



VESPA SPRINT – LEGENDARY BY BIRTH

A COLOURED STREAK GOING THROUGH THE CITY. LIVELY, QUICK, AGILE AND LIGHT

WITH VESPA SPRINT THE “SPORTY VESPINO” IS BACK, THE LEGEND OF ENTIRE GENERATIONS OF YOUNG PEOPLE WHO WERE ALWAYS ABLE TO FIND THE ENGINE FOR THEIR VITALITY IN A VESPA

Beginning from the mid-sixties following the birth of the Vespa 50, a new generation of Sporty Vespas invaded the European streets. They were small, quick, extremely agile and modern, like the mentality of the young people who rode them.

Generations seeking freedom and following the speed of ideas, which in those years were changing the world, found their wings this way.

Those **little “streaks” were built on the Vespa 50 body** that, from the time it was introduced in 1963, had divided the world of the most popular scooter in the world between Vespino and Vespone, leaving the larger bodied models for the adult riders.

A brilliant engine in a smaller and lighter body than the more traditional Vespas: and so - in 1966 - one of the legendary models from Vespa history was born, the Super Sprint 90, a true special edition derived from the Vespa 50 cc and the “new 125”. The line left no doubts as to its sport vocation, characterised by the spare tyre placed vertically on the footrests and overlapped by a storage compartment between the saddle and the handlebar completed by a padded cushion where the rider's chest could rest for “leaned over” riding like on the competition bikes from that period. The handlebar was narrow and low, revealing the “racer” aspirations of the SS; the mudguard and cowling were also radically new, streamlined in search of the best aerodynamic efficiency. The silencer, long and chromium, made a bold change to the lines of the past and would influence exhaust shape for the generations to come. With an engine capacity of only 90 cc, it could do 93 kph. Today it is one of the most popular and sought after models for collectors all over the world and it still leads in historical track races and gymkhanas thanks to its incomparable handling.

Later other models would arrive such as the Primavera ET3 in 1976 and the PK 125 in 1983 which solidified the legend of the sporty Vespa. **Today the Vespa Sprint is the natural heir to that tradition of vitality, style and youth.** It is born out of the body of the recent Vespa Primavera model and, available in 50 and 125 cc versions, it is intended for young people of all ages, enhancing the sporty style that its name, legendary by birth, evokes.

THE RETURN OF THE LEGENDARY “VESPINO”

The brand new Sprint is the most sporty and dynamic Vespa “small body” available. Its name recalls concepts which are intimately tied to the sporty Vespas of the '60s and '70s. The new **Vespa Sprint** embodies the heritage of the fastest and most youthful Vespas, providing those same **essential and indispensable elements that made it so successful with young people such as the sport design saddle and the rectangular headlight**, details which the Vespa Sprint shares today. Just as the Vespa Primavera replaced the popular and widespread LX version, the Vespa



Sprint replaces the Vespa S (the more sporty version of the Vespa LX), thereby continuing the Vespa tradition of using the same solid, tried and true technical base to create two significantly different models in terms of variation and target rider.

Vespa Sprint offers **numerous bold aspects which strongly characterise it and set it apart. The saddle has an exclusive design**, enhanced by a strictly black covering with a white line finish, a clear tribute to Vespa sport saddles. The convenient fold-away bag hook is still at the end, contributing to increasing the already significant cargo capacity of the Vespa Sprint. In fact, the **16.6 litre helmet compartment** can easily accommodate a full jet helmet thanks to the space created by moving the battery into the central tunnel of the footrest. The square-shaped passenger **handgrip** is also new, which, along with the particular conformation of the footrest, ensures plenty of room for the pillion as well as correct space and a comfortable and safe posture.

The hard work of the Piaggio Group Style Centre gave the new Vespa Sprint various exclusive and strongly distinctive stylistic features. The **instrument panel, protected by the hint of a spoiler**, has a new black background for the speedometer, while the **multifunction digital display** now has aggressive red backlighting. The same colour scheme is applied in the **new finish of the “neck-tie” on the shield**. The experience gained in the 946 project, the most prized and technological Vespa of all time, can also be seen in the shape of the **new rear-view mirrors**, the modern design which integrates perfectly with the overall style of the Vespa Sprint. The headlight has the typical rectangular shape of sporty Vespas. **The front daylight running lights are LED**, as is the rear brake light. This is a tangible sign of a Vespa that, as always, looks toward the future without forgetting that stylistic tradition which made it a true ambassador of Italian design throughout the world.

The most characteristic technical elements on the Vespa Sprint are still its **beautiful 12 inch, brand new design aluminium alloy wheel rims**. This is the first time that such large diameter wheel rims and large tyres are mounted on a Vespa “small body”, similar to the ones on the GTS series Vespas. This and its other elements contribute to placing the Vespa Sprint between the Primavera and the GTS series, targeting riders who truly want the most from the Vespa small body.

A NEW VESPA IN A BRAND NEW BODY

Vespa Sprint is a child of the same design that gave birth to the Vespa Primavera. A **cutting-edge project that uses the best available technology** and an absolutely exceptional design. It is a true revolution with respect to previous Vespa small body generations. With **the goal of guaranteeing the same ease and lightweight qualities of the previous Vespa S, but setting new standards in terms of comfort, space, riding pleasure and safety**, Vespa Sprint is a complete revamping of shape and size, carrying on the path begun by the Vespa 946. The overall dimensions are still similar to those that marked the success of the Vespa LX and Vespa S, but **an increase in some fundamental specific dimensions optimises the ergonomics, habitability and ease of use**. The rider now has **more legroom** behind the shield and a new footrest that facilitates placing both feet on the ground, thanks in part to its particular shape. The proverbial Vespa easy handling is still ensured by the **compact lateral size**, but also by the **reduced saddle height, just 790 mm from the ground**. The tail is again pointed and tapered, just like on the first prototype that inspired the



name "Vespa" because of its similarity to a wasp. In it, the extended taillight also helps to give the body a streamlined appearance.

The stylistic tributes to the Vespa heritage continue in the **distribution of the handlebar trim**: the classic horizontal separation returns, characteristic of the most famous Vespa models, while the **electrical controls have been inserted in true "bracelets"** which, thanks to the chromium finish, are actually separated from the rest and are clearly reminiscent of that element which acted as the gear/clutch assembly on some of the most classic models, located on the left side of the handlebar.

The instrument panel uses a high level of technology, but recalls the trapezoidal shapes of the most classic Vespa instrument panels. The headlight has a chromium frame once again, yet another plainly Vespa tradition style, while the **taillight uses LED illumination technology**.

The **flat, two-up saddle is comfortable and spacious** and has double stitching in accordance with customary refined Italian leather.. The rear is surrounded by the passenger handgrip, made in sturdy and reliable chromium piping which on the **Vespa Sprint** is more square-shaped, in line with the sporty set up of the vehicle.

The **Vespa Sprint colour schemes** also stem from Vespa tradition. The three classic colours of **Montebianco**, **Rosso Dragon** and **Nero Lucido** are joined by two brand new, bold colour schemes: **Blu Gaiola** and **Giallo Positano**. All the colours are strictly matched with a black saddle.

THE TECHNICAL SIDE - REFINED CONSTRUCTION TECHNOLOGY

A new, more rigid body

The **steel sheet bodywork** has always made the Vespa stand out from any other scooter in the world. The Vespa Sprint body is new, although it maintains a loyalty to the construction philosophy of pressed, welded parts. The welding process takes place on a new and futuristic line which is completely automated and guarantees excellent quality and precision standards.

The **precise design of the various components** has allowed previously unseen levels of rigidity to be achieved, but without compromising the weight of the structure. Compared to the Vespa LX and Vespa S, the rigidity of the headstock has been increased by 36%, while the longitudinal bend has increased as much as 154%. The advantages are tangible in terms of safety and riding pleasure on the road, where riders will discover a Vespa with dynamic qualities and **exceptional stability and handling**. The new frame design has made it possible to move the battery into the central footrest tunnel, thereby increasing the space available for a helmet and other items in the helmet compartment. Also, since the helmet compartment is free of fixing screws it can be easily removed to facilitate accessibility for servicing.

Vibrations are eliminated thanks to the new engine mount system

The engine is mounted on the body with a **system of 2-position arms** (only one position on the previous version) and uses a stop with double rubber absorption damper. As a result, the rider feels a notable reduction in vibrations in the various contact points (saddle, knobs and footrest).

New front suspension



Despite maintaining a single arm, pin driven front suspension in typical Vespa tradition, the new Sprint has a completely redesigned system capable of reducing slide friction by half. The **shock absorber is now fixed to the aluminium support that connects it to the wheel via a hinged pin**, whereas previously it was fixed with two screws. Increasing suspension slide increases riding comfort and the ability to absorb any imperfections in the road which therefore keep the rider from feeling the bumps.

NEW 3-VALVE ENGINES – ECOLOGY, SAVINGS AND PERFORMANCE

Vespa Sprint is available in two displacements and three different engines: two 50 cc (two or four stroke) and a 125 cc with 3-valve timing that represents the cutting-edge of technology, performance and minimum fuel consumption and pollution levels. It is a single cylinder 4 stroke air cooled engine with **3 valves** (2 intake and 1 exhaust) single overhead cam and **electronic fuel injection**. It was designed and built in the Pontedera plant, in some of the most advanced research & development centres in the world, with the goal of increasing performance and fuel economy and lowering polluting emissions. To ensure optimum performance levels, a **painstaking study was carried out to reduce friction and improve the fluid dynamics**.

The new crankshaft, with reduced button and bench capacity, the pivoted cam axle on bearings and the roller rockers have made a significant improvement in operating friction, all to the advantage of performance and fuel economy. **The bore and stroke values** (respectively reduced and increased in relation to the previous 4-stroke engines) were designed to benefit torque and acceleration response. In the search for the best performance/fuel consumption ratio, **the 3 valve timing solution is the most effective because it improves intake, increasing engine efficiency compared to conventional 2 valve engines**. The 3V distribution enables better fuel mixture loading movements in the cylinder; the combustion process is further refined by the **new spark plug position** which simultaneously ensures improved cooling of the components in the head, as well as simplified maintenance.

The **cooling system** was the object of careful analysis, even through thermo fluid dynamic simulations, in order to further improve performance and thereby obtaining a significant reduction in mechanical noise and absorbed power. The electronic injection system is completely new. It is a new generation unit, technologically advanced and designed by Piaggio specifically for Vespa Primavera and Vespa Sprint.

The **new free wheel electric starter**, more quiet and efficient, goes perfectly with an engine so rich with technological content. Also, the automatic dry centrifugal clutch has been calibrated with the goal of maximizing performance and fuel economy at low speeds. Vespa Sprint uses a new variator that reduces engine speed before shifting, improving fuel economy and comfort without sacrificing the excellent acceleration and pick-up performance, a stand-out characteristic of this long-stroke 4-Stroke engine. The 3V also has the important advantage of **weighing less** than its 2V predecessor.

The extremely low fuel consumption figures (up to 64 km/l at an average speed of 50 km/h) and lengthy maintenance gaps (service every 10,000 km) mean **very low running costs**.



The two 50 cc Vespa Sprint versions are dedicated to the very young rider, a tribute to the tradition which began in the '60s when the legendary small engine capacity "Vespini" became the preferred mode of transportation for the teens of that period.

The **2-stroke 50 cc engine** in the Hi-Per2 series is intended for young riders looking for more brilliant performance to get around quickly in the city. The **4-stroke 50 cc engine** boasts modern 4 valve timing that provides more lively acceleration: in fact, it is **the most powerful 4-stroke 50 cc engine on the market, with its 4.35 HP** produced in a very linear way, along with excellent fuel economy and limited polluting emissions.

VESPA SPRINT ACCESSORIES

As always in the history of Vespa, the brand new Vespa Sprint offers a wide range of accessories to customise your vehicle and to increase riding comfort.

The 12" wheels that shod the Sprint (the largest ever used by a Vespa "small body") can be replaced with magnificent **aluminium alloy wheel rims with black trim** that further enhance the gritty and sporty nature of the new Vespa.

The Vespa Sprint **top box** (which can hold a flip up helmet) is entirely painted in the same colour as the vehicle body and enhanced by the famous chromed Vespa logo in relief. The top box is also available with a padded backrest to increase passenger riding comfort. **The chrome top box support bracket** can also be used as a luggage rack.

Maximum protection is ensured by the anti-chip, high quality, methacrylate **windscreen**, customised with the Vespa logo, the support **rods** have a clear finish in line with the other aesthetic details.

Vespa Sprint can alternatively be fitted with a **top fairing** - available in both transparent and tinted material - that completes the vehicle's design elegantly, but with a bold sporty character.

The **chrome front and rear luggage racks** with laser engraved Vespa logo are also one of the most classic accessories of every Vespa and testify the great traveller spirit that every Vespa has always possessed. Vespa Sprint makes no exceptions.

The accessory range dedicated to comfort also includes the practical and easy to install **leg cover** made in thermal material providing optimal protection against the weather. The cover is characterised by the metal Vespa logo and ensures maximum stability even at high speed. The saddle cover and anti-theft device are integrated in the accessory.

The accessory line also includes the **internal top box bag**, the convenient **side stand** - in black painted steel - which makes parking easier, and the outdoor **vehicle cover**, with Vespa logo and convenient openings to accommodate any accessories. An **electronic anti-theft device** and the practical and safe saddle-handlebar **mechanical anti-theft device** are also available for Vespa Sprint.

A new range of Vespa helmets

A **wide range of modern design and attractive helmets** accompany the Vespa Sprint, all enhanced by the legendary Vespa brand. In addition to the more traditional



Visor helmets made with the shell colour coded to match the vehicle, enhancing its elegance and style, now new and innovative design helmets are available such as the **Visor Steel** and the **Visor Matt Black**, characterised by decidedly sporty trim and elegantly finished in matt black.

All Vespa helmets are "Made in Italy", have interiors finished with innovative 3D breathable fabric and are available in 5 sizes subdivided into two different shell sizes.

VESPA SPRINT IS A LIFESTYLE - LIFESTYLE AND VESPA STORE

Vespa is the most widespread and popular two-wheeled vehicle in the world. It is a legend built on a record of technology and elegance that has transformed it over time into the emblem of a lifestyle connected to youth and freedom.

Vespa presents a **dedicated clothing line** characterised by sought after fabrics and top quality treatments which perfectly sum up a fresh and graciously "snobby" style: **Vespa T-shirts** with exclusive graphics in both female style (such as the vivacious "Flower" or the ultra modern T-shirt with camouflage pocket and matching bandanna) and male (such as the gritty "Target"). The Vespa clothing line is completed by the classic "**Bomber Jacket**", a timeless garment that every Vespa rider must have. An absolutely original note arrives with **the exclusive "Round Bag"** which, arranged vertically on the Vespa footrest (as the spare tyre once was), adds functionality by increasing cargo capacity and conveying an unmistakably Vespa style connotation.

All Vespa accessories and style compliments are available online. In fact, at **VESPA.COM**, reference point for Vespa fans all over the world, web surfers will find the **Vespa Store, the web space that makes the entire Vespa lifestyle collection available to all enthusiasts**. At the **Vespa Store** a rich array of clothing, gadgets and accessories, conceived and designed drawing on the most classic Vespa iconography, is available for all to live in Vespa style, dress with the same casual elegance, surrounded by precious made objects which are reminiscent of timeless shapes.



Vespa Sprint 125 cc – Technical Specifications

| | |
|-------------------------|--|
| Vespa Sprint 125 | |
| Engine | 4 stroke single cylinder with electronic injection |
| Timing system | SOHC (single overhead cam), 3 valves per cylinder |
| Fuel system | New Electronic Injection PFI (Port Fuel Injection) |
| Cooling system | Forced air |
| Lubrication | Wet sump |
| Starter | Electric |
| Clutch | Automatic dry centrifugal clutch with vibration dampers |
| Gearbox | CVT with torque server |
| Load Bearing Structure | Sheet steel body with welded reinforcements |
| Front suspension | Single arm with coil spring and dual action monoshock absorber - axial stroke 78 mm |
| Rear suspension | Coil spring with adjustable preload (4 settings), and dual action hydraulic monoshock - axial stroke 70 mm |
| Front wheel rim | Die-cast aluminium alloy 2.50x12" |
| Rear wheel rim | Die-cast aluminium alloy: 3.00"x12" |
| Front tyre | Tubeless 110/70-12" |
| Rear tyre | Tubeless 120/70-12" |
| Front brake | Hydraulically operated 200 mm \varnothing stainless steel disc |
| Rear brake | Mechanically operated 140 mm \varnothing drum |
| Length/ width | 1,860/735 mm |
| Saddle height | 790 mm |
| Wheelbase | 1,340 mm |
| Fuel tank capacity | 8 litres |
| Emissions compliance | Euro 3 |



Vespa Sprint 50 cc – Technical Specifications

| Vespa Sprint | 50 cc 2 stroke | 50 cc 4 stroke 4V |
|------------------------|--|--|
| Engine | Single cylinder Hi-Per2 2-stroke with 3-way catalytic converter and secondary air system SAS | Single cylinder Hi-Per4 4-stroke with 3-way catalytic converter and secondary air system SAS |
| Bore/stroke | 40/39.3 mm | 39/41.8 mm |
| Engine Capacity | 49 cc | 49.9 cc |
| Induction system | Reed valve in crankcase | 4 valves, single overhead camshaft |
| Starter | Electric and kick starter | |
| Lubrication | Automatic mixer | Wet sump |
| Clutch | Automatic dry centrifugal clutch with vibration dampers | |
| Gearbox | CVT with torque server | |
| Load Bearing Structure | Sheet steel body with welded reinforcements | |
| Front suspension | Single arm with coil spring and dual action monoshock absorber - axial stroke 78 mm | |
| Rear suspension | Hydraulic monoshock - axial stroke 69 mm | |
| Front wheel rim | Die-cast aluminium alloy 2.50x12" | |
| Rear wheel rim | Alloy 3.00x12" | Alloy 3.00 x12" |
| Front tyre | Tubeless 110/70-12" | |
| Rear tyre | Tubeless 120/70-12" | |
| Front brake | Hydraulically operated 200 mm \varnothing stainless steel disc | |
| Rear brake | 110 mm drum | 140 mm drum |
| Length/ width | 1,860/735 | |
| Saddle height | 790 mm | |
| Wheelbase | 1,340 | |
| Fuel tank capacity | 7 litres | |
| Emissions compliance | Euro2 | |