



driver  
club/country  
scooter model  
build date  
vehicle name  
engine [cc]

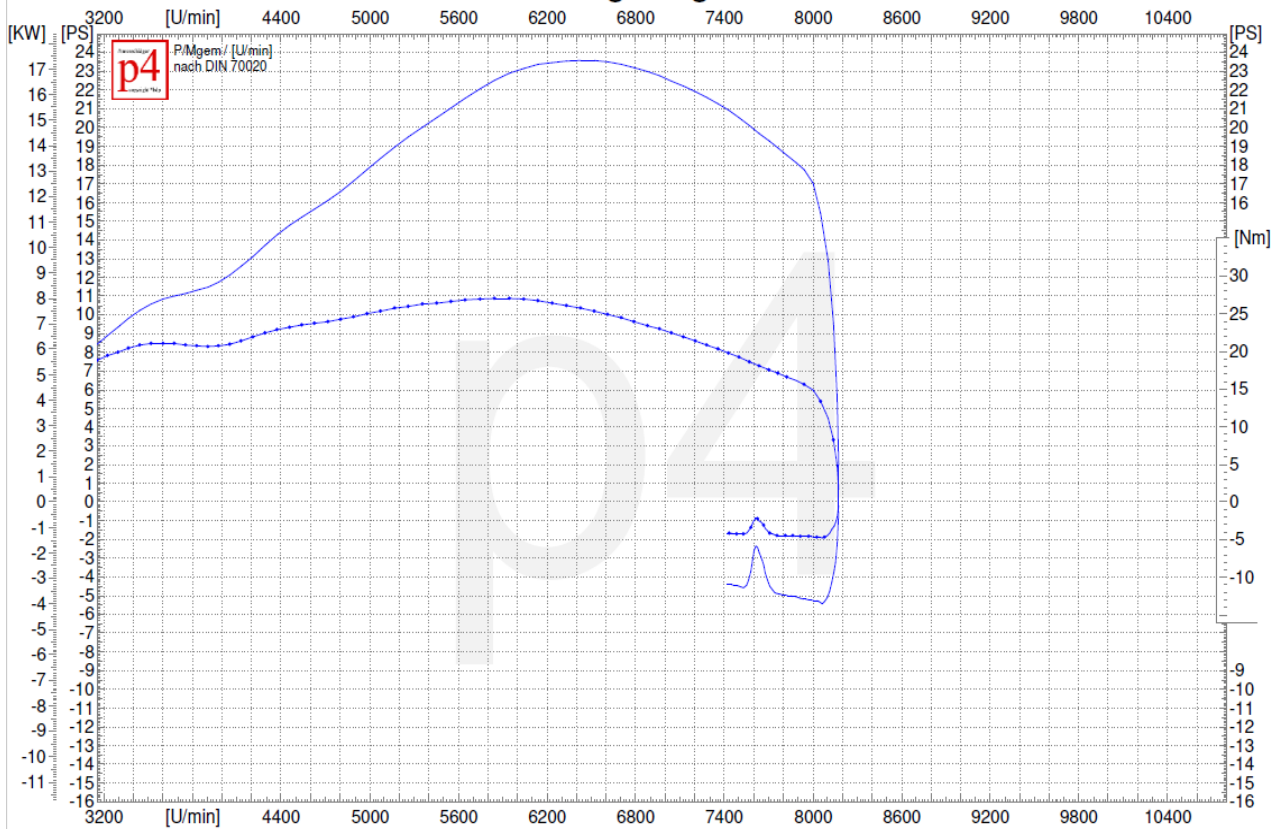
Michael Schumacher  
SIP Scootershop  
VSX1T  
1980  
PX 200  
221,1

measuring mode rear tire  
power  $P_{max}$  [hp] 23,6  
torque  $M_{max}$  [Nm] 27,1  
specific power  $P_{Hmax}$  [hp/l] 106,7  
SIP-conclusion  
Standard 200cc tuning setup for touring

p4-Messanlage

Fa. SIP Scootershop GmbH  
**Leistungsdiagramm**

07.04.2022



Engine-setup	Article	Article number	Comment
Crankcase	Piaggio VSX1M (original) Transferports modified		no welding
Cylinder	<a href="#">Racing cylinder SIP MALOSSI 210 ccm "Legal"</a>	3116346H	Diam.
Cylinder Head	stock	-	1,4
Spark Plug	<a href="#">DENSO W24ES-U Copper</a>	88050000	(W3CC/B9ES)
Ignition	<a href="#">SIP PERFORMANCE by VAPE Road for PX 200/Rally</a>	51007RD0	18° BTDC @ 3.000 rpr
Crankshaft	<a href="#">long stroke shaft MAZZUCHELLI</a>	45025000	Stroke
Manifold	-	408121J0	
Reed Valve	-	40312120	Drehschieber
Carburettor	<a href="#">DELL'ORTO/SPACO by SIP SI 26.26G</a>	40016000	
Air Filter/ Airbox	<a href="#">Air Intake System MRP for carburettor SI 24/26</a>	22159580	
Exhaust	<a href="#">racing exhaust SIP ROAD 3.0</a>	24165900	
Clutch	<a href="#">SIP COSA 2 Sport Z 24</a>	93407000	Z 24
Clutch Friction Plates	<a href="#">SIP PERFORMANCE COSA 2 Race for clutch "COSA 2"</a>	93081400	4 pcs.
Primary Driven Gear	<a href="#">Primary Driven Gear 65 teeth input shaft FA</a>	11272000	Z 65
Input Shaft	<a href="#">Countershaft 12-13-17-21 teeth PIAGGIO with primary g</a>	88220000	<a href="#">Replit 16020600</a>
Driveshaft	<a href="#">Driveshaft Piaggio</a>	88114000	
1st Gear	<a href="#">Z 57 1st gear P/A</a>	15280400	
2nd Gear	<a href="#">Z 42 2nd gear Piaggio</a>	15280500	
3rd Gear	<a href="#">Z 38 3rd gear Piaggio</a>	88130000	
4th Gear	<a href="#">Z 35 4th gear P/A</a>	15280700	
Rear Wheel	<a href="#">CONTINENTAL TWIST 3.50-10 59M TL M/C reinforced</a>	80025000	3.50 - 10"

[The complete engine setup can be found in this notepad.](#)

Power as measured at the rearwheel on our calibrated Amerschlager P4 dynamer. The SIP dynamer is recognised as an external testing facility of the Society for Technical Supervision (GtU). The GtU has been accredited as a technical service to the official German motoring authority KraftfahrBundesamt (KBA).