



Lambretta Mk II - III D/LD

Production Data

150 D produced from Oct 1954 to Dec 1956.
54,593 units. VIN begin at 5001.

150 LD produced from Nov 1954 to Jan 1957.
109,344 units. VIN begin at 105,001.

125 LD produced from Jan 1956 to Nov 1956.
21,281 units. VIN begin at 300,001.

150 LD 57' produced from Jan 1957 to July
1958. 113,853 units. VIN begin at 200,001.

Maintenance Data

Oil to Gas ratio: 6 % or 17:1

Sparkplug: NGK B7HS or Bosch 225 shortie

Engine Oil: Sae 15/50 500cc (57' LD 540cc)

Transmission Oil: Sae 140 100 gr

Timing (100-125cc): 24-26 degrees or 4-4.6mm
before TDC

Carburetor & Jetting

MA19B4

main jet: 72 (150 LD is 75) Idle jet: 20

MA18B4

main jet: 70 Idle jet: 40

Model Identifications

150 D-LD

First Version 1954 until mid-1956

Adjustable aluminum handlebar, exhaust with
removable cover and supplemental chrome
extension, no battery (battery models started
8/55'), kidney grills are plastic (LD)

Second Version mid-1956 until the end of 1956

Adjustable chromed steel handlebar, exhaust
has two brass inspection plugs and no chrome
extension, battery electrics, side panel buffers
added (LD), chrome kidney grills (LD), left side
rear wheelnut lock screw.

1956 125 LD

Control cables don't have rubber sheathing (at handlebar), 150 D seat frames with
dark green covers (open ended), no rear shock absorber, all-aluminum stamped floor
rails (in some cases 150 LD style floor rails were installed with the rubber inserts).

The second group of 56' have a chromed steel handlebar in place of the earlier
polished aluminum bars. They also switched to a simpler exhaust that didn't have the
chrome extension.

1957 125-150 LD

First Version up to mid-1957

Exhaust with two brass inspection plugs and short exhaust tube, front wheel hub had
no dust protector, front seat frame fitted with bulging springs, kickstart rubber was
curved.

On the very first 125s had 150-style seat frames with open green covers.

Second Version from mid-1957 until the end of Production

Exhaust had no inspection holes and the exhaust tube was extended back to the rear
brake actuator arm, front wheel hub has a dust protection, front seat springs moved
closer together so they don't hit the side panels when being removed), flat kickstart
rubber.

The 125s are fitted with the same seat frames and (black) covers as on the LD 150.

Very Last Version

Li-style self locking acorn wheel nuts added on the front and rear hubs.

Paint Schemes

150 D

All the same color, Sand Beige 8029 or Light Grey 8012 with the exception of the
toolbox (under seat) that was painted Fiat Aluminum 690.

On the approx. first 8,000 scooters also the license plate holder and bracket, engine
cases and air filter box are painted Fiat Aluminum 690.

The top portion of the rear shock absorber was painted the same as on the scooter
while the bottom portion was nickel plated.

150 LD

All the same color, Sand Beige 8029 or Light Grey 8012. Only on the approx. first
8,000 units that the license plate holder was painted Fiat Aluminum 690. The engine
cases were also painted aluminum on the first few examples.

Eventually, the only things on the engine that were painted (aluminum) were the air
filter cover, shifter control box and intake manifold.

The top portion of the rear shock absorber was painted the same as on the scooter
while the bottom portion was nickel plated.

1956 125 LD

All the same color, Sand Beige 8029.

The airbox and shifter control box are painted Fiat Aluminum 690.

1957 125-150 LD

125 - All the same color, Landa Grey 8041

150 - All the same color, Landa Grey 8041 with the exception of the side panels,
horncast and headset which were painted either Blue, Amaranto Red 8020, Emerald
Green 8051, English Blue 8031.

The shifter control box was painted Fiat Aluminum 690.

On the 150 only, the top portion of the rear shock absorber was painted the same as
on the scooter while the bottom portion was nickel plated.