

The logo for Casa Performance, featuring the brand name in a stylized, italicized font within a black rectangular box, which is itself set against a red background with thin horizontal lines.

Casa Performance



Instructions for the fitting and setup of complete Casa Performance engine units

Complete Casa Performance engines are the first plug and play Lambretta motors of their kind to be sold on the market. These have been built using the best parts available on the market, to exacting tolerances and have been run & tested. They are supplied with dyno readouts and certificate of origin.

These are the guidelines for fitting your engine and how to set it up. Each engine is supplied complete with rear hub, exhaust and carburettor. The only parts needed are the two cooling cowlings which can be taken from your current engine.

1. Remove your sidepanels and rear runner boards. Remove your current engine from the scooter. It is advisable to clean the scooter around the engine bay area at this point, as you will now have unprecedented access to do so.
2. Remove any paint from the frame cross-member tube that houses the engine cones. Fit the off-set cones supplied with the engine with the opening / split facing vertically UPWARDS. Use a small blob of grease to hold them in place within the frame cross-member tube.
3. Remove your cooling cowlings from your current engine and clean them. Then you will need to cut out small areas from the head cowling to enable it to be fitted to your new engine. This is a trial and error process with small quantities being removed at a time. Remove enough metal that the head cowling can be fitted to the engine without the edges catching on the exhaust or the reedvalve casting. Try to leave a 5mm area around these and ensure that all cutouts have rounded off corners as splits can form from angular cutouts. Once the three fixing bolts can be inserted without any pressure being applied to the cowling, you know that the work has been carried out correctly. If pressure needs to be applied to the fixing bolts, then one of the cutouts is catching and if left uncorrected, the cowling will split.
4. Fit the two cowlings. It is advisable to use wavy / spring washers on all bolts.
5. Grease and fit the main engine bolts. Be careful NOT to dislodge the two off-set cones inside the frame. The best results are obtained if the main engine bolt is NOT rotated during fitment. If the cones catch and rotate, the engine will sit off-line in the frame. Grease the rear shocker mounting

pins on the frame & engine and then fit the shocker. Tighten the nuts. Fit your rear wheel and tighten the nuts.

6. Fit the black Casatronic junction box and HT coil. The wires from the engine are already connected. Leave those as they are supplied. Connect the wires from your scooter's wiring loom. All variations of wiring set-ups regarding Casatronic ignitions can be seen here :

<https://www.youtube.com/channel/UCAtrga7NGbPSceL9eMQ5Kg>

Be sure that you have fitted an engine – frame earth wire. Connect the wiring to the HT coil and connect the spark plug cap to the plug.

7. Cable up the engine as per usual but take extra special care that the outer cables cannot pull or push against the carburettor, or rub against the rubber carb mount during suspension movement. Fitting new inner cables is advisable. Connect the back brake cable, again ensuring that it does not touch or rub the carb or its rubber. Connect the choke cable and ensure that the brass choke plunger opens (raises) to clear 80% of the hole it is blocking. This can be seen by looking into the carb opening as you turn the choke lever.

8. The engine is supplied 'DRY' i.e. without fuel or oil, for transport purposes. Once the scooter is LEVEL, add approx. 600ml of engine oil. This must be GOOD QUALITY 10/40W grade gearbox oil such as 'Bardahl Gear Box' or similar. Use the level plug on the engine sidecasing to be sure to add the correct amount. (Modern 'cassette' type multi-disc clutches such as the one fitted to your engine, work better with this type of oil rather than the usual SAE80/90 grade oil used in most Lambretta engines).

9. Be sure that you have a good quality FAST FLOW fuel tap and the scooter's breather cap is unobstructed and the breather hole is large enough / clear. Attention if you have a Jet200 tank as the breather hole is very small on early batches and fuel flow can be seriously impaired. To check, simply clean the cap, place it to your mouth and try blowing / sucking to see if airflow is good. If not, enlarge the hole. Any tank used must be clean and free of rust. Any particles can block the tap.

10. Connect the fuel line taking great care that it sits as low as possible. Remember, if the fuel line passes upwards and at any point is higher than any point of the petrol tank, once the fuel level drops to that height, the engine will be starved of fuel and damage can occur.

11. Fill your tank with fuel mixed with GOOD QUALITY 100% SYNTHETIC two stroke oil @ 4%. Before connecting to the carb, open the fuel tap to check the flow coming out of the pipe. Use good quality fuel pipe that is resistant to modern fuels.

12. As modern clutches have a habit of sticking, damage can occur to gearboxes as a gear is selected and the clutch has still not freed up. In other words it's the same as selecting a gear WITHOUT a clutch! Therefore, before starting the scooter pull in the clutch lever and gently press down on the kickstarter. The kickstarter should suddenly drop down without the crankshaft turning. At this point the clutch has been freed up and is ready to use. It is recommended to follow this procedure to free the clutch whenever the scooter has been left for more than 24hrs.

13. The scooter is now ready to start. Turn on the fuel and open the choke lever. Turn on the ignition key (if fitted) and give the kickstarter a few kicks. Once started, run the scooter for a few

minutes to allow oil to flow around the inside of the gearbox / clutch area. (Note that the choke can be closed almost immediately once the scooter starts). Give the engine time to warm up, GENTLY revving it occasionally. Once warmed up the scooter can be ridden.

Our instructions for running in are as follows :

- The running in period should be no less than 1000km / 600 miles.
- Do NOT thrash the scooter until it has been run in completely
- ALWAYS allow the engine to warm up
- ALWAYS use GOOD QUALITY 100% SYNTHETIC two stroke oil @ 4%
- Running in should ideally be done in built up / city areas where constant gear changing and speed changes occur.
- AVOID long straights / motorways / freeways where the scooter is held at a constant speed and rev range.
- The fitment of a temperature sensor is advisable
- Avoid riding two-up until the running in has been completed

If you have any doubts, or questions, please contact us : info@riminilambrettacentre.com or call : 0039 0541 686449 (Ext.1) Workshop hours (central European time / GMT + 1 hour).

