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*SUSPENSION UPGRADE*

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*LAMBRETTA*

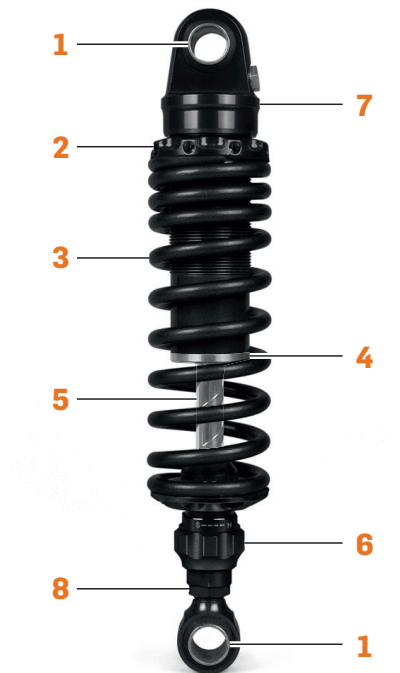
## BGM FULLY ADJUSTABLE REAR SHOCK ABSORBER

The BLACK EDITION is the latest development of the successful rear shocker range used from daily commuting, to hard Rally going and for sure on the race tracks. It is fully adjustable and the most versatile rear shocker ever made for a Lambretta. 21st century technology with classic looks.

Before we give you some useful advice how to setup the spring preload, the rebound and compression dampening as well as the length adjustment, we would like to introduce you to the features of your BLACK EDITION damper:

- 1) rubber mounted bushings
- 2) spring preload adjustment
- 3) progressive spring for ultimate performance
- 4) screwed in plate with UK made oil seal preventing leaking
- 5) massive rod with 14 mm diameter
- 6) knurl for adjustment of rebound and compression dampening
- 7) billet machined CNC body
- 8) length adjustment

READ ADJUSTMENT ADVICE BEFORE USE!



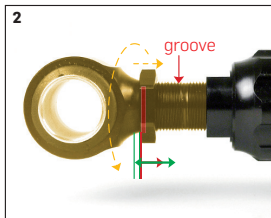
## BGM PRO SUSPENSION UPGRADE FOR LAMBRETTA

### BGM FULLY ADJUSTABLE REAR SHOCK ABSORBER

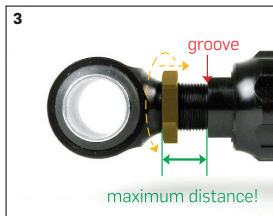
#### ATTENTION!



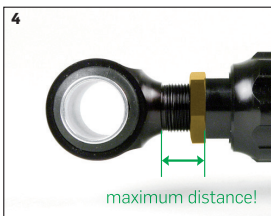
groove indicates end of safe adjustment



thread under groove indicates adjustment area (10 mm)



groove has to be covered completely in shocker mainbody



with groove covered counter nut can be tighten properly

#### SPRING PRELOAD ADJUSTMENT

This feature is used to achieve the correct spring rate for your riding style. The shocker comes equipped with a progressive spring that is the result of the network of bgm test riders worldwide and Mark Broadhurst's development work. It combines the former black and white spring used.

The C spanner is included to the delivery and the more you screw the spring preload adjustment plate the more preload is on the spring. Setup is easy and the black rubber bump stop can be used as an indicator for getting it right. A good starting point is achieved when the rubber bump stop is moving approximately 15 – 20 mm on a standstill with the bike off the centre stand and someone giving a helping hand on keeping the bike central. This setting you can use as a basic setup to elaborate the settings further.

#### Rebound and compression adjustment

There are 12 stages for adjusting. A valve regulates the speed of the flow and hence the response. The way in which the setting is set can easily be spotted by the markings on the adjusting knurl. To get used to the different settings use a well known road to you and your Lambretta and make test rides with the hardest, middle and softest setting. Adjustment can be very easily made on the scooter and with some test rides you'll find the setting suiting your individual riding preferences.

## **BGM PRO SUSPENSION UPGRADE FOR LAMBRETTA**

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### **BGM FULLY ADJUSTABLE REAR SHOCK ABSORBER**

#### **LENGTH ADJUSTMENT**

Before you are going to fit it have a proper look at the way the system works. There is a clearly visible groove in the mounting eye. This is the mark, where adjustment has to end. NEVER ever adjust it above this level.

The length adjustment of the Lambretta rear shocker has been introduced to avoid frame to inlet manifold problems, which occurred on some setups caused by varying tolerances. The length adjustment gives you a range of 10 mm at the rear shock (305-295 mm length).

This adjustment system gives a nice gap between your frame and manifold. The adjustment can easily be done by unscrewing the mounting lug. This has to be done with the shocker not attached to the bike and great care must be taken NOT to unscrew the lug further out than clearly indicated by the groove in it. Once you are satisfied with the length setting the half locknut nut has to be secured. We advise to use some middle strength Loctite and tighten the nut firmly.

#### **TECH TIP**

Always ensure that you use rear shocker nuts with the correct thread pitch (M16x1.5) otherwise you will destroy the thread on the mounting shafts. Self locking nuts are advisable. Set the nut to a torque of 50-55 Nm / 40-40.5 LBS-FT.

#### **BGM FRONT DAMPERS**

The bgm front dampers are a big step forward for fast cornering and a safe and stable ride. They are adjustable to your individual riding style and are highly recommended from street to race use. The specific designed Lambretta dampers are made from high grade alloy and are hard anodized for a long lasting finish. All dampers come with a production number and are continuous evolving to offer you the best product included with latest technology.

The dampers are a straight fit to all disc brake type forks and links. Additionally weld on damper brackets are available and make it easy to convert every Lambretta Series 1-3 fork to fit front dampers. SCK and MBD offer remade high tensile drum or disc links with damper mounts. On intensive testing we found that the original and Stainless Steel studs are perfectly suited for the job.

The latest moulded version of the bushing gives enough material on the metal insert to convert the bushing for the Serveta type studs. You simply have to drill out the holes to the required diameter.

Our recommended setup is: bgm PRO or MBD progressive fork springs, MBD or Casa Lambretta fork links, bgm rear and front suspension units for the ultimate ride.

**FIND ALL THE STUFF AT**

[WWW.BGM-TUNING.COM](http://WWW.BGM-TUNING.COM)

*The bgm PRO Vespa PX 200 BIG BOX gives a standard look with full expansion chamber performance.*

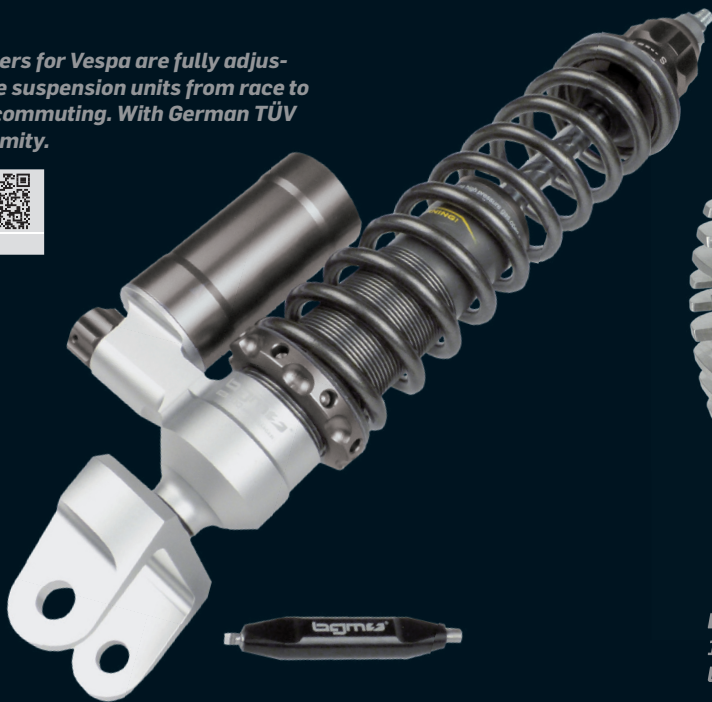


*The bgm PRO Lambretta BIG BOX for full expansion chamber performance with original look.*

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*The bgm PRO shockers for Vespa are fully adjustable, most versatile suspension units from race to rally going to daily commuting. With German TÜV certificate of conformity.*



*Lambretta bgm PRO MRB RaceTour cylinder kits.  
195 cc kits for small casings and 225 cc kits for  
large casings.*

**FIND ALL THE STUFF AT**

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*Lambretta bgm PRO flywheel  
Made In Germany*



*Lambretta bgm PRO V3.0 stator  
plate. Also available Lambretta  
DC and electronic stator plates  
for most Vespas.*



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