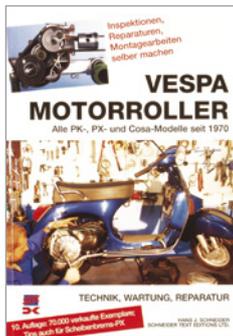




## Installation of MALOSSI 210cc Vespa PX cylinders

Here, we show you an example installation of the popular MALOSSI cylinder kit for the Vespa PX200. In principle, all Vespa cylinders are installed in a similar way.

We also recommend the book **'Vespa PK, PX, Cosa Scooters since 1970'** (in German) for further information. This 180 page publication includes hundreds of diagrams and images and describes almost all of the daily repairs in detail. part no 994100, € 12.52. Handbooks are available in different languages at [www.sip-scootershop.com](http://www.sip-scootershop.com). A high quality and high performance tuning cylinder requires high quality 2-stroke oil. Our recommendation: The **SIP Formula 2-stroke oil**. Synthetic, high quality, extremely durable and also unbelievable value for money. part no 144000, € 5,80.



Push the cylinder onto the crankcase. Mark the shape of the transfer ports onto the base gasket surface w/ a scribe or marker pen.



Remove the marked material using a drill or dremel with a suitable bit (e.g. PART NO 61626000)



The depth/width of the transfers on the cylinder should be reproduced in the crankcase openings symmetrically, polishing is not necessary.



All surplus gasket material should also be cut away, otherwise their function could be negatively affected.



If you intend to use a 60mm stroke crankshaft the lower skirt of the piston should also be removed with a set of pliers or a file.



Make sure all edges and corners of the piston are chamfered and smoothed properly.



Install the piston rings carefully. This kit has wedge section rings, make sure the sloping surface faces towards the top of the piston.



Install piston with the window facing upwards, install pin roller bearing. Push the gudgeon pin with a drop of oil into the piston



Put circlips into the grooves by using pliers. The POLINI 'G' circlips (# 13010000) also fit and are easier to install.



Mount base gasket. Oil the bore of the cylinder and push it gently over the piston. Ends of the rings should just touch the pins in the grooves.



If you are using the SIP cylinder head apply the O-ring head gasket ...



... and tighten the nuts crosswise to the same torque strength (between 17 and 21Nm) to suit.