



Eibar / Serveta

Production Data

Lambretta, as did other Italian motorcycle companies, also produced scooters in Spain with a company called "Lambretta Locomociones SA" in the city of Eibar. Production began in 1954 with the 125 D-LD that were identical to the Italian models except for the seats which were made larger and an improved, more sophisticated air intake system on the LD. In 1960 the production of the Li Series 2 model with all three engine sizes (125, 150, 175) that had a unique turning front fender, then in 1964 they started producing the Series 3.

Maintenance Data

Oil to Gas ratio: 2% or 50:1 for 125-150's and 4% for 175 and 200's

Sparkplug: NGK B7ES or Bosch 225-240

Transmission Oil: Sae 90, 600cc

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

Carburetor & Jetting

Due to the number and inconsistency of changes made by the Spanish factory during production, the carburetion and jet settings are too various to list. Series 3 engine size and type specifications should be followed closely as a guideline.

Model Information

1977 Jet200 SX200*5553xx; mustard yellow; floor mats; turn signals; battery; motoplatt electrics

1974? Jet200 *5527xx; mustard yellow; floor runners;

1976 Jet200 *5564xx

Initially, the Series 3 was identical to the Italian version, then, when the Italian factory closed many modifications were made in various phases. To simplify we'll classify them in 3 groups:

The first changes made in the 1970s included metal toolboxes that were split in half to accommodate the air filter, grey rubber mats instead of floor strips and headlight rim held on with 3 screws.

The second version (called the 80s series) is identifiable by its squared-off seat, fiberglass front fender, glovebox mounted behind the legshield, black floor mats and rectangular tail light similar to those on motorcycles.

The very last series started in 1986 and marked the return of the more traditional headlight and the fuel rod is relocated to the bridgepiece.

1971-1974 SX panels replaced with "clip-on GP" panels, drum brake replaces disc brake, floor runner replaced by mat, introduction of unobtainable Serveta toolbox air filter, and Motoplat electrics. Always painted mustard yellow.

1974-1979 Panels covered with panel stripes, stalk indicators added, big square turn signal square switch added to left of handlebars, and battery added to (most) electrical systems.

1979-1980 Right handlebar switch replaced with beefy square unit, headset top has three warning lights, ignition switch moved behind the seat, headlight converted to sealed beam, dampers changed to unobtainable 13mm size, metallic paint colors introduced, and "Performer" logo on panels. Some strange AC models of this bike ("Jet 200 Classic") painted white, with no indicators, and no key switch have been reported.

1. Indicators and reflectors were a requirement for the US market. They were an option in Europe. They first appeared around 1972.
2. There is a Series 80 style Lince with a filled in toolbox but with Jet frame number. The GP type rear lamps are normally factory fitted.
3. Jet S80's and Lince's had plastic horn castings and front mudguards.
4. You can tell it is a 175 by the twin RED lines down the left hand side of the legshields. The Lambretta logo on the panels is non standard. These TV's came in metallic green, metallic blue and metallic silver only. Badging is the same as an Innocenti TV, but with an Eibar horn casting badge.
5. The TV175 was introduced to the Spanish market as a Tv175 S2, it developed in 1964 into the Winter version TV2. The Scooterlinea TV175 came out in 1965 and finally the TV200 was made in 1966.
6. The disc brakes used were all imported from Innocenti.