



driver Cat Stevens  
 club/country SIP Scootershop  
 scooter model VSX1T  
 build date 1981  
 vehicle name PX 200  
 engine [cc] 221,1

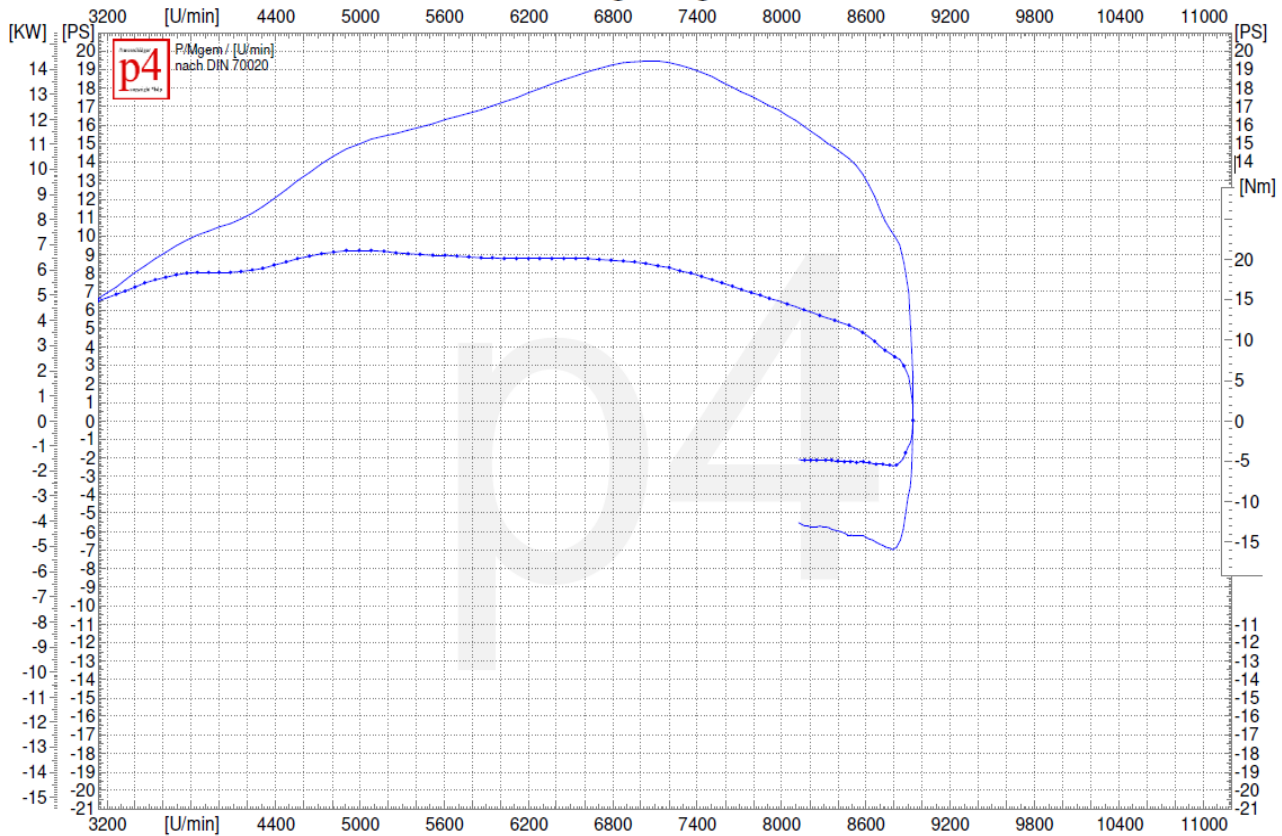
measuring mode rear tire  
 power  $P_{max}$  [hp] 19,5  
 torque  $M_{max}$  [Nm] 21,1  
 specific power  $P_{Hmax}$  [hp/l] 88,2  
 SIP-conclusion  
 Powerfull plug&play setup

p4-Messanlage

Fa. SIP Scootershop GmbH

24.11.2022

### Leistungsdiagramm



Engine-setup	Article	Article number	Comment
Crankcase	Piaggio VSX1M (original)		not modified
Cylinder	<a href="#">Racing cylinder MALOSSI Sport MK II 210 ccm</a>	31185910	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	24 ° BTDC @ 3.000 rpr
Crankshaft	<a href="#">long stroke shaft SIP PREMIUM</a>	45021510	Stroke
Manifold		408121J0	
Reed Valve		40312120	Drehschieber
Carburettor	<a href="#">DELL'ORTO/SPACO by SIP SI 24.24E with slide SIP 4.0</a>	400204T7	
Air Filter/ Airbox	<a href="#">Air Intake System POLINI "Venturi" for Vergaser SI 24.24</a>	20301520	
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	Z65
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="#">Wheel Assembly SIP Classic 3.50-10 59P TL/TT</a>	30901100	3.50 - 10"

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

Power as measured at the rear wheel 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).