

## Vespa GTS Supertech 300cc HPE

Vespa GTS, the classic, unique Vespa style is combined with a distinctly sporty and modern personality, giving the clean Vespa lines a decidedly rugged look. The Vespa GTS **Supertech 300cc** with new HPE engine is the **most powerful** Vespa ever made. With **23.8HP** this ultra-modern powerful 4-valve liquid-cooled engine, electronic injection, what sets the Vespa GTS Supertech 300cc apart is the incredible flexibility and exuberance of the engine with an easy twist-and-go CVT automatic transmission. The steel

unibody frame is distinctly Vespa, providing strength and a smooth secure ride. 12-inch wheels provide great handling and for increased safety, the front and rear disc brakes (GTS 300) have the ABS and ASR system. Riding is safer and more practical then ever with the new Vespa Supertech **Mia connectivity system**, using **Bluetooth** to connect your Smartphone to the bike's electronic system. It allows you to **handle calls** and **messages**, choose your music, trip statistics and the **integrated navigation** management able to transfer the turn-by-turn indications from the smartphone App to the vehicle digital 4.3" colour TFT dashboard.



1 Day	2 Days	3 Days	1 Week	Add. Day
68,00	136,00	192,00	365,00	58,00

### Technical Specifications

Engine	Single-cylinder, 4 valve, electronic injection, catalysed
Displacement	278 cc.
Bore x Stroke	75 mm x 63 mm
Max Power	23,8 bhp (17,5 Kw) a 8.250 rpm
Max Torque	26,0 Nm a 5.250 rpm
Fuel	Unleaded petrol N.O.R. min. 95
Induction	4 valves, electronic injection (SOHC)
Ignition	Inductive ignition controlled by ECU with 3D mapping.
Starter	Electric and kick starter
Lubrication	Wet pump with cup capacity of 1lt., chain driven lobe pump
Cooling	Liquid
Gear change	Automatic CVT with torque server
Clutch	Automatic centrifuge type
Frame	Pressed steel monocoque
Front suspension	Oscillating arm with helicoidal spring and hydraulic double effect single damper
Rear suspension	Two dual effect shock absorbers with adjustable preload
Front brake	Ø 220 mm stainless steel disc with dual piston hydraulic calliper, braking assisted by ABS system
Rear brake	Ø 220 mm s. steel disc with dual piston hydraulic calliper
Front wheel rim	Die-cast aluminium alloy 12" x 3,00
Rear wheel rim	Die-cast aluminium alloy 12" x 3,00
Front tyre	Tubeless 120/70-12" 51P
Rear tyre	Tubeless 130/70-12" 62P
Length	1.950 mm
Width	755 mm
Wheel base	1,375 mm
Saddle height	790 mm
Kerb mass	160 kg
Fuel tank cap.	8,5 liters
Maximum speed	130 Km/hour





## Vespa GTS 125cc i.e. Super

The classic, unique Vespa style is combined with a distinctly sporty and modern personality, giving the clean Vespa lines a decidedly rugged look. With new QUASAR 4-valve liquid-cooled by new E.C.S. (electric cooling system) engine, electronic injection, for an incredible flexibility of the engine with an easy twist-and-go CVT automatic transmission. The steel unibody frame is distinctly Vespa, providing strength and a smooth secure ride. 12-inch wheels provide great handling and the double-disc brake allow you to stop on a dime! The under-seat storage area is big enough for a helmet.

1 Day	2 Days	3 Days	1 Week	Add. Day
60,00	120,00	171,00	320,00	51,00

## Technical Specifications



<b>Engine</b>	Single-cylinder, 4 valve, electronic injection, catalysed
<b>Displacement</b>	124 cc.
<b>Bore x Stroke</b>	57 mm x 48,6 mm
<b>Max Power</b>	14,9 bhp (11 Kw) a 9.750 rpm
<b>Max Torque</b>	12,0 Nm a 7.500 rpm
<b>Fuel</b>	Unleaded petrol N.O.R. min. 95
<b>Induction</b>	4 valves, electronic injection (SOHC)
<b>Ignition</b>	Inductive ignition controlled by ECU with 3D mapping.
<b>Starter</b>	Elettrico con ruota libera in bagno d'olio
<b>Lubrication</b>	Wet pump with cup capacity of 1lt., chain driven lobe pump
<b>Cooling</b>	Liquid with electric pump
<b>Gear change</b>	Automatic CVT with torque server
<b>Clutch</b>	Automatic centrifuge type
<b>Frame</b>	Pressed steel monocoque
<b>Front suspension</b>	Oscillating arm with helicoidal spring and hydraulic double effect single damper
<b>Rear suspension</b>	Two dual effect shock absorbers with adjustable preload
<b>Front brake</b>	Ø 220 mm stainless steel disc with dual piston hydraulic calliper
<b>Rear brake</b>	Ø 220 mm stainless steel disc with dual piston hydraulic calliper
<b>Front wheel rim</b>	Die-cast alloy black 12" x 3,00
<b>Rear wheel rim</b>	Die-cast alloy black 12" x 3,00
<b>Front tyre</b>	Tubeless 120/70-12" 51P
<b>Rear tyre</b>	Tubeless 130/70-12" 62P
<b>Length</b>	1.950 mm
<b>Width</b>	755 mm
<b>Wheel base</b>	1,370 mm
<b>Saddle height</b>	790 mm
<b>Dry weight</b>	148 kg
<b>Fuel tank cap.</b>	8,5 liters
<b>Maximum speed</b>	113 Km/hour

## Vespa Primavera 125cc.

The new Vespa Primavera is youthful, agile, innovative, safety- and environment-friendly boasting even greater safety, comfort and style as today, is a true star of the times. The all-steel body sets the Vespa apart from any other scooter produced today and offers unmatched rigidity and steering precision. There's plenty of news, the new five-spoke design wheel rims made in aluminium, both are now [MY2019] a generous 12" to ensure even greater stability, safety and hold on all road surfaces. Front wheel ABS only [MY2019]. Enhanced safety also comes in the form of the LED lighting technology used for both the tail light and front headlight. The single-cylinder four-stroke engine provides a smooth and quiet ride and reduces consumption with top-of-the-range performance.



1 Day	2 Days	3 Days	1 Week	Add. Day
55,00	110,00	150,00	285,00	46,00

## Technical Specifications

<b>Engine</b>	LEADER 4 stroke, single cylinder 3v; PIAGGIO i-get [MY2019]
<b>Displacement</b>	124,02 cc
<b>Bore x Stroke</b>	58,6 mm x 52,0 mm
<b>Max Power</b>	7.9 Kw (10.7 bhp) at 7,700 rpm
<b>Max Torque</b>	10.4 Nm at 6,000 rpm
<b>Fuel</b>	Unleaded petrol N.O.R. min. 95
<b>Induction</b>	SOHC
<b>Ignition</b>	Electronic CDI and variable timing
<b>Starter</b>	Electric and kick starter
<b>Lubrication</b>	Wet pump with cup capacity of 1,34 litre, chain driven lobe pump
<b>Cooling</b>	Forced air
<b>Gear change</b>	Automatic CVT with torque server
<b>Clutch</b>	Automatic centrifuge type
<b>Frame</b>	Pressed steel monocoque
<b>Front suspension</b>	Oscillating arm with helicoidal spring and hydraulic double effect single damper
<b>Rear suspension</b>	Helicoidal adjustable spring and hydraulic double effect single damper
<b>Front brake</b>	Ø 200 mm stainless steel disc with dual piston hydraulic calliper
<b>Rear brake</b>	Ø 110 mm drum, mechanically commanded
<b>Front wheel rim</b>	Die-cast alloy, 2.50 - 11" ; 3.0 -12" [MY2019]
<b>Rear wheel rim</b>	Die-cast alloy, 2.75 - 11" ; 3.0 -12" [MY2019]
<b>Front tyre</b>	Tubeless 110/70 - 11" ; 110/70 - 12" [MY2019]
<b>Rear tyre</b>	Tubeless 120/70 - 11" ; 120/70 - 12" [MY2019]
<b>Length</b>	1,870 mm
<b>Width</b>	735 mm
<b>Wheel base</b>	1,340 mm
<b>Seat height</b>	790 mm
<b>Dry weight</b>	126 kg [MY2019]
<b>Fuel tank cap.</b>	8,0 litres
<b>Maximum speed</b>	91 Km/hour

## Vespa LX 125cc.

The Vespa LX offers a blend of classic style, round headlamp and rear-view mirrors in chrome-plated steel are a style statement straight out of Vespa history, and sharp edge modern design. The all-steel body sets the Vespa LX apart from any other scooter produced today and offers unmatched rigidity and steering precision. The saddle height gives riders of any height perfect control of the vehicle and the 11 inch front wheel guarantees greater stability and pinpoint steering. The braking system, powerful 200mm front disc brake, ensures stability and a smooth ride.

1 Day	2 Days	3 Days	1 Week	Add. Day
55,00	110,00	150,00	285,00	46,00

## Technical Specifications

<b>Engine</b>	LEADER 4 stroke, single cylinder
<b>Displacement</b>	124,02 cc
<b>Bore x Stroke</b>	57 mm x 48,6 mm
<b>Max Power</b>	7.6 Kw (10.3 bhp) at 8,000 rpm
<b>Max Torque</b>	9.6 Nm at 6,000 rpm
<b>Fuel</b>	Unleaded petrol N.O.R. min. 95
<b>Induction</b>	SOHC
<b>Ignition</b>	Electronic CDI and variable timing
<b>Starter</b>	Electric and kick starter
<b>Lubrication</b>	Wet pump with cup capacity of 1 litre, chain driven lobe pump
<b>Cooling</b>	Forced air
<b>Gear change</b>	Automatic CVT with torque server
<b>Clutch</b>	Automatic centrifuge type
<b>Frame</b>	Pressed steel monocoque
<b>Front suspension</b>	Oscillating arm with helicoidal spring and hydraulic double effect single damper
<b>Rear suspension</b>	Helicoidal adjustable spring and hydraulic double effect single damper
<b>Front brake</b>	Ø 200 mm stainless steel disc with dual piston hydraulic calliper
<b>Rear brake</b>	Ø 110 mm drum, mechanically commanded
<b>Front wheel rim</b>	Die-cast aluminium alloy, 2.50 - 11"
<b>Rear wheel rim</b>	Die-cast aluminium alloy, 3.00 - 10"
<b>Front tyre</b>	Tubeless 110/70 - 11"
<b>Rear tyre</b>	Tubeless 120/70 - 10"
<b>Length</b>	1,800 mm
<b>Width</b>	740 mm
<b>Wheel base</b>	1,280 mm
<b>Saddle height</b>	775 mm
<b>Dry weight</b>	110 kg
<b>Fuel tank cap.</b>	8,6 litres
<b>Maximum speed</b>	91 Km/hour





## PIAGGIO X-Evo 125cc.

X10 offers unparalleled comfort, space and ergonomics. The rider can choose to assume an upright, alert position for urban use, or to extend legs for a touring riding style, at just 760 mm in height, the saddle facilitates access and allows the rider to reach the ground easily with feet, for better vehicle control in traffic. The long wheelbase sets the X10 a step ahead of its rivals yet still leave the passenger with plenty of space. The suspension system uses shock absorbers with extra-long travel and is conceived to combine maximum comfort with riding pleasure. X10 takes safety with a combined braking system actuating both the right hand 280mm front disc and the 240mm rear disc simultaneously, supported by ABS and ASR system, for perfect vehicle control and the shortest stopping distances possible in all conditions.

1 Day	2 Days	3 Days	1 Week	Add. Day
60,00	120,00	171,00	320,00	51,00

### Technical Specifications

<b>Engine</b>	4 stroke, single cylinder
<b>Displacement</b>	124 cc 57,0x48,6mm
<b>Bore x Stroke</b>	57,0x48,6mm
<b>Fuel</b>	Unleaded petrol N.O.R. min. 95
<b>Max Power</b>	11.0 kW (14,9 bhp) at 8,750 rpm
<b>Max Torque</b>	12,0 Nm (1.17 kgm) at 7,250 rpm
<b>Distribution</b>	4 valve single camshaft in the head (SOHC)
<b>Ignition</b>	Electronic capacitive (CDI) with variable timing
<b>Cooling</b>	Liquid
<b>Start</b>	Electric, with automatic starter
<b>Gear change</b>	Automatic CVT gearbox
<b>Clutch</b>	Centrifuge type
<b>Frame</b>	Double cradle in high tensile steel tubes
<b>Front Suspension</b>	Hydraulic telescopic fork, Ø 35 mm downtubes
<b>Rear Suspension</b>	Engine works as oscillating fork, two dual effect hydraulic dampers, helicoidal spring adjustable to four positions
<b>Front brake</b>	double disc stainless steel, 280 mm diameter,
<b>Rear brake</b>	Stainless steel disc, 240 mm diameter,
<b>Front wheel rim</b>	Die-cast light alloy - 15" x 3.50
<b>REAR wheel rim</b>	Die-cast light alloy - 13" x 4.00
<b>Front Tyre</b>	Tubeless 120 / 70 - 15"
<b>Rear Tyre</b>	Tubeless 150 / 70 - 13"
<b>Instrumentation</b>	Analogue-digital
<b>Lenght</b>	2,265 mm
<b>Width</b>	800 mm
<b>Saddle height</b>	760 mm
<b>Wheelbase</b>	1,625 mm
<b>Dry weight</b>	194 kg
<b>Fuel tank capacity</b>	15,5 litres, of which 1,8 of reserve
<b>Storage capacity</b>	56 litres under the seat: contains an overnight case or a full and small helmet ; the vehicle has another storage spaces behind the front shield
<b>Max Speed</b>	105 kmph / 63 mph
<b>Consumption ECE</b>	4 litres per 100 km / 62 miles
<b>Range at 90 KPH/56 MPH</b>	300 KM/ 168 miles
<b>Emission</b>	In line with the Euro 3 gas and noise emissions standards

