

As factors quite independant of the conversion will effect the ultimate performance of a two stroke engine - for example, incorrect running in of the new bore - we are reluctant to make dogmatic claims as to the speed of the 225. An increase of 5 to 10 miles per hour with scintillating acceleration should be attained with every 225, but in the case of the slower 200's, the improvement could be as much as 15 miles per hour. Petrol consumption after conversion should be down by up to 10 miles per gallon on a 200 with good consumption. The improvement in the efficiency of the conversion to a 200 that had poor petrol consumption due to excessive wear in the barrel, carburettor etc. will probably result in a massive improvement in miles per gallon, again each scooter having individual characteristics that make a set accurate claim impossible.

The SX has lower gearing than the GT, and it is possible that after running in the converted Lambretta, that it will be considered by some owners to require raised gearing. This is easiest effected by installing a 4.00 x 10 tyre to the rear wheel, which raises the SX ratio to almost identical with that of the GT. Unless the useage is essentially high speed long distance journeys, it is unlikely that a higher ratio than that of the GT or converted SX would be advantageous, but for such cases a special gearing is available on request.

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Arthur Francis Limited,
St. Albans Road,
WATFORD, Herts.
Telephone: Watford 20304.