

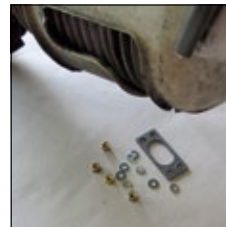


BIG BOX

LAMBRETTA

BGM BIG BOX LAMBRETTA

Congratulations for purchasing the bgm Lambretta Big Box V2 version for your Lambretta. The Big Box features some very unique designs done in the serial production for the very first time. We like to think of it as the most versatile Clubman ever with expansion chamber type performance. Essential for the longevity of the exhaust is to fit it properly without using too much force. Here we have summed up, how our preferred fitting procedure is for the Big Box. First of all make sure that the cutout in the cylinder cowl is big enough to fit the exhaust stub with springs. That shouldn't be a problem if you had an expansion chamber before. Some cutting will be needed though if you had an original style U-bend before. Once there is enough space, remove the old gasket and make sure the sealing area at the barrel is clean. Check that the exhaust stubs are in good nick and sitting properly in the thread.



These are the parts that are needed to fit the exhaust stub to the barrel on a RT kit with the oval four fixing exhaust port.

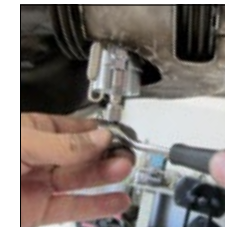


Make sure that the exhaust gasket is fitted the right way round and does not obstruct the gas flow.



The easiest way for the further installation of the exhaust is to put both springs for the exhaust stub in place before it is tightened down to the barrel.

Security advice: For the use of Weicon Anti Seize mounting paste: Keep locked up and out of the reach of children. In case of contact with eyes, rinse immediately with plenty of water and seek medical advice. Wear eye/face protection and gloves. Avoid contact with your skin. If your skin gets Weicon on it wash it off using water and soap.



Tighten down the exhaust brass nuts and use washers and wavy washers under them. Once this is tightened down properly give the exhaust stub a proper smear with the Weicon Anti Seize paste that is included with the delivery of your exhaust box.



Once your hands are greasy smear the exhaust adaptor bush and the connection of U-bend and main box. This makes un-assembling at later stages very easy and prevents the parts sticking together forever.

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Put the U-bend in place and fit the springs using the hook.



If you have some Anti Seize left, give the two M8 screws a smear as well. Bolt down the M8 nuts on the main bracket as well as the two bolts at the exhaust main fixing.



Put the main box onto the U-bend, let the end of tailpipe rest on the floor. The main bracket is not fully tightened down to leave some extra play. Now gently push the box up until the holes in the main bracket and exhaust box match nicely. If this isn't the case on the first try, give it some more tries. Push and bend it a little, sooner or later it will nicely flush into place. Once the right position and angle are found, have a look at the small bracket for the tailpipe.



Fit the springs that hold the exhaust and U-bend together. Fit the underneath screw. And ready you are.



Before fitting the bracket open it up a little so it goes on the tailpipe without scratching it. Let the screw for securing the clamp face to the rear wheel. Otherwise the kickstart lever could touch it. Push the small bracket in place. Bend it together, using the ratchet with the nut for the exhaust screw and tap the clamp back in place. Fit the nut to the stud.

For easier access to the screw that holds the bridge piece in place, you can leave the small clamp and bolts for the exhaust main body disconnected and tight down the front fixing of the floor board and bridge piece before. Leave only the nut to hold the rear runner board at the frame strut unscrewed. Put the exhaust main body in place. Tighten down the small clamp and lift the rear runner board so high that you can fix the bolts using an allen key. Please not that this works with the round head allen key only, that can be used at slight angle.

If there is a problem, simply contact info@bgm-tuning.com for immediate help.

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