



The heart of a conversion is the new piston usually between 3 - 5 mm larger in diameter than the original. The barrel is bored and honed to suit, a new cylinder head, gaskets and carburettor alteration being necessary.

All standard machines have an enormous reserve of strength in the crankshaft and main bearings components, and providing the engine is in sound mechanical condition before the conversion, there is negligible reduction in the normal life expectancy. The barrel porting, carburettor bore, gearing etc. will restrict the converted machine to a performance that is usually a noticeable improvement in acceleration but with only a nominal alteration in top speed, but for an outlay of around only £5 this may be thought still good value for money.

Conversion for	Cylinder Head	Piston	Gasket Set
Lambretta Series II & III			
125 - 150	29/6	45/-	4/3
150 - 175	29/6	45/-	4/3
175 - 200	29/6	45/-	5/-
Vespa			
160 - 180	70/- *	45/-	6d.
180 - 200	70/- *	45/-	6d.

* Note. For Vespa only - a refund of £1. 10. 0. for the return of the original head in sound condition.

With the exception of the 200 - 225 Lambretta conversion, the above are the only Lambretta and Vespa models for which conversion pistons are available.