



Lambretta Series III

Production Data

125 Li produced from Dec 1961 to Nov 1967. 146,734 units. VIN begin at 1,001, then in July 63' at 95,001 and finally in June of 67' at 148,000.

150 Li produced from Jan 1962 to May 1967. 142,982 units. VIN begin at 600,001.

175 TV produced from Mar 1962 to Oct 1966. 37,749 units. VIN begin at 500,001.

150 Special produced from Sept 1963 to Oct 1966. 69,529 units. VIN begin at 200,001.

125 Special produced from Oct 1965 to Jan 1969. 29,841 units. VIN begin at 850,001.

150 SX produced from Oct 1966 to Jan 1969. 31,238 units. VIN begin at 750,001.

200 SX produced from Jan 1966 to Jan 1969. 20,783 units. VIN begin at 830,001.

Maintenance Data

Oil to Gas ratio: 2 % or 50:1 for the 125-150 and 4 % or 25:1 for the TV 175 and 200 TV-SX

Sparkplug: NGK B7ES or Bosch 225-240

Transmission Oil: Sae 90, 600cc

Timing: 22-24 degrees or 32-33mm on the flywheel

Carburetor & Jetting

125 Li SH 1/18

main jet: 98 Idle jet: 42

150 Li SH 1/18

main jet: 105 Idle jet: 45

150 Special SH 1/18

main jet: 101 Idle jet: 45

175 TV SH 1/20

main jet: 106 Idle jet: 50

200 SX SH 1/20

main jet: 103 Idle jet: 48

125 Special SH 1/20

main jet: 107 Idle jet: 45

150 SX SH 1/20

main jet: 102 Idle jet: 45

Model Identifications

125-150 Li

First Version 1962 - Bridgepiece is the same as that on the Series 2 Li (120mm central width), all rubber side panel buffers (no clips)

Second Version from the End of 1962 to Mid 1965 - Bridgepiece is wider (132mm central width), side panel buffers have metal clips (this mod. began mid 1964)

Third Version from Mid 1965 until the end of production - Chrome ring under the headset is eliminated.

125 Li Very last Version at the end of production - Horncast badge is rectangular, side panels have no handles, rear badge says "Lambretta Innocenti".

175 TV

First Version until the end of 1963 - Side panels have no flashes, all rubber side panel buffers (these changed to the metal clip style in mid-1964)

Second Version from Mid-1963 until Mid-1965 - Side panels have flashes like those on the specials, side panel buffers have metal clips (starting mid-1964)

Third Version from Mid-1965 until the end of production - Chrome ring under the headset is eliminated.

150 Special

First Version until Mid-1964 - All rubber side panel buffers (no clips)

Second Version from Mid-1964 until mid-1965 - Side panel buffers have metal clips. "Golden" or "Silver" badges added to the front of legshield (starting April 1965).

Third Version from Mid-1965 to the end of production - Chrome ring under the headset is eliminated.

125 Special

First Version until beginning of 1968 - Old-style red/blue white plastic horncast badge, glovebox is painted steel.

Second Version starting 1968 until the end of production - Rectangular metal horncast badge, grey plastic glovebox. The very very last ones did not have the side panel handles and painted like the 125 DL.

150 SX

First Version until beginning of 1968 - Old-style red/blue white plastic horncast badge, glovebox is painted steel.

Second Version starting 1968 until fall of 1968 - Rectangular metal horncast badge, grey plastic glovebox.

Very last Version (very few) - No side panel handles (DL type spring latches)

200 SX

First Version until beginning of 1968 - Old-style red/blue white plastic horncast badge, glovebox is painted steel.

Second Version starting 1968 until fall of 1968 - Rectangular metal horncast badge, grey plastic glovebox.

Third Version starting fall 1968 until the end of production - Polished horn grill, chrome flash added to the front mudguard like the one found on the 150 SX. No side panel handles (this was only valid for the very last few).



Lambretta Series III

Paint Schemes

Li 125

All the same color, Sky Blue 8035 or Grey 8068 or Biege (including the lever perchches)

Li 150

Painted with New White 8059 exception for the side panels and horncast which were painted either: New Blue 8038, Nile Green 8015 or Ruby Red 8047. In the first version, as a base color, Grey 8068 was used in place of New White 8059.

TV 175, First Version

Painted all the same color, New White 8059 with exception of the front fender, horn-cast and side panels which were painted either: Light Yellow 8064, Coral Red 8065 or Dark Grey 8071. The inside of the side panels and rear fender were painted with a black insulating paint (this was only on the first few built). The seat frame and latch were painted gloss black. The front fork dampners were Fiat Alluminum 690.

TV 175, Second and Third Version

Painted all the same color, Metallic Blue 8062, with the exception of the glovebox, filter box, gas tank, flywheel shroud and cylinder shroud which were all painted New White 8059. The seat frame and latch were painted gloss black. The front fork dampners were Fiat Alluminum 690.

150 Special

All the same color, Metallic Grey 8060 or Light Metallic Gold 8063 (only for the "Golden") with the exception of the glovebox, filter box, gas tank, flywheel shroud and cylinder shroud which were all painted New White 8059. The seat frame and latch were painted gloss black.

125 Special

All the same color, Metallic Blue 8061, with the exception of the glovebox, filter box, gas tank, flywheel shroud and cylinder shroud which were all painted New White 8059. The seat frame and latch were painted gloss black. If it's a late model with the plastic glovebox then this part remains unpainted.

150 SX

All the same color, Spring Grey 8070 or Apple Green 8039 with the exception of the glovebox, filter box, gas tank, flywheel shroud and cylinder shroud which were all painted New White 8059. The seat frame and latch were painted gloss black. If it's a late model with the plastic glovebox then this part remains unpainted.

200 SX

All the same color, New White 8059, except for the front dampners which were painted Fiat Aluminum 690. The seat frame and latch were painted gloss black. If it's a late model with the plastic glovebox then this part remains unpainted.