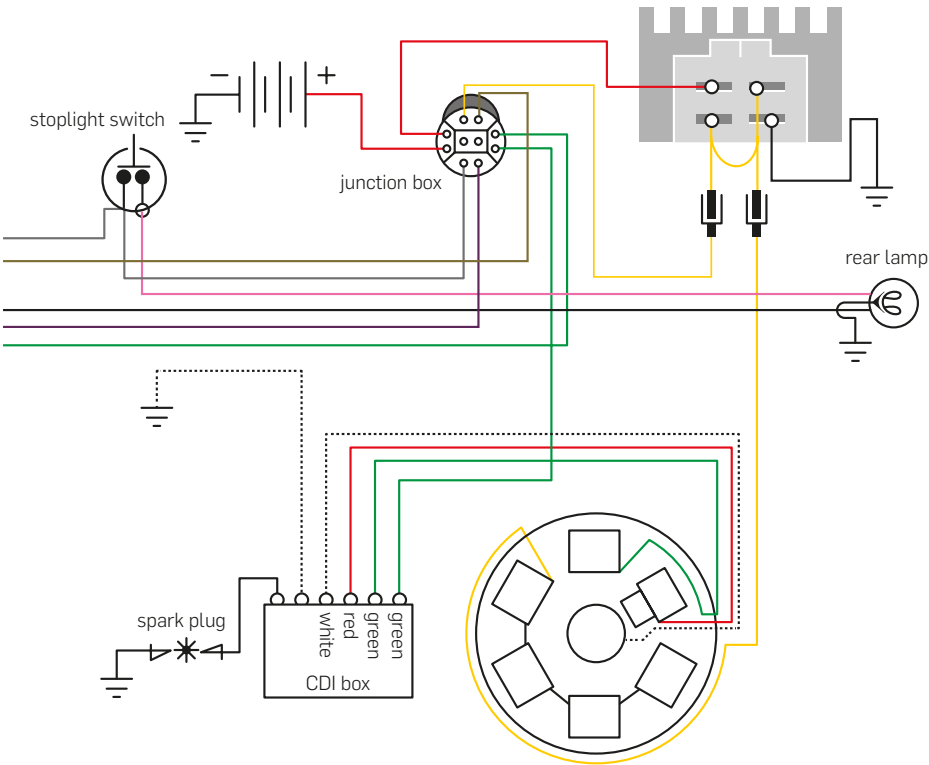
3330567
9,90€

12V DC Wassell/PODtronic

universal



bgm6698
32,90€



The **Wassell/PODtronic regulator** is the right stuff to convert your electrics to complete DC power.

Additionally, you will need a stator plate giving DC current. Like our *bgm8040N*. For the conversion to complete DC you will need to fit a battery to your scooter. Wiring-up is dead easy and the advantage is the battery on the DC conversion with a steady current supply even at low RPMs. So, no flickering lights at tick-over anymore.

IGNITIONS SYSTEMS



Perfect for a modern conversion to an electronic ignition system and bright light even at tick-over. 12 Volt with 110Watt light output at 6000 rpm.

Easy engine starting thanks to high ignition energy at low engine speeds included.

Manufactured by the renowned European manufacturer VAPE, this ignition system is a high-quality component that ensures reliable and powerful performance.

- Contactless ignition
- Extremely reliable
- Bright light even when idling (80 watts even at 2000 rpm)
- 12Volt with 110Watt light output (at 6000rpm)
- CNC milled aluminium fan wheel
- Rotor + fan wheel balanced
- High cooling capacity
- High-quality materials with perfect workmanship
- Laser-marked components for clear identification
- 100% Made in Europe by VAPE

Find more about VAPE



SC Blog
QR CODE.

The significantly higher light output, even at low speeds, provides an additional major safety advantage in road traffic. What's more, the ignition is maintenance-free forever.

No more adjusting contacts, no more replacing a capacitor. Simply ride when you want to.





GP, DL

bgm947ASL - AC

399,00€

bgm947DSL - DC

425,00€

all VAPE Lambretta parts



QR CODE.



LI, SX, TV

bgm948ASL - AC

399,00€

bgm948DSL - DC

425,00€

J50, J100, J125, Lui, Luna, Vega, Cometa,
Cento, Starstream, Lubematic



The significantly higher light output, even at low speeds, provides an additional major safety advantage in road traffic. What's more, the ignition is maintenance-free forever. No more adjusting contacts, no more replacing a capacitor. Simply ride when you want to.

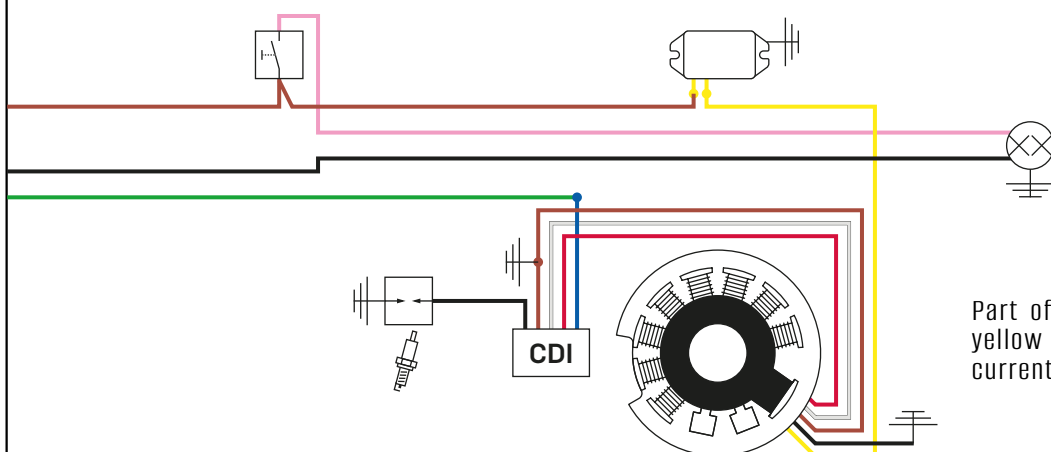
bgm952ASL - AC

389,00€

Detailed info about the lui & J-range Vape



QR CODE.



Part of the fitting instructions with the yellow Lambretta colour coding for the current from stator plate:

HT coil/CDI support

bgm PRO for VAPE- Lui 75



bgm9462KT - set **24,90€**
bgm94062S - **15,00€**



LI, LIS, SX, TV, GP, DL



bgm94067KT
26,90€

Earth wire for electronic ignition

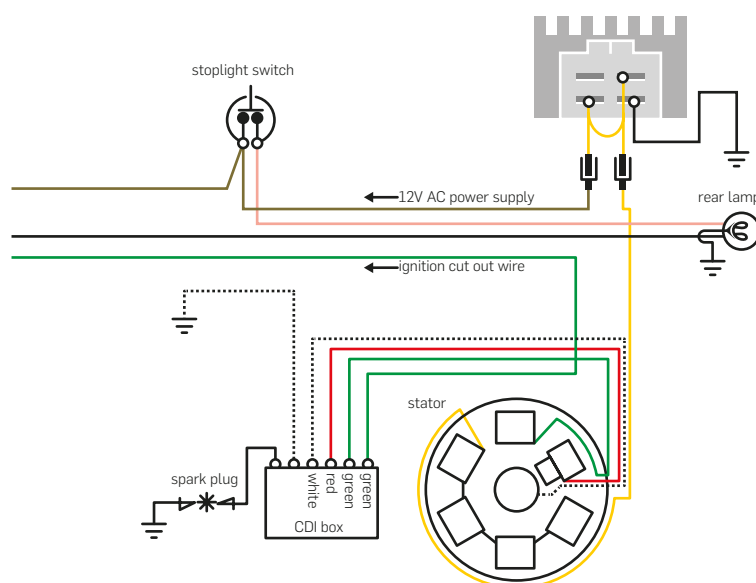
made in Germany

That is especially on all VAPE ignitions very important, especially the CDI needs a solid earth connection. But we also found this very helpful on all electronic ignition systems.



bgm94019
8,90€

LI, LIS, SX, TV (series 2-3), DL, GP, J, Lui



Flywheel nut



GP, DL
bgm2109GP
 LI, (series 3, 1964-), SX, TV (series 3)
bgm2109SX
6,90€

5 pcs

bgm2109GPV
bgm2109SXV
29,90€

Wiring loom

AC electronic ignition- LI, LIS, SX, TV (series 2-3), DL, GP



bgm6681 - Black
bgm6680 - Grey

24,90€ each

The *bgm* PRO wiring loom is the easiest way to fit an electronic ignition to your Lambretta. It is designed to be used without any junction boxes or things alike. The green and brown female plugs are used for the connection of the loom to the CDI (green) and regulator (brown). The pink and black goes to the rear light and is connected on the original rear light reflectors as per the colour code. The pink and brown are plugged to the two-plug brake light switch. No specific order on the connection, it works both ways round. The end with three wires (brown / black / green) goes into the headset. It is simply connected to headlight bulb holder.

SPARES FOR THE IDM BASED IGNITIONS

CDI



bgm6697
99,00€

with fixed timing for IDM - Ignition type Ducati blue
Vespa PX, PK, Lambretta
used for Polini IDM, Vespatronic, VesPower, Varitronic, Flytech, Parmakit

Adapter wire kit for CDI



bgm6697W
7,90€

All IDM based ignitions Varitronic, Vespatronic, Kast, Malossi VesPower, Polini IDM, Pinasco Flytech, Parmakit and so on use the same CDI unit. On all touring engines the retard/advance function of 8° is not really needed and can give a stuttering engine in the mid-range. This *bgm* CDI has a fixed ignition timing and makes most engines running much better and smoother.

CDI

NUOVA RAY IDM ignition



7676869
89,90€

Ignition

OEM QUALITY stator



3332615
84,90€

Not really *bgm* items, but if you have problems or no spark with your IDM ignition than the CDI or the stator is broken. The correct measurement for the IDM stator plate is a resistance of 300 Ω if you measure the coils against earth.

TAIL LIGHT

bgm PRO LED

Our LED rear light reflectors are million sellers. The idea for it was born on the way to Eurolambretta in Lincoln. The spume of the water on the motorway was massive and we weren't able to see the riders in front of us because of so poor rear lights. Afterwards we started to create **powerful and visible lights**. With success!



7673020
24,90€

LI (1st, 2nd series, -1960),
TV (1st, 2nd series, -1960)

12V

reflector only



7670923
22,90€

LI 2nd, 3rd series (1961-),
LI Special, SX, TV 2nd, 3rd series (1961-)

5. BIG BOX EXHAUST



The *bgm* PRO Big Box Sport exhaust is based on the Big Box V4. We call it Sport, because it gives more power over the complete rev-range on all engines we ever tried it on. This makes the Big Box Sport the most powerful Big Box system ever made by us.

EXHAUST *bgm* PRO

The increase in performance was achieved by redesigning the internal damper chamber. This has made it necessary to install a hidden silencer under the engine. The outlet pipe / stinger pipe was enlarged to 25 mm to reduce the engine temperatures on very powerful engines. But unless most of the competitor exhaust and the cheap knock-off from Asia have a restricted outlet area and overheating an engine using one of these is a matter of time really.

The proven features of the Big Box V4 have of course been adopted on the Sport Box:

- Expansion chamber type performance
- Lowest noise level on a Big Box ever
- Higher volume of exhaust box
- Improved ground clearance
- Spring mounted exhaust stub system
- Spring mounted U-bend
- Strengthened in all critical areas
- Easy fit threaded main bracket retainer
- Re-designed adjustable brackets to suit
- Cylinder height and ground clearance
- Designed to work and fit
- scope of delivery includes all parts required for mounting



Clubman Sport

SILVER



bgm2105SPS
339,00€

UNPAINTED



bgm2105SPU
309,00€

BIG BOX

Exhaust Clubman V4.0

After our latest re-work of the Big Box in 2017 the exhaust is really bullet proof and has really stand the test of time. The complete re-design from sketch and the change of production to Europe had really helped. The focus on the design of this V4 version has been an exhaust with the same power, but much better sound absorption than on the previous versions. The internal part of the sound dampening is a complete new design and gives the best noise level ever on the Big Box.

The second focus has been on the improvement of the overall build quality. All areas that had been shown as critical are brazed instead of being welded since then. This is also true for the main brackets. These have been enlarged and a reinforcing plate has been added between the main bracket and main box. The bracket for fixing the Big Box to the engine has been heavily improved as well. The movement is not just in horizontal direction, but as well in vertical direction. This adds to the very good fitment and you can adjust the ground clearance of the exhaust as much as your frame allows it.

The strengthening plate between the exhaust main body and long tail pipe has also been re-designed and is also brazed instead of welded. The brazing process takes much longer, but the less heat that is applied to the material avoids the steel to get brittle.



FEATURES:

- Expansion chamber type performance
- Lowest noise level on a Big Box ever
- Higher volume of exhaust box
- Improved ground clearance
- Spring mounted exhaust stub system
- Spring mounted U-bend
- Strengthened in all critical areas
- Easy fit threaded main bracket retainer
- Re-designed adjustable brackets to suit cylinder height and ground clearance
- Designed to work and fit

bgm2105S4 - Exhaust Clubman V4.0 silver **269,00€**
bgm2105U4 - Exhaust Clubman V4.0 unpainted **255,00€**

bgm2105U4BX - Exhaust body unpainted **189,00€**
bgm2105S4BX - Exhaust body silver **199,00€**

SPARES
(series 1-3)

Exhaust manifold

Clubman V4.0- Silver



bgm22105U4EM
54,90€

Exhaust manifold

Clubman V4.0 for QUATTRINI M210 unpainted



bgm2105QU4DP
118,00€

Silencer clamp

Clubman Sport - including rubber



bgm2105SSLB
14,90€

Exhaust flange kit

including bracket, springs and spring hook



bgm2105FKT
59,90€

Clubman V2-V3-V4 - type cast iron

Exhaust tail pipe clamp

Clubman V1.0, V2.0



bgm2105SC
8,90€

Silencer

for Clubman Sport



bgm2105SSL
69,90€

Exhaust bracket, front

Clubman V1.0, V2.0



bgm2105BR
8,90€

Exhaust bracket, front

Clubman V3.0



bgm2105U3BR
17,90€

Exhaust flange

Clubman V2-V3-V4 - type cast iron



bgm2105NCF
25,30€

Exhaust gasket

TS1, Imola



8006001
4,90€

LI, LIS, SX, TV (series 2-3), DL/GP

Exhaust gasket

MRB-Racetour 225 ccm



bgm22EG
3,90€

LI, LIS, SX, TV (series 2-3), DL/GP

Exhaust flange

Clubman V2-V3-V4 - type TS1



bgm2105NTF
19,90€

6. CLUTCH GEARBOX TRANSMISSION



The bgm PRO Lambretta Superstrong clutch is CNC machined from billet in Germany. It comes with six racing red clutch plates, ten springs especially made for this clutch and five 1.2 mm steel discs. The clutch is a Plug & play solution that fits without any spacers or fiddling.

CLUTCH

Superstrong 6 plate, 10 spring

The Casa scooters won the ESC 2015 with the bgm clutch and the year after the BSS0 series. There are three different sets of clutch springs available to cover different power outputs. The delivery of the clutch contains one set of ten green springs. The softest are marked green and have a spring rate of 4.7 N/mm. They are the ones to use with power up to 22 hp. The medium ones are marked yellow, have a spring rate of 6.8 N/mm and are good up to 35 hp. The hard ones have a spring rate of 13.8 N/mm and are good up to 50 hp. All parts are highly precision machined from 42CrMo4 and partially nitration hardened where needed.



THE DELIVERY CONTAINS:

- CNC rear sprocket 46 or 47 teeth
- Extended CNC clutch spider
- CNC pressure plate with extra length for more room and no clutch drag
- Adaptors to use the pressure plate for dl/GP or Li/SX
- CNC machined top plate offset for more clearance between top plate and kickstart shaft
- Six racing red bgm PRO clutch plates
- Five 1.2 mm bgm PRO steel plates, grinded, hardened, plane parallel
- Ten clutch springs for extra smooth operation
- bgm PRO clutch bush

LI, LI S, SX, TV (series 2-3), DL/GP

bgm8011NR46 - 46 tooth

bgm8011NR47 - 47 tooth

499,00 € each

Clutch compressor



The clutch with build in clutch compressor.

The clutch pressure plate and spider can be used as single components to upgrade any other aftermarket 5 and 6 plate rear sprockets. As long as these are made to the original Innocenti measurements it is a straight fit. If not made to this spec some modifications might be needed.



bgm8011TL1
4,90€

Drive sprocket

LI, LIS, SX, TV (2nd, 3rd series), DL, GP



- bgm8012R15 15 tooth
- bgm8012R16 16 tooth
- bgm8012R17 17 tooth
- bgm8012R18 18 tooth
- bgm8012R19 19 tooth
- bgm8012R20 20 tooth
- bgm8012R21 21 tooth

39,90€ each



can only be used with part no. bgm8011

IWIS CHAINS

The IWIS chains are the best chains on the market. They are riveted endlessly and Made in Germany. Originally these are used as timing chains on cars. This makes them indestructible on a Lambretta engine as long as there is some maintenance. The IWIS chains are available in different qualities. Ours are the highest quality available and they nearly don't stretch.



(series 1-3)			
8020080 - 80 links	59,90€	8020082 - 82 links	59,90€
8020081 - 81 links	79,90€	8020083 - 83 links	79,90€
		8020084 - 84 links	59,90€

Gearbox shim



7,90€

Lambretta (series 1-3)

bgm6010S15 - 1.50mm	bgm6010S21 - 2.10mm
bgm6010S16 - 1.60mm	bgm6010S22 - 2.22mm
bgm6010S17 - 1.70mm	bgm6010S23 - 2.30mm
bgm6010S18 - 1.80mm	bgm6010S24 - 2.40mm
bgm6010S19 - 1.90mm	bgm6010S25 - 2.50mm
bgm6010S20 - 2.00mm	bgm6010S26 - 2.60mm

Clutch shim



4,90€

LI, LIS, SX, TV (series 2-3), DL, GP

bgm6015S08 - 0.8mm
bgm6015S10 - 1.0mm
bgm6015S12 - 1.2mm
bgm6015S14 - 1.4mm
bgm6015S16 - 1.6mm

bgm6015KT - Clutch shim set
21,90€

Clutch compressor

Heavy duty clutch compressing tool in workshop quality. The clutch compressor is a must have tool for the Lambretta. We have it remade to the Innocenti design and it works on all Li-family, J-range and lui scooters.

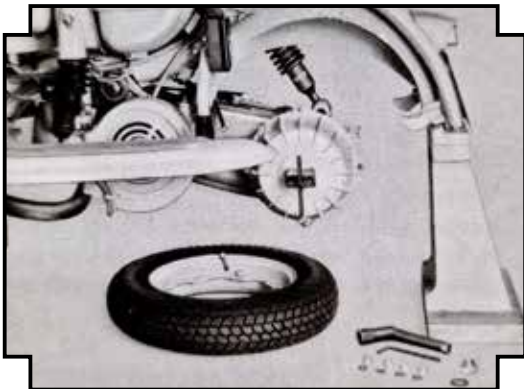


bgm1220TL
45,90€

Here you find additional information about Lambretta tools:



QR CODE.



COMPLETE 4- AND 5-PLATE CLUTCH KITS

Despite our Made in Germany CNC 6-plate clutch, we also offer different upgrades to the original clutch sprockets and parts.

To get the Lambretta clutch working perfect is a narrow burr between clutch slip and clutch drag. Essential is the right material on the clutch plates. Is it too soft and expands under heat there will be clutch drag, easy to recognize when your engines tries to move forward in 1st gear with the clutch engaged. If this is the case there is not enough room in your clutch system to fully separate the clutch plates. Another problem that can occur is clutch slip. This means that the clutch is not capable to transfer the power to your gearbox. This can be caused by too hard material on the clutch plates, too soft springs or not enough surface area on the clutch plates.

We have complete 4-plate and 5-plate setups that work and last. These sets come with clutch plates, steels and reinforced springs and can easily handle power outputs slightly over the 20 hp rear wheel power. All you have to do after fitting is to control the free play of the plates. Therefore, you fully compress the clutch unit and check afterwards that there is at least 1 mm of free play between the clutch plates. As a rule of thumb the package of clutch plates and steels should be no more than 18.5 mm.

bgm PRO TOURING

Without any doubt the best 4-plate clutch setup available. It comes with *bgm* PRO Touring clutch plates, 1.5 mm steel plates, and a set of reinforced clutch springs that are Made in Germany. This fits straight into any standard Lambretta clutch unit. The sintered clutch plate material (like on Honda's CR80 plates) is applied to an alloy carrier material with reinforced ears.



Clutch friction plate set

set incl. steel plates and springs (reinforced)



The ears are obviously the standard size of 20.2 mm, but they are much thicker and less wearing on both the plates and the clutch sprockets. The *bgm* PRO Touring plates combine the advantages of the popular CR80 racing pads with the high demands of long-distance riders. The package of clutch and steel plates has a thickness of 18.5 mm like original.

Clutch 5 friction plate set *bgm* PRO Superstrong Racing Red

Our 5-plate kit consists of five racing red *bgm* PRO clutch plates, four 1.2 mm steel plates and the reinforced spring set. The racing red plates have a thickness of 2.6 mm each and are also used in our *bgm* CNC 6-plate clutches. The complete set of clutch and steel plates has a thickness of 18 mm. Despite the compulsory check of at least 1 mm free play with the clutch fully compressed, you should also check if the ears of the bottom clutch plate touch the rear sprocket. Modern day sprockets have pockets machined for more travel.



bgm8005RKT2
59,00€

CLUTCH PLATES, STEELS AND SPRINGS

LI, LIS, SX, TV (series 2-3), DL, GP

Clutch friction plate sets



bgm8004 *bgm ORIGINAL*
4 plates, each 3.5mm **24,90€**



bgm8004CMT *bgm PRO TOURING*
4 plates, each 3.5mm **27,90€**

bgm PRO Superstrong Racing Red



bgm8005R 5 plates, each 2.6 mm
34,90€

bgm8006 6 plates, each 2,6 mm
36,90€

Clutch friction plate set incl. steel plates



4 friction plates each, 3.5 mm,
3 steel plates each 1.5 mm

bgm8004KT - *bgm ORIGINAL* **39,90€**

bgm8004CKT - *bgm PRO TOURING* **42,90€**



bgm8005RKT - 5 friction plates, each 2.6 mm,
4 steel plates each 1.2 mm **57,90€**

bgm8006KT - 6 friction plates, each 2.6 mm,
5 steel plates each 1.2 mm **59,90€**



Clutch bush



bgm8010B
17,90€

Clutch steel plate



5,90€ each

LI, LIS, SX, TV (series 2-3), DL, GP

bgm8004S12 - 1.2mm

bgm8004S - 1.5mm

Clutch circlip Superstrong

Ø=79mm w=3.5mm h=1.5mm



bgm81079
5,90€

LI, LIS, SX, TV (2nd-3rd series), DL, GP,
J, Lui, Vega, Cometa

Clutch spring set

10 pcs



10,90€ each

Only for clutches **bgm** and other 10 spring

LI, LI S, SX, TV (series 2-3), DL/GP

bgm8010FX - hard

(5.5 spring coils, elastic constant=13.8, red)

bgm8010WX - soft

(6.2 spring coils, elastic constant=4.7, green)

bgm8010LX - medium

(8 spring coils, elastic constant=6.8, yellow)

(reinforced)- 5 pcs



bgm8004SK
9,90€

LI, LI S, SX, TV (series 2-3), DL/GP
hard (5.5 spring coils, elastic constant=13.8)

Gearbox oil

bgm PRO Street - SAE80, GL3 - 500ml

Made in Germany. Perfect gearbox oil, as specified by Innocenti. Perfectly covers everyday load conditions. Suitable for standard to high-end engines. Good-adhesive, pressure-resistant lubricating film and wear resistant.



bgm2050
8,90€

Gear selector fork pawl set

bgm ORIGINAL



bgm6199
9,90€

LI, LIS, SX, TV, DL, GP

Engine cover gasket

Made in Italy - silicone



bgm1220CCS
9,90€

LI 125-150, LIS, SX, TV (series 2-3),
DL/GP 125-200

bgm1220CCSV 5 pcs - **44,90€**

bgm1220CCSX 10 pcs - **85,90€**

Crankcase/maghouse gasket

silicone



bgm1220MAP
6,90€

LI, LIS, SX, TV (series 2-3), DL/GP 125-200

bgm1220MAPV - 5 pcs **28,90€**

bgm1220MAPX - 10 pcs **51,90€**



Video
SLUK about it
QR CODE.

Clutch spring locating

tool



8099015
15,90€

LI, LIS, SX, TV (series 2-3)

Clutch spring locating

tool - Superstrong



bgm8011TL2
29,90€

LI, LIS, SX, TV (series 2-3)
can only be used with part no. bgm8011

Stud set

for engine casing cover - Made in Italy



bgm2246N
34,90€

REAR HUB BEARING



rear wheel,
Lambretta (series 1-3)

bgm7915
36,90€

Rear wheel axle layshaft

bgm ORIGINAL - LI, LIS, SX, TV (series 2-3), DL, GP

The layshaft is a central component for safety, it is the connection between the engine and the rear wheel. Original Innocenti main shafts are more than 50 years old and nobody can be sure what has happened to it during these five decades. Especially with improper assembly with too high torque, the main shaft can shear off at the area of the thread to the layshaft itself. This is a huge danger that can be avoided with a new main shaft of good quality and right torque settings on every assembly.



bgm6190
99,90€

For new rear brake drums with a taper of 8°, the required tightening torque is 147-161 Nm. Tighten to the lower value of 147 Nm with a torque wrench and then check that the locking plate for the rear wheel nut can be fitted. If this is not the case, gradually increase the tightening torque until one of the holes in the brake drum is aligned with the hole in the locking plate. Insert the hexagon socket screw of the locking plate with medium-strength thread locker and tighten with a tightening torque of 14 - 14.7 Nm

'ball squeezer'

Assembly and disassembly tool for gear selector

The **bgm** ball crusher is the perfect tool for fitting the gear selector spring and balls without any effort. You simply put it over the balls slip it away with the gear selector and job done.



bgm7931TL
34,90€



Video
QR CODE.

LI, LIS, SX, TV (Series 2, Series 3), DL, GP

7. ENGINE MOUNTS



In 2012 we were unsatisfied with all the remade engine mounts for the Lambretta that we decided to do our own ones. We tested different grades of rubber hardness and different hardness on left hand side and right-hand side to eliminate vibrations. When we were happy with the result, we confirmed the different rubber grades for left- and right-hand side. The customers and forum feedbacks are overwhelming and once again our intense R&D brought the next product setting the standards.

SILENT BLOCK PAIR

engine

THE ORIGINALS STILL THE GREATEST!

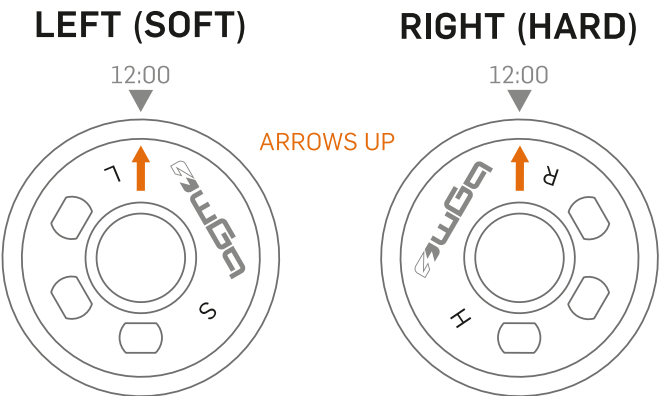
The delivery always comes as a pair with markings on the rubber which one to use for the left-hand side and which one for the right-hand side. Additionally, there is an arrow showing the mounting position. With the *bgm* crankshaft, balanced *bgm* flywheel and flywheel and the *bgm* engine mounts you can have a super smooth-running engine at every rev range. Often copied, never equalled.

The correct outer diameter of them is machined in Germany to the exact Innocenti figures. By requests from customers we are also offer them unmachined with an outer diameter of 38 mm. These can be used for special, one off solutions. And they can be machined to the required size in cases where needed.



LIS, SX, TV (2nd, 3rd series), DL, GP

bgm7950G - 29cm engine bolt
bgm7950 - OVERSIZE $\varnothing=38\text{mm}$ -29cm engine bolt
49,90€ each



For specific purposes we offer our engine mounts in unmachined outer diameter. So, they can be machined to the desired measurement.

Silent block fitting tool

Heavy quality workshop tool – Made in Germany. This and heat are the only proper way to fit new and re-fit old engine mounts.

LI, LIS, SX, TV (2nd series, 3rd series), DL, GP

bgm7950TL
69,90€





1.

The silent block tool and a torch blower are essential for this job. The key factor is to apply enough heat, because the seat is an interference fit.



2.

Start with heating the casings up. Take care not to burn the old rubbers. If not enough heat is applied, removal will be difficult. If so, heat it up again.



3.

For the removal the tool is fitted as shown. The small bolt (3.5 x 3.5 cm) is used to pull out the silent block from the inside.



4.

Spanners are used to turn the nut and hold the bolt. Easy job with proper heated casings.



5.

You will finally hear the engine mount leave his seat. Take care not to burn yourself with the hot silent block.



6.

This is what the engine looks like without silent block. To fit the new one, the casings should be heated up again.



7.

If the casing is warm enough, fit the tool with two matching washers.



8.

A little bit of grease or copper paste will make the job easier. Use the spanners again.



9.

Pull the new silent block into the casing, If this is suspiciously hard to do, use the blow torch again and apply more heat.



10.

Job done! Enjoy!

8 . S H O C K E R S



Introduced in 2008 as one the very first **bgm** products
it became an instant classic!

bgm FRONT DAMPERS

bgm PRO F16 COMPETITION

The F16 and the F16 COMPETITION both feature a 16-way adjustable rebound damping system. They are developed as an update for all types of fork springs and work especially well with the progressive bgm PRO fork springs. They are easy to install and fits straight to the standard auxiliary shock absorber mounts of the 175 cc and 200 cc models. No welding or other modifications are necessary. For all other models there are different adaptors available to retro fit them.

The COMPETITION shock absorbers are fully race-compatible thanks to the expansion tank and have firstly and successfully been driven by Team Replay in the English BSSO race series in 2018. Compared to the BGM Pro Sport shocks they offer a wider adjustment range, respond even better and are thermally very stable due to the larger oil volume.

Both types are the perfect addition to the rear bgm shock absorbers.



299,00€ each

bgm7708 - black

bgm7709 - silver

bgm PRO F16 SPORT



bgm7774 - black



bgm7773 - silver



bgm7775 - steel grey

229,00€ each

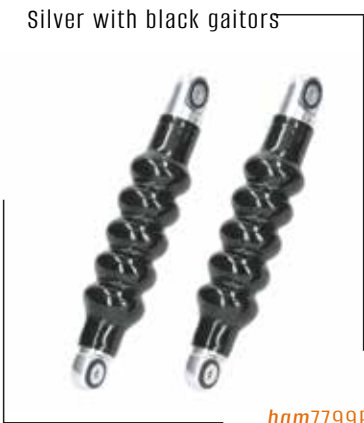
bgm PRO 6T's

The 6T's front dampers are supposed to be used with gaitors and are a clear reminiscence to the dealers special of the Sixties. The dampers are not adjustable but perfectly pre-setted for all round riding conditions. They work with the smooth and shiny gaitors only. The matt black ones are shorter and do not fit into the grooves for holding the gaitors in place.

Like most of the available front dampers, the *bgm* ones do not fit the Spanish Lince models that feature the bolt with 9 mm diameter. But the *bgm* ones have enough meat in the bushings to be drilled out.



bgm7799B - black
bgm7799 - silver
179,00€ each



bgm7799PLUS
199,00€



bgm7799BPLUS
199,00€

FRONT DAMPER BRACKETS

Upper mount - *bgm* PRO Clip on aluminium CNC



LI, LIS, SX, TV, DL, GP
bgm7650N - Black
bgm7650S - Silver
69,00€ each

Pair of fork springs +10%



3332784
19,90€
LI, LI S, SX, TV, DL, GP

bgm REAR DAMPERS

After some improvements on the original design in 2010 the *bgm 7772 Black Edition* was introduced that had some first time ever features on a Lambretta shock absorber, like the length adjustment. The Black Edition was so good that nothing was changed for over a decade. Then Rob Grey from Kickback garage joined the game and helped to refine the damper settings even further, so the V3 was born.

The shock absorbers are fully adjustable and offer an incomparable driving experience as you have never known from a scooter before. Sporty, comfortable, fully adjustable, very durable. The massive body is CNC machined from high-strength aluminium and anodized. The rebound damping is adjustable and there is infinitely variable adjustment of spring preload. Massive 14 mm piston rod. The length is adjustable from 300 mm to 310 mm. With extensions -available as an extra- the length can be adjusted even further by 20 – 30 mm what can be a benefit on high speed cornering with the extra clearance offered to the exhausts.

The *bgm Competition* has a larger capacity with its reservoir on the housing. Additionally, it features the adjustment of high speed and low speed dampening and renowned racers confirm the very good functionality and the superb quality of these shocks in numerous racing applications.

From very comfortable to sporty tight, the *bgm PRO SC* shocks can do it!

LI, LIS, SX, TV, DL, GP

bgm PRO R12 V3 RGS

300-310mm



bgm7772V3S - Black
bgm7772V3V - Chrome

329,00€ each

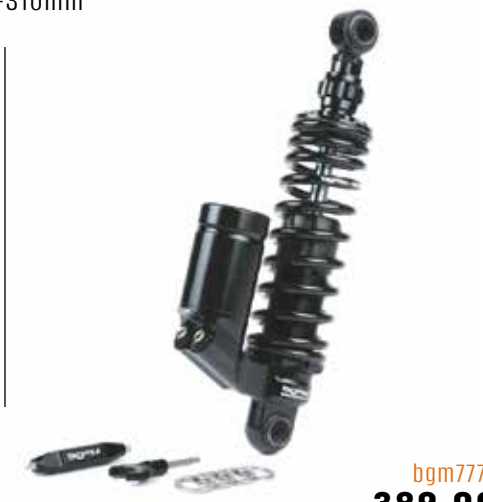


LUI, VEGA,
LUNA, COMETA
chrome

bgm7772V3LUI
330,00€

bgm PRO COMPETITION RT H/L

300-310mm



bgm7772RT
389,00€

Lambretta Rear shoker
in the SC-blog:



Video
Kickback Garage:



SPARES

With the rear shockers on the market for more than 15 years, we also offer the rubber bushes as spares in the case these need to be renewed, so we do for the front dampers, the metal and rubber bushes are available on their own for these.

As later Spanish machines used a rear damper with a wider lug on top and bottom a special spacer bushing is required to fit dampers with the standard width to these.

Extention for rear shock absorber



bgm7772EXTB - Black
bgm7772EXTS - Silver
55,00€ each

Bush front shock absorber

Metal



bgm777BU
6,00€

Rubber



bgm778BUPL
3,90€

Bush for rear shock absorber *bgm PRO R12*



bgm7772BU
9,95€

Spacer rear shock absorber for mounting of Italian shock absorbers to Serveta



bgm7790
9,50€

Fork spring compressor



A small hint from our tool special is the bgm fork spring compressor. This is super easy to handle and makes changing the fork springs a child's game.



bgm777TL
59,00€

LI, LI S, SX, TV, DL, GP

9. WHEELS RIMS BRAKES

We have all the parts to make your Lambretta a very well handling and stopping one. Together with the stator plate the Lambretta rear shockers had been one of the very first bgm products more than one decade ago. Our front and rear shockers have set the standard on suspensions. One of the latest additions are the bgm tyres. Both the Classic and Sport ones have an overwhelming feedback from riders all over the world. And not without reason.



FRONT DISC BRAKE

German made disc brake with brake torque support (Antidive). This effectively prevents the annoying slamming when braking. This allows the great braking power of the disc brake to be used optimally. The Antidive also allows the installation of softer fork springs, as these no longer have to absorb the high braking torque. For the original disc brakes - Forklinks the brake fits without modifications. Due to the Anti Dive support the use of wider tires than 3.50-10 is limited.

The used brake disc has an outer diameter of 220 mm and is screwed 10 times. The mounting for the brake calliper is designed for the 4-piston calliper of the bgm PRO and the Stage6.

This allows very high deceleration values to be achieved on the Lambretta. Due to the original style brake drum the conversion is very harmonious. The drum is supplied with all the necessary small parts (bearings, oil seals, bushings, etc.). The drum is unpainted. The threads are provided with steel inserts.

The brake is supplied pre-assembled. On fork links for drum brakes, remove the pin for the brake torque support. The support for the antidive function must be at a 90° angle to the fork. Make sure that there is sufficient distance to the tyre.



W/o caliper
LI, LIS, SX, TV, DL, GP
bgm7890RDY
599,00€

NOTE: If an aluminium rim for tubeless tyres is to be used, please use the *bgm7890SKT* bolt set (see accessories). This contains longer bolts to compensate for the greater material thickness of the aluminium rims. Check also that there is sufficient space between the rim and brake calliper.

Brake calliper *bgm PRO*

front, 4-piston, radial fixing
LI, LIS, SX, TV (series 2-3)

bgm2506BK - black
bgm2506SL - silver
99,80€ each



SPARES

Front axle drum brake incl. Nuts



bgm7890EKT
29,90€

LI, LIS, SX, TV, DL, GP, J, Lui, LD (1957)

Screw set used for disc brake *bgm* Lambretta with tubeless rim aluminium



bgm7890SKT
3,90€

Ball bearing



bgm7890BB
19,90€

6901-2RS- (used for disc brake *bgm7890* LI/GP)

BRAKE PADS AND OTHER SPARES

Brake shoes

Ø=152x25mm



The bgm PRO brake shoes are manufactured exclusively for us by one of the most renowned Italian brake pad manufacturers. The lining material comes from the German manufacturer Beral. The pad carrier is made of aluminium, as with the original.

LI, LIS, SX, TV
bgm5330
31,90 €

The pad compound for the bgm PRO brake pad has a high coefficient of friction averaging over $\mu=0.54$. This is maintained over a wide temperature range. The bgm PRO brake pad withstands temperature peaks of up to 350°C and is therefore suitable for the toughest applications. The braking behaviour is powerful from the beginning. These good properties do not diminish even under high loads. With a pad hardness of over 71 shore on average, the pad is also not too soft and offers clear feedback on the brake lever.

Spare pads for the NISSIN calliper as used on many different Lambretta hydraulic disc brake conversions.

Brake pads

77.4x42.3mm



bgm45613
12,90 €

external Nissin brake caliper, YAMAHA
Cygnus X, DERBI GPR Racing 50 2T LC -2003

Brake pads

fits *bgm* PRO 4-piston calliper, radial



bgm2506PDC
27,90 €

CLASSIC TYRES *bgm*



Tyres are without any doubt one of the most important components of our scooters. It gives the contact to the road and is therefore not only responsible for safety but also for the fun factor. The goal was to develop a tyre that runs through bends and roundabouts when it is wet as you would ride in the dry! Coupled with the needs required for today's engine outputs, there was only one way: a completely new development!

Two things are determining the driving behaviour of a tyre: the rubber compound and the structure of the tyre. The *bgm* tyres are constructed here without any compromises and produced in Germany. All of the innovations from recent tyre technology have been incorporated into our tyres. The specially coordinated material mix with high silica compound ensures excellent grip in dry and wet conditions. The extremely stable carcass ensures perfect straight running and excellent line fidelity during fast cornering. Tyres are usually simply pressed into shape from a layer of rubber. The *bgm* tyres are significantly more complex to produce and consist of several layers to create the perfect tyre that meets the highest requirements and have the highest speed release on the market.



The *bgm* Classic profile is a tribute to the tyres that has been chosen for many Vespas and the Lambretta as original equipment tyres. Thus it perfectly combines a timeless classic profile with the tyre technology of the 21st century.

FEATURES

- Speed rated up to 93 mph are ideal for powerful engines
- Additional REINFORCED marking.
- Extremely strong carcass for perfect directional stability and excellent line stability on fast cornering.
- V-shaped instead of U-shaped. The tyre tilts better into corners and offers more contact area in lean angles.
- Specially formulated Silica compound for excellent grip in dry and wet conditions.
- Tube type

150 km/h (reinforced)) - for tube rims only

bgm35010CT 3.50 - 10-inch TT 59P - **59,90€**
bgm30010CT 3.00 - 10-inch TT 50P - **44,90€**

Soon available in TL!



SPORT TYRES *bgm*



The *bgm* Sport tyre reflects the 21th century design and gives a very sportive tyre thread.

FEATURES

- Speed rated up to 112 mph are ideal for powerful engines
- Additional REINFORCED marking.
- Extremely strong carcass for perfect directional stability and excellent line stability on fast cornering.
- V-shaped instead of U-shaped. The tyre tilts better into corners and offers more contact area in lean angles.
 - Specially formulated Silica compound for excellent grip in dry and wet conditions.



3.50 - 10 inch TT 59S 180 km/h (reinforced)

bgm35010SL - for tubeless rims only **64,00€**

bgm35010ST - for tube rims only **62,00€**

3.00 - 10-inch TL 50S 180 km/h (reinforced)

Can be used on tubular rims **AND** tubeless rims!

bgm30010SL
49,00€



Video
QR CODE.



STAINLESS STEEL

Wheel rim

The bgm PRO stainless steel rims are made in Germany by a specialist company.



The rims are so nice and well made that Ferdinando Innocenti and Enrico Piaggio would have tears of joy in their eyes. The high tensile rim is 100% true running, rust free and has a reinforced rim flange. Regardless if stainless steel or stainless steel highly polished both versions are fitted with special bolts. The square section of these catches in the wheel rim like on the original Innocenti design.



LI Serie 1-3, LI S, SX, TV Serie 2-3

bgm7970 stainless steel polished

bgm7971 stainless steel

bgm79VA Bolt for wheel rim

199,00€

149,00€

3,65€

Brake drum locking tool 10"



bgm7915TL
49,00€

LI Serie 1-3, LI S, SX, TV Serie 2-3

The central fixing nut of the rear brake drum needs to be tightened with the right torque settings. This tool allows an easy and safe fixing of the brake drum to loosen / tighten the nut.

Rear brake drum nut tightening torque:

- 8° + 11° cone: 161 Nm
- 20° cone: 203 Nm

Tube **bgm PRO**

10 inch

bgm hoses are manufactured according to our specifications to give the maximum safety! The high butyl content of more than 50% makes them extremely airtight and absolutely reliable. The high butyl content makes the hose expensive to manufacture, but in our opinion no way to cut corners when it comes to safety. The valves are vulcanized in the specific position for each model.

bgm8700L 3.50-10, 100/80-10, 100/90-10 **9,90€**

bgm8700LX3 Kit (3x) **25,90€**

Lui, J50 (1968-), J100, J125, 50 DL, 50 Special

bgm8700SF 3.00-10 **8,90€**

bgm8700SFX3 Kit (3x) **22,90€**



All tubes come now with **bgm** valve caps!

bgm ORIGINAL

LI (series 1-3), LI S, SX, TV (series 2-3)

bgm rim for all Series 1 -3 Lambrettas (Li, LiS, TV, SX, GT, GP, DL).



FEATURES OF THE **bgm** ORIGINAL RIMS:

- High quality workmanship
- Good fitting
- Right rim profile
- Right valve hole positioning
- Excellent true running for a stamped wheel rim
- Good value for money

bgm7960C Chrome

54,90€

bgm7960B White

bgm7960S Silver

29,90€ each

The chromed rim is perfectly polished before the chroming. The multi-stage chroming process afterwards results in a very deep and shiny chrome.

With every change of the tyres the wheel rim should be inspected. Rims used for decades are very likely to be damaged. A close look to the condition of the wheel studs, rim flange and a rusty rim well should be taken. The **bgm** rim is the perfect replacement rim in these cases.

bgm Pro

tubeless, 2.10-10-inch, aluminium

Solid aluminium rim from **bgm PRO** made in Italy. This rim allows the mounting of tubeless tyres, as they are common in the motorcycle sector. It replaces the standard rim without any further modification.

The advantages are:

- 40% weight saving
- safety extra thanks to double-hump
- better response of the chassis
- good true running



LI (series 1-3), LI S, SX, TV (series 2-3)

bgm7982 Matt black **75,90€**

bgm7983 Silver **75,90€**

bgm7984 White **75,90€**

bgm7985 Aluminium, polished **79,90€**

WHEELS *bgm*

CLASSIC

3.50 - 10-inch TT 59P (reinforced)
wheel rim 2.15-10 stainless steel

bgm35010CTKLP polished **249,90€**

bgm35010CTKLS stainless steel **199,90€**



Our standard *bgm* Lambretta rims combined with the classy Classic tyre and *bgm* inner tube. Available in a very nice chrome finish or matched to the Bianco Nuovo or silver/grey of the Lambretta.



bgm35010CTKLC Chrome **110,90€**



bgm35010CTKLW White

bgm35010CTKLG Silver



81,90€ each

SPORT

3.50 - 10-inch TT 59P (reinforced), wheel rim 2.15-10

Striking combination of the *bgm* Sports tyre with the stainless-steel split rim and *bgm* inner tube. Both are Made in Germany and the stainless-steel wheel is 100% true-running and extra strong.

Or combined with our *bgm* standard split rims.

bgm35010STKLC Chrome **118,00€**

bgm35010STKLG Grey **92,00€**

bgm35010STKLW White **92,00€**

bgm35010STKLS stainless steel **209,00€**

bgm35010STKLP stainless steel polished **259,90€**



Wheel rim *bgm* SPORT tubeless

3.50 - 10-inch TT 59P (reinforced)

wheel rim 2.10-10

bgm PRO Sport tyres (3.50-10) ready mounted on aluminium sport rim BGM Pro tubeless (2.10-10)

Ready to mount tyre set consisting of the first-class *bgm* Sport tyre with a speed index S (approved up to 180km/h) and a load capacity index of 59 (243kg per tyre) as well as the exclusive *bgm* PRO light alloy rim.



bgm35010SLKLG Silver

bgm35010SLKLB Black

bgm35010SLKLW White

149,00€ each

Wheel chock for trailer

scooter stand for front wheel *bgm* PRO, 8-13-inch tyre

Vespa, Lambretta, Scooter, Modern Vespa

Fast and easy parking (requires only one person) of scooter in garage, carport, on trailer or van. Fixes the vehicle reliably in a vertical position on the front wheel. To do this, simply drive with the front wheel into the rocker, which folds forward with the front wheel and the wheel wedges in the holder.

For permanent mounting on the ground, the motorcycle stand is equipped with a total of four screw holes.

Suitable for front tyres with a size of 8-13" and a tyre width of 90 to 130mm.

- Own weight: approx. 7 kg
- Dimensions (WxDxH): approx. 29 x 48 x 31 cm
- Material: steel
- Drillings for fixing to the floor: 4x Ø10mm



bgm7400
81,90€

10. CABLES



Our first *bgm* cable sets have been introduced in 2009. The well-respected kits have slightly been improved over the years.

bgm ORIGINAL cable sets

The well-known features of right lengths of inners and outers, PTFE inner lining for **extra smooth operation** and the **detailed fitting instructions** remained from day one. Product-care has been taken and double grouted end sleeves, higher quality inners and more improved details have been introduced. For the front brake and clutch cables, we supply from now on inners with two-piece cable barrels. This gives some extra flexibility at the levers and snapped cables are an issue of the past, especially if you grease everything properly.

The delivery does contain cables for gears (2 pcs.), clutch, rear brake, front brake, standard throttle, additional inner throttle cable for larger carbs, standard choke cable and solder fitting for choke cable to match this to non-standard carbs. The speedo cable is not included to this cable set and all **cables are available on their own now as well.**



bgm PRO Silk Liner

The **bgm PRO Silk Liner** cable kits come with build-in extra super silk smooth operation. Highly durable stainless-steel cables combined with a special type of PE inner liner make the cables 50% smoother than the already very silk-smooth **bgm ORIGINAL** cables. Let alone all the other cable kits on the market. The cable lengths are perfectly matched for the Lambretta. Special attention was paid to high-quality details such as double-pressed end sleeves, burr-free nipples and tin-plated wire ends. This makes installation quick and easy. All cable sleeves with new high-performance PE inner liner (except choke cable/brake cable rear). The inner cables are made from heavy duty 19 single wires for maximum safety. The front brake and clutch cables are with pear nipple adaptors. With this the cable ends at the headset can rotate freely and it adds to smooth operation but moreover it expands the lifetime heavily.

DL, GP
bgm6401SL

LI, LIS, SX, TV (series 2-3)
bgm6400SL

49,90 € each

Blog Silk Liner

Blog Cable Routing

Fitting instructions
cable sets:



QR CODE.



BLACK *bgm* CABLES

DL, GP

- bgm6401FB* - Front brake cable **8,90€**
- bgm6401CC* - Clutch cable **8,90€**
- bgm6401GC* - Gear change cable **7,90€**
- bgm6401RB* - Rear brake cable **4,90€**
- bgm6401TC* - Throttle control cable **8,90€**
- bgm6401ST* - Choke cable **8,90€**
- bgm6492* - Cable barrel
fitting Ø=8,0mm x 8mm **4,90€**



GREY *bgm* CABLES

Lambretta LI, LIS, SX, TV

- bgm6400FB* - Front brake cable **8,90€**
- bgm6400CC* - Clutch cable **8,90€**
- bgm6400GC* - Gear change cable **7,90€**
- bgm6400RB* - Rear brake cable **4,90€**
- bgm6400TC* - Throttle control cable **8,90€**
- bgm6400ST* - Choke cable **4,90€**



INNER CABLE SET

High quality inner cable set as supplied with our *bgm* ORIGINAL cable set. Perfect for a rebuild or as the perfect repair kit for on the road. The set contains of:

- 2x Ø=1,9mm x 2100mm (pear shape nipple, used as clutch/front brake cable)
- 2x Ø=1,6mm x 2100mm (nipple Ø=5,5mm x 7mm, used as gear change cable)
- 1x Ø=1,2mm x 2500mm (nipple Ø=5,5mm x 7mm, used as throttle cable)
- 1x Ø=1,2mm x 2500mm (nipple Ø=3,0mm x 3mm, used as throttle cable)

bgm6400UI
13,90€

INNER CABLES

Front brake inner cable

l=1730mm



DL, GP

bgm6401FBI
4,45€

LI, LIS, SX, TV (Serie 2-3), DL, GP

- bgm6401CCI* - Clutch cable inner, l=2000mm **4,65€**
- bgm6400GCI* - Gear change cables inner, l=1755mm
- 2 pieces **7,90€**
- bgm6401TCI* - Throttle cable inner, l=1355mm **4,35€**

SUPERSTRONG FRONT AND REAR CABLES

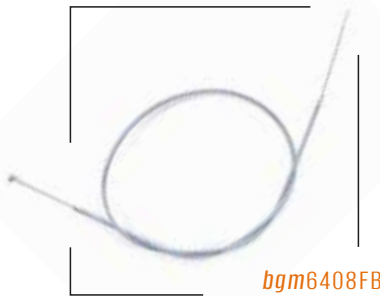
Front Brake cable, Ø2.5mm

The bgm PRO Superstrong Lambretta front brake cables have an extra thick Ø 2.5mm inner cable diameter and a fix pressed cable holder on the outer cable. Both improve the braking process considerably. Innocenti already made a similar modification in May 1966 with the model update of the SX 200 Series, which were equipped with a disc brake. Additionally, the cable thickness was increased. The original cables measured by us were 6 mm outside and 1,5 mm inside. The **bgm** Superstrong front brake cable has an outer diameter of 7 mm and an inner cable of 2.5 mm. This improves the braking on drum and original front disc brakes heavily.



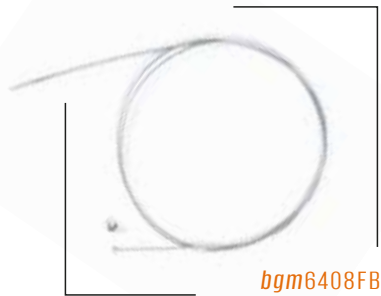
bgm6409FB
9,90€

DL, GP - black



bgm6408FB
9,90€

LI, LIS, SX, TV (series 2-3) - grey



bgm6408BI
4,90€

LI, LIS, SX, TV (series 2-3)

Rear Brake cable, Ø3,0mm

The Superstrong rear brake cable comes with an extra strong 3 mm diameter inner cable. The top hat bush at the engine side is fixed to the outer cable to add some extra rigidity. So, the working travel is shortened, the response and the feedback of the brake are significantly improved.



bgm6409RB
12,90€

DL, GP



bgm6408RB
12,90€

LI, LIS, SX, TV (series 2-3)



bgm6408BI
3,90€

LI, LIS, SX, TV (series 2-3), DL, GP

CONTROLS LAMBRETTA

Rear brake cable inner

Ø 2,9 x 1050 mm with threaded part M6



bgm8081
9,50€

Rear brake inner cable for all Lambretta Series 1-3 scooters. Thanks to the threaded part you can take the engine off the scooter without loosening the original adjuster system. Perfect for easier adjustment and fast engine swaps.

Speedo cable



LI (3rd series), LIS, SX, TV (3rd series)
bgm6402SC - Italian and Spanish speedos



DL, GP
bgm6401SC - Italian speedos
12,90€ each

Lambretta Series 3 speedo cables to the original design. Complete kit with upper and lower size of the inner speedo cable of 2.5 mm.

Fastening set for speedo cable



LI (3rd series), LIS, SX, TV (3rd series)
bgm6402SN - Italian and Spanish speedos



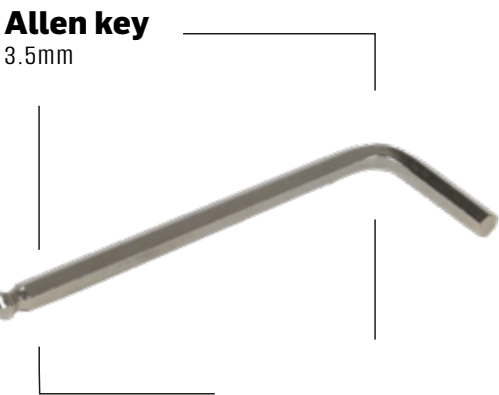
DL, GP
bgm6401SN - Italian speedos
5,99€ each

Adjuster screw and trunnion set

All parts of our trunnion and adjuster screws are made by a supplier of the Japanese motorcycle industry. The trunnions are made of brass and have the small disc in it to protect the cables of cracking. The Allen key size is 3.5 mm on both trunnions, long and short. The Allen key is ball ended what is a very nice feature to make adjusting of the inner gear change cable much easier as the clutch cable can stay in place. Also included are three pieces of the adjuster screws (M7x25 mm), two cable barrels, two trunnions (5.5 x 7 mm) and the front and two top hat bushes for the brake cables. Every part is available on its own too. Important is the brass material like on all original trunnions. This has the right hardness not to wear off especially your gear swivel.



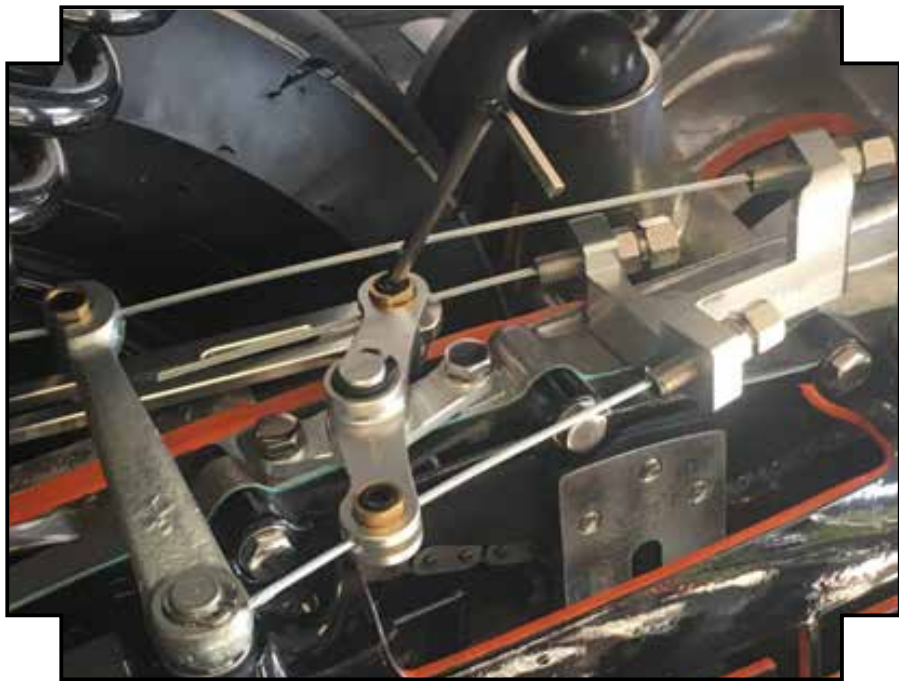
LI, LI S, SX, TV;TV (series 2-3), DL, GP



Allen key
3.5mm

bgm6465
19,90€

bgm6466TL - Allen key 3.5mm **3,90€**
bgm6466TLX - Allen key 3.5mm- 10 pcs **29,90€**



Easy gear cable adjustment thanks to the ball ended 3.5 mm Allen key.

TRUNNION SET OVERSIZE



The *bgm* PRO Oversize ones have five special features: manufactured to oversize ($\varnothing 10.06\text{mm}$), offset collar at the upper end, with spanner flat for holding, 3.5mm hexagon socket (like original Innocenti) and with internal plate to protect the inner cable. The oversize outer diameter is a perfect match in used gear swivels. If necessary, grind out new gear swivels for a perfect fit.

LI, LIS, SX, TV (series 2-3), DL, GP

bgm6466P - Trunnion set Oversize **9,90€**

bgm6499P - Trunnion, long $\varnothing 10.1 \times 16.25\text{mm}$ **3,90€**

bgm6498P - Trunnion, short $\varnothing 10.1 \times 13\text{mm}$ **3,90€**



SETS

bgm6498PX - short 10 pcs **32,90€**

bgm6499PX - long 10 pcs **32,90€**

Rear brake cable clamp



Lambretta D (1953-), LD (1953-), E, F, LI, LIS, SX, TV, DL, GP

bgm6490 - Rear brake cable clamp **3,90€**

bgm6490X - SET - 10 pcs **34,90€**

Top hat bush

for front brake cable



A, B, C, LC, D, LD, E, F, LI, LIS, SX, TV, DL, GP

bgm6481S85 - $\varnothing i=8.5\text{mm}$ **1,90€**

bgm6481S85X - 10 pcs **14,90€**

Top hat bush

rear brake cable/engine block/chassis



LI, LIS, SX, TV, DL, GP

bgm6481S100 - $\varnothing i=8.5\text{mm}$ **1,90€**

bgm6481S100X - 10 pcs **14,90€**

11. SEATS COVERS & ACCESSORIES



For nearly every application, there is the right, period correct and perfect looking seat available. Standard seats for the spot-on restoration, sport seats to go with the racing style or just a personal touch. The Pegasus and the standard seats and their derivation should leave nothing to be desired. _____

STANDART SEATS

GP 200 ELECTRONIC
Vintage black with white seams



bgmGP200EV
450,00€

ALFATEX



LI, LI S, SX, TV - Black

bgm2700KT
349,00€



Black
bgmGP200E
450,00€

SPORT SEATS

Handmade in Italy
LI FAMILY

bgm PRO 7Ts
mit Clubman script



bgm2707
449,00€

(Serie 1-3) black - white lettering

Cutback



bgm2708
459,00€

bgm Longtail
with magnet snapper



8040146
299,00€

LI, LI S, SX, TV, DL, GP

PEGASUS SEATS

HANDMADE IN  ITALY

with aluminium stripe and badge

LI, LI S, SX, TV, DL, GP black/black

bgm2702

520,00€

with badge and riveted

LI, LI S, SX, TV, DL, GP - black

bgm2701BK

459,00€

with badge and riveted

LI, LI S, SX, TV, DL, GP - red

bgm2701RD

459,00€

badge and riveted

LI, LI S, SX, TV, DL, GP light brown

bgm2701

459,00€

with badge and riveted

LI, LI S, SX, TV, DL, GP
Braun

bgm2701BR

458,99 €

with badge and riveted

LI, LI S, SX, TV, DL, GP
blau

bgm2701BL

458,99 €



SEAT COVERS

bgm PRO Alfatex

LI, LI S, SX, TV - black



bgm2700
170,00€

bgm PRO

LI, TV (2nd series) - Red/beige



bgm2710
139,00€

GP 200 electronic



bgmGP201EV Vintage black with white stitching
bgmGP201E black 199,00€ each

SEAT FRAME RESTORATION

Seat cushion (foam)

LI (Series 3), LI S, SX, TV (Series 3)
for standard Giuliari seat



3330894
25,00€

SEAT BRACKETS

LI FAMILY

Support plate

Pegasus with aluminium trim



7677088
29,99€

Support plate

Pegasus with riveted badge



7677089
19,99€

Retaining plate bgm

Cutback, Fastback, Clubman (Series 1-3)



bgm2709BR
29,00€

LUI & J-RANGE

Handmade in Italy

FASTBACK



Lui 50 C/CL, Lui 75 S/SL, Vega, Cometa - Embossed flanks

bgm2760
249,00€

Ancellotti

MADE IN ITALY- J50, J100, J125



8040149
349,00€

bmj Longtail

J50, J100, J125



bgm2762
149,00€

Spare wheel carrier

stainless steel



Lui, Luna, Vega, Cometa
3333584 - zinc plated **89,00€**

3333584VA
88,00€

Oil bottle holder



bgm3000BKL
39,00€

Series 1-3

Little gem crank end

protector for crankshaft



bgm1222TL
7,90€

J, Lui

Mirror

Black



2211054
27,95€

Lui 50CL, Lui 75 S&SL, Luna,
Vega, Cometa

Mirror

stainless steel



2211053
33,95€

Lui 50CL, Lui 75 S&SL, Luna,
Vega, Cometa

Oil *bgm* PRO STREET

2-stroke, synthetic - 1000ml



bgm2000
9,50€

Oil *bgm* PRO Oldie Edition

2-stroke, synthetic - 1000ml



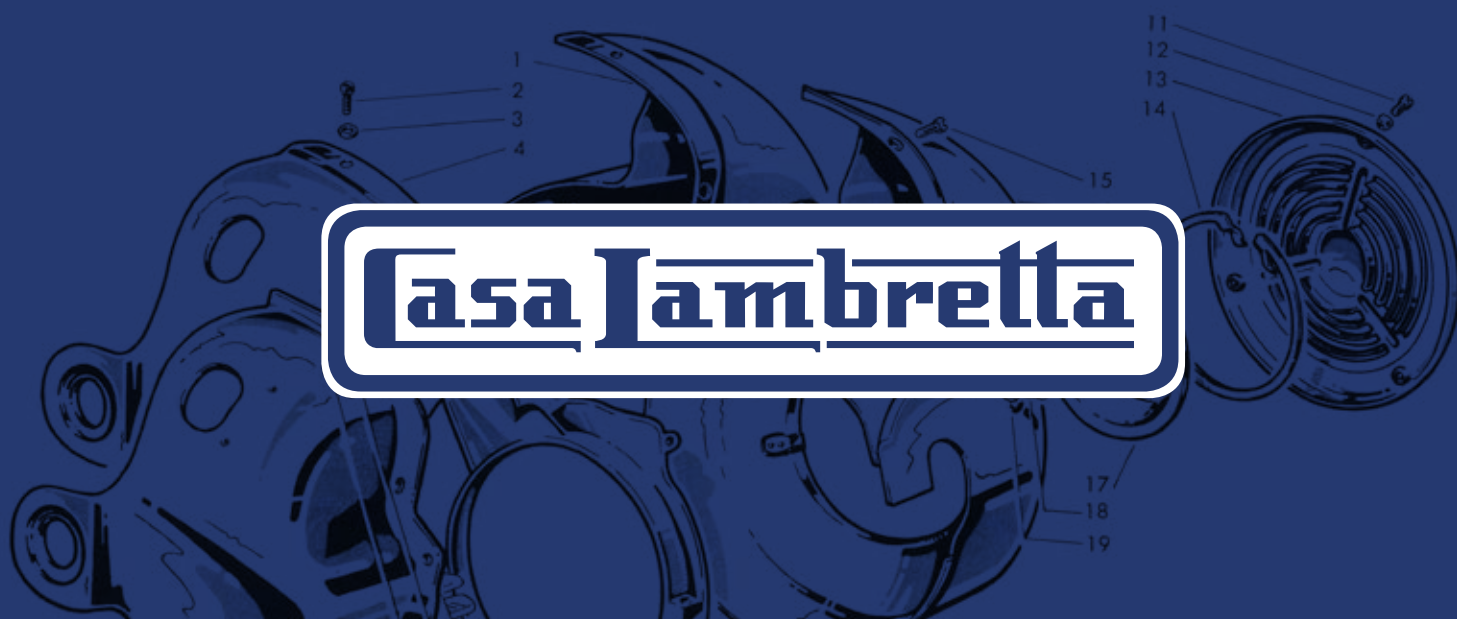
bgm3000
9,98€

Oil *bgm* PRO Race

2-stroke, synthetic - 1000ml



bgm4000
14,90€



Casa Lambretta



Casa Lambretta

Since the Eurolambretta 2003 Scooter Center is the Casa Lambretta Concessionaire for Germany. Beyond the pure business relationship and the common love for the Lambretta, a long-standing and intimate friendship has grown. Whether you do a complete restoration, maintenance work or conservation project, Casa Lambretta has the parts you need. The Casa range is so wide and deep, from parts for model A to those for the DL 200, almost everything is available today.



Forks

Lambretta GP/DL 125/150
part no. 3333426

Lambretta GP/DL 200
part no. 3333427

TV 175 Series 1-2
part no. 3333422

TV 175 Series 3,
TV/GT 200, SX 200
part no. 3333425

Li 125/150 Series 1-2
part no. 3333423

Li + LiS 125/150 Series 3,
SX 150
part no. 3333424

From **314.00 €** on

Earth wire and adjuster screw for headlight

Lambretta LiS, SX, TV Series 3, GP/DL

part no. 8012150
12.39 €



Headlight unit

complete with headlight rim, bulb holder,
reflector and Innocenti-Glas
Lambretta GP/DL

part no. 8112112KT
139.00 €



Headlight

incl. headlight rim, bulb holder, reflector and Innocenti glass
Lambretta Li Series 2

part no. 8212112KT
130.00 €



Headlight

incl. headlight rim and reflector with Innocenti-/CEV-Glas
Lambretta SX, LiS, TV Series 3

part no. 8212115KT
137.90 €



*If you like to know more
about Casa Lambretta, there
are some background info in
the SC Newsblog about it:*



Exhaust Clubman Twin Megaphone

Lambretta Series 1-3



part no. 3333429
307.00 €

Lambretta



Light switch housings



Lambretta TV Series 2
part no. 3333227
85.89 €



Lambretta Li Series 1-2
(not illustr.)
part no. 3333228
73.90 €

Lambretta Li Series 3
(not illustr.)
part no. 7676781LI3
69.48 €

Lambretta LiS, SX,
TV Series 3, GP/DL
part no. 7676781
72.90 €

Ignition lock

Models w/o battery
Lambretta Li Series 3, LiS, SX, TV
Series 2-3, GP/DL

The ignition lock for battery models is under preparation. The ignition lock for the non-battery models offers excellent quality. The ignition lock on a Lambretta is not simply the on and off for the ignition, it is rather a light switch as well. Therefore a proper and reliable working ignition lock can cure lots of problems associated with electric problems.

part no. 8012244
51.96 €



Complete with end caps and mounting material.

Brand new are the complete floorboard sets from Casa Lambretta. It is a nice and complete set that contains the needed screws, spring nuts and washer.



grey
part no. 8413180KT

grey
part no. 8013182KT

black
part no. 8013183KT **69.90 €** each



Background info
Casa Lambretta quality
on footboard stripes:



Horn cover

Unpainted
Lambretta LiS, SX (up to Yom 02.1968), TV Series 3

What a killer! The horn cast for all SX, TV, GT and Special models. Pressure casted item in excellent quality.

part no. 8013914
149.90 €



Horn grille

Metal
Lambretta LiS, SX, TV Series 3

part no. 8213960
29.90 €

Luggage hook

Very nice reproduction of the original luggage hook, mounted to the upper horn casting mountings. Very beneficial accessory to carry luggage on your Lambretta.

Lambretta Series 1-2
part no. 353080

Lambretta Series 3
part no. 353079

34.90 € each



Rear light lense

Lambretta TV 175 Series 1

part no. 7900047
64.90 €



Bulb holder for rear light

Short Version
Lambretta Li + TV Series 1-2 (up to Yom 1960)
part no. 3332710
40.90 €

Handlebar gear changer

Both, gear change and light switch housings are casted and polished in Italy. Excellent quality!

Lambretta Li Series 1-2,
TV Series 2
part no. 8008512C
79.90 €



Lambretta LiS, SX, DL, GP,
LI Series 3 (from Yom 09.1966)

part no. 7676782
99.00 €

Cylinder CASA LAMBRETТА 200cc SPORT

Lambretta for the small engine blocks of LI 125-150, LIS 125-150, SX 150, DL 125-150, GP 125-150 models. This is the successor of Casa's famous 185 cc cylinder.

Alluminium cylinder kit with Nikasil plating and 200 cc capacity made by Gilardoni. The piston with 66.4 mm bore, running-in coating, two 1mm thin steel rings is supplied by Meteor.

The cylinder has four transfer ports and one additional boost port above the intake plus a one piece exhaust port. Port Timings: Inlet 138° / Main transfer ports 132° / Secondary transfer ports 129° / Exhaust 178°.

The head has a step for centering and perfect sealing. Therefore the kit should be used with a crankshaft with 58 mm stroke.

The design of the exhaust port is made exclusively by Gilardoni for Casa Lambretta. The Nikasil coating has chamfers below and above the exhaust port, that allow the piston rings a smooth transition into the bore.

The stud spacing for the intake manifold is that of the 200 models! So you need an inlet manifold for the big block.

Conclusion: Reliable touring cylinder with a good power spread and moderate consumption.

Cylinder -CASA LAMBRETТА 200cc SPORT

LI 125-150, LIS 125-150, SX 150, DL 125-150, GP 125-150



part no. CLX1S
519.00 €

Cylinder CASA LAMBRETТА 80 cc

Complete cylinder kit manufactured exclusively by Casa Lambretta.

With the Nikasil coated aluminum cylinder you increase the capacity by more than 50%. The layout of the ports is like an Innocenti prototype with 80 cc for the lui 75. Read more in the link to the SC Newsblog about it. The kit includes: Cylinder, piston kit, head and gaskets and small parts. The cylinder is the simplest way to help the Lambretta Smallframe range with 50 cc to achieve reasonable performance. Useful additions to the cylinder kit are the carburetor kits from Casa Lambretta, which are available for both the LUI and the Junior series.

In any case, it is absolutely necessary to adjust the gear ratio so that the extra power gained can be converted accordingly. For this purpose, Casa Lambretta offers the front sprocket with 13 and 15 teeth. With the lui the 13er pinion is used. On the J50 there is the original front sprocket with 11 teeth or with 13 teeth. Here must be upgraded from 11 to 13 and from 13 to 15 teeth.

Lui 50, J50 CLX3 249,90



Find out more about
the 80 cc Casa.



part no. CLX3
249.90 €

Carburator

DELLORTO 19/19mm SHA

Dellorto SHB 19 carburettor kit for the Junior series of Lambretta. The 19 mm SHB carburettor comes with a matching intake manifold and is pre-jetted for Casa Lambretta 80 cc cylinders. The carburettor can still be used with the original air filter system.



part no. 7676351
169.00 €

Ignition

DUCATI CASATRONIC electronic- Lambretta GP, DL

The Casatronic is exclusively made by Ducati Energia for Casa Lambretta. There are Road, Sport and Race versions depending on the CDI unit supplied with the kit.

The main advantages of the Casatronic Ducati ignition are as follows:

- 12V with a true 120W output even from very low revs
- AC and DC output
- digital system with variable advance
- single spark per rotation
- 12-pole stator plate
- internal pick-up
- CNC manufactured + balanced flywheel
- die-cast stator plate base
- die-cast fan
- incredibly easy to fit
- no setting of the ignition timing required
- plug 'n' play wiring connections
- European manufacture and quality
- Sport CDI with advance/retard set up for tuned and mild tuned engines



1400g - Race
part no. CLX904

2200g - Sport
part no. CLX903

500.00 € each

Gearbox

close ratio- Lambretta LI, LIS, SX, TV (series 2-3), DL, GP

This 4 speed gearbox is designed to fit any Lambretta Series 1 LI, S2, S3, GP / DL, SIL or Serveta scooter. All components are forged in extremeley high-grade steel, with an all-new tooth profile offering maximum resistance. The ratios were chosen by Vittorio Tessera to offer a sporting (non-race) 4 speed gearset. It has been released in 2017 and had performed faultless in many races since then.

The gearbox uses a superb set of tooth combinations. They are:

Cluster - loose gear (same ratio as) % rise

- 1st Gear = 11-50 (same as LI 150)
- 2nd Gear = 14-41 (same as LI 150) 55% rise from 1st
- 3rd Gear = 16-39 (same as LI 125) 20% rise from 2nd
- 4th Gear = 18-36 (same as GP 200) 22% rise from 3rd



part no. 3332535
429.00 € each

Seat

Lambretta Lui 75 (75 S, 75 SL, Vega, Cometa)

Complete dual seat for Lui 75/ Vega/ Cometa, can also be fitted to all 50 cc lui models.

Excellent value for money as nearly all seats are destroyed by time as the upholstering literally disappears.



part no. CL0377
269.00 €



Shock absorber rear

315mm- Lambretta TV (series 1)

Complete rear shock absorber for Lambretta TV175 S1 models. These are unique to the TV175 Series 1 and should not be missed on any restoration!

part no. CLT102A
130.00 €

Side panel flash

Lambretta SX 200

SX 200 side panel flashes in absolute top quality. Comes complete with mounting material and is like the original or better.



part no. 8050057
61.90 €

Fork cover

Super- Lambretta LI (series 3), LI S, SX, TV (series 3) - chrome

Reproduction of the SUPER fork covers. High quality chrome plated and made in Italy. The holy grail on for link covers. Intended for the use on Series 3 forks as they have no holes for the grease nipples, but can easily be fitted without these on all Series 1 and 2 models.



part no. A192
119.00 €

Toolbag incl. tool set

universal - grey

On-board tools for the complete Lambretta LI family (Series 1-3). Comes with:

- Spanner 27/14
- Rear wheel jack
- Hexagon socket wrench 3,5 mm
- Spark plug wrench
- Hexagon socket wrench 10 mm
- Open-end wrench 8mm/10mm
- Screwdriver

Innocenti number 15086059
Innocenti number 19086240
Innocenti number 15086066
Innocenti number 19986220
Innocenti number 19086067
Innocenti number 15086061
Innocenti number 42986023

part no. 8050083KT
74,90 €





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