



VESPA PRIMAVERA

The youngest and most dynamic Vespa spirit, that has always driven the world's best-loved two-wheeler, returns to the model that uses it so well. The Vespa Primavera legend is back.

IT'S A NEW PRIMAVERA.

The first Vespa Primavera emerged in 1968. This was the year that witnessed a new awareness amongst the younger generation, that suddenly wanted to yell for freedom. The year when every classic mould broke down, marking the history of western culture forever. From the universities of California to the squares of Paris, a new social group - that of young people - demanded a place in the front row of a fast-changing society.

Vespa Primavera made its first appearance in that tumult of ideas and fervour, becoming the star by making two wheels and an engine available to the changing world: it became the heroine of an unforgettable season.

Nimble, innovative lines, sparkling performance, easy and fun to ride - Vespa Primavera was a breath of fresh air in a world hungry for change. It went on to become one of the most durable and best-loved models in the Vespa story.

Vespa Primavera is back today, with a wealth of those values that produced the legend.

Youthful, innovative, technologically ground-breaking, agile and dynamic, with an eye to the protection of the environment of which it is the star, the Vespa Primavera is the protagonist of its time, inheriting all the freshness and joy of life that go hand in hand with the story of a model that is a cult in the Vespa family tree.

The new Vespa Primavera adopts some of the style and technical features of the Vespa 946 - the most esteemed and technologically advanced model ever created.

IT'S AN ALL-NEW VESPA.

The Vespa story is one of continuous technical and style evolution that, right from the very first models, encouraged the ongoing development of the world's most famous and well-loved two-wheeler so it was always one step ahead of the social changes.

The modifications from one model to the next were often minimal; sometimes they were more important, but never losing sight of the original idea that placed elegance, pioneering technology and enjoyable riding at the heart of the project.

During such a long, unique history, there have of course been real turning points marked by more definite renewal. Just a few milestones on the Vespa evolution path, that have influenced its course for generations.

It happened with the Vespa GS in 1955, when Vespa discovered a sporty spirit that could produce breath-taking performance. Those were the years of American Rock'n Roll, the years of a generation that wanted to run, and Vespa interpreted those dreams and needs to the letter.



It happened in 1978, with the Vespa PX. From the '70s on, the younger generations yearned to cross the borders and travel. They felt the need for a top-performing vehicle with a distinctly new style, more imposing and modern, suitable for a world racing towards social and technological revolution. The Vespa PX marked out that age, dictating the style of the various future Vespa families and becoming the most successful model (over three million were sold).

The Primavera steps forward as an important point of evolution in the Vespa story. During the design phase, every solution focused on increasing the level of comfort, safety and driving pleasure compared with the previous (and even recent) generations, continuing an evolution that, for almost 70 years and after more than 18 million vehicles sold over the five continents, makes Vespa the youngest and best-loved two-wheeler in the world.

EXQUISITE STYLE.

The Primavera is a highly modern Vespa, designed with the elegance of an exclusive style but without renouncing the comfort aspect.

Thanks to the experience gained with the Vespa 946 project, the Piaggio Style Centre has carried out important, innovative work on the surfaces and sections of the bodywork, coming up with assertive design features that, without betraying the flowing form that every Vespa must have, still manage to add a new touch of up-to-date sparkle.

The Vespa Primavera inherits the exclusive, refined elegance of the Vespa 946 and maintains that formal spirit. But, despite adopting the special characteristics of the most prized Vespa of all time, it doesn't sacrifice the practicality and comfort of a Vespa for everyday use - the daily star of city journeys.

The Vespa Primavera uses the best technology of its time. Its design and development are greatly advanced compared with previous generations: the overall dimensions are the same as those that marked the success of the Vespa LX, but an increase in some fundamental specific dimensions optimises the ergonomics, habitability and ease of use.

The central part, with its distinguishing omega shape, improves the riding position and gives the most modern Vespa a clear style feature taken from the story of legendary models; it rises like a "backbone" up to the base of the handlebar. It's an elegant throwback to the "Vespini" of the '60s and '70s, where the metal structure supporting the shield and steering equipment was left visible. The footrest is now narrower at the sides and, together with the reduced height of the saddle, allows riders of any height to easily rest their feet on the ground.

A glance at the Primavera immediately brings to mind the most classic Vespa style; the Primavera adopts it with ease but, without indulging in over-easy vintage references, interprets it with an eye to the future.

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. The extended taillight also helps to give the body a streamlined appearance.



The alternating convex and concave lines of the bodywork respect the most classic Vespa standards but, thanks to a painstaking study of the reflections generated on them by the light, they now express a definite modern feel. Soft, rounded forms blend with the tension of sharp lines that give the entire vehicle an extra touch of vitality. The turn indicators and LED daylight running lights are not excessively large, leaving space for the front shield; they are elegantly fitted flush with the bodywork, to avoid interfering with the clean lines of the Vespa Primavera.

The distribution of the handlebar coverings has been revolutionised compared with the most recent Vespa models, taking up the classic horizontal divide (typical of the most famous Vespas) once again.

The handlebar commands for the main functions have been inserted in true “cuffs” which, thanks to the chrome-plating, seem to be separated from the rest (also from an aesthetic viewpoint) and explicitly echo that element which acted as a gear/clutch unit on the left side of the handlebar on the most classic models.

The electronic part uses state-of-the-art technology but within the trapezoidal lines of the classic Vespa instruments. The front, circular headlight has a chrome-plated ring nut on the edge - one of the clearest stylistic elements of the first version of the Vespa Primavera, while the modern, elegant tail-light uses LED technology.

Following in the footsteps of the Vespa tradition, the flat, two-seat saddle is now more comfortable and practical, with the double stitching that distinguishes refined Italian leatherwork. The rear part is surrounded by the passenger grab handle - made, of course, in the traditional and unmistakable chromium pipe.

The Primavera colours (MonteBianco White, Blue Midnight, Dragon Red, Crete Senesi Brown, Marechiaro Light Blue and Vulcan Black) are also a throwback to the Vespa memory, playing with the three exclusive saddle colours to create refined new colour combinations that further enhance the new Primavera.

The design of the 11” alloy wheel rims is entirely new and, despite respecting the traditional number of five spokes, manages to reinterpret a classic Vespa element.

TECHNOLOGY – A REVOLUTIONARY PRIMAVERA

All-new, more rigid body.

The steel sheet bodywork, that also acts as a support, is the element that makes the Vespa stand out from every other scooter in the world. The Vespa Primavera body is completely new, although it maintains a loyalty to a unique construction philosophy and consists of pressed, welded parts.

The precise design has produced previously unseen levels of rigidity, but without compromising the weight of the structure.

The new position of the battery (in the central side member of the footrest) has increased the capacity of the helmet compartment to 16.6 litres (from 14.3 in the previous Vespa), further facilitating access to the engine for maintenance work (just be raising the helmet compartment).

A new engine mounting system reduces vibrations.

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 the classic Vespa single arm suspension, the new Primavera has a completely redesigned system for reducing slide friction. The shock absorber is now fixed to the aluminium support that connects it to the wheel via a hinged pin, whereas before (on the Vespa LX) it was fixed with two screws. For the driver, this technical innovation means far less friction and so greater comfort.

NEW 3-VALVE ENGINES.

In the 125 cc and 150 cc versions, the Vespa Primavera is powered by an ultra-modern 3-valve engine - a family of engines that represents the most advanced technological step forward in the world of scooters, way ahead of its time in terms of excellent performance and minimum consumption and emission levels.

The heart of the Vespa Primavera 125/150 cc is a 4-stroke single cylinder air-cooled engine with a **3-valve** (2 intake and 1 exhaust) single overhead cam and **electronic fuel injection**. It was designed and built in the Pontedera plant - one of the most advanced research & development centres in the world - with the goal of increasing performance and fuel economy while 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 benefit of performance and fuel economy. **The new bore and stroke values** (respectively reduced and increased in relation to the previous 4-stroke engines) mean improved 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 on the Vespa Primavera is entirely new. An ultra-modern and technologically advanced unit designed by Piaggio specifically for this latest Vespa model.

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. The Primavera has a new CVT (purposely designed for the new Vespa) to reduce engine rotations when shifting up from a low gear to a high one. This reduces the gear change speed, improving consumption levels and comfort without compromising the excellent pick-up and acceleration that distinguish the long 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 new Primavera is the youngest of the Vespa family; the true great grandchild of the legendary 50cc Vespini with which the first Primavera (from the 60's) shared the same dimensions and bodywork.

The Vespa Primavera is also designed for youngsters, for those starting out with their first Vespa on the search for freedom. For these young Vespa enthusiasts, the new Primavera offers the choice of two engines, both 50 cc: a fun, sparkling 2-stroke and a modern, advanced 4-stroke with 4-valve distribution.

The 2-stroke 50 cc engine in the Hi-Per2 series is intended for riders looking for more brilliant performance, perfect for getting around quickly in the city. The 4-stroke 50 cc engine boasts modern 4 valve timing that provides more lively acceleration: it is, in fact, **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 Primavera 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 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 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** 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 accessory range dedicated to comfort also includes 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 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**, with Vespa logo and convenient openings to accommodate any accessories.

An **electronic alarm**, installable with dedicated cable, and saddle-handlebar **mechanical anti-theft device** are available for Vespa Primavera.

An extensive new range of Vespa helmets:



- Steel Visor Range: semi Jet ABS, with visor and Eco-leather edging sewn on the shell
- Vespa Visor Range: semi Jet ABS, with visor and Eco-leather band and edging sewn on the shell
- Vespa Classic Range: semi Jet ABS, with front covered in ecological material and Eco-leather band and edging sewn on the shell
- Vespa Fluo Basic Range: semi Jet ABS, with Eco-leather band and edging sewn on the shell

All Vespa helmets are “made in Italy”, have interiors finished with innovative 3D breathable fabric and are available in 5 sizes with double shell.



Vespa Primavera - 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
Engine capacity	124.5cc	154.8cc
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 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 2.50x11"	
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 ø stainless steel disc	
Rear brake	Mechanically operated 140 mm ø drum	
Length/ width	1,860/735 mm	
Saddle height	780 mm	
Wheelbase	1,340 mm	
Fuel tank capacity	8 litres	
Emissions compliance	Euro 3	



VESPA PIMAVERA	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 2.50x11"	
Rear wheel rim	Alloy 3.00x11"	Alloy 2.75x11"
Front tyre	Tubeless 110/70-11"	
Rear tyre	Tubeless 120/70-11"	
Front brake	Hydraulically operated 200 mm ø stainless steel disc	
Rear brake	110 mm drum	140 mm drum
Length/ width	1,860/735	
Saddle height	780 mm	
Wheelbase	1,340	
Fuel tank capacity	7	
Emissions compliance	Euro2	