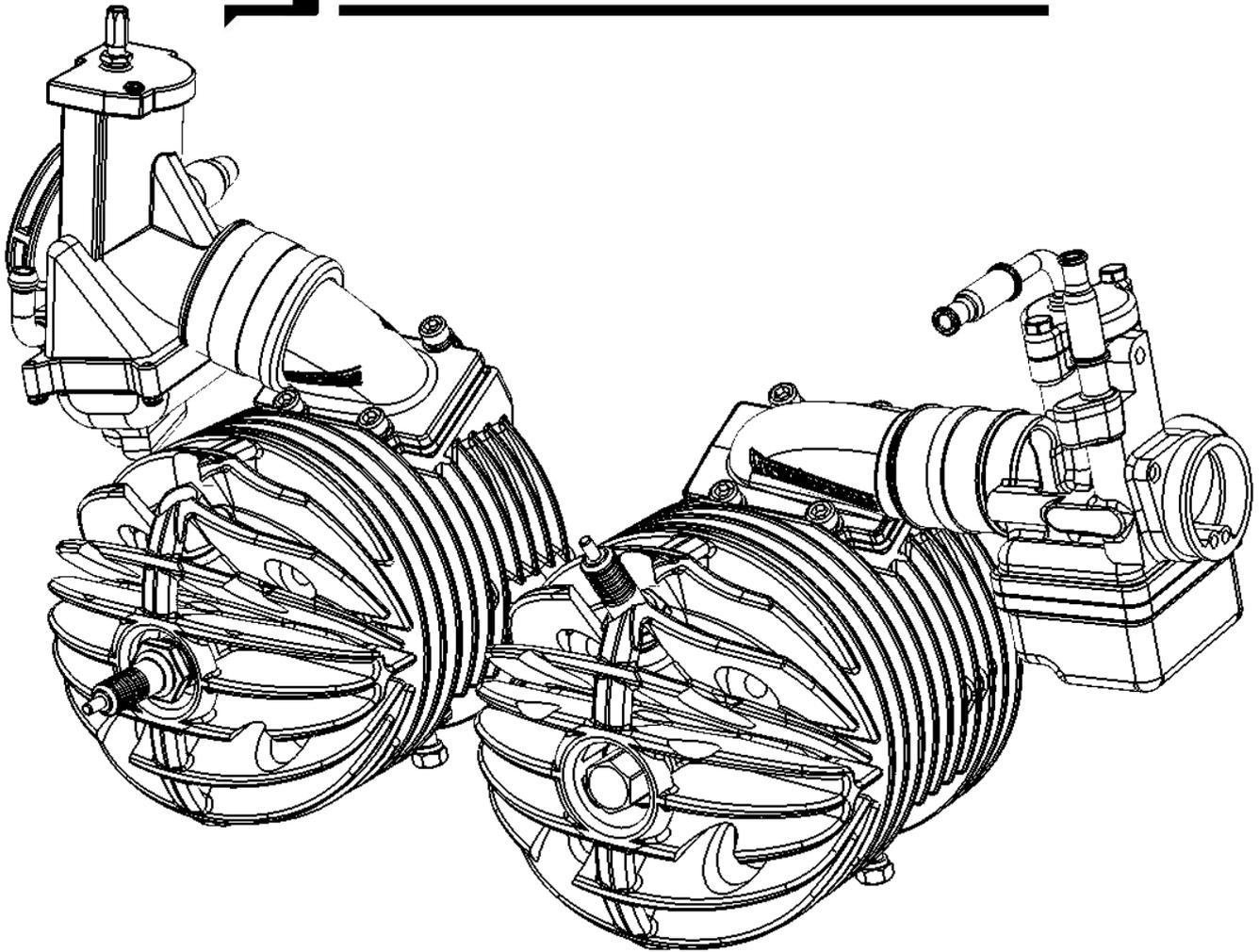


# Granturismo



## Assembly manual

### Section index

1. Pre-fitting kit preparation
2. Installation preparation
3. GT186 Stock Touring Installation steps
4. Air box installation amendments
5. Carburetors, jetting & sparkplugs
6. Running in
7. Care and Maintenance
8. Tuning & performance
9. Disclaimer
10. Trouble shooting
11. Cylinder head specifications
12. Suggested specifications
13. Distributors, spares and service
14. History
15. Accessories

## 1. Pre-fitting kit preparation

Gran Turismo barrels are an iron casting and as such are produced in a sand mould. This is an extremely hot process, which can sometimes leave a small residue of casting sand in the ports or at the base of the fins. It is important to check that the internal ports of the barrel and the manifold are clear of any such debris from the manufacturing process before installation. This is done by washing the parts in a degreaser and scraping any affected areas with a suitably sacrificial screwdriver.

## 2. Installation preparation

This installation will greatly increase the performance of your standard Lambretta engine. It is advisable that you check or replace the main bearings & oils seals before installation. If you intend to use an expansion chamber it is highly advisable to install a GP crank & electronic ignition. With all installations the crank taper, key-way, big end bearing & con rod MUST all be in excellent condition. The crank must also be straight and true, this is a professional job and requires specialist equipment.

All small block Lambretta engines are suitable for GT186Kit. GT200 Big Block kit are suitable for all Lambretta big block casings.

All ignition systems must be reliable and timed accurately to 19 degrees BTDC (2mm BTDC with 58mm stroke and 107mm rod), electronic ignition is preferable. Barrel studs & threads must be in good condition. Gear selectors, clutch and chain must also be in good condition. Series 1 & 2 cranks with plain bush small-end bearings must not be used.

Kit contains the following parts:

- 1pcs Cast iron barrel
- 1pcs Piston, rings, pin & circlips
- 4pcs M6 SS cap head bolts, spring washers and plain washers
- 1pcs Inboard reed valve gasket
- 1pcs Outboard reed valve gasket
- 1pcs Reed valve
- 1pcs Inlet manifold, 25mm, 30mm or 34mm
- 1pcs Wide small end bearing
- 1pcs Porcupine cylinder head (option)
- 1pcs Carb kit (option)

In addition to the kit you will need:

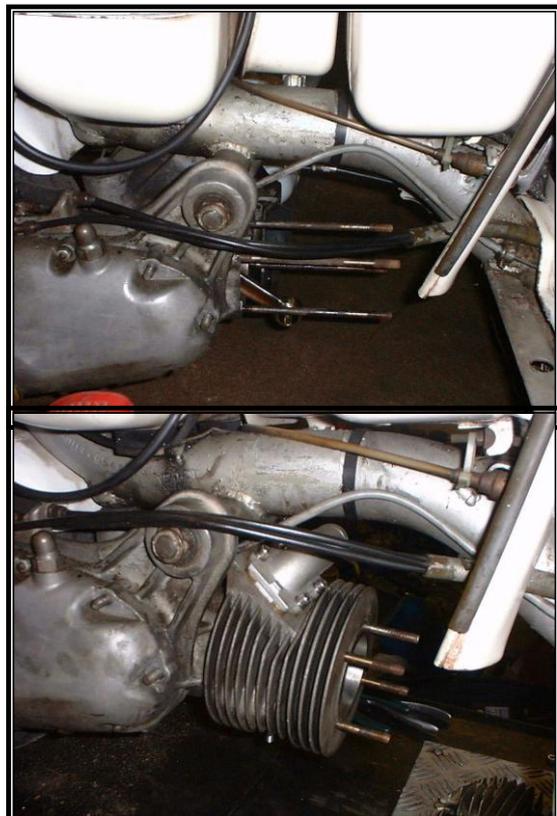
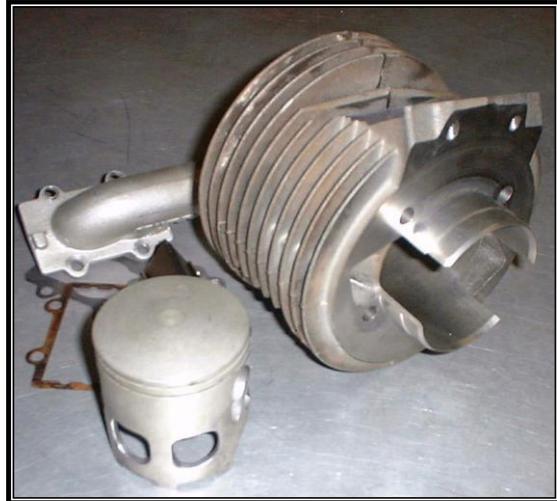
1. Good tools & a quality 5mm ball end hex socket key.
2. 2pcs M7 exhaust studs, nuts and washers
3. Suitable carburettor & cable choke conversion
4. Suitable base & head gasket and or silicon sealant
5. Big bore exhaust gasket
6. Suitable exhaust (42mm clubman or better)
7. Suitably profiled cylinder head

If your engine has not been removed from the scooter prepare your scooter for installation in the following way:

1. Remove foot boards on both sides
2. Remove bump stop & rear shock absorber
3. Remove carburettor
4. Remove exhaust and head cowling
5. Remove cylinder head, barrel and piston
6. Clean base gasket area, removing old gasket and dirt

## 3. GT Stock Touring Installation steps

1. Offer up base gasket to barrel and trim off excess gasket around transfer ports. Or use special GT base gasket. Use GT packing plate and two gaskets if a 110 rod is being used on the crank.
2. Fit base gasket to engine casing.
3. Fit piston rings & right hand circlip into piston. Do not fit the corrugated metal spacer rings
4. Wipe the barrel bore with oil and half insert the piston.
5. Offer up the barrel and piston over barrel mounting studs and slide half way down.
6. Lubricate the small end & fit into con rod.
7. Line up con rod with the piston, press the pin home & fit the left-hand circlip.
8. Slide the piston further up the barrel past the inlet port (the rings might need to be pressed in to help this action).
9. Fit the inboard inlet gasket, reed valve, out board inlet gasket and inlet manifold. Tighten down with the SS



# Gran Turismo

- fixings, use the ball end drive on the 5mm allen key. Space is restricted, take your time and be patient.
10. Slide the barrel all the way home into the engine casing
  11. Fit the head gasket and cylinder head and bolt down **EVENLY**.
  12. If a porcupine head is being used, use 4 head nuts and fit the cowling spacer nut on top of the extra cylinder head nut. This provides extra length for the cowling to fit correctly. Use a soft thread lock to seal the blaing nut thread.
  13. "Turn the engine over" (without sparkplug) a few times by rotating the flywheel by hand. You should feel a smooth rotation with no snagging. This confirms that the installation has no interference problems and the rings are free. Kick it over a couple of times with no plug to check.
  14. Offer up the head cowling and cut out portion of cowling around inlet manifold to insure good fit. All head cowlings can be used (but series 1 Li have the best fit, use spacing pieces to adjust the hex head spacing nut if necessary. If using a Porcupine head check plug access and trim accordingly.
  15. Loosely fit exhaust down pipe and offer up head cowling again. Remove portion of cowling around exhaust where necessary.
  16. Fit exhaust down pipe and head cowling.
  17. Replace rear shock absorber.
  18. Replace bump stop.
  19. Fit the rest of the exhaust system. **Important note!!!** If the down pipe does not fit to silencer do not force it or attempt to bend the down pipe while fitted to the barrel. Remove the down pipe and make corrections to the down pipe in a vice.
  20. Fit rubber mount, carburettor & control cables.
  21. Test start your installation before finally re-assembling the machine.



The Carburettor mouth is in approximately the same place as the original Lambretta air hose. Some machines will require a later air hose to fit the larger carburettor mouths. Intelligent use of the 90degree metal parts in the choke and carburettor kits will make a very neat installation with out having to change the throttle or choke cables. If your throttle cable is too short you will have to change it, in this case refer to your dealer's advice. Fit the small adjustable cable nipple to the throttle cable at the headset end. This will prevent a loose nipple falling off and being sucked into the engine. The small soldered nipple end is used at the carburettor end.

\*Important Note\* Installation of the small block GT kit will increase your machines cubic capacity to 186cc or higher. It is the owner/riders responsibility to advise their insurance company or any controlling authority of this change to the original machines specification.



## 4. Air box installation amendments

When running through the existing air box and filter a small modification is required to make the induction process more effective.

Series 1 & 2

We would suggest that the air scoop under the seat is removed completely. If you have separate seat we advise finding a spare scoop and removing the lower portion of the intake area to improve the volume of airflow.

Alternatively, if you have a series two air box with a "strangle neck" type pipe to the air scoop. We would recommend finding a TV type box with a wider neck or sacrificing a "strangle neck" air box by drilling a series of 12mm holes in a honey comb pattern on one side of the box. These holes are then reasonably well hidden by the fuel tank or glove box. The top inlet pipe of a "strangle neck" air box has a diameter between 19-24mm, this is a great restriction on the induction process and must be changed if improvements in performance are required.

Series 3

For the purest look the scoop can be left but it will require the internal web to be completely removed. If the scoop is hidden under a single seat we would suggest removing the scoop completely. This is to prevent destruction of a perfectly good scoop. Alternatively a sacrificial air box can be used such as the description above. Once drilled as described the inlet will draw most of its air supply through the drilled holes and not the air scoop.

# Gran Turismo

Remember if running through an air box the main jetting will usually have to be reduced. It is therefore important that the air hose is well connected with jubilee clips. If the integrity of the air hose is compromised then the mixture will become weak. This may result in piston damage, and other associated problems.



## 5. Carburettors, jetting & sparkplugs

The conversion will accept most small body 24-25mm carburettors that use a flexible rubber mounting. Check the clearance of the carburettor before committing to purchase. Two of the obvious makes that work well are the following:

**GT186 small block**, 25mm Dellorto. Part number: PHBL25. Cable choke conversion Part number: 53003  
With air box. We would suggest between a 93-97 main jet and B7 plug, 50-55 idle jet, AQ266 atomiser, 40 Slide and D22 needle.  
Without air box & filter. We would suggest a 102 main jet and B7 plug

**GT186 small block** 24mm Mikuni flat slide. Part number: TM24, 001-017. Cable choke conversion MK-412  
With air box. We would suggest a 185 main jet, 17.5 Pilot jet, Top clip on 5d h7 needle, 1.5 turns on mix screw with B7 plug  
Without air box & filter. We would suggest a (TBC) main jet with B7 plug

**GT186 small block** Other carburettor options for 30mm manifold:  
Dellorto VSH 30 flat slide with cable choke conversion Part number: 53003  
Settings for open mouth with Franspeed race. Suggested jetting between 135 - 145 main jet, DP268 (or DQ268) atomiser, U2 needle, 55 slide, 35 idle jet, B35 idle emulsion tube. Timing set at 17 degrees BTDC.

**GT186 small block**, Mikuni TMX30 power jet, Settings for open mouth with Franspeed race. We would suggest between 220-235 main jet.

**GT200 big block**, Dellorto PHBH30 (caution standard version of this carb has restricted access to air screw and idle stop adjustment when fitted to R/H manifold) Cable choke conversion Part number: 53003. Settings for open mouth with Franspeed race. Suggested jetting between 130 -135 main jet, AV268 atomiser, X13 (or X7) needle, 40 slide, 55 idle jet, Timing set at 17 degrees BTDC.

**Caution:** Be aware that exhaust systems do vary in their jetting requirements, **these jet settings are only a guide**. It is important to check the spark plug regularly to insure the jetting is correct. On long runs it is always advisable to increase the oil mixture, in all cases the plug colour is the principle indicator. Remember that if your jetting and plug colour was correct in winter and spring it will need to be checked again in summer or prolonged hot periods.

Be aware that different sparkplug numbers have different properties, hot or cold running types. We recommend that you settle on one make and change plug according to the ambient conditions. We would recommend starting with a cool-ish running plug such as a NGK B7 SE.

### A note on Exhausts.

Changing exhausts will change jetting and some times timing too. If you change exhausts we recommend you monitor your jetting again. Additionally, if you use an expansion chamber, we recommend you retard the ignition timing to 17 degrees.

## 6. Running in

We would suggest a minimum running in period of 250 miles. During this time the spark plug needs to be inspected regularly to confirm correct jetting. For the first 100 miles we would suggest using a 4% two-stroke oil mix in the petrol.

Full throttle is permitted during running in but always back the throttle off once the engine has accelerated away. Do not allow the engine to reach maximum revs (no more than approximately 70% throttle, maximum). Vary speeds and

do not over rev when going through the gears. Do not hold throttle open for extended periods while climbing or descending hills, do not allow the engine to "over run" especially at higher speeds. Use the running in period to evaluate how the engine characteristics have changed.

## 7. Care and maintenance

The barrel and piston maintenance is identical to standard iron barrels with a couple of small exceptions. Firstly the barrel is now working a lot harder than the original equipment, cooling is therefore important. It is advisable that the flywheel has all its fins and that the cooling fins on the head / barrel are not blocked by debris or caked in oil / road dirt. Good "running in" is very important to the longevity of the installation. With care and sympathetic use the barrel will last as long as the originals.

It is advisable to inspect the reed petals for damage every year or so dependent on how often and how hard the engine is used. Replacement reeds can be purchased separately if necessary, replace inlet gaskets to avoid air leaks when doing this.

Oversized pistons are available up to 66.5mm diameter in increments of 0.25mm. The iron barrel can be re-bored and honed just like the original units. The installation will require "running in" after each re-bore. We suggest a piston to barrel clearance of between 0.08 to 0.09mm. The piston measurement is taken from the widest point of the piston. In the case of the piston supplied with this kit the widest point is found at the base of the piston skirt. A 0.08 to 0.09mm clearance is probably considered a very large piston clearance by most re-bore standards but it has proved very reliable in this iron barrel configuration. Always insure that honing is performed on a proper honing machine (Sunnen or Delapina types) power drill attachments with spring loaded stones do not provide acceptable quality standards for squareness, taper or ovality.

## 8. Tuning & performance

Always be aware that most tuning will be at the expense of reliability and certainly longevity (with the exception of point 5). Having said this there are several ways you can increase the performance of this kit.

1. Matching the gasket faces. The iron barrel has larger transfer ports than the engine casing. Matching (sometimes known as "blue printing") the casing to the larger barrel ports will make an appreciable increase in power.
2. Exhaust system. The intended use of the kit is as a fast touring kit, usually with the use of big bore exhaust systems. Fitting a suitable expansion chamber (Franspeed race or super tour) will increase this power. In most cases a noticeable "power band" becomes evident.
3. Inlet. The standard inlet feeds from the left-hand side of the engine for standard looks (25mm for small block, 30mm for big block). A 30 or 34mm inlet manifold can be bought to feed more directly from the right hand side and utilise larger carburettor bodies. Obviously this will be at the expense of the battery tray on most scooters. All GT manifolds and reed valves are inter-changeable.
4. Porting work. This principally involves grinding & polishing ports, inlet and piston. It is a "black art" and a job best done by a respected professional.
5. Gearing. This is by far the easiest improvement to make and will give instant results with no reliability problems. With the extra power provided by the conversion, it is very beneficial (if not essential) to increase the gear ratio to improve top speed & fuel economy. For 150 gearboxes a simple change to a 17 tooth primary drive will give improved performance at a low cost. For Li125 gearboxes a combination of 82 link chain and 18 tooth primary drive sprocket and 46 tooth crown wheel. Use a Gran Turismo chain tensioner for increased flexibility in primary ratio.

## 9. Disclaimer

While every effort has been made to ensure that these instructions are accurate and concise, they are only intended as a guide for general fitting. Your machine may differ slightly from the one described and illustrated.

Granturismo accept no responsibility for any damage or injury caused by the fitting or use of a Granturismo conversion kit. For additional information please consult the Lambretta workshop manual or your dealer. If you feel that you are insufficiently equipped to carry out the installation safely and correctly, we recommend you consult your nearest dealer before proceeding.

This conversion kit carries no type approvals. Verifying the legality of the installation for road use is solely the responsibility of the customer/rider.

## 10. Trouble shooting

This section is a practical guide to fault finding, although it is not fully comprehensive it does cover the majority of problems that we have encountered over the years. This section offers no warranties and makes no guarantees, if your engine still does not start or run properly seek additional help from your Lambretta workshop manual or a competent Lambretta dealer.

Symptom	Possible problem	Check or perform the following
Engine does not start or stops after short time	No fuel getting through	Check tap, check filter, check float valve is screwed home, check float is free. Smother carb with hand and prime by kicking over
Engine does not start, is hard to start or misfires	No Spark, intermittent or weak spark	Look for short in loom, Check ignition and replace parts accordingly. Faults in new ignition components are not uncommon, test

# Gran Turismo

Engine does not start No Compression but crank turns over	Compression problems, from loss of rings, seals, petals or hole in piston	as you go. Check reed valve and petals are closing properly. Check for holed piston, damaged rings/piston. Check timing and jetting if piston holed.
Engine runs erratically has intermittent misfires	Possible carb or ignition problems	Check ignition & loom for correct operation, check carb for air leaks, loose jets & needle valves.
Engine starts and idles but misfires when ridden	Carb, fuel & compression is OK but timing mysteriously seems to move	Possible broken crank, loose timing/pickup, loose flywheel or flywheel boss, damaged woodruff key
Back firing & ignition problems	Reed petal broken and pushed inside reed block	Re-time ignition, or replace ignition. Replace broken petals and clean out petal debris from crank case & barrel
Light heat seizure, caught before wheel locks	Barrel over heating and tight ring gap tolerances. Possible weak mixture, air leaks or no oil. Engine not "run in" long enough	Light hone of barrel to remove marks, replace piston and rings if damaged and re-gap
Medium heat seizure, wheel locks up. Barrel scored, rings bent and light damage to piston.	Barrel over heating and tight ring gap tolerances. Possible weak mixture, air leaks or no oil. Engine not "run in" long enough	Hone/re-bore barrel to remove marks, replace piston (possible next over size dependant on damage) and rings generously re-gap
Heavy heat seizure, sharp screeching noise, wheel locks up, possible bang & rattle followed by no compression. Barrel heavily scored, rings shattered and blown into exhaust, piston is history & looks like Ben Hurr's helmet.	Barrel badly overheating and tight ring gap tolerances. Possible weak mixture, air leaks, catastrophic failure of rod & bearings, barrel stud loose or pulled out or no oil. Engine not "run in" long enough and running flat out.	Re-bore barrel to next oversize. Replace piston & rings with next oversize. Clean out debris from exhaust, and crank case. Inspect for damage to crank, crankcase and cylinder head.
In winter engines runs sluggish and does not achieve peak power, but runs well in the wet.	Possible carburettor restriction, related to weather conditions.	Check to see if your over-trousers stuffed under the seat are blocking the air scoop before getting the spanners out.
<b>Spark plug colours</b>	<b>Colour indication</b>	<b>Action</b>
Spark plug insulator & electrode is very dark or black and oily	Fuel mixture is rich and or oily. This is expected during "running in".	Keep spare plug, brush, clean and rotate use during "running in". If not running in reduce jetting. Check your oil / fuel ratios. Possible drive side oil seal failure.
Spark plug is white, light grey or very light brown and slightly shiny around the insulator	Fuel mixture is lean, weak and or fuel starvation. Warning, Prolonged running like this will cause damage.	Check for air leaks, correct oil mixture and or increase jetting. Possible mag side oil seal failure
Spark plug insulator is a dark dusty coffee brown colour (coffee with a bit of milk)	Mixture is correct (some say a lighter brown colour is better but best to stay on the richer mixture side we think)	All is well in the world, pat yourself on the back and go down the pub (do not drink and drive / ride)

## 11. Cylinder head specifications

New for 2012 is the arrival of the Porcupine cylinder head. This cylinder head answers many of the problems we experienced with converting OEM heads namely, metal porosity, broken fins, small batch quantities, dirty/damaged parts and erratic supply.

Additionally to these problems, the porcupine head is CNC machined for precision combustion chamber shape and has the benefit of a centre spark plug and blanking plug for performance applications, CHT and TDC dial probes.

## 12. Suggested specifications

All Lambretta engines will appreciate in value eventually even Li125s. One of the objects of these kits is to utilise the least valuable engines and preserve future collectibles such as the 175's, Li S and SX150 etc.

### GT186/200 Touring

1. GP Crank and Electronic ignition
2. 42mm Clubman big bore exhaust
3. New bearings & seals throughout (GP bearing to suit crank)
4. New clutch plates
5. New GT clutch springs
6. Gran Turismo chain tensioner
7. Dellorto PHBL 25 or PHBH30 Carburettor with cable choke conversion, elastic mounting and SS clips
8. GT186 or 200 kit with 25/30mm L/H manifold
9. GT Porcupine head
10. Primary drive gearing 17/46 (150 gearbox), 18/47 + 82 link chain (125 gearbox)
11. Casings not matched.

# GranTurismo

## GT186/200 Fast Touring

As Touring but with:

1. Matched casings
2. Full circle and balanced Gran Turismo crank
3. Franspeed Super Clubman

## GT186/200 Super Touring

As Fast Touring but with:

1. VHS 30 flat slide carburettor or modified RD250 Mikuni TM34, elastic mount and SS clips
2. Gran Turismo auto advance / retard ignition system

## GT186/200 Sprint

As Fast Touring but with:

1. Franspeed race or Super touring expansion chamber
2. Gran Turismo auto advance / retard ignition system

## GT186/200 Super Sprint

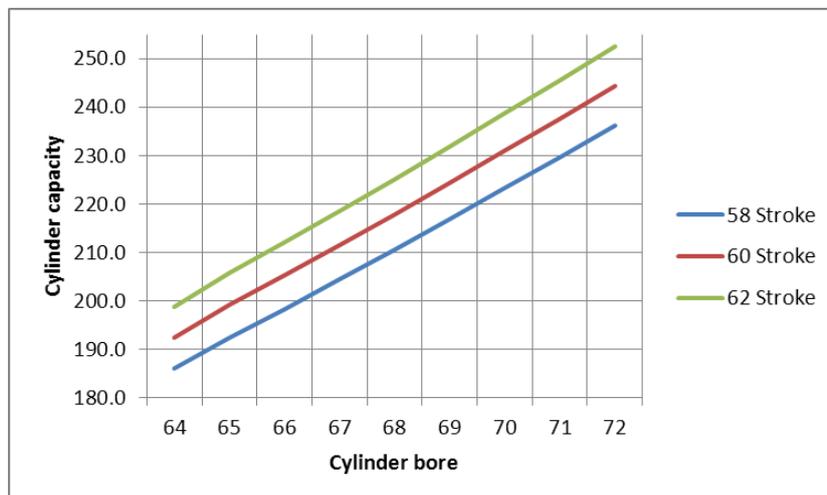
As Sprint but with:

3. Franspeed race expansion chamber
4. Gran Turismo 8 plate billet clutch

## Port timings and configuration

The table below lists the port timings for big block and small block kits configured with 107 or 110 con rods with 58, 60 or 62 stroke crank combinations.

Stroke	58	60	62	58	60	62
Deck	1.2	0.2	0.2	1.2	0.2	0.2
	GT186, 107 rod			GT186, 110 rod		
Packer mm	0	0	1	3	3	4
Exhaust	171.1	172.6	177.7	170.8	172.2	177.3
Transfer	123.4	126.8	134.6	122.9	126.3	134.1
Blowdown	23.94	22.92	21.55	23.93	22.92	21.56
	GT200, 107 rod			GT200, 110 rod		
Packer mm	0	0	1	3	3	4
Exhaust	179.2	180.3	185.1	178.8	179.9	184.6
Transfer	126.7	129.9	137.5	126.2	129.5	137
Blowdown	26.28	25.2	23.78	26.28	25.2	23.79
	GT200 bridged 107 rod			GT200, bridged 110 rod		
Packer mm	0	0	1	3	3	4
Exhaust	173.6	175	180	173.2	174.5	179.5
Transfer	126.7	130	137	126.2	129.5	137
Blowdown	23.49	22.51	21.21	23.48	22.51	21.22



**New for 2013** is the GT200 big Block for 200 cases (GT206 66 bore x 60 stroke). The big brother of the small block kit, this conversion utilises the same 350LC piston reed block and manifold series. It has larger and longer port durations which deliver exceptional performance. Supplied in 66mm bore this cylinder has the potential for 20 over-sizes and piston combinations up to 71.5mm 245cc. Building procedure is identical to the small block kit.

# GranTurismo



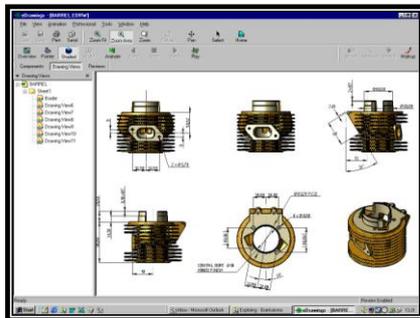
# GranTurismo



### 13. Distributors, Spares and service

**GranSport**  
2 Bowyer Street  
Bordesley  
Birmingham  
[www.gransportscooters.com](http://www.gransportscooters.com)  
Tel. 0121 773 0706

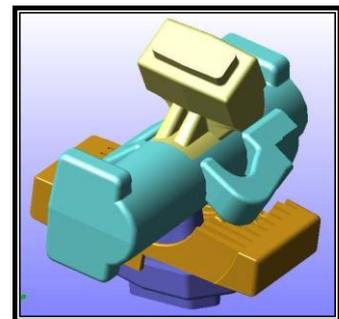
### 14. History



The Gran Turismo project started in 1997 at Gran Sport in Birmingham. Talking with Dez Askill, he said, "Why don't you design a barrel for small casings that goes well, is reliable, powerful, flexible and does not screw up the looks of a restored Lambretta. That way the casings and parts are plentiful and I don't have to keep fitting these F\*\*king 175 conversions".

A year later we had produced 9 prototype castings, which appeared in Scootering. Although there was good progress, there was still some way to go and the production pistons were proving both illusive and expensive. It was at this point that Sticky put me in contact with a

new supplier and samples received. Very fortunately, the prototype castings had enough material on them to be shortened enough to test the pistons without extensive rework. The results were extremely encouraging and with the 25mm Dellorto PHBL replacing the previous Tillotson kart carbs we were making excellent progress.



Time and the rest of the crowd had caught up at this stage and all of a sudden two kits for the same market appeared (typical, you wait all your life for a bus then 3 turn up at once). Obviously there would be a lot of investment in this kit if we were to go ahead and I didn't want to do this if the competition were to cover the same market effectively.

# GranTurismo



A couple of years later I still thought the competition did not cover the market that the GT kit would. So, I decided to test the water at the Worcester parts fair in 2003. Twelve months later we returned to Worcester with the first production kits and the reception was excellent.

Trade relationships were formed over the following months and it wasn't long before we found ourselves having to produce more batches. The "killer application" being fully restored scooters that look standard but are considerably faster than GP200's.

Torque is where it is at, the GT kits deliver excellent torque and this means that a change to primary drive sprockets is essential in all cases. Fit it to your scooter and it won't just be the engine that is converted! You'll be staggered at how well an iron barrel can perform.

## 15. New Parts

### GT Jacket badges

Let other scooter riders know what is under your panels with a smart jacket badge. This top quality chrome and vitreous enamelled badge is hand made in Birmingham.

### GT Panel badges

Let other scooter riders know what is under your panels with our smart panel badges. This top quality chrome and vitreous enamelled badge is crafted into a 50mm chrome wreath with two threaded studs for fitting. Hand made in Birmingham.

### Stainless Electronic mounting kit for series 3

Now available, Robust laser cut stainless steel CDI and rectifier mounting kit for series 3 machines. This compact and smart solution, manufactured in England, features:

1. All stainless construction laser cut from 2.5mm material
2. Captive fasteners for easy assembly
3. Simple and robust design

### GT Universal chain tensioner

Like all things Gran Turismo, the competitive products have been meticulously studied and their short comings eradicated. This sublimely elegant design is simple, pure and delivers market leading value for money and performance.

### GT Full circle balanced cranks

The epitome of lateral thinking coupled with extensive analytical study. The Gran Turismo crank goes back to first principles and explodes many of the myths and fallacious appeals to authority that have been prevalent in the scooter market.

### GT 180 Watt auto advance and retard ignition

Another first from the Gran Turismo stable. The first full off the shelf generator ignition system utilising Aprilia RS125 components. Features include RS125 CDI with auto advance and retard, 180 watt generator and battery, adjustable timing position without even removing the fan cowling, Plug and play compatibility with RS125 tacho and multifunction display. Purpose built high capacity wiring loom with options to power and run all types of electronic power valve systems.

### GT 8 Plate clutch

The first complete 8 plate "off the shelf" clutch system ever developed. This clutch is truly unique and eclipses everything that has gone before. It is as light as a standard four plate clutch yet has the plate pack and spring pressures of a Suzuki RM125 easily holding back 40BHP. The clutch is total precision and has a fingertip feel, clutch drag is a thing of the past! It can even be removed or installed into the engine as one pre-assembled piece.

### GT 7 Plate clutch LOW COST

The first low cost motorcycle 7 plate clutch conversion. This clutch is supplied on an exchange part program. It is as light as a standard four plate clutch yet has the plate pack and spring pressures of a 33BHP Aprilia RS125. The clutch is total precision and has a fingertip feel, clutch drag is a thing of the past! It requires the use of a side case packer and extended kickstart.

## Contact details:

Email: [granturismo@blueyonder.co.uk](mailto:granturismo@blueyonder.co.uk)