



## NEW VESPA PRIMAVERA AND VESPA SPRINT

**The new and ultra-modern Piaggio i-Get engine now equips the youngest Vespa versions: optimised performance, lower operating costs, extremely quiet and efficient. Vespa Primavera and Vespa Sprint also boast a generous equipment package and an ABS braking system.**

Once again, Vespa confirms its technological cutting-edge, which has always distinguished it and left its mark on history, proving to be one of the most modern and safest vehicles in the world. Introducing the new versions of Vespa Primavera and Vespa Sprint, the two Vespa “small bodies” which are heirs to the legendary “Vespino” that charmed and transported entire generations of young people all over the world in the '60s. They stand out for their more generous equipment package that includes a very handy USB socket, located inside the leg shield back plate compartment, and the availability of the ABS braking system, standard on the Vespa Sprint. The most important innovation comes in the form of the new Piaggio **i-Get Euro4** powerplant, capable of ensuring brilliant performance, contained consumption and extremely high overall efficiency.

### **New i-Get engine: maximum quality and reliability**

On Vespa Primavera and Vespa Sprint, in the 125 and 150 cc engine capacity versions, the **Piaggio i-Get family** makes its first appearance, representing the cutting-edge of their respective engine size segments.

The new Piaggio i-Get powerplants are the result of a **design philosophy** that sets new and more advanced **quality and reliability** levels as its primary objectives. Every aspect of the design process was aimed at increasing the efficiency of each individual component, thereby working together to maximise performance and, at the same time, minimise consumption and emissions (not only polluting emissions but also sound emissions). **More than one million kilometres which have already been ridden during the testing phase** are a testament to the attention to quality and reliability in the development process of the new i-Get engines which, thanks to the **modular nature** of the project, can be provided in liquid or air cooled versions with 3 or 4 valve timing.

The new i-Get powerplants that equip Vespa Primavera and Vespa Sprint are ultra-modern single cylinder **4-stroke 125 and 150 cc air cooled engines** with **electronic injection and 3-valve timing**. Each and every detail, from the exhaust to the internal design of the gearbox cover, has been designed to make the ride smoother, quieter and more comfortable. **The injection system has been optimised** and improved in terms of efficiency; the ECU now has a **barometric sensor** that guarantees optimum combustion every time in any condition of use and at any altitude. This means that the power and torque output reach new and high levels of regularity and reliability, even in the city with constant “stop and go” riding.

These engines are extremely environmentally friendly since they are approved in compliance with the Euro4 Multi-Directive, and they are capable of performance which is, as always, at the top of the category: the i-Get 125 cc has maximum power and torque that measure in respectively at 7.9 kW at 7,700 rpm and 10.4 Nm at 6,000 rpm, whereas the 150 cc reaches 9.5 kW maximum power at 7,750 rpm and 12.8 Nm maximum torque at 6,500. These are values that, along with the proverbial light weight typical of all Vespas, make this Vespa “small body” particularly quick both in city traffic and on stretches of open road. A perfectly calibrated gearbox with new and



more resistant friction materials for the dry centrifugal automatic clutch contributes to this result. This brilliant performance is combined with **fuel consumption values that are reduced to a minimum**: the particular architecture of the engine and the solutions adopted for the various components makes 45.5 km/l possible for the 125 and 41 km/l for the 150 measured in the WMTC cycle. Thanks to a spacious, 8 litre fuel tank, Vespa Primavera and Vespa Sprint now boast **a highly respectable travel range**: 364 km can be covered with a full tank on the 125 cc and 328 km with the 150 cc.

**The Vespa Primavera and Vespa Sprint i-Get powerplants** are single cylinder engines, completely new both in terms of mechanical components and electronic parts. Worth a mention in more detail are:

- the crankshaft, with 24% increased inertia compared with the previous engine for a decisive reduction in vibrations and a smoother ride;
- the new starter motor, decidedly quieter;
- the new gearbox cover, to reduce the noise even more and increase stiffness;
- the barometric sensor, so that combustion is always optimised.

The **exhaust system is also entirely new**. The new unit makes the engine quieter and at the same time ensures a **more full and pleasant timbre**.

### **ABS as standard equipment on Vespa Sprint and on the Vespa Primavera celebratory version**

On Vespa Sprint and on the Primavera Settantesimo version, the ABS antilock braking now comes standard, a further technical advancement intended to increase safety. The locking up of the front wheel during intense braking or due to slippery asphalt is generally the most significant hazard for motorbike and scooter riders and passengers. The adoption of the **ABS antilock braking system** is triggered precisely to prevent this danger, making the ride pleasant and safe.

The front wheel has a **revolution detection system** – a sensor and a tone wheel – which instantly reads the speed and deceleration of the wheel with respect to that of the vehicle. The sensor dialogues with an **electro hydraulic control unit** which activates the **ABS** system if the wheel decelerates abruptly, **preventing locking** and the consequent loss of control over the vehicle, thereby guaranteeing stability, vehicle control and efficient braking even on low friction coefficient surfaces such as wet or dirty asphalt.

This sophisticated safety system, developed specifically for the Vespa Primavera and Vespa Spring, can also boast being lightweight, leaving the kerb weight virtually unchanged. The ABS system contributes to raising the already high safety level that the Vespa Primavera and Vespa Sprint guarantee, thanks to their sturdy frame. The **painstaking care taken in designing its components** has resulted in previously unseen levels of rigidity, but without compromising the weight of the structure. Compared to Vespa LX and Vespa S (the models which Vespa Primavera and Vespa Sprint replaced respectively), the body is 36% more rigid and the longitudinal flexion has increased by an incredible 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. Other contributors to road safety are the generous wheel rim sizes on both the Vespa Primavera and Vespa Sprint.



## Versions and colours

The new Vespa Primavera comes in the 125 and 150 cc engine capacity versions, available in four colour schemes: Rosso Dragon (with beige saddle); Nero Vulcano (with red saddle); Midnight Blue (with beige saddle); and Montebianco (with red saddle). Vespa Primavera is also available in the Touring version, a special equipment package characterised by a **front and rear luggage rack, both chromium plated** which, as the most classic Vespa iconography shows, considerably increase the **cargo capacity** and prepare the most beloved scooter in the world for any adventurous voyage.

Also included in the Touring package are the **new Marrone Crete Senesi colour scheme**, the elegant **fairing** and the dedicated plate.

The new Vespa Sprint is available in two versions: Vespa Sprint (with the 125 cc displacement engine) and Vespa Sprint S (with the 125 and 150 cc displacement engines), the latter characterised by an attractive **Titanium Grey** colour scheme with dedicated graphics and black painted rims. For Vespa Sprint 125 there are five colour schemes: Rosso Dragon, Nero Lucido, Montebianco, Giallo Positano and Blu Gaiola, all with a black saddle.

The small engine capacity versions of Vespa Primavera and Vespa Sprint (50 cc 2-stroke and 50 cc 4-stroke with 4-valve timing) also come with the USB socket located in the leg shield back plate compartment.

## Wide range of accessories

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

The Primavera **top box** is entirely painted in the same colour as the vehicle and enhanced by the famous chromed Vespa logo in relief and can hold a flip up helmet. The top box is also available with **backrest**. The chrome top box support bracket can also be used as a luggage rack.

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

Vespa Primavera can also be fitted with a **top fairing** - available in both transparent and tinted material - that elegantly completes the vehicle's design.

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. The new Vespa Primavera is no exception. The **front, rear and fender chromed perimeter guards** add an elegant finishing touch to the vehicle. The accessory line also includes the **internal top box bag**, the convenient **side stand** - in black painted steel - which makes easier to park the Primavera, and the outdoor **vehicle cover**, the indoor one with "big logo" and both with convenient openings to accommodate any accessories and the rubber mat.

Available for Vespa Primavera are the **electronic anti-theft system** and **mechanical saddle-handlebar anti-theft system, as well as** a range of other customisable mechanical anti-theft systems. Another must-have accessory is the practical and easy to install leg cover providing optimal protection against the weather, thanks to the use of thermal material. The Vespa Primavera 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 top box bag** in natural or black



leather and fully hand crafted adds a precious touch to the Vespa Primavera. The top box bag is able to hold a jet helmet with visor and can be mounted on the top box support of the luggage rack. To make your Vespa even more unique, there are also **genuine leather** "Made in Italy" **saddles** and exclusive "**Elegance**" **graphics** available.

The range of accessories for the new Vespa Sprint is also original and plentiful. 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. In addition to the chromium plated **perimeter guards** and luggage racks, there are also versions in matt black that combine style and sportiness, in perfect harmony with the Vespa Sprint style. To enhance the image of your Vespa Sprint, the accessories range is completed by the black or matt grey **steering cover**, the **single-seat saddle** and the "**Sport**" **graphics**.

### **Vespa Primavera**

**Vespa Primavera is created appropriating all the values that made it a success forty-eight years ago in the first Primavera version.** In fact, the first Vespa to bear this name made its first appearance in 1968 and was revolutionary: small, agile, powered by a brilliant engine, Primavera placed wings on several generations and was produced without interruption until 1982, not only becoming a legendary model, but also one of the widest commercial successes in Vespa history. **Youthful, innovative, technologically groundbreaking, agile and dynamic**, with an eye to the protection of the environment, its modern day heir is a star in its own time, inheriting all the freshness and joy of living from its predecessor.

Vespa Primavera was born **incorporating some stylistic and technical solutions of the Vespa 946**, the most prestigious, expensive and technologically advanced model ever designed in Vespa history.

### **Vespa Sprint**

**Vespa Sprint is the most modern version of the Vespa sport idea.**

Full of the most advanced technical equipment available today and designed to obtain superior stability and handling levels, Vespa Sprint is born with **riding pleasure** in mind in order to make even the most routine daily commute fun.

From the mid-sixties a new generation of sporty Vespas was invading European streets. They were small, quick, extremely agile and modern, just like the mentality of the guys and girls straddling them. And so, generations seeking freedom and following the speed of ideas which were changing the world in those days were able to find their wings.

**So Vespa Sprint embodies the heritage of a tradition of vitality and youthfulness.** It was conceived as an evolution of the Vespa Primavera project and intended for young people of all ages, enhancing the sport style that its legendary name evokes. Vespa Sprint boasts a small and lightweight body that is also comfortable and protective, entirely made in steel and characterised by an extremely youthful line, marked by a gritty rectangular headlight. **It has large 12" wheels with spectacular aluminium alloy rims and it is powered by one of three ultra-modern and ecological engines.**



## Vespa Primavera 125 and 150 – Technical Specifications

Vespa Primavera	125 cc	150 cc
Engine	4 stroke single cylinder with electronic injection	
Bore/stroke	52/58.6 mm	58/58.6 mm
Displacement	124.5 cc	154.8 cc
Max Power at crankshaft	7.9 kW at 7,700 rpm	9.5 kW at 7,750 rpm
Max torque	10.4 Nm at 6,000 rpm	12.8 Nm at 6,500 rpm
Timing system	SOHC (single overhead cam), 3 valves per cylinder	
Fuel system	New Electronic PFI (Port Fuel Injection)	
Cooling	Forced air	
Lubrication	Wet sump	
Starter	Electric	
Clutch	Automatic dry centrifugal clutch with vibration dampers	
Gearbox	Twist-and-go CVT with torque server	
Bearing structure	Sheet steel body with welded reinforcements	
Front suspension	Single sided link arm with coil spring and dual action monoshock – 78 mm wheel travel	
Rear suspension	Coil springs with preload adjustable to 4 positions and two dual action shock absorbers - 70 mm wheel travel	
Front wheel	Die-cast aluminium alloy 2,50x11"	
Rear wheel rim	Die-cast aluminium alloy 2.75x11"	
Front tyre	Tubeless 110/70-11"	
Rear tyre	Tubeless 120/70-11"	
Front brake	Hydraulically operated 200 mm $\varnothing$ stainless steel disc. Single channel ABS antilock system	
Rear Brake	140 mm $\varnothing$ drum	
Length/ width	1,860/735 mm	
Saddle height	780 mm	
Wheelbase	1,340 mm	
Fuel tank capacity	8 litres (including 2 litre reserve)	
Emissions compliance	Euro4	



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Engine	4 stroke single cylinder with electronic injection	
Bore/stroke	52/58.6 mm	58/58.6 mm
Displacement	124.5 cc	154.8 cc
Max Power at crankshaft	7.9 kW at 7,700 rpm	9.5 kW at 7,750 rpm
Max torque	10.4 Nm at 6,000 rpm	12.8 Nm at 6,500 rpm
Timing system	SOHC (single overhead cam), 3 valves per cylinder	
Fuel system	New Electronic PFI (Port Fuel Injection)	
Cooling	Forced air	
Lubrication	Wet sump	
Starter	Electric	
Clutch	Automatic dry centrifugal clutch with vibration dampers	
Gearbox	Twist-and-go CVT with torque server	
Bearing structure	Sheet steel body with welded reinforcements	
Front suspension	Single sided link arm with coil spring and dual action monoshock – 78 mm wheel travel	
Rear suspension	Coil springs with preload adjustable to 4 positions and two dual action shock absorbers - 70 mm wheel travel	
Front wheel	Die-cast aluminium alloy 3.00x12"	
Rear wheel rim	Die-cast aluminium alloy 3.00x12"	
Front tyre	Tubeless 110/70-12"	
Rear tyre	Tubeless 120/70-12"	
Front brake	Hydraulically operated 200 mm $\varnothing$ stainless steel disc. Single channel ABS antilock system	
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