

lgme®

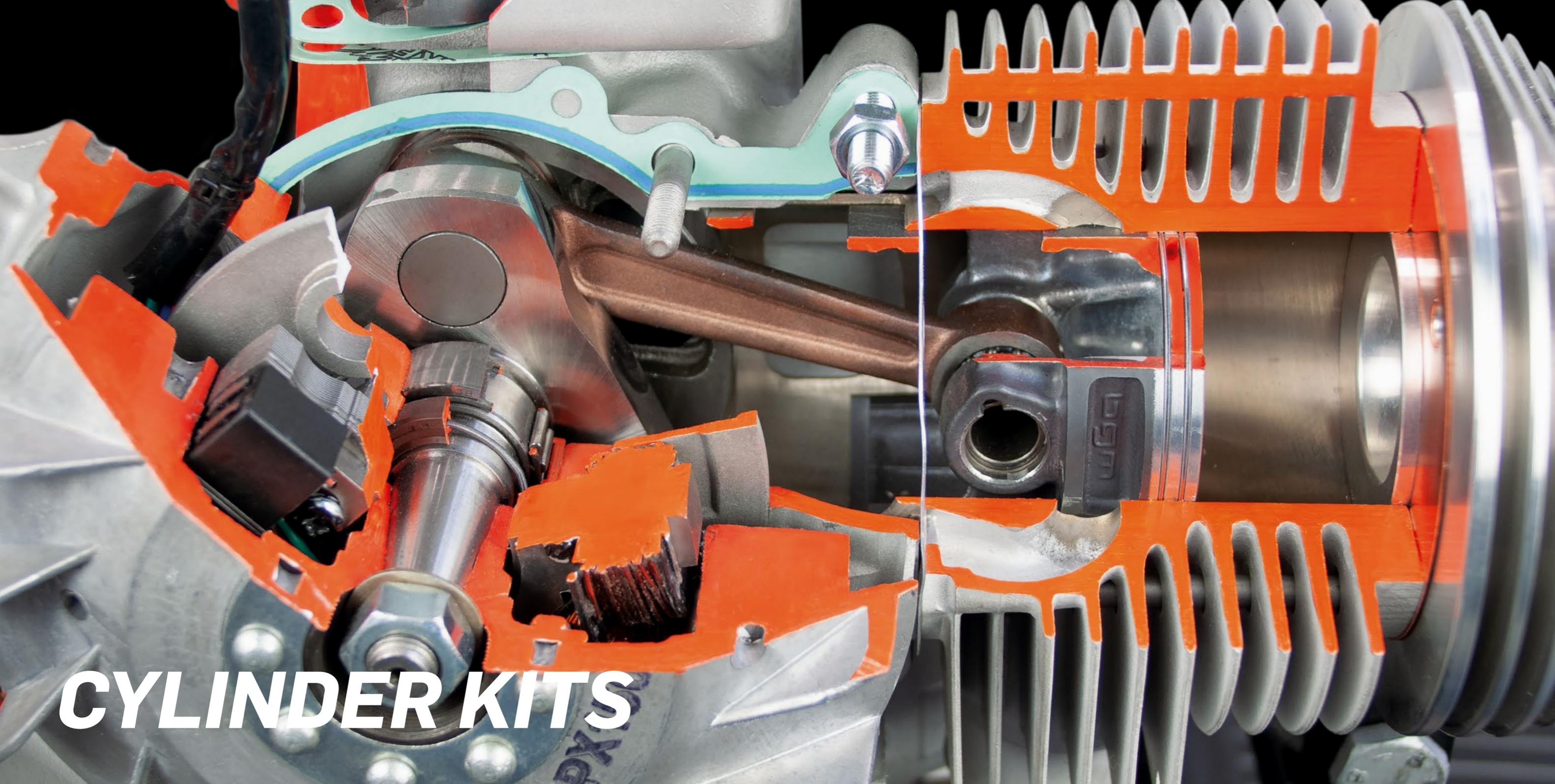
All parts of the bgm range are

- *Developed with the real needs of Scooterists in mind*
- *Extensively tested*
- *Improving weak links on original designs*
- *Designed for ultimate reliability*
- *Either German or MRB engineered and produced by reputable manufacturers worldwide*

bgm is a SCOOTER CENTER GmbH trademark.



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CYLINDER KITS

CYLINDER KITS

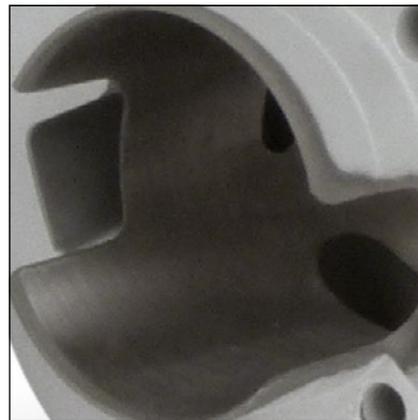
LAMBRETTA

In June 2013 we introduced the **bgm PRO MRB RaceTour** cylinder kits to the market. The original design for the kit was made by Mark Broadhurst.

This kit is designed for fast road use. The engines are easy to ride and still feel like an original Innocenti Lambretta engine, but with **double the power of a standard 200 cc engine**. The kit is easy to fit and comes with all needed studs, washers, gaskets and etc. Additionally it comes with detailed fitting instructions. The kit is a total no brainer and can be fitted straight out of the box. No messing around with port timings, compression ratios, grinding and so on is needed. It is simply designed to work and that it does. The kit now comes with **Italian made Meteor pistons** to improve the only weak link this kit ever had. A very low percentage of the old forged pistons failed and lost the ring peg. This is cured now with a complete re-design of the piston and Meteor as the new manufacturer of the RT pistons.

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



Cylinder kit bgm PRO MRB Racetour 225 cc - Lambretta \varnothing 70 mm

BGM2225N

479,00 €

Cylinder kit bgm PRO MRB Racetour 195 cc - Lambretta \varnothing 65 mm

BGM2200N

479,00 €

CYLINDER KITS

LAMBRETTA

RACETOUR CYLINDER KIT SPARES

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 now made from Meteor. A well respected Italian company that is producing pistons since the early 50s. They are also producing the Monza, Mugello and Imola pistons which are excellent. From now on we have the RT pistons Made in Italy as well. 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.

The Racetour heads are CNC machined from billet and Made in Germany. These can be used as an upgrade for the UK made Racetour kits that were originally delivered with modified cast items. The recess of those into the cylinder bore is 5 mm.



PISTON KITS

Piston kit bgm PRO MRB-Racetour 225 cc Lambretta Ø=70,0mm (A)	BGM2225NPA	129,00 €
Piston kit bgm PRO MRB-Racetour 225 cc Lambretta Ø=70,0mm (B)	BGM2225NPB	129,00 €
Piston kit bgm PRO MRB-Racetour 225 cc Lambretta Ø=70,0mm (C)	BGM2225NPC	129,00 €
Piston kit bgm PRO MRB-Racetour 225 cc Lambretta Ø=70,0mm (D)	BGM2225NPD	129,00 €
Piston kit bgm PRO MRB-Racetour 195 cc Lambretta Ø=65,0mm (A)	BGM2200NPA	129,00 €
Piston kit bgm PRO MRB-Racetour 195 cc Lambretta Ø=65,0mm (B)	BGM2200NPB	129,00 €
Piston kit bgm PRO MRB-Racetour 195 cc Lambretta Ø=65,0mm (C)	BGM2200NPC	129,00 €
Piston kit bgm PRO MRB-Racetour 195 cc Lambretta Ø=65,0mm (D)	BGM2200NPD	129,00 €

RINGS

Piston rings bgm PRO MRB-Racetour 225 cc Lambretta Ø=70,0mm	BGM2225R	19,90 €
Piston rings bgm PRO MRB-Racetour 195 cc Lambretta Ø=65,0mm	BGM2200R	19,90 €



HEADS AND SPARES

Cylinder head bgm PRO MRB-Racetour 225 cc Lambretta	BGM2225H	119,00 €
Cylinder head bgm PRO MRB-Racetour 195 cc Lambretta	BGM2200H	119,00 €
Cylinder head nut/studs kit M8x165mm bgm PRO Lambretta	BGM2244	12,90 €
Stud set exhaust bgm PRO MRB Racetour cylinder Lambretta	BGM2247	7,90 €
Cylinder head nut kit bgm PRO Lambretta	BGM2244N	6,90 €
Cylinder stud kit M8x165mm bgm PRO Lambretta	BGM2244S	6,90 €
Cylinder head screw kit RT bgm PRO Lambretta	BGM2248	8,90 €

SPACERS

Spacer cylinder head bgm PRO - Lambretta - Ø=70mm - 1,0mm	BGM2225HS10	9,90 €
Spacer cylinder head bgm PRO - Lambretta - Ø=70mm - 1,5mm	BGM2225HS	9,90 €
Spacer cylinder head bgm PRO - Lambretta - Ø=70mm - 2,0mm	BGM2225HS20	9,90 €
Spacer cylinder head bgm PRO - Lambretta - Ø=65,0mm - 1,0mm	BGM2220HS10	9,90 €
Spacer cylinder head bgm PRO - Lambretta - Ø=65,0mm - 1,5mm	BGM2220HS	9,90 €
Spacer cylinder head bgm PRO - Lambretta - Ø=65,0mm - 2,0mm	BGM2220HS20	9,90 €

Find all available base and head spacer at www.bgm-tuning.com.

CYLINDER KITS

LAMBRETTA

TS1 AND REED BARREL SPARES

Complete TS1 cylinder kit including bgm PRO Meteor piston, bgm PRO reeds type RD 350, bgm PRO CNC machined head and small parts needed for fitting. The TS1 cylinder kit is one of the big classics for the Lambretta.

The basic layout is spot on and with some modifications can be built as a touring kit with lots of torque or as a 35 hp engine with broad power band. AF Rayspeed has the TS1 kits made in Italy by top notch brand Gilardoni, providing a high quality item without manufacturing differences.

IN ADDITION TO THE TS1 BARREL WE ADD THESE PARTS TO MAKE IT A COMPLETE CYLINDER KIT:

- bgm PRO cylinder head Made in Germany
- bgm PRO Meteor performance piston with two thin 1 mm rings
- **MoS2 coated** piston for extra lubrication and safety during the running in period
- bgm PRO reed valve Type RD 350 with GPR reeds, straight fit
- Reed packing plate
- bgm PRO cylinder studs and nuts
- All small parts needed for installing the kit

Simply choose the right carb, manifold and exhaust and there you'll go!

Cylinder kit SC TS1 225 cc

3333081

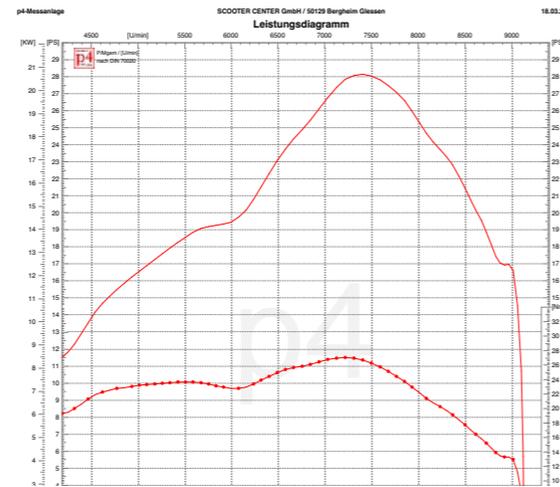
599,00 €

The **bgm PRO MRB R/T cylinder heads** were developed as a sideline during the manufacturing of the bgm PRO MRB Race-Tour cylinder kits. This CNC machined cylinder head is designed for all 225cc and 230cc (70mm bore) Lambretta cylinders using a standard dome shape.

Improved cooling with **extra fins** and thick **anti warp gasket face**, new repositioned spark plug hole, road compression ratios between 9.25 to 9.50:1 uncorrected.

PERFECTLY SUITED FOR:

- TS1 225/230
- Rapido 225/230
- RB 225/230
- Cast iron 225/230
- Alloy 225/230



TS1, 60 mm stroke, Mikuni TM35, 190° exhaust, 130° transfer timing using bgm PRO MRB Big Box Clubman

Cylinder head bgm PRO TS1 225 cc Lambretta

BGM3225H

129,00 €



7671960

TS1 CYLINDER KIT SPARES

Piston kit bgm PRO MRB-Racetour 225 cc Reed Valve TS1 Lambretta Ø=70,0mm (A)	BGM2225NPRA	149,00 €
Piston kit bgm PRO MRB-Racetour 225 cc Reed Valve TS1 Lambretta Ø=70,0mm (B)	BGM2225NPRB	149,00 €
Piston kit bgm PRO MRB-Racetour 225 cc Reed Valve TS1 Lambretta Ø=70,0mm (C)	BGM2225NPRC	149,00 €
Piston kit bgm PRO MRB-Racetour 225 cc Reed Valve TS1 Lambretta Ø=70,0mm (D)	BGM2225NPRD	149,00 €
RINGS Piston rings bgm PRO MRB-Racetour 225 cc Lambretta Ø=70,0mm	BGM2225R	19,90 €

CYLINDER KITS

VESPA

The **bgm PRO 177 / 187 cylinder kit** comes with a ceramic plated alloy barrel of 63 mm bore. The piston is now also manufactured in Italy by Meteor. The piston has a running in coating of MoS₂. This will disappear after the running in procedure, but while running in it adds to the reliability. The piston has two 1 mm steel rings. There are four main transfer ports and two boostports. The cylinder kit is designed to give lots of torque from low down and a very broad power band. The port timings with a 57 mm crank are 118° transfer timing and 171° exhaust timing.

The kit is easy to fit and a **Plug & Play** solution that works out of the box. With a SI carb and the bgm Big Box Touring the power at the rear wheel is 15 hp and the torque 17 – 19 Nm. Higher power outputs are easy to obtain and 25 hp shouldn't be a problem. Low fuel consumption and high mileage per gallon are further extras.

FEATURES:

- Ceramic plated alloy barrel
- Bore 63 mm
- Capacity 57 mm stroke 177 cc, 60 mm stroke 187 cc
- Cast piston with high content of silicon and two 1 mm piston rings
- Port timings 57 mm stroke: Transfers 118°, Exhaust 171°
- Port timings 60 mm stroke: Transfers 123°, Exhaust 173°
- Recommended squish clearance 0.8 – 1.2 mm

The transfer ports at the base are casted with a gate. This is matching the ports at the casings perfectly. The gate can easily be grinded away to use the complete cross section of the transfers.

The **cylinder head is fully CNC** machined from billet alloy with 4 mm recess. The recess is for **centralizing and sealing**. In the centre at the top of the head is a thread, if you want to use a temperature gauge.

UPSHOT: Perfect allround kit that is easy to fit and setup. **Gives power** and torque low down, **broad power band**, low fuel consumption and an **unbeatable value for money!**

Will fit with modifications only to engines with electric start.



Cylinder kit bgm PRO 177 cc Vespa 125 – 150 cc*

BGM1770N

299,00 €

CYLINDER KITS

VESPA



CYLINDER HEAD

Cylinder head -BGM PRO 177 cc- Vespa PX125, PX150, Cosa125, Cosa150, GTR125, TS125, Sprint Veloce (VLB1T 0150001-)

BGM1770H 99,00 €

PISTON KITS

Piston bgm PRO 177 cc Vespa 125 – 150 cc Ø=63,0mm (A)	BGM1770NPA	89,00 €
Piston bgm PRO 177 cc Vespa 125 – 150 cc Ø=63,0mm (B)	BGM1770NPB	89,00 €
Piston bgm PRO 177 cc Vespa 125 – 150 cc Ø=63,0mm (C)	BGM1770NPC	89,00 €
Piston bgm PRO 177 cc Vespa 125 – 150 cc Ø=63,0mm (D)	BGM1770NPD	89,00 €



PISTON SPARES

Piston rings bgm PRO 177 cc Vespa 125 -150 cc Ø=63,0mm	BGM1770R	24,90 €
Gasket set cylinder bgm PRO 177 cc 125-150 cc	BGM1770G	14,90 €
Gudgeon pin bgm PRO 177 cc Vespa 125 -150 cc Ø15mm	BGM1770PP	4,97 €
Circlip set for gudgeon pin bgm PRO 177 cc 125 – 150 cc	BGM1770C	1,20 €

TWO STROKE OIL

FULLY SYNTHETIC BGM PRO 2-STROKE OIL

bgm PRO RACE 2-stroke fully synthetic oil is a 100 % synthetically produced high performance 2-stroke oil. A good choice for all powerful street and race engines, it fulfills the highest and most rigid **Japanese JASO testing** standards. Providing a **perfect lubrication** and protection of all parts on every 2-stroke engine.

The very low burning point enables a perfect lubrication right from the start as well as the full power of the engine and a **clean combustion** even under partial load. The JASO FD offers a residue-free combustion and a **clean exhaust** port even after thousands of miles. This ensures a long life of exhaust and cylinder. Special additives provide a stable lubrication even under high load. Corrosion inhibitor is a matter of course with its ability to use it for pre-mix as well as oil pumps.

CAN BE USED FOR:

- All 2-strokes (pre-mix, oil pump, injection etc.)

DETAILS:

- low smoke
- Cleaner combustion than mineral oils
- For all air- & liquid cooled 2-stroke engines
- Burning point: 90° C
- Pour point: -48° C



Fully synthetic

	API	JASO	ISO
QUALITY			
O		FA	
+		FB	EGB
++	TC	FC	EGC
+++	TC+	FD	L-EDG

SEMI SYNTHETIC BGM PRO 2-STROKE OIL

bgm PRO STREET 2-stroke synthetic oil is our other premium 2-stroke oil. It fulfills all **Japanese JASO FC** testing standards. The JASO FC classification proves that it is **low smoke oil**, perfectly suited for all road engines. The residue-free combustion provides a clean exhaust port even after thousands of miles, ensuring a long life of exhaust and cylinder.

Special additives allow a **stable lubrication** even under high load. Corrosion inhibitor is a matter of course as the ability to use it for pre-mix as well as oil pumps.

CAN BE USED FOR:

- All 2-strokes (pre-mix, oil pump, injection etc.)

DETAILS:

- Low smoke
- Cleaner combustion than mineral oils
- For all air- & liquid cooled 2-stroke engines
- Burning point: 72° C
- Pour point: -22° C



Synthetic

	API	JASO	ISO
QUALITY			
O		FA	
+		FB	EGB
++	TC	FC	EGC
+++	TC+	FD	L-EDG

Oil bgm PRO RACE 2-stroke fully synthetic 1000ml	BGM4000	13,90 €
Oil bgm PRO RACE 2-stroke fully synthetic 12x 1000ml bargain pack	BGM4000K	149,00 €
Oil bgm PRO STREET 2-stroke semi synthetic 1000ml	BGM2000	7,50 €
Oil bgm PRO STREET 2-stroke semi synthetic 12x 1000ml bargain pack	BGM2000K	82,00 €

OIL JUG

This handy BGM Pro squeeze bottle is bi-functional: on the one hand it stores your oil and on the other hand measuring small amounts is very easy and quick. You fill the upper dosing chamber by applying pressure on the lower part of the bottle. Lines are marking the content of small chamber and make mixing petrol/oil very easy. Once you measured the liquid with these marks, you can easily empty the chamber, while a second lid tightly closes the rest of the bottle. No need for another measuring jug. You can refill the bottle through the two screw tops.

The 500-ml-squeeze bottle comes with a 25ml dosing chamber, which is sufficient for 1.25 litres of fuel (at 1:50).



BGM2005

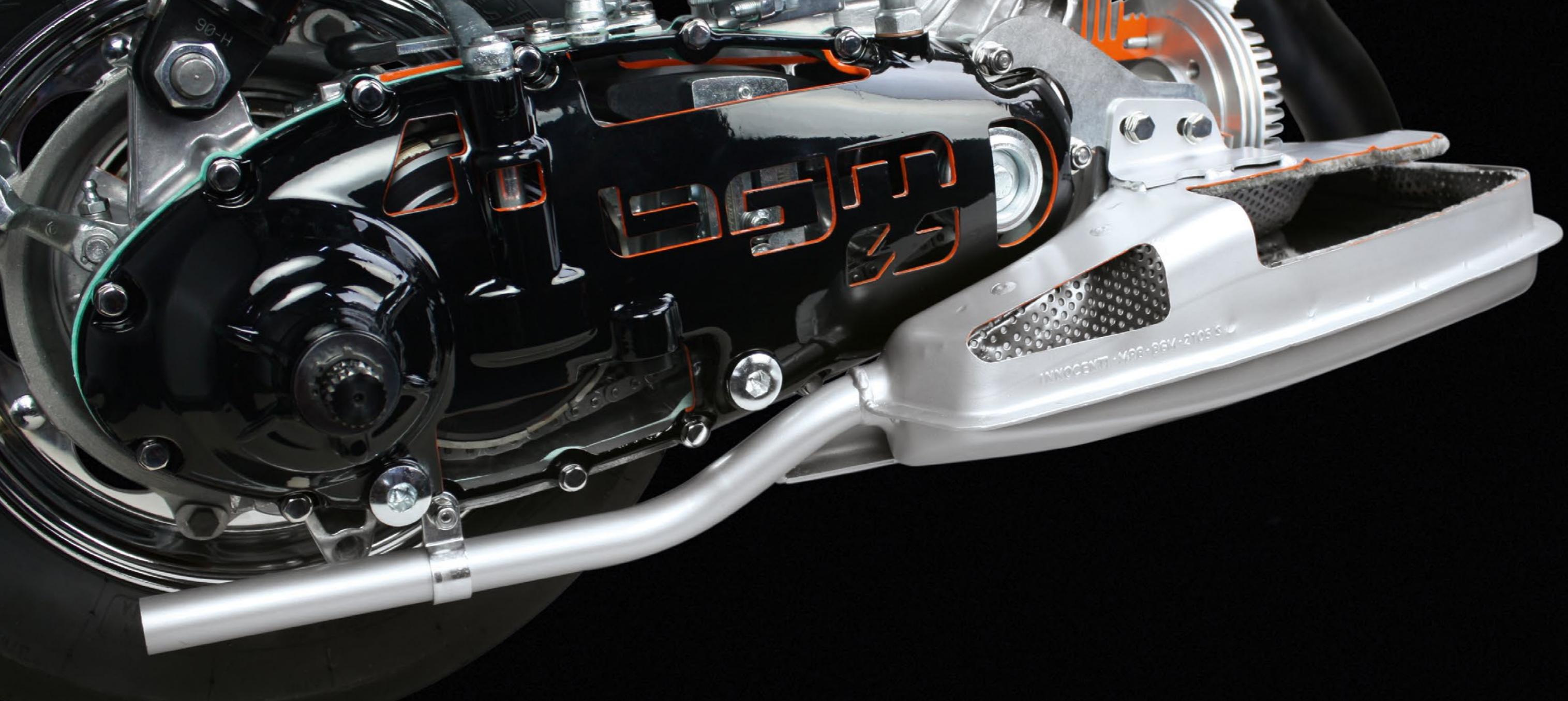
The 1000-ml-squeeze bottle comes with a 60ml dosing chamber, which is sufficient for 3 litres of fuel (at 1:50).

Material: HD-PE polyethylene, high density
Nominal volume in ml: 1000
Shape: round oval
Lid: screw top
Colour: PE nature
Opening: narrow neck



BGM2010

Oil jug, squeeze bottle bgm PRO 500ml- with dosing chamber and two lids	BGM2005	5,90 €
Oil jug, squeeze bottle bgm PRO 500ml- with dosing chamber and two lids	BGM2010	5,90 €



EXHAUST

BGM PRO VESPA SF BOX

TOURING AND SPORT

This is the latest addition to our Vespa sports exhaust range with original looks. The design is based on the exhaust fitted originally to the SS 50 and SS 90 Smallframes.

The main box is visually unaltered. The trick bits are done internally and with the U-bend. The U-bend is divergent and pressed instead of segmented for a better gas flow. This gives a powerful exhaust. It is excellent suited for all road going applications. The exhausts are made in Europe.

The connection between U-bend and main box can not been seen once the exhaust is fitted. But to make fitting easier we lowered the connection so that the springs are easy to reach for fitting.

The power and torque output is as well unique to the bgm BOX exhausts. Thanks to the good pulling power and broad power band engines fitted with the BOX are easy and fast to ride.

On the dyno sheet you see the SPORT working in perfect harmony with a 133 Polini kit, 51 mm stroke crankshaft and PHBL24 reed carb. This gives a power output at the rear wheel of 15. hp and nearly 18 Nm torque. Compared to similar exhaust the power output of the SPORT is 1 to 2 hp higher.

ADVANTAGES BOX AGAINST EXPANSION CHAMBER

- Available for your specific engine layout, SPORT or TOURING
- Standard looks
- Expansion chamber power outputs
- Broad power band
- Good pulling power low down
- More solid
- Better cornering clearance
- Better and easier fitment



BGM1125SP



BGM1125SP

Exhaust bgm PRO Banane SPORT Vespa PV125, ET3 125 - black	BGM1125SP	129,00 €
Exhaust bgm PRO Banane TOURING Vespa PV125, ET3 125 - black	BGM1125TR	t. b. a.
Exhaust bgm PRO Banane TOURING- Vespa V50 - black	BGM1050TR	t. b. a.
Exhaust gasket bgm PRO compatible with exhaust type banana	BGM1214E52D8P	t. b. a.

BGM PRO MRB BIG BOX CLUBMAN

LAMBRETTA

Our latest edition of the bgm PRO Clubman was completely re-designed from sketch. Moreover we changed the origin of the production to Europe. 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.

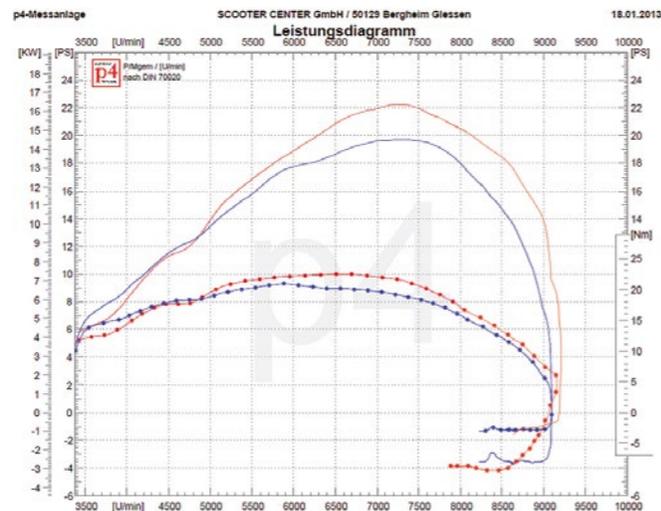
The second focus has been on the improvement of the overall build quality. All areas that have been shown as critical are now brazed instead of being welded. This is also true for the main brackets. These have been enlarged and a reinforcing plate has been added between the main bracket and main box. The bracket for fixing the Big Box to the engine has been heavily improved as well. The movement is now 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 now 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.

Upshot: Featuring good torque figures and broad power band with nearly original sound.

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 bgm PRO Clubman V4.0- Lambretta Series 1-3 - unpainted	BGM2105U4	239,00 €
Exhaust bgm PRO Clubman V4.0- Lambretta Series 1-3 - silver	BGM2105S4	249,00 €
Exhaust bgm PRO Clubman V4.0- Lambretta Series 1-3 - black	BGM2105B4	249,00 €

BGM PRO VESPA BIG BOX

TOURING AND SPORT



BGM1010SP



The **BIG BOX SPORT** is made in Europe and designed to work on **tuned engines** with sufficient port timings, port area and larger carbs. Engines that are fitted with Polini, Quattrini, Parmakit, Malossi or bgm kits. On these kind of engines the BIG BOX SPORT puts most of the full expansion chambers to shame power wise. Not to mention the style. The SPORT does fit the P-range, Rally, Sprint and all similar Vespas with 10 inch wheels.

The **BIG BOX TOURING** is also made in Europe and designed to work from **standard engines to tuned ones**. The power comes in early and engines equipped with the BBT can pull long gear ratios and are great for fast touring. Instead of high revs the speed is gained by torque low down. The BIG BOX TOURING fits for all 10 inch wheeled Vespas mentioned before as well as the 8 inch ones like VNA-VBB.



Scan for the latest
BIG BOX development news!

ADVANTAGES BIG BOXES AGAINST EXPANSION CHAMBERS

- Available for your specific engine layout, SPORT or TOURING
- Standard looks
- Expansion chamber power outputs
- Broad power band
- Good pulling power low down
- More solid
- Better cornering clearance
- No problems with spare wheel
- Fits to more models
- Better and easier fitment

Exhaust - bgm PRO BigBox TOURING (BBT) - Vespa PX200, Rally200	BGM1011TR	139,00 €
Exhaust - bgmPRO BigBox TOURING (BBT) - Vespa PX80, PX125, PX150, Sprint, GT, GTR	BGM1010TR	139,00 €
Exhaust - bgm PRO BigBox SPORT (BBS) - Vespa PX200, Rally200	BGM1011SP	199,00 €
Exhaust - bgm PRO BigBox SPORT (BBS) - Vespa PX80, PX125, PX150, Sprint, GT, GTR	BGM1010SP	199,00 €
Exhaust - bgm PRO BigBox TOURING (BBT) - Vespa T5	BGM1012TR	139,00 €

FEEDBACK CORNER – QUOTE OF SCOOTERING NO. 332, FEBRUARY 2014:

“The original batch version makes a massive power increase over all the other box pipes.”

And this has now even been bettered and two versions tailored for your engine are available.



CRANKSHAFTS

CRANKSHAFTS

LAMBRETTA

Forged high primary compression crankshafts with Yamaha con rod. During the development period, the balancing was highly focused. Thanks to the balancing weights combining **Tungsten (100 gr. each side)**, copper weights and hidden pockets the crankshaft gives a very smooth engine run. The Yamaha con rod with **110 mm** length gives an easier life to the big end bearing. The delivery of every crankshaft contains a 3 mm base spacer to equal the longer rod. Two sufficient slots ensure the lubrication of the big end. The **open cage silver bearing** leaves nothing to be desired. The diameter of the gudgeon pin is 22 mm. The combination with the right undersize to the crank webs and a special adhesive as a fluid is **perfectly suited against twisting**. Comes with comprehensive fitting instructions.

While the crank webs are produced in Europe, **the assembly now takes place in Germany**. This way we ensure a perfect fitment of the crank pin.

“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.



Crankshaft bgm PRO HPC 58 mm stroke, 110 mm con-rod, Lambretta DL/GP 125 - 250 cc	BGM11063B	299,00 €
Crankshaft bgm PRO HPC 60 mm stroke, 110 mm con-rod, Lambretta DL/GP 125 - 250 cc	BGM11065B	299,00 €
Crankshaft bgm PRO HPC 58 mm stroke, 115 mm con-rod, Lambretta DL/GP 125 - 250 cc	BGM11066G	329,00 €
Crankshaft bgm PRO HPC 60 mm stroke, 115 mm con-rod, Lambretta DL/GP 125 - 250 cc	BGM11067G	329,00 €

CRANKSHAFTS

VESPA LARGE FRAME

These feature **forged crank webs** as well as a forged and then **CNC machined con rod**. Lubrication on both small and big end leaves nothing to be desired. The crankshaft is available with **60 mm** or standard **57 mm** stroke. The **inlet design has been highly improved**. The inlet timing of the standard crankshaft is not suitable for tuning purposes. The timing is too short and once you reach a certain amount of revs, the inlet timing will close off. The commonly available racing crankshafts have longer inlet timing, but this is opened too long after top dead centre, causing heavy blowback, bad low down and mid range power and difficulties with setting up carbs. Our crankshaft closes 65° on P2 and 58° on a PX 125 after top dead centre which is perfect and cures all the spit back associated problems.

While the crank webs are produced in Europe, the **assembly now takes place in Germany**. This way we ensure **a perfect fitment of the crank pin**. We recommend this bgm cranks to engines with up to 20 hp. Additionally we recommend not to use flywheels with more than 2300 gramms of weight.

For the German market there was a Vespa P 80 available. That was introduced because of German tax regulation. The original stroke was 48 mm. We had this remade and also did a long stroke version with 51 mm stroke. Both crankshafts have the same big end bearing like the P200.

Compared with the original Piaggio P80 crankshaft the inlet area was optimized and gas flowed. The long stroke cranks are increasing the cubic capacity and at the same time they help raising port timings. We recommend the use of a 1.5 mm head spacer to equal the longer stroke.



Crankshaft bgm PRO Racing 60 mm stroke Vespa PX 200	BGM031801G	179,00 €
Crankshaft bgm PRO Racing 57 mm stroke Vespa PX 200	BGM031800G	169,00 €
Crankshaft bgm PRO Racing 60 mm stroke Vespa PX 125, PX 150	BGM031121G	179,00 €
Crankshaft bgm PRO Racing 57 mm stroke Vespa PX 125, PX 150	BGM031120G	169,00 €
Crankshaft bgm PRO Racing 51 mm stroke Vespa P80X, PX80	BGM031081G	149,00 €
Crankshaftbgm ORIGINAL 48 mm stroke Vespa P80X, PX80	BGM031080G	139,00 €



BGM031801G



The Sprint type crankshaft features high quality bearings, forged crank webs and standard inlet timings. It is the perfect replacement for crankshafts used for decades and worn out on Vespa Sprint150 (VLB1T), GL150 (VLA1T), GT125 (VNL2T), GTR125 (VNL2T), VNB, VBA, VBB, T4, Super Vespas.

Crankshaft bgm ORIGINAL 57 mm stroke Vespa Sprint type	7700010	109,00 €
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CRANKSHAFTS

VESPA SMALLFRAME

For the Vespa Smallframe we have **43 mm, 51 mm and 54 mm** stroke crankshafts as Racing and HPC versions on offer. Just like all our crankshafts these are **European made** to a very high standard. All cranks feature **forged crank webs** and high quality bearings. The racing versions are the perfect addition to all tuned engines. One of the most wanted is the 54 mm stroke **HPC version**: A full circle crank suited for reed induction, as used in many powerful Polini Evo and Falc engines.

FEATURES:

- Forged crank webs
- Forged con rod
- Silver cage race bearing
- Big end pin 20 mm diameter
- Improved design

Crankshaft bgm PRO Racing 43 mm stroke, 19 mm taper Vespa V50, PK50 S	BGM2403	89,00 €
Crankshaft bgm PRO Racing 43 mm stroke, 20 mm taper Vespa PK50 XL	BGM2400	89,00 €
Crankshaft bgm PRO Racing 43 mm stroke, 20 mm taper Vespa PK80 - 125 XL	BGM2401	114,90 €

BGM PRO RACING – HPC FOR REED VALVE ENGINES

Crankshaft bgm PRO Racing 51 mm stroke, 20 mm taper 105 mm con-rod Vespa PK80 XL, PK125 XL	1611014	149,00 €
Crankshaft bgm PRO Racing 54 mm stroke, 20 mm taper 105 mm con-rod Vespa PK80 XL, PK125 XL	1611013	149,00 €
Crankshaft kit* bgm PRO Racing 54 mm stroke, 20 mm taper 105 mm con-rod Vespa PK80 XL, PK125 XL	BGM031013	169,00 €
Crankshaft bgm PRO Racing 51 mm stroke, 24 mm taper 105 mm con-rod Vespa PK125 XL2, PK125 ETS	7673153	149,00 €
Crankshaft bgm PRO Racing 54 mm stroke, 24 mm taper 105 mm con-rod Vespa PK125 XL2, PK125 ETS	7673152	149,00 €
Crankshaft kit* bgm PRO Racing 51 mm stroke, 24 mm taper 105 mm con-rod Vespa PK125 XL2, PK125 ETS	7673185	179,00 €
Crankshaft kit* bgm PRO Racing circle 54 mm stroke, 24 mm taper 105 mm con-rod Vespa PK125 XL2, PK125ETS	7673184	179,00 €

*Comes complete with cylinder studs and base spacer.



**available with 20 mm
and 24 mm taper.**

BEARING SETS

VESPA

For every crankshaft replacement we recommend to fit new bearings and seals. We have complete kits for renewing the crankshaft drive. These come with high quality bearings for instance as used by Piaggio. These sets are real classics.

Newly available are our **special bearings**. These are **Made in Italy** to our designs. Basically we have put bearings **back into production that were unavailable** for a long time like the GS 160 and SS 180 bearings. The bearing for the **layshaft on early Sprint type engines** (gear selector side) has been available in a totally inferior quality. The tolerances were miles out (6/10 mm) and the layshaft wasn't properly supported. Our **re-designed** bgm bearing has a **closed bearing cage**. Thanks to the used **high grade material and precise machining in Europe** the layshaft is perfectly supported with this bearing.

Newly added is our bgm **PRO Lambretta rear hub bearing**. This comes with the high quality (NBR) oil seal already fitted. The bearing is **Made in Italy** and matches the original Lambretta quality and dimension.



<i>bgm ORIGINAL Vespa Sprint type*</i>	BGM1108	39,90 €
<i>bgm ORIGINAL Vespa GS150 / GS3 (VS1T - VS5T)</i>	BGM1112	39,90 €
<i>bgm ORIGINAL Vespa PX rubber type</i>	BGM1110	39,90 €
<i>bgm ORIGINAL Vespa PX metal type</i>	BGM1109	39,90 €
<i>bgm ORIGINAL Vespa V50, PV125, ET3, PK50, PK80, PK125 - 1x 6303 + 1x 6204</i>	BGM1107	29,90 €
<i>bgm ORIGINAL Vespa V50, PV125, ET3, PK50, PK80, PK125 - 1x 6303 + 1x NU204</i>	BGM1114	44,90 €
<i>Bearing and oil seal set for crankshaft bgm PRO FPM Lambretta DL, GP</i>	BGM1122	65,00 €

* fits to: GL150 (VLA1T), Sprint150 (VLB1T), Sprint Veloce, GT125 (VNL2T), GTR125 (bis Bj. 1976), TS125 (VNL3T), VNA1T, VNA2T, VNB 1-6, VGL150 (VLA1T)A1, VBB 1-2, VL 1-3, VD1T, VD2T

SPECIAL BEARINGS

<i>bgm PRO roller bearing (28.2x44.6x10mm) - Made in Italy used for drive shaft Vespa GS160 / GS4 (VSB1T), SS180 (VSC1T))</i>	BGM7911	29,90 €
<i>bgm PRO roller bearing (21.8x34.1x12.4mm) - Made in Italy (used for auxiliary shaft Vespa SS180 (VSC1T), GS160 / GS4 (VSB1T))</i>	BGM7912	29,90 €
<i>bgm PRO roller bearing (28x42x08mm) - Made in Italy drive shaft Vespa VNA-VBB, VNC (till No 024899, VBC till No 70199), GT125 (till No 60899), GL150 (VLA1T), Sprint150 (till No 73899))</i>	BGM7910	29,90 €
<i>Ball bearing bgm PRO rear hub Lambretta Series 1-3</i>	BGM7915	32,90 €

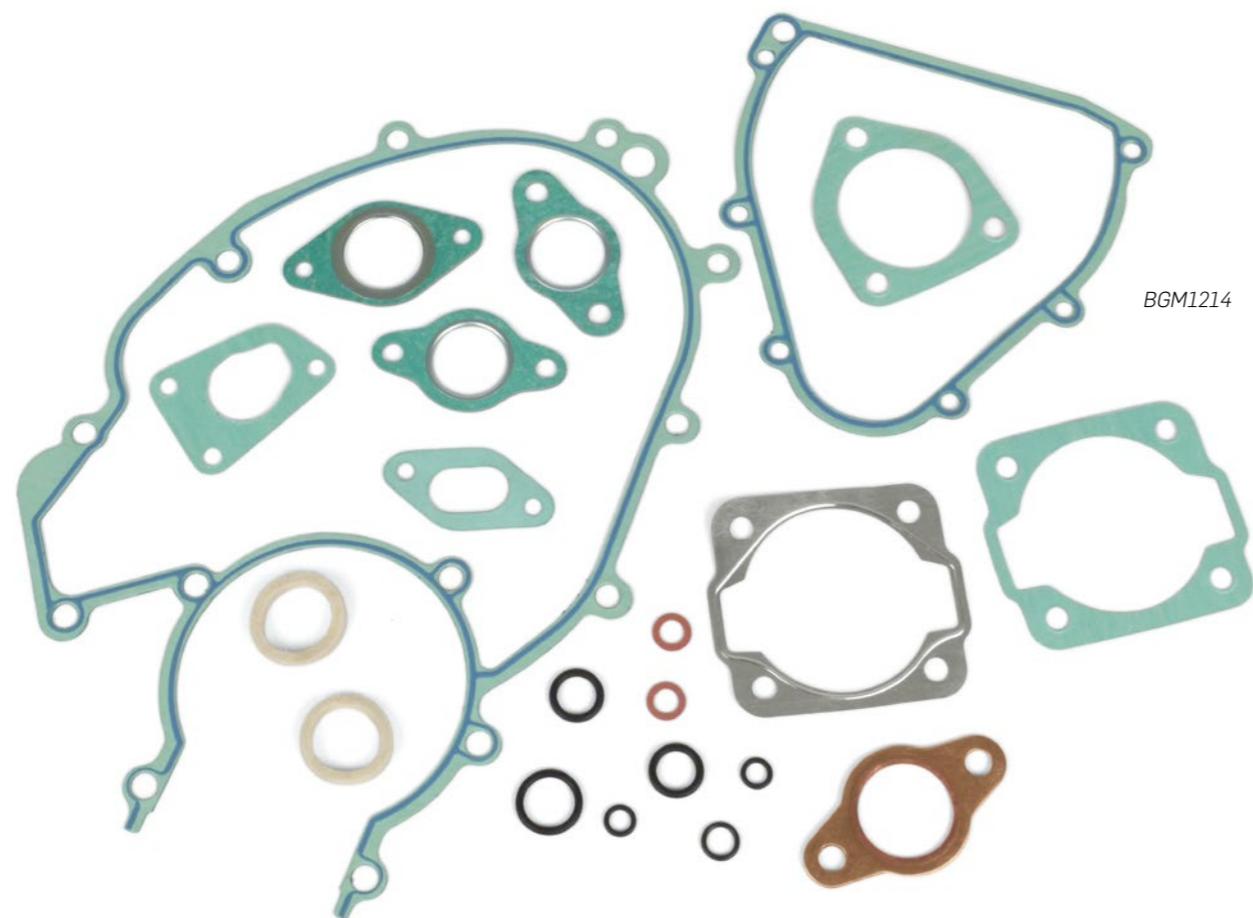
GASKET SETS

VESPA

The bgm PRO Silicone gasket sets for your Vespa are made in Italy. They are from the same gasket material as the original Piaggio ones. The thickness of the material is 0.5 mm. All gaskets that are supposed to be in contact with oil are coated with an **instant Silicone sealer**.

For **Lambretta** we offer the maghousing gasket and the gasket for the engine casings. The specs of the gaskets are the same like on the Vespa ones. Instead of a full gasket set here, we focused on these two gaskets only. They are available in sets of five and ten pieces as well. The Silicone sealing gives a higher surface pressure. The **durable and flexible Silicone coating** is perfectly suited to the ever changing variations in temperatures on an engine case.

Ideal stuff to properly seal your engine and make oil patches under your engine an issue of the past.

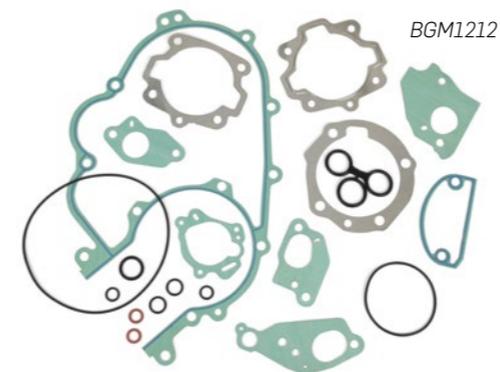


BGM1214

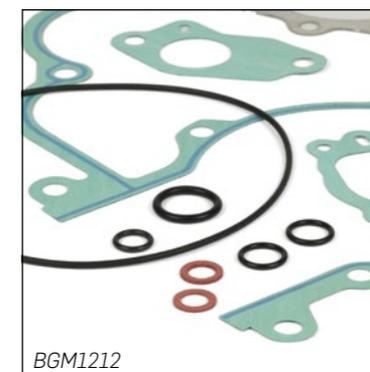
Engine gasket set bgm PRO Silicone Vespa Smallframe, incl. O-Rings

BGM1214

20,90 €



BGM1212



BGM1212



BGM1212

Engine gasket bgm PRO Silicone Vespa P-range, Rally200, Cosa, Sprint Veloce incl. O-Rings

BGM1212

22,90 €

Clutch cover gasket bgm PRO Silicone Vespa Smallframe

BGM1214C

3,90 €

Gear selector box gasket bgm PRO Silicone Vespa Largeframe

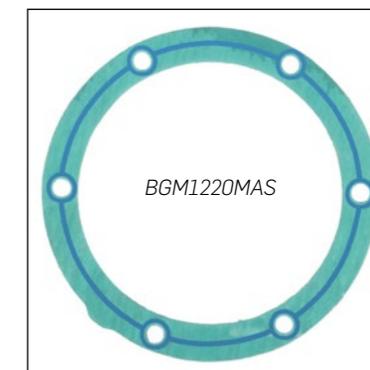
BGM1212G

2,50 €

LAMBRETTA



BGM1220CCS



BGM1220MAS

Engine casing gasket bgm PRO Silicone Lambretta

BGM1220CCS

9,90 €

Engine casing gasket (5x) bgm PRO Silicone Lambretta

BGM1220CCSV

47,00 €

Engine casing gasket (10x) bgm PRO Silicone Lambretta

BGM1220CCSX

90,00 €

Maghousing gasket bgm PRO Silicone Lambretta 125-200

BGM1220MAS

4,90 €

Maghousing gasket (5x) bgm PRO Silicone Lambretta

BGM1220MASV

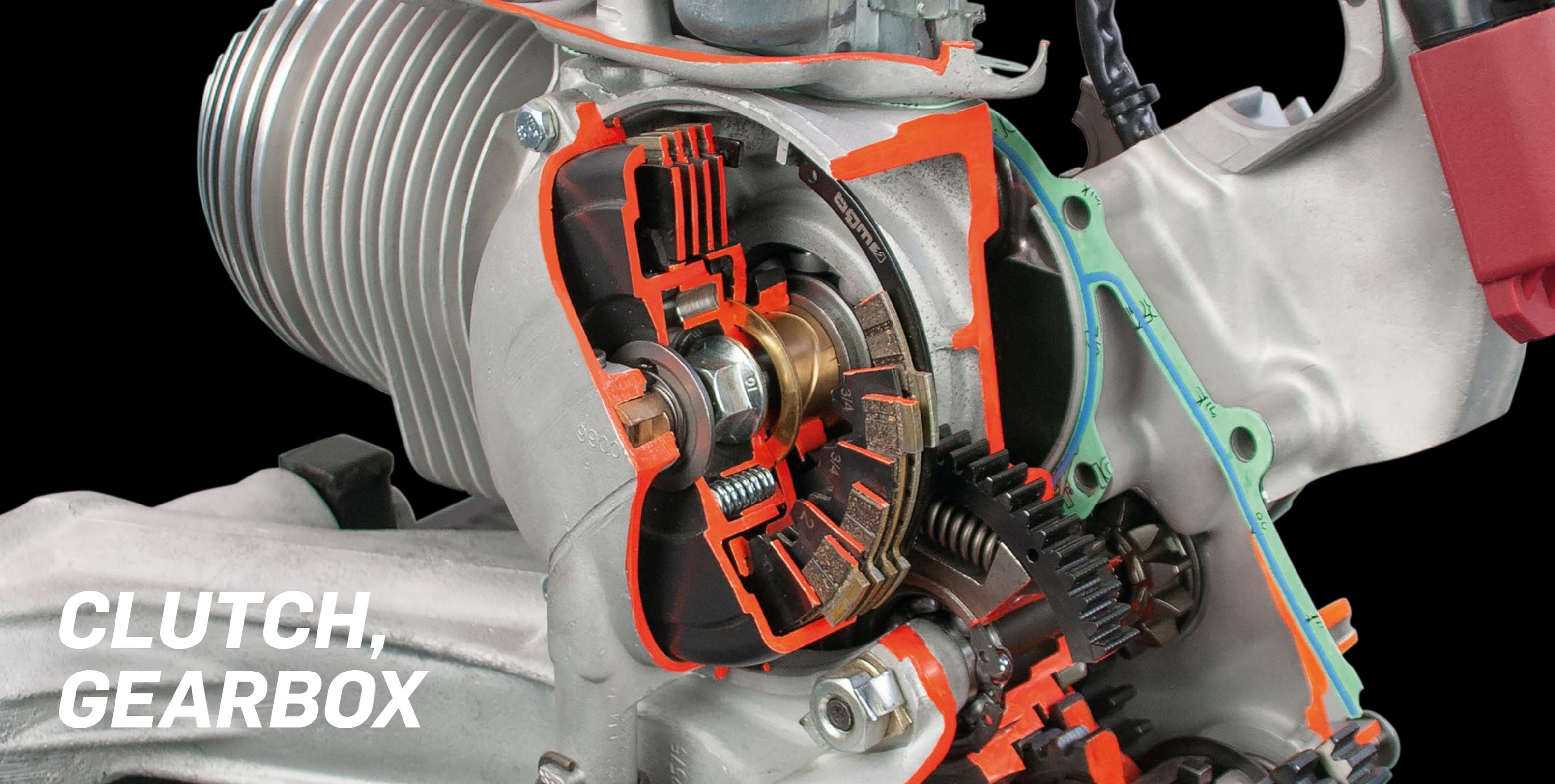
22,90 €

Maghousing gasket (10x) bgm PRO Silicone Lambretta

BGM1220MASX

44,90 €

***CLUTCH,
GEARBOX***



GEARBOX

CLOSE RATIO GEARBOX LAMBRETTA

LAMBRETTA GEARBOX

The bgm PRO gearbox is made of case-hardened NiCrMo steel (20NiCrMo2-2/ AISI8620). This makes it an ultra reliable gearbox. The ratio jumps between the gears are getting shorter while shifting in higher gears. That makes accelerating faster and to stay in the power- and torque zone is easier than before. The gearbox is calculated in a way that a suitable overall gear ratio is reached with a big front sprocket to take load of the clutch unit. The surface hardening is defined to 58-60 HRC to make the gearbox extremely resistant. For the RT powered engines we recommend an overall gear ratio between 5.11 to 4.84. This can be achieved with a 18/46 sprocket combination for the 5.11 and a 82 link chain pulled down. Or 19/46 for the 4.84 overall ratio with a 82 up link chain pushed up.

Final ratio in 4th gear	Front sprocket	Rear sprocket	Chain	Shoe position	KMH/1.000 RPM in 4th gear	MPH/1.000 RPM in 4th gear
5,75	16	46	81	down	14.2	8.8
5,41	17	46	81	up	15.0	9.35
5,22	18	47	82	up	15.6	9.69
5,11	18	46	82	down	15.9	9.9
4,95	19	47	83	down	16.4	10.2
4,84	19	46	82	up	16.7	10.4
4,7	20	47	83	down	17.4	10.8
4,6	20	46	83	down	17.7	11.0

Gearbox/ratio jump	Gear 1 to 2	Gear 2 to 3	Gear 3 to 4
bgm	51 %	27 %	21 %
Pacemaker	44 %	37 %	25 %
Li 150 S3 Italian	55 %	35%	28 %
SX 200	43 %	39 %	31 %
GP 200 Indian	43 %	47 %	19 %



Close ratio gear box bgm PRO (layshaft + speed gears + cluster) Lambretta

BGM6120KX

349,00 €

Close ratio gear box bgm PRO (speed gears + cluster) Lambretta

BGM6120KT

279,00 €

GEARBOX

SUPERSTRONG CLUTCH LAMBRETTA

LAMBRETTA CLUTCH MADE IN GERMANY

The bgm PRO Lambretta Superstrong clutch is **CNC machined from billet** in Germany. It comes with **six racing red cl** ten springs especially made for this clutch and five 1.2 mm steel discs. The clutch is a **Plug & play** solution that fits with spacers or fiddling. The clutch is so good and well made that even the Casa Lambretta Performance Centre's are fitting Casa scooters won the ESC 2015 with the bgm clutch and the year after the BSSO series. The clutch comes with three s These have different stiffness. The softest are marked green and have a spring rate of 4.7 N/mm. They are the ones to **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 c 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



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.



BGM2246



BGM2246

Our **stud set for the engine casing** cover fits for Series 1 and early Series 2 as well as for late Series 2 and all Series 3. The set is zink plated and features the original height of the nuts. These were slightly higher than a simple standard nut.

Superstrong clutch circlip for the Lambretta. These are included with the bgm PRO clutches, but can be used on all Lambretta clutches as an upgrade. These are stronger and rounded at the edges for a better fit. Despite the remade Indian ones these have the right length and don't need any cutting or fettling.



Watch the **bgm PRO** clutch in action on the **40 hp Casa Performance** racing Lambrettas.

COMPLETE CLUTCHES / SINGLE COMPONENTS

Clutch bgm PRO Superstrong 10 springs, 6 plates Lambretta - 46 teeth	BGM8011NR46	429,00 €
Clutch bgm PRO Superstrong 10 springs, 6 plates Lambretta - 47 teeth	BGM8011NR47	429,00 €
Stud set bgm PRO for engine case	BGM2246	19,90 €
Clutch circlip bgm PRO Superstrong $\varnothing=79\text{mm}$ $w=3.5\text{mm}$ $h=1.5\text{mm}$ Lambretta LI, LIS, SX, TV (2nd-3rd series), DL, GP	BGM81079	4,20 €

GEARBOX

CLUTCH / GEARBOX LAMBRETTA

We have the gearbox and clutch shims remade to ensure the right quality. Our shims are grinded to the given size. They are **plane-parallel** and the given tolerances assure that the deviation from the given size is not more than 0.04 mm. The shims are **hardened** and have the **size written on it** to make life for you in the workshop easier.

The **gearbox shims** are used to adjust the play of the gear wheels. This should be between 0.07 mm up to 0.3 mm. The closer you get to the lower figure the better for smooth gear changes.

The **clutch shims** are used to adjust the heights of the front and rear sprockets. The rear sprocket is allowed to be up to 0.25 mm lower than the front sprocket, but not higher than 0.05 mm.



Clutch shim bgm PRO Lambretta Series 1-3 - 0.8 mm	BGM6015S08	3,50 €
Clutch shim bgm PRO Lambretta Series 1-3 - 1.0 mm	BGM6015S10	3,50 €
Clutch shim bgm PRO Lambretta Series 1-3 - 1.2 mm	BGM6015S12	3,50 €
Clutch shim bgm PRO Lambretta Series 1-3 - 1.4 mm	BGM6015S14	3,50 €
Clutch shim bgm PRO Lambretta Series 1-3 - 1.6 mm	BGM6015S16	3,50 €
Clutch shim set bgm PRO Lambretta Series 1-3 - 0.8 - 1.6 mm	BGM6015KT	15,50 €



Gear box shim bgm PRO Lambretta Series 1-3 – 1.80 mm	BGM6010S18	6,90€
Gear box shim bgm PRO Lambretta Series 1-3 – 1.90 mm	BGM6010S19	6,90€
Gear box shim bgm PRO Lambretta Series 1-3 – 2.00 mm	BGM6010S20	6,90€
Gear box shim bgm PRO Lambretta Series 1-3 – 2.10 mm	BGM6010S21	6,90€
Gear box shim bgm PRO Lambretta Series 1-3 – 2.20 mm	BGM6010S22	6,90€
Gear box shim bgm PRO Lambretta Series 1-3 – 2.30 mm	BGM6010S23	6,90€
Gear box shim bgm PRO Lambretta Series 1-3 – 2.40 mm	BGM6010S24	6,90€
Gear box shim bgm PRO Lambretta Series 1-3 – 2.50 mm	BGM6010S25	6,90€
Gear box shim bgm PRO Lambretta Series 1-3 – 2.60 mm	BGM6010S26	6,90 €

GEARBOX

LAMBRETТА SUPERSTRONG CLUTCH SPARES MADE IN GERMANY

For sure we have all the spare parts for the Lambretta Superstrong clutch available.



CNC MACHINED CLUTCH PARTS

The CNC machined pressure plate and spider can be used as an upgrade for any other aftermarket 5 and 6 plate plate rear sprocket, as long as these are made to the original Innocenti measurements. The rear sprockets can be used with parts of other manufacturers and original Innocenti parts as we well.

Crownwheel bgm PRO Superstrong Lambretta - 46 tooth	BGM8010RN46	139,00 €
Crownwheel bgm PRO Superstrong Lambretta - 47 tooth	GM8010RN47	139,00 €
Clutch spider bgm PRO Superstrong 10 springs Lambretta	BGM8010S	149,00 €
Clutch pressure plate bgm PRO Superstrong 10 springs Lambretta	BBGM8010NG	99,90 €
Clutch top plate bgm PRO Superstrong Lambretta	BGM8010NA	44,90 €
Clutch bush -BGM PRO- Lambretta LI, LI S, SX, TV (Serie 2-3), DL/GP	BGM8010B	13,90 €
Disc for clutch pressure plate bgm PRO Superstrong 10 springs- Lambretta - type GP	BGM8010GGP	6,90 €
Disc for clutch pressure plate bgm PRO Superstrong 10 springs- Lambretta - type LI	BGM8010GLI	6,90 €



LAMBRETТА CLUTCH SPRINGS

These springs are for use on the Lambretta Superstrong clutch only. They are available in three different grades. 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 setups are easy to pull, especially if you use it with a good routed and nylon lined clutch cable. A treatment of the clutch outer cable from the inside with PTFE spray adds to a very easy clutch operation. The Superstrong with this treatment and green springs is feather light to pull.

Clutch springs bgm PRO Lambretta - hard/red - 10 pcs	BGM8010FX	12,50 €
Clutch springs bgm PRO Lambretta - medium/yellow - 10 pcs	BGM8010LX	12,50 €
Clutch springs bgm PRO Lambretta - soft/green - 10 pcs	BGM8010WX	12,50 €

LAMBRETТА CLUTCH PLATES

Our specially made clutch plates are reinforced for perfect grip and high mileage. The clutch plates are available and there are sets available with steel plates.

4 PLATE

Clutch plates bgm PRO Lambretta - 4-plates	BGM8004	21,90 €
Clutch plates incl. steel plates bgm PRO Lambretta - 4-plates	BGM8004KT	29,90 €
Clutch steel plate bgm PRO Lambretta - 1,5mm	BGM8004S	3,50 €
Clutch steel plate bgm PRO Lambretta - 1,2mm	BGM8004S12	3,50 €

5 PLATE

Clutch plates bgm PRO Lambretta - 5-plates	BGM8005	24,90 €
Clutch plates incl. steel plates bgm PRO Lambretta - 5-plates	BGM8005KT	36,90 €
Clutch plates bgm PRO Lambretta - 5-plates (red)	BGM8005R	26,90 €
Clutch plates incl. steel plates bgm PRO Lambretta - 5-plates (red)	BGM8005RKT	37,90 €

6 PLATE

Clutch plates bgm PRO Lambretta - 6-plates (red)	BGM8006	31,90 €
Clutch plates incl. steel plates - bgm PRO Lambretta - 6-plates	BGM8006KT	46,90 €

GEARBOX

SPROCKETS BGM PRO SUPERSTRONG SPROCKETS **MADE IN GERMANY**

The bgm PRO clutches are complimented now by the front sprockets. These are fully CNC machined in Germany from 20NiCrMo2-2/ AISI8620. These are the right choice to adjust the ratio of your gear box if a new kit or exhaust has been fitted.

Most reproductions on the market are from India and do not run concentrically, aren't even round or have simply wrongly made teeth where you can't even put a chain over. This caused endless problems and we made the decision to do the job properly. Properly running front sprockets will help cut down vibrations and ensure a long life of the engine, because of lesser wear to chain, bearings, cranks and clutch sprockets.



Front sprocket bgm PRO Lambretta LI, LIS, SX, TV (series 2-3), DL, GP - 15 tooth	BGM8012R15	36,90 €
Front sprocket bgm PRO Lambretta LI, LIS, SX, TV (series 2-3), DL, GP - 16 tooth	BGM8012R16	36,90 €
Front sprocket bgm PRO Lambretta LI, LIS, SX, TV (series 2-3), DL, GP - 17 tooth	BGM8012R17	36,90 €
Front sprocket bgm PRO Lambretta LI, LIS, SX, TV (series 2-3), DL, GP - 18 tooth	BGM8012R18	36,90 €
Front sprocket bgm PRO Lambretta LI, LIS, SX, TV (series 2-3), DL, GP - 19 tooth	BGM8012R19	36,90 €
Front sprocket bgm PRO Lambretta LI, LIS, SX, TV (series 2-3), DL, GP - 20 tooth	BGM8012R20	36,90 €
Front sprocket bgm PRO Lambretta LI, LIS, SX, TV (series 2-3), DL, GP - 21 tooth	BGM8012R21	36,90 €

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.



Chain IWIS Lambretta series 1-3 - 80 links	8020080	42,85 €
Chain IWIS Lambretta series 1-3 - 81 links	8020081	51,95 €
Chain IWIS Lambretta series 1-3 - 82 links	8020082	41,85 €
Chain IWIS Lambretta series 1-3 - 83 links	8020083	51,95 €

GEARBOX

SUPERSTRONG CLUTCH SMALLFRAME

VESPA SMALLFRAME CLUTCH MADE IN GERMANY

After the great success of our Vespa Cosa clutch we thought it is time to extend the bgm PRO clutch range. Our Smallframe clutch was the next **Plug & Play solution** - Made in Germany. You will get a ready to fit clutch that works perfectly up to a range of **30 hp and 22 Nm** torque at the rear wheel. **With stronger springs** it is easily capable of **much higher horsepower** outputs.

FEATURES:

- More surface area for better power transmission
- Better life time due to more material
- Smooth contact pressure ensured by 16 bgm PRO XL clutch springs
- Can be used with Vespa PK XL1 or PK XL2 clutch cover
- Solid made hub with inner thread
- Successfully tested up to 30 hp +
- Plug & Play clutch, comes ready-to-fit
- Comes with bgm PRO racing-red clutch plates
- Very easy clutch lever action
- The clutch hub is made for a primary drive with cushion drive
- For taking the clutch off or renewing the plates the bgm Multitool comes in handy (item number BGM8819)

Depending on the tolerances and parts of engine casing, X-mas tree and clutch cover used, it might be necessary to fit a spacer between casing and clutch cover. These are available online at bgm-tuning.com.

COMPLETE CLUTCHES

Clutch bgm PRO Superstrong V50, PV125, ET3, PK50 - PK125 XL, ETS	BGM8050	219,00 €
Clutch bgm PRO Superstrong for DRT countershaft V50, PV125, ET3, PK50 - PK125 XL, ETS	BGM8050D	219,00 €
Clutch bgm PRO Superstrong w/o clutch actuating plate V50, PV125, ET3, PK50 - PK125 XL, ETS	BGM8050E	199,00 €
Clutch bgm PRO Superstrong for DRT countershaft w/o clutch actuating plate V50, PV125, ET3, PK50 - PK125 XL, ETS	BGM8050ED	199,00 €
Clutch bgm PRO Superstrong V50, PV125, ET3, PK50 - PK125 XL, ETS - incl. clutch actuating plate Vespa V50, PK S, PK XL1	BGM8050V	205,00 €
Clutch bgm PRO Superstrong for DRT countershaft V50, PV125, ET3, PK50 - PK125 XL, ETS - incl. clutch actuating plate Vespa V50, PK S, PK XL1	BGM8050VD	205,00 €



Reinforced securing ring with increased material thickness and greater preload force for the Vespa Smallframe clutch. Has holes for easy fitting with Seeger ring pliers. The BGM Pro retaining rings are an ideal complement to all clutch baskets, especially if they are equipped with strong springs. All bgm Superstrong clutches from 2017 onwards are equipped with this.

Specially made nut for all Smallframe engines for tighten the clutch properly. Can be tightened up to over 70 Nm. This gives a **secure fixing of the clutch**, damages are avoided and the nut is ESC race tested.



SINGLE COMPONENTS

Clutch spider bgm PRO Superstrong V50, PV125, ET3, PK50 - PK125 XL, ETS	BGM8050S	85,00 €
Clutch spider bgm PRO Superstrong for DRT countershaft V50, PV125, ET3, PK50 - PK125 XL, ETS	BGM8050SD	85,00 €
Clutch steel plate outer set bgm PRO Superstrong V50, PV125, ET3, PK50 - PK125 XL, ETS	BGM8050A	89,00 €
Clutch circlip -BGM PRO Superstrong Ø=68mm w=4.0mm h=1.5mm- Vespa PK XL, PK XL2*	BGM81068	4,20
Clutch circlip bgm PRO Superstrong Ø=61mm w=4.0mm h=1.5mm Vespa V50, PK, PKS**	BGM81061	4,20 €

*PK 50 XL FL (V5N1T), PK 50 HP (V5N2T), PK 50 XL2 (V5X3T), PK 125 N FL (VMX7T), PK 125 XL2 (VMX6T)

**V50 (V5A1T, V5A2T, V5A3T, V5B1T, V5B2T, V5B3T, V5B4T, V5R1T, V5SA1T), SS50 (V5SS1T), SR50 (V5SS2T), V90 (V9A1T), SS90 (V9SS1T), V90 Racer (V9SS2T), 125 Nuovo (VMA1T), PV125 (VMA2T), ET3 125 (VMB1T), PK 50 (V5X1T), PK 50 S (V5X2T), PK 50 S EFL (V5X2T), PK 50 SS (V5S1T), PK 50 XL1 (V5X3T, V5X4T), PK 50 XLS (V5S2T), PK 80 S (V8X5T), PK 80 S EFL (V8X5T), PK 125 (VMX1T), PK 125 ETS (VMS1T), PK 125 S (VMX5T), PK 125 XL1 (VMX6T)

SPARES

Nut bgm PRO M10 x1,50 WS=17mm used as clutch nut Vespa V50, PV125, ET3, PK S, PK XL - tension 10	7672107	5,90 €
Clutch plates bgm PRO Superstrong		
Racing Red Smallframe V50, PV125, ET3, PK50 - PK125 XL, ETS 4-plates	BGM8014R	14,90 €
Clutch plates and steel plates bgm PRO Superstrong		
Racing Red Smallframe V50, PV125, ET3, PK50 - PK125 XL, ETS - 4-plates	BGM8014RKT	17,90 €
bgm PRO clutch spring set for Superstrong clutch - 16 pcs - Touring	BGM8800Y	15,00 €
bgm PRO clutch spring set for Superstrong clutch - 16 pcs - Racing	BGM8801Y	15,00 €

GEARBOX

VESPA GEARBOX PARTS SMALLFRAME **MADE IN GERMANY**



BGM0190

PRIMARY DRIVE AND CLUTCH BASKET

A common problem with powerful Smallframe engines are the springs of the cushion drive of the primary destroying the soft cover plate and escaping into the gear box. Massive damages may be the result. The primary drive repair kit is a **solid made from 42CrMo4**. The base plate and the clutch basket will resist even the hardest springs. The small kit you can use with all standard type clutch baskets. The cover plate **suits all V50/XL1/XL2 clutches**. The big kit comes with a reinforced clutch basket. The basket and cover plate are **CNC machined in Germany** from 42CrMo4. For extra durability the surfaces are **Nitration hardened**.

Clutch spider with primary drive repair kit bgm PRO V50, PV125, ET3, PK50 - PK125 XL, ETS – BIG KIT	BGM0190	129,00 €
Primary drive repair kit bgm PRO HD2 V50, PV125, ET3, PK50 - PK125 XL, ETS – SMALL KIT	BGM0192	45,00 €
Spring for primary drive bgm PRO Vespa - 48N/mm (247 pound/inch)	BGM0190F	3,90 €

BGM PRO PRIMARY DRIVE WHEEL

The primary gear is the perfect addition to kitted engines which still have the original 15 teeth primary drive sprocket (4-gear V50 up to the PK XL1), it will give an **increase of approx. 10 km/h (6 mph)**. The primary gear can be fitted **without separating the engine casings**. The clutch basket remains in the engine. **Made in Europe!**

Primary drive wheel bgm PRO Vespa V50 (4 speed), PK50 S-XL - 16 teeth



BGM01800

39,90 €

BGM PRO GEAR WHEELS

All bgm PRO Smallframe gear wheels are made by a reputable **European manufacturer** from a special gear box material that is hardened after machining to **58 HRC**. Our shorter third gear (51 teeth) makes the gear jump between second and third gear considerably shorter. This helps to stay in the power band for **ultimate acceleration**. The 48 teeth gear is the perfect way to achieve a taller gearing on any 3 speed V50. Simply swap the top gear wheel against this and you'll transform higher revs of a tuning kit into **higher top speed**. The short fourth gear gives a shorter jump from the third to the fourth gear, ideally to **stay into the power**.



Gear wheel 4 bgm PRO Vespa PK50 S/XL, PK80 S/XL, PK125 S/XL - 48 teeth	BGM01803	89,90 €
Gear wheel 3 bgm PRO Vespa PK50 S/XL, PK80 S/XL, PK125 S/XL - 51 teeth	BGM01804	89,00 €
Gear wheel 3 bgm PRO Vespa V50 (3 speed) - 48 teeth	BGM01805	89,00 €

GEARBOX

SUPERSTRONG CLUTCH

VESPA COSA CLUTCH MADE IN GERMANY

The **ultimate solution** for all Vespa clutch problems is the bgm PRO SUPERSTRONG clutch. The clutch basket and centre are **CNC machined in Germany**. In addition **we assemble and check every single clutch**. The result is a proper working clutch that works up to 20 hp / 22 Nm with the springs fitted to the clutch. With separately available stronger springs the clutch can easily handle power figures over **30 hp**. Delivery contains: complete clutch unit with bgm PRO Cosa clutch plates, woodruff key, clutch nut and O-ring for the clutch cover. **A ready-to-fit Plug & Play solution!**

With our heavily increased range of Vespa transmission parts you can now **perfectly match the gear ratio** of your engine to the power output. The clutch sprockets are **available from 20 to 24 teeth**. Suitable for 64 and 65 teeth primary wheels or for the 67 and 68 teeth primary drive gears. The 24 teeth sprocket can be used to achieve a longer gear ratio very easily. It is a straight fit to all engines that are originally equipped with a 23/65 gear ratio (nearly all P200, PX200 and Rally 200 engines). With a **simple swap of the sprocket** (only the clutch needs to be taken out of the engine), you have a longer overall gear ratio.



Clutch bgm Superstrong - for primary drive wheel 67/68 - 20 teeth	BGM8096	249,90 €
Clutch bgm Superstrong - for primary drive wheel 67/68 - 21 teeth	BGM8097	249,90 €
Clutch bgm Superstrong - for primary drive wheel 67/68 - 22 teeth	BGM8098	249,90 €
Clutch bgm Superstrong - for primary drive wheel 67/68 - 23 teeth	BGM8098D	259,00 €
Clutch bgm Superstrong - for primary drive wheel 64/65 - 22 teeth	BGM8099B	249,90 €
Clutch bgm Superstrong - for primary drive wheel 64/65 - 23 teeth	BGM8099	249,90 €
Clutch bgm Superstrong - for primary drive wheel 64/65 - 24 teeth	BGM8099D	259,00 €
Clutch sprocket bgm PRO Vespa Cosa2, PX (1995-) - 20 teeth for 67/68 teeth	BGM6820S	59,00 €
Clutch sprocket bgm PRO Vespa Cosa2, PX (1995-) - 21 teeth for 67/68 teeth	BGM6821S	59,00 €
Clutch sprocket bgm PRO Vespa Cosa2, PX (1995-) - 22 teeth for 67/68 teeth	BGM6822S	59,00 €

FEATURES:

- One-piece fully CNC machined clutch basket - Made in Germany
- CNC machined spring plate with wave design. Compared to the little-by-little segmented original Piaggio design, giving a much improved load transmission and hence smoother and better operation
- 10 springs
- Hub is made of high-strength steel so cracking of the hub is prevented
- Use of ten springs is designed for high torque setups with low effort at the lever
- Nitration hardened clutch basket, so worn out clutch baskets belong to the past
- Due to heavy duty, special compound clutch bush with oil groove you always have accurate separation of the clutch.
- Fits P-range, T5, Cosa, Rally, Sprint, VNA-VBB and so on



Clutch sprocket bgm PRO Vespa Cosa2, PX (1995-) - 23 teeth for 67/68 teeth	BGM6823S	69,00 €
Clutch sprocket bgm PRO Vespa Cosa2, PX (1995-) - 22 teeth for 64/65 teeth	BGM6522S	59,00 €
Clutch sprocket bgm PRO Vespa Cosa2, PX (1995-) - 23 teeth for 64/65 teeth	BGM6523S	59,00 €
Clutch sprocket bgm PRO Vespa Cosa2, PX (1995-) - 24 teeth for 64/65 teeth	BGM6524S	69,00 €
Clutch bush bgm PRO Vespa PX, T5, Cosa, Rally, TS, Sprint, GT, GTR, SS180, GS160 / GS4, GL, Super, VNA-VBB	BGM8091	13,90 €

GEARBOX

SUPERSTRONG CLUTCH TYP CR

VESPA COSA CLUTCH MADE IN GERMANY

The **latest member** of the bgm SUPERSTRONG clutches is the Cosa one with the clutch plates of the Honda CR80/VFR400 type. These clutch plates have a larger loaded radius, they are lighter, have larger noses and a special compound on it. All well proven features of the Cosa SUPERSTRONG clutch remained the same: **In Germany CNC machined** clutch basket and centre. In addition **we assemble and check every single clutch.**

The result is a proper working clutch that works up to 20 hp / 22 Nm with the springs fitted to the clutch. With separately available stronger springs the clutch can easily handle power figures over **30 hp.**

Delivery contains: complete clutch unit with CR type clutch plates, woodruff key, clutch nut and O-ring for the clutch cover. **A ready-to-fit Plug & Play solution!** Our Vespa Cosa style clutch sprockets are available **from 20 to 24 teeth.** Suitable for 64 and 65 teeth primary wheels or for the 67 and 68 teeth primary drive gears. The 24 teeth sprocket can be used to achieve **a longer gear ratio very easily.** It is a straight fit to all engines that are originally equipped with a 23/65 gear ratio (nearly all P200, PX200 and Rally 200 engines). With a **simple swap of the sprocket** (only the clutch needs to be taken out of the engine), you have a longer overall gear ratio.

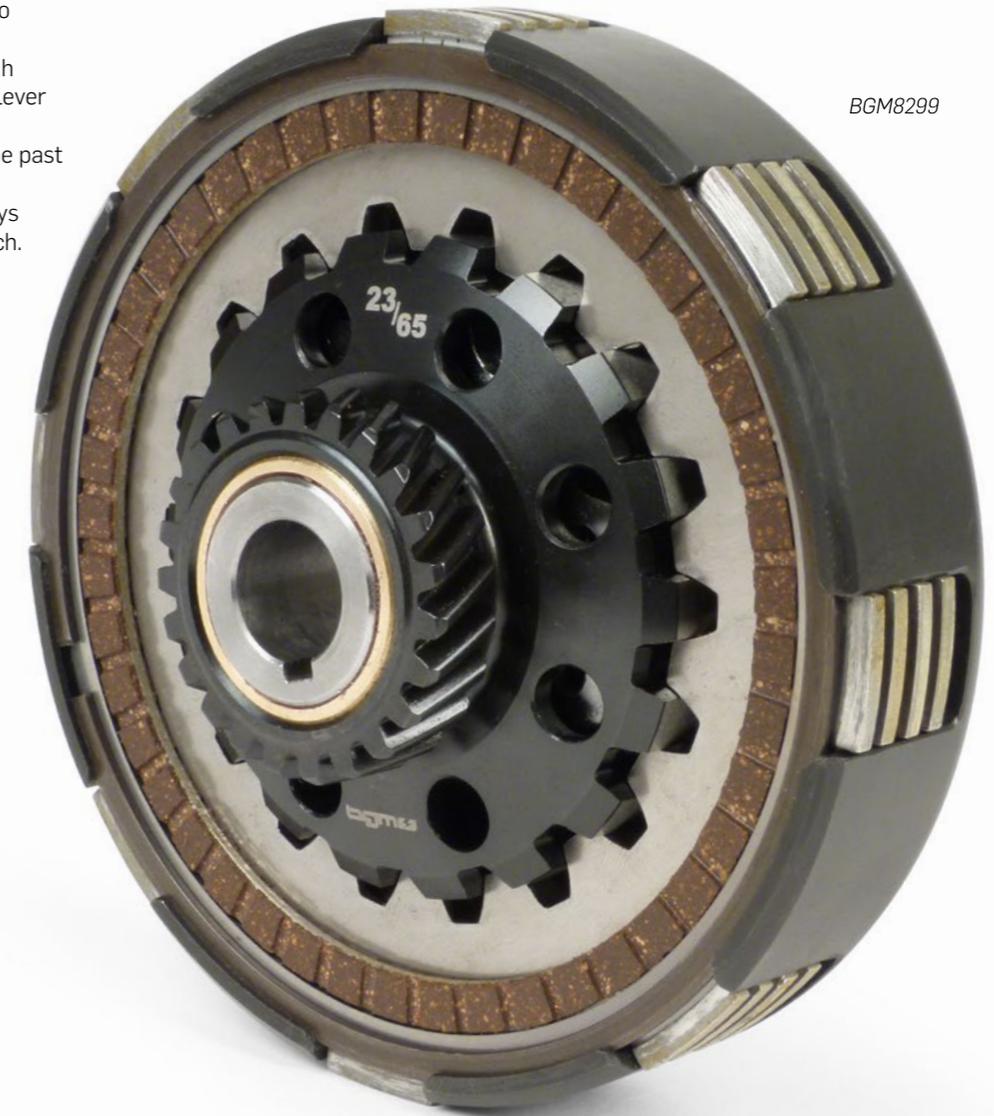


Clutch bgm Superstrong CR Ø=110mm – 20 teeth for 67/68 teeth	BGM8296	279,00 €
Clutch bgm Superstrong CR Ø=110mm – 21 teeth for 67/68 teeth	BGM8297	279,00 €
Clutch bgm Superstrong CR Ø=110mm - 22 teeth for 67/68 teeth	BGM8298	279,00 €
Clutch bgm Superstrong CR Ø=110mm – 23 teeth for 67/68 teeth	BGM8295	279,00 €
Clutch bgm Superstrong CR Ø=110mm – 22 teeth for 64/65 teeth	BGM8299B	279,00 €
Clutch bgm Superstrong CR Ø=110mm – 23 teeth for 64/65 teeth	BGM8299	279,00 €
Clutch bgm Superstrong CR Ø=110mm – 24 teeth for 64/65 teeth	BGM8299D	279,00 €

FEATURES:

- One-piece fully CNC machined clutch basket for Honda CR type plates - Made in Germany
- CNC machined spring plate with wave design. Compared to the little-by-little segmented original Piaggio design, giving a much improved load transmission and hence smoother and better operation
- 10 springs
- Hub is made of high-strength steel so that cracking of the hub is prevented
- Use of ten springs is designed for high torque setups with low effort at the lever
- Nitration hardened clutch basket, so worn out clutch baskets belong to the past
- Due to heavy duty, special compound clutch bush with oil groove you always have accurate separation of the clutch.
- Fits P-range, T5, Cosa, Rally, Sprint, VNA-VBB and so on

BGM8299



BGM8299

GEARBOX

SUPERSTRONG CLUTCH TYP CR

CR TYP PLATES TO FIT STANDARD COSA CLUTCH

We have a special clutch plate set made to fit the CR type clutch plates and matching steel plates as an upgrade to all Cosa2 type clutches*. So you can easily upgrade your Cosa2 clutch basket with motorcycle style clutch plates. Compared to the standard clutch plates these ones have a larger effective radius, they are lighter and the ears are thicker and hence stronger. This results in a lighter clutch unit that is faster to operate and is very long lasting.

Even with less material on the clutch plates the CR type plates are capable to transmit more torque with the same strength of the springs. The reason for that is the larger effective radius on the CR type plates.

The complete clutch and steel plate unit is 1 mm thinner. After the fitting please check for sufficient clearance between the clutch unit and the clutch cover. We offer a spacer to achieve the right clearance. Another way is to machine the clutch cover, if necessary.

*Does not fit for the CR type Superstrong baskets. These are used with not modified CR plates.



Clutch plates set bgm PRO Ø=108mm- type Honda CR80 modified for clutch type Vespa Cosa2/FL (1992-), PX (1995-), Superstrong, Scooter & Service, MMW- 4 plates

BGM8084CR

39,90 €



Clutch plates set incl. steel plates bgm PRO Ø=108mm- type Honda CR80 modified for clutch type Vespa Cosa2/FL (1992-), PX (1995-), Superstrong, Scooter & Service, MMW- 4 plates

BGM8084CRKT

49,90 €

Spacer for clutch plates bgm PRO Vespa type Cosa2, PX (1995-), CR - 1,0mm - (optional needed, mounting position below circlip)

BGM8040CRSB

6,90 €

GEARBOX

VESPA LARGEFRAME GEARBOX PARTS

PRIMARY DRIVE GEAR WHEELS

The bgm PRO primary drive wheels are the perfect addition to the short fourth gears and the Superstrong clutch range. The 64 teeth primary drive wheel can be combined with the Piaggio 23 sprocket or with the bgm PRO clutch sprockets of 22, 23 or 24 teeth. So a gear ratio from 2.90 to 2.66 can be covered.

The 65 teeth primary drive wheel can be combined with the Piaggio 23 sprocket or with the bgm PRO clutch sprockets of 22, 23 or 24 teeth. So a gear ratio from 2.95 to 2.71 can be covered.

Engines with lots of torque and the peak very early in the rev range can choose the straight clutches and primary wheels. These give an extra long overall gear ratio. The primary gear wheels are available with 62 or 63 teeth. The straight gears are perfect for very powerful engines. The forces are pushed direct in the gearbox with much less force that is induced into the gear cluster shaft.

All primary drive wheels are suitable for all Largeframe layshafts from 1962 onwards, easy to recognize because of the 30 mm length of the primary spring.

The straight ones can be used with the straight clutch sprockets only. And the bgm primary drive repair kit is essential too, because of the smaller diameter of the wheels nothing else fits.



Primary drive wheel bgm PRO Vespa PX200, Rally200 - 65 teeth (helical) incl. reinforced primary gear repair kit	BGM6565KT	69,90 €
Primary drive wheel bgm PRO Vespa PX200, Rally200 - 65 teeth (helical)	BGM6565	49,90 €
Primary drive wheel bgm PRO Vespa PX200, Rally200 - 64 teeth (helical) incl. reinforced primary gear repair kit	BGM6564KT	79,90 €
Primary drive wheel bgm PRO Vespa PX200, Rally200 - 64 teeth (helical)	BGM6564	59,90 €
Primary drive wheel bgm PRO Vespa PX200, Rally200 - 63 teeth (straight) incl. reinforced primary gear repair kit	BGM6263GKT	79,90 €
Primary drive wheel bgm PRO Vespa PX200, Rally200 - 63 teeth (straight)	BGM6263G	59,90 €
Primary drive wheel bgm PRO Vespa PX200, Rally200 - 62 teeth (straight) incl. reinforced primary gear repair kit	BGM6262GKT	79,90 €
Primary drive wheel bgm PRO Vespa PX200, Rally200 - 62 teeth (straight)	BGM6262G	59,90 €

	BGM 22	BGM 23 PIAGGIO 23	BGM 24
BGM 64	2,91	2,78	2,67
BGM 65	2,95	2,83	2,71

	23 (62/63)	24 (62/63)	25 (62/63)
63	2,74	2,63	2,52
62	2,70	2,58	2,48



GEARBOX

VESPA LARGEFRAME GEARBOX PARTS

CRUCIFORM P-RANGE

Very often engines have to be split to re-new the cruciform. A worn out cruciform can be recognized by jumping gears. We had our own made for **highest reliability and durability**.



Cruciform bgm PRO Vespa PX old type, Rally, Sprint, VBC, GT125

BGM6501A

19,90 €

Cruciform bgm PRO Vespa PX Lusso, EFL, T5, Cosa

BGM6501L

19,90 €

BGM PRO LARGEFRAME GEAR WHEELS

The bgm PRO Largeframe gear box parts are made from high alloy NiCRMo case hardened steel (20NiCrMo2-2/ AISI8620). The surface of this excellent raw material is hardened to 58 – 60 HRC, what easily **supersedes the Piaggio tolerances**. The surface area for the cruciform is enlarged to give a larger surface area.

We have the gear wheels of the old P-range and of the EFL now remade. So you can have all originals gears from gear one to four. Additionally we have the fourth gears with one tooth shorter than the original wheels. This gives a **better jump between third and fourth gear**. Especially of interest on tuned engines to stay in the power band all the time.

A very **good combination** on properly tuned engines is the short fourth bgm gear wheel with the 64 teeth bgm PRO primary drive wheel and our Superstrong clutch with 24 teeth. The **overall gear ratio on this setup is longer, but the jump between third and fourth gear is shorter**. Perfect setup to transform the power of a tuned engine into good acceleration and higher top speed.



BGM6536A



Gear wheel 4 bgm PRO Vespa PX old type, PX200 (short) - 36 teeth

BGM6536A

47,90 €

Gear wheel 4 bgm PRO Vespa PX EFL T5 125cc, PX200 EFL (short) - 36 teeth

BGM6536L

47,90 €

Gear wheel 4 bgm PRO Vespa PX EFL 200 cc - 35 tooth

BGM6535L

47,90 €

Gear wheel 4 bgm PRO Vespa PX (-1984), PX200 - 35 tooth

BGM6535A

47,90 €

Gear wheel 3 bgm PRO Vespa PX EFL 125cc, 150cc, 200 cc - 38 tooth

BGM6538L

47,90 €

Gear wheel 3 bgm PRO Vespa PX EFL 125cc, 150cc, 200 cc - 38 tooth

BGM6538A

47,90 €

Gear wheel 2 bgm PRO Vespa PX (-1984) 125cc, 150cc, 200 cc, PX EFL 125cc, 150cc, 200 cc - 42 tooth

BGM6542

47,90 €

Gear wheel 1 bgm PRO- Vespa PX EFL 200 cc - 57 tooth

BGM6557L

47,90 €

Gear wheel 1 bgm PRO Vespa PX (-1984) 200 cc - 57 tooth

BGM6557A

47,90 €

GEARBOX

VESPA LARGEFRAME GEARBOX PARTS

GEARBOX SHIMS

We have the gearbox and clutch shims remade to ensure the right quality. Our shims are grinded to the given size. They are **plane-parallel** and the given tolerances assure that the deviation from the given size is not more than 0.04 mm. The shims are **hardened** and have the **size written on it** to make life for you in the workshop easier.

The **gearbox shims** are used to adjust the play of the gear wheels. This should be between 0.15 mm up to 0.40 mm. The closer you get to the lower figure the better for smooth gear changes.

There are two different gear box shims:

Thin (0.9 – 1.4 mm with four lugs) fits to Vespa Smallframe and Largeframe from 1984.

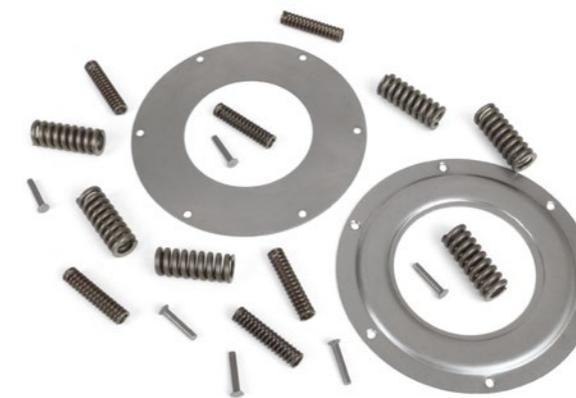
Thick (2.0 – 2.5 mm original with one lug only) fits to Vespa Largeframe from 1952 – 1984. Our remade thick gear box shims do have four lugs for extra strength.



Gear shim bgm PRO Vespa Smallframe, Largeframe PX EFL (1984-), Cosa, T5 - 0,90mm	BGM6020S09	4,90 €
Gear shim bgm PRO Vespa Smallframe, Largeframe PX EFL (1984-), Cosa, T5 - 1,00mm	BGM6020S10	4,90 €
Gear shim bgm PRO Vespa Smallframe, Largeframe PX EFL (1984-), Cosa, T5 - 1,10mm	BGM6020S11	4,90 €
Gear shim bgm PRO Vespa Smallframe, Largeframe PX EFL (1984-), Cosa, T5 - 1,20mm	BGM6020S12	4,90 €
Gear shim bgm PRO Vespa Smallframe, Largeframe PX EFL (1984-), Cosa, T5 - 1,30mm	BGM6020S13	4,90 €
Gear shim bgm PRO Vespa Smallframe, Largeframe PX EFL (1984-), Cosa, T5 - 1,40mm	BGM6020S14	4,90 €
Gear shim bgm PRO Vespa Largeframe VNA-VBB, GL, Sprint, GT, GTR, TS, Rally, PX (-1984) - 2,00mm	BGM6020S20	6,90 €
Gear shim bgm PRO Vespa Largeframe VNA-VBB, GL, Sprint, GT, GTR, TS, Rally, PX (-1984) - 2,10mm	BGM6020S21	6,90 €
Gear shim bgm PRO Vespa Largeframe VNA-VBB, GL, Sprint, GT, GTR, TS, Rally, PX (-1984) - 2,20mm	BGM6020S22	6,90 €
Gear shim bgm PRO Vespa Largeframe VNA-VBB, GL, Sprint, GT, GTR, TS, Rally, PX (-1984) - 2,30mm	BGM6020S23	6,90 €
Gear shim bgm PRO Vespa Largeframe VNA-VBB, GL, Sprint, GT, GTR, TS, Rally, PX (-1984) - 2,40mm	BGM6020S24	6,90 €
Gear shim bgm PRO Vespa Largeframe VNA-VBB, GL, Sprint, GT, GTR, TS, Rally, PX (-1984) - 2,50mm	BGM6020S25	6,90 €

PRIMARY DRIVE REPAIR AND REINFORCE KIT

Primary drive repair kit with reinforced springs to **take load peaks of the clutch, engine casing and gear wheels**. This way the ears of the clutch plates last much longer and the risk of breaking one of the original soft springs is much less. Should be used **for every engine rebuild** to get the optimum out of the gear box, especially on engines with loads of torque. Fits to all primary drives of the P-range and all Largeframe engines built from 1962 with 30 mm primary drive springs. The Made in Germany springs have a spring rate of 48 N/mm.



Primary drive repair kit gm PRO 12 springs (reinforced+)

BGM0195F48

24,90 €

GEARBOX OIL

Our bgm PRO SAE30* and SAE80* gear box oils are single graded oils as specified by Vespa and Lambretta for all hand shifted engines. These are perfect oils to **protect your gearbox** and give the **clutch a long life**, ideally suited from original engines to tuned ones.

- Slightly blended
- Ideally suited for oil bath clutches
- Good sticking and pressure-resistant lubrication film
- Excellent oxidation stability
- Wear reducing



Gearbox oil -BGM PRO STREET- Vespa SAE30 API GL 3- 250ml

BGM2025

3,99 €

Gearbox oil bgm PRO STREET Lambretta SAE80 API GL 3- 500ml

BGM2050

7,90 €

IGNITION

LAMBRETTA IGNITION SET

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 setted up, it is **fit & forget.**
- **Brighter lights** thanks to 12V and **most powerful stator plate.**

Our full Lambretta ignition kits 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 latest 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.



BGM220900KT



BGM210900DC

Ignition bgm PRO AC Lambretta GP, DL - CDI bgm Pro	BGM220900KT	*349,00 €
Ignition bgm PRO DC Lambretta DL, GP - electronic ignition	BGM210900DC	**249,00 €
Ignition bgm PRO AC Lambretta LI, SX, TV - CDI bgm Pro	BGM220901KT	*349,00 €
Ignition bgm PRO DC Lambretta LI, LIS, SX, TV - electronic ignition	BGM210901DC	**249,00 €

*full set
**flywheel and stator plate

IGNITION

LAMBRETTA FLYWHEEL BGM PRO MADE IN GERMANY

Disappointed with the quality of all Lambretta flywheels available, for many years we had the plan to do our own bgm branded flywheel, sorting out all the issues on flywheels and compliment the bgm stator plate, regulator and CDIs. Searching worldwide for a capable manufacturer was without success, until we got in contact with one of **Germany's top ignition manufacturers**. And we immediately recognized this as the way to go. As a result 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



BGM210900

The flywheel is a **complete new design** based on our experience with all sorts of Lambretta ignitions and the knowledge of our manufacturer. 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. This is the **best balancing on a Lambretta flywheel** ever.

The flywheel is designed for ultimate reliability and power. It is a **one piece casted item**. Each flywheel boss is re-machined after the casting procedure to assure a 100 % fitment to the Lambretta crank-shaft taper. The flywheel is successfully **tested to 24.000 rpm**.

We offer the bgm PRO flywheel as an **upgrade for all electronic ignition kits**. It can be combined with all stator plates based on the 6-pole layout introduced by Ducati for the dl/GP 200 electronic (e.g. bgm, Indian, AF, AFR, Vespa conversions and so on). **Balancing, machining and quality are second to none.**

The bgm PRO Lambretta flywheel nuts are available for the dl/GP or Li/TV/SX flywheels. The two versions differ in the outer diameter. **The one for the Li/TV/SX can also be used for the dl/GP flywheels, because of the smaller outer diameter the contact surface is lower.** Thanks to 42CrMo4 material used even the metric fine thread sustains the required torque figures (75 Nm / 55 lbs-ft) easily and can be re-used again and again.

Flywheel bgm PRO Electronic Lambretta LI, SX, TV	BGM210901	199,00 €
Flywheel bgm PRO Electronic Lambretta GP, DL	BGM210900	199,00 €
Flywheel nut bgm PRO Lambretta DL, GP	BGM2109GP	9,90 €
Flywheel nut bgm PRO Lambretta LI (3rd series, 1964-), LIS, SX, TV (3rd series)	BGM2109SX	9,90 €

VESPA IGNITION KIT

For nearly all Vespa scooters we also offer electronic ignition upgrades. These **neat sets** consist of our bgm PRO stator plate, BGM6690 regulator and bgm PRO CDI unit. The kits are very easy to install and give a reliable electronic ignition with **bright 12 V lights**. The flywheels are genuine Ducati flywheels, machined down to a reasonable weight in Germany. This ensures good tick-over at idle speed and great throttle response. The V50, ET3, PK S flywheel comes equipped with a precision machined CNC cone.

The great advantage of electronic ignitions is the low level of maintenance required. In contrast to points and condenser ignitions, the electronic ignition works **friction free** and there is **no wear and tear** on the points. And no more need to adjust these regularly.



Flywheel bgm PRO electronic Vespa V 50-90, PV, ET3, PK S (1750 g)	7671464	129,00 €
Ignition set bgm PRO electronic Vespa V 50-90, PV, ET3, PK S (1750 g)	7673183	249,00 €
Ignition set bgm PRO electronic 1650 g Vespa PK XL (1750 g)	7900141	209,00 €

IGNITION

VESPA IGNITION KIT

Fully electronic ignition for Vespa Sprint, GT, GTR, Super, VNA – VBB, basically nearly **all Largeframe Vespas built between 1957 up to 1977**. This ignition kit is a **straight fit** to your Vespa with a Sprint style crankshaft. Thanks to the **fully CNC machined flywheel taper** build to the **original Ducati flywheel** there is no need to change the crankshaft and so on. Straight and easy to fit! The great advantage of electronic ignitions is the low level of maintenance required. In contrast to points and condenser ignitions, the electronic ignition works friction free and there is **no wear and tear** on the points. And no more need to adjust these regularly.

Especially on kitted engines the next big advantages is that there is no misfiring at higher revs. The combination of the **powerful bgm stator** plate and the neat bgm regulator give **bright 12 V lights** with no dimming at low revs. The DC output of the regulator can even be used for charging cell phones or navigation devices. What needs to be changed though is the connection of the new ignition system to your wiring loom. Some samples of connections are featured in the regulator's fitting instructions. The easiest way is to use our conversion wiring loom.

FEATURES

- Light version with only 1750 grams weight
- Reliable Electronic Ignition - never again set contacts
- Very bright lights thanks to 12V
- Cone: smaller type with Ø 20mm
- Necessary changes: new wiring loom, regulator, 12V bulbs

SCOPE OF DELIVERY:

- Flywheel BGM PRO electronics 1750gr.
- Stator plate bgm PRO V2.0 HP
- CDI bgm original
- Voltage regulator bgm PRO
- Brake Light Switch DC



Ignition set bgm PRO electronic Fast Touring 1750g Vespa Sprint type

BGM6661PRO

249,00 €

Flywheel bgm PRO electronic 1750g Vespa Sprint type

BGM6661RT

129,00 €

IGNITION

WIRING LOOMS

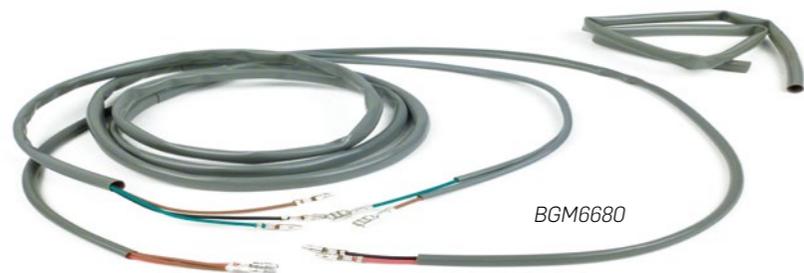
If you refer to the wiring loom of your scooter as the central nervous system, you are not far away of the importance of it. The best ignition and lightning system can't work properly if the wiring loom is full of copper rust or has damaged areas. Therefore we started to do original style wiring looms. Furthermore we have wide selection of wiring looms made to fit an electronic ignition as an upgrade over the old point/condenser systems. These are simplified to make the electricians as easy as it can get.

The use of the Vespa conversion wiring looms enables you to easily convert your 1958-1977 vintage Vespa to an electronic ignition system or to fit a P-range engine into any Largeframe Vespa.

The conversion to an electronic ignition brings nothing but advantages:

- The electronic ignition system are maintenance free and more reliable
- The power output for the lights is a perfect and 12 V solution
- The tuning capabilities are much better because there is no contact chatter at high revs

The conversion does not need a battery any longer. The 6 V horn/buzzer is perfectly suited to sustain the 12 V every then and now. Every loom comes with a wiring diagram to ease up the fitment. The looms are available on their own or with the right light switch for the conversion.



WIRING LOOMS FOR ELECTRONIC IGNITIONS - LAMBRETTA

Wiring loom bgm PRO Lambretta AC electronic-ignition - grey	BGM6680	22,90 €
Wiring loom bgm PRO Lambretta AC electronic-ignition - black	BGM6681	22,90 €

WIRING LOOMS FOR ELECTRONIC IGNITIONS - VESPA

Wiring loom set (incl. light switch) bgm PRO, Vespa AC conversion electronic ignition-Vespa Smallframe V50 Special	9077011S	49,90 €
Wiring loom set, conversion (incl. light switch) bgm PRO, Vespa AC conversion to electronic ignition (Vespatronic) - Vespa Smallframe V50 Special	9077011SVT	54,90 €
Wiring loom set (incl. light switch) bgm PRO, Vespa AC conversion electronic-ignition*	9077011	44,90 €

Wiring loom (without light switch) bgm PRO, Vespa AC conversion electronic-ignition*	9077011U	39,90 €
Wiring loom set, conversion (incl. light switch) bgm PRO, Vespa AC conversion to electronic ignition (Vespatronic)*	9077011VT	44,90 €
Wiring loom (without light switch) bgm PRO, Vespa AC conversion electronic-ignition (Vespatronic)*	9077011UVT	39,90 €

* Fits to: Vespa Smallframe V50, 50N, PV125, ET3, Vespa Largeframe Sprint, Rally, TS, GT, GTR, GL, Super, GS160, SS180, VNA, VNB, VBA, VBB

Besides of the most common and widespread ignition systems that are based on the original Ducati design for dl 200 electronic, there are manufacturers that use an IDM based ignition system (Vespatronic, Polini, Pinasco and alike). The regulator and CDI differ from the usual system. To make the connection of these ignition systems easier we have a small adaptor wiring loom.

Wiring loom bgm PRO Vespatronic for bgm PRO conversion wiring loom	SC5009VT	9,90 €
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ORIGINAL WIRING LOOMS - VESPA

Wiring loom -BGM PRO- Vespa V50 Special (V5B3T) - models with handlebar end indicators	7675134	39,99 €
Complete wiring loom -BGM PRO- Vespa Rally200 Electronic (German versions) with battery, indicator and ignition lock	SC5001	55,00 €
Complete wiring loom -BGM PRO- Vespa Rally200 Electronic (German versions) with battery, indicator and kill switch	SC5002	49,00 €
Complete wiring loom -BGM PRO- Vespa Sprint150 (German versions) with battery, indicator and ignition lock	SC5003	55,00 €
Complete wiring loom -BGM PRO- Vespa Rally180 (German versions) with battery, indicator and ignition lock	SC5004	49,00 €
Complete wiring loom -BGM PRO- Vespa V50 (V5A1T) - stator with 2 coils, outer high tension coil, w/o brake light	SC5007	29,00 €
Complete wiring loom -BGM ORIGINAL- Vespa PX 1° (German), 1982-1984, 12V electronic ignition, with voltage regulator, with battery, stator with 7-cables	7673142	69,00 €
Complete wiring loom -VESPA- Vespa PK 50 XL (V5X3T000001-V5X3T185557) - models with indicators, tool box, electronic iginton, w/o e-start	BGM3150	59,00 €

IGNITION

STATOR PLATES

High power output stator plate with ultimate reliability, works with all electronic ignition systems that are based on the Ducati 6-pole electronic ignition system.

The oldest member of our stator plate range is the Lambretta one. The first prototype was presented in 2007 at the Eurolambretta. This stator plate is now the **fourth version**. All the well proven features remained, but we changed the casings for the base plate to make it **much more solid**.

The **slots for the ignition timing adjustment are much larger**. And for all applications that are not using the bgm flywheel, we supply three little spacers to adjust the Pickup height to solve misfiring problems because of not aligning Pickups and triggers. We came across this problem building up engines and found out that the tolerances of crankshafts and flywheels can build up a misalignment which causes misfiring and rev limitation.

FEATURES:

- Improved power output for better lights
- Well proved low tension coil with copper for maximum reliability
- Pickup with a carbon barrier layer for a clean ignition signal
- bgm branded pickup
- Black and grey cable cover delivered on Lambretta stator plate
- Sufficient cable length for individual cable routing
- High quality light coils
- Clean solder joints



Stator plate bgm PRO HP V4.0, Lambretta electronic ignition AC	8030572	89,00 €
Stator plate bgm PRO HP V4.0, Lambretta electronic ignition DC	BGM8040	89,00 €
Stator plate bgm PRO HP V2.0 Vespa PX EFL, Cosa (5 wire)	7673641	79,00 €
Stator plate bgm PRO HP V3.0 Vespa PK XL (models w/o battery)	BGM8030	79,00 €
Stator plate bgm PRO HP V2.0 Vespa P 1st series (models w battery - 7 wires)	9021011	89,00 €
Stator plate bgm PRO HP V2.0 Vespa Sprint, TS125, GT125, GTR125, Super, GL150, VNA-VBB	BGM8032	89,00 €
Stator plate (point set ignition, 12V) Vespa PX	BGM8021	79,00 €
Stator plate (point set ignition, 12V) Vespa Sprint, VNA-VBB	BGM8022	79,00 €

SPARE PARTS STATOR PLATE

We offer the most important componnets of our stator plates separately. A good way if you want to recon-dition a stator plate. The looms for the stator plate help replacing the wiring on the stator plate with a new one. Lately we started to reproduce the complete wiring looms.



Pickup bgm PRO Vespa PX, PK XL, Cosa, Lambretta	8030570	21,90 €
Shims for lifting Pickup bgm PRO Vespa, Lambretta (electronic ignition) - 0,5mm - 3 pcs.	BGM8000S05	1,50 €
Low tension coil bgm PRO Vespa PX, PK XL, Lambretta	1231096	19,90 €
Wiring loom for stator plate only Vespa PX EFL Cosa (5 wire)	7673819	9,90 €
Wiring loom for stator plate only Vespa P 1st series (7 wire)	7673820	9,90 €
Wiring loom for stator plate only Vespa PK (6 wire)	7673818	9,90 €
Wiring loom for stator plate only Vespa V50 (3 wire)	7673821	7,90 €
Wiring loom for stator plate only Vespa P 1st serie (7 wires) - grey cable	7673820G	9,90 €

IGNITION

THE WHALE.

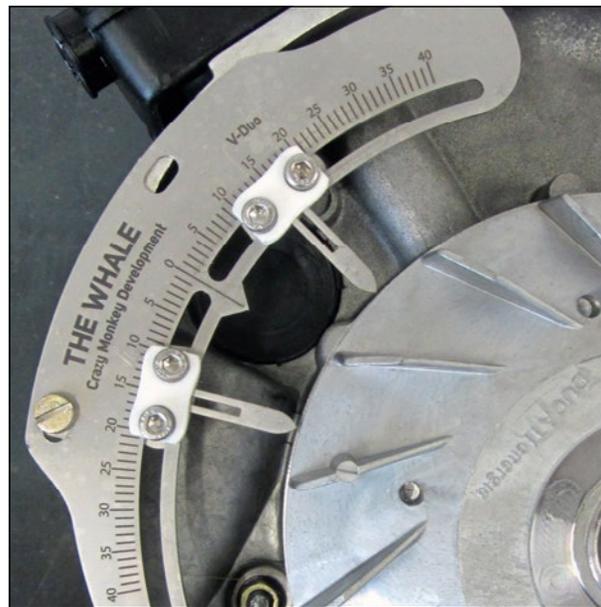
The first product of Crazy Monkey Development was The Whale. It was an instant success and hit the market in big style. The Whale is an **innovative, accurate and simple approach to ignition timing** on a Vespa engine. After that The Beluga followed the same neat device, but this time for the Lambretta. Both tools work in the same way.

They are fitted to the engine and then you can mark the top dead centre as a first step and afterwards make the markings for the ignition timing in a very accurate way.

A correctly adjusted ignition is essential for a reliable, good starting and smooth running engine.

The Whale and The Beluga feature:

- One size fits all caliper
- Two measuring pins
- Two measuring pin holders
- All required hardware



Caliper for ignition adjustment-CMD The Whale V-Duo- Vespa Largeframe und Smallframe

CMDTW0010

42,50 €

Caliper for ignition adjustment-CMD The Beluga- Lambretta Series 1-3

CMDTB0010

47,00 €

IGNITION

CDI, PLUG, WIRE AND USB CHARGER

bgm PRO CDI unit for Vespa and Lambretta scooters with electronic ignitions that are based on the 6-pole Ducati design. For Vespa available complete with ignition wire and spark plug.

The **bgm High Ease spark cap** is a clever and smart design that fits tightly and does not vibrate itself to death.



Ignition cable -BGM PRO, Ø=7mm- Silicone 3-ply, copper conductor 1,5mm ² , up to 200°C, black - 5m	BGM6650BS5	32,90 €
Ignition cable -BGM PRO, Ø=7mm- Silicone 3-ply, copper conductor 1,5mm ² , up to 200°C, black - 1m	BGM6650BS1	7,90 €
Ignition cable UNIVERSAL Ø = 7 mm 100 cm - black	7673822	3,00 €
Spark plug connector bgm High Ease	3309006	6,90 €
CDI-Set bgm PRO Vespa PX (till 05/2011), Rally200 (Ducati), PK XL, ET3 - red	BGM6669KT	29,90 €
CDI-Set bgm PRO Vespa PX (till 05/2011), Rally200 (Ducati), PK XL, ET3 - blue	BGM6668KT	29,90 €
CDI bgm PRO Vespa, Lambretta - red	BGM6669	24,90 €
CDI bgm PRO Vespa, Lambretta - blue	9110018	24,90 €
CDI-Set bgm PRO with bgm High Ease, bgm silicone cable - red	BGM6669KTS	39,90 €

This neat bgm PRO solution is used on vehicles without battery to **convert 12 V AC current to a clean 12 V DC output**. The 12 DC output can be used to **operate different gadgets**. It has a **relay** fitted to operate **LED indicators**. Even at idle speed the indicators are bright and clearly visible even at sunshine. At the same time it is a **horn rectifier** and you can operate a DC horn to give a loud horn instead of the usual duck fart of the AC buzzer. Finally it gives a clean and stable DC out to use it as a **charger**. Therefore it has an out to be connected to one of our bgm PRO USB chargers*. You can operate the USB chargers direct from the DC out of the BGM6690 voltage regulator, but for considerable more power and higher charging this is the weapon of choice.

COMPARSION

- Iphone charger gives 5 W (at 1 Ampere)
- Ipad charger gives 10 W (at 2 Ampere)
- bgm horn rectifier with USB socket 15 W (at 3 Ampere)

FEATURES

- Rectifier to convert 12 V AC to 12 V DC
- Powerful charger (three times faster than your Iphone charger at home)
- Horn rectifier
- LED indicator relay
- Neat casing 65 x 75 x 30 mm
- No heat build up thanks to modern technology
- Made in Germany

*The delivery does NOT contain the USB charger socket.



Horn rectifier and charger with LED indicator relay bgm PRO

BGM6710 89,90 €

IGNITION

USB CHARGER

Our USB-5VH chargers are the best option for any vehicles with 12 V DC power output. Capable of loading up to maximum of 5V DC / 3.1A MAX, it is capable to charge up any smart phones, tablets and GPS devices. The USB charger also provides express charge mode for Apple devices, including iPad and iPhone. Dual-port USB design allows user to charge up two devices at the same time. The products are IP-66/CE/FCC/RoHS rated.

FEATURES

- Dual-Port USB Charger
- Input Voltage:12V DC
- Output Voltage:5V DC/3.1A
- A single 2.1A Fast Charger USB port
- A single 1.0A Fast Charger USB port
- Compatible for iPad/iPhone/iPod Touch/ Smart Phone/HTC/Samsung/ Nokia/Sony/ GPS/PDA/MP3...etc.
- Applications: motorcycle, scooter, ATV, UTV, rigid inflatable boat, golf car
- 70 inch wire for USB charger
- Installation available for flat panel or handlebar. Depending on version.
- Waterproof IP66 rated (protection against string water jets and waves + totally dust tight)
- CE/FCC/RoHS certificated.



7673428



Dual Port USB Charger, square-type, waterproof bgm PRO In=12V DC, Out= 5V DC/3.1A - 1x 2.1A Fast Charger USB port + 1x 1.0A Fast Charger USB port

BGM6800SL

17,90 €



7673428



7673428



BGM6800

Dual Port USB Charger, waterproof bgm PRO In=12V DC, Out=5V DC/3.1A
1x 2.1A Fast Charger USB port + 1x 1.0A Fast Charger USB port

BGM6800

17,90 €

Fuse bgm ORIGINAL with holder - 10A

7673428

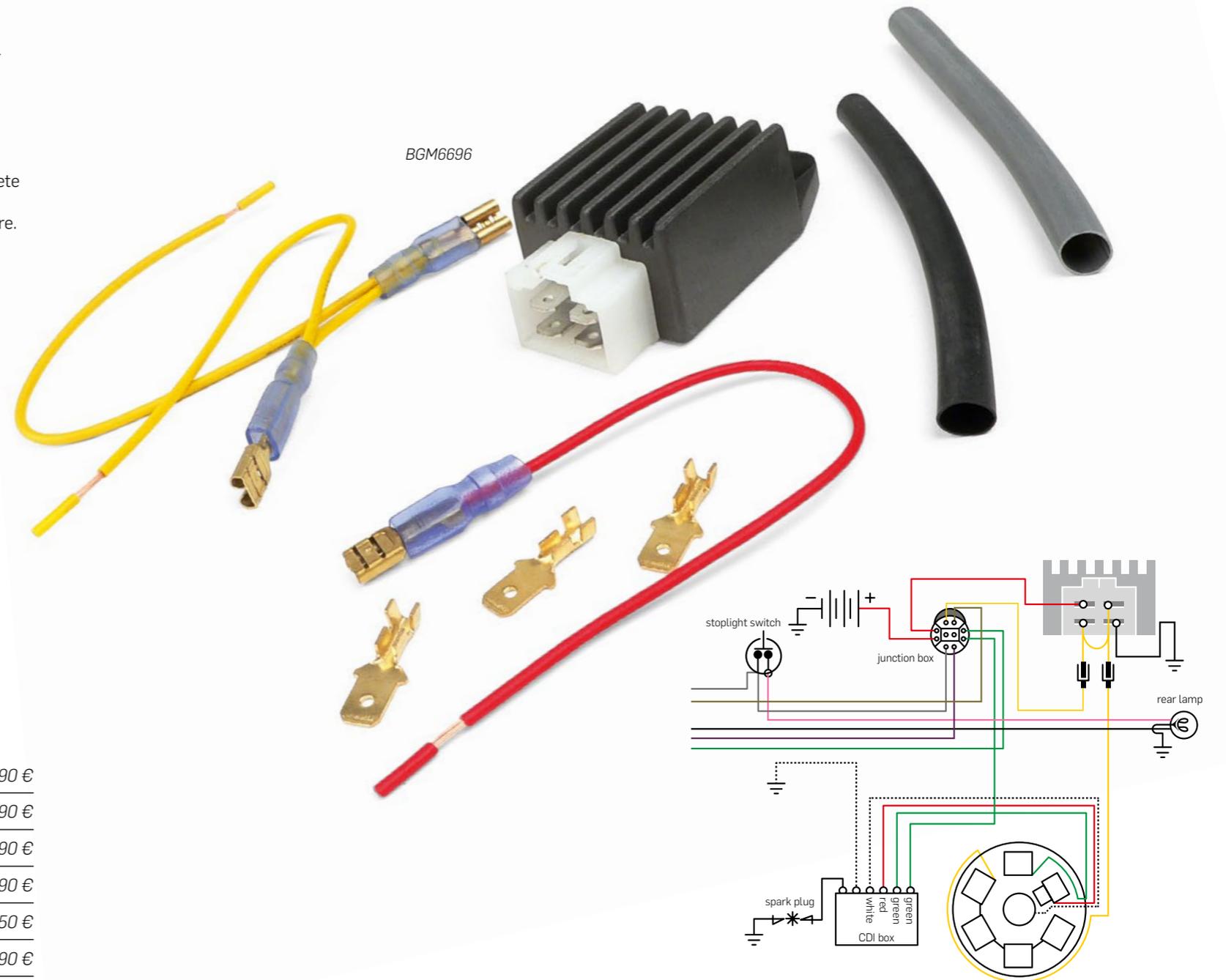
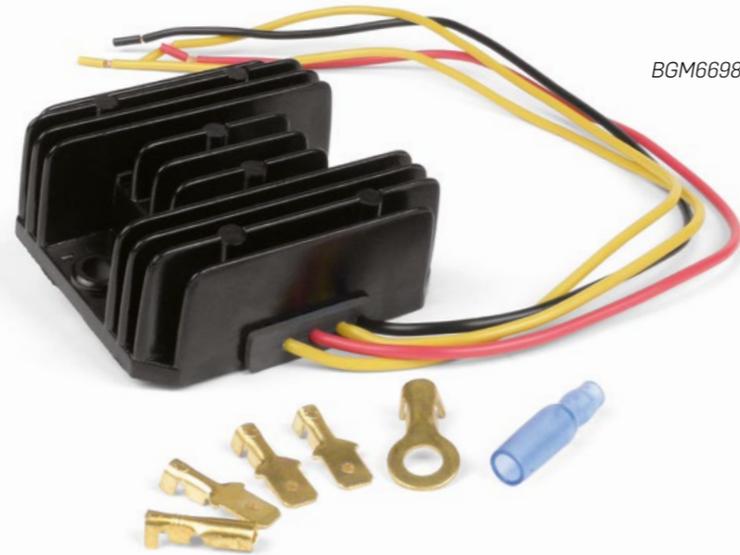
2,90 €

IGNITION

REGULATOR

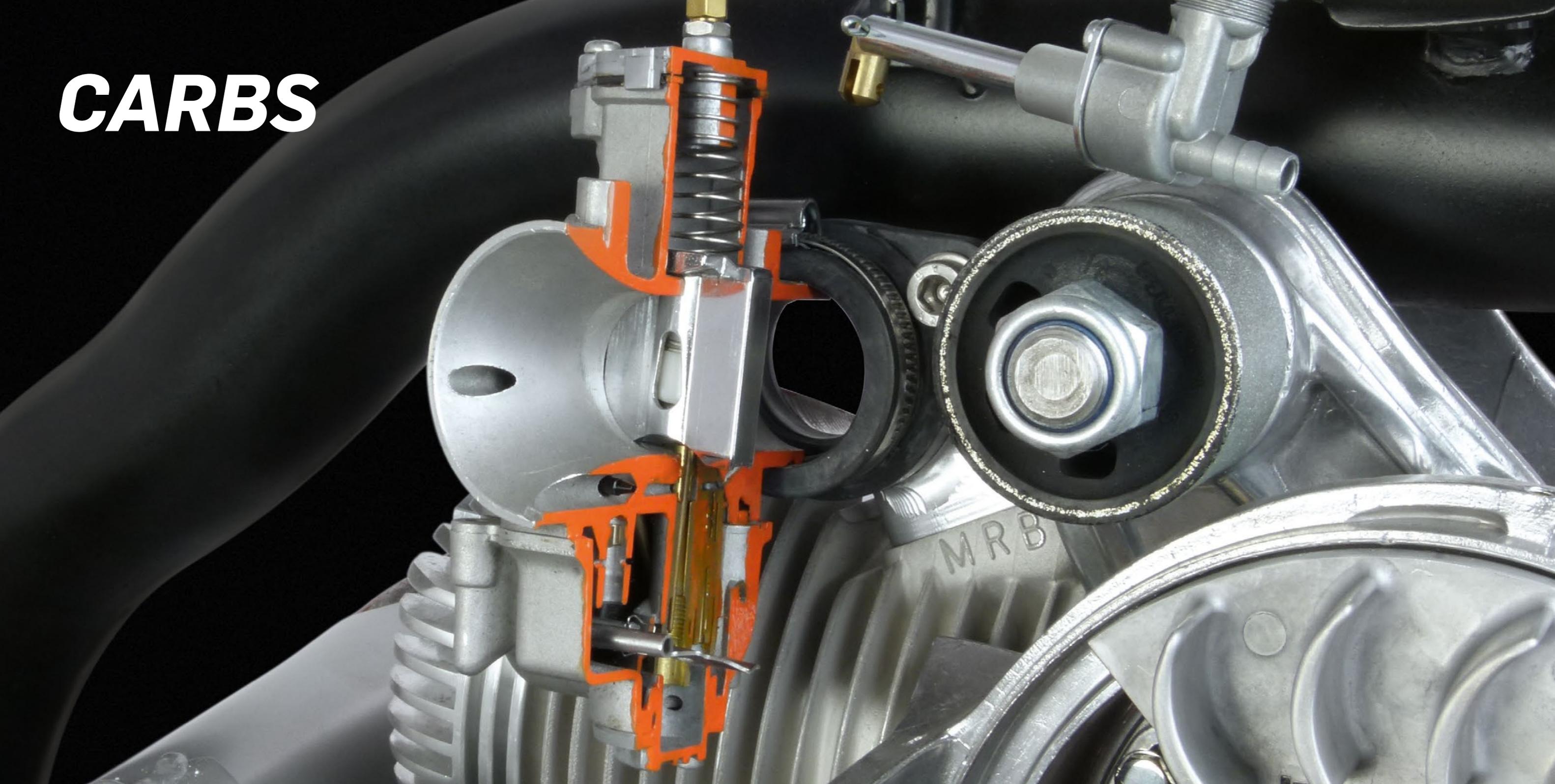
The neat **BGM6690 regulator** provides 21st century technology wrapped in a neat casing. Perfect replacement for all 3-pin or 5-pin Vespa and Lambretta regulators. Gives AC output and additionally DC output. Can be used as a superior replacement for the Varitronic and Vespatronic as well. The 6V version can be used as a substitute for the rectifier. Can be hidden in lots of original rectifier boxes for a subtle look.

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 BGM8040. 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 tickover anymore.



Voltage regulator 4-plug bgm PRO 12 V AC/DC, universal	BGM6690	27,90 €
Voltage regulator bgm PRO 12V DC Wassell/PODtronic universal	BGM6698	24,90 €
Voltage regulator 4-plug bgm PRO 6 V AC/DC, universal	BGM6696	24,90 €
Fuse UNIVERSAL with holder - 10A	7673428	2,90 €
Multiple plug connector for voltage regulator bgm PRO,	BGM6690PL	2,50 €
Rubber cap voltage regulator MBD fits BGM6690, BGM6696	3330567	9,90 €

CARBS



CARBS

ORIGINAL KEIHIN CARBS

The Keihin carbs are cutting edge for 2-stroke tuning. Immediate plus points can be given for the ultra-compact shape, which is perfect considering the lack of space given at our bikes. The float chamber has more than enough volume, a further plus factor. The high standard manufacture tops even the Mikuni standard. The solid slide runs beautifully in the perfect machined carb body. The petrol connection is 8 mm diameter and combines a large diameter as well as a short way for the fuel to get thru. However, the popularity of the Keihin carbs is based on their convenient set-up ability. The basic jets fit amazingly well as a starting point. So the perfect setup, can be found very quickly.



KH330000

SNAKEHEADS

The carb cap from Crazy Monkey Developments are a **massive step forward**. They replace your existing carb cap and the throttle cable is not just perfect guided, even more it can be **rotated by 360°**. This enables you to route the throttle cable with a much smaller profile and at any angle.

Especially on the Lambretta and Vespa the lack of space was always a problem and cable routing sometimes a headache.

The Crazy Monkey has developed an **innovative solution** that gets rid of this problem and makes fitting all aftermarket carbs a very straight forward job.

The Snakehead offers:

- A low profile allowing cables to be routed in tight spaces
- 360 degrees of rotation
- Silk smooth cable operation
- Build in cable adjuster
- Indestructible material

Different Snakeheads are available only from 39,90 €.



find your Snakehead



Carb KEIHIN PWK 28 mm manual choke - connection size $\varnothing = 34$ mm	KH280000	219,00 €
Carb KEIHIN PWK 33 mm manual choke - connection size $\varnothing = 42$ mm	KH330000	259,00 €
Carb KEIHIN PWK Airstriker 38 mm manual choke - connection size $\varnothing = 46$ mm	7671382	264,00 €

CARBS

BGM PRO AIRFILTER BOX

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.



Air filter box bgm PRO Lambretta LI (Series 1-3), LIS, SX, TV (Series 1-3), DL, GP

BGM4488

129,00 €

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



BGM4480



BGM4453

Performance filter bgm PRO Lambretta Series 3

BGM4480

19,90 €

Performance filter bgm Pro Lambretta Series 1, Series 2 till 01.1961

BGM4481

19,90 €

Filter bgm stainless, connection size = 48 mm - chrome -

BGM4453

19,90 €

LAMBRETТА 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 the MB Scooters flange type rubber and there are two connection sizes available, one for 28-30 mm and one for 24-25 carbs.

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
- Dellorto PHBH 30
- Dellorto VHST

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 cowl don't have this as well.



BGM2560D34



BGM2560D34

Inlet manifold bgm PRO Lambretta 195-225 cc CS=34mm

BGM2560D34

99,00 €

Inlet manifold bgm PRO Lambretta 195-225 cc CS=30mm

BGM2560D30

99,00 €

Inlet manifold bgm PRO Lambretta 195-225 cc

BGM2560

75,00 €

CARBS

LAMBRETTA AIRHOSE AND REMOTE SYSTEM

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.

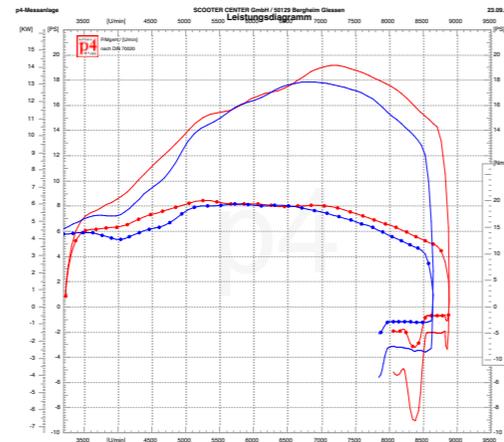
The dyno sheet shows the difference between the standard Lambretta dl/GP air intake hose and the bgm intake hose. The comparison was made using the RaceTour cylinder 225, crankshaft with 58 mm stroke, Keihin 28 PWK, bgm air filter box and bgm Big Box exhaust.

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.



AIRHOSE

Air hose bgm PRO Lambretta Ø=50mm (Keihin PWK)	BGM2570D50	19,90 €
Air hose bgm PRO Lambretta Ø=45mm (Mikuni TM24, Jetex)	BGM2570D45	19,90 €
Air hose bgm PRO Lambretta Ø=40mm (Dellorto PHBL)	BGM2570D40	19,90 €
Air hose bgm PRO Lambretta Ø=42mm (Dellorto PHBH)	BGM2570D42	19,90 €



BGM2570D40



BGM2570D40



7673988

REMOTE SYSTEM

Remote system bgm PRO Lambretta Ø=50mm (Keihin PWK)	BGM2570D50KT	34,90 €
Remote system bgm PRO Lambretta Ø=45mm (Mikuni TM24, Jetex)	BGM2570D45KT	34,90 €
Remote system bgm PRO Lambretta Ø=42mm (Dellorto PHBH)	BGM2570D42KT	34,90 €
Remote system bgm PRO Lambretta Ø=40mm (Dellorto PHBL)	BGM2570D40KT	34,90 €

OVERFLOW PIPE

Oil tube as overflow pipe Ø inner = 4mm, Ø outer = 10mm, l= 450mm	7673988	5,99 €
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CARBS

LAMBRETTA CARB KITS

We have this carb kits put together for the RT kits. They are based on our **bgm PRO manifolds** and the Polini carbs with 24 mm and 30 mm diameter. They come with a **flange type carb rubber from MBD** and give the maximum panel clearance. The carb sits nearly in the original position and the air box can be used without any problems.

The Polini carbs are used in Polini Thor engines for paragliders and every single carb is precisely checked. 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 an **45 idle jet, JJH needle on 2nd clip from top and a 125 main jet.**

The kit consists of the bgm PRO inlet manifold, Polini carb, JJH needle, main and idle jet sets, choke conversion, inner throttle cable and trunnion, 180° elbow to make it possible to use the original length outer cable and solder fitting to bring the choke cable to the right length.



Carb kit bgm PRO 195-225 ccm Lambretta - Ø=30mm Polini

BGM8597

229,00 €

Carb kit bgm PRO 195-225 ccm Lambretta - Ø=24mm Polini

BGM8596

229,00 €

BGM PRO FILTERS BY MARCHALD

These two extra flat air filters are specially designed for the Polini CP carb range. The extra flat one (30 mm) is a perfect addition to the CP carbs when used on a Vespa Wideframe. The 55 mm one is a perfect fit to a Smallframe Vespa. 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.



Air filter bgm PRO by Marchald for Polini CP carbs Ø 17,5-19-21-23-24mm, CS Ø=46mm, l=55mm	BGM4491	34,90 €
Air filter bgm RPO by Marchald- for Polini CP carbs Ø 17,5-19-21-23-24mm, CS Ø=46mm, l=30mm	BGM4490	34,90 €

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 Smallframe in original position with a 38mm Keihin carb without any restriction of air flow. The Marchald filters are Made in Italy.

Features of Marchald Power Double Layer air filter

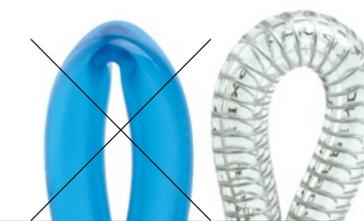
- Easy and quick to assemble
- High filtration performance and optimised air flow thanks to the double layer high tech foam
- Superb airtight rubber, no risk of air leak
- Water resistant - even after complete wetting the filter has not to be replaced
- Washable



MARCHALD Power Double Layer - Ø = 85 mm x 105 mm, connection size Ø = 28 - 43 mm - black	7671191	24,90 €
MARCHALD Power Double Layer - Ø = 100 mm x 95 mm, connection size Ø = 46 - 62 mm - red	7671194	24,90 €
MARCHALD Power Double Layer - Ø = 100 mm x 95 mm, connection size Ø = 46 - 62 mm - black	7671193	24,90 €
MARCHALD Power Double Layer - Ø = 100 mm x 65 mm, connection size Ø = 46 - 62 mm - red	7671198	24,90 €
MARCHALD Power Double Layer - Ø = 100 mm x 65 mm, connection size Ø = 46 - 62 mm - black	7671197	24,90 €

TOYOX FUEL HOSE

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



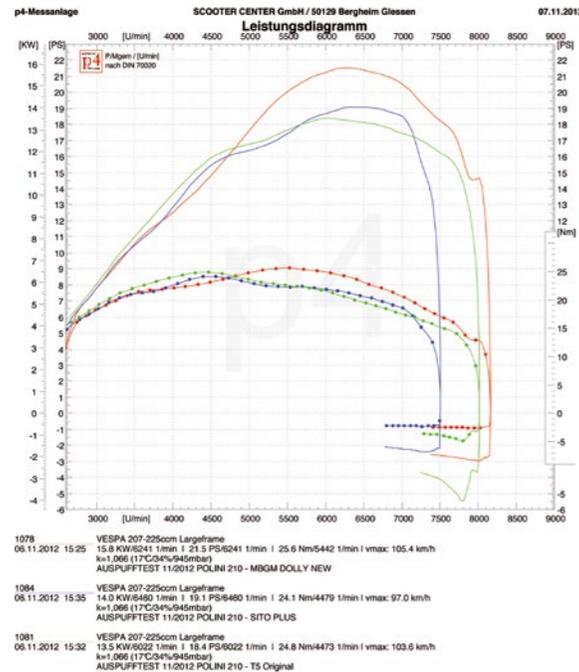
TOYOX fuel hose, Ø inner 6 mm, Ø outer 11 mm, length 1 m	TS006	5,90 €
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CARBS

VESPA FASTER FLOW

All Largeframe Vespas are originally equipped with the Dellorto SI carb range. The P200 came with the 24 mm one which is a good choice for fast road engines. But once you got to a certain level of power the fuel supply of these is sub-par. We looked into this and found that some points need addressing. In general the carb needs a **blue print of some fuel feeds**. Additionally we fit a **Cosa SI carb top** and the **bigger Cosa float bowl needle**. That makes a carb easily capable of coping with power outputs of more than 20 hp with original optics and carb sound. It is **perfect for fast road use** and even available for autolube P-range models.

pro tip: bgm PRO Dellorto SI main jets are available up to 162.



BGM8573



Carb Faster Flow development

Carb bgm PRO Faster Flow Dellorto / Spaco 26/26 mm SI E Vespa PX (w/o autolube)	BGM8573	119,00 €
Carb bgm PRO Faster Flow Dellorto / Spaco 26/26 mm SI E Vespa PX (autolube)	BGM8572	119,00 €
Carb bgm PRO Faster Flow Dellorto / Spaco 24/24 mm SI E Vespa PX (w/o autolube)	BGM8571	119,00 €
Carb bgm PRO Faster Flow Dellorto / Spaco 24/24 mm SI E Vespa PX (autolube)	BGM8570	119,00 €

FUEL TABS

We recommend **higher flowing fuel taps for every engine**. Especially on the Vespa Largeframe with the small difference in height between the tank and the carb float chamber a proper delivery from the tap is essential.

We have improved the fuel taps and now have the **turning part made of metal** instead of brittle plastic.



Scan to watch movie



Our Fast Flows are equipped with a metal tap holder for some time now. We also offer this as a spare in the case the brittle plastic one on your's has failed.

PX / Rally / Sprint Faster Flow



7670536N

BGM3030N

BGM3031N

BGM3033

8006597

PX / Rally / Sprint Faster Flow

The fuel hose elbow is used to route the fuel hose on a Vespa much better. It is fitted right behind the fuel tap and then determines the routing of fuel hose. It is made of stainless steel and comes with two clamps. Important on a Vespa is to have the fuel hose as short as possible to avoid fuel starvation.

Fuel tap bgm PRO Faster Flow electronic low level warning Vespa PX, LF, SF	BGM3031N	27,90 €
Fuel tap bgm PRO Faster Flow Vespa PX, LF, SF	BGM3030N	17,90 €
Fuel tap FAST FLOW Lambretta - w/o lever	8006597	9,98 €
Fuel tap FAST FLOW 90°- Lambretta - w/o lever	7670536N	11,90 €
Fuel tap FAST FLOW 90° electronic level warning Lambretta - w/o lever	8006603N	24,89 €
Fuel hose elbow 55° inclined bgm PRO Vespa (Ø outer = 10,0mm, Ø inner = 7,0mm) - stainless steel	BGM3033	4,90 €
Fuel tap lever holder-FAST FLOW- Vespa - aluminium	3332152	2,30 €

REEDS

The **RD reeds** are a real classic for powerful scooter engines, providing high power output and **phenomenal reliability**, especially with our **bgm glass fibre petals**. The reed block is vulcanized with a soft rubber compound. This adds to the sealing of the plates. Additionally the plates wear down slower due to the **better absorption**. Additionally the sound of the plates closing is absorbed much better as well.

The RD style reeds are used from **Vespa reed manifolds to Lambretta TS1 cylinder kits**. The reeds for the TS1 kit are a straight fit, they are machined down for the use with packing plate, have the right hole spacing and **fit straight into the TS1 barrel** without the need for grinding anymore.



BGM2550A

Reed valve bgm PRO RD350-type (modified for TS1), GRP-petals	BGM2550A	56,00 €
Reed valve bgm PRO RD350-type, GRP-petals	BGM2550	49,00 €
Reed petals bgm PRO RD350-Typ, GRP-petals	7673412	6,90 €

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

Fuel tank universal bgm ORIGINAL 1000ml - (garage tank or test fuel tank)	3330145	21,99 €
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CARB ACCESSORIES

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.**



5350076

2599098



7900056

BGM PRO EXTENDED FUEL/AIR MIXTURE SCREW FOR EASIER ACCESS. AVAILABLE FOR: PWK, PHB, TM CARBS

Fuel filter OMG universal Ø=8mm	5350076	4,90 €
Fuel/air mixture screw bgm PRO Dellorto PHBH, PHBL, VHST	7900069	7,90 €
Fuel/air mixture screw bgm PRO Mikuni TM 24, TMX 32, TMX 35, TMX 38	7900055	7,90 €
Fuel/air mixture screw bgm PRO PWK (bgm, Stage 6, Keihin), PWM38	7900056	7,90 €
bgm PRO cable choke conversion kit for PWK, Mikuni TM 30, 32	2599098	7,90 €

Those easy joints come direct from the racing circuits and make carb and or gas tank changing not only a fast but also a clean task. This joint set is -after opening- leak proof in both directions.



BGM6607

Fuel hose quick-action coupling -BGM PRO- Ø=8mm	BGM6607	9,99 €
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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!



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

NEEDLE JET SETS

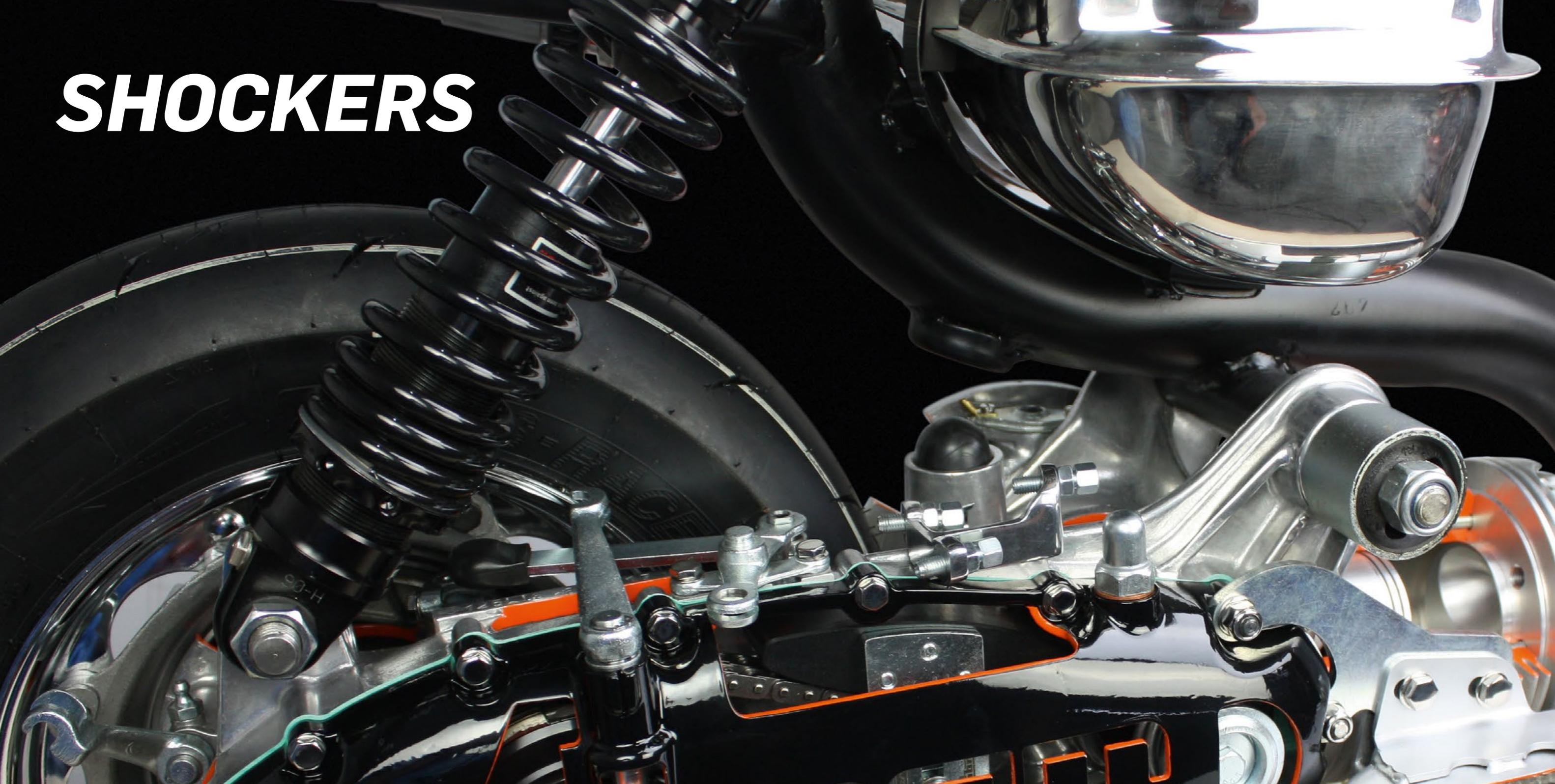
- bgm PRO PWK
- bgm PRO Dellorto PHB



Scan for more details

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

SHOCKERS



SHOCKERS

FRONT LAMBRETТА

bgm PRO 6T's style front shock absorbers to be used with gaiters*. The dampers are not adjustable, but set up to give the same dampening rate like our adjustable front ones on the mid-range setting.

Update for all types of fork shocks. Works especially well with our slightly stronger bgm springs.

Easy to mount, fits exactly to the standard mountings.
No welding or modifications required.

BGM7799



BGM7799



BGM7799

139,00 €

SET OF FORK SPRINGS FOR ALL LAMBRETТА OF THE LI FAMILY (LI, LIS, TV, GT, SX, DL, GP).

The springs are 10 % harder than original Innocenti ones and are made in Germany to our specs. The springs are resistant to blocking and shot-peened. The surface area of the spring is stressed most. This is the reason why dynamically highly stressed springs should be shot-peened to densify the surface area and make it more resistant against wear. This makes the bgm springs working for years like on the first day. The bgm PRO fork springs are the perfect addition to the bgm front and rear dampers as well as engine mounts.



Fork spring set bgm PRO +10% Lambretta

3332784

19,90 €

Shock absorber front bgm PRO 6Ts Lambretta - silver

*Please note they work with the shiny gaiters only.
The matt black ones available have a shorter groove space.

SHOCKERS

FRONT LAMBRETTA

Front shocker with adjustable compression dampening to suit your riding style. Update for all types of fork shocks. Easy to mount, fits exactly to the standard mountings.

FEATURES:

- No welding or modifications required
- Complements the rear shock absorbers perfectly
- Should be mounted, so that the adjustment wheel is mounted at the bottom
- Great anodized black or gun-metal or silver or chrome finish

As used by



Racing Lambrettas



BGM7774

Shock absorber front bgm PRO F16 Lambretta - black anodized	BGM7774	199,00 €
Shock absorber front bgm PRO F16 Lambretta - Chrome	BGM7778	249,00 €
Shock absorber front bgm PRO F16 Lambretta - gun-metal anodized	BGM7775	199,00 €
Shock absorber front bgm PRO F16 Lambretta - silver anodized	BGM7773	199,00 €

FRONT LAMBRETTA



BGM7775

BGM7778

BGM7773

bgm PRO **front shock absorber clamps**. CNC machined in Germany. Beautiful way to fit the front dampers without the need to weld. Fits all aftermarket dampers that have the original size of the mountings. There are shims included with the delivery, these are to eliminate the play that is caused by different widths of the mounting lugs. The distance between the top and bottom mount should be 218-220 mm. The torque setting for the screws should be 12 - 14 Nm.



BGM7650S

BGM7650N

Shock absorber mount bgm PRO Clip on CNC Lambretta- silver	BGM7650S	59,00 €
Shock absorber mount bgm PRO Clip on CNC Lambretta - black	BGM7650N	59,00 €

SHOCKERS

REAR LAMBRETТА

Ultimate edition of the bgm rear shocker for your Lambretta. The most innovative feature is adjustment of the **length from 300 to 310 mm**. Hence it can be perfectly used on any Series one, two or three Lambretta and is adjustable as well. It is **fully adjustable** for pre-load, rebound and compression dampening. Highly recommended for anything from commuting to Rally going or racing.

FEATURES:

- Rubber mounted bushings
- Progressive spring
- Knurl for rebound and compression damping showing soft and hard
- Height adjustment option by 10 mm
- Massive 14 mm piston rod
- Adjustment for spring preload
- CNC machined body, anodized
- Made of high-strength alloy for light weight

**THE ORIGINALS
STILL THE GREATEST!**

As used by

Casa Performance

Racing Lambrettas



BGM7772



BGM7772

Shock absorber rear bgm PRO R12 V2 Black Edition, 300-310 mm

BGM7772

219,00 €



BGM7772R

BGM7772C

BGM7772A

BGM7772V

AVAILABLE COLOUR OPTIONS

Shock absorber rear bgm PRO R12 V2 Black Edition Lambretta, 300-310 mm - red	BGM7772R	219,00 €
Shock absorber rear bgm PRO R12 V2 Black Edition Lambretta, 300-310 mm - chrome	BGM7772C	219,00 €
Shock absorber rear bgm PRO R12 V2 Black Edition Lambretta, 300-310 mm - orange	BGM7772A	219,00 €
Shock absorber rear bgm PRO R12 V2 Lambretta, 300-310 mm - silver / gun metal	BGM7772V	219,00 €

SPARES AND ACCESSORIES

To make the fit on the Servetas easier, we have a spacer bush available that equals the gap. And with no defective rear shockers since the introduction of the adjustable black rear shock in June 2010 (!!!) we now offer the rubber bushing as spares.

Spacer bush rear shock absorber -BGM PRO- for mounting Italian shock absorbers on Lambretta Serveta

Bush for rear shock absorber -BGM PRO R12 V2 Black Edition, 300-310mm- Lambretta LI, LIS, SX, TV, DL, GP



BGM7790

BGM7772BU

BGM7790

8,90 €

BGM7772BU

9,90 €

SHOCKERS

VESPA RALLY, SPRINT, GT, GS 150, SUPER, VNA-VBB, GL FRONT

The latest addition to our bgm PRO shocker range is the piggyback damper version for the Vespa with separate spring and damper. Like Rally, Sprint, GT, GS 150, Super, VNA-VBB and the more and more popular Wideframes. Thanks to the higher volume by the piggyback the response was even further increased compared to the very well working bgm dampers without the reservoir. At the same time the adjustment range of the damper was increased. As usually on the bgm damper range the parts are anodized. Once fitted the piggyback is nearly totally covered by the front mudguard to retain the original looks of your classic Vespa.

FEATURES:

- Developed as an upgrade for all Vespas with a separate spring and damper unit
- Piggyback version for even greater response
- Straight replacement
- Easy to fit
- Transforms braking and dampening action
- Complements the rear shock absorber
- Great anodized finish



Shock absorber front bgm PRO SC COMPETITION Vespa - silver	BGM7761S	139,00 €
Shock absorber front bgm PRO SC COMPETITION Vespa - black	BGM7761B	139,00 €

SHOCKERS

VESPA RALLY, SPRINT, GT, GS 150, SUPER, VNA-VBB, GL FRONT

Front shocker with **adjustable compression dampening** to suit your riding style. Ultimate upgrade for all Vespas with a separate spring and damper unit like Rally, Sprint, GT, GS 150, Super, VNA-VBB, GL.

FEATURES:

- No welding or modifications required
- Straight replacement
- Easy to fit
- Transforms braking and dampening action
- Complements the rear shock absorber
- Great anodized or chrome finish!



Shock absorber front bgm PRO F16 Vespa - chrome	BGM7779	124,00 €
Shock absorber front bgm PRO F16 Vespa - gun-metal anodized	BGM7776	99,00 €
Shock absorber front bgm PRO F16 Vespa - silver anodized	BGM7793	99,00 €
Shock absorber front bgm PRO F16 Vespa - black anodized	BGM7776B	99,00 €

VESPA PX, T5 FRONT COMPETITION

This shocker is **completely adjustable**. It can easily and perfectly be adjusted to your riding style and payload. Compression and rebound **dampening** are separately adjustable. The main focus of research and development work was to achieve **a sporty, firm suspension without compromising on comfort**. The bgm PRO shocker range was an **instant success on the race tracks** and is highly recommended for anything from commuting to Rally going to racing.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Large compensating reservoir direct at the main body
- Compression and rebound dampening on PX/T5 and PK
- Compression dampening 16-stage adjustment
- Rebound dampening 16-stage adjustment
- Massive 12,5 mm piston rod
- Stageless spring preload adjustment separately adjustable
- Designed to fit on drum brake as well as on disc brake hubs
- Easy to fit



Shock absorber front bgmPRO SC/F16, 255 mm Vespa PX80, PX125, PX150, PX200, T5 125 cc	BGM7781	239,00 €
Shock absorber front bgm PRO SC/F16, 255mm Vespa PX80, PX125, PX150, PX200, T5 125cc - black	BGM7781B	239,00 €

SHOCKERS

VESPA V 50, PV 125, ET 3 FRONT COMPETITION

This shocker design is the **best we ever found for the Vespa V50 fork**. It ensures a very good and stable riding feel as well as the best we have seen on fast braking. The shocker is **completely and perfectly adjustable** to your riding style and payload. Our main R&D focus was to achieve a **sporty, firm suspension without compromising on comfort**. The bgm PRO shocker range was an **instant success on race tracks** and is highly recommended for anything from commuting to Rally going or racing.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Large compensating reservoir direct at the main body
- Compression dampening 16-stage adjustment
- Massive 12,5 mm piston rod
- Stageless spring preload adjustment separately adjustable
- Easy to fit



BGM7780

Shock absorber front bgm PRO SC/F16, 200 mm Vespa V50, PV125, ET3

BGM7780 229,00 €

Shock absorber front bgm PRO SC/F16, 200 mm Vespa V50, PV125, ET3 – black

BGM7780B 229,00 €

VESPA GS COMPETITION

This is the first high performance front damper **especially designed for the Vespa GS 160 and SS 180**. The development was done with the stay, high top speeds and the vehicle weight and its payload in mind. So this is the proper stuff, not simply a Vespa 50 cc damper made to fit into the Vespa top models of the Sixties. Beside the matched optics of the bgm PRO shockers, they offer built in second to none dampening function and comfort. The shockers are **completely adjustable**. Compression dampening is separately adjustable by 16 stages. The spring preload is stageless adjustable. So they can easily and perfectly be **adjusted to your riding style** and payload. The main focus of research and development was to achieve a **sporty, firm suspension without loosening on the comfort**. The chosen material assures longevity and perfect working action. To minimize the friction the surface of every single part is painstakingly machined. The massive rod and the bench face are micro machined and plateau honed.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Large compensating reservoir direct at the main body
- Compression dampening 16-stage adjustment
- Massive 12,5 mm piston rod
- Stageless spring preload adjustment
- Easy to fit



BGM7785



BGM7785



BGM7785

Shock absorber front bgm PRO SC/F16 Vespa GS160, SS180

BGM7785 229,00 €

SHOCKERS

VESPA PK FRONT COMPETITION

The delivery of the Vespa PK dampers contains **two different adaptors**. The longer one is used to have the original PK front shocker length of 205mm. The shorter is used for the conversion of V50/PV/ET3 to shortened PK forks or PK fork with disc brake. The damper **fits to drum brakes as well as for PK and PX disc brakes**.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Large compensating reservoir direct at the main body
- Compression and rebound dampening separately adjustable
- Rebound dampening 16-stage adjustment
- Compression dampening 16-stage adjustment
- Massive 12,5 mm piston rod
- Stageless spring preload adjustment
- Easy to fit



BGM7783N



BGM7783N



BGM7783N



Shock absorber front bgm PRO SC/F16, 195 mm + 205 mm, Vespa PK	BGM7783N	239,00 €
Shock absorber front bgm PRO SC/F16, 195 mm + 205 mm, Vespa PK – black	BGM7783NB	239,00 €
Racing front spring bgm PRO for PK damper +15%	BGM7783SPH15	17,90 €
Shock adapter front bgm PRO for BGM PRO SC/F16 - Vespa PK - 205mm	BGM7783ADJ205	14,90 €
Shock adapter front bgm PRO for BGM PRO SC/F16 - Vespa PK - 195mm	BGM7783ADJ195	14,90 €

VESPA REAR COMPETITION

The PK rear shocker compliments our front shocker and is one **Racers favorite's in the European Scooter Challenge**. They are completely adjustable and can easily and perfectly be adjusted to your riding style and payload. The main focus of our research and development has been to achieve a **sporty, firm suspension without compromising on comfort**. The bgm PRO shocker range was an **instant success on the race tracks** and is highly recommended for anything from commuting to Rally going or racing.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Large compensating reservoir direct at the main body
- Compression and rebound dampening
- Compression dampening 16-stage adjustment
- Rebound dampening 16-stage adjustment
- Massive 12,5 mm piston rod
- Stageless spring preload adjustment separately adjustable
- Designed to fit on drum brake as well as on disc brake hubs
- Easy to fit



BGM7784



BGM7784



BGM7784



Shock absorber rear bgm PRO SC/R12, 320 mm, Vespa PK	BGM7784	249,00 €
Shock absorber rear bgm PRO SC/R12, 320 mm, Vespa PK – black	BGM7784B	249,00 €

SHOCKERS

VESPA REAR COMPETITION



BGM7782B

This is the **rear shocker for most Vespas**. It fits all P-range, T5, Largeframe and Smallframes. They are completely adjustable and can easily and perfectly be tailored to your riding style and payload. The main focus of research and development work was to achieve a **sporty, firm suspension without compromising on comfort**. The bgm PRO shocker range was an **instant success on race tracks** and is highly recommended for anything from commuting to Rally going or racing.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Large compensating reservoir direct at the main body
- Compression and rebound dampening
- Compression dampening 16-stage adjustment
- Rebound dampening 16-stage adjustment
- Massive 12,5 mm piston rod
- Stageless spring preload adjustment separately adjustable
- Easy to fit



BGM7782B



BGM7782B



BGM7782B

Shock absorber rear bgm PRO SC/R12, 330 mm Vespa P-range, Largeframe, Smallframe

BGM7782

229,00 €

Shock absorber rear bgm PRO SC/R12, 330mm Vespa P-range, Largeframe, Smallframe - black

BGM7782B

229,00 €

VESPA PX, T5 FRONT SPORT

The bgm PRO SC Sport dampers complete the bgm shocker range. These are pre-setted by the manufacturer and lack the features of the adjustment of the compression and rebound dampening. The pre-configured setup is a **perfect working all-round setup** though. It gives a **sporty and firm suspension without compromising on comfort**.

A unique feature of the Sport damper series is the **height adjustment***. So you can adjust the height on the front as well as on the rear. This enables you to lower the front end or raise the back end. A few millimeters only on adjustment can make a big difference in cornering.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Height adjustable
- Pre-configured set up
- Massive 12,5 mm piston rod
- Stageless spring preload adjustment
- Easy to fit
- Designed to fit on drumbrake as well as on disc brake hubs
- Comes with TÜV (ABE) certificate



BGM7741B



BGM7741B

Shock absorber front bgm PRO SC/F1 SPORT, 255mm- Vespa P-range, T5 125cc - black

BGM7741B

179,00 €

*Not available at the V50, PV, ET3 front shocker

SHOCKERS

VESPA V50, PV 125, ET 3 FRONT SPORT

The bgm PRO SC Sport dampers **complete the bgm shocker range**. These are pre-setted by the manufacturer and lack the features of the adjustment of the compression and rebound dampening. The pre-configured setup is a **perfect working all-round setup** though. It gives a **sporty and firm suspension** without compromising on comfort.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Pre-configured set up
- Massive 12,5 mm piston rod
- Stageless spring preload adjustment
- Easy to fit
- Comes with TÜV (ABE) certificate



BGM7740B



BGM7740B



BGM7740B

Shock absorber front bgm PRO SC/F1 SPORT, 200mm- Vespa V50, PV125, ET3 – black

BGM7740B

159,00 €

VESPA PK FRONT SPORT

The bgm PRO SC Sport dampers **complete the bgm shocker range**. These are pre-setted by the manufacturer and lack the features of the adjustment of the compression and rebound dampening. The **pre-configured setup is a perfect working all-round setup** though. It gives a **sporty and firm suspension** without compromising on comfort.

A unique feature of the Sport damper series is the **height adjustment***. So you can adjust the height on the front as well as on the rear. This enables you to lower the front end or raise the back end. A few millimeters only on adjustment can make a big difference in cornering.

Additionally the PK front damper comes with **two different adaptors**. The longer one is used to have the original PK length of 205 mm. The shorter one is used for the conversion of V50/PV/ET3 to shortened PK forks or PK with front disc brakes. The damper fits to drum brakes as well as for PK and PX disc brakes.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Height adjustable
- Pre-configured set up
- Massive 12,5 mm piston rod
- Stageless spring preload adjustment
- Easy to fit
- Comes with TÜV (ABE) certificate



BGM7743B

Shock absorber front bgm PRO SC/F1 SPORT, 195mm + 205mm- Vespa PK - black

BGM7743B

169,00 €

*Not available at the V50, PV, ET3 front shocker



BGM7743B

SHOCKERS

VESPA PK REAR SPORT

The bgm PRO SC Sport dampers **complete the bgm shocker range**. These are pre-settled by the manufacturer and lack the features of the adjustment of the compression and rebound dampening. The pre-configured setup is a **perfect working all-round setup** though. It gives a **sporty and firm** suspension without compromising on comfort.

A unique feature of the Sport damper series is the **height adjustment***. So you can adjust the height on the front as well as on the rear. This enables you to lower the front end or raise the back end. A few millimeters only on adjustment can make a big difference in cornering.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Height adjustable
- Pre-configured set up
- Massive 12,5 mm piston rod
- Stageless spring preload adjustment
- Easy to fit
- Comes with TÜV (ABE) certificate



BGM7744B



Shock absorber rear bgm PRO SC/R1 SPORT, 320mm- Vespa PK - black

BGM7744B

179,00 €

*Not available at the V50, PV, ET3 front shocker

VESPA REAR SPORT

The bgm PRO SC Sport dampers **complete the bgm shocker range**. These are pre-settled by the manufacturer and lack the features of the adjustment of the compression and rebound dampening. The pre-configured setup is a **perfect working all-round setup** though. It gives a sporty and firm suspension without compromising on comfort.

A unique feature of the Sport damper series is the **height adjustment***. So you can adjust the height on the front as well as on the rear. This enables you to lower the front end or raise the back end. A few millimeters only on adjustment can make a big difference in cornering.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Height adjustable
- Pre-configured set up
- Massive 12,5 mm piston rod
- Stageless spring preload adjustment
- Easy to fit
- Comes with TÜV (ABE) certificate



BGM7742B



BGM7742B

Shock absorber rear bgm PRO SC/R1 SPORT, 330mm- Vespa P-range, Largeframe, Smallframe - black BGM7742B

169,00 €

*Not available at the V50, PV, ET3 front shocker

SHOCKERS

VESPA WIDEFAME REAR SPORT

With the latest hype of Vespa Wideframe tuning we have put a rear damper into reality for the earliest Vespas. It was specially designed for the Wideframe chassis. And is a straight fit for all Wideframes build from 1955 onwards. Until 1954 the damper and springs are separate. If you fit the later type mounting to the frame adaptor (available as a spare part) you can use our bgm PRO shocker on these as well. The delivery does contain both mountings (M8 and M9) so it can always be fitted.

As part of the bgm PRO SC Sport damper Series the damper comes pre-setted on the compression and rebound dampening. The pre-configured setup is a perfect working all-round setup though. It gives a sporty and firm suspension without compromising on comfort.

A unique feature of the Sport damper series is the height adjustment*. So you can adjust the height on the front as well as on the rear. This enables you to lower the front end or raise the back end. A few millimeters only on adjustment can make a big difference in cornering.

FEATURES:

- Massive CNC body, anodized
- Made of high-strength alloy for light weight
- Height adjustable 385 mm to 420 mm
- Pre-configured set up
- Massive 12.5 mm piston rod
- Stageless spring preload adjustment
- Easy to fit
- Comes with TÜV (ABE) certificate



Shock absorber rear bgm PRO SC/R1 SPORT Vespa Wideframe VM1, VM2, VN1, VN2, VB1, VL1, VL2, VL3, GS150 - black

BGM7755B 199,00 €

Shock absorber upper mounting/frame Vespa VN, VL, VB, GS150, Vespa 150 (T1, T2, T3, VL1, VD1, VD2 - german models), Vespa 125 ACMA (1951-55)*

7677031 49,00 €

*This is NOT a bgm product

STEERING DAMPER

Steering damper for high speed driving. No more high speed wobbling of the handlebar.



Steering damper bgm PRO SC FS/10 380mm - 125mm travel - silver

BGM7795S 112,00 €

Steering damper bgm PRO SC FS/10 380mm - 125mm travel - gun metal

BGM7795 112,00 €

FEEDBACK CORNER – PK SHOCKERS ON THE RACE TRACK

“The meeting didn’t quite go to plan due to me deciding to test the hardness of the tarmac! However.... Practise was very wet... (...) My first impression is that this damper actually works and works very well. The bike soaks up the bumps pretty well but I feel maybe I could have set the rebound a little harder to help stop the back end bounce on one particular corner. (...)By the time of the first race the track is dry. I am on last place on the grid (grid positions are based on previous meeting’s results and I couldn’t attend). By then endof the lap I am up to 5th from 19 starters. (...) The shock I have set to -3max on rebound and - 4max compression.. it’s working fine and the bike feels transformed. By lap 1.5 I am into 4th behind The 250cc grp6 bikes of Topper, Turner and the 210 grp4 bike of Charely Edmonds. The corner which I had the issue on is now improved and the bike feels much safer and I actually manage to stay on the seat.. the corner is a 70mph left. (...)I feel it is a massive improvement over the rs24.”

-> check <http://www.green-hornet.co.uk> for Tony’s full comments and news about Falc 30hp+ racing on high speed tracks.

ENGINE MOUNT

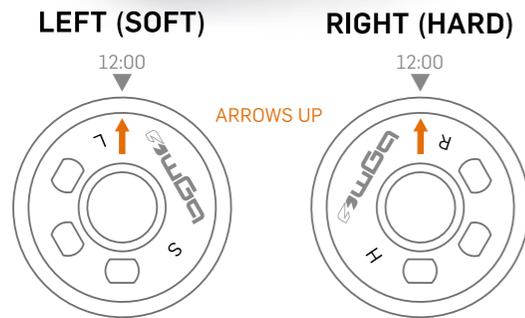
LAMBRETTA

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 is overwhelming and once again our intense R&D brought **the next product setting the standards**.

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 a lightweight piston you can now have a super smooth running engine at every rev range.



**THE ORIGINALS
STILL THE GREATEST!**



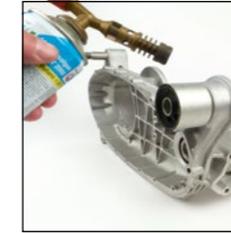
Engine mount set bgm PRO Lambretta for 29 cm engine bolt

BGM7950G

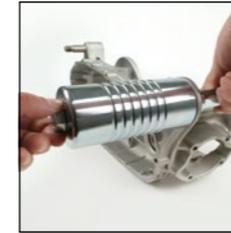
49,00 €



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 very properly. Take care not to burn the old rubbers, otherwise it smells terribly. 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.



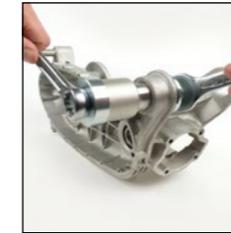
5. You will finally hear the engine mount leave his seat. Take care not to burn yourself with the hot silent block.



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



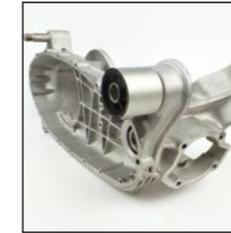
7. If the casing is warm enough, fit the tool with two matching washers.



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!

Find the proper bgm tool for this job at the tool chapter.

ENGINE MOUNT

VESPA

Reinforced bgm PRO silentblock set. The silentblocks are the engine mounting of your Vespa. They are an essential part of the suspension of your scooter. **The reinforced bgm engine mounts give much better and direct handling without loosening on comfort and they are cutting down vibrations.** Cornering grip, vibration dampening, drag and shear forces they all need to be handled by the Silentblocks. The bgm ones are the right choice for better road handling, improved cornering and a safer ride and all this without cutting corners on the so important vibration dampening.

To make the show complete, we have remade the **small rubber at the rear of the engine as well.** This is the rubber where you fix the bottom part of your rear shocker too. The bushes are available in different sizes for each specific model. These are **Made in Germany.** The rubber is a vast improvement to all aftermarket parts as well as the Piaggio parts. The rubber is made from a better rubber compound, it is larger size and the ends have smaller chamfers. The increased surface and the higher rated material add to the ultimate suspension.

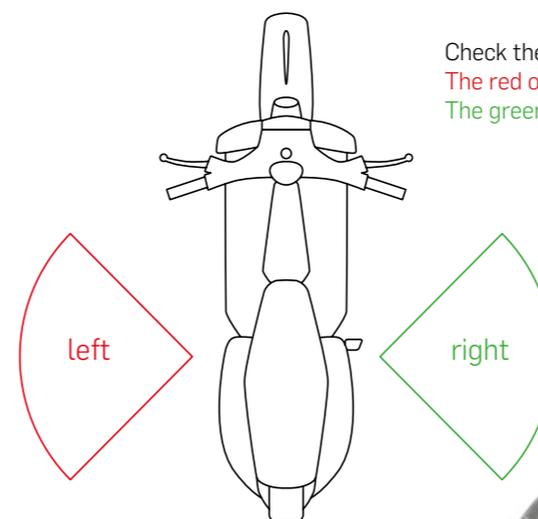


BGM7951



BGM7958

Silentblock set bgm PRO Vespa PX 125 – 150, Sprint 150, TS125, GT125, GTR125, Super, GL150, VNA-VBB	BGM7951	24,90 €
Small silent rubber engine bgm PRO Ø=9mm x 48mm- Vespa PX (1983), Rally, TS, Sprint, Sprint Veloce, GT, GTR, Super, GL, V50, PV, ET3	BGM7959	8,90 €
Small silent rubber engine bgm PRO Ø=9mm x 46mm- Vespa GS160 / GS4 (VSB1T), SS180 (VSC1T)	BGM7958	8,90 €
Small silent rubber engine bgm PRO Ø=9mm x 44mm- Vespa VNA, VNB, VBA, VBB	BGM7957	8,90 €
Small silent rubber engine bgm PRO Ø=10mm x 48mm- Vespa PX (1984-), T5 125cc, PK	BGM7956	8,90 €



Check the red and green markings on the rubber.
The red one is to use for the left hand side.
The green one is to use for the right hand side.



BGM7955



BGM7952

Silentblock set bgm PRO Vespa PX 200	BGM7952	24,90 €
Silentblock set bgm PRO Vespa V50, V90, SS50, SS90, PV125, ET3, PK S, PK XL	BGM7955	24,90 €



WHEEL RIMS, BRAKES

BRAKES

Together with MMW we have finally designed the bgm PRO version of a hydraulic disc brake. The look is **very subtle** for a hydraulic disc brake and mostly determined by the use of a **modified original front brake hub**.

The braking power however is second to none. The combination of the caliper with its massive **four pistons** and the **large diameter brake disc** (220 mm) gives a second to none braking power.

The **Antidive system** adds this and as the name suggests the diving of the front end on braking is an issue of the past.

All CNC parts are machined from billet in Germany. The total quality of the item leaves nothing to be desired.

The brake unit comes **pre-assembled** to make you the final assembly easier. It is pre-assembled only, because most of the drum brakes will be painted to be matched to the colour or colour scheme of your Lambretta. The **original speedo drive** is used with this kit. All needed small parts are included. The oil seals and bearings are of European origin (like FAG or SKF for instance). The threads of the drum are reinforced.

FEATURES:

- Massive brake disc with 220 mm diameter
- Used with massive four piston caliper
- Anti-Dive
- Original drum brake used, reinforced on studs
- Made in Germany
- CNC parts are machined from billet
- Pre-mounted to make final assembly easier



If you fit Antidive disc brakes to disc brake forklinks these are a straight fit. On all drum link fork links the pivot on the RHS needs to be cutted away. Otherwise the Antidive system will not work.

The Antidive leg should sit at an angle of 90° to the fork. With some aftermarket rims (especially tubeless ones) there won't be space between the wheel rim and the caliper. Here you normally can take material off the brake caliper for enough clearance. The tyre size shouldn't be larger than 3.50-10.



Disc brake bgm PRO Anti Dive Lambretta - w/o caliper

BGM7890

529,00 €

Disc brake -BGM PRO Anti Dive- Lambretta - incl. caliper - black

BGM7890BK

599,00 €

Disc brake -BGM PRO Anti Dive- Lambretta - incl. caliper - silver

BGM7890SL

599,00 €

BRAKES

BRAKE MASTER CYLINDER

Radial brake master cylinder for a much **better and direct load transmission** compared to the conventional brake master cylinders. The radial one's the load of the brake lever is taken direct to the piston of the brake master cylinder. The direction of action of the lever and the piston are the same direction. The piston diameter of this unit is 12.7 mm and the **right choice for nearly all hydraulic disc brakes used on scooters. Made from high-strength anodized alloy!**



BGM7811BR



BGM7811BL

Here you find a solid build 4 piston calliper with radial mounting. The two part casing is CNC machined from high grade alloy. The caliper comes with four pistons each with a size of 25 mm. This gives more than 40 % surface area compared to the common setup used on a scooter with two 30 mm pistons. This gives a much better braking power with the same force used at the brake lever. Another advantage is that the brake pads are loaded symmetrically and hence are fully touching. The brake pads are easy and fast to change because they are fixed with one stud screw only.

FEATURES:

- Piston diameter 4 x 25 mm
- Mounting: radial
- Stud hole pattern 80 mm
- Mounting hole Ø 8mm
- Brake banjo size: M10 x 1.25 mm
- Bleeder nipple integrated to banjo

Recommended brake master cylinder piston size:

- Standard master cylinder: 12 – 13 mm
- Radial master cylinder: 10 – 11 mm



BGM2506SL



BGM2506BK

Brake master cylinder bgm PRO Radial- piston Ø=12,7mm- lhs	BGM7811BL	99,00 €
Brake master cylinder bgm PRO Radial- piston Ø=12,7mm- rhs	BGM7811BR	99,00 €
Brake caliper bgm PRO radial fixing - black	BGM2506BK	89,00 €
Brake caliper bgm PRO radial fixing - silver	BGM2506SL	89,00 €

BRAKE SHOES / BRAKE PADS

Our bgm brake shoes and pads are **Made In Europe**. They are made by a company specialized in brake parts for more than 40 years now. Original manufacturer for Aprilia and Piaggio as well as a **strong engagement in racing** they are producing top notch brake pads for us. The brake pads are made from a special compound of **organic materials**, which feature a very high stability of temperature.

The Achilles heel of the Lambretta brake drum brakes are inferior made brake shoes. A proper setup standard Lambretta brake gives very good results and are capable of modern day traffic's requirements. The mixture of the material used on these shoes gives **very powerful braking** combined with **very low wear**. A special feature is that the brake shoes are specific made for top and bottom mounting. These gives **improved braking power and a better to dose brake**.



BGM7870LI



BGM45784

Brake shoes bgm PRO Ø=152x25mm- LAMBRETТА GP, DL	BGM7870GP	24,90 €
Brake shoes bgm PRO Ø=152x25mm- LAMBRETТА LI, LIS, SX, TV	BGM7870LI	24,90 €
Brake pads bgm 77,4x42,3mm- LAMBRETТА Nissin brake caliper	BGM45613	9,90 €
Brake pads bgm 31,8x51,2mm- Vespa PX Disc (1998-), LML Star, Stella, Grimeca NT	BGM45784	9,90 €
Brake pads bgm PRO pad material: organic	BGM2506PD	12,90 €

BRAKES

BRAKE DRUMS

These bgm PRO brake drums are Made in Germany. They are CNC machined from high quality cast iron and replace the brittle steel plate original items. The massively made brake hub with additional cooling fins gives a much improved braking power and brake fading is a thing of the past. For instance the total thickness of the V50 brake drum is 11.5 mm. 6,5 mm of this are the cooling fins. Therefore a lot of heat is taken out of the massive material while the cooling fins increase this effect. The same is true for the Wideframe front and rear hubs. They are made with the same features. The rear hub is delivered with a special set of brake shoes. These drums are not only a great safety feature itself, they are essential as well, when the engine had been updated with some tuning goodies. The fins are delivered unpainted, but oiled. To protect them from getting rusty, the outside should be painted with a heat resistant paint.

FEATURES:

- Thanks to cooling fins heavily increased heat dissipation
- No warpage thru overheated brake
- Perfect true running thanks to the centring over the front axle (tolerance 0.02 mm)
- Much more solid because of the increased wall thickness
- Additional reinforcement thru the cooling fins
- No brake fade under permanent load (max. temperature 200-240° C)
- Fits with the tube type and tubeless rims



Front brake hub 9", 10" bgm PRO Vespa V50 R (V5A1T till no. 752188), V50 N, V50 S, V50 L, SR50, V90 *

3332266

84,90 €

*Does fit all Vespa V50 models with four hole wheel rim



BGM5300



BGM5300 KT

Front brake drum 8" bgm PRO Vespa 98, V1-15, V30-33, VU, VM, VN, VL, VB, VBA, VBB, VNA, VNB, ACMA, Hoffmann *

BGM5300

84,90 €

Rear brake drum 8" incl. brake shoes bgm PRO Vespa 98, V1-15, V30-33, VU, VM, VN, VL, VB, VBA, VBB, VNA, VNB, ACMA, Hoffmann

BGM5310KT

119,90 €

* Does NOT fit Vespa Super VNC/VBC

WHEEL RIMS

LAMBRETTA STAINLESS STEEL **MADE IN GERMANY**

The bgm PRO stainless steel rims are **made in Germany** from a company specialized in doing these things. 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.



FEATURES:

- Made in Germany
- Stainless steel or polished stainless steel finish
- 100% true running
- Folded down rim flange for reinforcement
- The highly polished stainless steel version features a finish even better than the best custom chrome



Wheel rim bgm PRO Lambretta - stainless steel polished	BGM7970	149,00 €
Wheel rim bgm PRO Lambretta - stainless steel	BGM7971	129,00 €

Wheel rim bgm PRO 2.10-10 Vespa (type PX) - stainless steel polished	BGM7990	149,00 €
Wheel rim bgm PRO 2.10-10 Vespa (type PX) - stainless steel	BGM7991	129,00 €

FEEDBACK CORNER – bgm PRO WHEEL RIMS AT VESPA RAID MAROC 2014

Martin 'Sticky' Round has tested our stainless steel wheels rims during the Maroc desert race:

“I used the BGM rim on the front wheel for 5 days and on the rear for the last two days, Initially I worried that the rear tyre might spin on the smooth rim and rip the valve out when running at low pressures, but it never did. On day 6 I rode to the checkpoint with a deflating front tyre on a BGM rim, but despite hitting some big rocks the rim was still fine when I changed the tube. The lip on the outer edge of the rim is much thicker and stronger than standard. Changing tyres and tubes with these stainless split rims is a lot easier than with loose paint and rusty steel or with tubeless wheels.”

In contrast to the completely deformed and wavy rims, our standard bgm stainless steel rims presents themselves at the end of the race still like new and in non-dented condition!

WHEEL RIMS

LAMBRETTA WHEEL RIM

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

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.

Important fitting note: Like on all Lambretta rims the tyre shouldn't be inflated to more than 2 bar as long as the rim is not attached the brake hub. The four fixing points of the rim are not suitable to avoid bending of the rim at such high pressure figures. The torque setting for the rim nuts is 20 Nm.

Our inner tubes are made with the correct valve positions for Vespa or Lambretta. The air valves have been vulcanized according to model specifications. The composition of inner tubes is made from rubber and butyl. The butyl is more expensive, but is the thing that determines the air tightness of a tube. The butyl ratio of the bgm tubes is above 50%. This is exceptional high and makes the tubes extremely airtight and perfectly reliable.



BGM8700L



BGM7960C

BGM7960B

BGM7960S

Wheel rim bgm ORIGINAL Lambretta - white	BGM7960B	19,90 €
Wheel rim bgm ORIGINAL Lambretta - silver	BGM7960S	19,90 €
Wheel rim bgm ORIGINAL Lambretta - chrome	BGM7960C	44,90 €
Tube bgm PRO 3.00-10, 3.50-10, 90/90-10, 100/80-10, 100/90-10 - valve position Lambretta	BGM8700L	8,90 €

WHEEL RIMS

VESPA WHEEL RIM

Our standard rims are very **economically priced rims**. The **rust protection** is either by silver or black paint or by chrome plating. They are made to the **standard size** and the wheel rim is **stamped 2.10x10**. This is like the standard Vespa size and design. These standard Vespa wheel rims give very good value for the money. The chrome finish is the best one available at this price level.

It is mirror polished and very close to a custom chromed rim. The true running for a stamped rims is very good.

Perfect replacement for rotten standard wheel rims.

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

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.

Important fitting note: Like on all Vespa rims the tyre shouldn't be inflated to more than 2 bar as long as the rim is not attached the brake hub. The five fixing points of the rim are not suitable to avoid bending of the rim at such high pressure figures. The torque setting for the rim nuts is 20 Nm.

Our inner tubes are made with the correct valve positions for Vespa or Lambretta. The air valves have been vulcanized according to model specifications. The composition of inner tubes is made from rubber and butyl. The butyl is more expensive, but is the thing that determines the air tightness of a tube. The butyl ratio of the bgm tubes is above 50%. This is exceptional high and makes the tubes extremely airtight and perfectly reliable.



BGM8700V

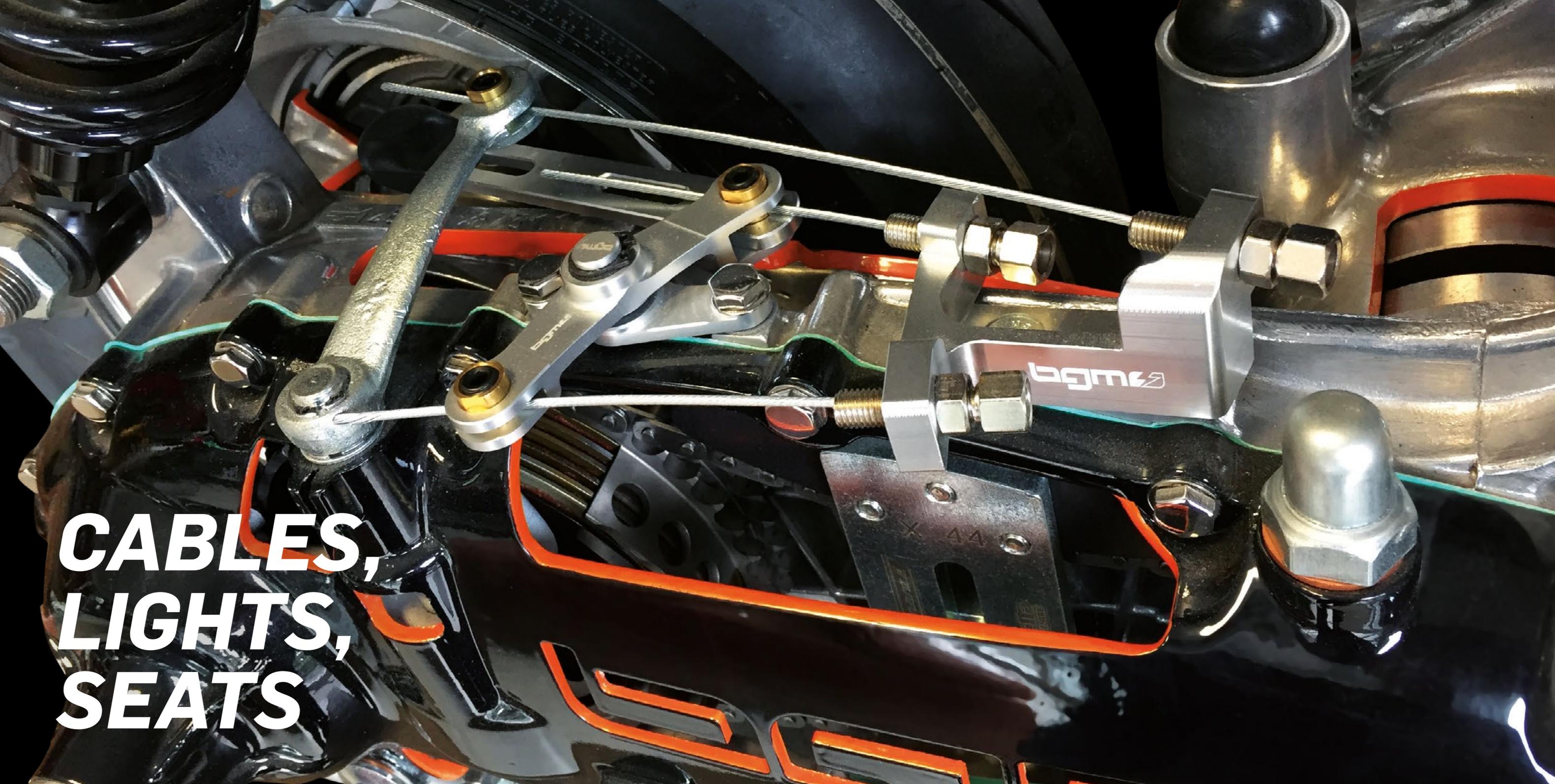
7675211



5800007

5800003

Wheel rim bgm ORIGINAL 2.10-10 steel Vespa (type PX) - black	7675211	19,90 €
Wheel rim bgm ORIGINAL 2.10-10 steel Vespa (type PX) - chrome	5800007	44,90 €
Wheel rim bgm ORIGINAL 2.10-10 steel Vespa (type PX) - grey	5800003	19,90 €
Tube bgm PRO 3.00-10, 3.50-10, 90/90-10, 100/80-10, 100/90-10 - valve position Vespa	BGM8700V	7,90 €



**CABLES,
LIGHTS,
SEATS**

CABLES

CABLE KITS

These are our **redesigned** Lambretta cable kits. The well-respected kits are now even further improved. The well known features of right lengths of inners and outers, PTFE inner lining for **extra smooth operation** and the **detailed fitting instructions** remained.

New is the **improved quality** like double grouted end sleeves, higher quality inners and more improved details. For the front brake and clutch cable 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.

All cables are available on their own now as well. So are the speedo cables.



Scan for more info



BGM6400N



BGM6402SC



BGM6400N



BGM6401SC

Cable set -BGM PRO- Lambretta LI, LIS, SX, TV (Series 2-3) – grey	BGM6400N	29,90 €
Cable set -BGM PRO- Lambretta DL, GP - black	BGM6401N	29,90 €

GREY CABLES

Front brake cable bgm PRO Lambretta LI, LIS, SX, TV (Series 2-3)	BGM6400FB	8,90 €
Clutch cable bgm PRO Lambretta LI, LIS, SX, TV (Series 2-3)	BGM6400CC	8,90 €
Gear change cable bgm PRO Lambretta LI, LIS, SX, TV (Series 2-3)	BGM6400GC	7,90 €
Rear brake cable -BGM PRO- Lambretta LI, LIS, SX, TV (Series 2-3)	BGM6400RB	4,90 €
Throttle control cable -BGM PRO- Lambretta LI, LIS, SX, TV (Series 2-3)	BGM6400TC	8,90 €
Choke cable -BGM PRO- Lambretta LI, LIS, SX, TV (Series 2-3)	BGM6400ST	4,90 €
Speedo cable(grey) bgm PRO Italian + Spanish speedos Lambretta LI (Series 3), LIS, SX, TV, GT (Series 3)	BGM6402SC	11,90 €



BGM6401N

As used by



Racing Lambrettas

BLACK CABLES

Front brake cable bgm PRO Lambretta DL, GP	BGM6401FB	8,90 €
Clutch cable bgm PRO Lambretta DL, GP	BGM6401CC	8,90 €
Gear change cable bgm PRO Lambretta DL, GP	BGM6401GC	7,90 €
Rear brake cable bgm PRO Lambretta DL, GP	BGM6401RB	4,90 €
Throttle control cable bgm PRO Lambretta DL, GP	BGM6401TC	8,90 €
Choke cable bgm PRO Lambretta DL, GP	BGM6401ST	4,90 €
Cable barrel bgm PRO fitting Ø=8,0mm x 8mm	BGM6492	1,49 €
Speedo cable(black) bgm PRO Italian + Spanish speedos Lambretta dl, GP	BGM6401SC	11,90 €

CABLES

LAMBRETTA FRONT BRAKE CABLE SUPERSTRONG

These are our SUPERSTRONG Lambretta front cables. These improve the braking operation significantly. A similar modification Innocenti did back in May 1966 to the Lambrettas fitted with front disc units. The cable thickness was enlarged as well. The SUPERSTRONG outer diameter of the cable is 7 mm, while the inner is 2.5 mm. Original cables we measured were 6 mm outer and 1.5 mm inner. The outer diameter of the ferrule is 7.5 mm. It is a straight fit to most Series 3 light switch housings. On very early Series 3 ones and the Series 1 and 2 light switch housings the outer diameter of the cable is too big to be accepted by the light switch housing. On the front hub back plate you don't use top hat bush anymore. This is build into the Superstrong brake cable to achieve the desired thicknesses. The effect on both drum and disc brakes is well worth the modification and the stopping action is improved heavily.



Lambretta front brake cable bgm PRO Superstrong Ø 2,5 mm LI, LIS, SX, TV	BGM6408FB	10,90 €
Lambretta front brake cable bgm PRO Superstrong Ø 2,5 mm LI, LIS, SX, TV	BGM6409FB	10,90 €

CONTROLS LAMBRETTA

A good set of cables properly adjusted is not all on a Lambretta or any scooter. Especially if you consider that these machines are 50 years and older. So for a proper operating all worn out parts should be replaced. That starts in the headset runs to the top of the engine and right into the gearbox. Even a little play in every parts can sum up and make the scooter hard to shift or the gears jump. The gear linkage at the top of the engine is CNC machined for us in England. The high precision super light weight gear linkage set includes the gear swivel's top and bottom, adjuster block with stainless steel adjusters, gear tie bar and allen screw mounts. The high precision set is extremely light and designed to avoid sloppy gear changes.

The gear change and throttle rollers are from the same source and also high precision CNC machined from alloy and light weight. The throttle roller has a quick action function build in. These are secured with 5 mm pins. On rods with 4 mm pins, these need to be enlarged by drilling.



Gear swivel set -BGM Pro, aluminium CNC- Lambretta LI, LIS, SX, TV (2nd series, 3rd series), SX, DL, GP - silver anodised	BGM2290	79,00 €
Throttle roller -BGM PRO, QUICK ACTION- Lambretta LI, LIS, SX, TV (series 2-3), DL, GP - silver anodised	BGM2291	34,95 €
Gear change roller -BGM PRO, QUICK ACTION- Lambretta LI (series 3 since 1966), LIS (since 1966), SX, DL, GP - silver anodised	BGM2292	34,95 €
Gear swivel set -BGM Pro, aluminium CNC- Lambretta LI, LIS, SX, TV (2nd series, 3rd series), SX, DL, GP - black anodised	BGM2290B	79,00 €
Throttle roller -BGM PRO, QUICK ACTION- Lambretta LI, LIS, SX, TV (series 2-3), DL, GP - black anodised	BGM2291B	34,95 €
Gear change roller -BGM PRO, QUICK ACTION- Lambretta LI (Series 3 since 1966), LIS (since 1966), SX, DL, GP - black anodised	BGM2292B	34,95 €

CABLES

CONTROLS LAMBRETТА

All parts of our trunnion and adjuster screw 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 cable much easier. 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.



Adjuster screw and trunnion set bgm PRO Lambretta	BGM6465	19,90 €
Allen key bgm PRO- 3.5mm-	BGM6466TL	2,99€
Trunnion set bgm PRO Lambretta	BGM6466	8,90 €
Trunnion short bgm PRO Lambretta	BGM6498	3,00 €
Trunnion long bgm PRO Lambretta	BGM6499	3,50 €
Adjuster screw bgm PRO M7 x 25mm	BGM6497S25	1,50 €
Top hat bush rear brake cable bgm PRO Lambretta	BGM6481S100	2,90 €
Top hat bush front brake cable bgm PRO Lambretta	BGM6481S85	1,29 €
Trunnion bgm PRO Ø=5.5mm x 7mm (used for throttle)	BGM6491	1,70 €
Rear brake cable clamp bgm PRO Lambretta	BGM6490	4,49 €

CONTROLS LAMBRETТА

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.



Rear brake cable inner bgm PRO, Ø 2,9 x 1050 mm with threaded part M6

BGM8081

7,90 €

LAMBRETТА/VESPA

COMPLETE INNER CABLE SET

Despite our complete cable kits we now have a set of inner cables only. The set includes everything except for the rear brake cable. The high-quality cable set is ideal for overhaul when you are on the road or as spare part for your workshop.

The kit includes:

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



Inner cable set BGM PRO Vespa, Lambretta

BGM6400UI

9,90 €

CABLES

VESPA CABLES

Following the success of our Lambretta cable kits, we thought the time is right to do **high quality Vespa cable kits**. These are perfectly matched to the specific Vespa models in every dimension. Beside the **right lengths** of inners and outers they feature a **PTFE inner lining for extra smooth operation**. The end sleeves of the cables are **double grouted**. The front brake and clutch cable are supplied 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 and standard choke cable. The speedo cable is not included to this cable set. **All cables are available on their own now as well.** So are the speedo cables.



Scan for more info



PX EFL - GREY

Cable set -BGM PRO- Vespa PX EFL (1984-)	BGM6410N	27,90 €
Throttle control cable -BGM PRO- Vespa PX EFL (since 1984)	BGM6411TC	7,90 €
Choke cable -BGM PRO- Vespa PX EFL (since 1984)	BGM6411ST	4,90 €
Front brake cable -BGM PRO- Vespa PX EFL (1984-97), T5 125cc - complete	BGM6411FB	7,90 €
Clutch cable -BGM PRO- Vespa PX Lusso (since 1984)	BGM6411CC	7,90 €
Gear change cable -BGM PRO- Vespa PX, T5 125cc	BGM6410GC	6,90 €
Rear brake cable -BGM PRO Ø=2,9mm with eye- Vespa PX	BGM6410RB	8,90 €
Rear brake cable -BGM PRO Ø=2,9mm with eye- Vespa PX	BGM6412RB	8,90 €
Speedo cable bgm PRO Vespa PX EFL (1984-)	BGM6411SC	6,90 €



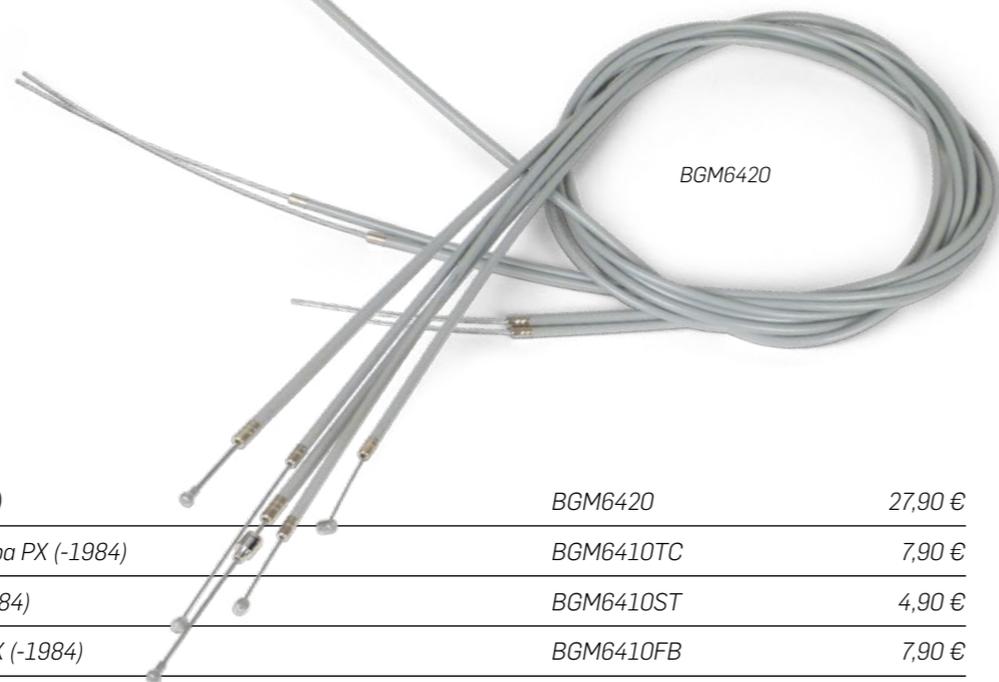
PX EFL - BLACK

Cable set -BGM PRO- Vespa PX EFL (1984-)	BGM6412N	27,90 €
Throttle control cable -BGM PRO- Vespa PX EFL (since 1984)	BGM6413TC	7,90 €
Choke cable -BGM PRO- Vespa PX EFL (since 1984)	BGM6413ST	4,90 €
Front brake cable -BGM PRO- Vespa PX EFL (1984-97), T5 125cc - complete	BGM6413FB	7,90 €
Clutch cable -BGM PRO- Vespa PX Lusso (since 1984)	BGM6413CC	7,90 €
Gear change cable -BGM PRO- Vespa PX, T5 125cc - black	BGM6411GC	6,90 €
Gear change cable -BGM PRO- Vespa PX, T5 125cc	BGM6410GC	6,90 €

CABLES

VESPA CABLES

Following the success of our Lambretta cable kits, we thought the time is right to do **high quality Vespa cable kits**. These are perfectly matched to the specific Vespa models in every dimension. Beside the **right lengths** of inners and outers they feature a **PTFE inner lining for extra smooth operation**. The end sleeves of the cables are **double grouted**. The front brake and clutch cable are supplied 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 and standard choke cable. The speedo cable is not included to this cable set. **All cables are available on their own now as well.** So are the speedo cables.



P-RANGE, T5 - GREY,

Cable set -BGM PRO- Vespa PX (-1984)	BGM6420	27,90 €
Throttle control cable -BGM PRO- Vespa PX (-1984)	BGM6410TC	7,90 €
Choke cable -BGM PRO- Vespa PX (-1984)	BGM6410ST	4,90 €
Front brake cable -BGM PRO- Vespa PX (-1984)	BGM6410FB	7,90 €
Clutch cable -BGM PRO- Vespa PX, T5 125cc, Rally180 (VSD1T), Rally200 (VSE1T), Sprint150 (VLB1T), GT125 (VNL2T), GTR (VNL2T), TS125 (VNL3T), GL150 (VLA1T), GS160 / GS4 (VSB1T), SS180 (VSC1T) - complete	BGM6410CC	7,90 €
Gear change cable -BGM PRO- Vespa PX, T5 125cc - black	BGM6411GC	6,90 €
Gear change cable -BGM PRO- Vespa PX, T5 125cc	BGM6410GC	6,90 €
Rear brake cable -BGM PRO Ø=2,9mm with eye- Vespa PX	BGM6410RB	8,90 €
Speedo cable bgm PRO Vespa PX EFL (1984-), PX My, PX Disc, PX 2011, T5 125cc, Cosa 125, Cosa 200, PK50 S Lusso, PK80 S Lusso	BGM6411SC	6,90 €



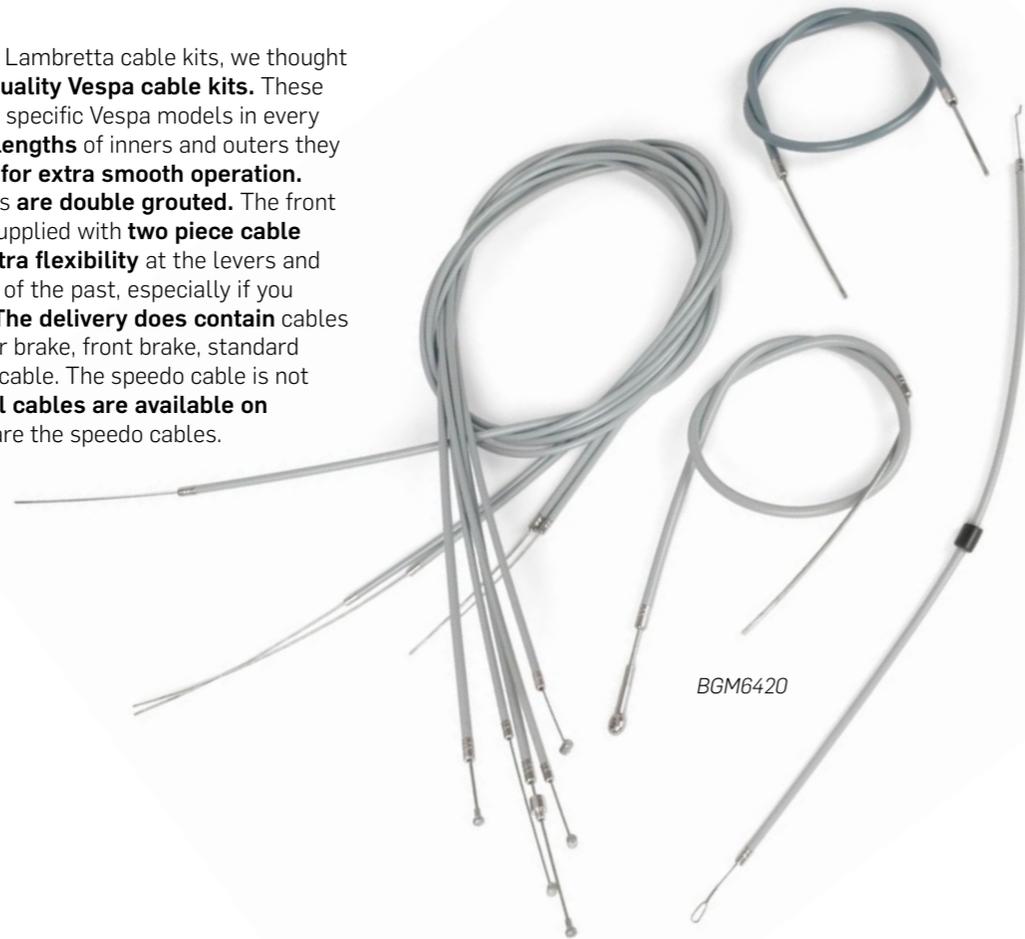
P-RANGE, T5 - BLACK

Cable set -BGM PRO- Vespa PX (-1984)	BGM6422	27,90 €
Throttle control cable -BGM PRO- Vespa PX (-1984)	BGM6412TC	7,90 €
Choke cable -BGM PRO- Vespa PX (-1984)	BGM6412ST	4,90 €
Front brake cable -BGM PRO- Vespa PX (-1984)	BGM6412FB	7,90 €
Clutch cable -BGM PRO- Vespa PX, T5 125cc, Rally180 (VSD1T), Rally200 (VSE1T), Sprint150 (VLB1T), GT125 (VNL2T), GTR (VNL2T), TS125 (VNL3T), GL150 (VLA1T), GS160 / GS4 (VSB1T), SS180 (VSC1T) - complete	BGM6412CC	7,90 €
Gear change cable -BGM PRO- Vespa PX, T5 125cc - black	BGM6411GC	6,90 €
Gear change cable -BGM PRO- Vespa PX, T5 125cc - grey	BGM6410GC	6,90 €
Speedo cable bgm PRO Vespa PX EFL (1984-)	BGM6413SC	6,90 €

CABLES

VESPA CABLES

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RALLY, SPRINT

Cable set bgm PRO Rally180 (VSD1T), Rally200 (VSE1T), Sprint150 (VLB1T), GT125 (VNL2T), GTR (VNL2T), TS125 (VNL3T), GL150 (VLA1T)	BGM6420	27,90 €
Clutch cable -BGM PRO- Vespa PX, T5 125cc, Rally180 (VSD1T), Rally200 (VSE1T), Sprint150 (VLB1T), GT125 (VNL2T), GTR (VNL2T), TS125 (VNL3T), GL150 (VLA1T), GS160 / GS4 (VSB1T), SS180 (VSC1T) - complete	BGM6410CC	7,90 €
Gear change cable -BGM PRO- Vespa PX, T5 125cc - black	BGM6411GC	6,90 €
Gear change cable -BGM PRO- Vespa PX, T5 125cc	BGM6410GC	6,90 €
Speedo cable bgm PRO Vespa GT125 (VNL2T), GTR125 (VNL2T), TS125 (VNL3T), Sprint150 (VLB1T), Sprint Veloce, Vespa Rally180 (VSD1T), Vespa Rally200 (VSE1T)	BGM6420SC	6,99 €



SMALLFRAME V50 – ET3

Cable set -BGM PRO- Vespa V50, V90, PV125, ET3	BGM6460	29,90 €
Throttle control cable -BGM PRO- Vespa V50, PV125, ET3	BGM6440TC	7,90 €
Choke cable -BGM PRO- Vespa - SHBC 19mm (200/130mm)	BGM6441ST	4,90 €
Choke cable -BGM PRO- Vespa - Dellorto SHB 16mm (200/145mm)	BGM6440ST	4,90 €
Front brake cable -BGM PRO- Vespa V50, PV125, ET3	BGM6440FB	7,90 €
Clutch cable -BGM PRO- Vespa V50, PV125, ET3	BGM6440CC	7,90 €
Gear change cable -BGM PRO- Vespa V50, PV125, ET3	BGM6440GC	6,90 €
Rear brake cable -BGM PRO Ø=2,9mm with eye- Vespa V50, PV125, ET3, PK S, PK XL	BGM6440RB	8,90 €
391. Speedo cable bgm PRO Vespa V50, PV125	BGM6440SC	6,99 €

SMALLFRAME PK S

Cable set -BGM PRO- Vespa PK S	BGM6450	27,90 €
Throttle control cable -BGM PRO- Vespa PK S, PK XL1	BGM6450TC	7,90 €
Choke cable -BGM PRO- Vespa PK S, PK XL 1	BGM6450ST	4,90 €
Front brake cable -BGM PRO- Vespa PK S	BGM6450FB	7,90 €
Clutch cable -BGM PRO- Vespa PK S, PK XL 1	BGM6450CC	7,90 €
Gear change cable -BGM PRO- Vespa PK S, PK XL1	BGM6450GC	6,90 €
Rear brake cable -BGM PRO Ø=2,9mm with eye- Vespa V50, PV125, ET3, PK S, PK XL	BGM6440RB	8,90 €
Speedo cable bgm PRO Vespa PK50 S/XL, PK80 S/XL, PK125 S/XL	BGM6450SC	6,99 €

CABLES

VESPA CABLES



BGM6440

BGM6450



Scan for more info

SMALLFRAME PK XL1

Cable set -BGM PRO- Vespa PK XL1	BGM6440	27,90 €
Throttle control cable -BGM PRO- Vespa PK S, PK XL1	BGM6450TC	7,90 €
Choke cable -BGM PRO- Vespa PK S, PK XL 1	BGM6450ST	4,90 €
Front brake cable -BGM PRO- Vespa PK XL1	BGM6451FB	7,90 €
Clutch cable -BGM PRO- Vespa PK S, PK XL 1	BGM6450CC	7,90 €
Gear change cable -BGM PRO- Vespa PK S, PK XL1	BGM6450GC	6,90 €
Rear brake cable -BGM PRO Ø=2,9mm with eye- Vespa V50, PV125, ET3, PK S, PK XL	BGM6440RB	8,90 €

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Scan for more info

SMALLFRAME PK XL2

Cable set -BGM PRO- Vespa PK XL2	BGM6430	27,90 €
Throttle control cable -BGM PRO- Vespa PK XL2	BGM6452TC	7,90 €
Choke cable -BGM PRO- Vespa PK50 XL2, PK125 XL2	BGM6452ST	4,90 €
Front brake cable -BGM PRO- Vespa PK XL2	BGM6452FB	7,90 €
Clutch cable -BGM PRO- Vespa PK50 XL2, PK125 XL2	BGM6452CC	7,90 €
Rear brake cable -BGM PRO Ø=2,9mm with eye- Vespa V50, PV125, ET3, PK S, PK XL	BGM6440RB	8,90 €
Cable catch side panel -BGM PRO- Vespa PK XL, PK XL2	BGM6451PC	4,90 €
412. Speedo cable bgm PRO Vespa PK XL2 (V5N1T, V5X3T, VMX6T), PK XL2 Automatic (V5P2T, VA52T), HP (V5N2T) - black	BGM6452SC	6,99 €



BGM6430

CABLES

CONTROLS VESPA

This is a complete revision kit for the controls of nearly every shift geared Vespa. All parts are top quality and made of a supplier for the Japanese motorcycle industry. The trunnions have the small disc in to protect the cables of cracking. Also included are the cable end sleeve that are essential to fit on all Vespas before the P-range. All in all you get a neat box with 27 pcs. in total.

All parts are available on their own as well.

The delivery contains:

- | | | | |
|-----------------------------|--------|------------------------------------|--------|
| • Cable barrel Ø 8 mm | 2 pcs. | • Cable end sleeve Ø 6.2 mm | 5 pcs. |
| • Cable barrel Ø 9 mm | 2 pcs. | • Cable end sleeve Ø 8.2 mm | 1 pc. |
| • Adjuster screw M5 x 20 mm | 4 pcs. | • Trunnion Ø 4 mm (throttle) | 2 pcs. |
| • Adjuster screw M5 x 30 mm | 3 pcs. | • Trunnion Ø 5.5mm (throttle) | 2 pcs. |
| • Adjuster screw M7 x 20 mm | 1 pc. | • Trunnion (gear selector, clutch) | 5 pcs. |



Adjuster screw and trunnion set bgm PRO Vespa - 27 pieces* BGM6464N 19.90 €

* PX, T5 125cc, Vespa Rally180 (VSD1T), Vespa Rally200 (VSE1T), Sprint150 (VLB1T), TS125 (VNL3T), GT125 (VNL2T), GTR125 (VNL2T), SS180 (VSC1T), GS160 / GS4 (VSB1T), GL150 (VLA1T), VNA, VBA, VBA, VBB, V50, V90, PV 125, ET3, PK

These high quality brake clamp sets are from the same source as our trunnion set. The quality is outstanding and the brake cables are reliably and securely held in place.



Front brake clamp bgm PRO all Vespa models (-1981), Vespa PX (-1984)	BGM6488	3,49 €
Rear brake clamp bgm PRO- Vespa Smallframe, VNA-VBB, Super, GL, GT, GTR, TS, Sprint, GS, SS, Rally, PX	BGM6482	7,50 €
Brake pedal clamp bgm PRO Vespa VNA-VBB, Super, GL, GT, GTR, TS, Sprint, GS, SS, Rally, VL, VB	BGM6487	4,49 €

QUICK ACTION ROLLERS

For the P-range and the PK we have a combined gear change and quick action throttle roller. You can either use it as standard gear change roller (cast on needs to be removed) or as an internal quick action throttle. The larger diameter compared to the standard item enables a quicker and complete opening of the throttle.

The quick action gear change roller for Vintage Vespas is CNC machined from alloy and gives a much better and faster gear shifting. Especially if you have fitted a P range engine to your Vintage Vespa this is the right stuff. The bgm quick action roller gives the right relationship of the levers (handlebar and gear shifter on engine) back on these combinations and long shifting travel is an issue of the past.



BGM64TGC



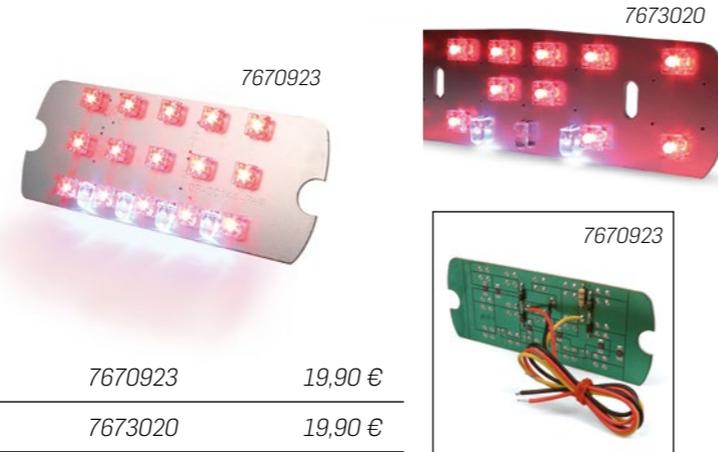
BGM64QA

Quick action throttle or gear change roller bgm PRO PX, T5 125cc, PK S, PK XL BGM64TGC 9,90 €

Quick action gear change roller bgm PRO Vespa VNB5 bis VNB6T, VBB, GS150, GS160 Ø=44mm BGM64QA 22,90 €

LIGHTS

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!



bgm PRO LED reflector 12 V – Series 3, Series 2 (from 1960)	7670923	19,90 €
bgm PRO LED reflector 12 V – Series 1, Series 2 (up to 1960)	7673020	19,90 €

With a growing demand for indicators that can be fitted to a classic scooter without spoiling the lines of it completely, we thought it is time to find a good solution. The micro indicators are all E-marked and hence road legal in Europe.



bgm STYLE Micro LED indicators 12 V, E-mark, 60 x 9.5 mm	7673425	19,90 €
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High quality cast Vespa rear light. It comes complete with a black rubber gasket and bulbs for 12 V as well as for 6 V. Version in unpainted or chromed finish available.



can be used on all Vespa Smallframes



Rear light bgm STYLE Vespa vintage, chrome	BGM5032	44,90 €
Rear light bgm STYLE Vespa vintage, unpainted	BGM5033	39,90 €

Beautiful remade Vespa Rally and Sprint rear light. The quality and finish are outstanding. The shape is like original, the old markings are not there though. Instead it comes with the modern day E-mark.

The delivery contains: rear light glas, its cover, bulb holder, bulbs: 1x Ba15s 12V/5W, 1x Ba15s 12V/10W, gasket between rear light and frame, two screws to fix the glass to the main body. The glass on its own is available as a spare part.



Rear light bgm ORIGINAL-Vespa Rally180 (VSD1T), Rally200 (VSE1T), GTR125 (VNL2T), TS125 (VNL3T), PV125 (german)	7675170	24,90 €
Rear light lens bgm ORIGINAL Vespa Rally180 (VSD1T), Rally200 (VSE1T), GTR125 (VNL2T), TS125 (VNL3T), PV125 (german)	7675687	12,90 €

LIGHTS

Nice and solid retro tail light that is exactly identical to the Vespa Sprint, GT and Super models. The housing is made of high pressure die-cast alloy with a brilliant chrome finish. The good quality plastic lens also includes a retro-reflector, but no approval marks. Comes with a black rubber washer between the tail light and the frame and 12 V bulbs (10W socket BA 15s and festoon 5W socket BA 15s).



7676776



Taillight bgm PRO Vespa Super (VNC1T, VBC1T), GT125 (VNL2T), Sprint (VLB1T since no. 025479), SS180 (VSC1T since no. 0018001) - alloy

7676776 39,00 €

High quality reproduction taillight for Vespa VBA/VBB. Very similar to the taillight of the GS160 model, its supporting face is flat and it only fits VBA/VBB Vespa models. This is the only available taillight for such models. The casing is made of die cast alloy and has a bright polished surface. The screwed casing, like the genuine one, is made of metal as well. The lens has no test mark or logo. The item also includes light bulbs for 12V, 5Watt (light bulb) and 10W (brake light).



7676775



Taillight bgm PRO Vespa VBA1T (110486-), VBB1T, VBB2T

7676775 39,00 €

This is a reproduction of the very first rear light that was used on the P-range. This was used up to the year 1984 and can be fitted to all P range models. The rear light has an e-mark. It comes complete with the gasket and bulbs (brake Ba15s 12V 10W, light Ba15s 12V 5W).

7675978



7675977



7675976



Taillight -VESPA- Vespa P (-1984) with e-mark - red

7675976 19,95 €

Taillight -VESPA- Vespa P (-1984) with e-mark - smoke

7675978 19,95 €

Taillight -VESPA- Vespa P (-1984) with e-mark - white

7675977 19,95 €

This is the nicely made rear light of the Vespa P-range Millenium (my2001) scooters. It fits to all P-range models build from 1977 onwards, gives a nice retro look thanks to the chrome surrounding. With e-mark and 12 V bulb (BA15D).

7676774



7676772



7676773



Taillight -VESPA- Vespa PX EFL (MY, 2001-) - black

7676774 28,89 €

Taillight -VESPA- Vespa PX EFL (MY, 2001-) - white

7676772 28,89 €

Taillight -VESPA- Vespa PX EFL (MY, 2001-) - red

7676773 28,89 €

SEATS

LAMBRETTA

Innocenti had produced **two Lambretta prototypes with 2 cylinder engines**. One featured two cast iron cylinders, an automatic oil pump and a neat toolbox behind the legshield. The other one was equipped with chrome plated alloy barrels, a mechanical rev counter and the possibility to mount twelve inch wheels. This prototype came with a black seat cover and the **Alfatex** material at the sides. On the GP electronics this idea was used for serial production.

We have these covers now hand **made in Italy**. And they are a straight fit to all standard Lambretta seat frames. We offer it as a set with one of Casa Lambrettas seat frames as well.

For that extra comfort and for taking long journeys the horror, the cover is lined with **special foam for extra seat comfort**. This foam can be purchased separately to add it to most of the standard seat covers.

FEATURES:

- Fits to nearly all Lambretta seat frames
- Thanks to special foam comfortable
- Made In Italy
- Subtle looks for that Lambretta connoisseur



BGM2700KT



BGM2700

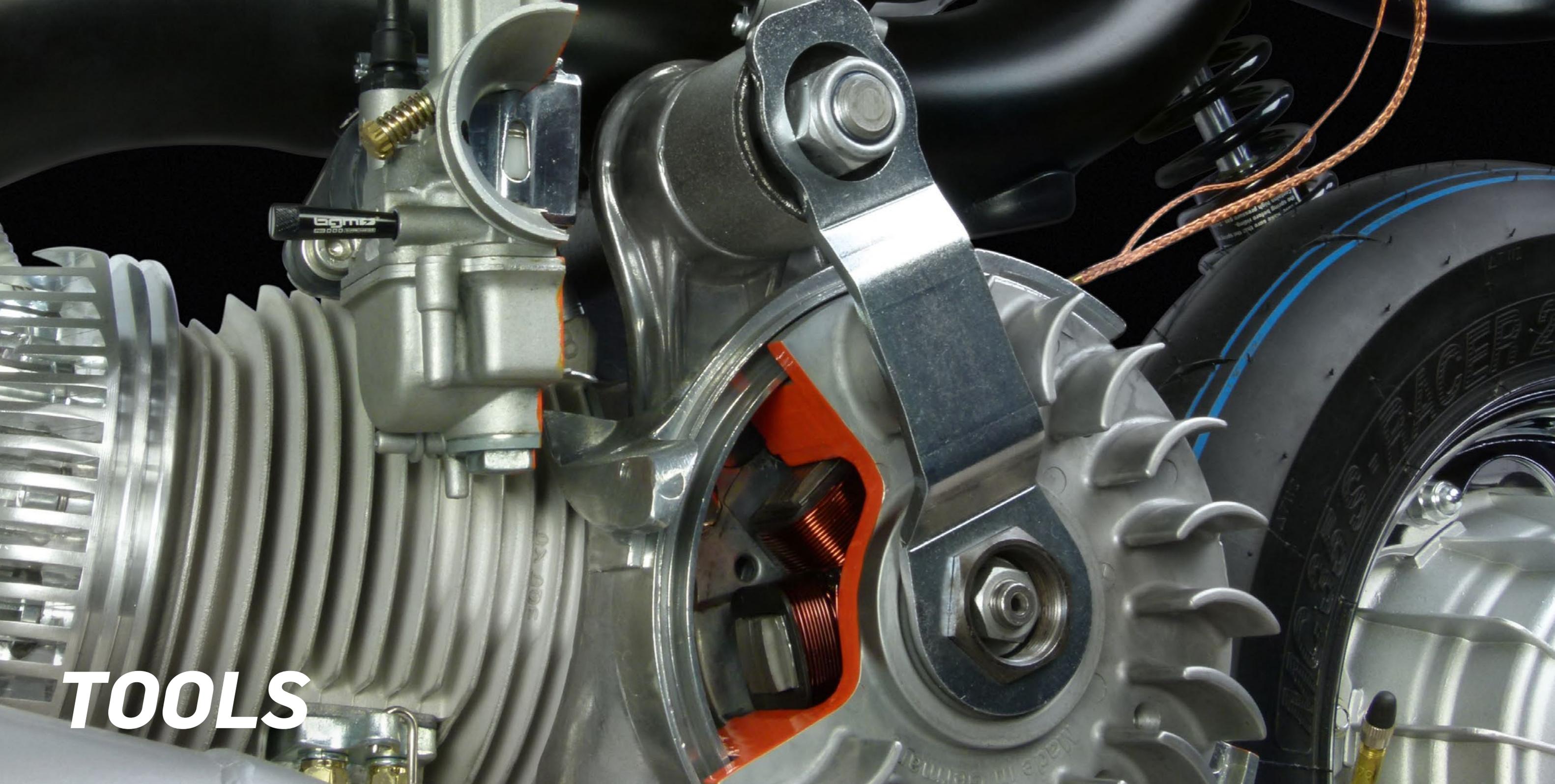
The delivery does contain two additionally clamps and rivets. These can be fitted to the cover to have the row of rivets end-to-end. Another option would be to use a seat strap instead.



3330894

Seat cover bgm PRO Alfatex Lambretta - black (two cylinder prototype)	BGM2700	129,00 €
Seat bgm PRO Alfatex Lambretta - black (two cylinder prototype)*	BGM2700KT	328,00 €
Foam cushion bgm PRO Lambretta for standard seat	3330894	19,90 €

*Delivery does contain seat cover and Casa Lambretta seat frame, these are not pre-assembled



TOOLS

TOOLS

All our bgm tools are made to our designs or are based on the design of the respective manufacturer of the scooter. While all the tools (except of the strobe gun) are designed in Germany, most are also manufactured here. We have split the tools in different categories to give you an easier and better overview.

IGNITION TOOLS

In our experience nine times out of ten engine failures are caused by wrong or poor setups of the ignition or the carburation of an engine. The tools for setting up the ignition you find here. Descriptions how to do it you find in different manuals like Sticky's Spanners Manual or in the Scooter Center Newsblog.

There are different ways to find the top dead centre (=TDC). One incorporates a **dial gauge**. This is fitted with the cylinder head taken off and you then can determine the TDC as well as the pre-ignition timing.



BGM8809

8099009



Another way is to fit set up the ignition timing with the positive stop method. A piston stopper is used on that and after you found the TDC, you can use the timing degree disc to set up the firing point. Moreover the **timing disc** can be used to check the port timings on most two stroke scooters. Our timing disc is black anodized and comes with adaptors to use it on crankshaft tapers of 10 mm or 12 mm. So it can be used on any Lambretta, Vespa or Automatic scooter.

After the setting up the ignition it is essential to strobe the ignition timing. The **strobe gun** does work on all 6V and 12 V ignition systems, but needs a 12 V battery to be operated. An ultra bright Xenon lamp ensures a perfect visibility of the ignition mark. Even at revs beyond the 8.000 rpm mark.



3330637



BGM8811

BGM8819

BGM2109TU

BGM2109T

1800003

The **flywheel pullers** are an essential in every workshop. These are the only real way to get the flywheel off the crankshaft.

The same is true for the **holding tools**. These are designed to hold the flywheel securely and to avoid fins breaking off. The flywheel holder for the Vespa and the one for the Lambretta's with 29 cm engine mounts* have in common that they are fixed to the engine and you have both hands free to take the flywheel nut off.

bgm PRO Multitool - Extractor -M26x1,0 (inside) + 28x1,0 (outside) - flywheel extractor Vespa, Piaggio 125-180 cc 2-stroke, clutch extractor and compressor Vespa Smallframe *	BGM8819	25,90 €
bgm PRO extractor -M26x1,0 (inside) + 28x1,0 (outside)- (type clutch extractor Vespa Smallframe / flywheel extractor Vespa, Piaggio 125-180 cc 2-stroke)	BGM8811	15,90 €
bgm PRO flywheel holding tool, bgm electronic ignition Lambretta LI, LIS, SX, TV, GP, DL - engine bolt 21,5cm + 29cm	BGM2109TU	14,90 €
bgm PRO flywheel holding tool, bgm electronic ignition Lambretta LI, LIS, SX, TV, GP, DL - engine bolt 29cm	BGM2109T	12,90 €
Flywheel holder Vespa all Largeframes, all Smallframes	1800003	9,90 €
bgm PRO dial gauge 0,01-10mm with bracket	8099009	44,90 €
bgm PRO timing degree disc, alloy, black	BGM8809	19,90 €
Strobe light - inductive Pick Up 6V / 12 Volt	3330637	21,95 €

*Does only work with the Lambretta bgm flywheels.

TOOLS

BEARING DUMMIES

These are fitted instead of the bearings into the engine casings. This enables you to measure the port timings and squish clearance before you finally assemble the engine or while you are porting the cylinder and engine casings. So you don't have to fit the engine bearings to get the port timings right or tune the engine casings. So it is less stress to the bearing seats, less stress to the bearing itself and saves you time because the dummies can be simply dropped into place and the cranks is easy to fit as well.

The bearings are Made in Germany and available in all important sizes. The description of the dummies includes the dimensions of the corresponding ball bearing and the name of the bearing.

Guide to read information on size (the bearing dummy for the ignition bearing of a Vespa PX and PK ETS will serve as example):

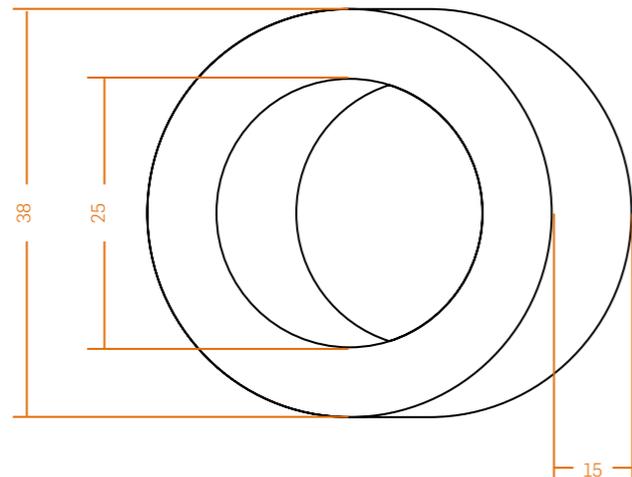
Bearing dummy crankshaft -BGM PRO- NBI 253815 (25x38x15mm)

NBI 253815 = name of the bearing given by the producer (Nadella, SKF, ...)

25 = inner diameter of the bearing in millimetre

38 = external diameter of the bearing in millimetre

15 = width of the bearing in millimetre



Bearing dummy for crankshaft -BGM PRO- conversion to PK ETS bearing (25x47x12mm) -
(used for crankshaft, flywheel side, Vespa V50, V90, SS50, SS90, PV125, ET3, PK S, PK XL) **BGM1207TL** 9,90 €

Bearing dummy for crankshaft -BGM PRO- 6204/NU204 (20x47x14mm) Vespa V50,
V90, PV125, ET3, PK S, PK XL (flywheel side) **BGM1202TL** 9,90 €



Bearing dummy for crankshaft -BGM PRO- 6303 (17x47x14mm) - (used for crankshaft,
drive side Vespa V50, V90, PV125, ET3, PK S, PK XL, Lambretta Lui, J) **BGM1203TL** 9,90 €

Bearing dummy for crankshaft -BGM PRO- NBI 253815 (25x38x15mm) -
(used for crankshaft, flywheel side, Vespa PX, Cosa, PK125 ETS, Rally200 (Ducati)) **BGM1201TL** 9,90 €

Bearing dummy crankshaft -BGM PRO- 613912 (25x62x12mm) -
(used for crankshaft, drive side Vespa PX, T5 125cc, Vespa Rally180 (VSD1T),
Vespa Rally200 (VSE1T), Sprint, GS150/GS3... - crankshaft, flywheel side,
Sprint, GS150/GS3, VNA, VNB, VBA, VBB...) **BGM1200TL** 9,90 €

Bearing dummy for crankshaft -BGM PRO- N205, NU205, 6205 (25x52x15mm) -
used for crankshaft, flywheel side Vespa GS160/GS4, SS180, Rally, T5 125cc **BGM1205TL** 9,90 €

Bearing dummy for crankshaft -BGM PRO- NU2205 (25x52x18mm) -
used for crankshaft, flywheel side, Lambretta LI (2nd series, 3rd series),
LIS, SX, TV (2nd series, 3rd series) **BGM1206TL** 9,90 €

Bearing dummy for crankshaft -BGM PRO- 6305 (62x25x17mm) - used for crankshaft,
drive side, Lambretta LI (2nd series, 3rd series), LIS, SX, TV (2nd series, 3rd series) **BGM1204TL** 9,90 €

TOOLS

EASY STUD INSTALLATION TOOL

This tool is the easiest way to remove and fit studs to an engine casing, cylinder kit and on all other applications. Instead of lock two nuts on a stud, fit the stud and undo the nuts, you simply put the stud into this handy tool, and then fix it with the integrated hexagon socket screw. Afterwards you can fit the studs using a spanner on the tool. Now undo the hexagon screw and you can take the tool off with two fingers while the stud sits perfectly and secure in its thread. Designed to work with short studs as seen on the gearbox endplate on a Lambretta. If you use it for undoing old studs, you should heat up the area around the thread. So you avoid broken studs.



Stud installation tool -BGM PRO- M8 x 1.25mm	BGM72M8	6,90 €
Stud installation tool -BGM PRO- M7 x 1.0mm	BGM72M7	6,90 €
Stud installation tool -BGM PRO- M6 x 1.0mm	BGM72M6	6,90 €
Stud installation tool kit -BGM PRO- M6/M7/M8	BGM72KT	18,90 €

BEARING TOOL SETS

Our extraction tool set for bearings makes taking bearings off as easy as it could ever get. You can even get bearing tracks out off the engine that are fitted into a blind hole, like the gear cluster bearing track on a Lambretta engine. The kit comes with the matching extractor for the most common inner diameters. The clamping mandrel is pushed into the bearing, then it is tightened with an expansion screw. After that, the area around the bearing is heated up properly and the bearing is extracted out of its seat by means of the provided drift punch. If you use it the first time, it might be an idea to use it on a wrecked engine casing before.

The dismantling tool for crankshaft bearings is the right stuff for all bearings that are fitted fixed to the crankshaft or for dismantling the outer track of the crankshaft taper. The parts are evenly extracted and both bearing / track and crankshaft won't be damaged.



bgm PRO dismantling tool set for bearings Ø=8/10/12/15/17/20/25/30mm	BGM8807	99,00 €
bgm PRO dismantling tool set for crankshaft bearings Ø=35-75mm	7671376	69,00 €

YOU BEAT ME TO THE PUNCH

Here you find a fine selection of tools related to the fitment of bearings and outer tracks of these. These are Made in Germany and made from 42CroMo4. To give a nice looking and long lasting finish these are zinc plated.

The punches are used to fit bearings into its seat. The bearing is guided and can't be tilted while it is fitted. The best you can do for your engine.

The mounting tools for the bearing outer tracks works similar. The outer track is guided with this as well and fitting the outer track in a secure way is a matter of seconds. On all fitments of bearing and outer tracks you should use heat and cold to make fitting easier and preserve the condition of bearing seats, tracks and crankshaft tapers.



bgm PRO punch for roller bearing auxiliary shaft Vespa GS160 (VSB1T), SS180 (VSC1T)	BGM7912TL	12,90 €
bgm PRO punch for roller bearing drive shaft Vespa VNA - VBB, Super (VNC till 024899, VBC till 70199), GT125 (till 60899), GL150 (VLA1T), Sprint150 (till 73899), GS160 / GS4 (VSB1T), SS180 (VSC1T)	BGM7910TL	12,90 €
bgm PRO mounting tool outer needle roller bearing front hub back plate (Made in Germany) used for HK2212 (22x28x12mm)- PX (since 1982), T5 125cc, Cosa, PK XL	BGM7900TL	14,90 €
bgm PRO mounting tool inner needle roller bearing front hub back plate (Made in Germany) used for HK2212 (22x28x12mm)- PX (since 1982), T5 125cc, Cosa, PK XL	BGM7901TL	14,90 €
bgm PRO punch for needle bearing front brake hub (Made in Germany) for HK2016 (20x26x16mm)- Vespa PX (since yoc 1982), T5, Cosa, PK S, PK XL	BGM7902TL	13,90 €

TOOLS

YOU BEAT ME TO THE PUNCH 2

BGM7903TL



BGM7904TL



GM7907TL



GM7908TL



GM7906TL

bgm PRO mounting tool for roller bearing 6204 onto crankshaft flywheel side Smallframe (Made in Germany)- Vespa V50, SS50, SS90, V90, V100, PV125, ET3, PK S, PK XL

BGM7903TL 14,90 €

bgm PRO mounting tool for roller bearing NU204 onto crankshaft flywheel side Smallframe (Made in Germany)- Vespa V50, SS50, SS90, V90, V100, PV125, ET3, PK S, PK XL

BGM7904TL 14,90 €

Mounting tool for bearing B188 and NBI253815 -BGM PRO- type PX , Cosa, T5, PK125 ETS (used for crankshaft on flywheel side and for drive shaft on gear selector box side)

BGM7907TL 16,90 €

Mounting tool for bearing cluster gear 6302 -BGM PRO- Vespa PX200, Rally180, Rally200, COSA200, T5 125cc, GS150 / GS3, Hoffmann, T1, T2,T3, GL

BGM7908TL 17,90 €

Dismounting tool for needle roller bearing NBI253815 -BGM PRO- type PX , Cosa, PK125 ETS (used for crankshaft bearing, flywheel side)

BGM7906TL 14,90 €

CRANKSHAFT TOOLS

The **crankshaft pulling tool** for the Vespa Largeframe is designed to evenly pull the crankshaft into the drive side bearing, instead of hammering it into place and risk a twisted crank or damaged bearing seat. The bushing goes onto the crankshaft taper first and then you use locking bolt to pull the crank in place.



BGM7997TL



BGM7998TL

The **crankshaft extracting tool** is used to push the crankshaft out of the bearing on Vespa Largeframe engines. It is fitted to the M6 threads of the clutch cover and then the central bolt is used to push the crank out of place.



BGM7996TL

The **crankshaft extracting and fitting tool** is a set of both tools. All parts are Made in Germany from tool steel and zinc plated for the perfect corrosion protection and nice looks.

448. Crankshaft drive side pulling tool bgm PRO Vespa Largeframe

BGM7997TL 29,90 €

449. Crankshaft extracting tool bgm PRO Vespa Largeframe

BGM7998TL 49,90 €

447. Crankshaft extracting and fitting tool bgm PRO Vespa Largeframe

BGM7996TL 69,90 €

TOOLS

CLUTCH TOOLS

The Lambretta clutch holding tool is perfectly suited to block the transmission for undoing the clutch nut and front sprocket screw without damaging the clutch basket.

The Vespa clutch holding tool is used block the clutch for undoing the clutch nut. Can be use on all Vespa Largeframe and Wideframe scooters. Does not fit on Cosa, Superstrong and Smallframe clutches.

The Multitool 3 bears its name for the reason that it is three tools in one: flywheel extractor (M28x1 external thread), clutch extractor (M26x1 inner thread) and clutch compressing tool. The flywheel extractor fits for all electronic Vespa ignitions* and Piaggio/Gilera Automatic 2stroke scooters with 125 – 180 cc. The clutch extractor with 26x1 inner thread fits for all Vespa Smallframes (V50 to PK XL 2*). The most clever part though is the clutch compressor for Vespa Smallframes. The clutch plates can be taken off without the need to take the complete clutch unit off. So you can swap the plates with the clutch still fitted. The blocking of the primary drive is not needed on this method and you don't have to put the springs in too.

The Multitool 2 features the flywheel extractor and clutch extractor, but lacks the clutch compressing tool as found on Multitool 3.

The clutch compressor can be used for all Vespas. The tool is used to compress the clutch springs. With the clutch springs compressed you can easily and safe take the clutch apart. Real essential stuff in every Vespa workshop.

The clutch extractor from **Wi.FSI-Parts by BGM** is a double feature clutch tool for Vespa. It is an extractor for the Largeframe clutch. The clutch often is tight on the crankshaft taper. This extractor helps you to quickly detach the clutch without damaging anything. The next feature is the compressing function like on the clutch compressor above.



Clutch extractor -Wi.FSI-Parts by BGM PRO- Vespa Largeframe (Vespa VNA,VNB, VBA, VBB, GL, Super, GT, GTR, TS, GS, SS, Sprint, Rally, PX, Cosa, T5 125cc) - can also be used as clutch compressor Vespa Largeframe/Smallframe

3331825 19,90 €



Clutch holding tool Lambretta LI, LIS, SX, TV (series 2-3), DL, GP, J 50-125, Lui 50-75



Clutch holder Vespa all Largeframes, all Wideframes

bgm ORIGINAL clutch compressor for all Vespa Largeframes, all Vespa Wideframes, all Vespa Smallframes

8099003 13,90 €

1800004 6,99 €

BGM8818 14,90 €

*not Rally Femsatronic and PK Automatic

UNIVERSAL TOOLS



The **O-ring pickers** are useful on getting O-rings out of their seat. They can also be used to mark port height etc.



The **circlip pliers** are not heavy duty workshop quality. But good value for the money and they came with adaptors for circlips on shafts and in holes.



The **feeler gauge** set are a measuring tool that shouldn't miss in any toolbox. Right stuff for measuring the gear box play, contact breaker opening and so on.



The **cable plier** is the ultimate tool to adjust cables. A must for every pro-workshop and a real relief for every mechanic. Everyone knows the problem that holding the inner cable, resting the arm, adjust the barrel and fix everything needs at least three hands. This superb tool fills this gap! It blocks the inner cable and gives room to safely and easily set the necessary adjustments.

bgm ORIGINAL circlip pliers Ø=10-50mm (incl. 4 different adaptors 2 bended, 2 straight) 1800008 13,95 €

bgm ORIGINAL O-Ring picker BGM8814 7,90 €

Cable pliers for gear, clutch and brake cables ICETOOLZ 7673530 14,90 €

Feeler gauge -UNIVERSAL- 20 blades, metal - 0.05-1.00mm + 0.002-0.040 inch 1800013 6,29 €

TOOLS

SPECIAL TOOLS

Here we have some special tools that are all Made in Germany. They are all Made from 42CroMo4 (1100Nmm² tensile strength) and zinc plated after the machining process to ensure a nice look and perfect rust protection.



BGM7999TL

The **steering nut tool** is something we are very proud of. It is made to our specifications and supersedes everything out there on the market. It uses a ½" ratchet drive or a spanner with 36 mm width. It can be used for nearly all Vespa, Piaggio and Gilera scooters. It is perfectly suited for all special cases like PX XL2, T5 and Cosa. The tool is designed with sufficient room to tighten the locking nut without interference with the head tube like on most other tools.



BGM1122TL

The **dismantling tool set for crankshaft bearing** is made after the design of the original Innocenti workshop tool N. 59329. The tool is to fit and refit the drive side bearing (6305) of the Lambretta engine. It is designed to work and last. For refitting of the bearing heat the bearing and then use the extractor for simply pulling the bearing out. For fitting the bearing freeze the bearing and/or heat the casing. Then simply pull the bearing into its place.



BGM7905TL

The **mounting tool for the primary drive** on the Vespa Smallframe is used to pull the big primary drive wheel into its seat. The bushing of the tool rests on the inner track of the bearing. With this neat solution there is no pressure on the fragile red brass bush or on the bearing of the primary drive or the bearing seat on the engine casings. Works on all geared Smallframes, from the V50 up to the PK 125 XL2.

Steering nut tool bgm PRO Vespa, Piaggio MADE IN GERMANY	BGM7999TL	39,90 €
bgm PRO mounting tool for primary drive (Made in Germany)- Vespa V50, SS50, SS90, V90, V100, PV125, ET3, PK S, PK XL	BGM7905TL	14,90 €
Face wrench rear hub bearing bgm PRO Øi=28mm/35mm, Øbolt circle=37mm/43mm, 4-pin- Vespa Wideframe	BGM7913TL	49,90 €



BGM7914TL

The **drum brake locking tool** can be used for nearly any Vespa. If you are alone in the workshop and need to work on the rear hub nut, this comes in handy. You can easily undo and tighten the rear hub nut to the needed torque figure. The tool is fixed to the rear hub studs and the PVC handle makes work safe and pleasant.



BGM7913TL

The **face wrench for the rear hub bearing** can be used for all Vespa Wideframes. It can be used on both bolt circle diameters (37 mm and 43 mm). It is used to fix and undo the bearing shield on the rear hub bearing. With the possibility to use it with initial tension and additionally the same thread pitch of tool and nut to skid down is nearly impossible. Fits for all Wideframes like V98, V1T-15T, V30T-33T, Hoffmann HA/HB, VM,VN, VL, VB, VGL, VD, GS150. As well as on Piaggio APE: A1T-15T, AB1T-4T, AC, APA, APB, AD, AEO



BGM7950TL

The **silentblock fitting tool** is one of the essential tools you need on a Lambretta. Without this special tool taking the silentblocks off is impossible. And fitting is easy to with this one. It has some unique features: the wrench size on both sides is the same, the part for fitting the silentblocks has a section for guiding the blocks while fitting. The complete show is made from solid and zinc plated for nice looks and rust protection.

bgm PRO Lambretta LI, LIS, SX, TV (Series 2-3), DL, GP silentblock fitting tool	BGM7950TL	59,00 €
bgm PRO dismantling tool set for crankshaft bearings, Lambretta LI, LIS, SX, TV (Series 2-3), DL, GP	BGM1122TL	64,90 €
Drum brake locking tool 9"+10" -BGM PRO- Vespa Largeframe 10", Smallframe 9" (4 outer holes), Smallframe 10"	BGM7914TL	59,00 €

TOOLS

BGM PRO-TECTION GLOVES

The bgm PROtection fine knit gloves are the right choice for the workshop and your toolbox. They are 100 % nylon fine knit for a perfect fit and a high wear comfort. The breathable back of the hand gives a good climate. The inside hand and fingers are protected against dirt and oil with a PU-coating. The gloves fit like a second skin and the feel of the surface isn't restricted in any way.

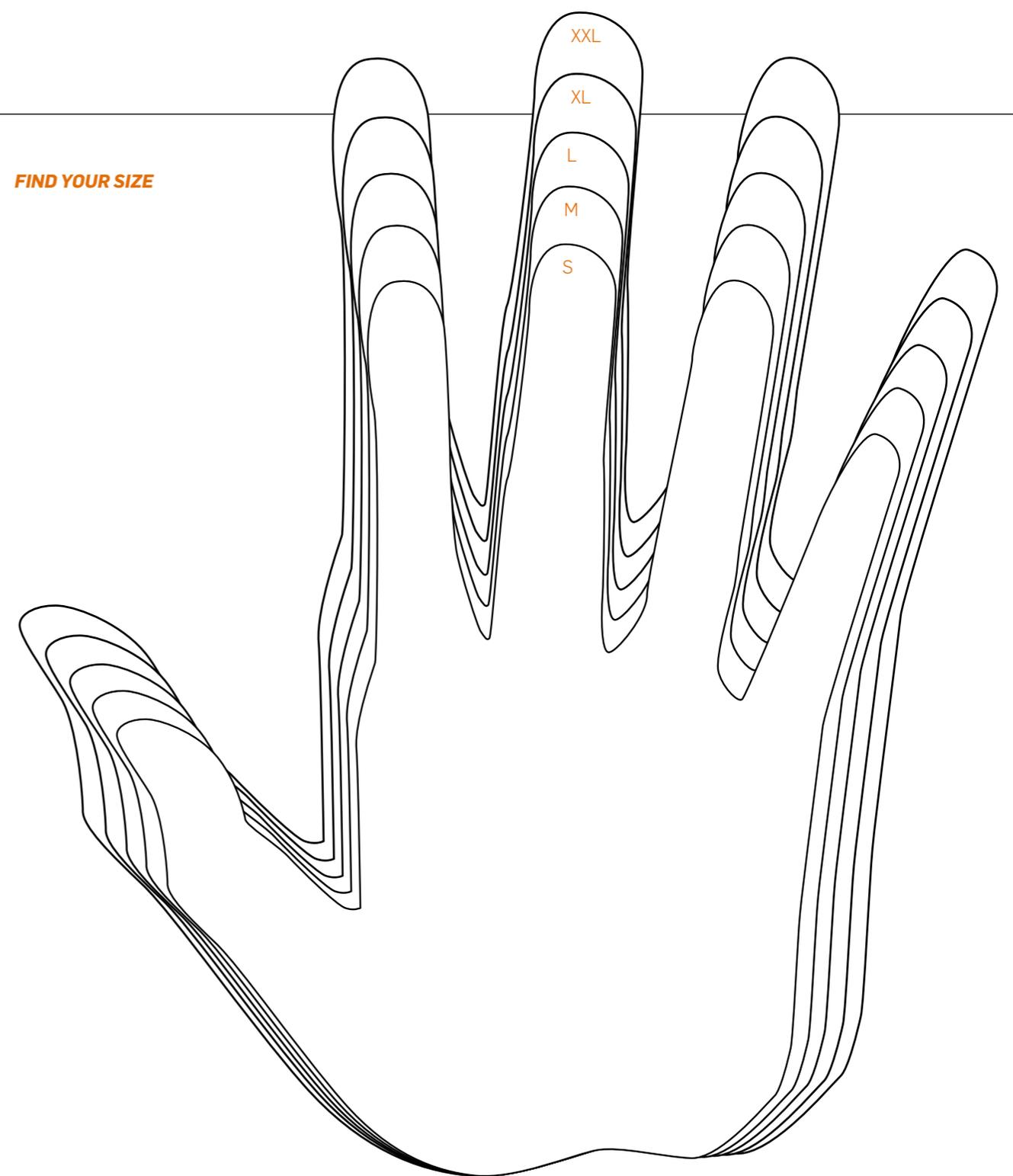
FAETURES:

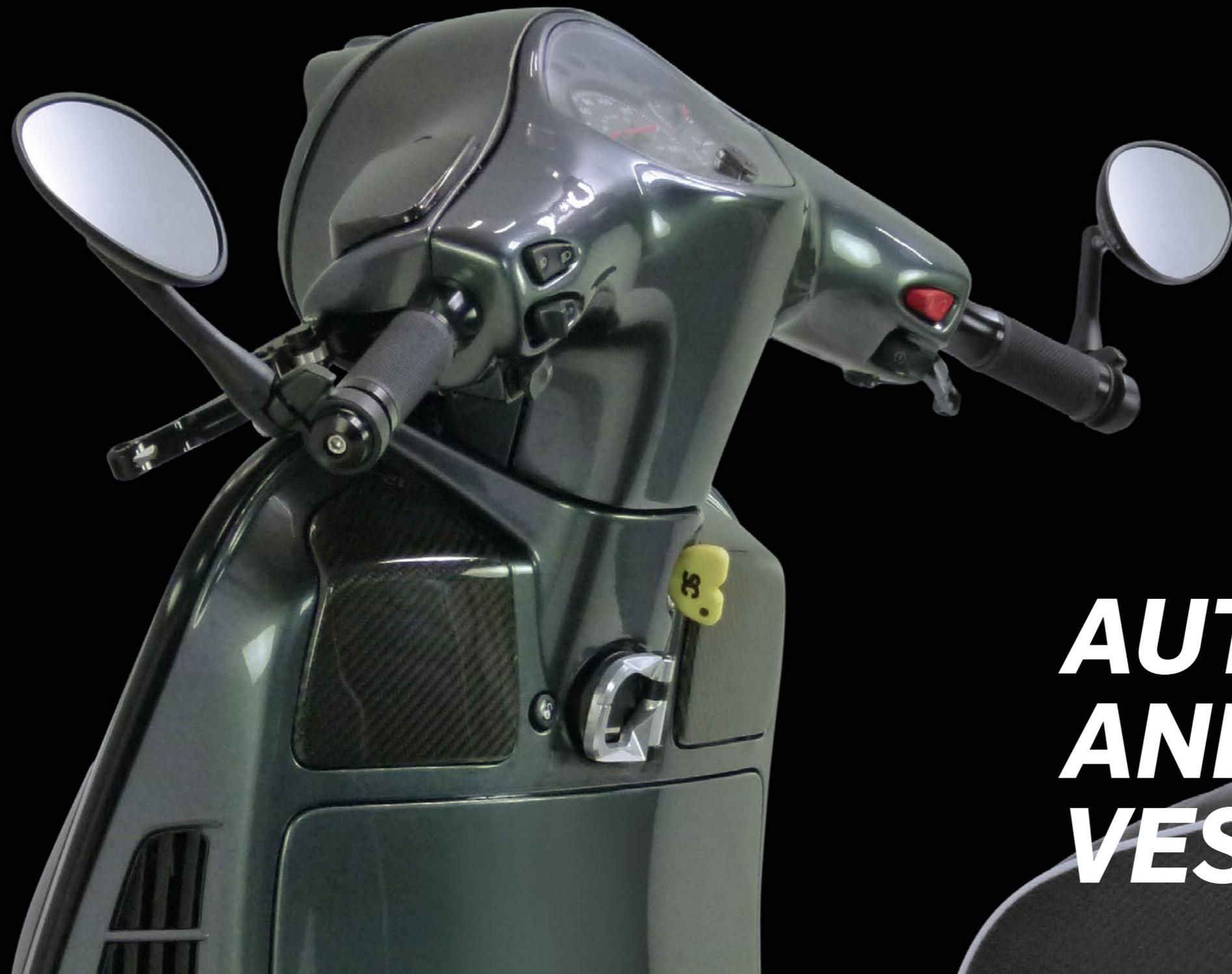
- Fine knit, seamless
- 100 % Polyamid black
- Washable
- Paired in polybag
- EN388, Cat. 4 abrasion resistance
- EN388, Cat. 1 cut resistance
- EN388, Cat. 3 tear propagation load
- EN388, Cat. 1 puncture force



Workshop gloves bgm PRO-tection - size XS (6)	BGM0400XS	1,99 €
Workshop gloves bgm PRO-tection - size S (7)	BGM0400S	1,99 €
Workshop gloves bgm PRO-tection - size M (8)	BGM0400M	1,99 €
Workshop gloves bgm PRO-tection - size L (9)	BGM0400L	1,99 €
Workshop gloves bgm PRO-tection - size XL (10)	BGM0400XL	1,99 €
Workshop gloves bgm PRO-tection - size XXL (11)	BGM0400XXL	1,99 €

FIND YOUR SIZE





***AUTOMATIC
AND MODERN
VESPA PARTS***

MODERN VESPA AND AUTOMATIC PARTS

SELECTED HIGHLIGHTS OF MODERN VESPA AND AUTOMATIC PARTS

Racing crank made to the highest standards. Crank webs and con rod are forged. Ultra reliable and hard wearing crankshaft. Full circle crank. Technical advanced solution. Equipped with SSC racing bearings. Best performance and reliability. Balancing with copper and alloy weights for ultra smooth running engine.



Crankshaft bgm Evolution 2 55mm stroke, 110mm con-rod for Piaggio Maxi 2-stroke* BGM038025 209,00 €

Stay to reinforce and prevent broken casings. Ideal addition for all tuned engines. Easy to fix. Exhaust mounting needs to be modified. Made of a special alloy composition. CNC machined from billet. State of the art for reinforcing casings!



Swing arm brace bgm PRO Superstrong Piaggio 125-180 cc 2-stroke** BGM7900N 229,00 €

*Fits: Aprilia SR125, Gilera Runner 125FX, 180FXR, Italjet Dragster 125, 180, Piaggio SKR125, SKR150, TPH125, Skipper125, Skipper150, Hexagon 125EX, 150EX, 125LX, 180LXT
**Fits: Vespa 125-200, GTL 125-200, GTS 125-300 (-2013), GTV 125-300

The **bgm PRO variator kit** gives excellent acceleration, more power at the rear wheel and a wider gear transmission ratio and therefore a higher speed. Thanks to an engineering trick the bgm PRO vario gives a longer gear ratio. With this the power can be transformed into a higher top speed at the same revs. A major advantage also with further tuning steps taken. With the standard vario the GTS engine runs into the limiter at 125 – 130 km/h. With the bgm item it will run into the limiter at around 150 km/h. The standard contrast spring remains. Countless dyno sessions and road tests showed that this way the power of the engine is best delivered to the rear wheel and not transformed into frictional heat at the vario.

The delivery contains:
Variator
Front pulley
V-belt: kevlar reinforced
Weights:
21 x 17 mm 12.5g (250cc)
21 x 17 mm 13.5g (300cc)
Washers for fixed front pulley:
1 x 1.3 mm, 2 x 1.0 mm
(both to be fitted)



Variator bgm PRO Piaggio 250-300 cc Quasar - Vespa GTS/GTL/GTV 250-300cc, Vespa GTS250 ie, GTS300 ie, GTS300 i.e. Super, GTV300 ie BGM2311 179,00 €

MODERN VESPA AND AUTOMATIC PARTS

SELECTED HIGHLIGHTS OF MODERN VESPA AND AUTOMATIC PARTS



BGM Pro water pump cover in CNC machined and anodised aluminium. The item includes hose clips and gasket. Good upgrade for the water pump, one-to-one replacement of the genuine Piaggio plastic housing. The water pump also has an integrated water drain plug!

Water pump cover bgm PRO Faster Flow- Vespa GT, GTS, GTL, GTV 125-300 - black anodized BGM4820BK 99,00 €

GTS stainless steel and hence forever rust proof GTV/GTS manifold. It fits all genuine and all slip-on sports exhausts. Replaces one-to-one the genuine Piaggio manifold and is characterized by a good fitting shape (made in Europe). Tightening moment lambda sensor: 40- 50 Nm. Tightening moment manifold nuts (copper) at cylinder head: 12-13 Nm.



Exhaust manifold bgm PRO stainless steel- Vespa GTV/GTS 250/300ie BGM0052 54,90 €



High-quality CNC machined aluminium **sport lever** with stainless steel screws from the BGM PRO series. Adjustable in 6 positions making it easy to grip. Vertical folding joint: the lever is made up of two parts and it folds up in the event of a fall reducing therefore the risk of breaking! CNC machined from high-strength aluminium 6061 T6. These brake levers fit the HengTong brake master cylinders mounted after approx. 2006

Brake lever set bgm PRO Sport, adjustable, foldable- Vespa GT, GTL, GTS* - black BGM4600 99,00 €

* Fits: GT 125 2003-2007, GT 200 2003-2006, GTS 125 after 2007, GTS 250 after 2005, GTS 300 after 2008, GTV 125 after 2007, GTV 250 after 2006, GTV 300 after 2008 with HenTong

Handmade in Italy exclusively for Scooter Center.

This seat has a special Alfatex surface on the side and the back reminiscent of the Italian sports cars from the 60s and 70s. Another feature of this seat is the top-quality cushion foam which guarantees a great comfort even on long tours. Superb workmanship! Suitable for vehicles until 2014. If you displace the central rubber support the seat can also be mounted on models with year of manufacture after 2014.



Seat bgm PRO Mono/Sportseat- black (Alfatex)* 3332519 369,00 €

* Fits to Vespa GTS 125 (ZAPM313), Vespa GTS 250 (ZAPM451), GTS 125 i.e. Super (ZAPM453), Vespa GTS 300 i.e. Super (ZAPM452) (-2014)

MODERN VESPA AND AUTOMATIC PARTS

SELECTED HIGHLIGHTS OF MODERN VESPA AND AUTOMATIC PARTS

Variator kits bgm PRO Supertune available for most scooter (Piaggio, Peugeot, Minarelli, CPI, GY6) from 59,00 €

Complete variator kits. All parts are perfectly matched for ultimate performance. Best way to rebuild the transmission with matched parts for best performance and reliability.



Exhaust manifold bgm PRO Piaggio 125-180cc 2-stroke - stainless steel

BGM0050

64,90 €

Unrestricted and rust free stainless steel. Gives 1 hp power increase over the complete rev range. Easy to fit. Quality, straight fitting item. Adaptor plates laser cut and the tube is one piece. Inner diameter 35 mm. Made in Germany.v



Intake manifold bgm PRO Piaggio 50 cc 2-stroke - CS=23mm

A200

9,99 €

Unrestricted manifold for Piaggio 50-80 cc models
Fits all carbs with the smaller connection (Areche 17,5 - 21 mm, Dellorto 12 - 19 mm)
Let your engine breath and gain great acceleration and speed improvement.
The existing air box can still be used.

***Fits: Piaggio SKR125, Skipper125, Aprilia SR125

MODERN VESPA AND AUTOMATIC PARTS

SELECTED HIGHLIGHTS OF MODERN VESPA AND AUTOMATIC PARTS



Cylinder bgm ORIGINAL 125 cc Piaggio AC 2-stroke Maxi*** BGM9977 129,00 €

Economically priced replacement cylinder kit. Superb casting and plating quality. Ideally suited to replace worn out cylinder kits. Delivery contains

Water pump bgm PRO universal, 12V, flow rate 8l/min BGM6300 69,00 €

External water pump. Far superior to the mechanical ones. Works even over 14.000 rpm faultless. No power losses. Electronically driven. Maximum reliability. Body and paddle wheel CNC machined from billet. Tube diameter is 15 mm.

***Fits: Piaggio SKR125, Skipper125, Aprilia SR125

For the most popular engines we have very good priced replacement cylinder kits in alloy available. The thermal coefficient of alloy is far superior to cast iron. The excellent casting quality and the superior material give ultra reliable and long lasting engines. The LC cylinder kits are available for Piaggio, Minarelli and Peugeot engines and are available at bargain price of 99 €.

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SCOOTER CENTER

Scooter Center GmbH
Kurt-Schumacher-Str. 1
50129 Bergheim-Glessen
Germany

Fon +49 (0) 2238 - 3074 30
Fax +49 (0) 2238 - 3074 74
info@scooter-center.com
www.scooter-center.com

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