

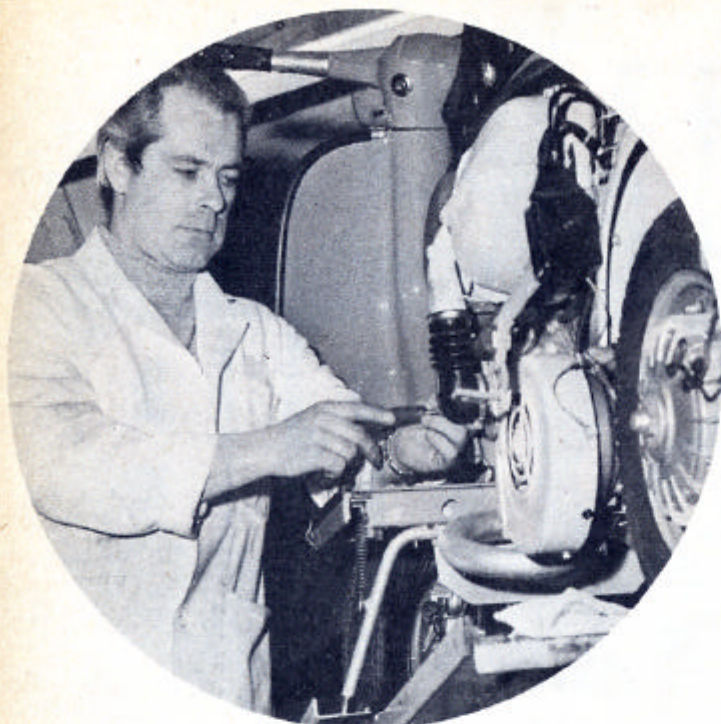
*John Lee shows how to handle work on a popular Lambretta with this . . .*

# GP 200 STRIP

Over the years, scooters have made tremendous advances in performance, roadholding and braking. No longer are they considered as merely handy little runabouts. They have an enthusiastic sporting following and many owners do all their own maintenance, just as do pukka motorcyclists.

The Lambretta GP200 is a fast scooter, capable of almost 70 mph with acceleration to match. The power unit is directly descended from the SX models and is capable of very large mileages between overhauls, but regular and proper maintenance is important if the best is to be had from the machine.

MM staff went to watch a GP200 being stripped at Lambretta House, Purley Way, Croydon, Surrey. They are the experts—if you get stumped, or need any spares, etc, this is the place to enquire about them . . .



## GP200 STRIP

Before beginning to strip your Lambretta, it is as well to find out which special tools you will need—apart from a good general toolkit.

For a decoke, for instance, you will need a pair of circlip pliers for the gudgeon pin circlips and possibly the extracting tool No. 63769 or similar proprietary tool for the gudgeon pin. If the tool is not available, you can probably push the pin out by warming the piston with a cloth soaked in hot water.

It is not recommended to use a hammer and drift to extract the pin unless a second person is available to support the piston. With this method, warmth should be used as before.

Work on the clutch would need a spring compressor, No. 59351, but we have seen strong cord stretched diagonally across the clutch and secured by the nuts which would normally hold the case (or compressor). By inserting a tyre lever under this cord and using it as a fulcrum to lever against the clutch centre the retaining circlip can be removed. It may be a bodge, but it works!

Another clutch tool, No. 59804, is useful for holding the clutch bell housing while the clutch centre nut is undone. Buy or hire this tool from a Lambretta dealer—do not try to jam the chain up in some way—

it might well prove expensive! Flywheel extraction should be carried out with the help of two special tools. Remember that the retaining nut is left-hand threaded. The tool to hold the flywheel while the nut is being undone is No. 58013, and the extractor to pull it off its taper is No. 37058—the most essential tool of them all.

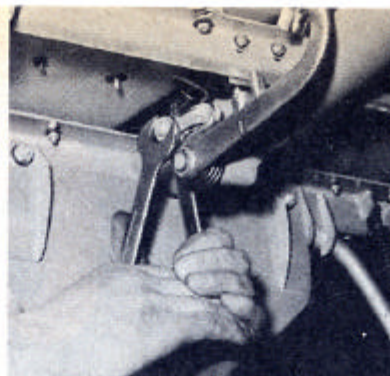
### STATOR PLATE

Before removing stator plate, scribe a line round one edge on to the crankcase so that it can be replaced in the same position. Replacing the stator plate in the wrong position could result in a very weak spark due to the maximum magnetic flux position being in the wrong place.

When refitting flywheel and stator, make sure that none of the wires get trapped or damaged. The green wire is the important one for ignition.

All oil seals must be renewed. There are two seals on the magneto side. Take note of how they are fitted and renew both. Failure to do so may result in loss of compression through one seal and oil loss from the primary case through the other.

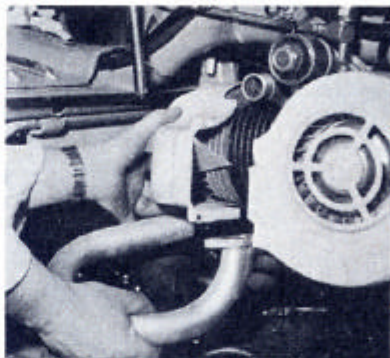
For the serious Lambretta mechanic, the official Lambretta Home Workshop Manual goes into great detail on all aspects of all models. It can be bought from most Lambretta stockists.



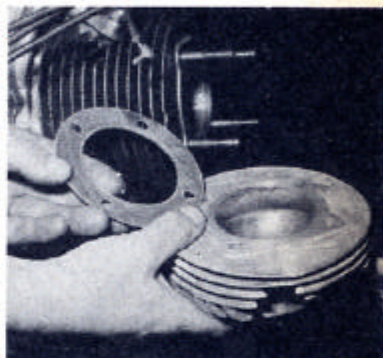
Undo front brake clamp to disconnect cable. This is easier to replace than the rear clamp. Use two 17 mm spanners, as shown



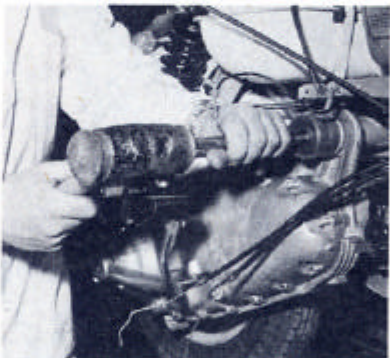
Check cables for fraying and signs of severe wear. Gaiters are designed to stop water and grit entering cable—replace if worn



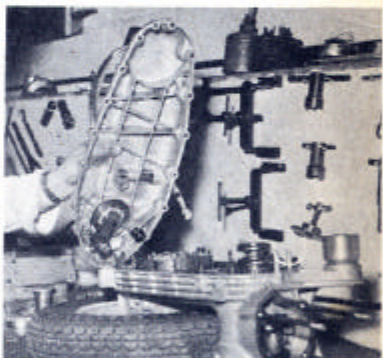
Undo the 11 mm brass exhaust pipe nuts, then drop pipe and take off cowling. The mag is now accessible. Check exhaust washer



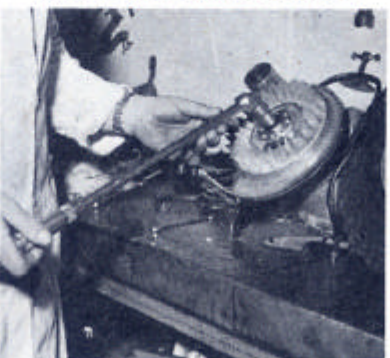
Four nuts hold the cylinder head on; the bottom offside one is a sleeve nut into which the cowl-ing bolt fits when rebuilding



... front engine pivot bolt can be knocked out. Disconnect four wires from rectifier and make sure no cables are still attached



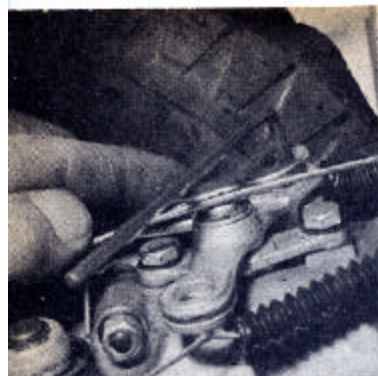
Lift engine on to the bench and undo the clutch case retaining nuts—all of which have washers. It pays to renew paper gasket



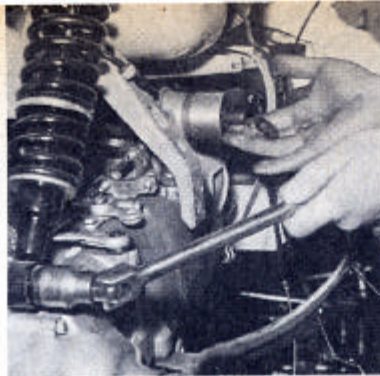
Lock engine and undo the left-handed threaded flywheel retaining nut. The flywheel can only be removed with an extractor



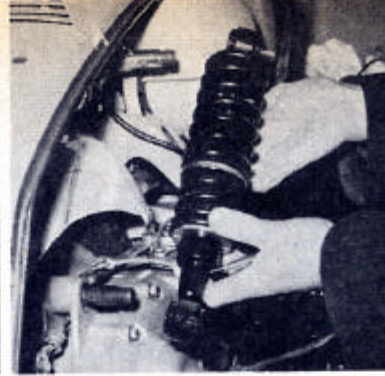
Note that there is a mark on flywheel housing which should line up with arrow on flywheel when points begin to break



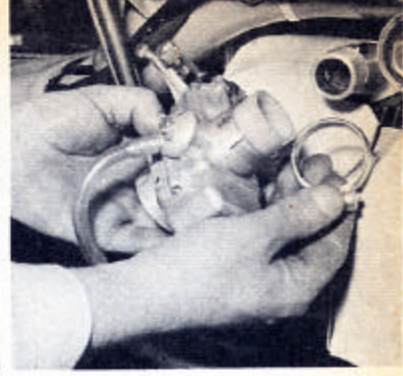
When releasing gear cables you will need a 3.5 mm Allen key and a 9 mm open ender to hold trunnion. It's best to select neutral



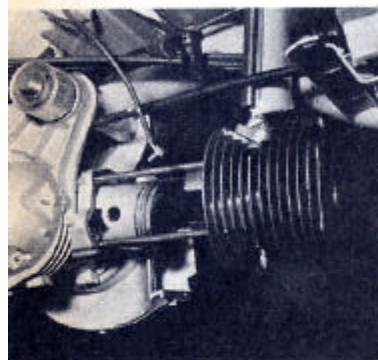
With a socket spanner, remove the 24 mm nuts from engine pivot bolt and bottom of suspension unit—note that both have washers



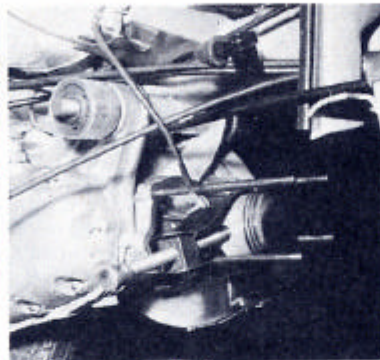
Take off suspension unit top nut, then unit itself. This will allow engine to pivot forward for easier work on top end



Remove air cleaner and undo the carb clamp with an 8 mm ring spanner. Lift carb off and disconnect earth from cowling



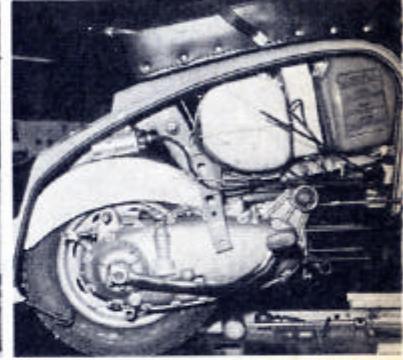
With the head removed, the barrel will slide off. Check retaining bolts for secure fixing in the crankcase and renew base gasket



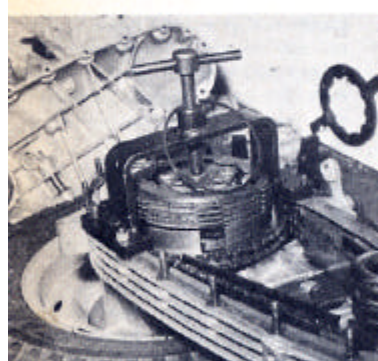
Remove gudgeon pin circlips and extract pin itself. The tool in picture is the proper one, but it is not absolutely essential



Here you can see the small end needle rollers—note the spacers on each side. These spacers are important and cannot be omitted



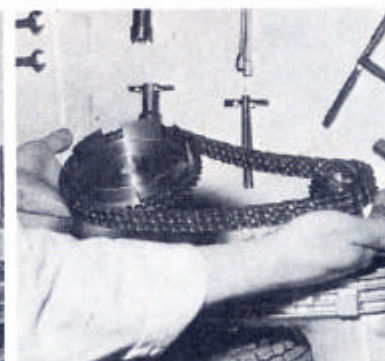
Now that the top end of the engine has been removed it is necessary to replace the suspension unit before the . . .



Another special tool for compressing the clutch while getting the circlip out, but you can get by without it (see text)



Knock down tab washer on clutch centre nut, lock motor and undo nut. The shock absorber nut can also be undone and the . . .



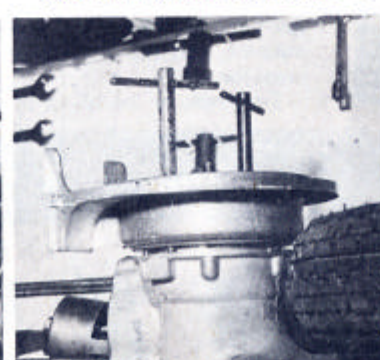
. . . spring removed. Clutch and engine sprocket come off together as chain is endless. Being double row it has a very long life



The shock absorber sleeve is splined and must have no wear on spline faces. Don't forget the baffle plate under shaft



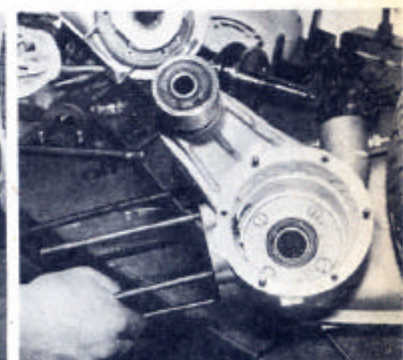
Don't lose washer behind flywheel nut. Scribe position of the stator so as to get maximum magnetic flux when rebuilding motor



The safe way to remove flywheel housing—screw in extractors. However, it can be tapped gently off with a soft-faced mallet



Turn crankshaft until the conrod is at its lowest position. It should then be easy to wobble the complete assembly from case



The oil seals on both sides must be renewed or you will lose compression and all the oil from the primary case