

Threewheeler

Lambretta 175 Li

Instruction Manual

INNOCENTI

SOC. GENERALE PER L'INDUSTRIA METALLURGICA E MECCANICA

MILANO

NEW YORK

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MOTOR DIVISION



motor division

We are honoured and pleased to welcome you amongst the owners of a **LAMBRETTA 175 li - second series** Three-wheeler and appreciate your choice of our product.

Your **175 li - second series** Threewheeler was designed and built in our works and has reached you after exacting checks and tests, thus ensuring the perfection and warranty of our product.

The life of your Threewheeler depends very much on the use and maintenance you give it. We have here, briefly summarised some fundamental hints and instructions which we feel will help you in knowing and making the most of your new machine.

Remember we have created in this country and throughout the world a network of Authorised Lambretta Service Dealers, with trained personnel and fully equipped with tools and original spare parts to ensure the perfect functioning of your machine. Accept our advice and take advantage of their skill and expert knowledge at any time, bearing in mind that every member of this great Lambretta Organisation is at your service.

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Fig. 1

Lambretta THREEWHEELER 175 li - second series
with open body



Fig. 2

Lambretta THREEWHEELER 175 li - second series
with Box Body

4



Fig. 3

IDENTIFICATION OF THREEWHEELER

The frame and engine numbers, which serve to identify your threewheeler in accordance with the Rules and Regulations are stamped as shown in figures 3 and 4.

When ordering spare parts both numbers should always be quoted.

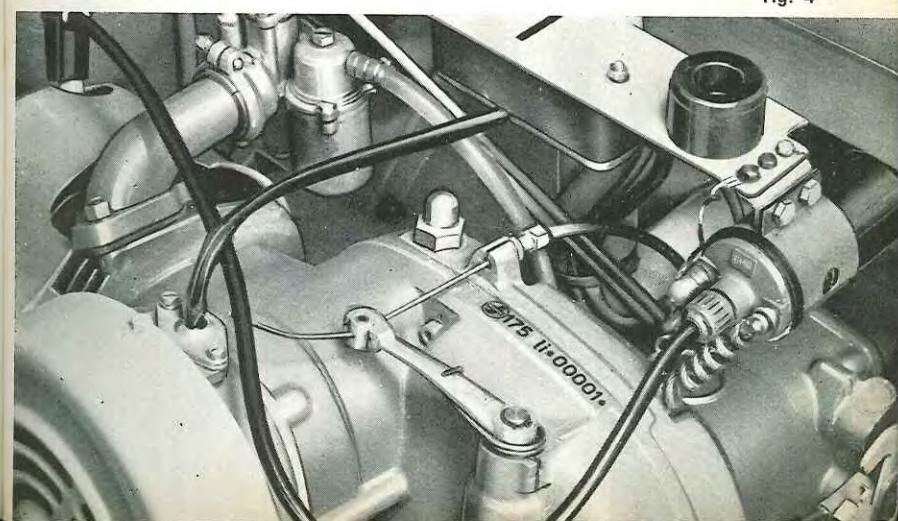


Fig. 4

CONTROLS

Fig. 7 shows the controls on your threewheeler. They are:

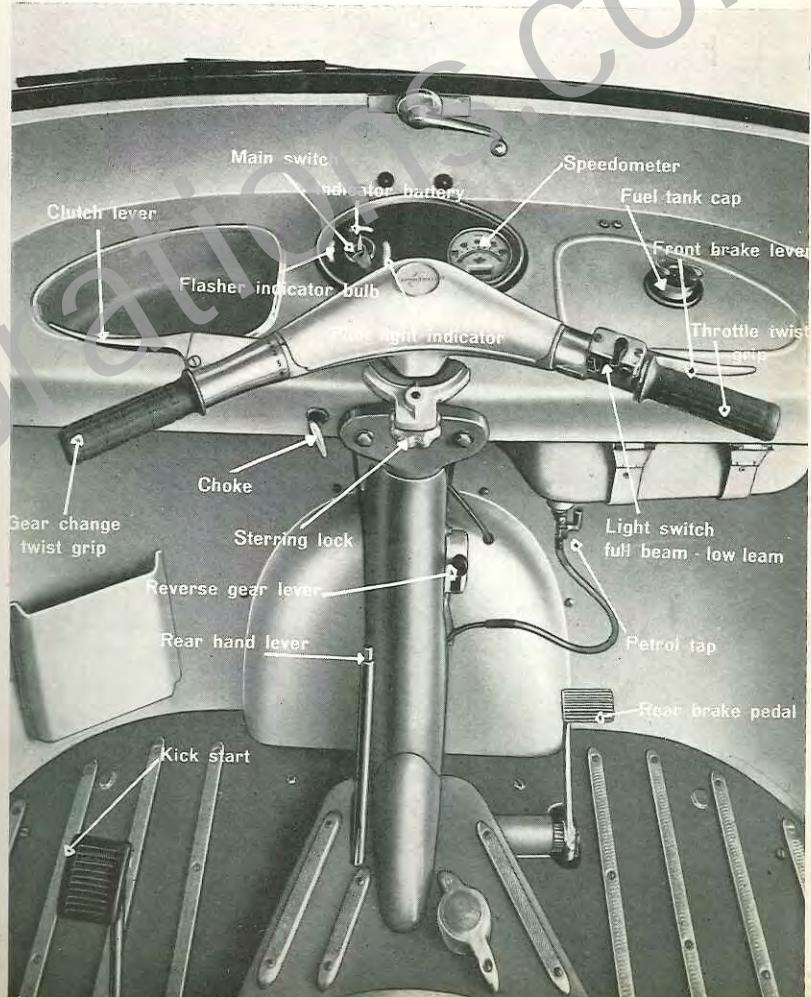


Fig. 5



KEYS

The set of keys supplied with your threewheeler is for the R. H. door handle, fig. 5, and for the main switch on the dashboard in front of the handlebars, fig. 6.

Each key has a number stamped on it and the same number is stamped on the lock, so that in case of loss a replacement can be obtained by quoting the appropriate number.

Fig. 6



On the Handlebar

Right hand - Throttle twist grip and front brake lever, horn button, headlamp switch and direction indicator flasher control (the flasher telltale bulb is fitted on the left hand side of the dashboard - Red light).

Left hand - Clutch control lever and gear change control.

Centre - On the centre of the handlebar (towards the driver) is fitted the steering damper knob.

On the Dashboard Control Panel

Left hand - Main switch with five positions, which are:

O - Key straight - Vehicle at standstill, lights out, engine still.

ST - Key turned to left - Pilot, parking and rear lights on; for parking in non-illuminated zones. (Tell tale bulb on dashboard Right hand - Green colour).

1 - Key turned to Right (1st position) - Day running with lights out.

2 - Key turned to Right (2nd position) - Night running, Pilot, parking and rear lights on. (Green light on dashboard).

3 - Key turned to Right (3rd position) - Headlamp, parking and rear lights on, for night running in dark areas. (Headlamp beam control on R.H. twist grip).

The key can be extracted when in positions « O » or « ST ».

Around the switch - Parking light indicator bulb (green light).

Ignition - Indicator Bulb (orange intermittent light).

Right hand - Speedometer (with drive box or gear box).

On the Dashboard

Right hand side - Fuel tank cap.

Left hand side - Choke control knob (to be used only when starting on cold engine). Rotate knob half turn.

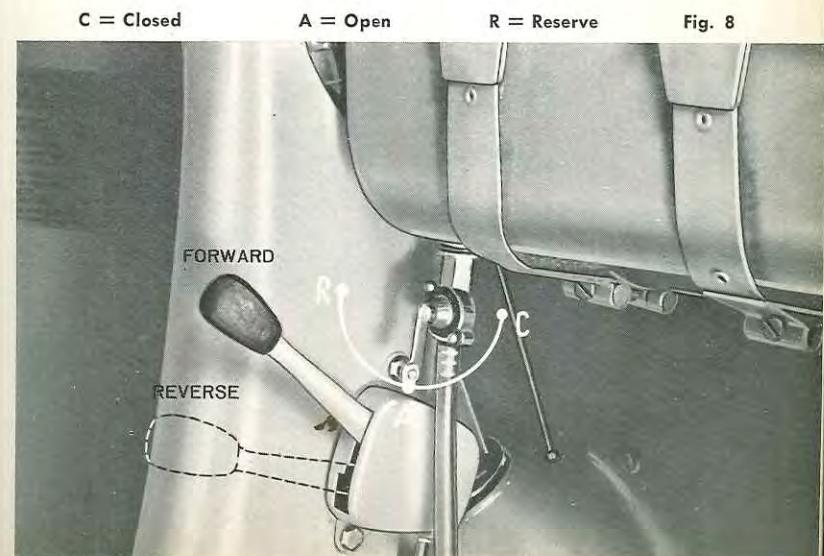
Under Fuel Tank

Three way Petrol tap (fig. 8) with the following positions:

C = Closed.

A = Open.

R = Reserve.



When machine is not in use it is advisable to put tap lever to C (Closed position).

When reserve is turned on there remains 2 pints of petrol, sufficient for about 15 miles.

Left hand side - Choke button - to be used only when starting with cold engine.

On the main frame strut in cabin

Right Hand side - Reverse gear lever (the lever must only be used when vehicle is at standstill and gear change control in neutral). (To reserve, see page 21).

Left Hand side - Rear wheel hand brake lever. This control fitted with stop blocks the machine when parking, but can be used during running in case of emergency.

On Right hand footboard

— Rear Brake Pedal (Hydraulic Brakes).

On left of bonnet

— Kickstart pedal. (Before using the pedal ensure that the gear control is in neutral, insert main switch key and turn to day running position - 1).

On Left hand side of cabin

Rear mirror.

SERVICE INSTRUCTIONS

During running-in period

(During first 900 miles) Keep strictly to the following rules:

- Use a mixture of 4 % Oil (BP-Energol Two Stroke) and good standard petrol.
- Do not exceed the following speeds:

m. p. h.	1st	2nd	3rd	4th
	6	12	19	25

- Do not maintain these maximum speeds for long periods.
- Do not climb hills in full throttle.
- Take great care **not to overheat** your engine.
- Take great care to have your machine fully serviced as per the service schedule at the correct time, by one of the authorised service agents.

Remember that the life of your vehicle depends entirely on the running-in schedule being properly maintained.

Fuel - Fuel tank

The correct fuel mixture to use during and after the running in period is a 4 % (25-1) BP-Energol Two Stroke petrol mixture.

The fuel tank contains a total of 2½ gallons (11.5 litres) of which 1¾ pints are reserve, sufficient to cover about 15 miles. (For tap lever position see fig. 8).

Wheels

Tyres - front 4,00 x 8"; rear 4,00 x 8" T (The T mark indicates Heavy Tread tyres for commercial vehicles).

Pressures - Front 28½ lbs/sq.in. (2 kg/cm²) - Rear 49½ lbs/sq.in. (3,5 kg/cm²).

To dismantle the front wheel

- unscrew the four dome nuts fixing rim to hub (care must be taken **not** to unscrew the other nuts);
- unscrew the two nuts holding hub to trailing links;
- slip wheel from links and hub, taking care not to pinch or bend the front brake.

To dismantle the rear wheels

- unscrew the four dome nuts and slip wheel from hub.

To dismantle tyre from rims

- dismantle wheel (as above);
- ensure that tyre is deflated;
- unscrew the four nuts holding the rims.

Brakes

Ensure that the brakes are kept regularly adjusted so that the wheel is completely free to rotate, but the braking effect begins immediately the lever or pedal is used.

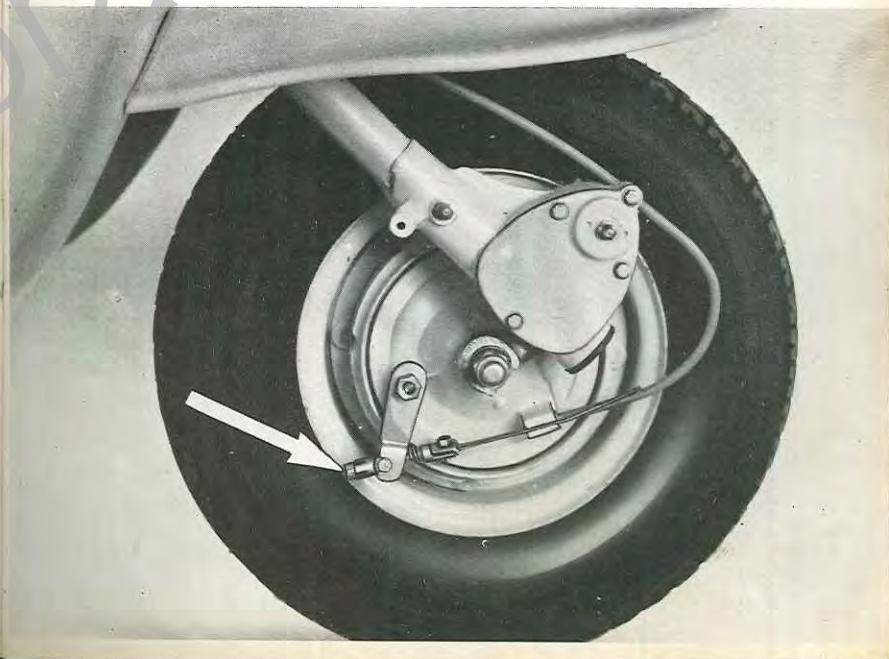
Adjustment of the front wheel is carried out by means of the adjuster - see fig. 9.

For the rear wheels, the adjustment carried out as follows:

- **Hand controlled brake:** by means of the adjusters on cables (See fig. 10).
- **Hydraulic Pedal Control:** by means of the shoe adjusters (See fig. 10).

After adjustment of the brake shoes, check the hand control and if necessary adjust the cable tensions.

Fig. 9



To check the fluid level in the master cylinder reservoir, unscrew the reservoir cap (See fig. 11).

When it has been necessary to detach any of the hydraulic brake pipes, make sure before reassembly to eliminate any air bubbles which may have formed in the pipes.

Unscrew the air bleed screw (fig. 10) and detach caps; actuate rear brake pedal until from bleed screw only oil without water or air flows out.

Tighten screws, while brake pedal is pressed fully down and replace caps. Check fluid level in master cylinder reservoir.

A hydraulic stop light switch is inserted into one of the brake pipes.

Clutch

Keep clutch control continuously adjusted so the clutch starts slipping when the lever is in the position as shown on fig. 12. The adjustment of the clutch is through the adjuster shown in fig. 13.

Headlamp adjustment

Check tyre pressure. Place a vertical screen as shown in fig. 14. Put vehicle in normal load condition. Unscrew rear V screw on lamp and rotate slightly, until the upper edge of the illuminated zone of the dipped beam coincides with the horizontal line traced on the screen.

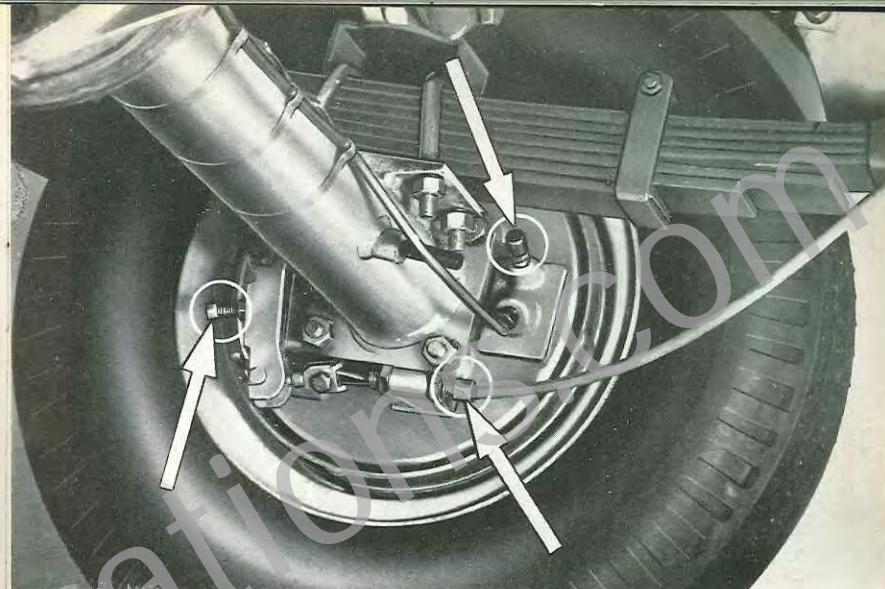


Fig. 10

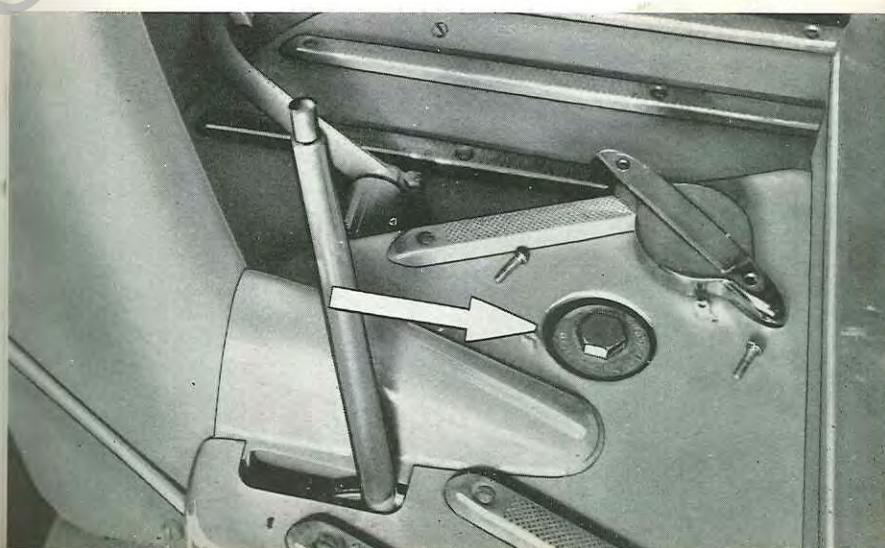


Fig. 11



Fig. 12

$1 \div 2 \text{ mm}$ equal to $1/16''$ approx.

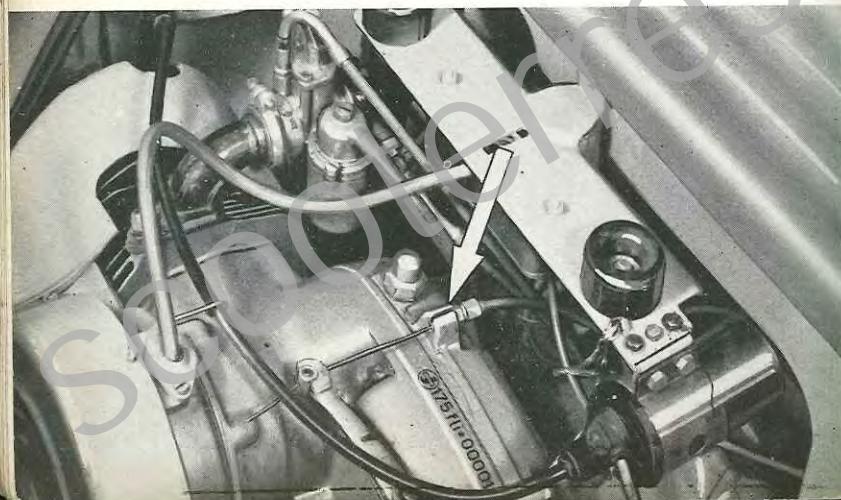


Fig. 13

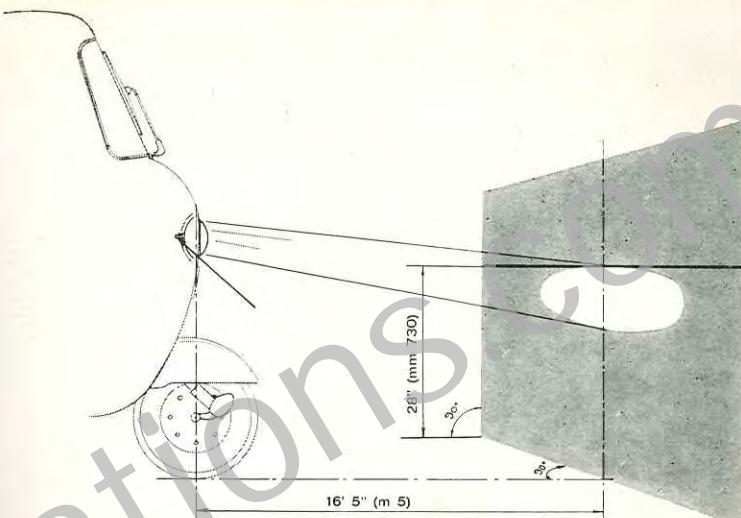


Fig. 14

Fuses

The electrical equipment Control group installed over the battery also carries a fuse to protect the battery charging circuit (fig. 16).

The protection of the other circuit is ensured by 5 fuses incorporated in the fixed junction box situated under the main control board, access to which is gained by pulling down the board hinged to the dashboard (fig. 15). A spare fuse is also supplied on the junction box.

The 5 fuses protect the following circuits:

- 1st - Rear stop lights and horn.
 - 2nd - Windscreen wiper (accessory) and Indicators.
 - 3rd - Headlamps.
 - 4th - Front parking light and green indicator bulb.
 - 5th - Read Parking Light and speedo light.
- The flasher control unit is situated under the control panel.

Use of steering damper

The steering damper serves to cut down vibration and handlebar wobble when using vehicle on rough roads or at maximum speed, thus making the steering much more comfortable.

It is advisable therefore on such occasions, to gradually tighten the knob under the handlebar until the steering is comfortable. Over-tightening can make steering on bends difficult.

Tool Box

The tool box is situated on the right hand side under the dashboard, and contains the following standard set of tools:

- 1 Double ended box spanner 21 x 14 mm for spark plug and wheel nuts.
- 1 Double ended spanner 8 x 10 mm.
- 1 Screwdriver.
- 1 File (for contact points).
- 1 Spanner 11 mm.
- 1 Allen Key 10 mm for oil drain and level plugs.
- 1 Allen Key 3.5 mm for gear change cable nipples.
- 1 Tool bag.
- 1 Lifting jack.
- 1 Plate for jack (for lifting of front end).

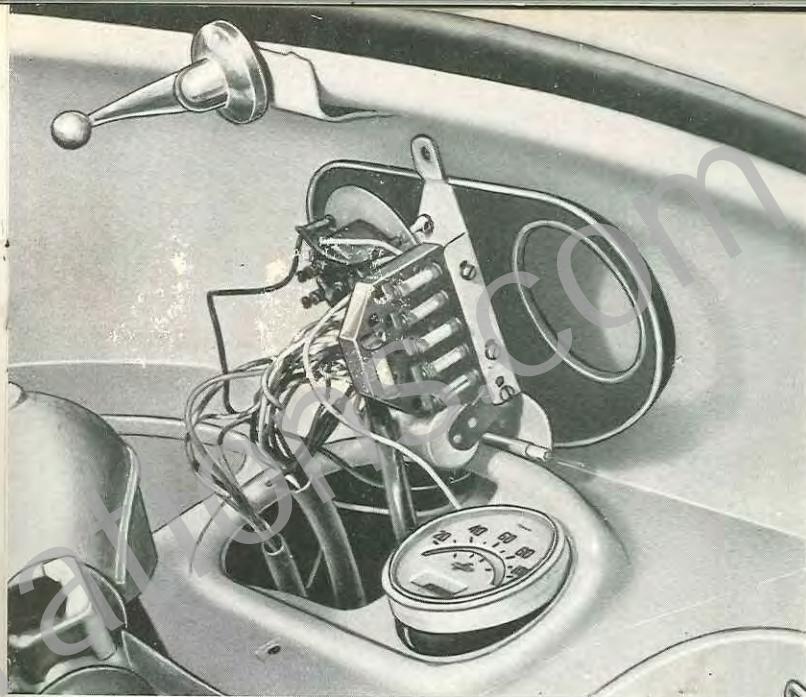


Fig. 15

Starting - Running - Stop

To start the threewheeler:

- ensure that the gear control is in neutral and reverse gear lever in up position;
- insert key into switch and turn to position 1 (day reading) see page 8;
- open petrol tap (See page 10);
- open choke only when starting with cold engine (See page 10);

- keeping throttle at minimum, kick start machine;
- as soon as engine starts give slight acceleration to warm up;
- if choke has been used return to original position as soon as engine is running.

To move:

- release hand brake;
- with engine ticking, pull clutch lever, insert first gear by rotating gear control on left hand twist grip;
- let clutch lever out accelerating slightly to maintain engine revs;
- continue to accelerate until appropriate speed is reached to change to higher gear.

To change gear:

- close throttle;
- pull clutch lever in full;
- change gear;
- let clutch lever out slowly accelerating at the same time.
Do not hesitate to drop to a lower gear although this will reduce the speed.

To Reverse:

- put gear change into neutral;
- stop vehicle;

- lower hand lever on right hand side of cabine floor (fig. 8);

- pull in clutch lever and insert 1st gear;
- let clutch lever out and accelerate slowly.

Important - The reverse gear must only be used when vehicle is at a standstill.

To pass from reverse to forward gear:

- stop vehicle;
- pull clutch lever and shut down throttle;
- put gear into neutral;
- lift reverse gear lever;
- ensure clutch lever is still pulled in;
- insert 1st gear;
- let out clutch and accelerate slowly.

To stop engine:

- shut down throttle;
- pull clutch lever;
- put gear into neutral;;
- cut out ignition by turning key to vertical position;
- when engine is standing do not leave ignition switched on for any length of period, otherwise the H.T. Coil will overheat, and battery will discharge. The red indicator bulb on the dashboard lights up with engine at standstill or running at minimum, but it must switch off when vehicle is running.

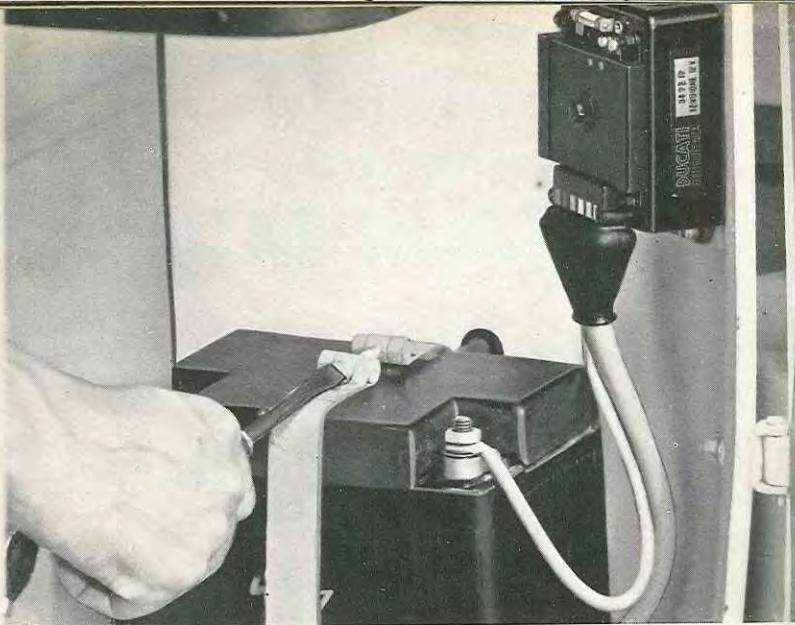


Fig. 16

PERIODIC MAINTENANCE

Every four weeks

Add distilled water to the battery so that the liquid is $\frac{1}{4}$ " higher than the top of the plates.

To carry out this operation it is necessary to free the battery strap (See fig. 16).

Grease battery terminals with vaseline.

Every 1250 miles

Brakes - Check adjustment (See page 13).

Spark Plug - check - clean electrodes with appropriate file
adjust gap to 0.5 - 0.6 mm (0.019 to 0.023").

Lubrication

Crankcase - Re-establish level BP-Energol Gear Oil SAE 90.

To do this, unscrew oil level plug (2) and oil filler plug (1),
pour in oil until this flows from plug (2) (See fig. 17).

Clutch Cable adjusters

Gear change cable adjuster and
knuckles

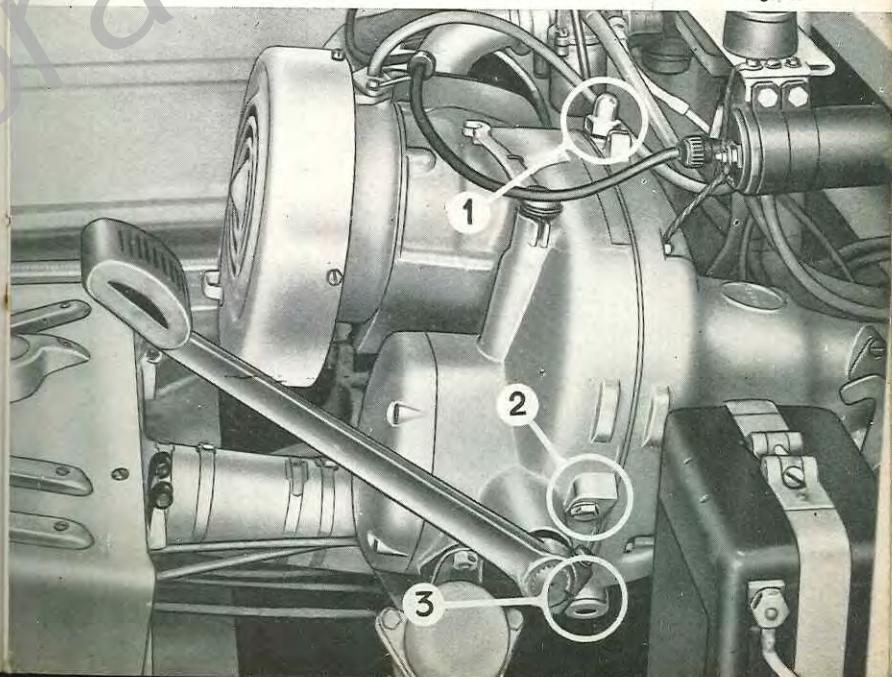
Rear brake cable adjuster

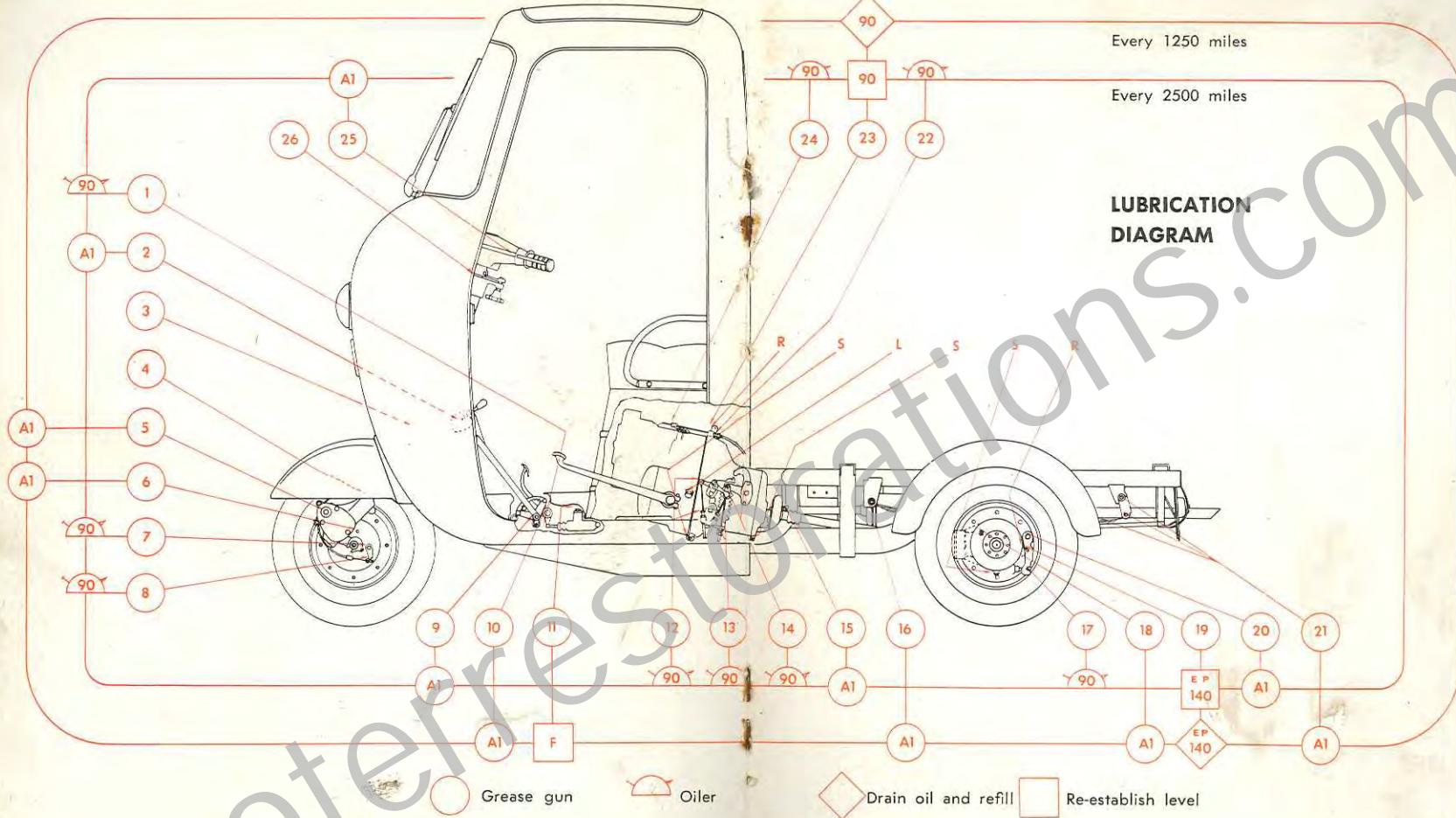
Front brake cable adjuster

Front brake shoe cam

Lubricate with
**BP-Energol Gear
Oil Sae 90**

Fig. 17





POINT TO CHECK PERIODICALLY AND LUBRICATE — (1) Rear brake pedal - (2) Reserve gear lever joints - (5) Front suspension boxes and springs - (6) Front wheel bearings - (7) Front wheel brake shoe cam - (8) Front cable joints - (9) Rear hand brake cable joints - (10) Rear brake pedal bush - (11) Master Cylinder - (12) Gear change lever joints - (13) Gear change lever knuckles - (14) Reserve gear lever - (15) Transmission shaft sliding sleeve - (16) Leaf spring shackles - (17) Rear brake cable joints - (18) Rear wheel bearings - (19) Differential box - (20) Rear wheel bearing - (21) Leaf spring pins - (22) Clutch cable joints - (23) Gear box - Carry out first oil change at 950 miles with BP-Energol Gear Oil SAE 90 - (24) Clutch control lever - (25) Handlebar controls.

SYMBOLS: A1 = BP-Energrease A1 - EP 140 = BP SAE 140 EP - F = BP-Energol Brake Fluid 90 = BP SAE 90 Oil - R = Oil filler plugs - 5 = Oil drain plugs.

INSTRUCTIONS FOR SERVICE DEALERS:

Lubricate these parts when reassembling after overhaul:

1. Parts (1), (7), (8), (9), (12), (13), (14), (22), (24), (25), should be lubricated with EP-Energrease A1. - 2. Parts (3), (26), steering ball races, should be lubricated with BP-Energrease L3. - 3. Front suspension springs (4) should be smeared with BP-Energrease A1 grease before refitting. - 4. Part (15) sliding transmission shaft sleeve should be lubricated with BP-Energrease A1. - 5. Suspension leaf springs should be washed with paraffin dried and gun greased between leaves. - 6. Part (11) - Master Cylinder should be topped with brake fluid. - 7. Grease all cables through appropriate greasers before inserting inner cables.

Rear brake shoe cam
Handlebar lever knuckles
Rear brake pedal
Rear hand brake lever knuckles

Grease with
BP-Energol Grease A1
or equivalent

Rear Axle Differential - To top up oil level in differential casing with BP-Energol Gear Oil EP SAE 140, unscrew oil lever plug and pour in oil until level with hole.

Transmission shaft splined sleeve - Grease with gun every 1250 miles with BP-Energol Grease A1 or equivalent.

Every 2500 miles

Clutch control - Adjust as per page 14.

Contact Points - Clean and set to 0.35 - 0.45 mm (0.014" - 0.0175"). It is advisable to have this carried out at one of the authorised service dealers.

Flywheel Cam Grease Pad - Grease with a drop of oil.

Air Filter - Detach the filter cartridge (fig. 18) shake and clean with a low pressure air jet. Do not use petrol under any circumstances for cleaning.

Lubrication

Crankcase - Drain oil completely by unscrewing when engine is warm, the drain plug on gear box (No. 3 fig. 17) and the plug situated on the rear cover of the gear box (No. 4 fig. 19). Screw in the two drain plugs, unscrew oil inlet plug (No. 1 fig. 17) and oil level plug (No. 2 fig. 17) and pour in oil until

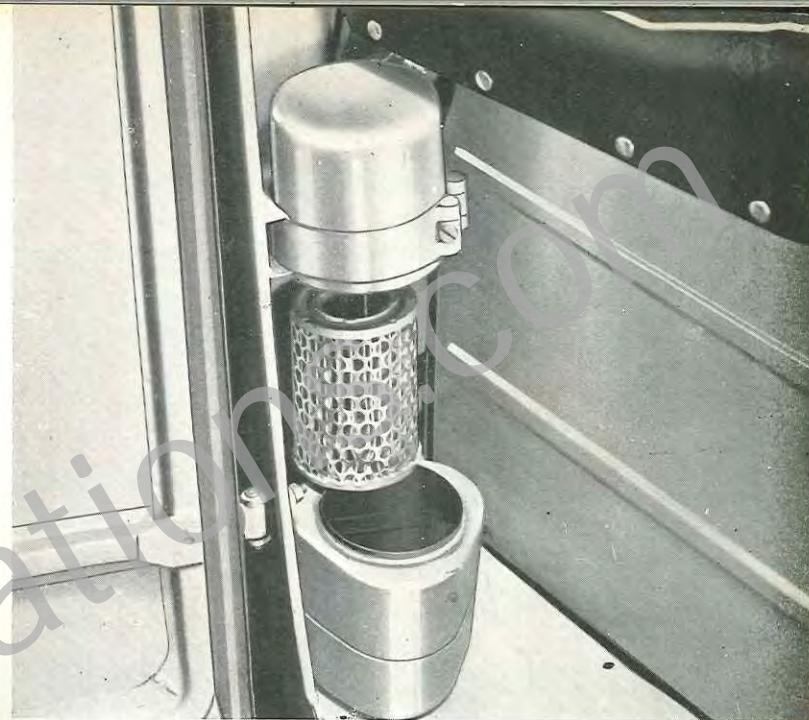


Fig. 18

this flows from the oil level plug. Quantity of oil needed 1 3/4 pints of BP-Energol Gear Oil SAE 90.

Differential - Drain out completely through drain plug. Screw in drain plug, unscrew filler plug and pour in oil until it reaches top of hole. Quantity of oil needed about 1/3 pint of BP-Energol Gear Oil EP SAE 140.

Front wheel Bearings - Grease by syringing with BP-Energol Grease A1 or equivalent.

Front suspension Box - Grease with BP-Energrease A1 or equivalent.

Leaf spring eye bolts - Grease by syringing with BP-Energrease A1 or equivalent.

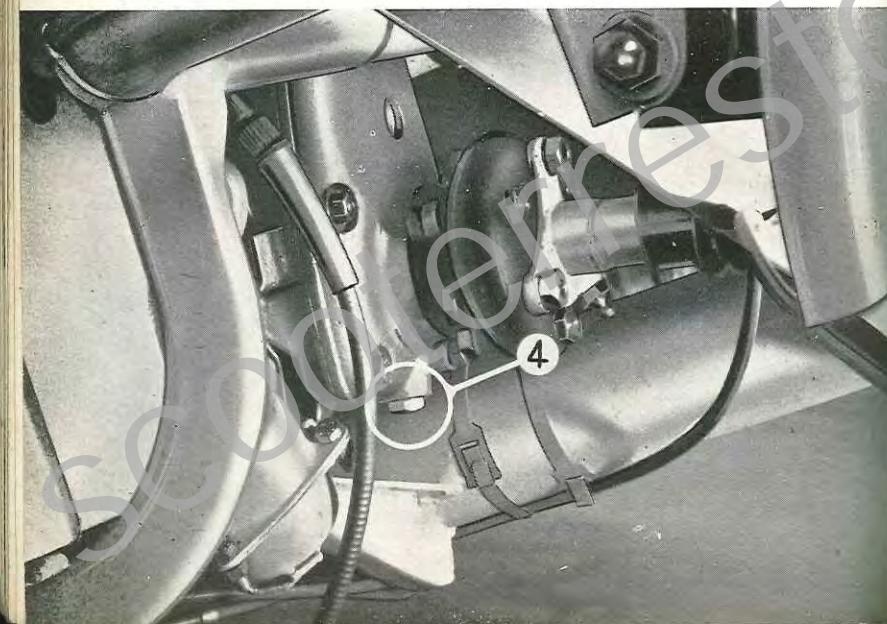
Leaf springs - Wash with Diesel Oil or paraffin and inject Energrease A1 between leaves.

Rear Hydraulic Brake Control - Check and top up oil level.

Every 3750 miles

Carry out decoke of engine and clean out silencer. It is advisable to have this operation carried out by an authorised Service Dealer.

Fig. 19



Cleaning of vehicle

- Wash engine with paraffin with the help of a brush. Dry with clean rags.
- Wash painted parts and rubber parts with sponge and water. Dry with chamois leather.
- Do not use paraffin or petrol; these will damage the paint work and rubber parts.

When vehicle remains out of use for long periods

- Wash and dry vehicle thoroughly (see above).
- Drain out all the petrol from tank and carburettor.
- Clean tank and carburettor fuel filters.
- Remove spark plug and through aperture introduce a little oil into the cylinder, rotating engine two or three turns by hand at the same time, so that a protective oil film forms along the cylinder walls. Replace spark plug.
- Spread anti-rust grease over non painted parts.
- Remove battery and put in a dry place where there is no danger of freezing. Send to Service Agent for monthly recharge.
- Lift vehicle off the ground so that tyres are not in contact with ground.
- Clean and deflate tyres.
- Cover vehicle with a sheet.

TROUBLE CHART

A GUIDE TO ASSIST IN TRACING AND RECTIFYING COMMON FAULTS

Engine fails to start or stops immediately

Possible cause.	Remedy.
Irregular flow of fuel to the carburettor	clean fuel lines and filters clean out jets.
Flooded carburettor	close fuel tap, open throttle and endeavour to start. Or, unscrew and dry out spark plug, replace plug and kick start the motor.
Choke control not adjusted	regulate through choke cable adjuster on carburettor.
Damaged carburettor float (if current is reaching H. T. Lead)	have it replaced at Service Agent.
— dirty spark plug	unscrew and clean.
— electrodes non adjusted	adjust to 0.020" - 0.025" (0.5 - 0.6 mm).

— faulty spark plug (if current does not reach H. T. Lead) replace with a new one.

— contact breaker points faulty take machine to Authorised Service Agent.

— battery run down or not connected recharge or reconnect battery.

— flywheel magneto or H. T. Coil circuits shorting take machine to Authorised Service Agent.

Engine knocking

Incorrect mixture	draw out and replace with correct fuel mixture.
Pre-ignition	clean spark plug. Decarbonise cylinder head.
Ignition too far advanced	see Authorised Service Agent.

Engine misfires

Irregular flow of fuel to the carburettor	check and clean out fuel lines.
Spark plug electrode gap too wide	re-adjust to correct gap.
Dirty spark plug	unscrew and clean out.
Contact points dirty or not adjusted	clean and adjust gap between points.

Loss of power or excessive overheating

- Weak mixture** adjust by closing slightly the carburettor air screw.
- Incorrect timing** adjust timing. Take machine to an authorised Service Station.
- Exhaust port or silencer partially obstructed** clean out port or silencer.
- Cylinder Head loose** tighten cylinder head nuts.

Reverse gear does not mesh or slips into neutral

- Control cable not adjusted** adjust cable, acting on adjuster fitted on lever box at Right Hand of the frame beam, so as to pull the cable and attain correct functioning.

Defects in Electrical system

- Red indicator Bulbs stay alight** check regulator group and battery charging circuit. Contact Service Agent.
- One or more Bulbs do not light** check fuse referring to particular circuit, if burnt substitute after having corrected short circuit. Check bulbs and earth wire.

MAIN FEATURES

Vehicle

Overall dimensions

Maximum length		
Open body type	9' 1¼"	(2770 mm)
Box body type	8' 7"	(2610 mm)
Maximum width (excluding side lamps)	4' 4½"	(1330 mm)
Maximum height		

Cabin	5' 3¾"	(1620 mm)
Open body	2' 6½"	(775 mm)
Box body	4' 7¾"	(1415 mm)
Ground clearance	4¾"	(120 mm)
Track width	3'10½"	(1180 mm)
Wheelbase	5' 7½"	(1710 mm)

Frame

Central beam type, in steel tubing welded to a quadrilateral with over structure for fitting cabin and body - cradle for spare wheel.

Front Suspension - By means of rocker arms connected to levers with end balls compressing through guide pistons two variable pitch helical springs.

Shock absorbers can be applied as an accessory.

Rear Suspension - Consists of two longitudinal multi-leaf springs, rigidly attached to the frame at the front end, and shackled at the rear.

Rear shock absorbers can be fitted as an accessory (See fig. 20).

Cabin

In pressed sheet metal with open roof, rear blind with window, dashboard, holes for fitting door hinges and rear mirror.

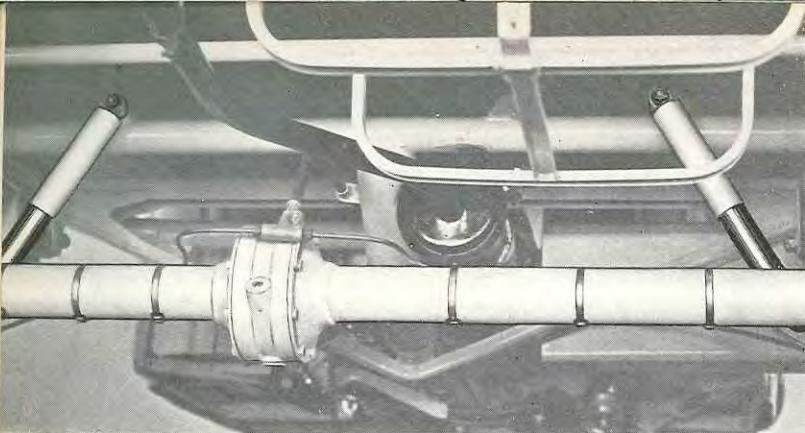


Fig. 20

Curved glass windscreen with rubber beading.

Windscreen wiper hand operated (an electrical windscreen wiper can be fitted in place).

Double seat bench over engine cover.

Doors (Accessory - Complete with fixed glass window and glass deflectors (left hand door with normal type lock, right hand door with locking device in handle).

Wheels and Brakes

Interchangeable wheels.

Rims in pressed steel in two halves.

Internal expansion brakes. Cable control from right hand handlebar lever for front brake, hydraulic pedal control for rear brakes.

Hand lever parking brakes on rear wheels.

Tyres - front 4.00 x 8"; rear 4.00 x 8" T (T mark indicates heavy tread tyres for commercial use).

Tyre Pressures at full load:

front	28½ lbs/sq.in. (2 kg/cm ²)
rear	49½ lbs/sq.in. (3.5 kg/cm ²)

Rear Axle

Consisting of:

- central differential box;
- rear axle housing;
- sliding half-shafts easily withdrawn by removal of wheel flange.

Electrical equipment

The 50 Watt (nominal) flywheel magneto feeds the 12 V - 18 Ah. battery through a rectifier-regulator group.

The charging circuit is protected by a 15 A fuse, fitted in the regulator box.

All circuits are protected by 5 fuses of 8 A each, placed under the dashboard.

The direction indicator flasher unit and the electrical windscreens wiper switch (accessory) are active only if ignition switch is inserted (with key in position 1, 2 or 3).

The horn and rear Stop lights circuit can be used without ignition key inserted.

The battery must always be connected, otherwise engine start can be faulty and dangerous overloading of the circuits can occur during running.

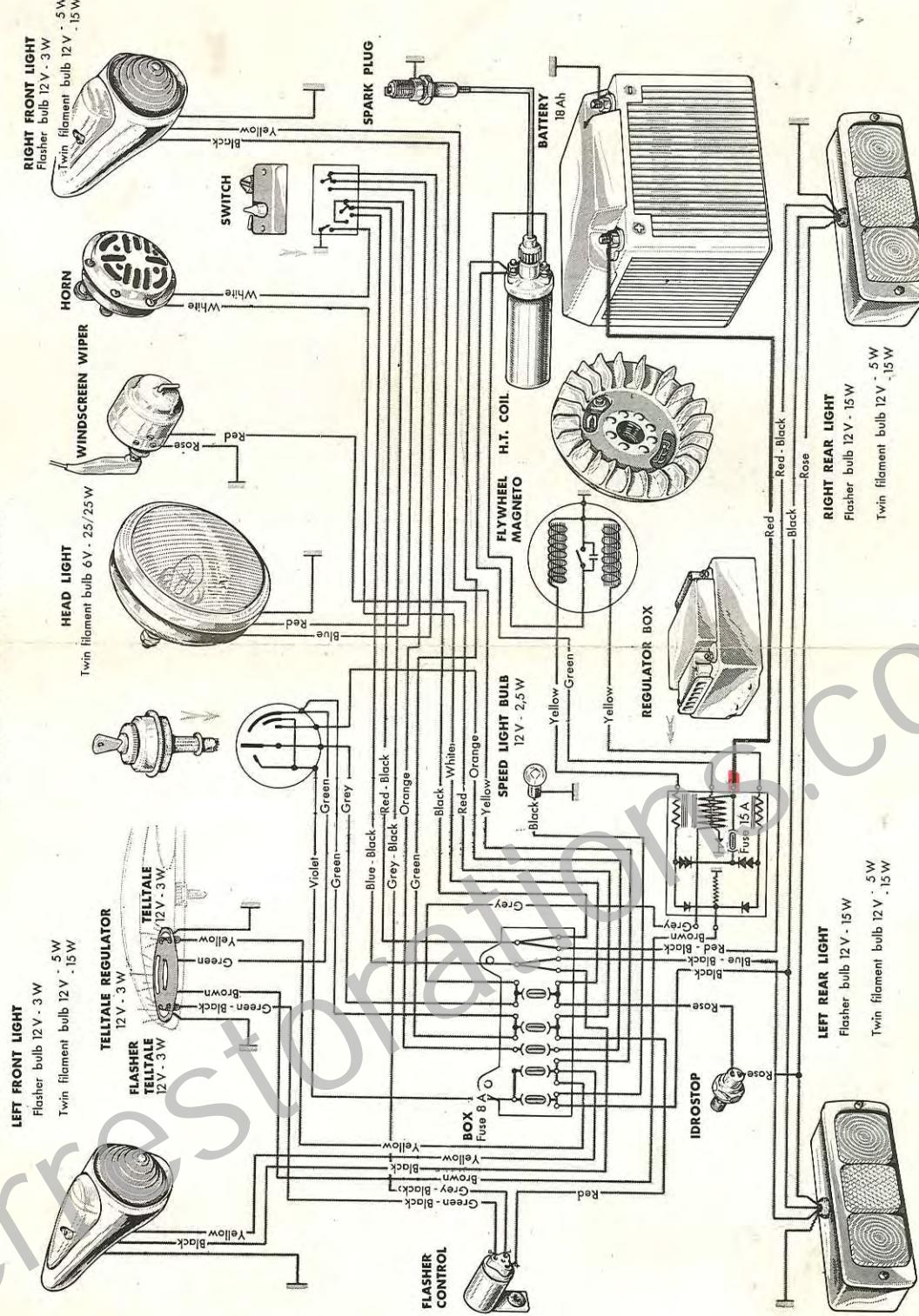
The Red indicator bulb on the dashboard lights when key is inserted and engine is still or running at minimum. It should go out when machine is in movement. Should it remain alight, this indicates that the battery is not charged. Therefore, an instant check of the circuit is important.

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Bulbs

Position	Use	Quantity	Characteristics	
			Electrical	Type of Bulb
Headlamp	Dual filament Full beam & Dip.	1	12 V - 25/25 W	Spherical BA 20 d
Front side bulb	Parkin Indicator	2	12 V - 5/15 W 12 V - 3 W	Spherical BA 15 s
Rear bulb	Parking & Stop Indicator	2	12 V - 5/15 W 12 V - 15 W	Spherical BA 15 s
Dashboard	Tell tale Bulbs	3	12 V - 3 W	Festoon S 7/8
Speedometer bulbs (Accessory)	Speedo illumination	1	12 V - 2.5 W	Cylindrical BA 9 s

WIRING DIAGRAM



Engine

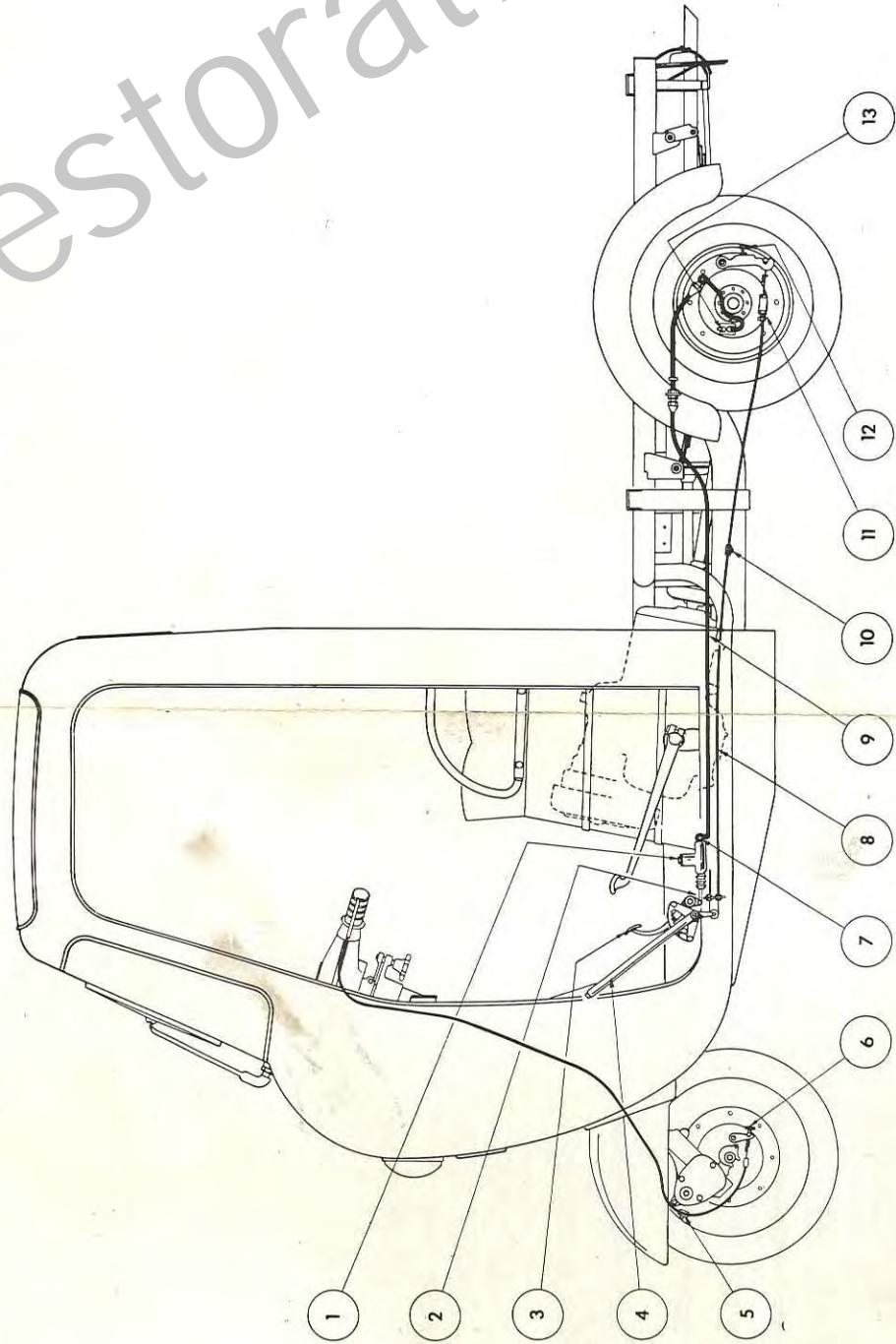
Single cylinder two stroke, forced air cooled.

Bore	62 mm
Stroke	58 mm
Capacity	175 cm ³
Compression Ratio	7
Output	7 H.P. at 4750 R.P.M.

Carburetor

Dell'Orto MA 19 BS 5 - Cartridge type air filter:
— Choke

BRAKE CONTROL LAYOUT



— Max. Jet	80/100
— Pilot Jet	40/100
— Starter Jet	55/100
— Atomizer	260/B

Ignition

- By Flywheel magneto battery, external H. T. Coil, fixed advance.
 Spark Plug:
 — during running-inn - 225 Bosch scale heat range;
 — after running-inn - 225-240 Bosch scale heat range, according to conditions.

Start

Kick start pedal (on left of bonnet).

Clutch

Multi disc type in oil bath.

Gear Box

4 speed and reverse with constant mesh gears, collated to layshaft by means of cursor.	
Total transmission ratios - Rear wheel RPM/ENGINE RPM.	
1st gear	1/28.050
2nd gear	1/16.107
3rd gear	1/10.131
4th gear	1/6.850
Reverse	1/29.987

Transmission

- From engine to gear box, by gears with damper.
 From gearbox to rear axle, by hollow shaft with splined driving sleeve and two elastic joints.

- 1 Master Cylinder - 2 Adjuster - 3 Rear brake hand lever - 4 Rear brake pedal - 5 Front brake hand lever - 6 Front brake cable oiler - 7 Stop light switch - 8 Rear hand brake cable - 9 Hydraulic brake pipe - 10 Rear brake pipe - 11 Rear cable oiler - 12 Brake cable adjuster - 13 Hydraulic brake pipe air bleed.

Performance

Internal length of Body	
— Open type	4' 4½" (1330 mm)
— Box type	3'10½" (1080 mm)
Internal width of Body	
— Open type	4' 0½" (1230 mm)
— Box type	3' 7½" (1100 mm)
Minimum turning Radius . . .	7' 7" (2300 mm)
Dry weight without doors and accessories	
— Open type	638 lbs (290 kg)
— Box type	715 lbs (325 kg)
Internal height of body . . .	2' 9" (840 mm)
Maximum pay load	
— Open body	880 lbs (400 kg)
— Box body	836 lbs (380 kg)
Maximum weight	
Dry weight and accessories + fuel and oil + crew + load .	1760 lbs (800 kg)
Maximum speed	
— Empty	37.8 m.p.h. (61 km/h)
— Full load	36 m.p.h. (58 km/h)
Hill Climb	
— 1st gear	1 in 5 (20 %)
— 2nd gear	1 in 9 (11 %)
— 3rd gear	1 in 20 (5 %)
— 4th gear	1 in 40 (2.5 %)
Tank capacity	2½ Imp.Galls (11.5 litres)
Consumption (to CUNA rules) at full load at 22 m.p.h. (35 km/h)	80 m.p.g. (3.5 lt/100 km)
Range	170 miles (275 km)

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