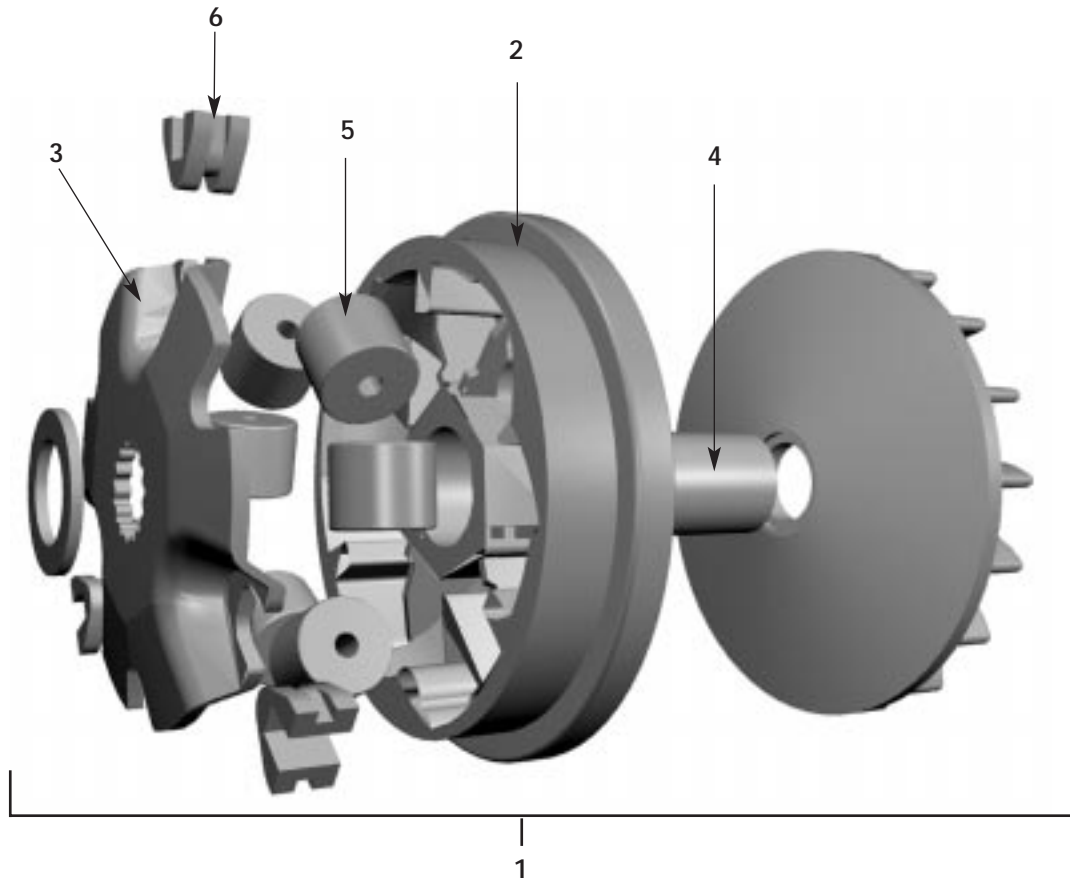




# MULTIVAR 2000 Maxi scooter



La molla inclusa nel Kit non é visibile in questo disegno



Le ressort da dans le kit ne pa montre da ce dessin



The spring included in the kit not showed in this picture



Die im Satz enthaltene Feder ist in dieser Zeichnung nicht sichtbar.



El muelle incluido en el kit no es visible en este diseño.

# MULTIVAR 2000 Maxi scooter


**Componenti**

**Composants**

**Spare parts**

**Einzelteile**

**Componentes**

①	②	③	④	⑤	⑥	LEGENDA		
Variatore Variateur-Variator Wandler-Variador	Sempipuleg.Mobile Demi-poulie mobile Half pulley mov. Riemen. bewegl. Semipolea movil	Calotta Calotte - Calotte Kalotte - Cubierta	Mozzo Moyeu - Hub Nabe - Cubo	HT Roll serie Rulli Jeu rouleurs Set roller Serie de rodillos	Serie 3 curs. Serie 3 curs. Slider set Gleitersatz Serie de 3 curs.	Accessori Accessoires Accessories Zubehör Accesoris	Molla contrasto Ressort - Spring Feder-Muelle contraste	colore couleurs-colors-farbe
5111127	6111209B	2511197B	2311198B	66 9420.PO	3711163	-	29 8325.AO	azzurra-bleu-blue-clair
5111154	6111149B	2511214B	2311218B	66 9420.KO	3711163	-	-	
5111225	6111101B	-	2311220B	66 9919.GO	-	-	29 9975.YO	gialla-jaune-yellow-gelb-amarillo
5111226	6111150B	-	2311221B	66 9917.MO	-	-	2911072.WO▲ 2911074.YO◆	bianca-blanche-white-weiß-blanco gialla-jaune-yellow-gelb-amarillo
5111257	6111241B	2511170B	2311249B	6611095.DO x 125cc 6611095.FO x 150cc	3711335	-	2911266.YO	gialla-jaune-yellow-gelb-amarillo
5111258	6111242B	2511180B	2311250B	6611095.SO	3711335	0811253B *	2911085.YO	gialla-jaune-yellow-gelb-amarillo
5111259	6111241B	2511179B	2311251B	6611095.FO	3711335	-	2911230.YO	gialla-jaune-yellow-gelb-amarillo
5111260	6111243B	2511170B	2311252B	6611095.GO	3711335	0811254B *	-	
5111261	6111150B	-	2311221B	66 9917.BO● 66 9917.EO■	-	-	2911072.WO▲ 2911074.YO◆	bianca-blanche-white-weiß-blanco gialla-jaune-yellow-gelb-amarillo
5111262	6111256B	-	2311255B	66 9917.CO	-	-	-	
5111323	6111322B	2511321B	2311320B	66 9917.EO	3711338	-	-	
5111324	6111241B	2511471B	2311474B	6611095.HO	3711335	0811475B *	2911245.YO	gialla-jaune-yellow-gelb-amarillo
5111327	61 8126B	25 8076B	23 7922B	66 7143.AO Colorroll	37 8175	-	29 7045.YO	gialla-jaune-yellow-gelb-amarillo
5111364	6111363B	2511197B	2311362B	66 9420.KO	3711163	-	29 8360.WO	bianca-blanche-white-weiß-blanco
5111369	6111241B	2511170B	2311357B	6611095.EO	3711335	-	2911390B	brunita-brunie-burnished-poliert-brunida
5111380	6111391B	2511379B	2311378B	66 9420.JO	3711163	-	2911388.YO	gialla-jaune-yellow-gelb-amarillo
5111389	6111394B	-	2311446B	6611367.EO	-	-	2911429.YO	gialla-jaune-yellow-gelb-amarillo
5111397	6111469B	2511470B	2311476B	6611095.MO x 125cc 6611095.RO x 150cc	3711335	-	2911478.WO	bianca-blanche-white-weiß-blanco
5111545	6111242B	2511547B	2311546B	6611095.FO	3711335	0811548B *	-	
5111558	6111391B	2511560B	2311559B	66 9420.JO	3711163	-	29 8325.AO	azzurra-bleu-blue-clair
5111567	6111242B	2511179B	2311568B	6611095.EO	3711335	-	2911230.YO	gialla-jaune-yellow-gelb-amarillo
5111572	6111573B	2511547B	2311574B	6611095.GO	3711335	-	-	
5111577	6111573B	2511579B	2311578B	6611095.IO	3711335	0811580B *	2911266.YO	gialla-jaune-yellow-gelb-amarillo
5111593	6111150B	2511368B	2311677B	66 9917.EO	3711338	-	-	
5111594	6111469B	2511470B	2311618B	6611095.RO	3711335	-	2911478.WO	bianca-blanche-white-weiß-blanco
5111804	6111767B	-	2311806B	6611760.--	-	-	-	
5111812	6111813B	-	2311815B	6611779.--	-	6611816B**	-	
5111838	6111150B	2511368B	2311837B	66 9917.QO	3711338	-	-	

● per modello dal 2000-for models from 2000-pour modèles à partir du 2000-Para models desde 2000-Für Modelle ab 2000

■ se per modello fino al 1999-for models up to 1999-por modèles jusqu'au 1999-Para models hasta 1999-Für Modelle bis 1999

▲ se per Honda controllare che la semp. originale sia marcata GF/for Honda, please check that the original half-pulley is marked GF/pour Honda, contrôler que la demi-poulie originale soit marquée GF/Para semipolea original GF/Für gekennzeichnete original Halbriemenscheiben GF

◆ solo per Honda controllare che la semp. originale sia marcata FG/only for Honda, please check that the original half-pulley is marked FG/seulement pour Honda, contrôler que la demi-poulie originale soit marquée FG/Para semipolea original FG/Für gekennzeichnete original Halbriemenscheiben FG

◆ Distanziale-Entretoise-Adaptor-Adapter-Distancial

\*\* Paraolio-Joint à huile-oil seal-Olabdichtung-Sello de aceite

# HT ROLL High technology roll



RULLI CALIBRATI AD ALTA RESISTENZA per variatori originali. Gli **HTROLL** sono realizzati in CPT con formula specifica e recano su un lato la grammatura relativa. Gli **HTROLL** rappresentano un ricambio tecnico all'originale e sono una serie completa di elementi di taratura in grado di variare il rapporto di trasmissione del vostro scooter regolandone alla perfezione la velocità e ripresa.

## Funzionamento

Per effetto della rotazione il peso dei rulli si trasforma in forza centrifuga: maggiore è il peso del rullo maggiore è la forza centrifuga, minore è il tempo di cambiata, ovvero il motore lavora con un numero di giri più basso. E viceversa.

## Taratura del variatore

Per ottimizzare le prestazioni del Vs. Motore adottate rulli che in fase di utilizzo mantengano il motore nel regime di rotazione della potenza massima. Alleggerendo il peso dei rulli il motore aumenta il numero dei giri di funzionamento, viceversa aumentando il peso dei rulli diminuisce il numero dei giri.



HTROLL ROULEAUX CALIBRES A HAUTE RESISTANCE pour variateurs originaux.

Les **HTROLL** sont réalisés en CPT avec une formule spécifique ; ils portent sur un côté le grammage.

Les **HTROLL** représentent un rechange technique à l'original dans une série complète d'éléments de réglage capables de varier le moment de changement du régime de vitesse et la reprise de votre scooter.

## Fonctionnement

Avec la rotation, le poids des rouleaux se transforme en force centrifuge : plus le poids du rouleau est élevé, plus la force centrifuge est grande, moins long est le temps de réglage; c'est à dire que le moteur tourne à un nombre de tours plus bas. Et vice-versa.

## Réglage du variateur

Pour optimiser les prestations de votre moteur, adoptez des rouleaux qui, en phase d'utilisation, maintiennent le moteur dans le régime de rotation de puissance maximale. En allégeant le poids des rouleaux, le moteur augmente le nombre de tours de fonctionnement, et, vice versa, en augmentant le poids des rouleaux, le nombre de tours diminue.



**HTROLL** for original speed variators. **HTROLLs** are made with CBT with a specific formula and bear the relative basic weight on one side. **HTROLLs** represent a technical spare part for the original one, in a complete series of calibration elements capable of varying your scooter's transmission ratio and the pucking up.

## Operation

Due to the rotation the weight of the rolls becomes centrifugal force; the higher the roll's weight, the lower the gear change time; that is, the engine works at a lower RPM. And vice-versa.

## Variator calibration

To optimize your engine's performances, adopt rolls that in operation maintain the engine in the highest power rotation regime. By diminishing the rolls' weight the engine rises the RPM; on the contrary by increasing the rolls' weight the RPM decrease.



HOCHFESTE KALIBRIERTE ROLLEN für Original-Drehwandler. Die **HTROLL**- Rollen sind aus einer spezifischen CPT-Formel gefertigt und auf der Seite mit dem entsprechenden Gewicht versehen. Die **HTROLL**- Rollen eignen sich für den Ersatz von Originalteilen und stellen eine komplette Serie von Justierelementen dar, die im Stande sind das Übersetzungsverhältnis Ihres Motorrollers zu ändern, um dessen Geschwindigkeit und Beschleunigung optimal einzustellen.

## Funktionsweise

Die Drehbewegung setzt das Gewicht der Rollen in Zentrifugalkraft um: Je größer das Gewicht der Rolle, desto größer die Zentrifugalkraft und um so kleiner die Schaltzeit, d.h. der Motor arbeitet mit einer niedrigeren Umdrehungszahl. Und umgekehrt.

## Justierung des Drehwandlers

Um die Leistung des Motors zu optimieren, verwenden Sie Rollen, die den Motor in der Betriebsphase bei derjenigen Drehzahl halten, die der maximalen Leistung entspricht. Bei Verringerung des Rollengewichts steigt der Drehzahlbereich des Motors an. Im Gegenteil, wird das Rollengewicht erhöht sinkt der Drehzahlbereich.



**RODILLOS** CALIBRADOS DE ALTA RESISTENCIA para variadores originales. Los **HTROLL** están realizados en CPT con fórmula específica y tienen indicado en un costado el peso relativo. Los **HTROLL** representan un recambio técnico en lugar del original y son una serie completa de elementos de calibración capaces de variar la relación de transmisión de su scooter regulando a la perfección la velocidad y la aceleración.

## Funcionamiento

Por efecto de la rotación el peso de los rodillos se transforma en fuerza centrifuga: mayor es el peso del rodillo mayor es la fuerza centrifuga, menor es el tiempo de cambio, es decir, el motor trabaja con un número de giros más bajo. Y viceversa.

## Calibración del variador

Para optimizar las prestaciones de su Motor adopte rodillos que en fase de uso mantengan el motor en el régimen de rotación de la potencia máxima. Aligerando el peso de los rodillos el motor aumenta el número de los giros de funcionamiento, viceversa aumentando el peso de los rodillos disminuye el número de los giros.



# HT ROLL High technology roll

Kit 6 rulli		66 9417 ø 15x12			
		codice	peso	codice	peso
<ul style="list-style-type: none"> <li>● per variatori originali:</li> <li><b>APRILIA</b> SCARABEO 100cc</li> <li><b>BENELLI</b> K2 100cc</li> <li><b>MBK</b> BOOSTER 100cc NITRO 100cc OVETTO 100cc</li> <li><b>YAMAHA</b> AEROX 100cc BWS 100cc NEO'S 100cc</li> </ul>		66 9417.A0	3,2	66 9417.H0	6,5
		66 9417.B0	3,5	66 9417.I0	6,8
		66 9417.C0	3,7	66 9417.L0	7,2
		66 9417.D0	4,2	66 9417.M0	7,8
		66 9417.E0	4,8	66 9417.N0	8,3
		66 9417.F0	5,4	66 9417.O0	8,7
		66 9417.G0	6,0	66 9417.P0	9,2

Kit 6 rulli		66 9999 ø 17x12,3			
		codice	peso	codice	peso
<ul style="list-style-type: none"> <li>● per variatore originale:</li> <li><b>MALAGUTI</b> CIAK 100cc PHANTOM 100cc</li> </ul>		66 9999.A0	4,0	66 9999.E0	6,0
		66 9999.B0	4,5	66 9999.F0	6,5
		66 9999.C0	5,0	66 9999.G0	7,0
		66 9999.D0	5,5		

Kit 6 rulli		6611531 ø 19x13,7			
		codice	peso	codice	peso
<ul style="list-style-type: none"> <li>● per variatori originali:</li> <li><b>APRILIA</b> Habana 4t 125cc</li> <li><b>PIAGGIO</b> Liberty 4t 125cc Vespa Et4-4t 125cc</li> </ul>		6611531.D0	10,0	6611531.H0	12,0
		6611531.F0	11,0		

Kit 6 rulli		66 9823 ø 16x13			
		codice	peso	codice	peso
<ul style="list-style-type: none"> <li>● per MULTIVAR 2000</li> <li><b>MALAGUTI</b> CIAK 100cc PHANTOM 100cc</li> <li>● per variatori originali:</li> <li><b>HONDA</b> BALI 100cc SH 100cc</li> </ul>		66 9823.A0	2,7	66 9823.I0	5,1
		66 9823.B0	3,0	66 9823.L0	6,0
		66 9823.C0	3,3	66 9823.M0	7,0
		66 9823.D0	3,6	66 9823.Q0	7,5
		66 9823.E0	3,9	66 9823.N0	8,0
		66 9823.F0	4,1	66 9823.R0	8,5
		66 9823.G0	4,4	66 9823.O0	9,0
		66 9823.H0	4,7	66 9823.P0	10,0

Kit 6 rulli		66 9420 ø 19x15,5			
		codice	peso	codice	peso
<ul style="list-style-type: none"> <li>● per Multivar 2000:</li> <li><b>APRILIA</b> HABANA 4t 125cc SCARABEO 100cc</li> <li><b>BENELLI</b> K2 100cc</li> <li><b>HONDA</b> BALI 100cc SH 100cc</li> <li><b>ITALJET</b> TORPEDO 4t 125cc</li> <li><b>MBK</b> BOOSTER 100cc NITRO 100cc OVETTO 100cc</li> <li><b>PEUGEOT 100cc</b></li> <li><b>PIAGGIO</b> HEXAGON LX4 4t 125cc LIBERTY 4t 125cc VESPA ET4 4t 125cc</li> <li><b>YAMAHA</b> AEROX 100cc BWS 100cc NEO'S 100cc</li> </ul>		66 9420.Q0	2,7	66 9420.E0	5,5
		66 9420.R0	2,9	66 9420.F0	5,7
		66 9420.S0	3,0	66 9420.G0	6,1
		66 9420.T0	3,2	66 9420.H0	6,3
		66 9420.U0	3,3	66 9420.I0	6,5
		66 9420.V0	3,5	66 9420.L0	6,7
		66 9420.W0	3,7	66 9420.M0	7,2
		66 9420.Z0	3,8	66 9420.N0	7,5
		66 9420.Y0	4,0	66 9420.O0	8,4
		66 9420.A0	4,3	66 9420.P0	9,3
		66 9420.B0	4,7	66 9420.10	10,0
		66 9420.C0	5,0	66 9420.J0	11,0
		66 9420.D0	5,4	66 9420.K0	12,0
				66 9420.20	13,0

# HT ROLL High technology roll

Kit 6 rulli	66 9456 ø 19x17			
● per variatori originali:	codice	peso	codice	peso
<b>APRILIA</b> SR 125-150cc	<b>66 9456.A0</b>	5,4	<b>66 9456.G0</b>	9,3
<b>BENELLI</b> ADIVA 4t 150cc		6,1		10,0
<b>GILERA</b> DNA 4t 125cc RUNNER FX 125cc TYPHOON 125cc TYPHOON X 125cc	<b>66 9456.C0</b>	6,6	<b>66 9456.I0</b>	10,7
<b>ITALJET</b> DRAGSTER 125cc	<b>66 9456.D0</b>	7,4	<b>66 9456.L0</b>	12,0
<b>PIAGGIO</b> HEXAGON 125- 150cc HEXAGON LX 125cc LIBERTY 4t 125-LE150cc* SKIPPER 2t 125-150cc SKIPPER ST 4t 125-150cc*	<b>66 9456.E0</b>	7,7	<b>66 9456.M0</b>	12,5
		<b>66 9456.F0</b>		8,7
		SKIPPER LX 125cc SKIPPER LXT 150cc VESPA ET4 4t 125-150cc* *(motore Leader)		

Kit 6 rulli	6611156 ø 20x12			
● per variatori originali:	codice	peso	codice	peso
<b>BENELLI</b> Velvet 4t 125-150cc	<b>66 11156.A0</b>	8,0	<b>66 11156.D0</b>	9,5
<b>ITALJET</b> Millennium 4t 125-150cc		8,5		10,0
<b>MALAGUTI</b> Madison 4t 125-150cc	<b>66 11156.B0</b>	8,5	<b>66 11156.E0</b>	10,0
<b>MBK</b> Doodo 4t 125cc Skyliner 4t 125-150cc	<b>66 11156.C0</b>	9,0		
<b>YAMAHA</b> Majesty 4t 125-150cc Teo's 125cc				

Kit 8 rulli	66 9919 ø 20x12			
● per Multivar 2000 e variatori originali:	codice	peso	codice	peso
<b>APRILIA</b> Leonardo 4t 250cc	<b>66 9919.C0</b>	9,0	<b>66 9919.H0</b>	12,0
<b>BENELLI</b> Velvet 4t 250cc		9,5		13,0
<b>MALAGUTI</b> Madison 4t 250cc	<b>66 9919.D0</b>	9,5	<b>66 9919.I0</b>	13,0
<b>MBK</b> Skyliner 4t 250cc	<b>66 9919.E0</b>	10,0	<b>66 9919.L0</b>	14,0
<b>YAMAHA</b> Majesty 4t 250cc	<b>66 9919.F0</b>	10,5	<b>66 9919.M0</b>	14,5
	<b>66 9919.G0</b>	11,0		

Kit 6 rulli	6611534 ø 20x14,6			
● per variatori originali:	codice	peso	codice	peso
<b>BETA</b> Eikon 125-150cc	<b>66 11534.D0</b>	13,5	<b>66 11534.H0</b>	15,5
<b>KYMCO</b> Dink 4t 125-150cc		14,5		

Kit 6 rulli	6611095 ø 20x17			
● per Multivar 2000 e variatori originali:	codice	peso	codice	peso
<b>APRILIA</b> LEONARDO 4t 125-150cc SCARABEO 4t 125-150cc	<b>66 11095.B0</b>	7,0	<b>66 11095.M0</b>	11,5
<b>GILERA</b> RUNNER FXR 180cc	<b>66 11095.C0</b>	7,5	<b>66 11095.P0</b>	13,0
<b>ITALJET</b> DRAGSTER 180cc	<b>66 11095.D0</b>	8,0	<b>66 11095.Q0</b>	13,5
<b>PIAGGIO</b> HEXAGON LXT 180cc	<b>66 11095.E0</b>	8,5	<b>66 11095.R0</b>	14,0
	<b>66 11095.F0</b>	9,0	<b>66 11095.S0</b>	14,5
	<b>66 11095.G0</b>	9,5	<b>66 11095.T0</b>	15,0
	<b>66 11095.H0</b>	10,0	<b>66 11095.U0</b>	15,5
	<b>66 11095.I0</b>	10,5	<b>66 11095.V0</b>	16,0
● per Multivar 2000:				
<b>APRILIA</b> SR 125-150cc			● per Multivar 2000:	
<b>BENELLI</b> ADIVA 4t 150cc VELVET 4t 125-150cc			<b>GILERA</b> DNA 4t 125cc-180cc RUNNER FX 125cc RUNNER VX 4t 125cc RUNNER VXR 4t 180cc TYPHOON 125cc TYPHOON X 125cc	
<b>BETA</b> EIKON 125-150cc			<b>ITALJET</b> DRAGSTER 125cc MILLENNIUM 4t 125-150cc TORPEDO 4t 150cc	
<b>KYMCO</b> B&W 125-150cc DINK 4t 125-150cc PEOPLE 125-150cc VIVIO 125-150cc			<b>PEUGEOT</b> ELYSEO 4t 125cc-150cc	
<b>HONDA</b> @ 125-150cc			<b>PIAGGIO</b> HEXAGON LX125cc HEXAGON 125-150cc SUPER HEXAGON 4t GTX 125-180cc LIBERTY 4t 125-LE150cc (mot. Leader) SKIPPER 2t 125-150cc SKIPPER ST 4t 125-150cc (mot. Leader) SKIPPER LX 125cc SKIPPER LXT 150cc VESPA ET4 4t 125-150cc (mot. Leader) X9 4t 125cc x9 AMALFI 4t 180cc ZIP 4t 125cc	
<b>MALAGUTI</b> F18 WARRIOR 4t 125-150cc MADISON 4t 125-150cc				
<b>MBK</b> DOODO 4t 125cc FLAME 125cc SKYLINER 4t 125-150cc				
<b>SUZUKI</b> EPICURO 4t 125-150cc				
<b>SYM</b> SUPER DUKE 150cc				
<b>YAMAHA</b> CYGNUS 125cc MAJESTY 4t 125-150cc TEO'S 125cc				

# HT ROLL High technology roll

Kit 6 rulli		66 9917 ø 23x18				
		codice	peso	codice	peso	
<ul style="list-style-type: none"> <li>● per Multivar 2000</li> <li><b>HONDA</b></li> <li>CN 4t 250cc</li> <li>FORESIGHT FES 4t 250cc</li> <li>JAZZ (Forza) NSS 4t 250cc</li> <li>PANTHEON 2t 125cc</li> <li><b>PIAGGIO</b></li> <li>HEXAGON 4t 250cc</li> <li><b>SUZUKI</b></li> <li>AN BURGMAN 4t 250cc</li> </ul>		<b>66 9917.B0</b>	<b>13</b>	<b>66 9917.O0</b>	<b>19</b>	
		<b>66 9917.C0</b>	<b>14</b>	<b>66 9917.Q0</b>	<b>20</b>	
		<b>66 9917.E0</b>	<b>15</b>	<b>66 9917.S0</b>	<b>22</b>	
		<b>66 9917.I0</b>	<b>17</b>	<b>66 9917.U0</b>	<b>25</b>	
		<b>66 9917.M0</b>	<b>18</b>	<b>66 9917.Z0</b>	<b>27</b>	
	<ul style="list-style-type: none"> <li>● per Multivar 2000 e variatori originali:</li> <li><b>HONDA</b></li> <li>FORESIGHT FES 4t 250cc</li> <li>PANTHEON 2t 150cc</li> </ul>		<ul style="list-style-type: none"> <li><b>KYMCO</b></li> <li>B&amp;W 250cc</li> <li>Dink 250cc</li> <li><b>PIAGGIO</b></li> <li>X9 4t 250cc</li> </ul>			

Kit 6 rulli		66 9915 ø 23,8x18			
		codice	peso	codice	peso
<ul style="list-style-type: none"> <li>● per variatori originali:</li> <li><b>HONDA</b></li> <li>CN 4t 250cc</li> <li><b>PIAGGIO</b></li> <li>HEXAGON 4t 250cc</li> <li><b>SUZUKI</b></li> <li>AN BURGMAN 4t 250cc</li> </ul>		<b>66 9915.A0</b>	<b>18,0</b>	<b>66 9915.C0</b>	<b>21,0</b>
		<b>66 9915.B0</b>	<b>19,0</b>	<b>66 9915.D0</b>	<b>23,0</b>

Kit 8 rulli		6611367 ø 26x12,8			
		codice	peso	codice	peso
<ul style="list-style-type: none"> <li>● per Multivar 2000 e variatori originali:</li> <li><b>SUZUKI</b></li> <li>AN BURGMAN BUSINESS 4t 400cc</li> </ul>		<b>66 11367.E0</b>	<b>16,0</b>	<b>66 11367.L0</b>	<b>21,0</b>
		<b>66 11367.G0</b>	<b>18,0</b>		


## COLORROLL

Kit 6 rulli		ø 16x13	
		colore	peso
<b>66 7147.A0</b>	viola	V*	1,9
<b>66 7147.90</b>	blu	V*	2,1
<b>66 7147.80</b>	nero	V*	2,3
<b>66 7147.70</b>	giallo	V*	2,5
<b>66 7147.60</b>	verde	V*	2,6
<b>66 7147.50</b>	rosso	V*	2,7
<b>66 7147.40</b>	bianco	V*	2,8
<b>66 7143.A0</b>	viola	P*	9,1
<b>66 7143.90</b>	blu	P*	8,1
<b>66 7143.80</b>	nero	P*	7,1
<b>66 7143.70</b>	giallo	P*	6,1
<b>66 7143.60</b>	verde	P*	5,1
<b>66 7143.50</b>	rosso	P*	4,6
<b>66 7143.40</b>	bianco	P*	4,0


Kit 18 rulli		ø 16x13		
		colore	q.tà	peso
<b>66 7088</b>	bianco	6	P*	4,0
	rosso	6	P*	4,6
	verde	6	P*	5,1
<b>66 7089</b>	verde	6	P*	5,1
	giallo	6	P*	6,1
	nero	6	P*	7,1
<b>66 7127</b>	rosso	6	V*	2,7
	bianco	6	V*	2,8
	bianco	6	P*	4,0
<b>66 7489</b>	nero	6	P*	7,1
	blu	6	P*	8,1
	viola	6	P*	9,1


V\* = Rulli pieni (con massa)    P\* = Rulli vuoti (senza massa)


# MULTIVAR 2000 Maxi scooter

 Applicazioni  
MULTIVAR 2000 e  
componenti  
speciali della  
trasmissione

 Applications  
Multivar 2000 et  
pièces spéciales  
de la transmission

 Multivar 2000  
applications and  
transmission  
special parts

 Multivar 2000  
Zuordnung und  
spezial-  
Antriebsteile

 Aplicaciones  
Multivar 2000 y  
componentes  
especiales de la  
transmisión

MULTIVAR  
MAXI SCOOTER





MULTIVAR  
MAXI SCOOTER





<b>APRILIA</b>				<b>BALI 100cc</b>	5111364	61 9005	-
HABANA 4t 125cc	5111154	-	-	CN 4t 250cc	5111262	61 9584	-
LEONARDO 4t 125cc	5111257	61 9583	-	FORESIGHT FES 4t 250cc	5111226	61 9585	6111347B
LEONARDO 4t 150cc	5111257	61 9583	-	JAZZ (FORZA) NSS 4t 250cc	5111593	61 9585	-
LEONARDO 4t 250cc	5111225	61 9582	6111102B	PANTHEON 2t 125cc	5111261	61 9955	-
SCARABEO 100cc	5111380	-	-	PANTHEON 2t 150cc	5111261	61 9955	-
SCARABEO 4t 125cc	5111257	61 9583	-	SH 100cc	5111364	61 9005	-
SCARABEO 4t 150cc	5111257	61 9583	-	SILVER WING 4t 600cc	5111812	-	-
SR 125cc	5111258	61 8739	-	<b>ITALJET</b>			
SR 150cc	5111258	61 8739	-	DRAGSTER 125cc	5111258	61 8739	-
<b>BENELLI</b>				DRAGSTER 180cc	5111258	61 8739	-
ADIVA 4t 150cc	5111397	6111437	-	MILLENNIUM 4t 125cc	5111259	6111056	-
K2 100cc	5111380	-	-	MILLENNIUM 4t 150cc	5111259	6111056	-
VELVET 4t 125cc	5111259	6111056	-	TORPEDO 4t 125cc	5111154	-	-
VELVET 4t 150cc	5111259	6111056	-	TORPEDO 4t 150cc	5111397	6111437	-
VELVET 4t 250cc	5111225	61 9582	6111102B	<b>KYMCO</b>			
<b>BETA</b>				B&W 125-150cc	5111260	61 9583	-
EIKON 125-150cc	5111260	61 9583	-	B&W 250cc	5111838	-	-
<b>GILERA</b>				DINK 4t 125-150cc	5111260	61 9583	-
DNA 4t 125cc	5111397	6111437	-	DINK 4t 250cc	5111838	-	-
DNA 4t 180cc	5111594	-	-	PEOPLE 125-150cc	5111545	-	-
RUNNER FX 125cc	5111258	61 8739	-	VIVIO 125-150cc	5111545	-	-
RUNNER FXR 180cc	5111258	61 8739	-	<b>MALAGUTI</b>			
RUNNER VX 4t 125cc	5111397	6111437	-	CIAK 100cc	5111327	61 8779	-
RUNNER VXR 4t 180cc	5111594	-	-	F18 WARRIOR 4t 125-150cc	5111260	-	-
TYPHOON 125cc	5111258	61 8739	-	MADISON 4t 125cc	5111259	6111056	-
TYPHOON X 125cc	5111258	61 8739	-	MADISON 4t 150cc	5111259	6111056	-
<b>HONDA</b>				MADISON 4t 250cc	5111225	61 9582	6111102B
@ 125-150cc	5111572	-	-	PHANTOM 100cc	5111327	61 8779	-




 Applicazioni  
MULTIVAR 2000 e  
componenti  
speciali della  
trasmissione

 Applications  
Multivar 2000 et  
pièces spéciales  
de la transmission

 Multivar 2000  
applications and  
transmission  
special parts

 Multivar 2000  
Zuordnung und  
spezial-  
Antriebsteile

 Aplicaciones  
Multivar 2000 y  
componentes  
especiales de la  
transmisión

## MULTIVAR MAXI SCOOTER



## MULTIVAR MAXI SCOOTER



<b>MBK</b>							
BOOSTER 100cc	5111380	-	-	LIBERTY 4t (m.L.) 125cc-LE150cc	5111397	6111437	-
DOODO 4t 125cc	5111259	6111056	-	SKIPPER 2t 125cc	5111258	61 8739	-
FLAME 125cc	5111567	-	-	SKIPPER LX 125cc	5111258	61 8739	-
NITRO 100cc	5111380	-	-	SKIPPER ST 4t (m.L.) 125-150cc	5111397	6111437	-
OVETTO 100cc	5111380	-	-	SKIPPER 2t 150cc	5111258	61 8739	-
SKYLINER 4t 125cc	5111259	6111056	-	SKIPPER LXT 150cc	5111258	61 8739	-
SKYLINER 4t 150cc	5111259	6111056	-	VESPA ET4 4t 125cc	5111154	6111153	-
SKYLINER 4t 250cc	5111225	61 9582	6111102B	VESPA ET4 (m.L.) 125-150cc	5111397	6111437	-
<b>PEUGEOT</b>				X9 4t 125cc	5111397	6111437	-
ELYSEO 100cc	x mod. <u>KAT.</u> 5111558	-	-	X9 AMALFI 4t 180cc	5111594	-	-
	x mod. <u>NO KAT.</u> 5111127	61 9202	-	X9 4t 250cc	5111226	61 9585	6111347B
ELYSEO 4t 125cc	5111369	-	-	ZIP 4t 125cc	5111397	6111437	-
SPEEDFIGHT 100cc	x mod. <u>KAT.</u> 5111558	-	-	<b>SUZUKI</b>			
	x mod. <u>NO KAT.</u> 5111127	61 9202	-	AN BURGMAN 4t 250cc	5111323	-	-
TREKKER 100cc	x mod. <u>KAT.</u> 5111558	-	-	AN BURGMAN BUSINESS 4t 400cc	5111389	-	-
	x mod. <u>NO KAT.</u> 5111127	61 9202	-	EPICURO 4t 125cc	5111324	-	-
VIVACITY 100cc	x mod. <u>KAT.</u> 5111558	-	-	EPICURO 4t 150cc	5111324	-	-
	x mod. <u>NO KAT.</u> 5111127	61 9202	-	<b>SYM</b>			
X-FIGHT 2t 100cc	5111558	-	-	SUPER DUKE 150cc	5111577	-	-
<b>PIAGGIO</b>				<b>YAMAHA</b>			
HEXAGON 125cc	5111258	61 8739	-	AEROX 100cc	5111380	-	-
HEXAGON LX 125cc	5111258	61 8739	-	BWS 100cc	5111380	-	-
HEXAGON LX4 4t125cc	5111154	-	-	CYGNUS 125cc	5111567	-	-
HEXAGON 150cc	5111258	61 8739	-	MAJESTY 4t 125cc	5111259	6111056	-
HEXAGON LXT 180cc	5111258	61 8739	-	MAJESTY 4t 150cc	5111259	6111056	-
SUPER HEXAGON GTX 4t 125cc	5111397	6111437	-	MAJESTY 4t 250cc	5111225	61 9582	6111102B
SUPER HEXAGON 4t GTX 180cc	5111594	-	-	NEO'S 100cc	5111380	-	-
HEXAGON 4t 250cc	5111262	61 9584	-	T-MAX 500cc	5111804	-	-
LIBERTY 4t 125cc	5111154	-	-	TEO'S 125cc	5111259	6111056	-

# MULTIVAR 2000 Maxi scooter

## The power of technology

The Malossi Multivar 2000 is a "maxi" variator in the sense that it has been designed to equip high-powered scooters, but also because it encompasses technical and design concepts that have never found expression in the scooter sector until now. In this single, but major component, Malossi engineers set out to combine all of the knowledge gained through the years regarding scooter drives. They also took this knowledge one step further, developing it on the basis of the tough use it is subject to on high-powered vehicles of this most recent generation, making them even more reliable and offering performance that is even more enhanced than in their original state.

This is why all of the roller sliding guides have been re-calculated (specific guides for each maxi scooter on which the Multivar 2000 must be used). This is also why the working range (the working diameter on the belt-sliding surface) has been increased and naturally, the very best technology has been used for materials and machining.

Therefore, Multivar 2000 can boast prime-quality components such as the sliding bushing made of self-lubricating sintered steel. The hub is made of alloyed steel with sliding surfaces featuring a hard chromium facing that is ground and lapped, and the split pulley is made of aluminum alloy with a silicon content, machined with high-precision numerical control machines and finishing with diamond finishing.

The HTROLL rollers were chosen with the same criteria of the best functionality and reliability. They are calibrated for top resistance and made of CPT with a specific formula (bearing a mark on one side with the respective basic weight) and the driven split pulley contrast spring is made of pre-hardened silicon chrome steel painted in a variety of colors depending upon the respective elastic constant.

No wonder then if with a variator that features such sophisticated engineering, your scooter suddenly has that extra sprint, a consistency in shifting, a greater mechanical "ease" at high speeds and a constancy in performance you've never experienced before with the original version.

That is exactly what the Malossi engineers were seeking.

We hope that you have found the preceding indications sufficiently clear. If any point seems unclear, please write or telephone us during our office hours.

We thank you now for any comments and suggestions you may want to send us. Malossi would like to send you our best wishes and to congratulate you once more on your choice.

Have fun and GOOD LUCK! ... until our next encounter.

## TECHNICAL FEATURES

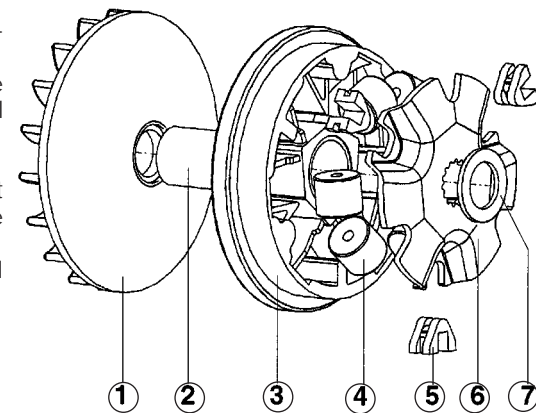
- SPLIT PULLEY made of aluminum alloy with silicon content, machined on very high-precision CNC machines and diamond-finished, with recalculated profiling of the roller sliding guides.
- Sliding BUSHING made of self-lubricating sintered steel.
- HUB made of alloyed steel with sliding surface featuring a hard chromium facing that is ground and lapped.
- CALIBRATED, HIGHLY RESISTANT HTROLL rollers made of CPT with a specific formula.

## GENERAL ASSEMBLY INSTRUCTIONS

- Thoroughly clean the external area of the drive side casing where you will be working.
- Disassemble the drive side casing while carefully ensuring that the truing bushes and the screws for the latter (Photo 1a) are not damaged or lost.
- Unscrew the variator lock nut on the crankshaft (Photo 1b).
- Completely remove the entire original variator unit by sliding it off of the crankshaft.
- Disassemble the rear clutch unit in the kit when the spring has been provided to replace the original one (Photo 2).
- To fit the spring, if present in the Malossi kit, the tightening nut on the clutch mass-holder flange (Photos 3a and 3b) must be unscrewed and care must be taken with the thrust of the spring found under the clutch.
- Fit the new spring supplied in the kit (Photo 4).
- Reassemble the clutch unit as it was previously. Check the belt for wear and if it is not in perfect condition, we suggest that you replace it with one of our Malossi Kevlar Belts. Remount the clutch unit with the belt inserted in the pulley and tighten the lock nut according to the manufacturer's instructions (Photo 5).
- Mount the sliders (5) on the cover (8) as shown in the Variator assembly diagram. Ensure that they are inserted flush.
- Position the rollers (4) in the mobile split pulley (3) (Photo 6).
- Insert the cover (6) complete with sliders over the mobile split pulley with the rollers inserted (Photo 7).

# MULTIVAR 2000 Maxi scooter

- n) Insert the spacer (7), if present, on the crankshaft.
- o) Insert the hub (2) in the mobile split pulley and carefully slide the complete unit on the crankshaft, ensuring that the rollers do not come out of their guides (Photo 8).
- p) The Variator unit should be positioned flush and then position the belt on the hub. Mount the original stationary split pulley (1) or otherwise the one supplied with the kit. Mount the small fan and the fastening washer, if present (Photo 9).
- q) Insert the tightening bolt and tighten it with your fingers (Photo 9).
- r) Loosen the belt and tighten it in the middle in such a manner that when the crankshaft bolt is being closed, the timing belt is not caught between the pulleys, thereby imitating the packet closure of the entire variator unit (Photos 9a, 9b).
- s) The bolt on the crankshaft fastening the variator should be tightened at the torque indicated by the manufacturer.



**CAUTION: CAREFULLY READ THE SPECIFIC ASSEMBLY INSTRUCTIONS FOR EACH VEHICLE AS WELL.**

## USEFUL SUGGESTIONS

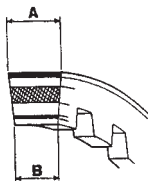
### **DIRECTIONS HOW TO CALIBRATE THE VARIATOR:**

#### **Rollers:**

- Increasing the roller weight, the engine is compelled to work with a lower number of revolutions; in this case it is necessary to have an engine with a strong power couple (power at low rate).
- On the contrary, decreasing the roller weight, the engine works at a higher number of revolutions; in this case it is necessary to have an engine with less power couple and much more acceleration (power at high rate).

#### **Spring:**

The pressure spring is vital to give the right amount of load to the transmission belt which must be balanced with the force developed by the centrifuge masses, in relation to the kind of engine coupling. If the belt slips, it will be necessary to fit a spring with more load. Then recalibrate the MULTIVAR. On the contrary if you fit a spring with too much load, a lot of engine power will be lost due to friction and the transmission belt, together with the pulleys, will be rapidly destroyed.



#### **USEFUL SUGGESTIONS: Transmission Belt**

Check the belt every 5000 Km; be sure that it is of high quality and that there are no damages. It must not be worn 1,5 mm more than the A and B points of the original belt (see the drawing). If you have any doubt or problems, replace it with a reinforced belt made of Kevlar Malossi Racing Belt which you will find with its code number in the corresponding table of this sheet or in Malossi Catalogues.

## **MULTIVAR MAINTENANCE**

In case of racing use, check the wear of rollers and cursors every 1000-1500 Kms. If Multivar is used on the road, check these parts every 5000-6000 Kms. Multivar has not to be lubricated and if it is used in very dusty places it must be washed frequently with a degreasing agent or a diluent and dried with compressed air. Use exclusively rollers and original Malossi spare parts; ask always for products packed and sealed up with Malossi mark. Order Malossi products specifying the part number mentioned on the instruction manual provided together with Multivar.

**N.B.:** The quality of the transmission belt is very important in order to increase its life and the life of the variator; the belt has to be neither too rigid nor too soft. The quality of the mix determines the right grip either in hot or cold conditions; a lack of power and performance can occur if the quality is poor.

# APRILIA Leonardo 250cc - BENELLI Velvet 250cc

# MALAGUTI Madison 250cc - MBK Skyliner 250cc - YAMAHA Majesty 250cc

art. 5111225



Utilizzare la calotta guida rulli originale (6) ed i cursori (5) originali dopo aver controllato che siano in buono stato. Qualora risultino eccessivamente usurati o danneggiati sostituirli con dei cursori originali. Utilizzare il coperchio del grasso lubrificante originale ed il lubrificante indicato dalla casa costruttrice. Per tutti i mezzi che montano questo variatore é assolutamente necessario montare la molla di contrasto fornita nel kit.

**Attenzione:** Yamaha Majesty 250 versione freno posteriore a tamburo. Per questo mezzo é necessario asolare leggermente i fori di fissaggio del coperchio di contenimento grasso per poterlo montare correttamente (Foto 10a 10b).



Utiliser la calotte guide rouleaux d'origine (6) et les curseurs (5) d'origine, après avoir contrôlé qu'ils soient en bon état. Dans le cas où ils seraient excessivement usés ou endommagés, les remplacer par des curseurs d'origine. Utiliser le couvercle de la graisse lubrifiante d'origine et le lubrifiant indiqué par la maison de fabrication. Pour tous les engins ayant ce variateur, il est absolument nécessaire de poser le ressort de contraste fourni dans le Kit.

**Attention:** Yamaha Majesty 250 version frein arrière à tambour. Pour cet engin, il est nécessaire de rendre légèrement en boutonnière les trous de fixation du couvercle contenant la graisse, afin de pouvoir poser ce dernier correctement (Photo 10a, 10b).



Use the original roller guide cover (6) and the original cursors (5) after having checked that they are in good condition. If they are excessively worn or damaged, change them with original cursors. Use the cover of the original lubricating grease and the lubricant indicated by the manufacturer. For all vehicles fitted with this variator it is absolutely necessary to fit the contrast spring supplied in the kit.

**Attention:** Yamaha Majesty 250 version with rear drum brake. For this vehicle it is necessary to slot the retaining holes of the grease container cover slightly in order to fit it correctly (Photo 10a, 10b).



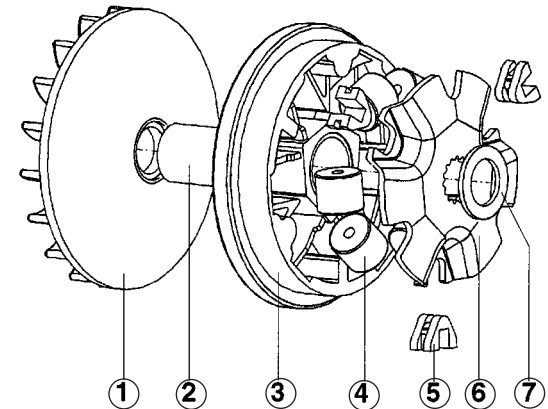
Originalkalotte des Satzrollengewichts (6) und Schieber (5) verwenden, nachdem sie auf ihren Zustand überprüft wurden. Falls verschlissen oder beschädigt, mit Originalschiebern ersetzen. Den Originaldeckel für Schmierfett und vom Hersteller empfohlenes Schmiermittel verwenden. Für alle Fahrzeuge mit diesem Variator muss unbedingt die im Set enthaltene Gegenfeder montiert werden.

**Achtung:** Yamaha Majesty 250 Version hintere Trommelbremse. Für dieses Fahrzeug müssen zur korrekten Montage des Schmierfettbehälters die Fixierlöcher leicht aufgebohrt werden (Fotos 10a, 10b).



Utilice la caja guía rodillos original (6) y los cursores (5) originales después de haber controlado que estén en buen estado. Si resultan excesivamente desgastados o dañados, sustitúyalos con cursores originales. Utilice la tapa para la grasa lubricante original y el lubricante indicado por el fabricante. En todos los medios en los que puede montarse este variador es absolutamente necesario montar el muelle de contraste incluido en el juego.

**Atención:** Yamaha Majesty 250 versión con freno posterior de tambor. En este medio hay que alargar un poco los orificios de fijación de la tapa de retención de la grasa para poderlo montar correctamente (Foto 10a, 10b).



# HONDA Foresight Fes 250cc - PIAGGIO X9 250cc

art. 511226



Utilizzare la calotta guida rulli originali (6) ed i cursori originali (5), dopo aver controllato che siano in buono stato. Qualora risultino eccessivamente usurati o danneggiati, sostituirli con dei cursori originali. **Per questo variatore, non utilizzare assolutamente grasso lubrificante.** Per tutti i mezzi che montano questo variatore **é assolutamente necessario** montare la molla fornita nel kit.

**ATTENZIONE:** Honda ha modificato in fase di produzione le piste dei correttori di coppia creando due versioni identificabili con la dicitura stampigliata sulla semipuleggia mobile del correttore di coppia, come **FG** e **GF**, come mostra la figura sottostante. Pertanto Malossi fornisce nel kit due molle per adattarsi perfettamente al comportamento delle due versioni di correttore di coppia; perciò sul correttore di coppia **FG** montare la molla gialla lunga 180mm, e sul correttore di coppia **GF** montare la molla bianca lunga 100mm.



Utiliser la calotte guide rouleaux d'origine (6) et les curseurs (5) d'origine, après avoir contrôlé qu'ils soient en bon état. Dans le cas où ils seraient excessivement usés ou endommagés, les remplacer par des curseurs d'origine. **Pour ce variateur n'utiliser absolument pas de graisse lubrificante.** Pour tous les engins ayant ce variateur, il est **absolument nécessaire** de poser le ressort fourni dans le Kit.

**Attention:** Honda a modifié en phase de production les guides des correcteurs de couple en créant deux versions identifiables par les lettres poinçonnées sur la demi-poulie mobile du correcteur de couple, comme **FG** et **GF**, comme indiqué sur la figure ci-dessous. Par conséquent Malossi fournit avec le Kit deux ressorts qui s'adaptent parfaitement au comportement des deux versions de correcteur de couple; donc sur le correcteur de couple **FG** poser le ressort jaune de 180 mm de longueur, et sur le correcteur de couple **GF** poser le ressort blanc de 100 mm de longueur.



Use the original roller guide cover (6) and the original cursors (5) after having checked that they are in good condition. If they are excessively worn or damaged, change them with original cursors. **For this variator, absolutely do not use lubricating grease.** For all vehicles fitted with this variator it is **absolutely necessary** to fit the spring supplied in the kit.

**Attention:** During the production phase Honda has altered the guides of the torque drivers, creating two versions that may be identified by the wording stamped on the moveable half-pulley of the torque driver as **FG** and **GF**, as shown in the figure below. Malossi therefore supplies two springs in the kit to adapt perfectly to the behaviour of the two torque driver versions; so on the torque driver **FG** fit the 180 mm long yellow spring, and on the torque driver **GF** fit the 100 mm long white spring.



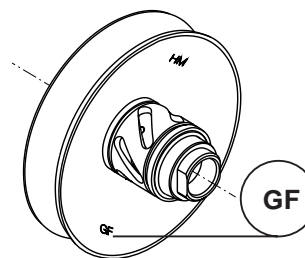
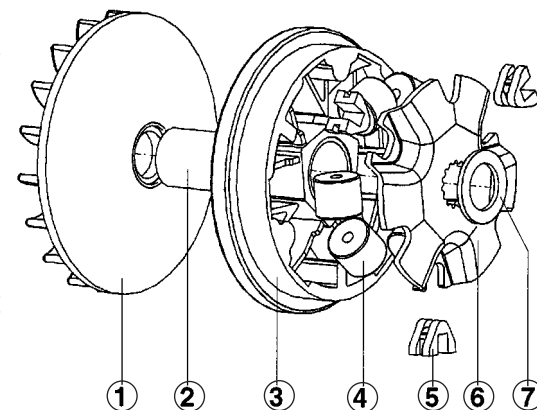
Originalkalotte des Satzrollengewichts (6) und Schieber (5) verwenden, nachdem sie auf ihren Zustand überprüft wurden. Falls verschlissen oder beschädigt, mit Originalschiebern ersetzen. **Für diesen Variator darf auf keinen Fall Schmierfett verwendet werden.** Für alle Fahrzeuge mit diesem Variator muss unbedingt die im Set enthaltene Feder montiert werden.

**Achtung:** Honda hat während der Produktion die Führungen der Sportriemenscheibe geändert und somit zwei Versionen geschaffen, die durch die Einprägung auf der bewegliche Halbriemenscheibe mit **FG** und **GF** gekennzeichnet sind, siehe Abbildung. Malossi liefert aus diesem Grund im Set zwei Federn, um den beiden Versionen des Sportriemenscheibes zu entsprechen; auf den Sportriemenscheibe **FG** die gelbe Feder mit 180mm Länge montieren und auf den Sportriemenscheibe **GF** die weiße Feder mit 100mm Länge montieren.

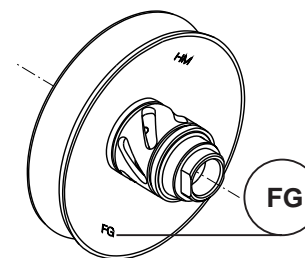


Utilice la caja guía rodillos original (6) y los cursores originales (5), después de haber controlado que estén en buen estado. Si resultan excesivamente desgastados o dañados, sustitúyalos con cursores originales. **Para este variador no utilice en absoluto grasa lubricante.** En todos los medios en los que puede montarse este variador **es absolutamente necesario** montar el muelle incluido en el juego.

**Atención:** Honda, en fase de producción, modificó las pistas de los correctores de par, creando dos versiones que pueden identificarse mediante las letras impresas en la semipolea móvil del corrector de par, como **FG** y **GF**, como muestra la figura siguiente. Malossi, para adaptarse perfectamente al comportamiento de las dos versiones de corrector de par, suministra en el juego dos muelles; por tanto, en el corrector de par **FG** monte el muelle amarillo de 180 mm de longitud y en el corrector de par **GF** monte el muelle blanco de 100 mm de longitud.



montare la molla bianca da 100mm  
poser le ressort blanc de 100 mm  
fit the 100 mm long white spring  
die weiße Feder zu 100mm montieren  
monte el muelle blanco de 100 mm



montare la molla gialla da 180mm  
poser le ressort jaune de 180 mm  
fit the 180 mm long yellow spring  
die gelbe Feder zu 180mm montieren  
monte el muelle amarillo de 180 mm



# APRILIA-BENELLI-GILERA-ITALJET-PIAGGIO

art. 5111257 - 5111397



Utilizzare la nuova calotta guida rulli Malossi (6) ed i cursori Malossi (5). Alloggiarli nelle proprie sedi e seguire le **Istruzioni generali di montaggio** del seguente manuale.

**Per questo variatore, non utilizzare assolutamente grasso lubrificante.** Per tutti i mezzi che montano questo variatore **é assolutamente necessario** montare la molla fornita nel kit.



Utiliser la nouvelle calotte guide rouleaux Malossi (6) et les curseurs Malossi (5). Les loger dans leurs emplacements et suivre les **Instructions générales de montage** du manuel suivant.

**Pour ce variateur n'utiliser absolument pas de graisse lubrifiante.** Pour tous les engins ayant ce variateur, il est absolument nécessaire de poser le ressort fourni dans le Kit.



Use the new Malossi roller guide cover (6) and the Malossi cursors (5). Fit them in their housings and follow the **General assembly instructions in the manual**.

**For this variator, absolutely do not use lubricating grease.** For all vehicles fitted with this variator **it is absolutely necessary** to fit the spring supplied in the kit



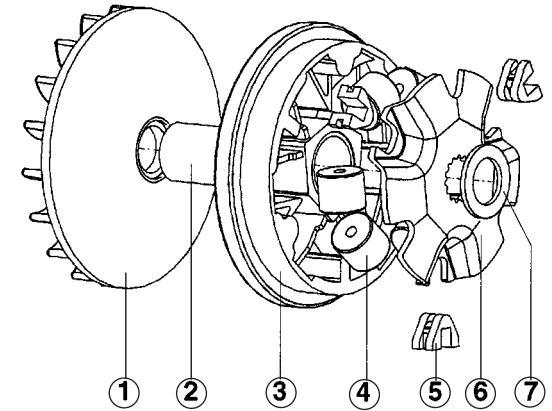
Die neue Kalotte des Satzrollengewichts von Malossi (6) und die Führungen von Malossi (5) verwenden. In ihren Sitz einführen und den Montageanweisungen der folgenden Anleitung folgen.

**Für diesen Variator darf auf keinen Fall Schmierfett verwendet werden.** Für alle Fahrzeuge mit diesem Variator muss unbedingt die im Set enthaltene Feder montiert werden



Utilice la nueva caja guía rodillos Malossi (6) y los cursores Malossi (5). Alójelos en sus sedes y siga las **instrucciones generales de montaje del siguiente manual**.

**Para este variador no utilice en absoluto grasa lubricante.** En todos los medios en los que puede montarse este variador **es absolutamente necesario** montar el muelle incluido en el juego.



**Attenzione** Malossi fornisce nel kit due serie di rulli per adattarsi perfettamente alle caratteristiche delle due versioni.

**Attention:** Malossi fournit avec le Kit deux séries de rouleaux qui s'adaptent parfaitement aux caractéristiques des deux versions.

**Attention:** Malossi supplies two sets of rollers in the kit to adapt perfectly to the characteristics of the two versions.

**Achtung:** Malossi liefert zwei Rollen im Set, um sich perfekt den Eigenschaften der beiden Versionen anzupassen.

**Atención:** Malossi incluye en el juego dos series de rodillos para adaptarse perfectamente a las características de las dos versiones.

MULTIVAR 5111257	APRILIA	LEONARDO 4t 125cc
	APRILIA	LEONARDO 4t 150cc
	APRILIA	SCARABEO 4t 125cc
	APRILIA	SCARABEO 4t 150cc
x 125cc rulli/rouleaux/rollers/werden/rodillos gr. 8		
x 150cc rulli/rouleaux/rollers/werden/rodillos gr. 9		

MULTIVAR 5111397	BENELLI	ADIVA 4t 150cc	
	GILERA	DNA 4t 125cc	
	GILERA	RUNNER VX 4t 125cc	
	ITALJET	TORPEDO 4t 150cc	
	PIAGGIO	LIBERTY 4t (m.L.) 125cc-LE150cc	
	PIAGGIO	SKIPPER ST 4t (m.L.) 125-150cc	
	PIAGGIO	SUPER HEXAGON GTX 4t 125cc	
	PIAGGIO	VESPA ET4 (m.L.) 125-150cc	
	PIAGGIO	X9 4t 125cc	
	PIAGGIO	ZIP 4t 125cc	
	x 125cc rulli/rouleaux/rollers/werden/rodillos gr. 11,5		
	x 150cc rulli/rouleaux/rollers/werden/rodillos gr. 14		

# APRILIA Sr-GILERA Runner-Typhoon-ITALJET Dragster-PIAGGIO Hexagon-Skipper 125-150-180cc

art. 5111258



Utilizzare la nuova calotta guida rulli Malossi (6) ed i cursori Malossi (5). Alloggiarli nelle proprie sedi e seguire le **Istruzioni generali di montaggio** del seguente manuale.

**Per questo variatore, non utilizzare assolutamente grasso lubrificante.** Per tutti i mezzi che montano questo variatore **é assolutamente necessario** montare la molla fornita nel kit.

**ATTENZIONE** Montando questo variatore sull'albero motore originale la calotta guida rulli (6) va ad alloggiarsi in una zona ribassata di quest'ultimo (fig. A), senza creare nessun problema al corretto funzionamento dell'insieme del variatore. I rasamenti originali (8) montati davanti e dietro la semipuleggia fissa, vanno riposizionati come in origine.



Utiliser la nouvelle calotte guide rouleaux Malossi (6) et les curseurs Malossi (5). Les loger dans leurs emplacements et suivre les **Instructions générales de montage** du manuel suivant.

**Pour ce variateur n'utiliser absolument pas de graisse lubrifiante.**

Pour tous les engins ayant ce variateur, il est absolument nécessaire de poser le ressort fourni dans le Kit.

**Attention:** Poser ce variateur sur l'arbre moteur d'origine ; la calotte guide rouleaux (6) doit être logée dans une zone rabaissée de ce dernier (fig. A), sans créer aucun problème au bon fonctionnement de l'ensemble du variateur. Les épaisseurs d'origine (8) posées à l'avant et à l'arrière de la demi-poulie fixe, doivent être reposées comme à l'origine.



Use the new Malossi roller guide cover (6) and the Malossi cursors (5). Fit them in their housings and follow the **General assembly instructions** in the manual.

**For this variator, absolutely do not use lubricating grease.** For all vehicles fitted with this variator it is absolutely necessary to fit the spring supplied in the kit.

**Attention:** when fitting this variator on the original driving shaft, the roller guide cover (6) is housed in a lowered area of the shaft (fig. A), without creating any problem for correct operation of the variator assembly. The original shims (8) fitted in front of and behind the fixed half-pulley must be replaced in their original position.



Die neue Kalotte des Satzrollengewichts von Malossi (6) und die Führungen von Malossi (5) verwenden. In ihren Sitz einführen und den Montageanweisungen der folgenden Anleitung folgen.

**Für diesen Variator darf auf keinen Fall Schmierfett verwendet werden.** Für alle Fahrzeuge mit diesem Variator muss unbedingt die im Set enthaltene Feder montiert werden.

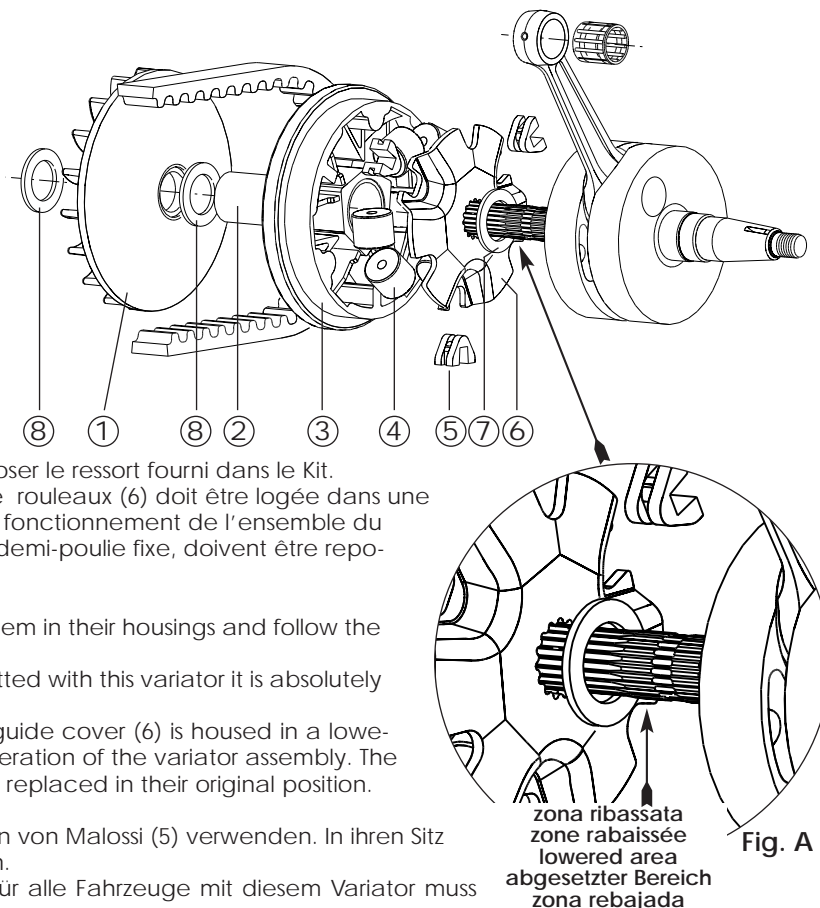
**Achtung:** bei Montage dieses Variators auf die Original-Motorwelle, fügt sich die Kalotte des Satzrollengewichts (6) im unteren Bereich ein (Abb. A), ohne die Funktion des Variators zu beeinträchtigen. Die vor und hinter der festen Halbbriemenscheibe montierten Original-Ausgleichsscheiben (8) werden wie ursprünglich eingebaut.



Utilice la nueva caja guía rodillos Malossi (6) y los cursores Malossi (5). Alójelos en sus sedes y siga las instrucciones generales de montaje del siguiente manual.

**Para este variador no utilice en absoluto grasa lubricante.** En todos los medios en los que puede montarse este variador **es absolutamente necesario** montar el muelle incluido en el juego.

**Atención:** la caja guía rodillos (6), al montar este variador en el eje motor original, se aloja en una zona rebajada de éste (fig. A), sin crear ningún problema al correcto funcionamiento del conjunto del variador. Los niveladores originales (8), montados delante y detrás de la semipolea fija, tienen que volver a ponerse como estaban originalmente.



# HONDA Pantheon 125-150cc

art. 511261



Utilizzare la calotta guida rulli originali (6) ed i cursori originali (5), dopo aver controllato che siano in buono stato. Qualora risulti eccessivamente usurati o danneggiati, sostituirli con dei cursori originali. **Per questo variatore, non utilizzare assolutamente grasso lubrificante.** Per tutti i mezzi che montano questo variatore **é assolutamente necessario** montare la molla fornita nel kit.

**ATTENZIONE:** Honda ha modificato in fase di produzione le piste dei correttori di coppia creando due versioni identificabili con la dicitura stampigliata sulla semipuleggia mobile del correttore di coppia, come **FG** e **GF**, come mostra la figura sottostante. Pertanto Malossi fornisce nel kit due molle e due serie rulli per adattarsi perfettamente al comportamento delle due versioni di correttore di coppia; per cui sul correttore di coppia **FG** montare la molla gialla lunga 180mm e i rulli gr. 15, e sul correttore di coppia **GF** montare la molla bianca lunga 100mm e i rulli gr. 13.



Utiliser la calotte guide rouleaux d'origine (6) et les curseurs (5) d'origine, après avoir contrôlé qu'ils soient en bon état. Dans le cas où ils seraient excessivement usés ou endommagés, les remplacer par des curseurs d'origine. **Pour ce variateur n'utiliser absolument pas de graisse lubrifiante.** Pour tous les engins ayant ce variateur, **il est absolument nécessaire** de poser le ressort fourni dans le Kit.

**Attention:** Honda a modifié en phase de production les guides des correcteurs de couple en créant deux versions identifiables par les lettres poinçonnées sur la demi-poulie mobile du correcteur de couple, comme **FG** et **GF**, comme indiqué sur la figure ci-dessous. Par conséquent Malossi fournit avec le Kit deux ressorts et deux séries de rouleaux qui s'adaptent parfaitement au comportement des deux versions de correcteur de couple; donc sur le correcteur de couple **FG** poser le ressort jaune de 180 mm de longueur et les rouleaux 15 g, et sur le correcteur de couple **GF** poser le ressort blanc de 100 mm de longueur et les rouleaux 13 g.



Use the original roller guide cover (6) and the original cursors (5) after having checked that they are in good condition. If they are excessively worn or damaged, change them with original cursors. **For this variator, absolutely do not use lubricating grease.** For all vehicles fitted with this variator it is **absolutely necessary** to fit the spring supplied in the kit.

**Attention:** During the production phase Honda has altered the guides of the torque drivers, creating two versions that may be identified by the wording stamped on the moveable half-pulley of the torque driver as **FG** and **GF**, as shown in the figure below. Malossi therefore supplies two springs and two sets of rollers in the kit to adapt perfectly to the behaviour of the two torque driver versions; so on the torque driver **FG** fit the 180 mm long yellow spring and the rollers 15 g, and on the torque driver **GF** fit the 100 mm long white spring and the rollers 13 g.



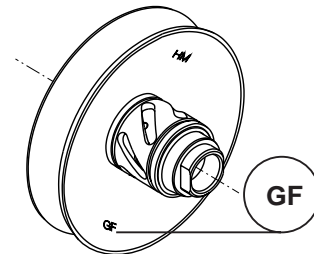
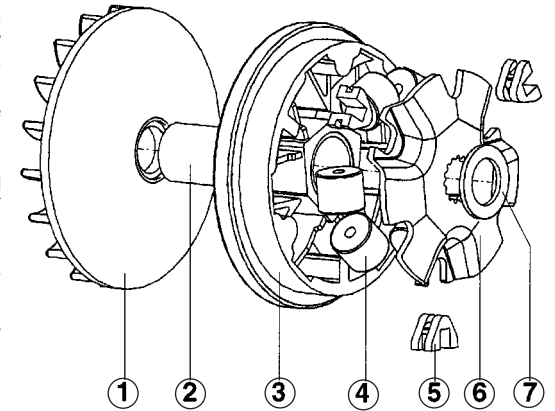
Originalkalotte des Satzrollengewichts (6) und Schieber (5) verwenden, nachdem sie auf ihren Zustand überprüft wurden. Falls verschlissen oder beschädigt, mit Originalschiebern ersetzen. **Für diesen Variator darf auf keinen Fall Schmierfett verwendet werden.** Für alle Fahrzeuge mit diesem Variator muss unbedingt die im Set enthaltene Feder montiert werden.

**Achtung:** Honda hat während der Produktion die Führungen der Sportriemenscheibe geändert und somit zwei Versionen geschaffen, die durch die Einprägung auf der bewegliche Halbriemenscheibe mit **FG** und **GF** gekennzeichnet sind, siehe Abbildung. Malossi liefert aus diesem Grund im Set zwei Federn und zwei Rollensätze, um den beiden Versionen des Sportriemenscheibes zu entsprechen; auf den Sportriemenscheibe **FG** die gelbe Feder mit 180mm Länge und die Rollen zu 15g montieren und auf den Sportriemenscheibe **GF** die weiße Feder mit 100mm Länge und die Rollen zu 13g montieren.



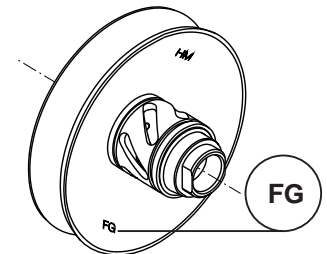
Utilice la caja guía rodillos original (6) y los cursores originales (5), después de haber controlado que estén en buen estado. Si resultan excesivamente desgastados o dañados, sustitúyalos con cursores originales. **Para este variador no utilice en absoluto grasa lubricante.** En todos los medios en los que puede montarse este variador **es absolutamente necesario** montar el muelle incluido en el juego.

**Atención:** Honda, en fase de producción, modificó las pistas de los correctores de par, creando dos versiones que pueden identificarse mediante las letras impresas en la semipolea móvil del corrector de par, como **FG** y **GF**, como muestra la figura siguiente. Malossi, para adaptarse perfectamente al comportamiento de las dos versiones de corrector de par, suministra en el juego dos muelles y dos series de rodillos; por tanto, en el corrector de par **FG** monte el muelle amarillo de 180 mm de longitud y los rodillos 15 g, y en el corrector de par **GF** monte el muelle blanco de 100 mm de longitud y los rodillos 13 g.



montare la molla bianca da 100mm e rulli gr. 13  
poser le ressort blanc de 100 mm et les rouleaux 13 g  
fit the 100 mm long white spring and the rollers 13 g  
die weiße Feder zu 100mm und die Rollen zu 13g montieren

monte el muelle blanco de 100 mm y los rodillos 13 g



montare la molla gialla da 180mm e rulli gr. 15  
poser le ressort jaune de 180 mm et les rouleaux 15 g  
fit the 180 mm long yellow spring and the rollers 15 g  
die gelbe Feder zu 180mm und die Rollen zu 15g montieren

monte el muelle amarillo de 180 mm y los rodillos 15 g

# HONDA Cn 250cc - PIAGGIO Hexagon 250cc

art. 5111262



Utilizzare la calotta guida rulli originale (6) ed i cursori originali (5), dopo aver controllato che siano in buono stato. Qualora risultino eccessivamente usurati o danneggiati sostituirli. La calotta guida rulli originale normalmente presenta al termine delle piste dei rulli delle bave di tranciatura che possono danneggiare i vostri nuovi rulli. Si consiglia vivamente di eliminare le bave con un manipolo ad aria ed una fresina abrasiva pulendo accuratamente la parte terminale delle piste dei rulli sulla calotta. **Per questo variatore, non utilizzare assolutamente grasso lubrificante.** Non é necessario smontare il gruppo correttore di coppia in quanto per questo variatore viene mantenuta la molla originale.



Utiliser la calotte guide rouleaux d'origine (6) et les curseurs (5) d'origine, après avoir contrôlé qu'ils soient en bon état. Dans le cas où ils seraient excessivement usés ou endommagés, les remplacer. La calotte guide rouleaux d'origine présente normalement, à la fin des guides des rouleaux, des bavures de découpe qui pouvant endommager vos nouveaux rouleaux. Il est vivement conseillé d'éliminer les bavures à l'aide d'un vaporisateur à air et d'une fraise abrasive, et nettoyer soigneusement la partie finale des guides des rouleaux sur la calotte. **Pour ce variateur n'utiliser absolument pas de graisse lubrifiante.** Il n'est pas nécessaire de déposer le groupe correcteur de couple, puisque pour ce variateur on garde le ressort d'origine.



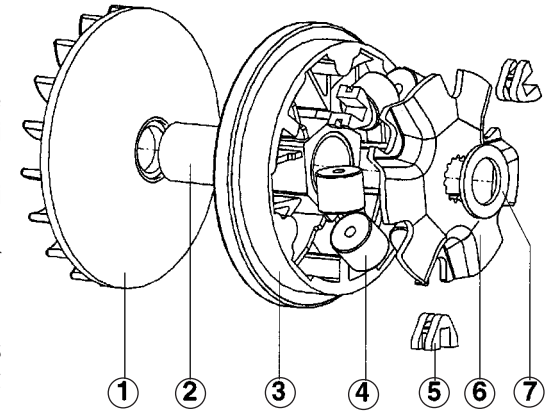
Use the original roller guide cover (6) and the original cursors (5) after having checked that they are in good condition. If they are excessively worn or damaged, change them. Generally, at the end of the roller guides, the original roller guide cover has some burrs produced during blanking, which may damage your new rollers. We advise you to eliminate the burrs with a compressed air gun and an abrasive cutter, accurately cleaning the end part of the roller guides on the cover. **For this variator, absolutely do not use lubricating grease.** It is not necessary to dismantle the torque driver assembly, as the original spring is maintained for this variator.



Originalkalotte des Satzrollengewichts (6) und Schieber (5) verwenden, nachdem sie auf ihren Zustand überprüft wurden. Falls verschlissen oder beschädigt, mit Originalschiebern ersetzen. Die Originalkalotte des Satzrollengewichts weist am Ende der Rollenführungen Schnittgrat auf, der die neuen Rollen beschädigen könnte. Es wird daher empfohlen, den Grat mit einer Luftpistole und einer Schleiffräse abzuschleifen und das Endstück der Rollenführungen auf der Kalotte gründlich zu säubern. **Für diesen Variator darf auf keinen Fall Schmierfett verwendet werden.** Der Sportriemenscheibe muss nicht ausgebaut werden, da für den Variator die Originalfeder beibehalten wird.



Utilice la caja guía rodillos original (6) y los cursores originales (5), después de haber controlado que estén en buen estado. Si resultan excesivamente desgastados o dañados, sustitúyalos. En la caja guía rodillos original, al final de las pistas de los rodillos, normalmente se encuentran rebabas de corte que pueden dañar los nuevos rodillos. Se aconseja encarecidamente eliminar las rebabas con un manipulador de aire y una pequeña fresa abrasiva, limpiando cuidadosamente las partes finales de las pistas de rodillos en la caja. **Para este variador no utilice en absoluto grasa lubricante.** No es necesario desmontar el grupo corrector de par porque para este variador se mantiene el muelle original.



# SUZUKI An Burgman Business 400cc

art. 5111389



Utilizzare la calotta guida rulli originali (6) ed i cursori originali (5), dopo aver controllato che siano in buono stato. Qualora risulti eccessivamente usurati o danneggiati, sostituirli con dei cursori originali. **Per questo variatore, non utilizzare assolutamente grasso lubrificante.** Per tutti i mezzi che montano questo variatore é **assolutamente necessario** montare la molla fornita nel kit.



Utiliser la calotte guide rouleaux d'origine (6) et les curseurs (5) d'origine, après avoir contrôlé qu'ils soient en bon état. Dans le cas où ils seraient excessivement usés ou endommagés, les remplacer par des curseurs d'origine. **Pour ce variateur n'utiliser absolument pas de graisse lubrifiante.** Pour tous les engins ayant ce variateur, **il est absolument nécessaire** de poser le ressort fourni dans le Kit.



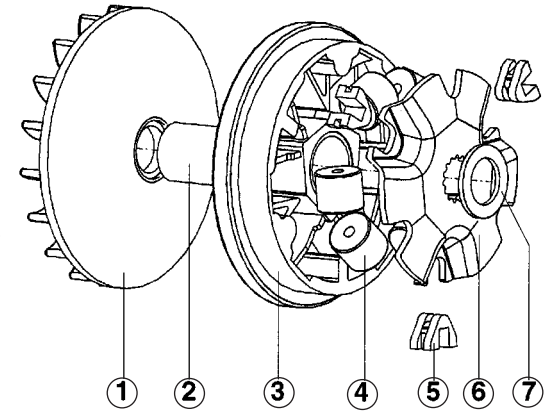
Use the original roller guide cover (6) and the original cursors (5) after having checked that they are in good condition. If they are excessively worn or damaged, change them with original cursors. **For this variator, absolutely do not use lubricating grease.** For all vehicles fitted with this variator **it is absolutely necessary** to fit the spring supplied in the kit.



Originalkalotte des Satzrollengewichts (6) und Schieber (5) verwenden, nachdem sie auf ihren Zustand überprüft wurden. Falls verschlissen oder beschädigt, mit Originalschiebern ersetzen. **Für diesen Variator darf auf keinen Fall Schmierfett verwendet werden.** Für alle Fahrzeuge mit diesem Variator muss unbedingt die im Set enthaltene Feder montiert werden.



Utilice la caja guía rodillos original (6) y los cursores originales (5), después de haber controlado que estén en buen estado. Si resultan excesivamente desgastados o dañados, sustitúyalos con cursores originales. **Para este variador no utilice en absoluto grasa lubricante.** En todos los medios en los que puede montarse este variador **es absolutamente necesario** montar el muelle incluido en el juego.







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# SEQUENZA DI MONTAGGIO



foto 1a



foto 1b



foto 2



foto 3a



foto 3b



foto 4



foto 5



foto 6



foto 7

# SEQUENZA DI MONTAGGIO



foto 8



foto 9a



foto 9b



foto 10a



foto 10b



# Multivar<sup>®</sup> 2000

**MALOSSI**

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Istruz. Multivar 2000 Maxiscooter

applicazioni - applications - applications - zuordnung - aplicaciones

APRILIA	HABANA 4t 125cc	5111154	MBK	FLAME 125cc	5111567
APRILIA	LEONARDO 4t 125cc	5111257	MBK	NITRO 100cc	5111380
APRILIA	LEONARDO 4t 150cc	5111257	MBK	OVETTO 100cc	5111380
APRILIA	LEONARDO 4t 250cc	5111225	MBK	SKYLINER 4t 125cc	5111259
APRILIA	SCARABEO 100cc	5111380	MBK	SKYLINER 4t 150cc	5111259
APRILIA	SCARABEO 4t 125cc	5111257	MBK	SKYLINER 4t 250cc	5111225
APRILIA	SCARABEO 4t 150cc	5111257	PEUGEOT	ELYSEO 100cc x mod. KAT.	5111558
APRILIA	SR 125cc	5111258		x mod. NO KAT.	5111127
APRILIA	SR 150cc	5111258	PEUGEOT	ELYSEO 4t 125-150cc	5111369
BENELLI	ADIVA 4t 150cc	5111397	PEUGEOT	SPEEDFIGHT 100cc x mod. KAT.	5111558
BENELLI	K2 100cc	5111380		x mod. NO KAT.	5111127
BENELLI	VELVET 4t 125cc	5111259	PEUGEOT	TREKKER 100cc x mod. KAT.	5111558
BENELLI	VELVET 4t 150cc	5111259		x mod. NO KAT.	5111127
BENELLI	VELVET 4t 250cc	5111225	PEUGEOT	VIVACITY 100cc x mod. KAT.	5111558
BETA	EIKON 125-150cc	5111260		x mod. NO KAT.	5111127
GILERA	DNA 4t 125cc	5111397	PEUGEOT	X-FIGHT 2t 100cc	5111558
GILERA	DNA 4t 180cc	5111594	PIAGGIO	HEXAGON 125cc	5111258
GILERA	RUNNER FX 125cc	5111258	PIAGGIO	HEXAGON LX 125cc	5111258
GILERA	RUNNER FXR 180cc	5111258	PIAGGIO	HEXAGON LX4 4t125cc	5111154
GILERA	RUNNER VX 4t 125cc	5111397	PIAGGIO	HEXAGON 150cc	5111258
GILERA	RUNNER VXR 4t 180cc	5111594	PIAGGIO	HEXAGON LXT 180cc	5111258
GILERA	TYPHOON 125cc	5111258	PIAGGIO	SUPER HEXAGON GTX 4t 125cc	5111397
GILERA	TYPHOON X 125cc	5111258	PIAGGIO	SUPER HEXAGON 4t GTX 180cc	5111594
HONDA	@ 125-150cc	5111572	PIAGGIO	HEXAGON 4t 250cc	5111262
HONDA	BALI 100cc	5111364	PIAGGIO	LIBERTY 4t 125cc	5111154
HONDA	CN 4t 250cc	5111262	PIAGGIO	LIBERTY 4t (m.L.) 125cc-LE150cc	5111397
HONDA	FORESIGHT FES 4t 250cc	5111226	PIAGGIO	SKIPPER 2t 125cc	5111258
HONDA	JAZZ (FORZA) NSS 4t 250cc	5111593	PIAGGIO	SKIPPER LX 125cc	5111258
HONDA	PANTHEON 2t 125cc	5111261	PIAGGIO	SKIPPER ST 4t (m.L.) 125-150cc	5111397
HONDA	PANTHEON 2t 150cc	5111261	PIAGGIO	SKIPPER 2t 150cc	5111258
HONDA	SH 100cc	5111364	PIAGGIO	SKIPPER LXT 150cc	5111258
HONDA	SILVER WING 4t 600cc	5111812	PIAGGIO	VESPA ET4 4t 125cc	5111154
ITALJET	DRAGSTER 125cc	5111258	PIAGGIO	VESPA ET4 (m.L.) 125-150cc	5111397
ITALJET	DRAGSTER 180cc	5111258	PIAGGIO	X9 4t 125cc	5111397
ITALJET	MILLENNIUM 4t 125cc	5111259	PIAGGIO	X9 AMALFI 4t 180cc	5111594
ITALJET	MILLENNIUM 4t 150cc	5111259	PIAGGIO	X9 4t 250cc	5111226
ITALJET	TORPEDO 4t 125cc	5111154	PIAGGIO	ZIP 4t 125cc	5111397
ITALJET	TORPEDO 4t 150cc	5111397	SUZUKI	AN BURGMAN 4t 250cc	5111323
KYMCO	B&W 125-150cc	5111260	SUZUKI	AN BURGMAN BUSINESS 4t 400cc	5111389
KYMCO	B&W 250cc	5111838	SUZUKI	EPICURO 4t 125cc	5111324
KYMCO	DINK 4t 125-150cc	5111260	SUZUKI	EPICURO 4t 150cc	5111324
KYMCO	PEOPLE 125-150cc	5111545	SYM	SUPER DUKE 150cc	5111577
KYMCO	VIVIO 125-150cc	5111545	YAMAHA	AEROX 100cc	5111380
MALAGUTI	CIAK 100cc	5111327	YAMAHA	BWS 100cc	5111380
MALAGUTI	F18 WARRIOR 4t 125-150cc	5111260	YAMAHA	CYGNUS 125cc	5111567
MALAGUTI	MADISON 4t 125cc	5111259	YAMAHA	MAJESTY 4t 125cc	5111259
MALAGUTI	MADISON 4t 150cc	5111259	YAMAHA	MAJESTY 4t 150cc	5111259
MALAGUTI	MADISON 4t 250cc	5111225	YAMAHA	MAJESTY 4t 250cc	5111225
MALAGUTI	PHANTOM 100cc	5111327	YAMAHA	NEO'S 100cc	5111380
MBK	BOOSTER 100cc	5111380	YAMAHA	T-MAX 500cc	5111804
MBK	DOODO 4t 125cc	5111259	YAMAHA	TEO'S 125cc	5111259