

Fa. König

**CATALOGO
GENERALE**
EXPORT 1/78



**ADLER spa
ROVERETO**

**CATALOGO
FRIZIONI**

F 1/78



**ADLER spa
ROVERETO**

(classe merceologica n. 2)

Abbiamo realizzato il presente catalogo nella miglior veste per favorire e meglio servire la ns. affezionata clientela.

Vi invitiamo aiutarci per facilitare l'evasione degli ordini esponendo chiaramente il numero completo del **codice meccanografico**.

	Categorico	Serie	Classe merc.	Articolo	Particolare	N. pezzi
VE - 60	2	408	405	2		
MA - 50	2	1148		5		
MA - 31	75	2				

L'esempio suddetto richiama le varie differenti possibilità esposte sul catalogo per l'individuazione senza possibilità di errori, ove si hanno:

- **CATEGORICO** - per l'individuazione in ordine alfabetico dei materiali.
- **SERIE** - che rappresenta il codice di un gruppo di più articoli.
- **CLASSE MERCEOLOGICA** - indica col. n. 2 frizioni moto.
- **ARTICOLO** - indica il tipo esatto in base al disegno.
- **PARTICOLARE** - codice per la gestione degli ordini.
- **N** - per indicare la quantità dei pezzi che compongono l'assieme della frizione.

Quest'ultima colonna è molto importante in quanto il numero esposto sarà la quantità che sarà spedita (vedi esempio).

Quantità	Categ.	Serie	Artic.	Part.	N.	Spedizione
N. 10	LA - 9	2	427		1	(10 dischi)
N. 10	LA - 9	2	427		4	(10 serie di 4 dischi cad.)

In caso di omissioni sarà inviata la quantità segnata sul catalogo.

Catalogo 1/78

CONDIZIONI GENERALI DI VENDITA E DI CONSEGNA

1. Tutte le nostre offerte si intendono senza impegno.
I prezzi diventano impegnativi solo quando il cliente ci rimette la seconda copia della nostra conferma d'ordine debitamente firmata in segno di accettazione. Possono comunque essere variati secondo le esigenze del mercato, senza alcun preavviso.
2. La consegna si considera effettuata il giorno in cui la merce viene consegnata al vettore.
3. La merce viaggia per conto e rischio del committente anche se resa franco destino o cif.
4. La venditrice non assume alcuna responsabilità e nessun addebito in caso di ritardata resa, smarrimento, furto, deterioramento.
5. La data di spedizione dei materiali si deve considerare fornita a semplice titolo informativo e senza nessuna responsabilità.
6. L'esecuzione di ogni ordinazione o contratto si intende in ogni modo sempre subordinata a tutti i casi di forza maggiore ed imprevisti quali: mancanza di materie prime, scioperi, serrate, epidemie, ecc., senza però che il cliente abbia diritto di annullare l'ordinazione ed il prezzo sarà quello in vigore il giorno della consegna.
7. I ns. prodotti non sono originali ma perfettamente intercambiabili.
8. Se il termine di consegna richiesto non potesse tuttavia essere osservato per qualsiasi causa, il Committente non avrà diritto di esigere alcun indennizzo o compenso per eventuale mancato guadagno, multe ed altri danni sofferti.
9. L'imballo viene fatturato al costo e non si accetta di ritorno.
10. Eventuali contestazioni non conferiscono al committente nessun diritto di differire i pagamenti.
11. Si considerano soltanto i reclami fatti a mezzo lettera raccomandata entro 8 giorni dal ricevimento della merce.
12. I pagamenti devono essere effettuati in valuta legale, franchi di ogni spesa, alla Sede della Ditta Venditrice, non saranno pertanto riconosciute altre forme di pagamento, se non convalidate da nostra regolare ricevuta.
Sui pagamenti effettuati oltre il termine stabilito decorreranno, senza pregiudizio di ogni altra azione, gli interessi di mora. Eventuali contestazioni non conferiscono al committente la facoltà di sospendere i pagamenti, autorizzando in tal caso la Ditta Venditrice a ritenere decaduti tutti i contratti di fornitura in corso.
13. I materiali ritenuti difettosi di fabbricazione o lavorazione potranno essere ritornati per le verifiche al nostro indirizzo in Rovereto. La merce dovrà pervenire in porto franco e se dall'esame fatto, risultasse un difetto imputabile alla fabbricazione, e riconosciuto per tale dal nostro Ufficio Tecnico, sarà provveduto alla pura e semplice sostituzione del pezzo avariato.
La Venditrice non assume altre responsabilità sia per spese di mano d'opera per sostituzione o per risarcimento di eventuali danni diretti o indiretti.
Nel caso che i materiali resi fossero riscontrati difettosi per cause non imputabili alla fabbricazione, il termine utile per eventuali perizie scadrà dopo quindici giorni dalla data della nostra lettera di contestazione. Trascorso tale termine sarà dato credito al valore di rottame del materiale reso.
14. Solo Foro competente per ogni controversia è quello di Rovereto.

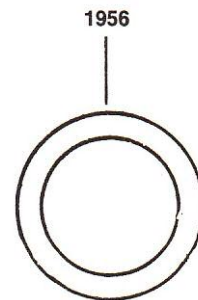
ESIGETE SEMPRE PRODOTTI « **ADIGE** »

ATALA - RIZZATO



ATALA 50 cc. - 1' / 2' serie 1962

AT - 1	2	1925	3	disco guarnito
AT - 2	2	1247	2	acciaio conduttore



ATALA 50 cc. - 3' serie 1966

AT - 3	2	449	2	disco guarnito
AT - 4	2	450	2	acciaio conduttore
AT - 5	2	1969	1	spingidisco
AT - 8	2	1956	1	anello 96,5 x 74 x 3,5

AT - 10

97 2

serie composta da:

2 - 449
2 - 450
1 - 1956

AT - 11

162 2

serie composta da:

2 - 449
2 - 450
1 - 1969
1 - 1956



ATALA - RIZZATO



CALIFFO 1' serie

AT - 7	2	1970	1	spingidisco con colonnette
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CALIFFO

AT - 6	2	277	2	massette centrifughe
AT - 9	2	292	1	spingidisco guarnito

BALKAN



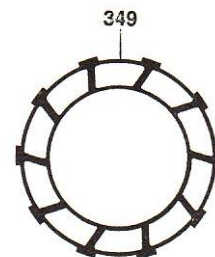
49 cc.

BK - 1	2	418	-	disco guarnito
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2 f



ACER - MEX



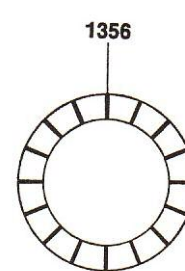
AM - 1

2

349

disco guarnito denti piegati

ASPES



125 cc.

DU - 13

2

424

5

disco guarnito

AS - 1

2

1355

5

disco acciaio

AS - 2

2

1356

1

anello

AS - 3

173 2

serie composta da:

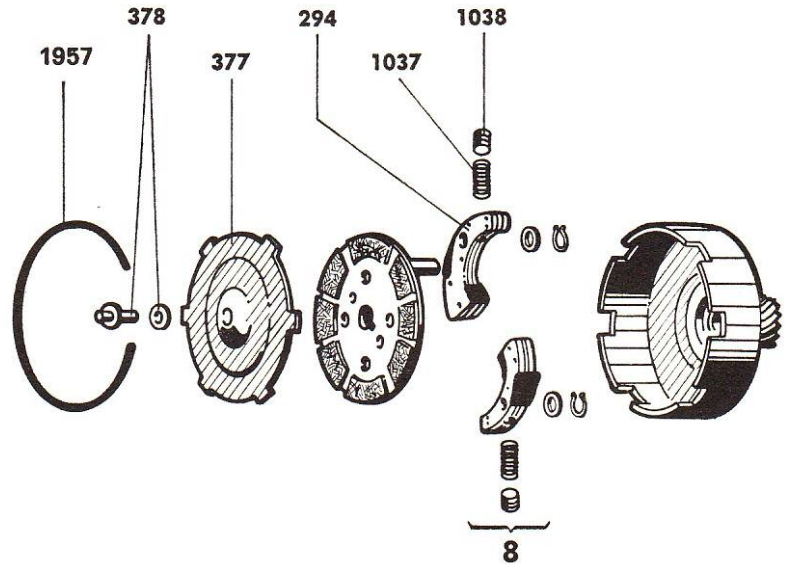
5 - 424

5 - 1355

1 - 1356



2/1 f



48 cc. 2 t semiautom. - Motorella « CITY - BIKE »

BE - 28	2	1957	1	anello di chiusura
BE - 34	2	378	1	puntalino
BE - 33	2	377	1	cappellotto avviamento
BE - 30	2	294	2	massette centrifughe
BE - 31	2	1037	2	molle
BE - 32	2	1038	2	viti di regolazione

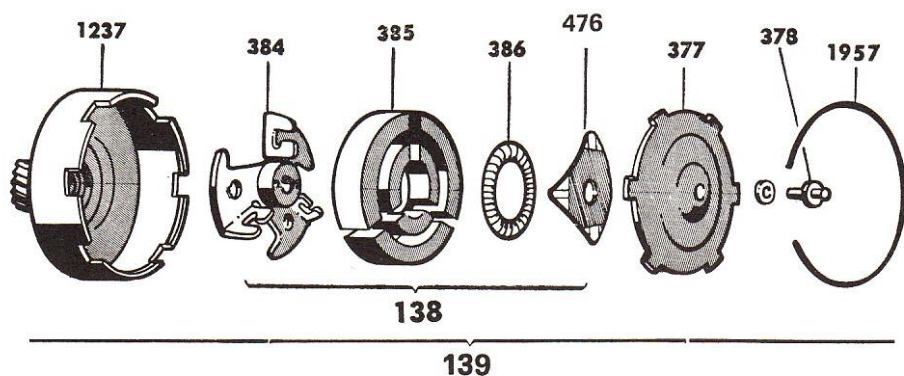
BE - 35

8 2

serie composta da:

2 - 294
2 - 1037
2 - 1038

BENELLI

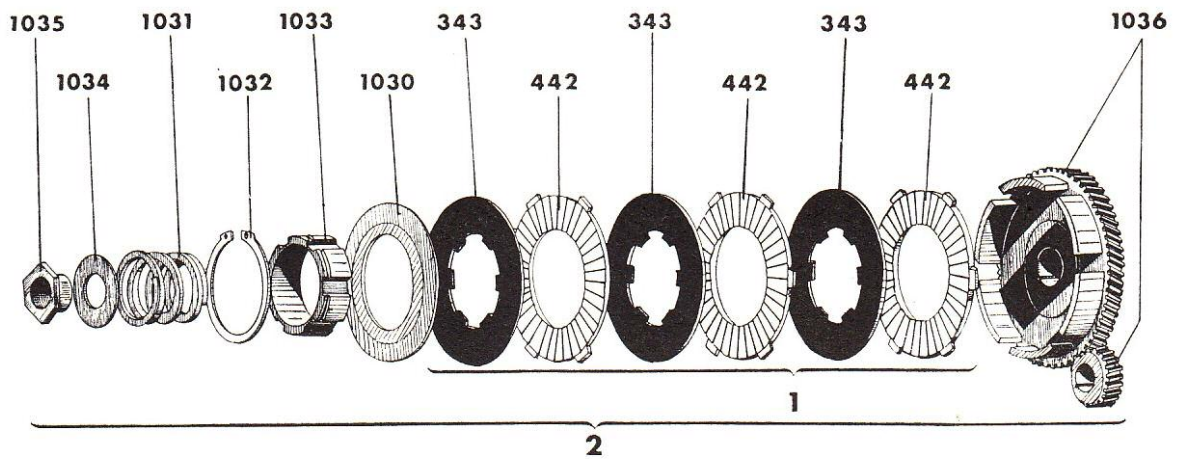


48 cc. 2 t. semiautom. - Motorella « CITY - BIKE » Modifica « ADIGE »

BE - 80	2	1237	1	campana con ingranaggio
BE - 81	2	384	1	girante
BE - 82	2	385	3	massette centrifughe
BE - 83	2	386	1	molla per dette
BE - 97	2	476	1	molla a tazza
BE - 33	2	377	1	cappellotto avviamento
BE - 34	2	378	1	puntalino
BE - 28	2	1957	1	anello di chiusura

BE - 85	138	2		serie composta da:	1 - 384
				mod. adattabile a tutti i tipi	3 - 385
					1 - 386
					1 - 476

BE - 86	139	2	1	frizione completa
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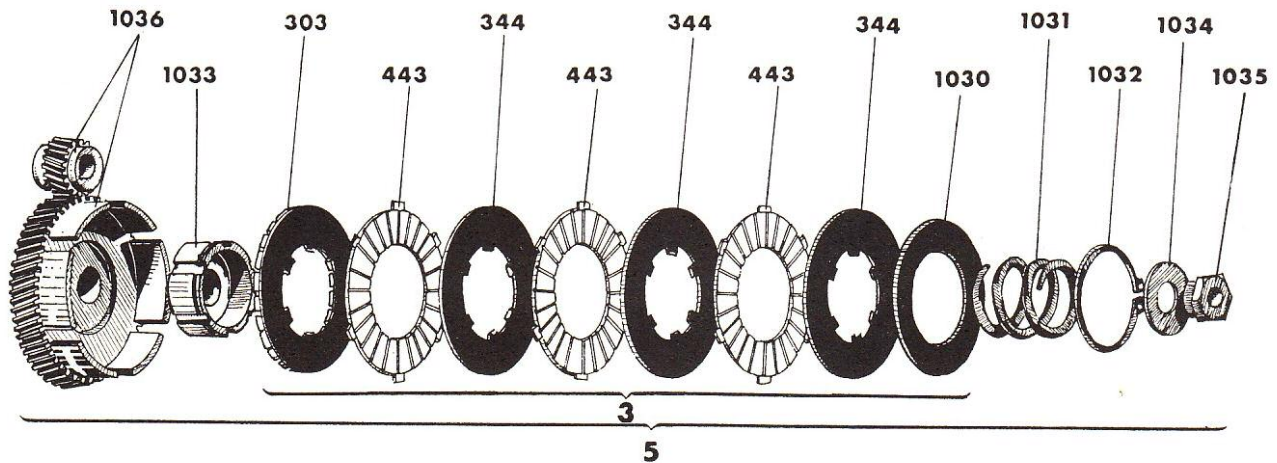
50 cc. 2 t 1957

BE - 43	2	1035	1	dado chiusura frizione
BE - 42	2	1034	1	rondella appoggio
BE - 39	2	1031	1	molla frizione
BE - 40	2	1032	1	anello elastico
BE - 41	2	1033	1	mozzetto interno
BE - 3	2	1030	1	acciaio frontale tornito
BE - 2	2	343	3	acciaio conduttore
BE - 1	2	442	3	disco guarnito
BE - 44	2	1036	1	campana, corona e pignone

BE - 45	1	2		serie composta da:	3 - 442 3 - 343
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BE - 46	2	2		frizione completa
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BENELLI



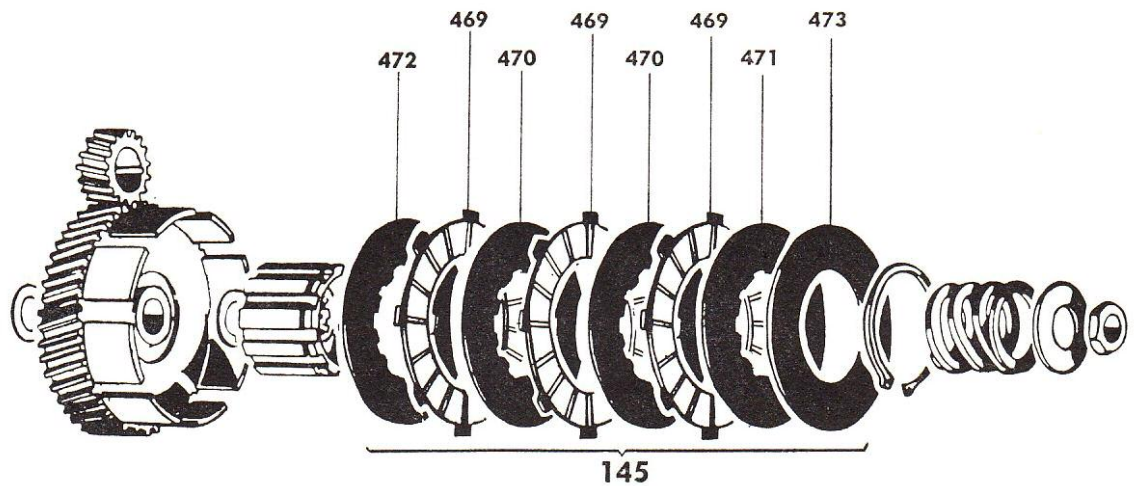
50 cc. 2 t 1967 - 60 cc. 4 t 1968

BE - 44	2	1036	1	campana, corona e pignone
BE - 41	2	1033	1	mozzetto interno
BE - 6	2	303 343	1	disco guarnito da un lato
BE - 4	2	443 442	3	disco guarnito
BE - 5	2	344 343	3	acciaio conduttore
BE - 3	2	1030	1	acciaio frontale tornito
BE - 39	2	1031	1	molla frizione
BE - 40	2	1032	1	anello elastico
BE - 42	2	1034	1	rondella appoggio
BE - 43	2	1035	1	dado chiusura frizione

BE - 37	3	2		serie composta da:	3 - 443-442 3 - 344-343 1 - 1030 1 - 303
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BE - 38	4	2		serie composta da:	3 - 443-442 1 - 303
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BE - 49	5	2		frizione completa	
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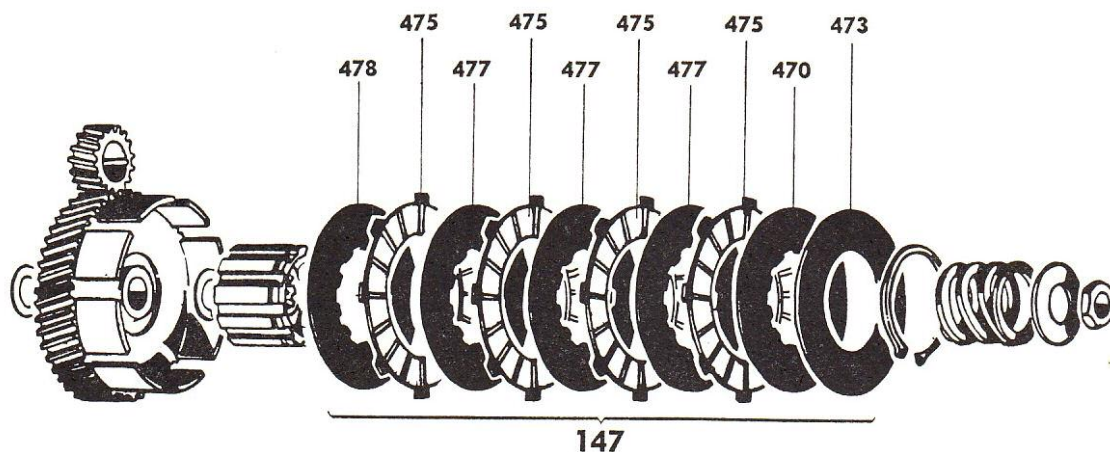
50/90/125 cc 2 t 5 velocità 1970

BE - 88		2	472	470	1	disco rivestito da 1 lato
BE - 87		2	469	444	3	disco guarnito
BE - 89		2	470		2	acciaio conduttore
BE - 90		2	471		1	acciaio frontale
BE - 91		2	473		1	anello tornito

BE - 95	145	2				serie composta da:	3 - 469 - 444 1 - 472 - 470 2 - 470 1 - 471 1 - 473
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BE - 96	146	2				serie composta da:	3 - 469 - 444 1 - 472 - 470
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BENELLI

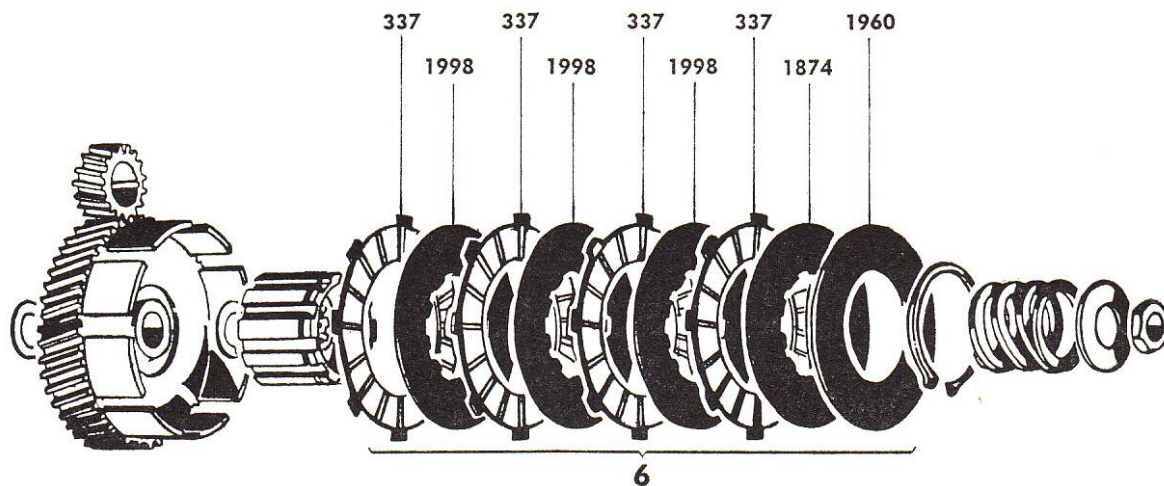


50/90/125 cc. 2 t 5 velocità 1970 - Modifica « ADIGE »

BE - 99	2	478	477	1	disco rivestito da 1 lato
BE - 98	2	475		4	disco guarnito
BE - 100	2	477		3	acciaio conduttore
BE - 89	2	470		1	acciaio frontale
BE - 91	2	473		1	anello tornito

BE - 101	147	2			serie composta da:	4 - 475 1 - 478 - 477 3 - 477 1 - 470 1 - 473
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BE - 102	148	2			serie composta da:	4 - 475 1 - 478 - 477
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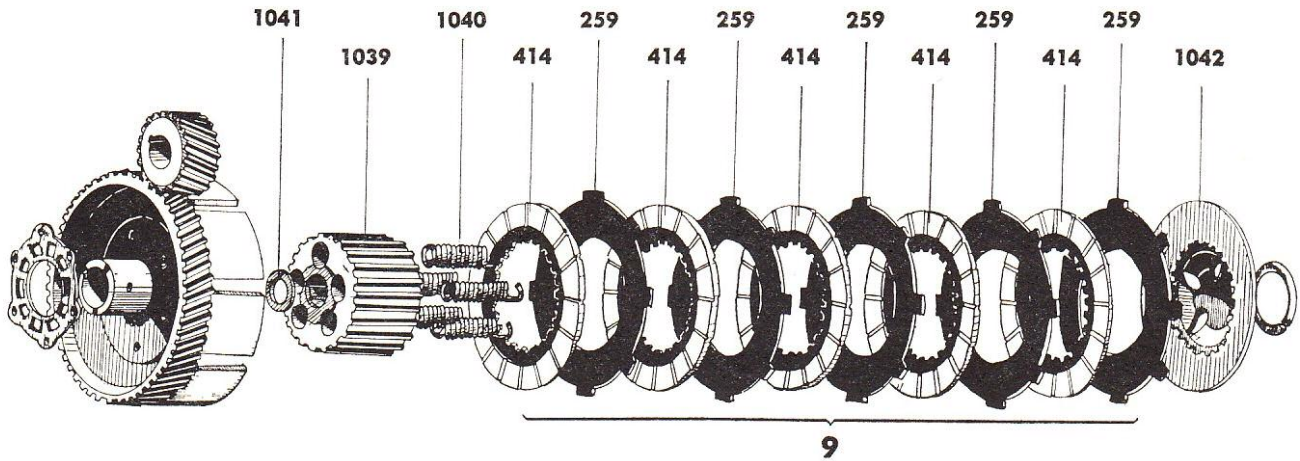


125 cc. 4 t - 1960

BE - 13	2	337	4	disco guarnito
BE - 14	2	1998	3	acciaio conduttore
BE - 15	2	1874	1	disco frontale
BE - 50	2	1960	1	anello esterno

BE - 51	6	2			serie composta da:	4 - 337 3 - 1998 1 - 1874 1 - 1960
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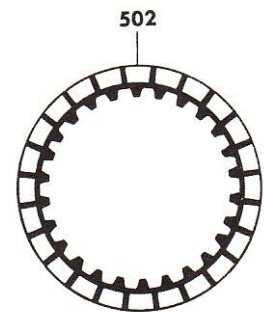
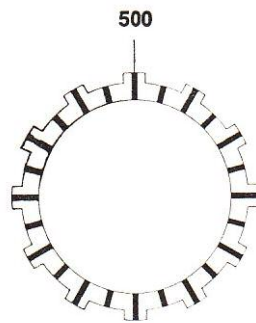
BENELLI



125 cc. 5 velocità

BE - 57	2	1041	1	rondella di rasamento
BE - 55	2	1039	1	innesto interno
BE - 56	2	1040	5	molle frizione
BE - 53	2	414	5	disco guarnito
BE - 54	2	259	5	acciaio conduttore
BE - 58	2	1042	1	spingidisco

BE - 60	9	2		serie composta da:	5 - 414 5 - 259
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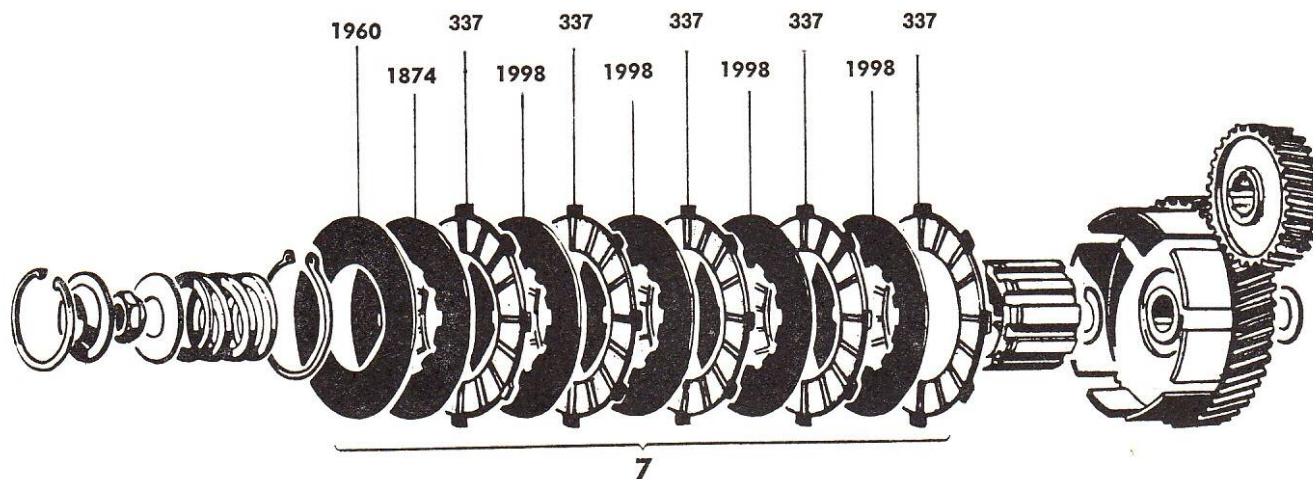


125 cc. 2 t - 1971

BE - 61	2	500		5	disco guarnito
BE - 62	2	501		5	acciaio conduttore
BE - 63	2	502	501	1	coperchio guarnito 1 lato

BE - 64	159	2			serie composta da:	5 - 500 5 - 501 1 - 502 - 501
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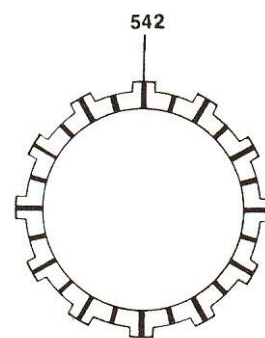
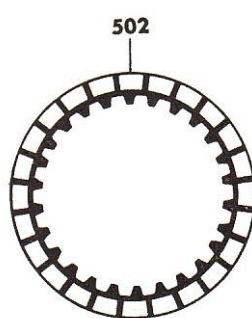
BENELLI



175 cc. 4 t - 1960

BE - 50		2	1960	1	anello esterno
BE - 15		2	1874	1	disco frontale
BE - 16		2	337	5	disco guarnito
BE - 17		2	1998	4	acciaio conduttore

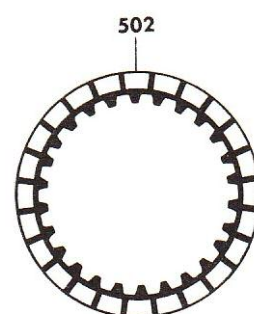
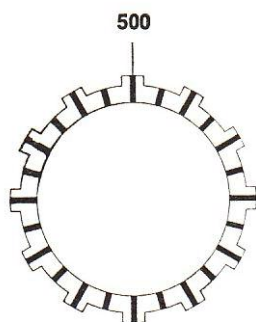
BE - 52	7	2			serie composta da:	5 - 337 4 - 1998 1 - 1874 1 - 1960
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Modifica BENELLI 125/250 cc. alluminio

BE - 66	2	501		5	acciaio conduttore
BE - 63	2	502	501	1	coperchio guarnito 1 lato
BE - 107	2	542		5	disco alluminio mod. ADIGE

BE - 108	166	2			serie composta da:	5 - 501 1 - 502 - 501 5 - 542
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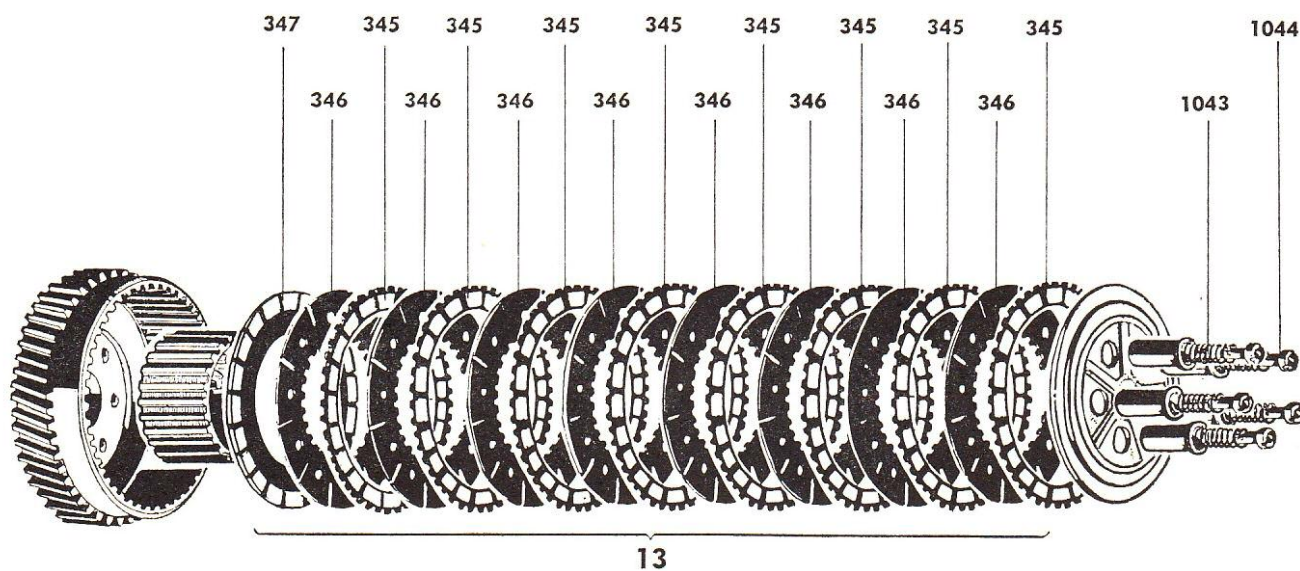


250 cc. 2 t - 1971

BE - 65	2	500		6	disco guarnito
BE - 66	2	501		6	acciaio conduttore
BE - 63	2	502	501	1	coperchio guarnito 1 lato

BE - 68	160	2			serie composta da:	6 - 500 6 - 501 1 - 502 - 501
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BENELLI



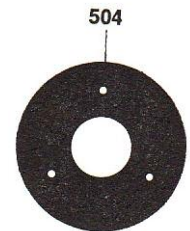
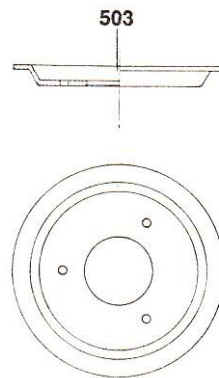
650 cc. TORNADO

BE - 73		2	347	1	disco di fondo guarnito
BE - 72		2	346	8	acciaio conduttore
BE - 71		2	345	8	disco guarnito
BE - 74		2	1043	5	molle frizione
BE - 75		2	1044	5	dado a codolo

BE - 77	13	2			serie composta da:	8 - 345 8 - 346 1 - 347
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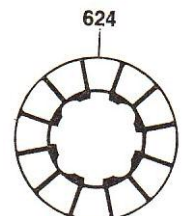
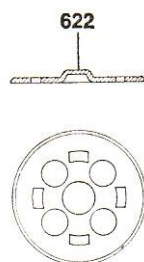
BE - 78	14	2			serie composta da:	8 - 345 1 - 347
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BENELLI



125 cc. 2 T. 2 G.

BE - 20	2	503	1	disco appoggio frizione
BE - 21	2	504	1	disco per ingranaggio frizione



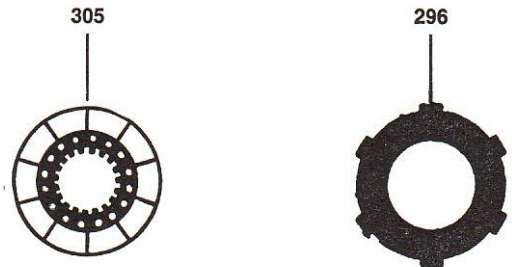
2 T. 49 cc. 3 V. 1977

BE - 109	2	622	1	disco conduttore esterno	
BE - 110	2	623	3	disco conduttore	
FB - 70	2	537	4	disco conduttore guarnito tacche esterne	
BE - 111	2	624	623	1	disco guarnito

BE - 112	169	2			serie composta da:	1 - 622 3 - 623 4 - 537 1 - 624 - 623
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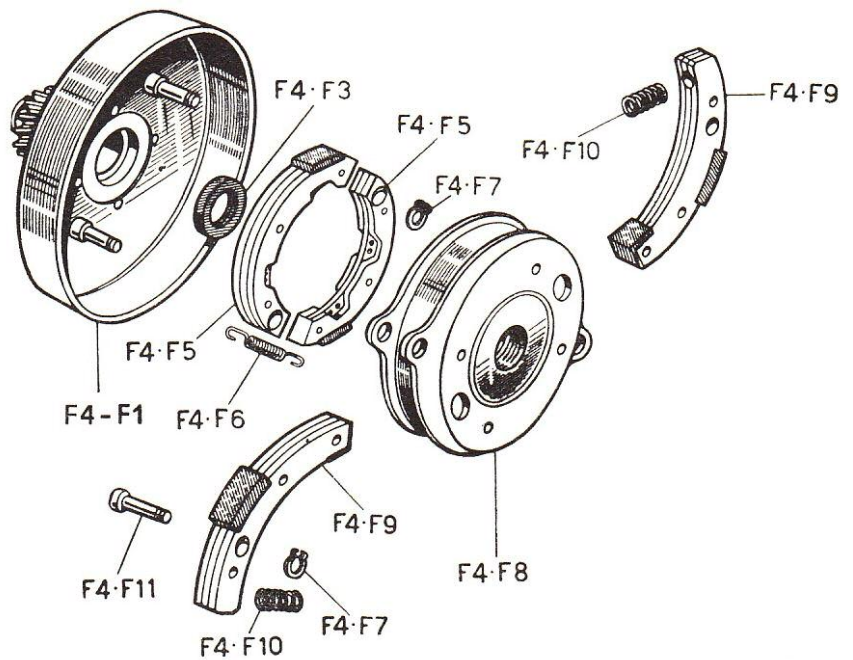


BETAMOTOR



BETA 48 cc. - 1956

BT - 1	2	305	236	2	disco guarnito
BT - 2	2	296		1	acciaio conduttore

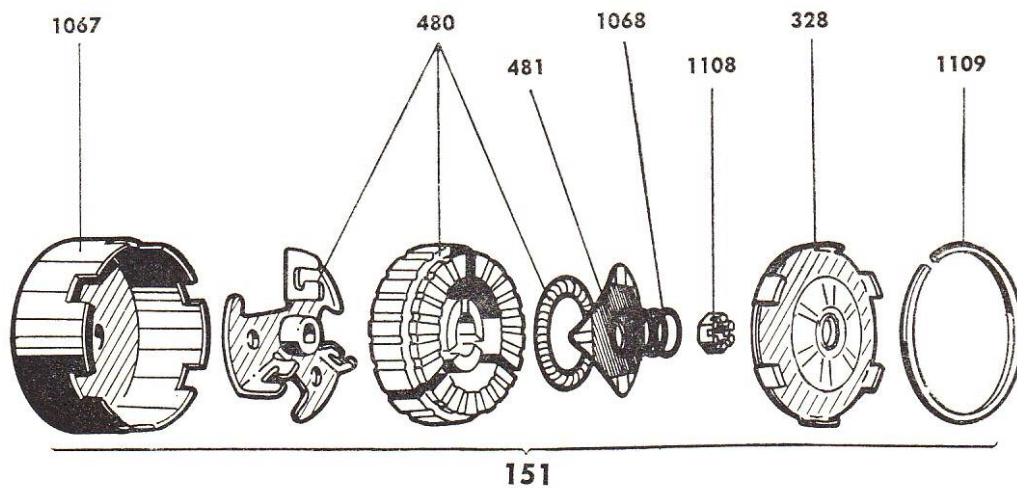


BETA 48 cc. automatic

BT - 18	154	2			serie composta da:	2 - F4/F5 2 - F4/F6 2 - F4/F9 2 - F4/F10
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BETAMOTOR



50 cc. HOLLY - Frizione semiautom. - Modifica « ADIGE »

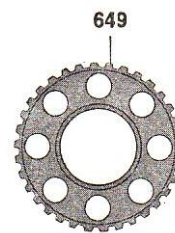
BT - 22	2	1067	1	campana con ingranaggio
BT - 23	2	480	1	girante completa
BT - 32	2	481	1	molla a tazza spingimassette
BT - 24	2	1068	1	molla centrale spingidisco
BT - 25	2	1108	1	dado bloccaggio girante
BT - 21	2	328	1	cappellotto avviamento
BT - 26	2	1109	1	anello elastico di chiusura
BT - 27	151	2		frizione completa

BETAMOTOR



50 cc. 3 marce

BT - 33	2	330	4	disco
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50 cc. 5/6 velocità MX 5 - MX 6

BT - 17	2	366	4	disco guarnito	n° orig. 13.4301
BT - 36	2	648	3	acciaio	n° orig. 13.3703
BT - 37	2	649	1	disco portamolle	n° orig. 13.4203
BT - 38	2	650	1	cappello frizione	n° orig. 12.3003



BETAMOTOR



50 cc. EXPORT 1' serie

BT - 28	2	1868	3	disco guarnito
BT - 29	2	1870	1	coperchio guarnito

BT - 31	77	2		serie composta da:	3 - 1868 1 - 1870
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50 cc. EXPORT 2' serie

BT - 19	2	320	5	disco export
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SPORT 4 - 5 veloc. 1973

BT - 17	2	366	436	5	disco guarnito
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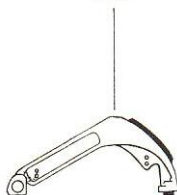


BIANCHI

287



284



1045



MOBILETTE

BI - 26	2	287	3	lamelle con rivetti
BI - 27	2	284	2	massette centrif.
BI - 28	2	1045	2	molle per dette

BI - 29	15	2		serie composta da:	2 - 284 2 - 1045
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BMW

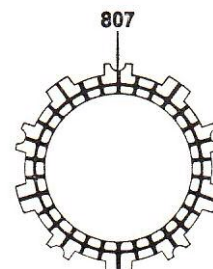
1921



500 cc. R - 12

BM - 1	2	1921	1	disco guarnito
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BOMBARDIER - ROTAX

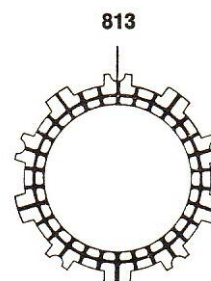


ROTAX 124/244

BR - 1

2 **807**

disco guarnito con anima in acciaio, simile n° 259561 \pm 3,5



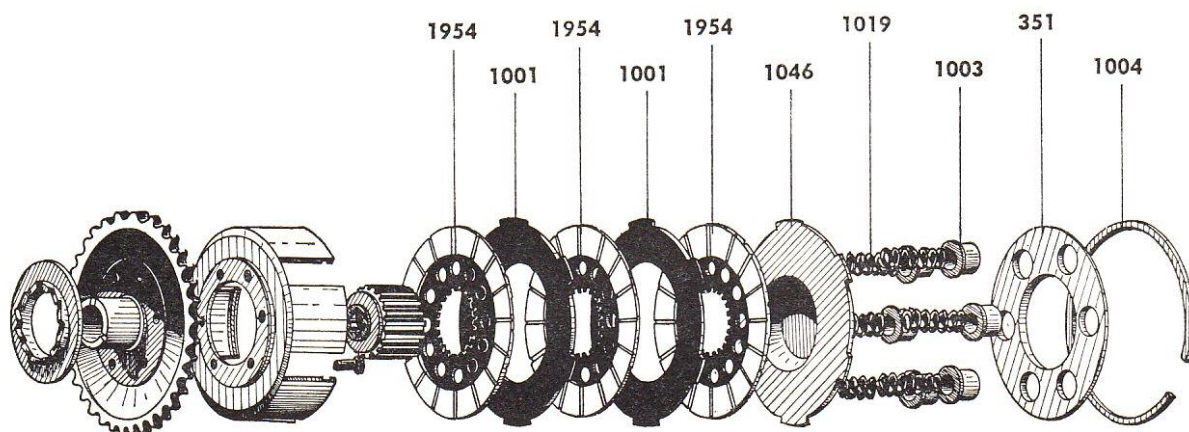
BR - 2

2 **813** 807

disco guarnito con anima in acciaio, simile n.° 259565 \pm 3



18/1 f



BANTAM 125/174 cc.

BS - 6	2	1954	3	disco guarnito
BS - 7	2	1001	2	acciaio conduttore
BS - 15	2	1046	1	spingidisco
BS - 11	2	1019	6	molle frizione
BS - 12	2	1003	6	scodellini per molle
BS - 14	2	351	1	disco portamolle 6 fori
BS - 13	2	1004	1	anello di chiusura

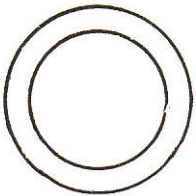
BS - 16

17 2

serie composta da: 3 - 1954
2 - 1001

BSA

1919



500 cc. 1939

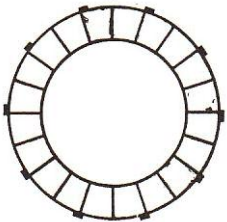
BS - 1

2 **1919**

8

anello 125 x 90 x 2,5

1948



Motore C/15 1964 - 250 STARFIRE
441 SHOOTING - B 44 VICTOR special

BS - 2

2 **1948**

4

disco guarnito

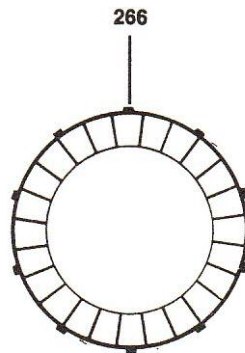
20 f





Motore A - B - B 33 - B 34 - A 7 - A 10

BS - 4	2	1953	5	disco guarnito
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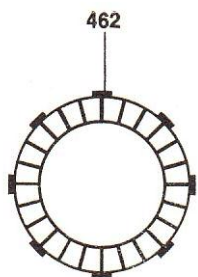
Motore A/65

BS - 8	2	266	6	disco guarnito
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BS - 9	2	311	6	acciaio conduttore
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BS - 10	16	2		serie composta da: 6 - 266 6 - 311
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BULTACO



125/175/250 cc. normale

FB - 61	2	462	324	4	disco guarnito
BL - 1	2	463		1	disco in similoro
BL - 7	2	465	463	4	disco in acciaio

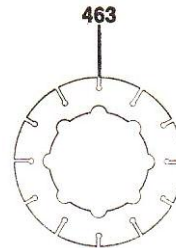
BL - 9

144 2

serie composta da:

4 - 462 - 324
1 - 463
4 - 465 - 463

BULTACO



125/175/250 cc. SHERPA motocross

BL - 1	2	463		7	disco in similoro
BL - 2	2	464	324	7	disco in acciaio

BL - 3	142	2			serie composta da: 7 - 463 7 - 464 - 324
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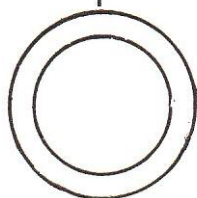


BURMANN

1917



1919



250 cc.

BU - 1	2	1917	5	disco guarnito
BU - 3	2	1919	1	anello 125 x 90 x 2,5

1918



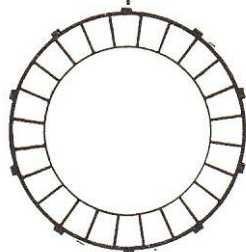
1919



250 cc.

BU - 2	2	1918	5	disco con tasselli di sughero
BU - 3	2	1919	1	anello 125 x 90 x 2,5

266



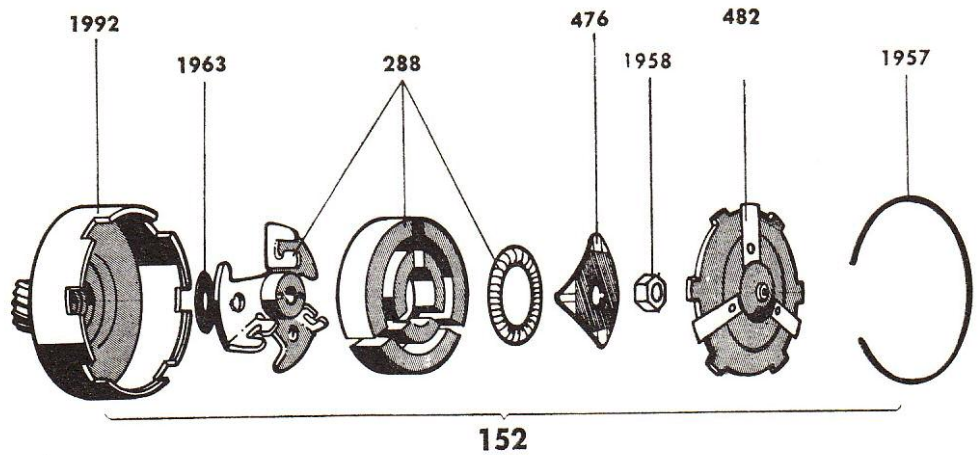
500 cc.

BU - 4	2	266		disco guarnito
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48 cc. 2 t

DE - 1	2	401	2	disco guarnito
DE - 2	2	1942	1	acciaio conduttore

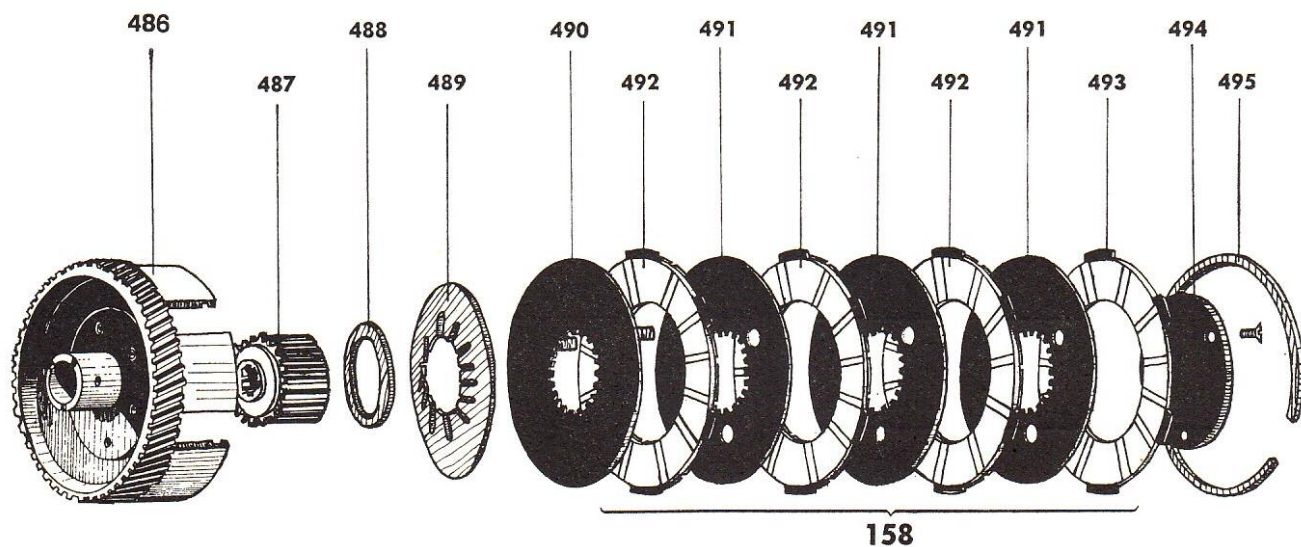


48 cc. tipo SMILY - PING - PONG automatica - modifica « ADIGE »

DE - 18	2	1992	1	campana con ingranaggio
DE - 21	2	1963	1	rondella di rasamento
DE - 19	2	288	1	girante completa
DE - 20	2	476	1	molla a tazza spingimassette
DE - 22	2	1958	1	dado bloccaggio girante
DE - 23	2	482	1	cappello avviaamento
DE - 24	2	1957	1	anello elastico di chiusura

DE - 25	152	2		frizione completa
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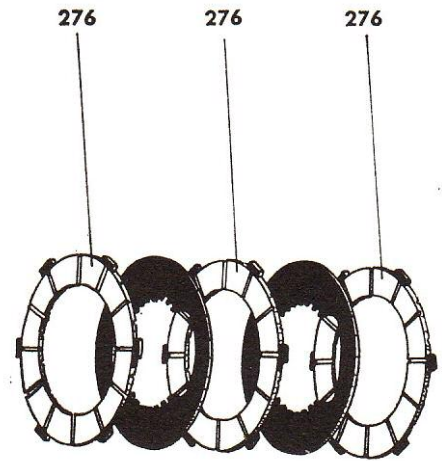
DEMM



49 cc. - 4 V. S 72 - 1973

DE - 26	2	486	1	campana con ingranaggio
DE - 27	2	487	1	mozzo frizione
DE - 28	2	488	1	anello
DE - 29	2	489	1	molla a tazza
DE - 30	2	490	1	acciaio con colonnine
DE - 32	2	492	3	disco guarnito
DE - 31	2	491	3	acciaio conduttore
DE - 33	2	493	1	coperchio guarnito da 1 lato
DE - 34	2	494	1	anello comando frizione
DE - 35	2	495	1	anello elastico

DE - 36	158	2		serie composta da:	3 - 491 3 - 492 1 - 493
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48 cc. HUMMEL

DK - 1	2	276	3	disco ADIGE
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DKW 5 velocità

DK - 12	2	307	5	disco guarnito	
DK - 16	2	1249	1949	5	acciaio conduttore
—	—	—	1	coperchio tornito	

DUCATI

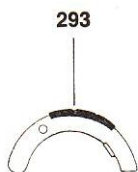


48 cc. 2 t

DU - 1	2	445	2	disco guarnito	
DU - 2	2	353	352	1	disco guarnito da 1 lato
DU - 3	2	352	1	acciaio conduttore	

DU - 4	20	2			serie composta da:	2 - 445 1 - 353
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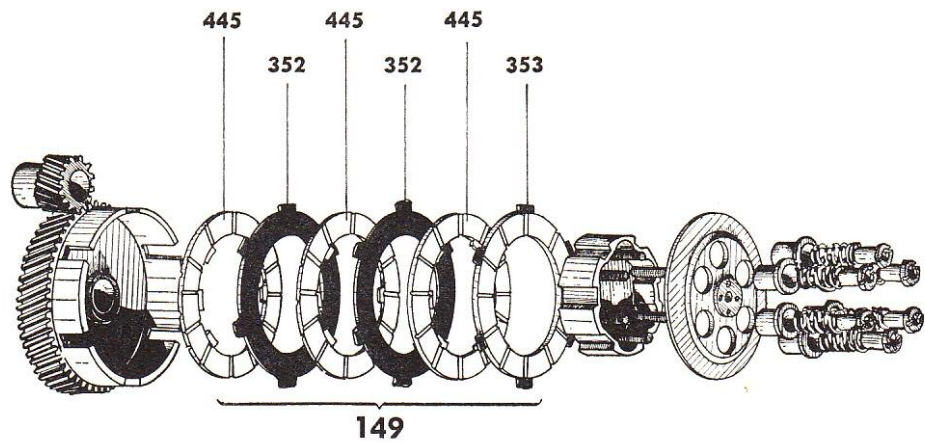
DU - 5	21	2			serie composta da:	2 - 445 1 - 352 1 - 353
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48 BRISK - Frizione automatica

DU - 17	2	293	2	massette centrifughe
DU - 18	2	1053	2	molle per dette

DU - 19	22	2			serie composta da:	2 - 293 2 - 1053
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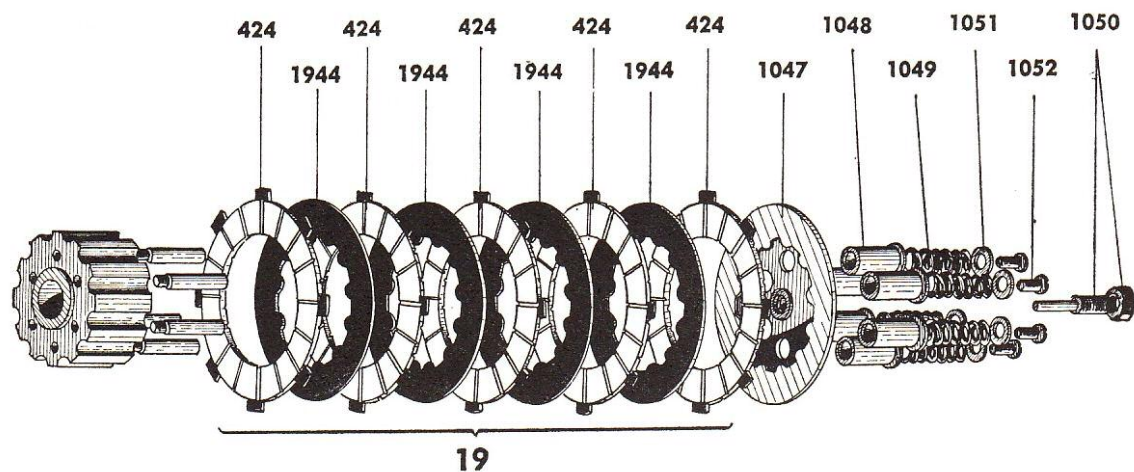
48 cc. Sport e regolarità

DU - 33	2	445	3	disco guarnito
DU - 34	2	352	2	acciaio conduttore
DU - 2	2	353	352 1	disco guarnito da 1 lato

DU - 35	149	2			serie composta da:	3 - 445 2 - 352 1 - 353 - 352
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DU - 36	150	2			serie composta da:	3 - 445 1 - 353 - 352
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DUCATI



125 cc. T e S

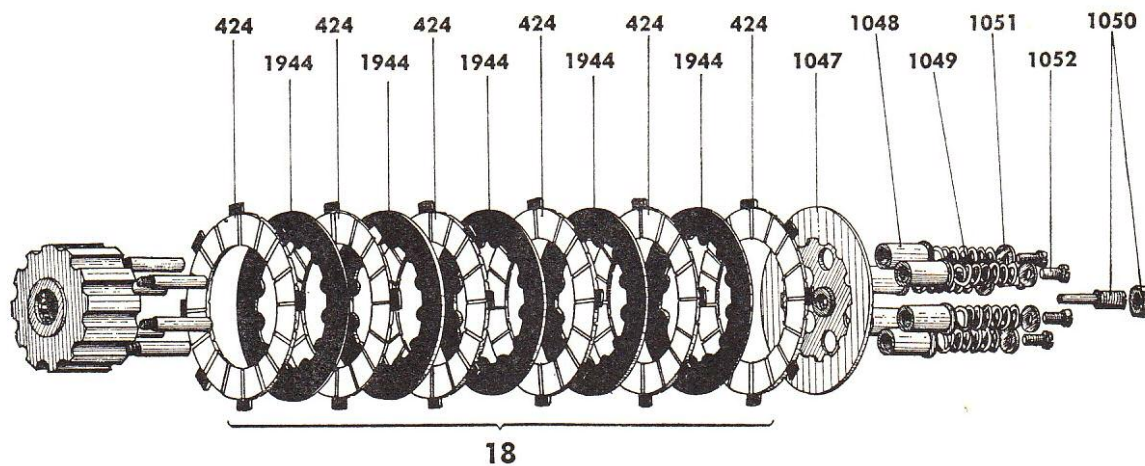
DU - 13	2	424	5	disco guarnito
DU - 14	2	1944	4	acciaio conduttore
DU - 25	2	1047	1	spingidisco
DU - 26	2	1048	6	scodellino per molle
DU - 27	2	1049	6	molle
DU - 29	2	1051	6	rondelle per molle
DU - 30	2	1052	6	vite di tenuta
DU - 28	2	1050	1	vite di regolazione

DU - 32

19 2

serie composta da:

5 - 424
4 - 1944



175 cc. 1960 Sport - 200 cc. 1960 Elite - SS - TS

DU - 15	2	424	6	disco guarnito
DU - 16	2	1944	5	acciaio conduttore
DU - 25	2	1047	1	spingidisco
DU - 26	2	1048	6	scodellino per molle
DU - 27	2	1049	6	molle
DU - 29	2	1051	6	rondelle per molle
DU - 30	2	1052	6	vite di tenuta
DU - 28	2	1050	1	vite di regolazione

DU - 31

18 2

serie composta da: 6 - 424
5 - 1944

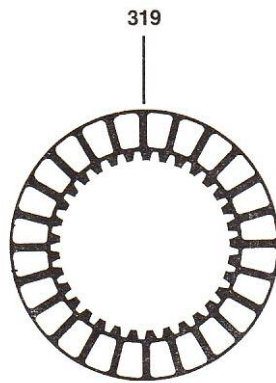
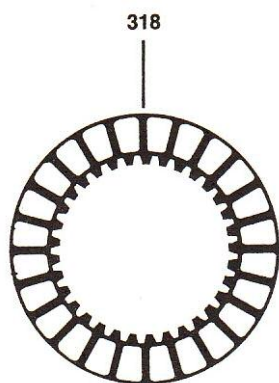
DUCATI



250/350/450 cc. SCRAMBLER

DU - 37	2	424	7	disco guarnito
DU - 38	2	1944	6	acciaio conduttore

DU - 39	23	2		serie composta da:	7 - 424 6 - 1944
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750 cc.

DU - 21	2	318	8	disco guarnito	
DU - 22	2	319	318	1	disco guarnito da 1 lato

DU - 23	24	2		serie composta da:	8 - 318 1 - 319 - 318
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FANTIC MOTOR



125/6 TRIAL

FB - 73

2

646

324

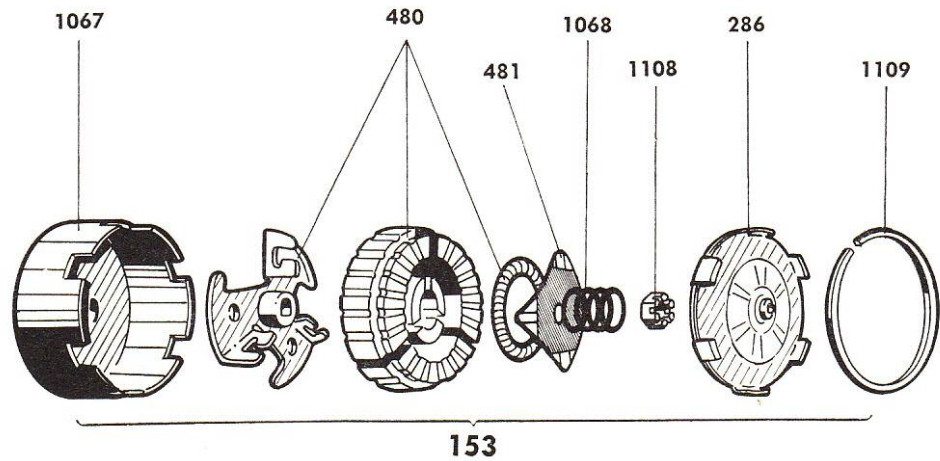
5

disco guarnito



32/1 f

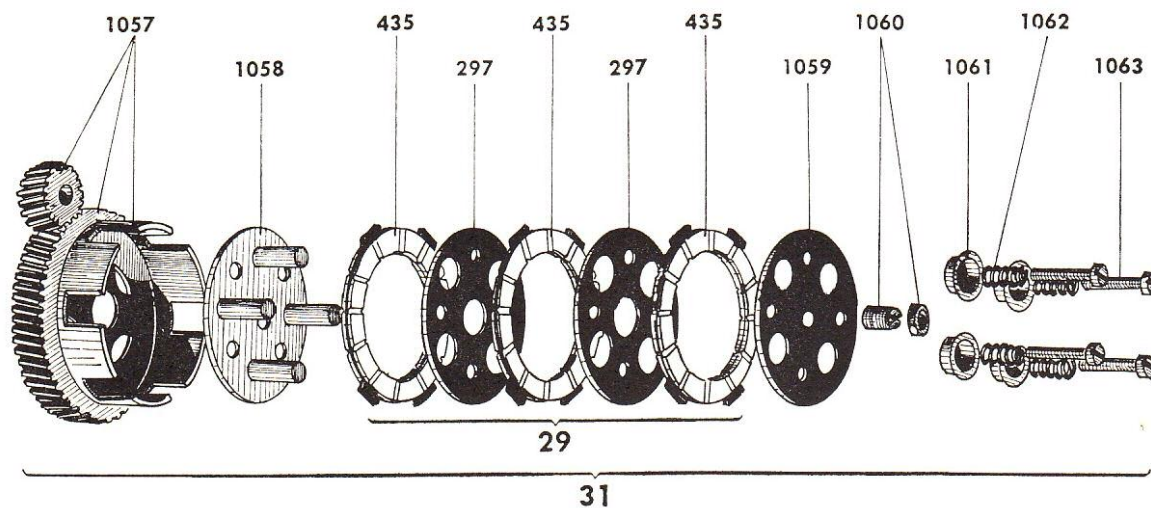




48/EZ frizione automatica - Modifica « ADIGE »

FB - 62	2	1067	1	campana con ingranaggio
FB - 63	2	480	1	girante completa
FB - 68	2	481	1	molla a tazza spingimassette
FB - 64	2	1068	1	molla centrale spingidisco
FB - 65	2	1108	1	dado bloccaggio girante
FB - 16	2	286	1	cappello avviamento
FB - 66	2	1109	1	anello elastico di chiusura
FB - 67	153	2		frizione completa

FBM

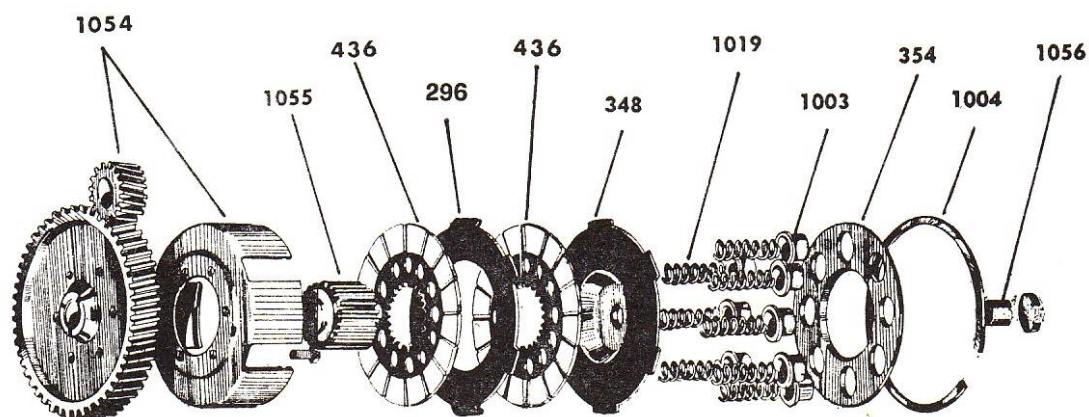


48 cc. E 2 - E 3

FB - 54	2	1057	1	campana con ingranaggio z. 64/16
FB - 46	2	1058	1	spingidisco 4 colonnette
FB - 7	2	435	3	disco guarnito
FB - 8	2	297	2	acciaio conduttore
FB - 47	2	1059	1	disco portamolle
FB - 48	2	1060	1	vite di regolazione
FB - 49	2	1061	4	scodellino per molle
FB - 50	2	1062	4	molle frizione
FB - 51	2	1063	4	vite di tenuta

FB - 39	10	2			serie composta da:	3 - 435 2 - 297
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FB - 55	31	2			frizione completa
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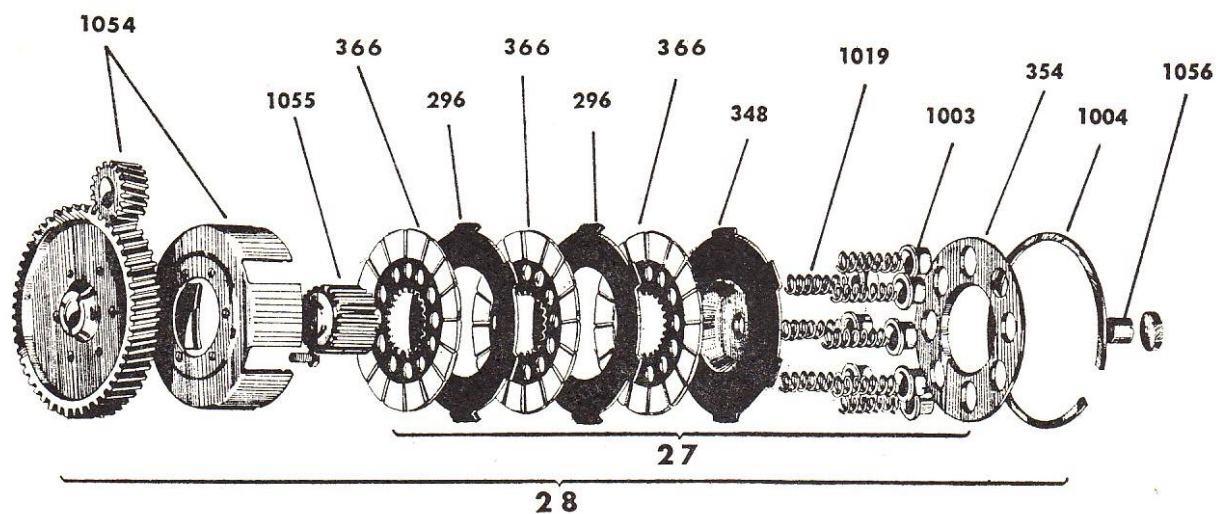


48 cc. P 3

FB - 30	2	1054	1	campana con ingranaggio
FB - 31	2	1055	1	mozzo interno
FB - 1	2	436	2	disco guarnito
FB - 2	2	296	1	acciaio conduttore
FB - 32	2	348	1	spingidisco
FB - 35	2	1019	8	molle frizione
FB - 36	2	1003	8	scodellino per molle
FB - 34	2	354	1	disco portamolle 8 fori
FB - 37	2	1004	1	anello di chiusura
FB - 33	2	1056	1	vite di regolazione

FB - 38	25	2		frizione completa
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FBM



48 P 3 - Modifica a 8 molle sport

FB - 30	2	1054	1	campana con ingranaggi	
FB - 31	2	1055	1	mozzo interno	
FB - 5	2	366	436	3	disco guarnito
FB - 6	2	296	2	acciaio conduttore a denti piegati	
FB - 32	2	348	1	spingidisco	
FB - 35	2	1019	8	molle frizione	
FB - 36	2	1003	8	scodellino per molla	
FB - 34	2	354	1	disco portamolle 8 fori	
FB - 37	2	1004	1	anello di chiusura	
FB - 33	2	1056	1	vite di regolazione	

FB - 43

27 2

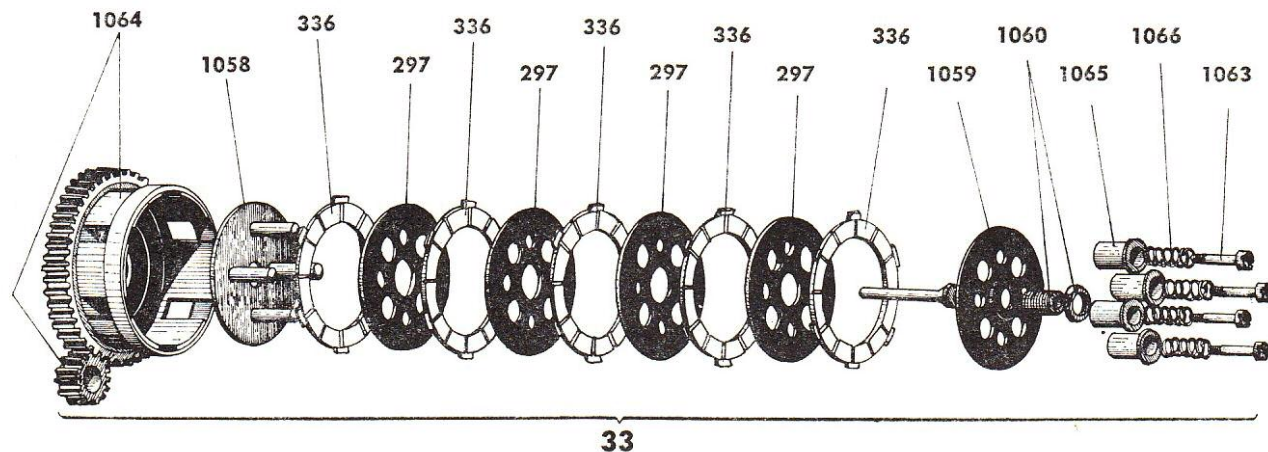
serie composta da:

3 - 366
2 - 296
1 - 348
1 - 1056
1 - 354
8 - 1019
8 - 1003

FB - 44

28 2

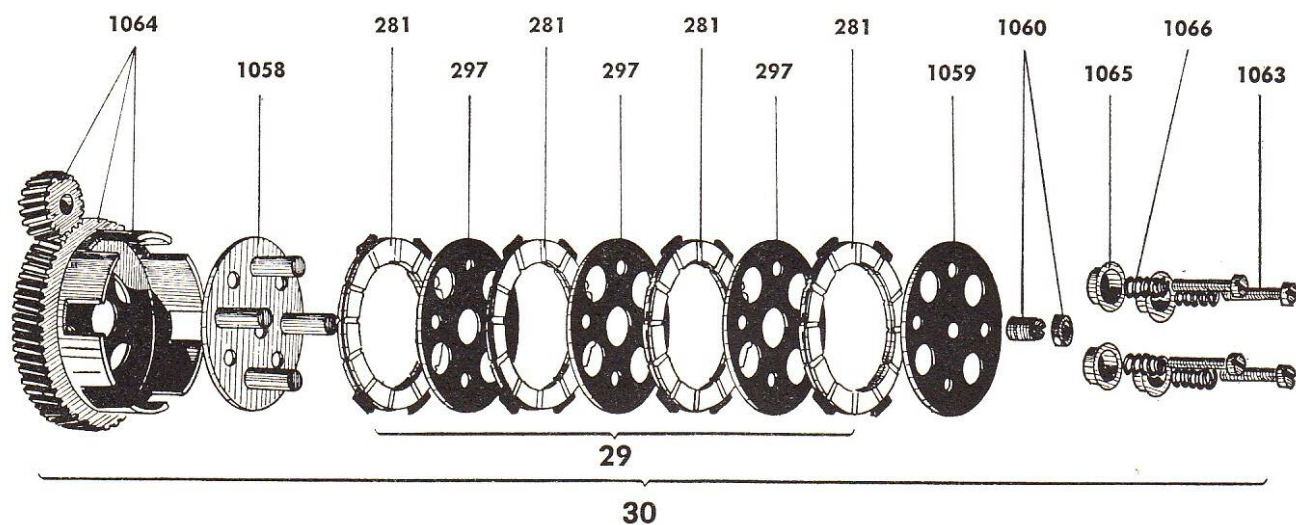
frizione completa



48/50 cc. P4 SPORT e motori trasformati - Modifica « ADIGE »

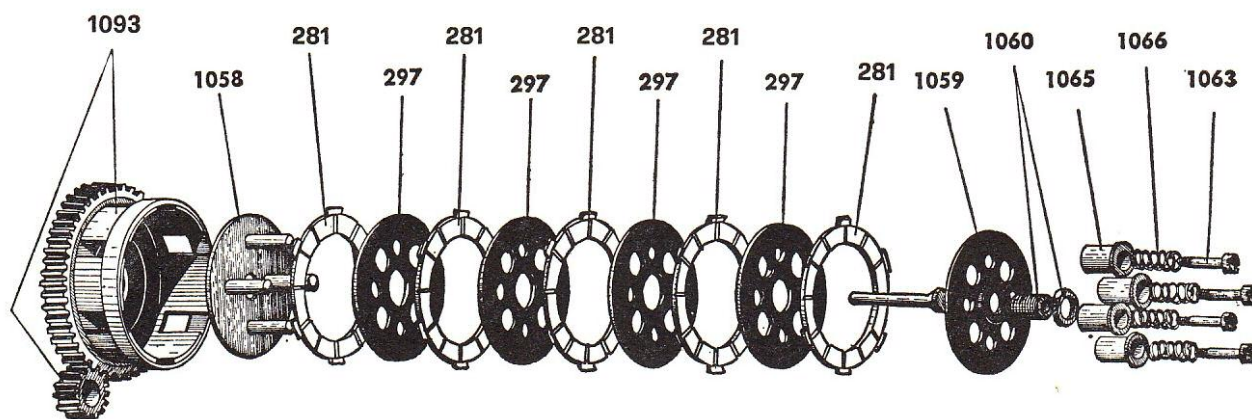
FB - 45	2	1064	1	campana con ingranaggio z. 60/13
FB - 46	2	1058	1	spingidisco con colonnette
FB - 26	2	336	537	5 disco guarnito
FB - 23	2	297	4	acciaio conduttore
FB - 47	2	1059	1	disco portamolle
FB - 48	2	1060	1	vite di regolazione
FB - 56	2	1065	4	scodellini per molle
FB - 57	2	1066	4	molle frizione
FB - 51	2	1063	4	viti di tenuta
FB - 27	32	2		serie composta da: 5 - 336 - 537 4 - 297 4 - 1065 4 - 1066
FB - 58	33	2		frizione completa

FBM



48/50 cc. P 4 SPORT

FB - 45	2	1064	1	campana con ingranaggio z. 60/13
FB - 46	2	1058	1	spingidisco con colonnette
FB - 9	2	281	4	disco guarnito
FB - 10	2	297	3	acciaio conduttore
FB - 47	2	1059	1	disco portamolle
FB - 48	2	1060	1	vite di regolazione
FB - 56	2	1065	4	scodellini per molle
FB - 57	2	1066	4	molle frizione
FB - 51	2	1063	4	vite tenuta
FB - 52	29	2		serie composta da: 4 - 281 - 537 3 - 297
FB - 53	30	2		frizione completa



60 cc. P 6 - P 4 Special SS

FB - 24	2	1093	1	campana con ingranaggio	
FB - 46	2	1058	1	spingidisco	
FB - 22	2	281	537	5	disco guarnito
FB - 23	2	297	4	acciaio conduttore	
FB - 47	2	1059	1	disco portamolle	
FB - 48	2	1060	1	vite di regolazione	
FB - 56	2	1065	4	scodellini per molle	
FB - 57	2	1066	4	molle	
FB - 51	2	1063	4	viti di tenuta	

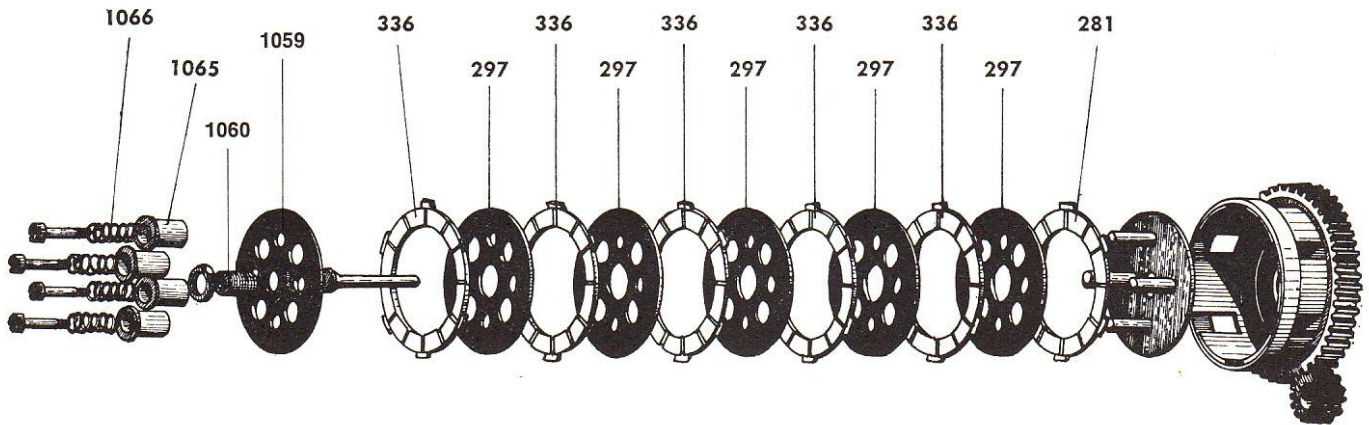
FB - 25

157 2

serie composta da:

5 - 281 - 435
 4 - 297
 4 - 1065
 4 - 1066

FBM



60 cc. e P 6 trasformazione - Modifica « ADIGE »

FB - 57	2	1066	4	molle frizione	
FB - 56	2	1065	4	scodellini per molle	
FB - 48	2	1060	1	vite di regolazione	
FB - 47	2	1059	1	disco portamolle	
FB - 26	2	336	537	5	disco guarnito
FB - 23	2	297	5	acciaio conduttore	
FB - 22	2	281	537	1	disco guarnito

FB - 28	156	2				serie composta da:	5 - 336 1 - 281 5 - 297 4 - 1065 4 - 1066
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48/50 P 4 SPORT

FB - 70	2	537	4	disco guarnito
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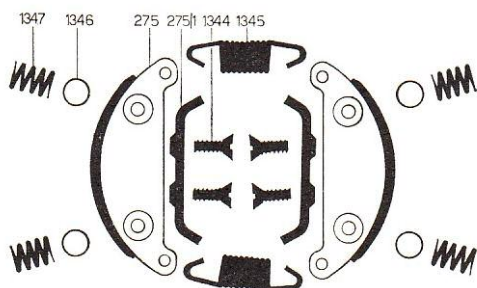


50 cc.

FB - 71	2	558	5	disco guarnito
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FB - 72	2	559	4	disco guarnito
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FBM



Frizione automatica EZ

FB - 14/1	2	275	2	Massette centrifughe
FB - 14/2	2	275/1	2	Piastrina
FB - 14/3	2	1344	4	Vite
FB - 14/4	2	1345	2	Molla di trazione
FB - 14/5	2	1346	4	Cilindretto
FB - 14/6	2	1347	4	Molla di compressione

FB - 14

170 2

serie composta da:

2 - 275
 2 - 275/1
 4 - 1344
 2 - 1345
 4 - 1346
 4 - 1347

FBM



125/6 TRIAL

FB - 73

2

646

324

5

disco guarnito



38/3 f



125/5 1971

FB - 60

2

324

4

disco guarnito



125/5 Cross 1972

FB - 61

2

462

324

5

disco guarnito

FLANDRIA



FLAN

FL - 1	2	418	3	disco acciaio guarnito
FL - 2	2	276	3	disco ADIGE

FLERON (Svezia)



MILITARE 125/150 cc.

FR - 1	2	396		disco guarnito denti esterni
FR - 2	2	397		acciaio conduttore denti interni

FLERON (Svezia)



250/350 cc.

FR - 3	2	398	397	-	disco guarnito denti interni
FR - 4	2	399	396	-	acciaio conduttore denti esterni

GARELLI

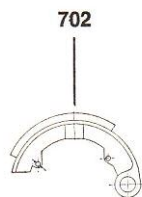


EUROMATIC (Laura)

GA - 46	2	1976		1	disco ADIGE
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GARELLI



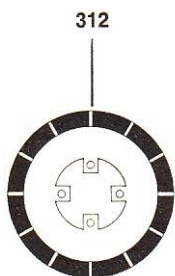
49 cc. M - 1960

GA - 40

2

702

coppia ganasce (0116) per masse centrif. - friz. autom.



50 cc. GULPFLEX - 50 cc. GULPMATIC

GA - 53

2

312

1

disco avviamento guarnito da 1 lato



50 cc. 4 M Record - 50 cc. 3 M - 50 cc. CROSS - TIGER

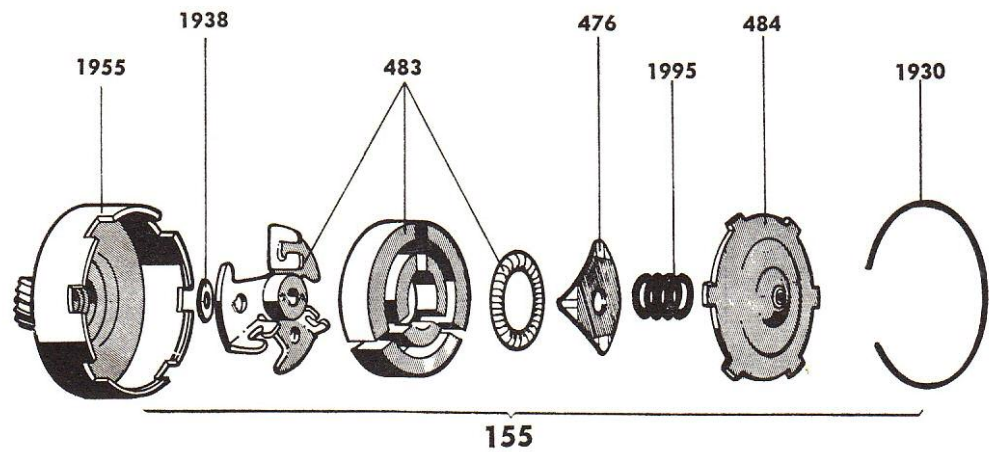
GA - 54

2

306

4

disco guarnito

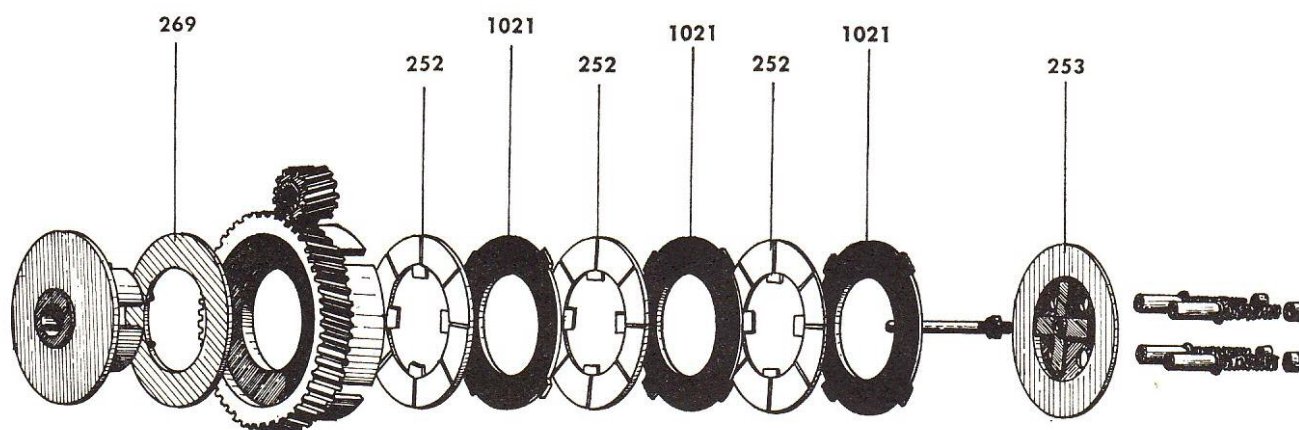


GULP-MATIC frizione centrifuga - Modifica « ADIGE »

GA - 55	2	1955	1	campana con ingranaggio
GA - 58	2	1938	1	rondella di rasamento
GA - 56	2	483	1	girante completa
GA - 57	2	476	1	molla a tazza spingimassette
GA - 59	2	1995	1	molla conica spingidisco
GA - 60	2	484	1	cappello avviaamento
GA - 61	2	1930	1	anello elastico di chiusura

GA - 62	155	2		frizione completa
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GARELLI

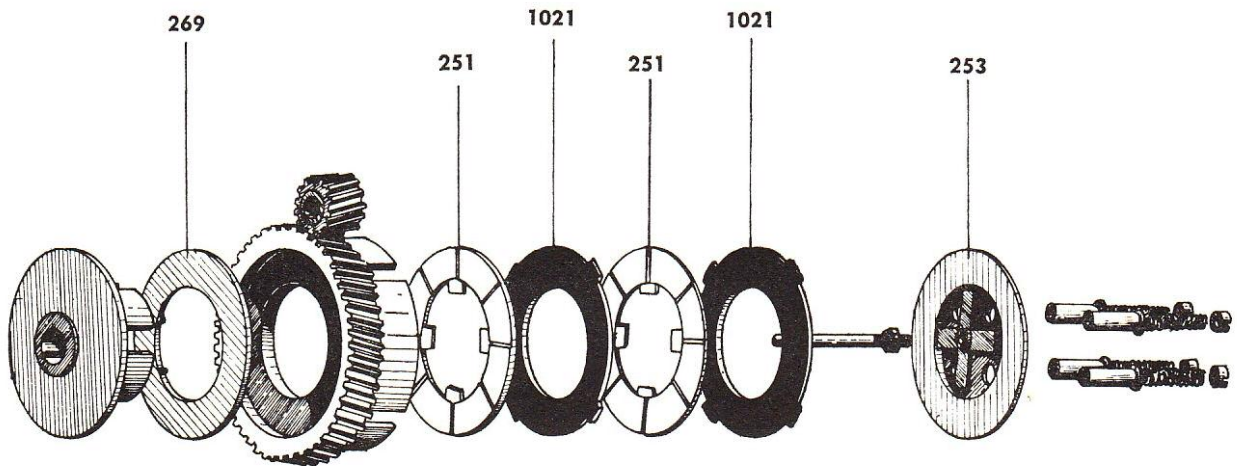


48/70/98 2° serie special 1964 - Junior 50 special 4 m

GA - 24	2	269		1	anello 90 x 55 x 2,5
GA - 23	2	252	251	3	disco guarnito
GA - 26	2	1021		3	acciai conduttori
GA - 25	2	253		1	spingidisco guarnito

GA - 27	36	2			serie composta da:	3 - 252 - 251 1 - 269 1 - 253 3 - 1021
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GA - 28	37	2			serie composta da:	3 - 252 - 251 1 - 269 1 - 253
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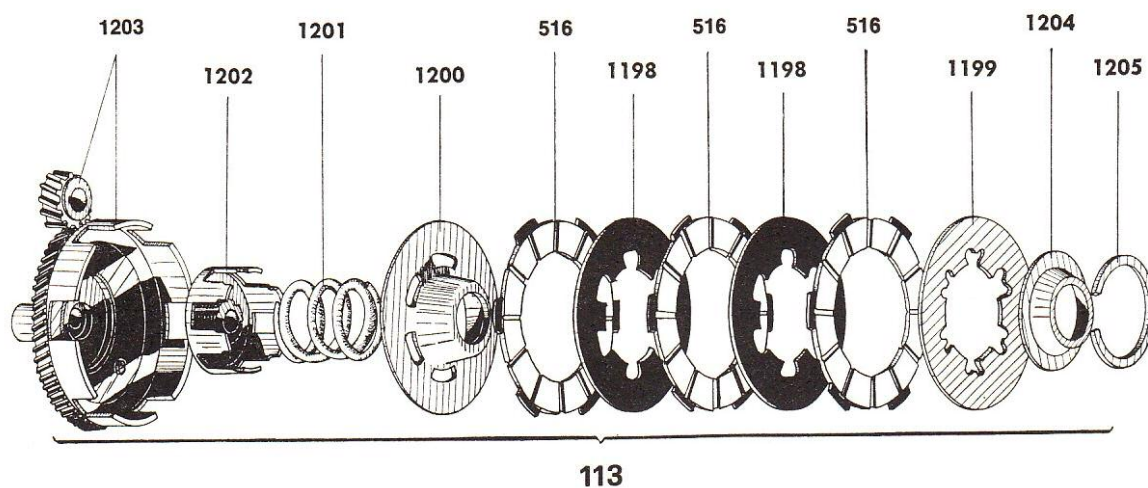
70 e 98 cc. 1' serie 1959/60

GA - 17	2	269	1	anello 90 x 55 x 2,5
GA - 16	2	251	2	disco guarnito
GA - 19	2	1021	2	acciaio conduttore
GA - 18	2	253	1	spingidisco guarnito

GA - 20	34	2		serie composta da:	2 - 251 1 - 269 1 - 253 2 - 1021
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GA - 21	35	2		serie composta da:	2 - 251 1 - 269 1 - 253
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GILERA



50 cc. TRIAL 1972

GI - 44	2	1203	1	campana corona pignone
GI - 43	2	1202	1	mozzo interno
GI - 42	2	1201	1	molla
GI - 41	2	1200	1	disco reaz. molla
GI - 38	2	516	3	disco guarnito
GI - 39	2	1198	2	acciaio conduttore
GI - 40	2	1199	1	acciaio frontale
GI - 45	2	1204	1	piastrina conica
GI - 46	2	1205	1	anello di chiusura

GI - 47	113	2		frizione completa
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441



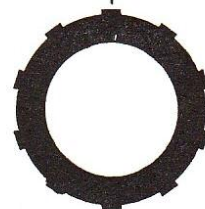
1069



G 50 - G 80 ciclomotor

GI - 1	2	441	4	disco guarnito
GI - 2	2	1069	1	coperchio guarnito

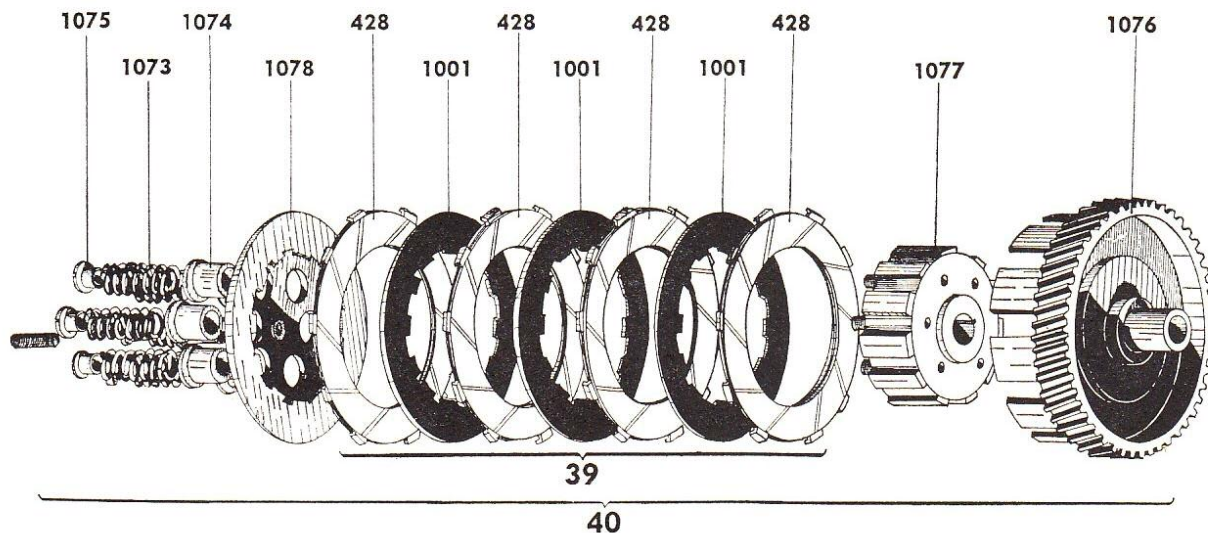
1931



150 cc. 1960 (foro largo)

GI - 11	2	1931	3	disco ADIGE senz'anima di acciaio
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GILERA

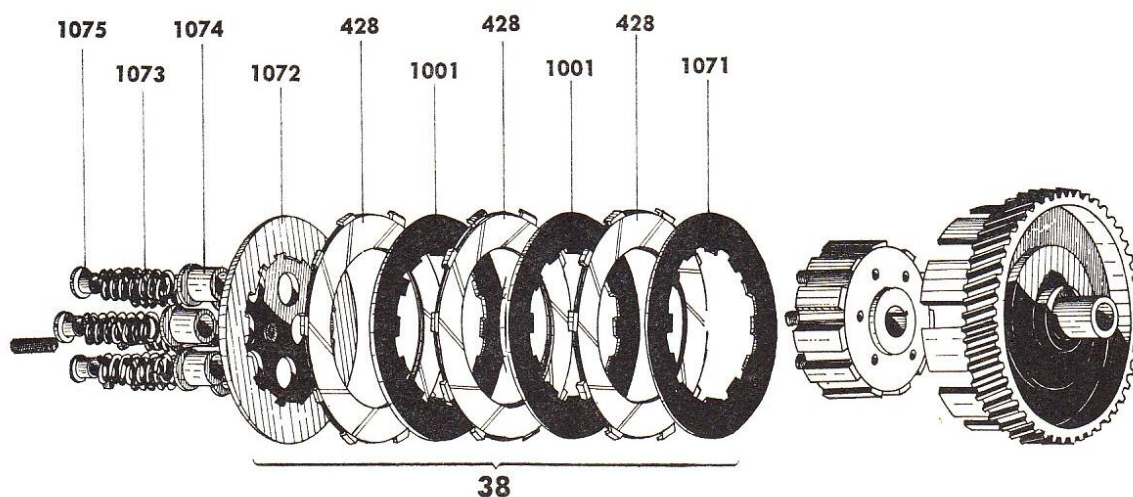


98/125 GIUBILEO

GI - 29	2	1075	6	dado di chiusura
GI - 27	2	1073	6	molla frizione
GI - 28	2	1074	6	scodellino portamolle
GI - 33	2	1078	1	spingidisco
GI - 15	2	428	4	disco guarnito
GI - 16	2	1001	3	acciaio conduttore
GI - 32	2	1077	1	mozzo interno
GI - 31	2	1076	1	campana con corona

GI - 34	39	2		serie composta da:	4 - 428 3 - 1001
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GI - 35	40	2		frizione completa
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125/150/175 cc.

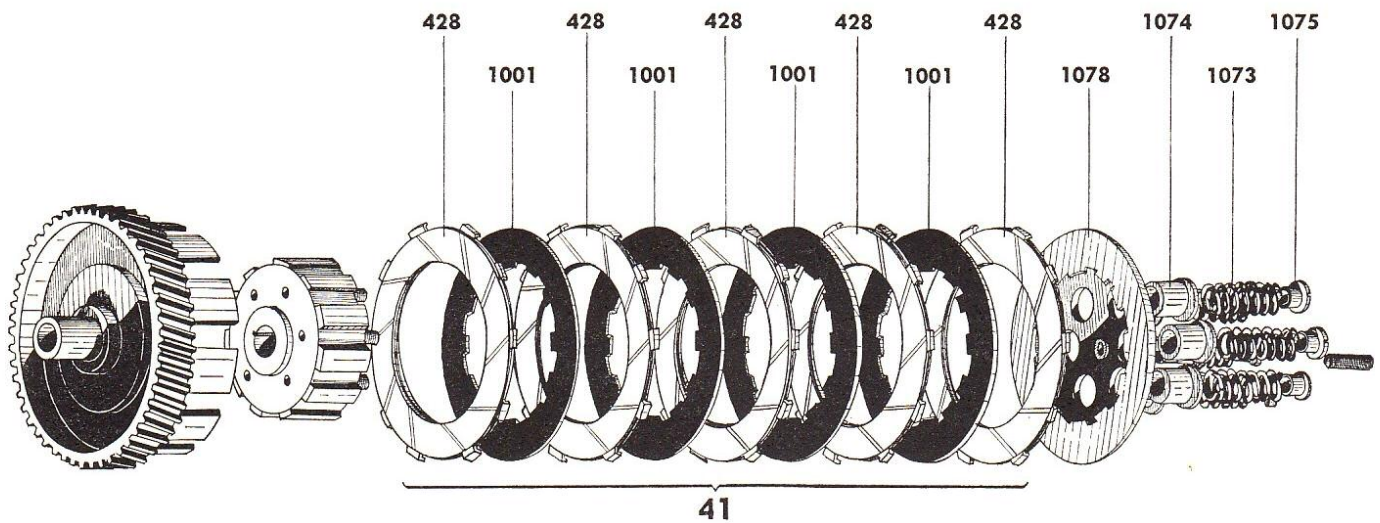
GI - 29		2	1075	6	dado di chiusura
GI - 27		2	1073	6	molla frizione
GI - 28		2	1074	6	scodellini portamolle
GI - 26		2	1072	1	spingidisco
GI - 10		2	428	3	disco guarnito
GI - 12		2	1001	2	acciaio conduttore
GI - 25		2	1071	1	acciaio di fondo

GI - 30

38 2

serie composta da:
 3 - 428
 2 - 1001
 1 - 1071

GILERA



175 GIUBILEO 124 - 5 velocità

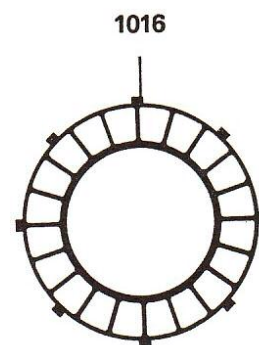
GI - 18	2	428	5	disco guarnito
GI - 19	2	1001	4	acciaio conduttore
GI - 33	2	1078	1	spingidisco
GI - 28	2	1074	6	scodellino portamolle
GI - 27	2	1073	6	molla frizione
GI - 29	2	1075	6	dado di chiusura

GI - 36	41	2		serie composta da:	5 - 428 4 - 1001
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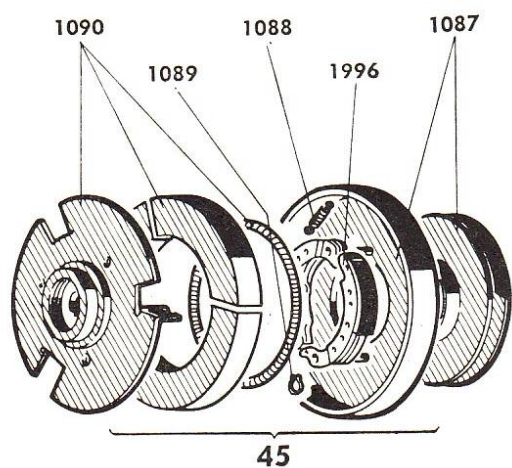
300 cc.

GI - 21	2	1924	4	disco guarnito
GI - 22	2	1079	3	acciaio conduttore



250/500 SATURNO

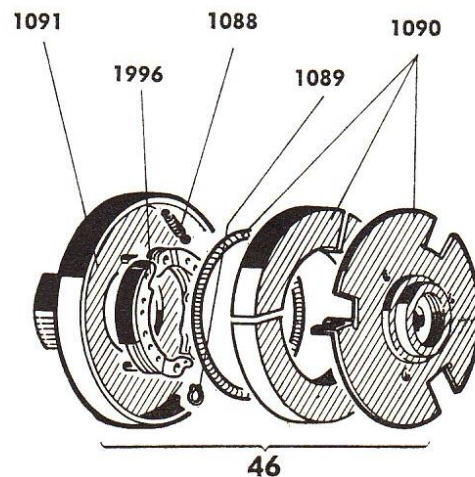
GI - 24	2	1016	4	disco guarnito
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TROTTER trasm. - Cinghia trapez. - Modifica « ADIGE »

GU - 152	2	1090	1	girante completa di masse e molla
GU - 151	2	1089	2	anello di fermo mass. avv.
GU - 150	2	1088	2	molle mass. avv.
GU - 149	2	1996	2	massette avviamento
GU - 148	2	1087	1	campana con rocchetto

GU - 147	45	2		frizione completa cinghia trapez.
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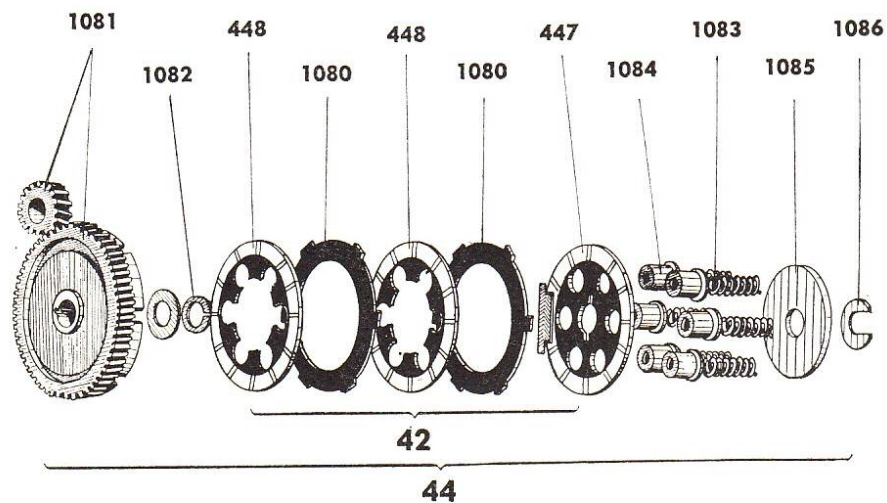


TROTTER autom. - trasm. cinghia piatta dentata - Modifica « ADIGE »

GU - 153		2	1091	1	campana con rocchetto per cinghia dentata
GU - 149		2	1996	2	masette avviamento
GU - 150		2	1088	2	molle masette avviamento
GU - 151		2	1089	2	anello di fermo masette avviamento
GU - 152		2	1090	1	girante completa di masse e molle

GU - 154	46	2			frizione completa - cinghia dentata
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GUZZI



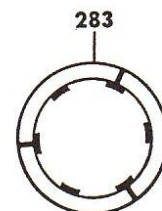
48 DINGO 1964/1968

GU - 140	2	1081	1	campana con corona e pignone Z 63-17
GU - 141	2	1082	1	anello elastico
GU - 2	2	448	2	disco guarnito
GU - 4	2	1080	2	acciaio conduttore
GU - 3	2	447	1	coperchio guarnito da 1 lato
GU - 143	2	1084	6	scodellino per molle
GU - 142	2	1083	6	molle frizione
GU - 144	2	1085	1	anello reazione
GU - 145	2	1086	1	rondella tenuta anello reazione

GU - 5	42	2			serie composta da:	2 - 448 1 - 447 2 - 1080
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GU - 6	43	2			serie composta da:	2 - 448 1 - 447
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GU - 146	44	2			frizione completa	
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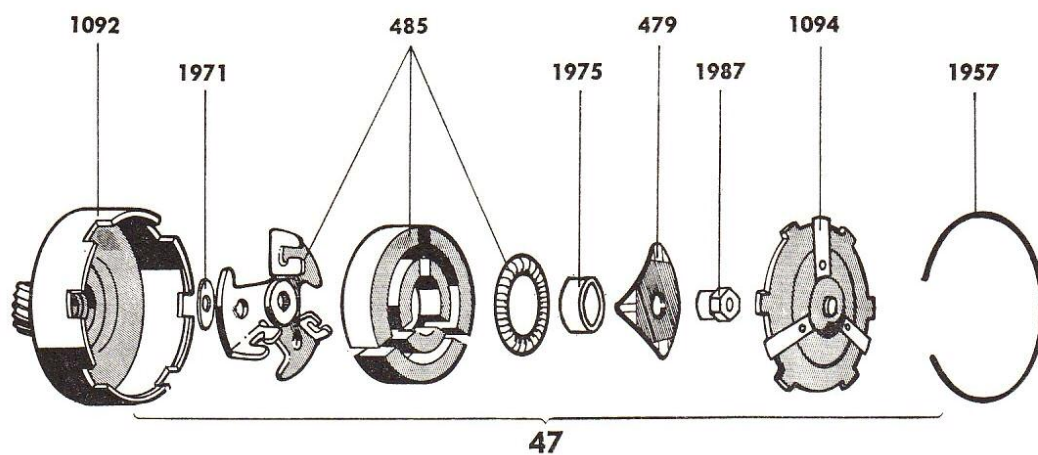
48 DINGO - 4 m Cross

GU - 10	2	283	2	disco guarnito
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48 TROTTER - 2' serie

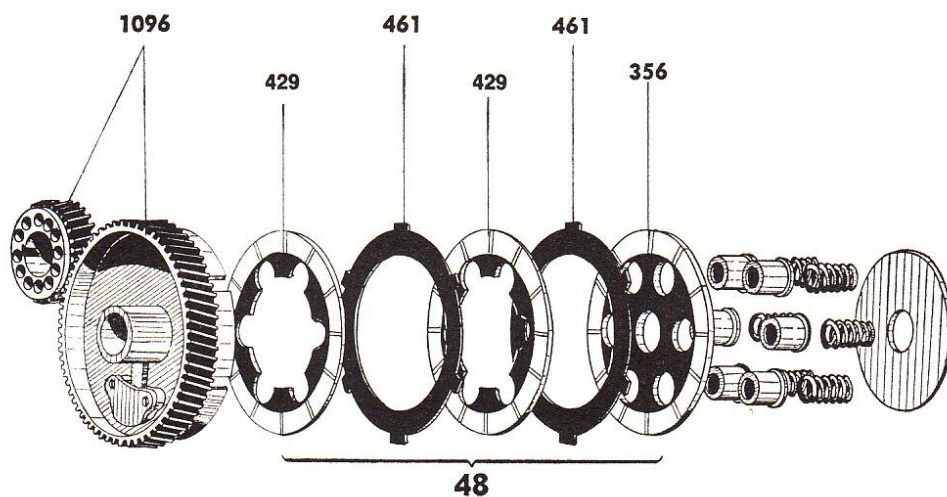
GU - 9	2	1978	1	disco guarnito
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DINGO semiautomatico - modifica « ADIGE »

GU - 155	2	1092	1	campana con ingranaggio
GU - 136	2	1971	1	rondella di rasamento
GU - 156	2	485	1	girante completa
GU - 137	2	1975	1	scodellino guida massette
GU - 138	2	479	1	molla a tazza spingi massette
GU - 139	2	1987	1	dado di bloccaggio girante
GU - 157	2	1094	1	cappello avviamento
GU - 158	2	1957	1	anello elastico di chiusura

GU - 159	47	2		frizione completa
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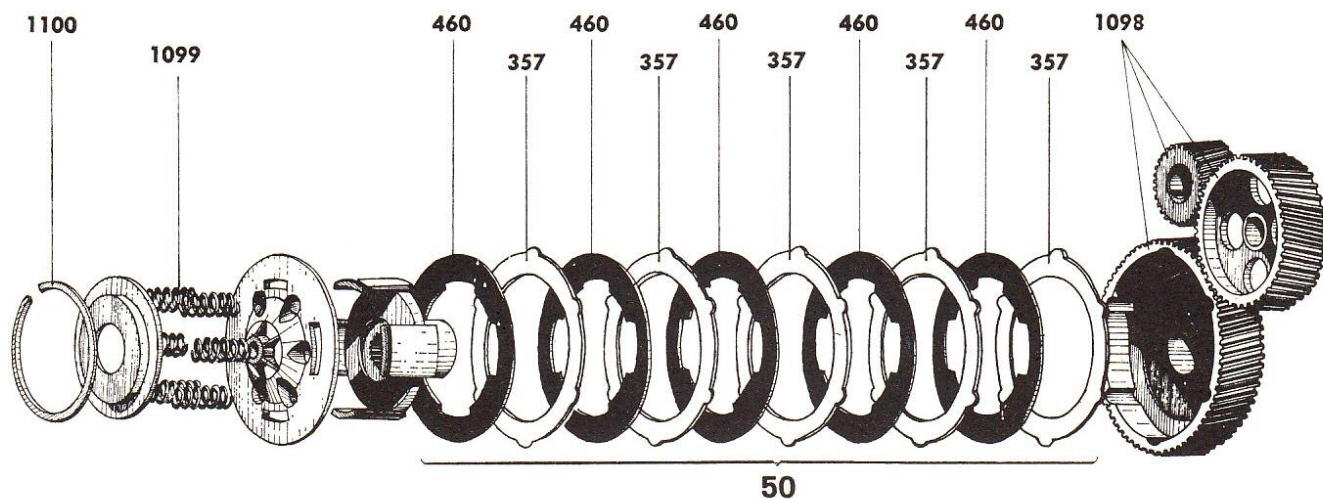


ZIGOLO 110 e mot. AIACE

GU - 160		2	1096	1	campana con corona e pignone
GU - 37		2	429	2	disco guarnito
GU - 38		2	461	2	acciaio conduttore
GU - 36		2	356	1	coperchio guarnito da 1 lato

GU - 39	48	2			serie composta da: 2 - 429 2 - 461 1 - 356
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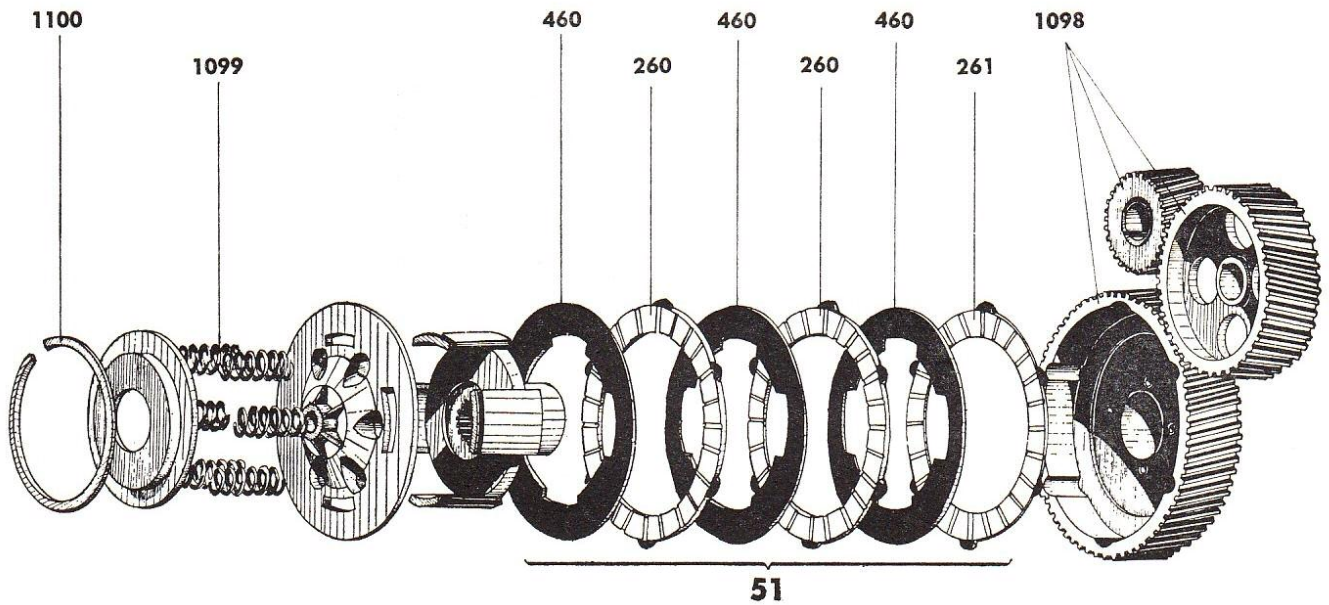
GU - 40	49	2			serie composta da: 2 - 429 1 - 356
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STORNELLO 125 - 1ª serie similoro

GU - 163	2	1100	1	anello di chiusura
GU - 162	2	1099	6	molle frizione
GU - 42	2	460	5	acciaio conduttore
GU - 41	2	357	5	disco similoro
GU - 161	2	1098	1	coppa corona con coppia ingranaggi

GU - 43	50	2		serie composta da:	5 - 357 5 - 460
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STORNELLO 3' serie 1970

GU - 163	2	1100		1	anello di chiusura
GU - 162	2	1099		6	molle frizione
GU - 45	2	460		3	acciaio conduttore
GU - 44	2	260		2	disco guarnito
GU - 49	2	261	260	1	coperchio guarnito da 1 lato
GU - 161	2	1098		1	coppa corona con coppia ingranaggi

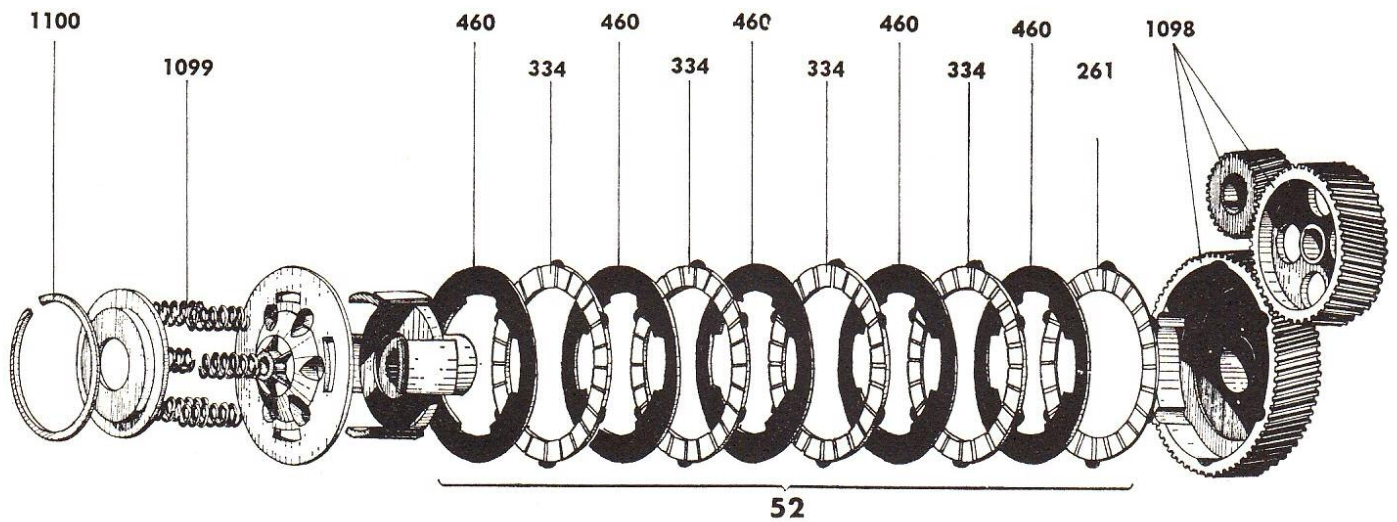
GU - 47

51 2

serie composta da:

2 - 260
3 - 460
1 - 261 - 260

GUZZI



STORNELLO SCRAMBLER - modifica « ADIGE »

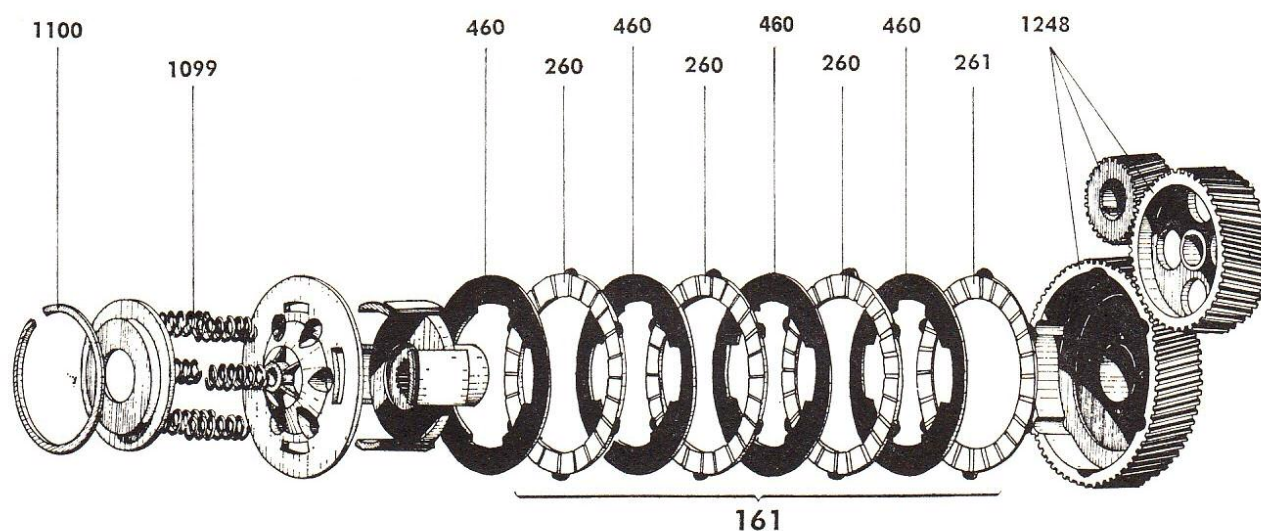
GU - 163	2	1100	1	anello di chiusura
GU - 162	2	1099	6	molle frizione
GU - 42	2	460	5	acciaio conduttore
GU - 164	2	334	4	disco rivestito
GU - 49	2	261	260	1 coperchio guarnito 1 lato
GU - 161	2	1098	1	coppa corona con coppia ingranaggi

GU - 135

52 2

serie composta da:

4 - 334
1 - 261 - 260
5 - 460



STORNELLO 125/160 cc. - 5 v 1971

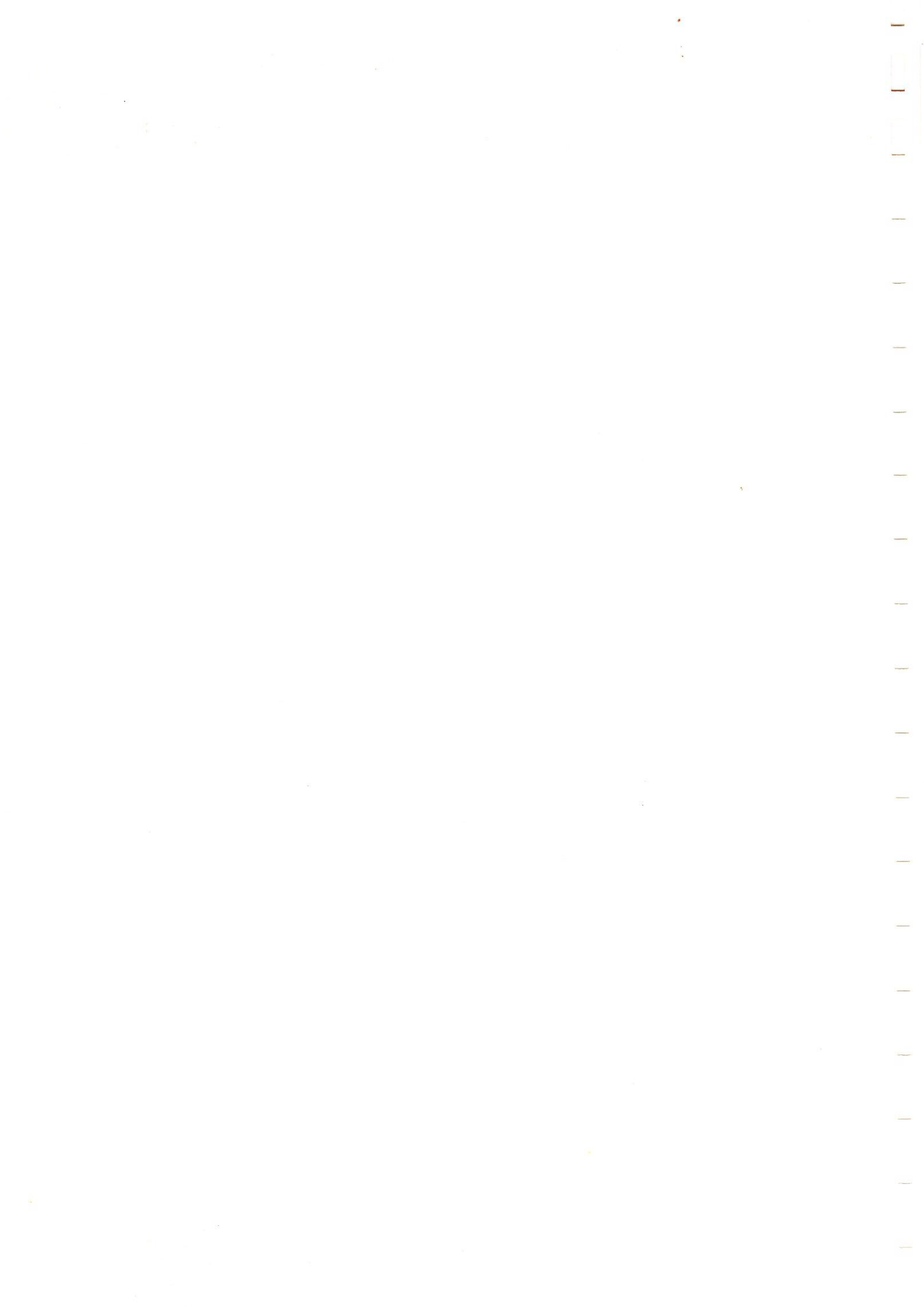
GU - 163	2	1100		1	anello di chiusura
GU - 162	2	1099		6	molle frizione
GU - 75	2	460		4	acciaio conduttore
GU - 76	2	260		3	disco guarnito
GU - 49	2	261	260	1	coperchio guarnito 1 lato
GU - 74	2	1248		1	campana corona con coppia ingranaggio

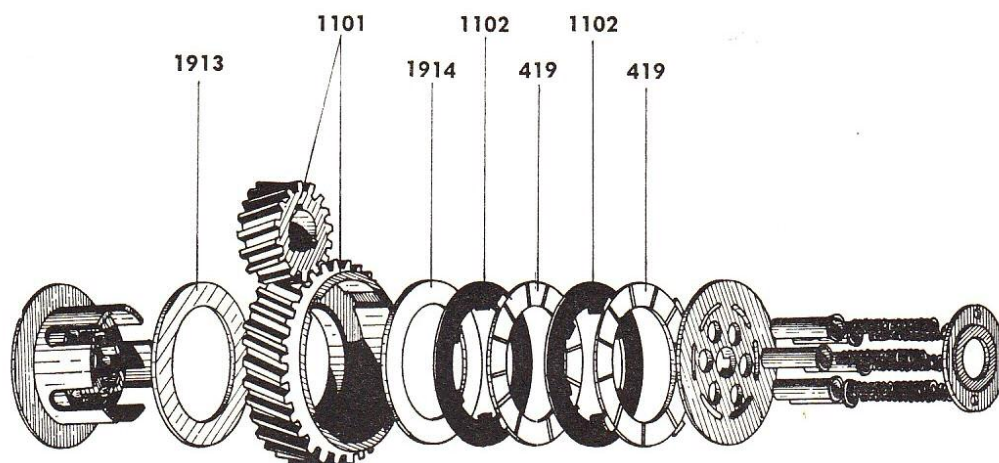
GU - 77

161 2

serie composta da:

4 - 460
3 - 260
1 - 261 - 260

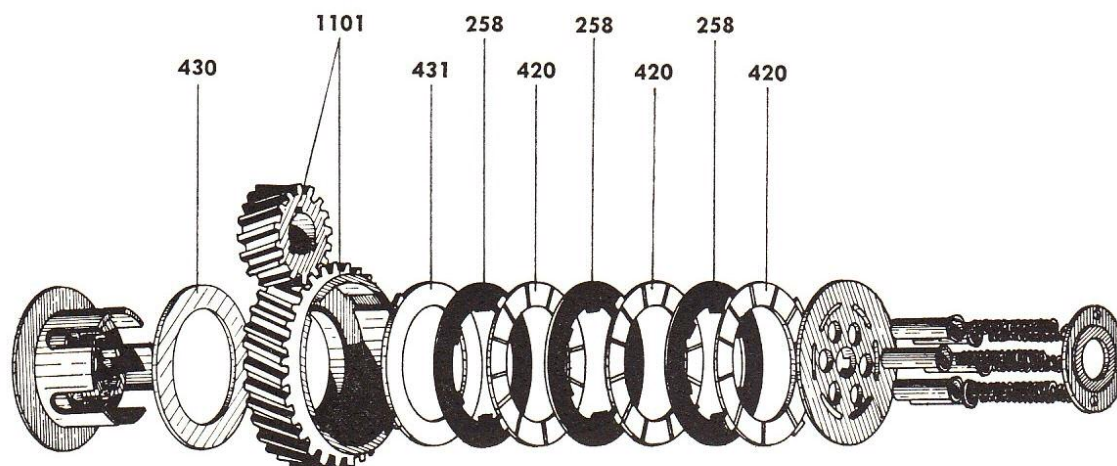




GALLETTO 160 cc.

GU - 52		2	1913	1	anello 93 x 70 x 5
GU - 165		2	1101	1	campana a corona e pignone
GU - 53		2	1914	1	anello 86,5 x 70 x 4
GU - 51		2	1102	2	acciaio conduttore
GU - 50		2	419	2	disco guarnito

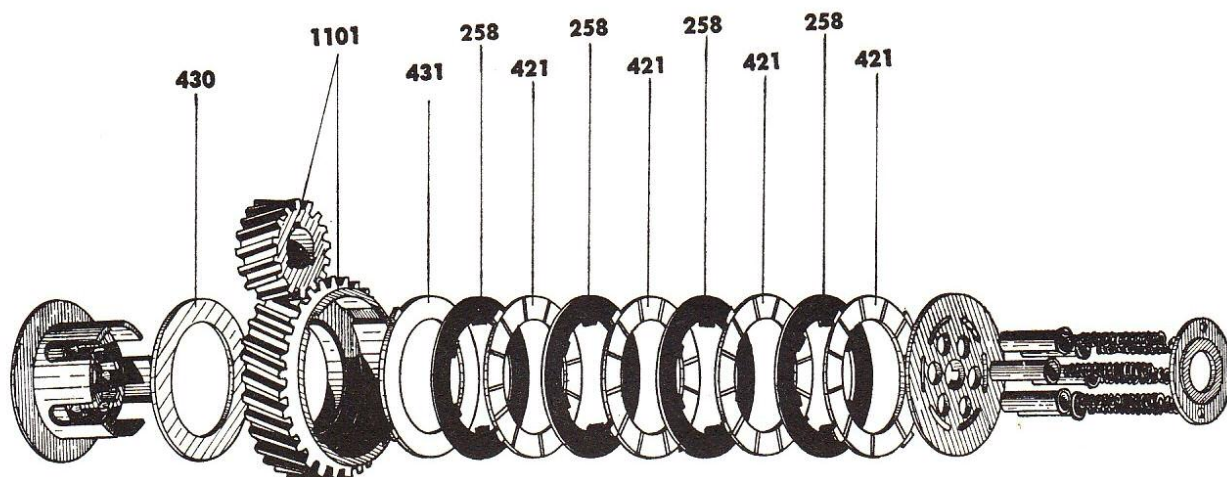
GU - 54	53	2			serie composta da:	2 - 419 2 - 1102 1 - 1913 1 - 1914
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GALLETTO 175/192 Ercolino (e 160 modificato)

GU - 57	2	430	1	anello 93 x 70 x 2
GU - 165	2	1101	1	campana a corona e pignone
GU - 58	2	431	1	anello a 4 denti
GU - 56	2	258	3	acciaio conduttore
GU - 55	2	420	3	disco guarnito

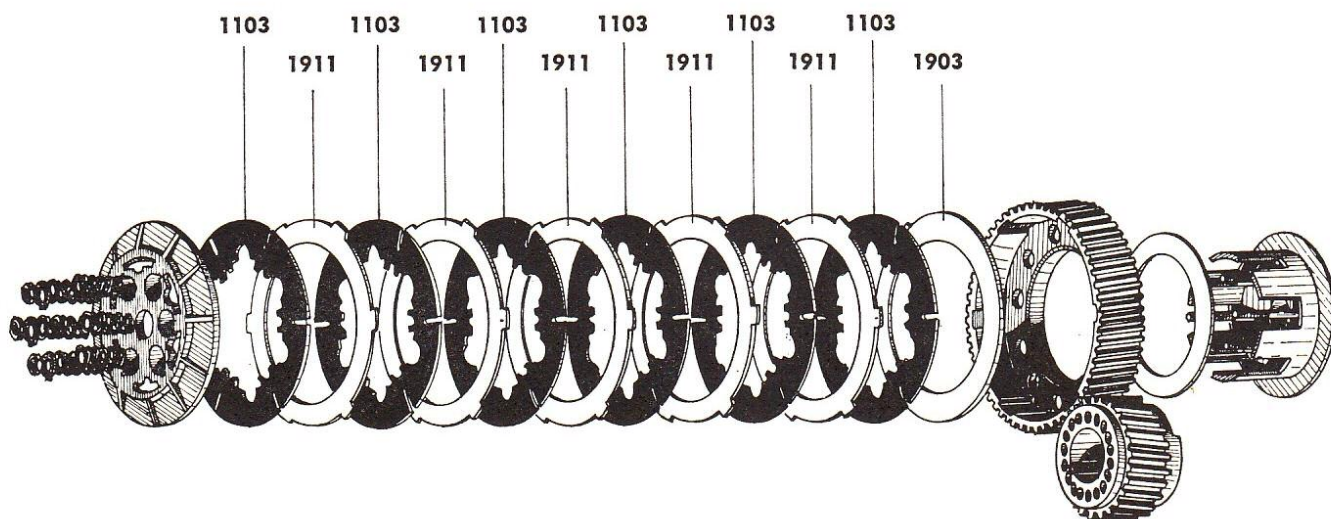
GU - 59	54	2		serie composta da:	3 - 420 - 419 3 - 258 1 - 430 1 - 431
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ERCOLINO 175/192 modifica

GU - 57	2	430	1	anello 93 x 70 x 2
GU - 165	2	1101	1	campana a corona e pignone
GU - 58	2	431	1	anello a 4 denti
GU - 61	2	258	4	acciaio conduttore
GU - 60	2	421	419	4 disco guarnito

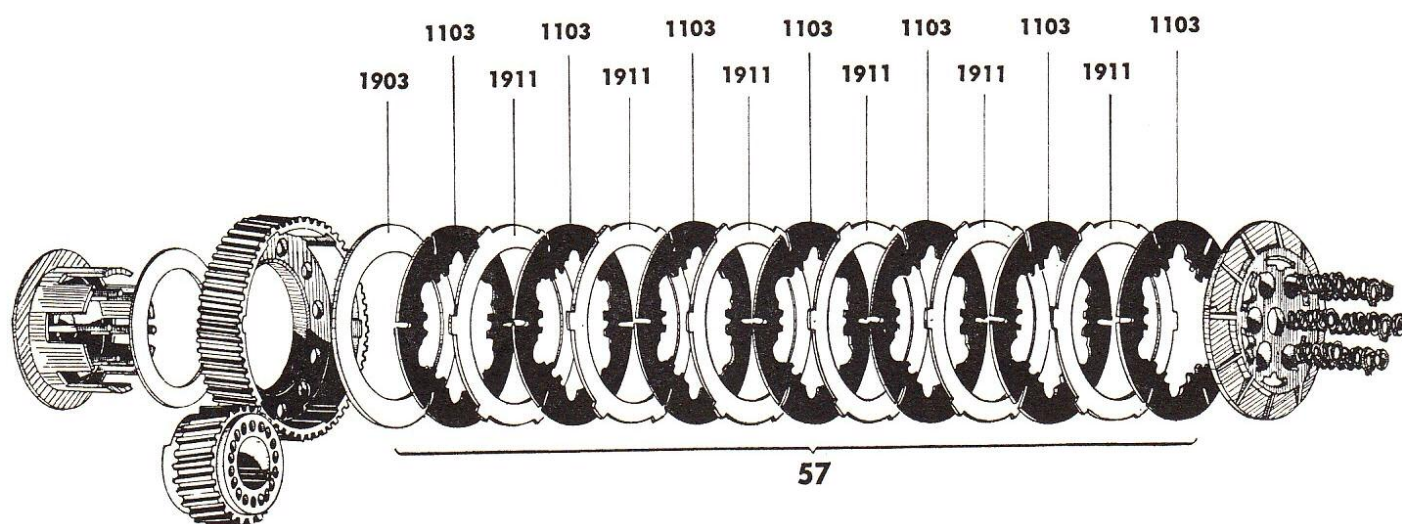
GU - 64	55	2		serie composta da:	4 - 421 - 419 4 - 258 1 - 430 1 - 431
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LODOLA 175/235 1° serie

GU - 66	2	1103	6	disco acciaio
GU - 65	2	1911	5	disco similoro
GU - 67	2	1903	1	anello 108 x 84 x 3

GU - 68	56	2		serie composta da:	5 - 1911 6 - 1103 1 - 1903
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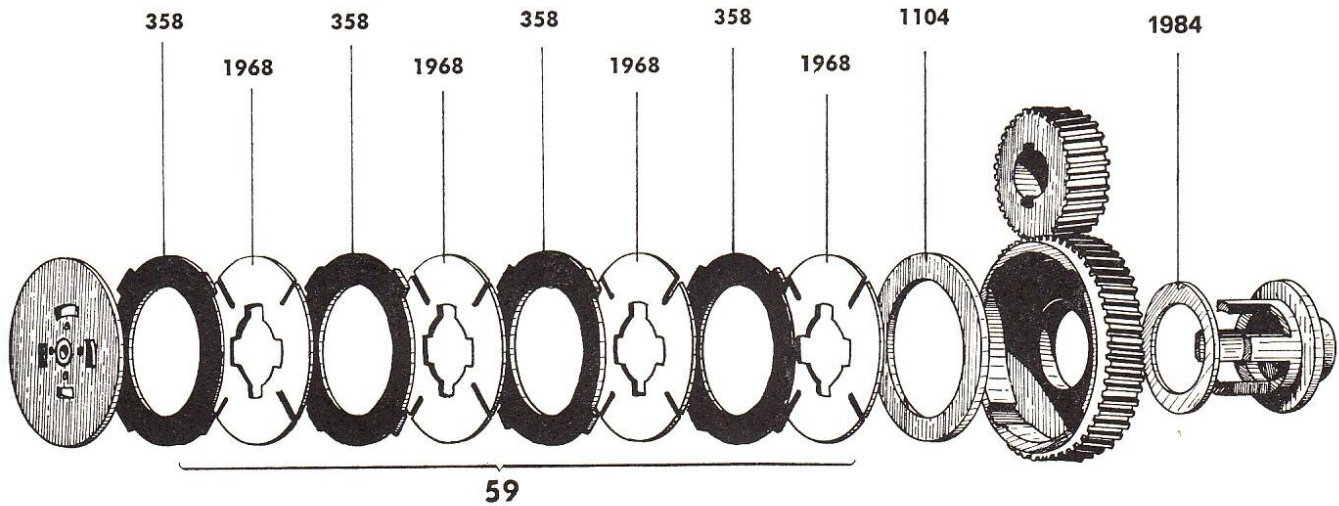


LODOLA 235 cc.

GU - 67	2	1903	1	anello 108 x 84 x 3
GU - 71	2	1103	7	disco acciaio
GU - 70	2	1911	6	disco similoro

GU - 69	57	2			serie composta da:	6 - 1911 7 - 1103 1 - 1903
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GUZZI

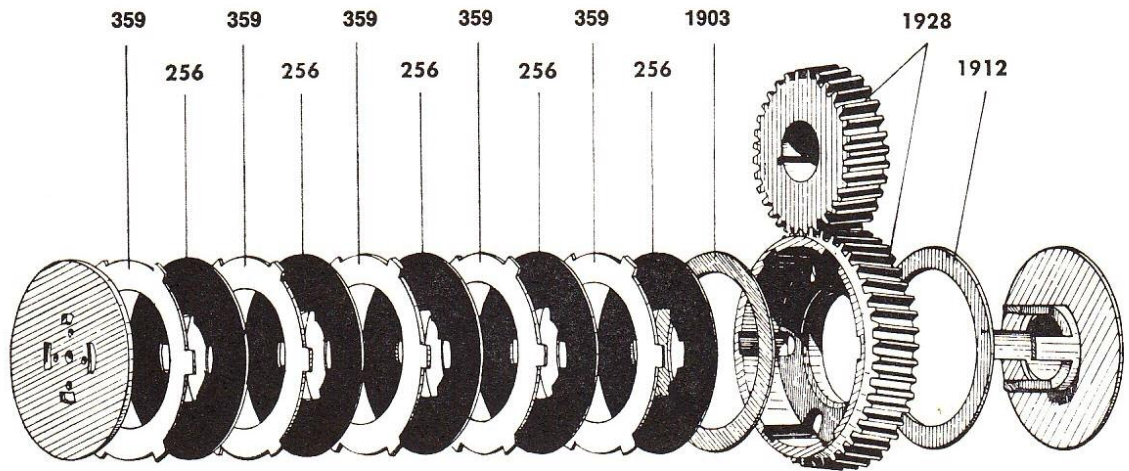


250 AIRONE

GU - 85		2	358	4	disco similoro
GU - 86		2	1968	4	acciaio conduttore
GU - 87		2	1104	1	anello 99 x 70 x 4
GU - 88		2	1984	1	anello similoro 71,5 x 44 x 1

GU - 89	58	2			serie composta da:	4 - 358 4 - 1968 1 - 1104 1 - 1984
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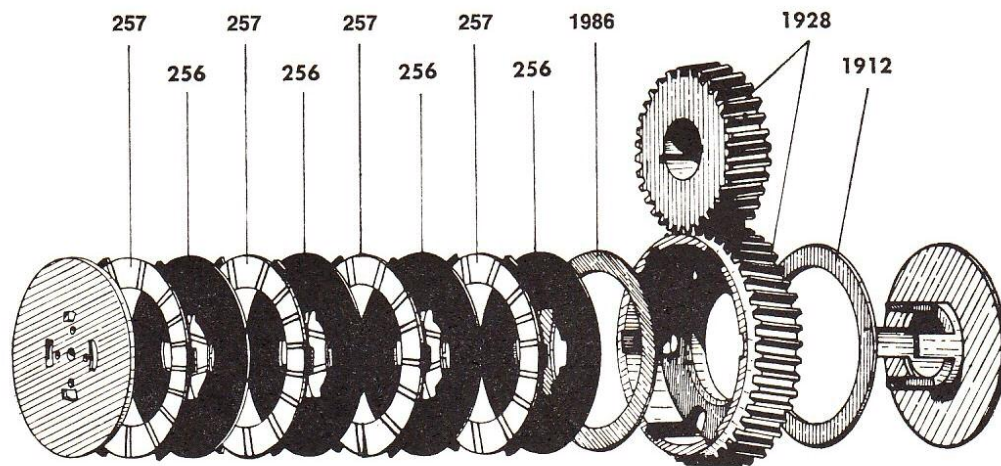
GU - 90	59	2			serie composta da:	4 - 358 4 - 1968
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500 ERCOLE 1' serie

GU - 91	2	359	5	dischi similoro
GU - 92	2	256	5	acciaio conduttore
GU - 94	2	1903	1	anello 108 x 84 x 3
GU - 166	2	1928	1	campana a corona e pignone
GU - 93	2	1912	1	anello 111 x 87 x 3

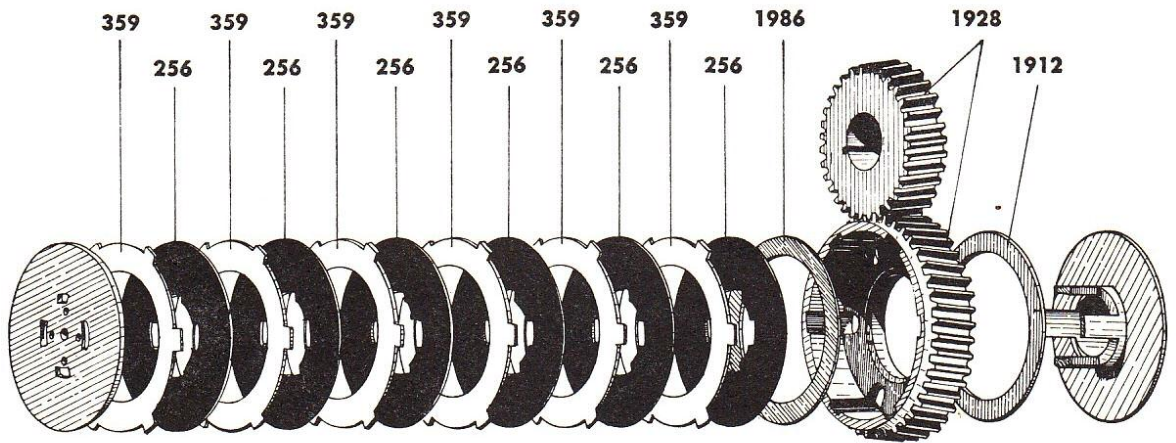
GU - 95	60	2		serie composta da:	5 - 359 5 - 256 1 - 1912 1 - 1903
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500 ERCOLE 1' serie - Modifica « ADIGE »

GU - 96	2	257	4	disco guarnito
GU - 97	2	256	4	acciaio conduttore
GU - 99	2	1986	1	anello similoro 108 x 84 x 2
GU - 166	2	1928	1	campana a corona e pignone
GU - 93	2	1912	1	anello 111 x 87 x 3

GU - 100	61	2		serie composta da:	4 - 257 4 - 256 1 - 1912 1 - 1986
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500 ERCOLE 2' serie

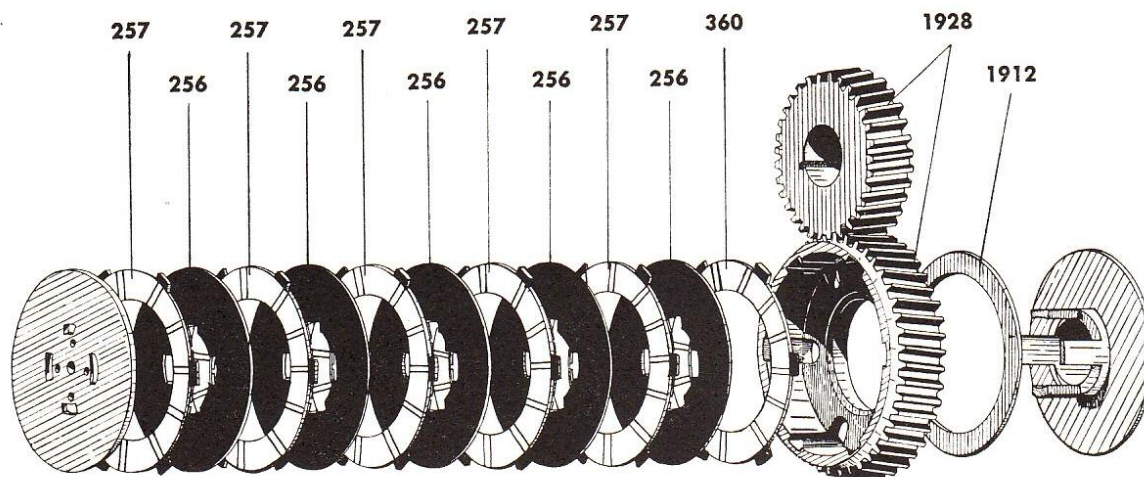
GU - 101	2	359	6	disco similoro
GU - 102	2	256	6	acciaio conduttore
GU - 99	2	1986	1	anello 108 x 84 x 2 similoro
GU - 166	2	1928	1	campana a corona e pignone
GU - 93	2	1912	1	anello 111 x 87 x 3

GU - 105

62 2

serie composta da:

6 - 359
6 - 256
1 - 1912
1 - 1986



500 ERCOLE 2' serie - Modifica « ADIGE »

GU - 106	2	257	5	disco guarnito	
GU - 108	2	256	5	acciaio conduttore	
GU - 107	2	360	257	1	coperchio di fondo
GU - 166	2	1928	1	campana a corona e pignone	
GU - 93	2	1912	1	anello 111 x 87 x 3	

GU - 110	63	2		serie composta da:	5 - 257 1 - 360 - 257 5 - 256 1 - 1912
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FALCONE N.T. 1969 - 1' serie

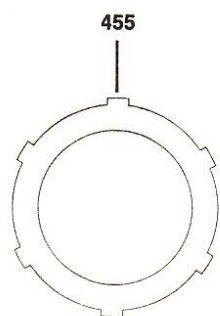
GU - 120	2	1017	7	disco guarnito
GU - 121	2	1020	7	acciaio conduttore



FALCONE N.T. 1971 - 2' serie

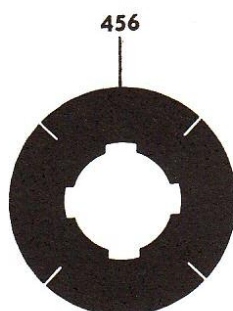
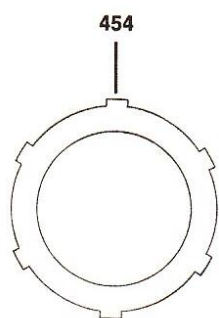
GU - 125	2	308	7	disco guarnito	
GU - 126	2	309	308	1	coperchio guarnito 1 lato
GU - 127	2	1929	7	acciaio conduttore	

GU - 128	64	2		serie composta da:	7 - 308 1 - 309 - 308
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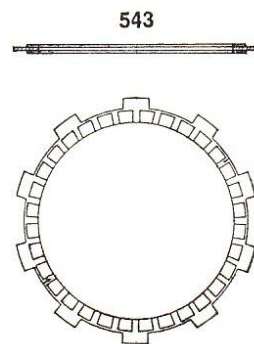
500 cc. SV - ER (bronzo fosforoso)

GU - 113	2	455	454	5	bronzo fosforoso
GU - 112	2	456		5	acciaio conduttore



500 cc. SV - ER (similoro)

GU - 111	2	454		5	similoro
GU - 112	2	456		5	acciaio conduttore

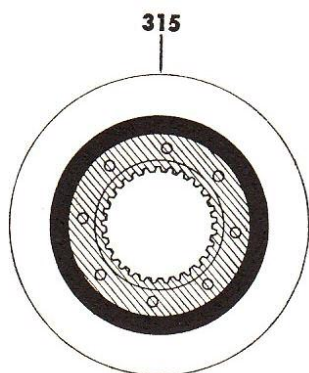


350 cc. 4 cilindri

GU - 172	2	499	6	disco guarnito in alluminio
GU - 173	2	543	1	disco guarnito

GU - 174	168	2		serie composta da:	6 - 499 1 - 543
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GUZZI



750 cc. V 7

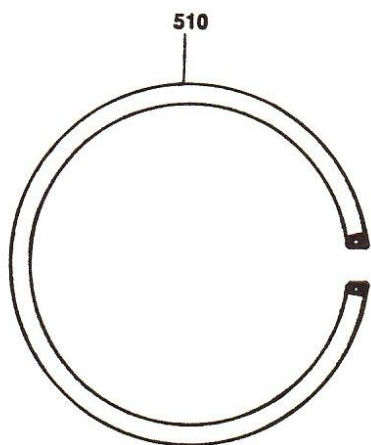
GU - 130

2

315

2

disco rivestito



V 7 SPORT - 1974

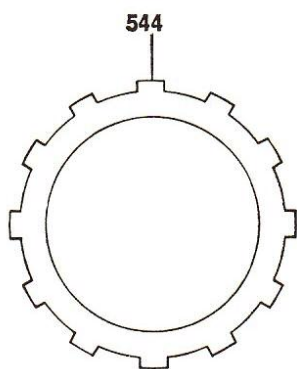
GU - 167

2

510

1

anello elastico parastrappi tenuta disco - ruota posteriore



V 10

GU - 169

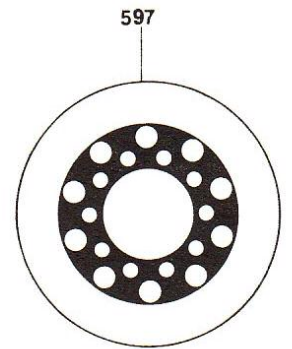
2

544

6

disco condotto

HARLEY - DAVIDSON



1200 cc.

HD - 1

2

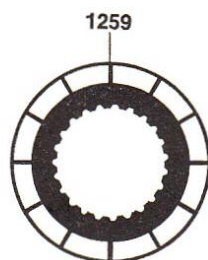
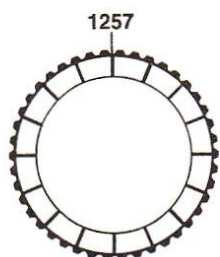
597

disco guarnito



73/1 f

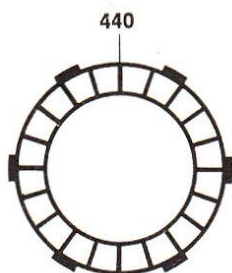
HIRO



125 CROSS

HI - 1	2	1257	3	disco guarnito
HI - 2	2	1258	2	disco acciaio
HI - 3	2	1259	1258	1 disco guarnito interno

HOREX



RESIDENT e REGINA

HX - 1	2	440	4	disco guarnito
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264



50 cc. Super CUB C 102

HO - 1

2

264

3

disco guarnito

265



50 cc. MOPED C 102

HO - 5

2

265

3

disco guarnito

333



500 cc. FOUR K 1 - K 2

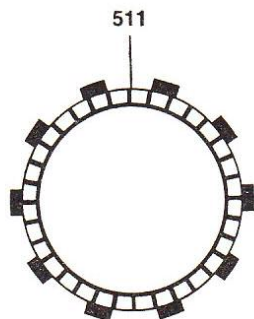
HO - 11

2

333

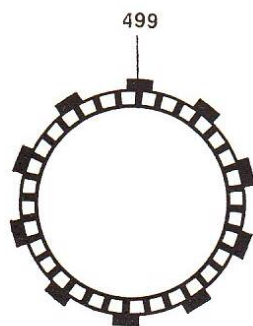
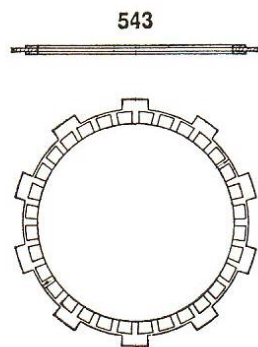
7

disco guarnito



125/150 cc. Super SPORT - C 92 - BENLY

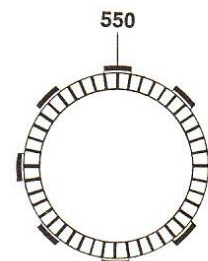
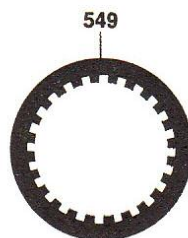
HO - 20	2	511	499	disco guarnito
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350 bicilindrica

HO - 21	2	543	1	disco in alluminio guarnito
YA - 7	2	499	6	disco guarnito

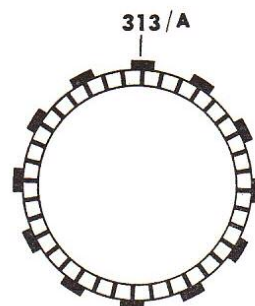
HO - 22	165	2		serie composta da:	1 - 543 6 - 499
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125 cc.

HO - 23	2	549	4	acciaio conduttore
HO - 24	2	550	5	disco guarnito





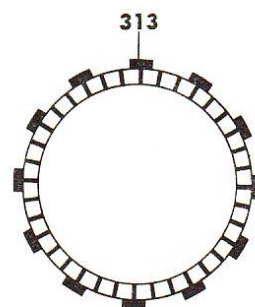
350 cc. four T - 450 cc.

HO - 16

2 313A

7

disco guarnito



750 cc.

HO - 18

2 313

7

disco guarnito

HUSQVARNA

1967



50 cc. ROUL (12 denti)

HU - 5

2 1967

3

disco « ADIGE »

268



50 cc. MOPED (16 denti)

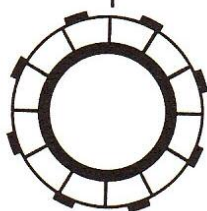
HU - 8

2 268

4

disco « ADIGE »

285



459



175/250 2^a serie 1967

HU - 13

2 285

4

disco guarnito

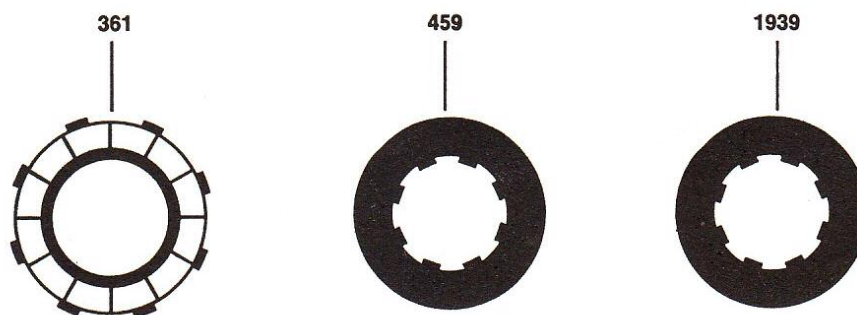
HU - 14

2 459

4

acciaio conduttore

HUSQVARNA



175/250 2' serie 1967 - Modifica « ADIGE »

HU - 17		2	361	285	5	disco guarnito
HU - 18		2	459		5	acciaio conduttore
HU - 19		2	1939	459	1	acciaio frontale

HU - 20	65	2				serie composta da:	5 - 361 - 285 5 - 459 1 - 1939 - 459
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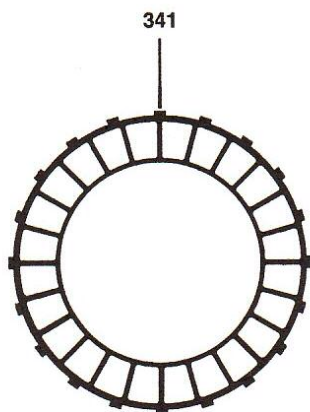


175/250 cc. - Tipo Olanda

HU - 21		2	1946	285	4	disco guarnito
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HUSQVARNA



250 cc. MOTOCROSS

HU - 22	2	341	5	disco guarnito
HU - 23	2	311	6	acciaio conduttore



250 cc. MOTOCROSS - Modifica « ADIGE »

HU - 25	2	362	5	disco guarnito « alluminio »
HU - 26	2	363	6	acciaio conduttore « alluminio »

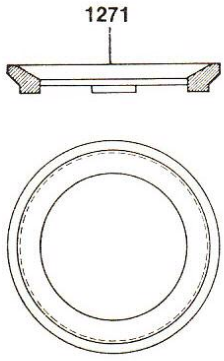
HUSQVARNA



75 cc.

HU - 27	2	517	disco guarnito
HU - 28	2	518	disco alluminio

ILO



ILO MINI

IL - 26	2	1271	1	disco bachelite
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1962



50 cc. G 50 - M 50

IL - 1

2 1962

4 disco « ADIGE » senza acciaio

1881



50 cc. G 50 - M 50

IL - 2

2 1881

4 disco guarnito

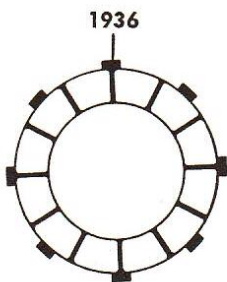


ISO



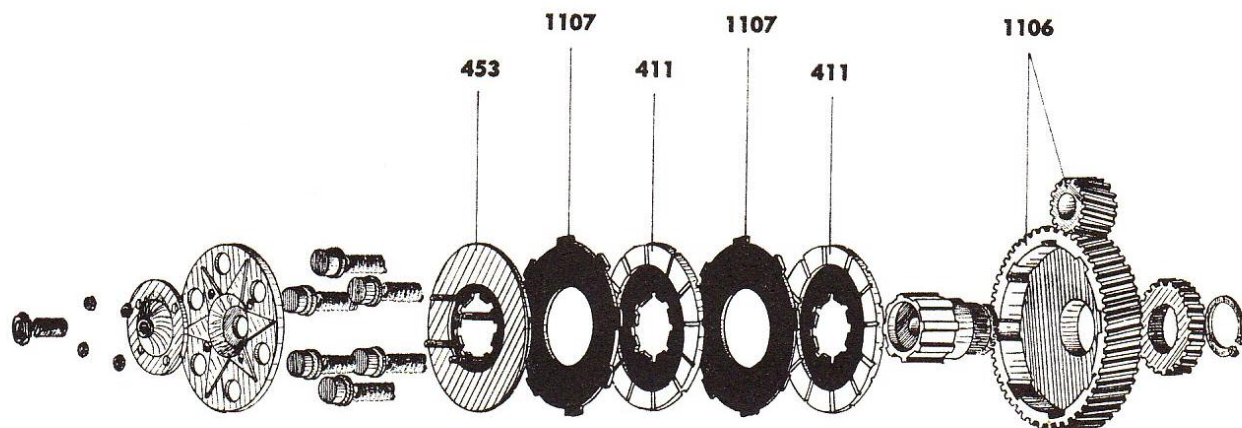
125/250 cc.

IS - 1	2	418	5	disco guarnito
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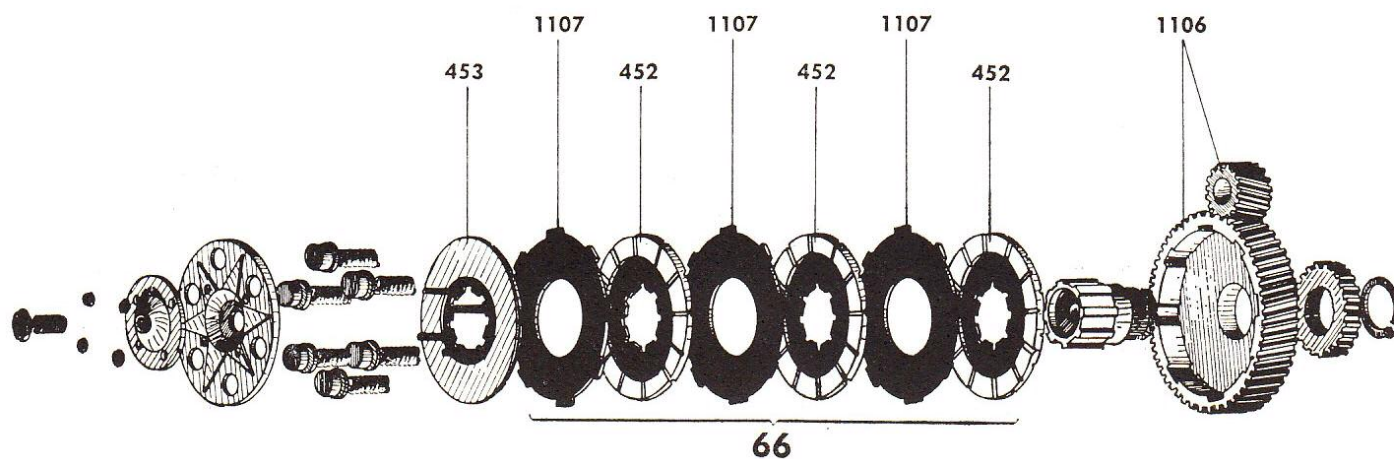
150 cc. MOTOCARRO

IS - 10	2	1936	4	disco guarnito
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48 cc. ASTOR - TABOR

IT - 4	2	453	1	spingidisco con colonnette
IT - 2	2	1107	2	acciaio conduttore
IT - 1	2	411	2	disco guarnito
IT - 16	2	1106	1	campana corona e pignone \varnothing 30

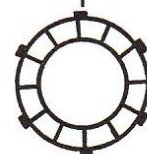


48 cc. ASTOR - TABOR - Modifica « ADIGE »

IT - 4	2	453	1	spingidisco con colonnetta
IT - 17	2	1107	3	acciaio conduttore
IT - 6	2	452	411	disco guarnito
IT - 16	2	1106	1	campana corona e pignone \varnothing 30

IT - 7	66	2		serie composta da: 3 - 452 - 411 3 - 1107
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435



48 cc. 3 V 1971

IT - 5

2

435

2

disco guarnito

451



Frizione automatica

IT - 14

2

451

2

massette centrifughe « alluminio »



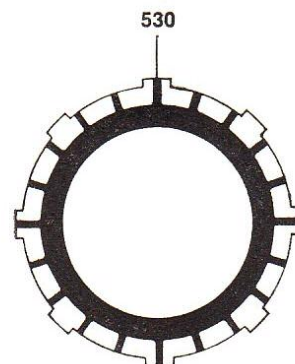
48 cc. JAWETTE - STADION

JW - 1	2	1110	3	disco guarnito
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125/150 CZ

JW - 3	2	396	4	disco guarnito
JW - 4	2	397	3	acciaio conduttore



JAWA SPEEDWAY

JW - 9

2

530

4

disco frizione D. 16



JAWA C.Z. 125 e 175 cc.

JW - 10

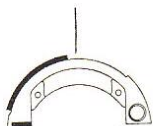
2

533

disco guarnito

JAWA

1333



JAWA 25 tipo 206 B

JW - 11

2 1333

2

masse centrifughe

1334



JAWA 25 tipo 206 C

JW - 12

2 1334

3

masse centrifughe



250 / 350 cc.

JW - 3	2	396	5	disco guarnito
JW - 4	2	397	4	acciaio conduttore



125/175/250 cc. 1960

JW - 5

2 **1006**

3 disco « ADIGE »



250/350 cc.

JW - 7

2 **398**

397

4

disco guarnito

JW - 8

2 **399**

396

3

acciaio conduttore

KAWASAKI



500 cc. MAC - 3 H 1 1969

KA - 1

2

314

7

disco guarnito



500 cc. elettronico

KA - 2

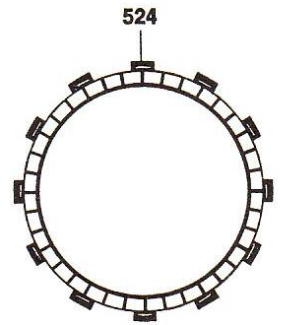
2

1250

7

disco guarnito

KAWASAKI



900/750 cc. bicilindrico - 1000 cc. 1' serie

KA - 3

2

524

8

disco guarnito



86/1 f



KREIDLER



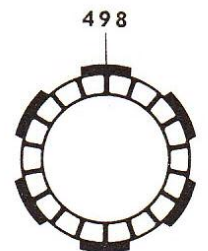
FLORETTE

KR - 1	2	267	4	disco « ADIGE »
KR - 3	2	267	4	disco « ADIGE »



SUPERFLORETTE

KR - 5	2	267	5	disco « ADIGE »
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48 cc.

KR - 6	2	498	4	disco guarnito
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100/125 cc. Normale e Cross - Modifica « ADIGE »

KT - 5	2	457	4	disco guarnito
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KT - 4	2	458	3	acciaio conduttore
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KT - 6	141	2		serie composta da: 4 - 457 3 - 458
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100/125 cc.

KT - 3	2	280	5	disco guarnito
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KT - 4	2	458	4	acciaio conduttore
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KT M

505



100 e 125 cc.

KT - 7

2

505

458

3

acciaio conduttore



88/1 f

KTM



125 cc. - 175 cc.

KT - 8

2

604

5

disco guarnito



250 cc. - 360 cc.

KT - 9

2

645

7

disco guarnito

88/2 f



1105



CROSS 1971 speciale

KT - 1

2 **1105**

5 disco guarnito

LAMBRETTA

1996



1088



38 cc. - Frizione automatica

LA - 42	2	1996	2	massette avviamento
LA - 43	2	1088	2	molle massette avviamento

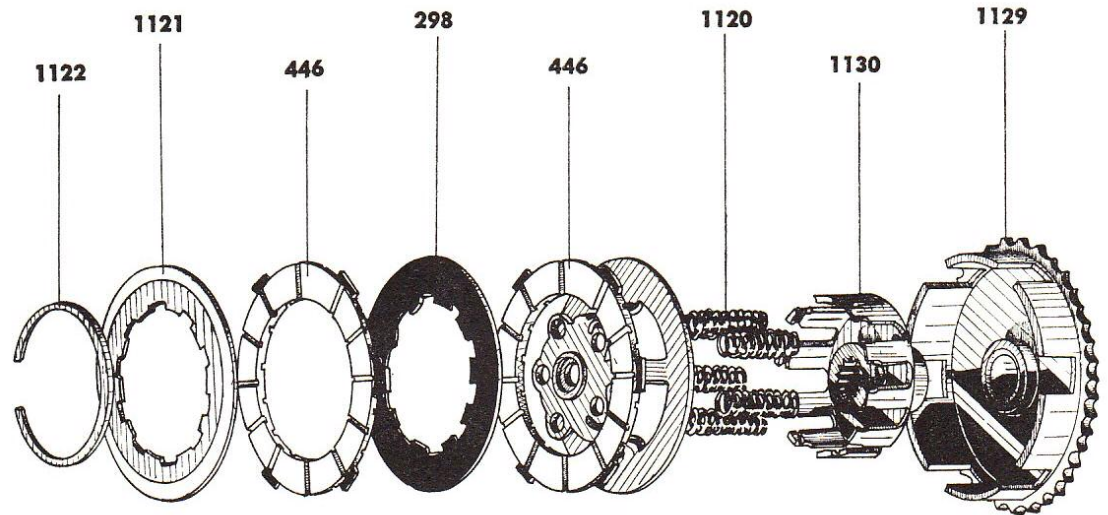
316



38 cc. - Frizione automatica - Modifica « ADIGE »

LA - 44	2	316	1	girante completa
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LAMBRETTA



50 LUI C e CL

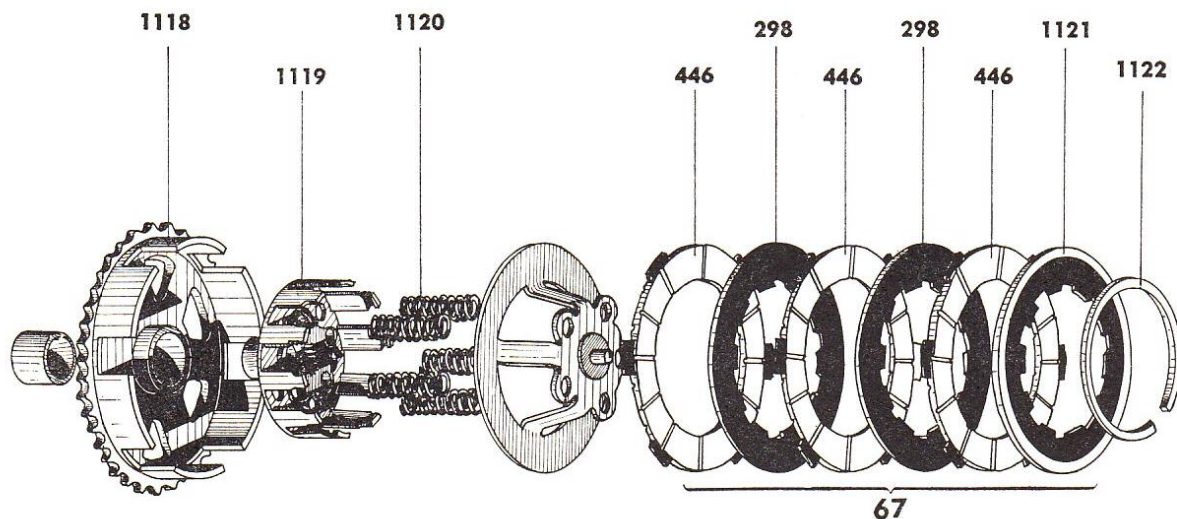
LA - 29	2	1122	1	anello di chiusura
LA - 28	2	1121	1	disco frontale
LA - 33	2	446	2	disco guarnito
LA - 34	2	298	1	acciaio conduttore
LA - 27	2	1120	5	molle frizione
LA - 47	2	1130	1	innesto interno
LA - 46	2	1129	1	campana corona

LA - 35

68 2

serie composta da:
 2 - 446
 1 - 298
 1 - 1121

LAMBRETTA



50 Junior - 1ª serie

LA - 25	2	1118	1	campana corona
LA - 26	2	1119	1	innesto interno
LA - 27	2	1120	5	molla frizione
LA - 3	2	446	3	disco guarnito
LA - 4	2	298	2	acciaio conduttore
LA - 28	2	1121	1	disco frontale
LA - 29	2	1122	1	anello di chiusura

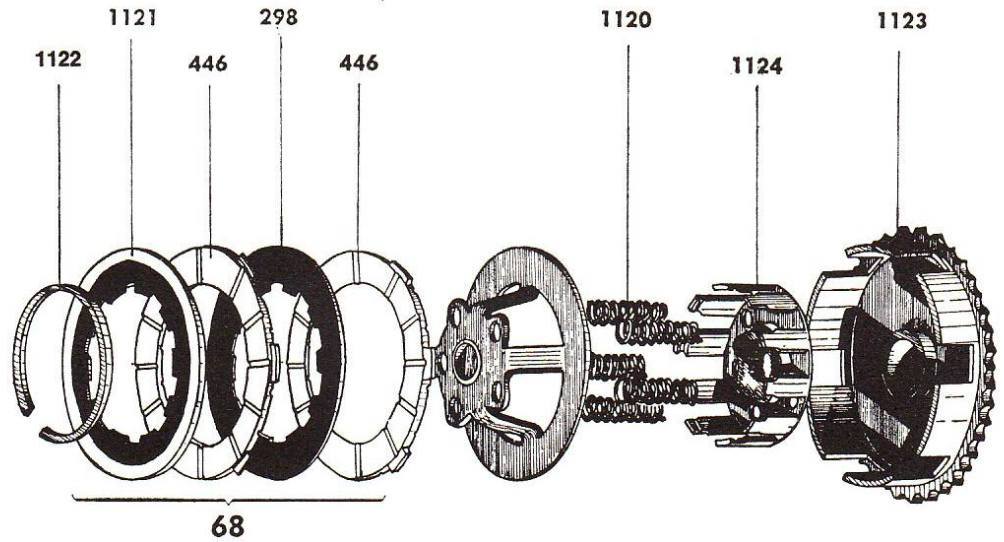
LA - 30

67 2

serie composta da:

3 - 446
2 - 298
1 - 1121

LAMBRETTA



50 Junior - 2' serie 1968

LA - 29	2	1122	1	anello di chiusura
LA - 28	2	1121	1	disco frontale
LA - 33	2	446	2	disco guarnito
LA - 34	2	298	1	acciaio conduttore
LA - 27	2	1120	5	molle frizione
LA - 32	2	1124	1	innesto interno
LA - 31	2	1123	1	campana corona

LA - 35

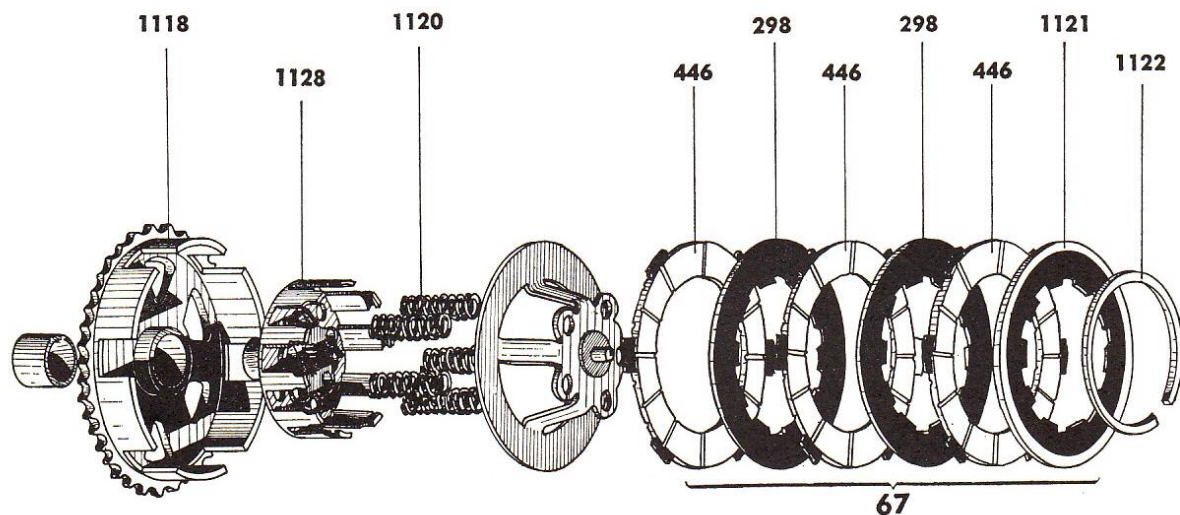
68 2

serie composta da:

2 - 446
1 - 298
1 - 1121



LAMBRETTA



100/125 Junior 1964

LA - 25	2	1118	1	campana corona
LA - 45	2	1128	1	innesto interno
LA - 27	2	1120	5	molla frizione
LA - 3	2	446	3	disco guarnito
LA - 4	2	298	2	acciaio conduttore
LA - 28	2	1121	1	disco frontale
LA - 29	2	1122	1	anello di chiusura

LA - 30

67 2

serie composta da:

3 - 446
2 - 298
1 - 1121

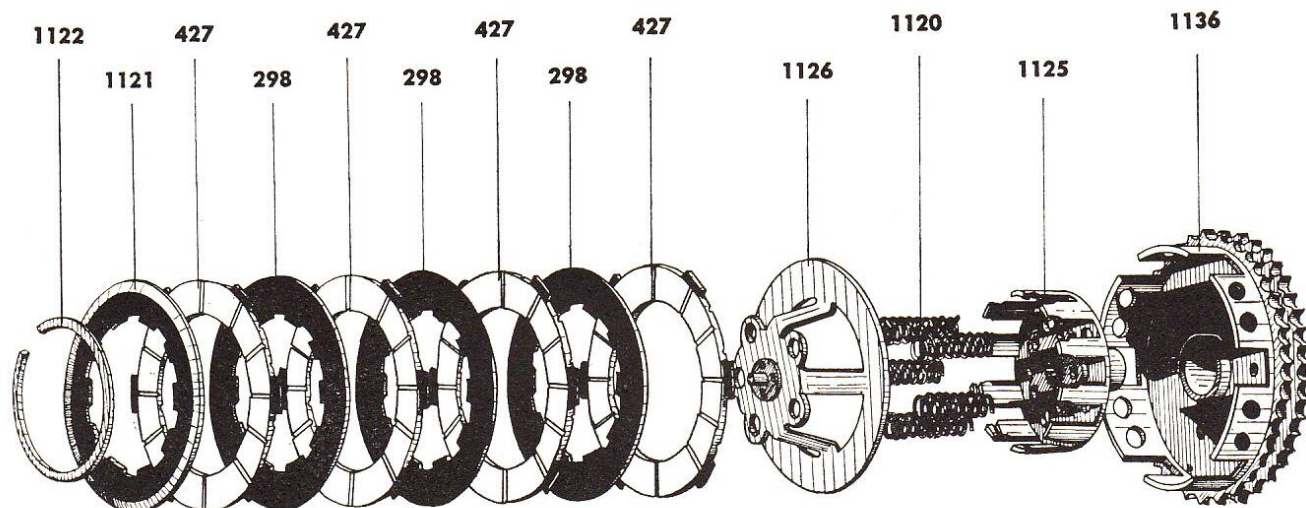
LAMBRETTA



125/150 A B C D

LA - 15	2	1116	1	campana frizione
LA - 5	2	1863	3	disco guarnito
LA - 6	2	1117	2	acciaio conduttore

LAMBRETТА



125/150/200 DL

LA - 29	2	1122	1	anello di chiusura
LA - 28	2	1121	1	disco frontale
LA - 9	2	427	4	disco guarnito
LA - 10	2	298	3	acciaio conduttore
LA - 37	2	1126	1	spingidisco
LA - 27	2	1120	5	molle frizione
LA - 36	2	1125	1	innesto interno
LA - 52	2	1136	1	campana corona

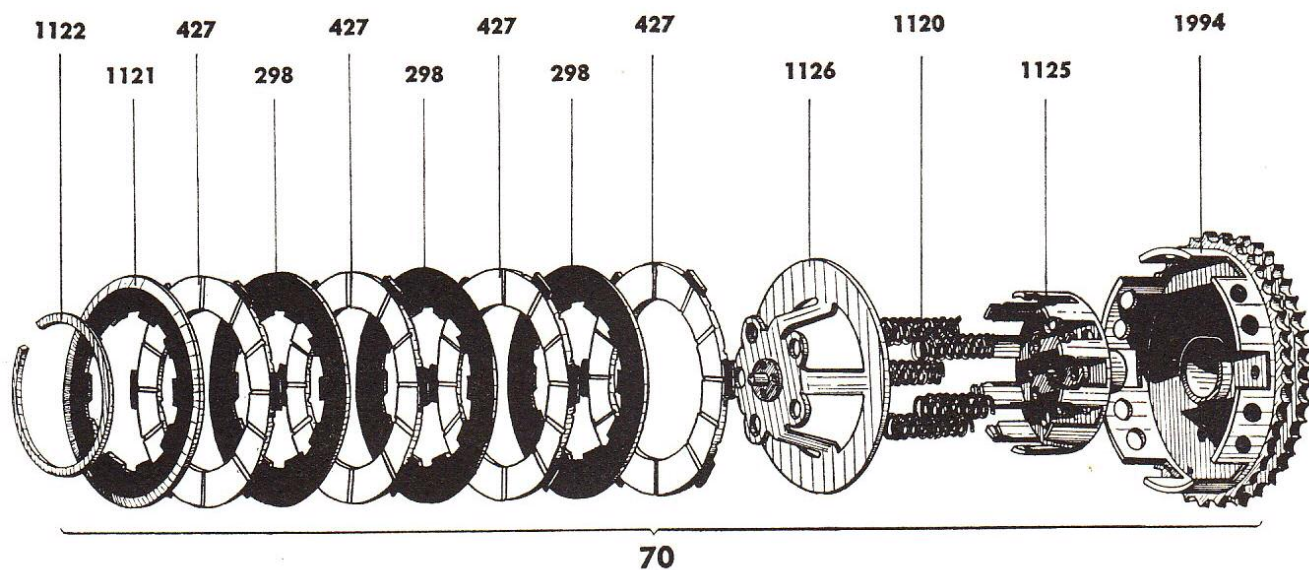
LA - 38

69 2

serie composta da:

4 - 427
3 - 298
5 - 1120

LAMBRETTA



125/150/175 - LI 175 TV 3' serie

LA - 29	2	1122	1	anello di chiusura
LA - 28	2	1121	1	disco frontale
LA - 9	2	427	4	disco guarnito
LA - 10	2	298	3	acciaio conduttore
LA - 37	2	1126	1	spingidisco
LA - 27	2	1120	5	molle frizione
LA - 36	2	1125	1	innesto interno
LA - 19	2	1994	1	campana corona

LA - 38

69 2

serie composta da:

4 - 427
3 - 298
5 - 1120

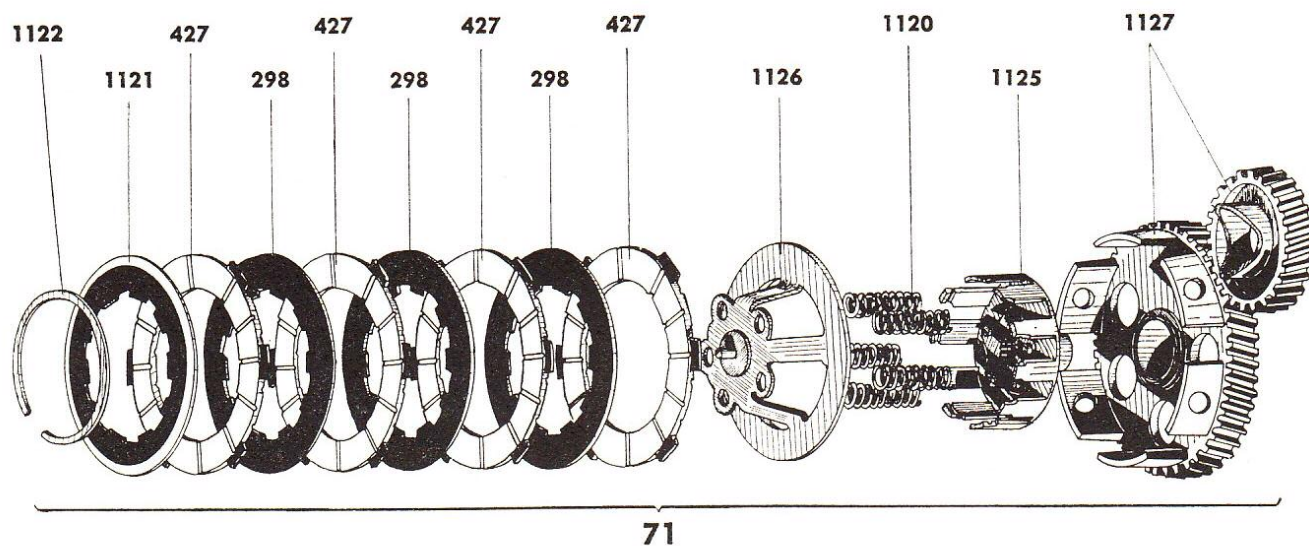
LA - 39

70 2

frizione completa



LAMBRETTA



175/200 cc. Motocarro LAMBRO

LA - 29	2	1122	1	anello di chiusura
LA - 28	2	1121	1	disco frontale
LA - 9	2	427	4	disco guarnito
LA - 10	2	298	3	acciaio conduttore
LA - 37	2	1126	1	spingidisco
LA - 27	2	1120	5	molle frizione
LA - 36	2	1125	1	innesto interno
LA - 40	2	1127	1	campana corona e pignone

LA - 38

69 2

serie composta da:

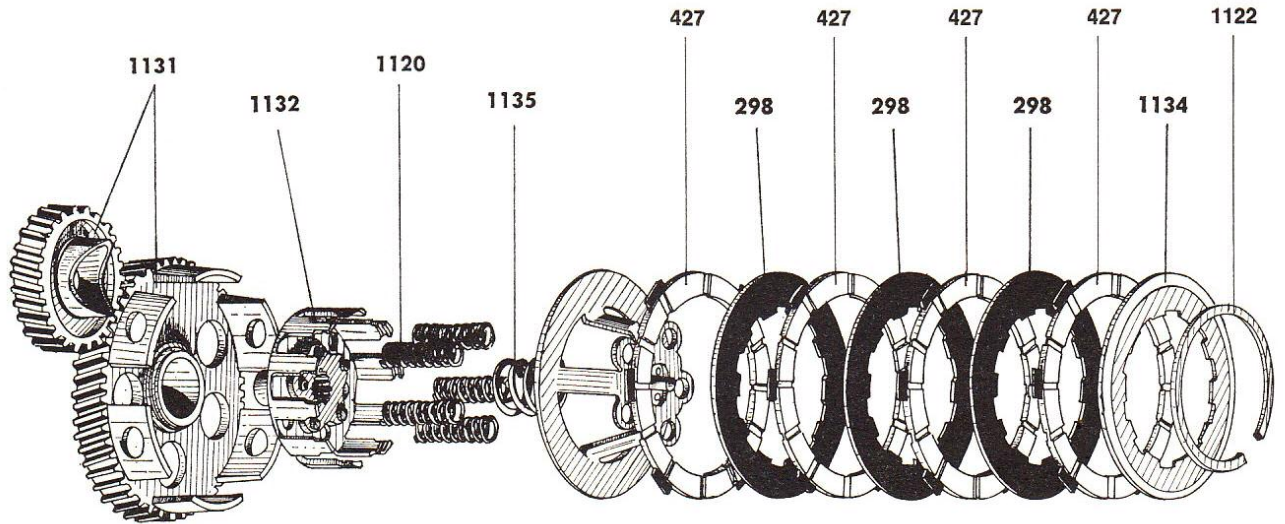
4 - 427
3 - 298
5 - 1190

LA - 41

71 2

frizione completa

LAMBRETTA



Motocarro LAMBRO 550 cc.

LA - 48	2	1131	1	campana con corona
LA - 49	2	1132	1	innesto interno
LA - 27	2	1120	5	molle frizione
LA - 51	2	1135	1	molla centrale
LA - 9	2	427	4	disco guarnito
LA - 10	2	298	3	acciaio conduttore
LA - 50	2	1134	1	disco frontale
LA - 29	2	1122	1	anello di chiusura

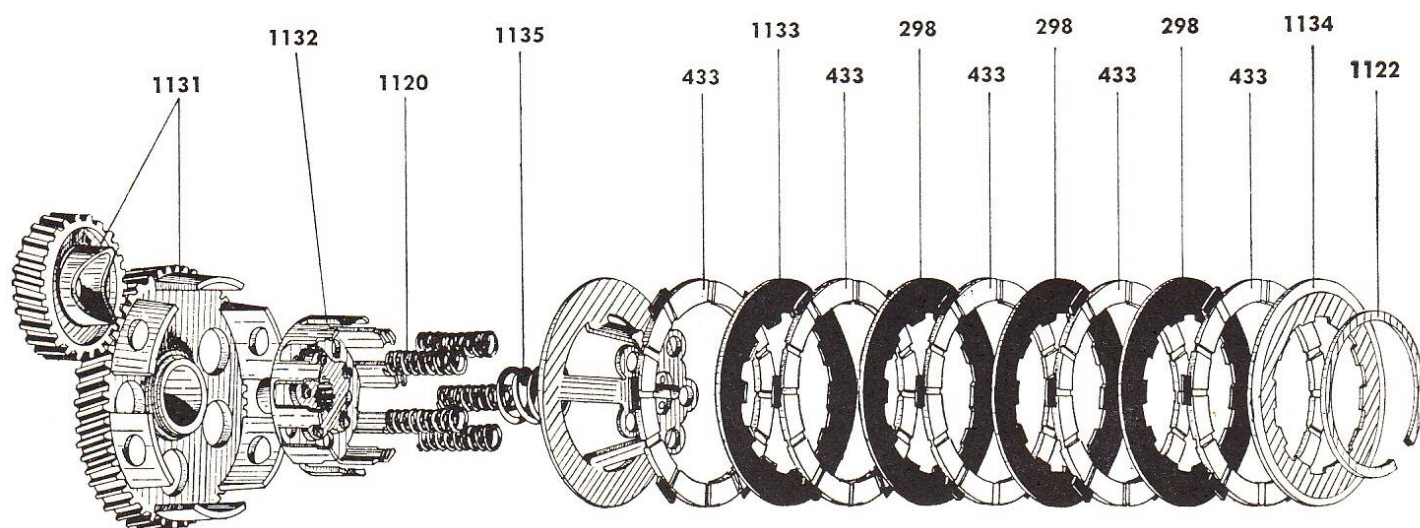
LA - 38

69 2

serie composta da:

4 - 427
3 - 298
5 - 1120

LAMBRETТА



Motocarro LAMBRO 550/600 N - Modifica « ADIGE »

LA - 48	2	1131	1	campana con corona	
LA - 49	2	1132	1	innesto interno	
LA - 27	2	1120	5	molle frizione	
LA - 51	2	1135	1	molla centrale	
LA - 20	2	433	427	5	disco guarnito
LA - 24	2	1133	298	1	acciaio conduttore a denti piegati
LA - 21	2	298	3	acciaio conduttore	
LA - 50	2	1134	1	disco frontale	
LA - 29	2	1122	1	anello di chiusura	

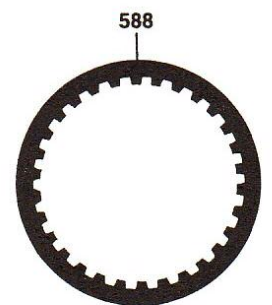
LA - 23	72	2			serie composta da:	5 - 433 - 427 3 - 298 1 - 1133 - 298 5 - 1120
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LAVERDA



750 cc. 1' serie

LV - 6	2	329	6	disco guarnito
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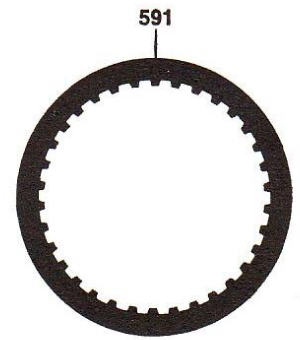
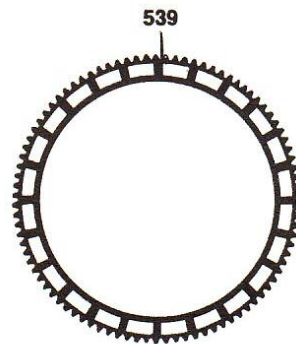
500 cc. - 750 cc. 2' serie

LV - 7	2	332	7	disco guarnito
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LV - 9	2	588	5	acciaio conduttore
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LAVERDA



1000 cc. 3 cilindri

LV - 8	2	539	7	disco guarnito
LV - 10	2	591	6	acciaio conduttore



LAURA - ANKER

1934



1961



BERINI M 35/36

AK - 5	2	1934		disco guarnito
AK - 6	2	1961		disco « ADIGE »

1964

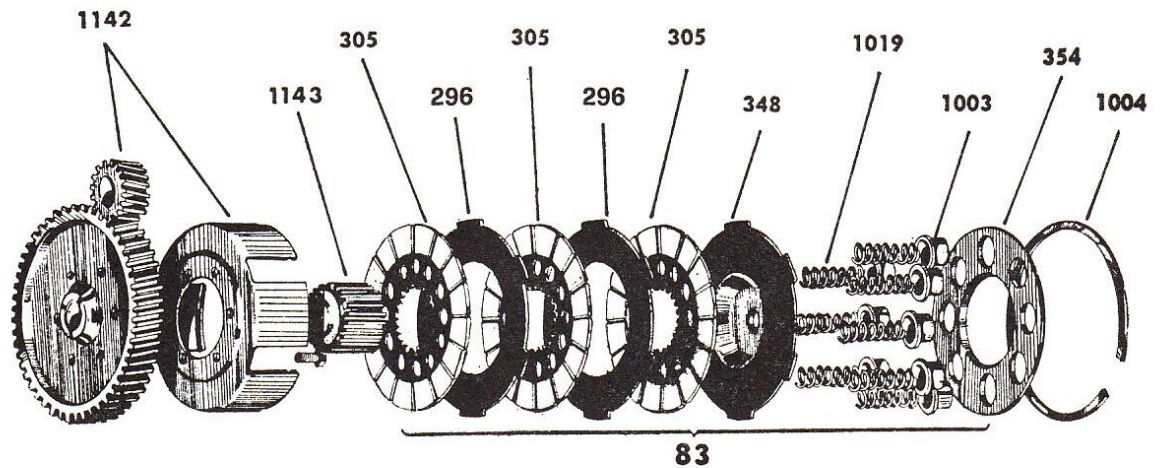


1976



BERINI M 48

AK - 12	2	1964		disco guarnito
AK - 15	2	1976		disco AGND



48 ZEFFIRETTO 60/65 cc.

MA - 40	2	1142		1	campana corona e pignone
MA - 41	2	1143		1	mozzo interno
MA - 1	2	305	436	3	disco guarnito
MA - 2	2	296		2	acciaio conduttore
MA - 42	2	348		1	spingidisco
MA - 44	2	1019		8	molle frizione
MA - 45	2	1003		8	scodellini portamolle
MA - 43	2	354		1	disco portamolle
MA - 46	2	1004		1	anello di chiusura

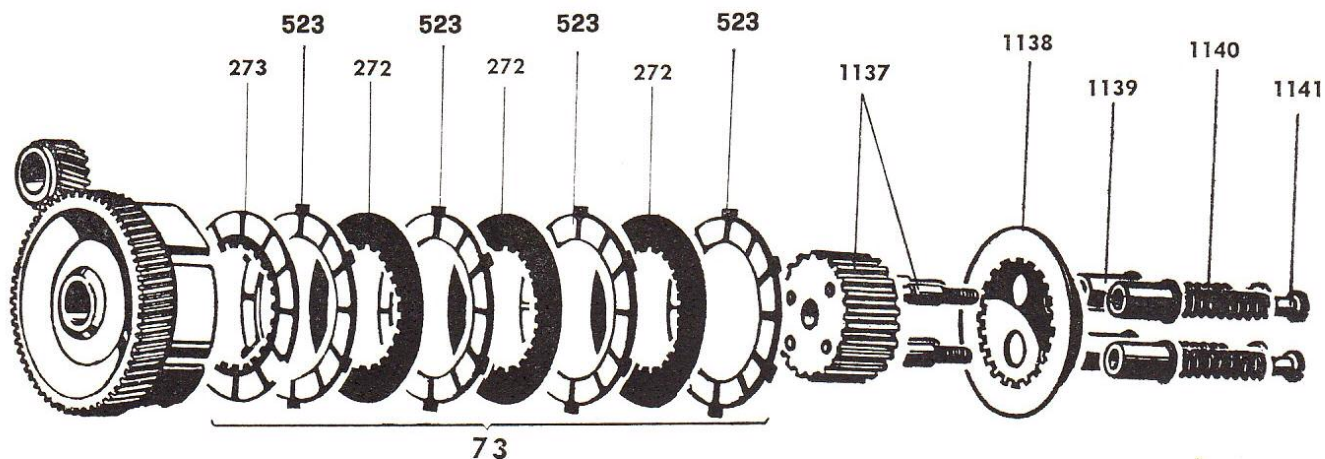
MA - 47

83 2

serie composta da:

3 - 305 - 436
 2 - 296
 1 - 348
 1 - 354
 8 - 1019
 8 - 1003

MACCHI

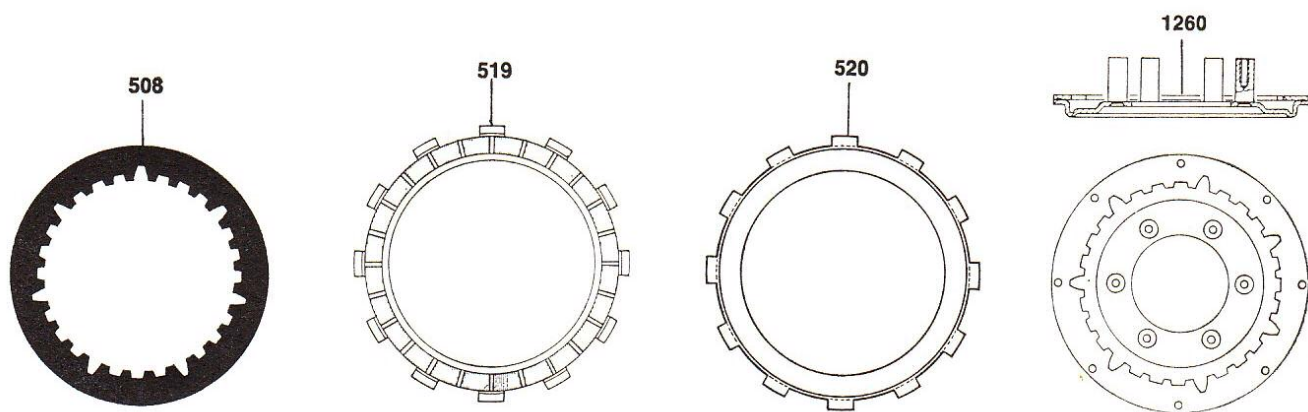


98/125 cc. 1970

MA - 18	2	273	272	1	disco guarnito da 1 lato
MA - 17	2	523		4	disco guarnito
MA - 19	2	272		3	acciaio conduttore
MA - 35	2	1137		1	mozzo interno
MA - 36	2	1138		1	spingidisco
MA - 37	2	1139		4	scodellini per molle
MA - 38	2	1140		4	molle frizione
MA - 39	2	1141		4	dado di chiusura

MA - 21	73	2			serie composta da: 4 - 523 1 - 273 - 272 3 - 272
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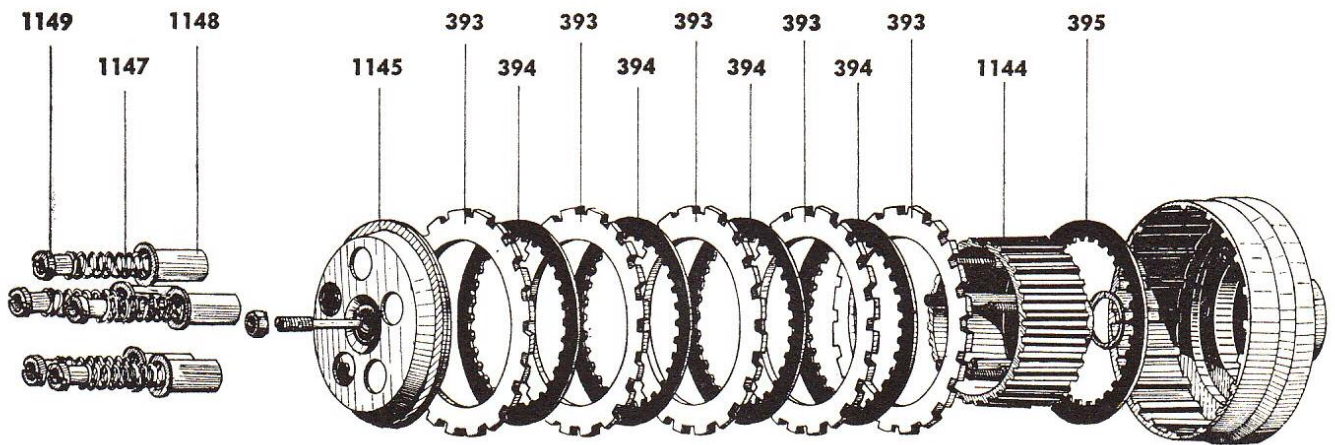
MA - 22	74	2			serie composta da: 4 - 523 1 - 273 - 272
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TX 175/74 - TX 250/74

MA - 52		2	508		5	disco conduttore
MA - 53		2	519	333	5	disco guarnito
MA - 54		2	520		1	disco frontale rivestito da un lato
MA - 55		2	1260		1	piastra spingidischi

MA - 58	167	2				serie composta da: 5 - 508 5 - 519 - 333
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350 Sprint - GTS - TV

MA - 51	2	1149	5	dadi di chiusura	
MA - 49	2	1147	5	molle frizione	
MA - 50	2	1148	5	scodellini per molle	
MA - 27	2	1145	1	spingidisco	
MA - 26	2	393	5	disco « ADIGE »	
MA - 29	2	394	4	acciaio conduttore	
MA - 48	2	1144	1	mozzo interno	
MA - 28	2	395	394	1	disco guarnito da 1 lato

MA - 31	75	2			serie composta da: 5 - 393 1 - 395 - 394
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MAICO



250/360 cc.

MC - 10

2

339

disco guarnito



250/360 HENKEL

MC - 12

2

340

339

disco guarnito



250/500 cc.

MC - 14

2

342

6

disco guarnito



125/250 cc.

MC - 15

2

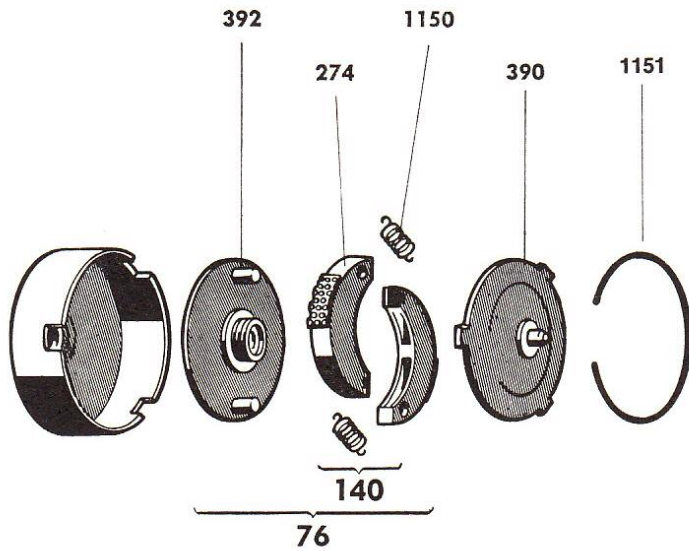
1251

339

5

disco guarnito

MALANCA



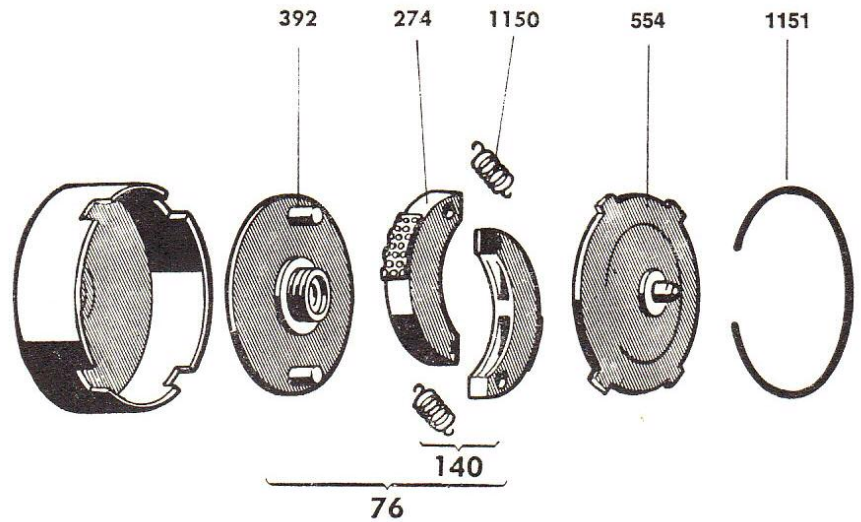
48 cc. frizione automatica - Tipo D 1ª serie

MN - 7		2	392	1	piatto portaceppi
MN - 3		2	274	2	massette centrifughe
MN - 5		2	1150	2	molle per massette
MN - 4		2	390	1	spingimassette 3 denti
MN - 23		2	1151	1	anello di chiusura

MN - 6	140	2			serie composta da:	2 - 274 2 - 1150
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MN - 9	76	2			serie composta da:	2 - 274 2 - 1150 1 - 392
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MALANCA



48 cc. frizione automatica - tipo D - 3' serie

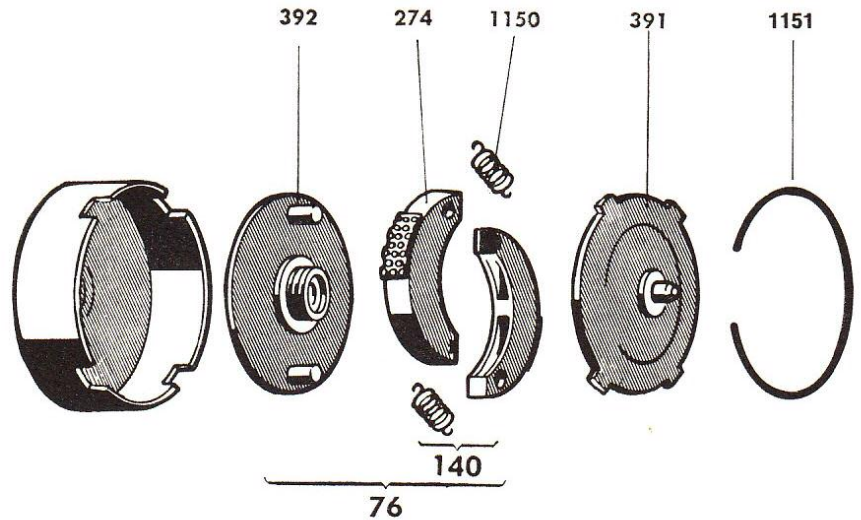
MN - 7		2	392	1	piatto portaceppi
MN - 3		2	274	2	massette centrifughe
MN - 5		2	1150	2	molle per massette
MN - 30		2	554	1	spingimassette 4 denti 3ª serie
MN - 23		2	1151	1	anello di chiusura

MN - 6	140	2			serie composta da:	2 - 274 2 - 1150
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MN - 9	76	2			serie composta da:	2 - 274 2 - 1150 1 - 392
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MALANCA

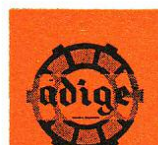


48 cc. frizione automatica - Tipo D 2' serie

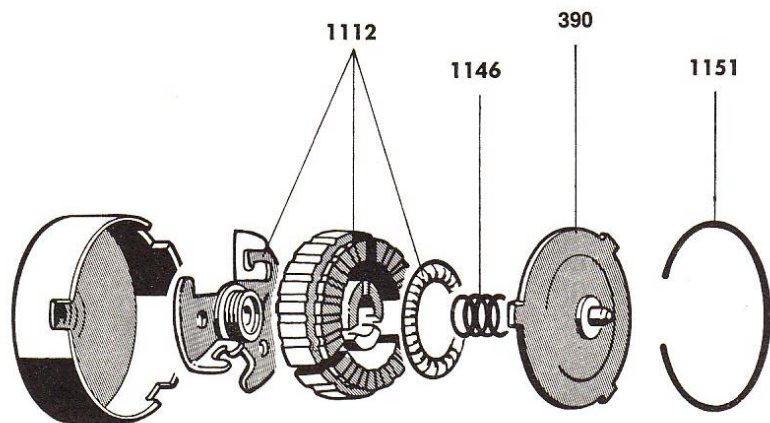
MN - 7	2	392	1	piatto portaceppi
MN - 3	2	274	2	massette centrifughe
MN - 5	2	1150	2	molle per massette
MN - 19	2	391	1	spingimassette 4 denti 2ª serie
MN - 23	2	1151	1	anello di chiusura

MN - 6	140	2			serie composta da:	2 - 274 2 - 1150
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MN - 9	76	2			serie composta da:	2 - 274 2 - 1150 1 - 392
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MALANCA

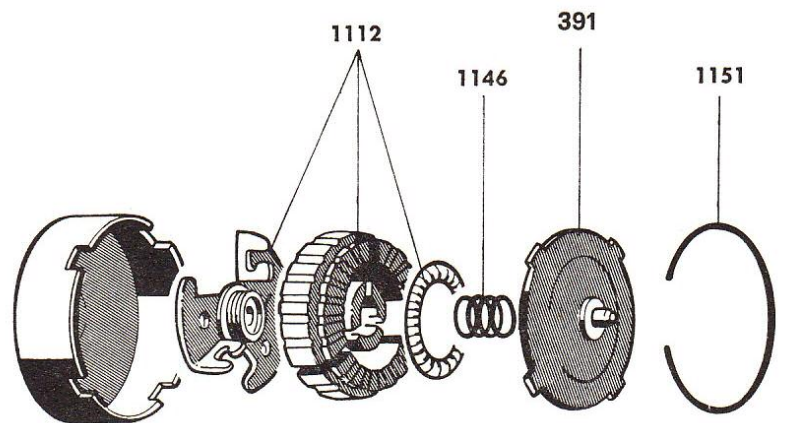


48 cc. frizione automatica - Modifica « ADIGE » - Campana 3 tacche

MN - 25	2	—	1	campana a 3 tacche
MN - 21	2	1112	1	girante completa
MN - 22	2	1146	1	molla spingidisco
MN - 4	2	390	1	cappello a 3 denti
MN - 23	2	1151	1	anello di chiusura

MN - 29	—	2		frizione completa
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MALANCA

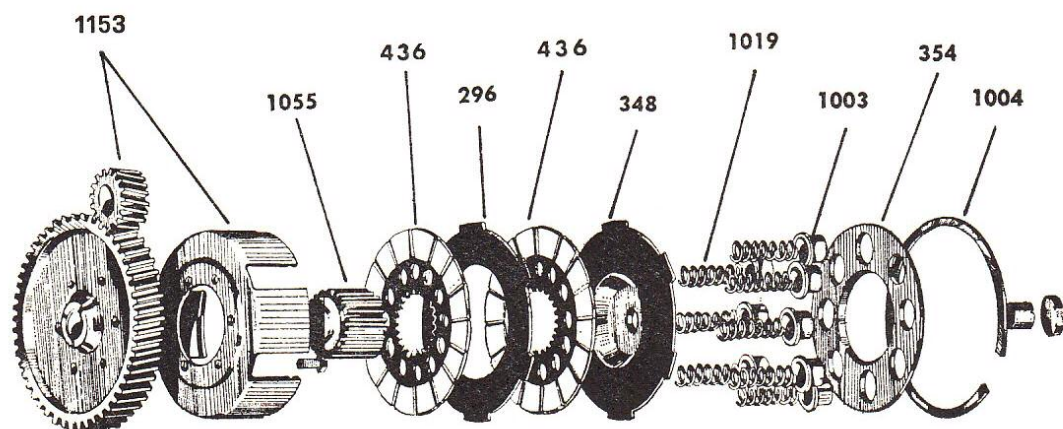


48 cc. frizione automatica - Modifica « ADIGE » - Campana 4 tacche

MN - 20	2	—	1	campana a 4 tacche
MN - 21	2	1112	1	girante completa
MN - 22	2	1146	1	molla spingidisco
MN - 19	2	391	1	cappellotto a 4 denti
MN - 23	2	1151	1	anello di chiusura

MN - 24	2	—		frizione completa
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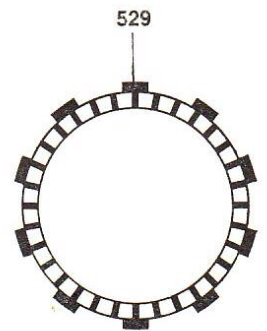
MALANCA



48 cc. 1968

MN - 10	2	1153	1	campana con ingranaggi
MN - 11	2	1055	1	mozzo interno
MN - 1	2	436	2	disco guarnito
MN - 2	2	296	1	acciaio conduttore
MN - 12	2	348	1	spingidisco
MN - 14	2	1019	8	molle frizione
MN - 15	2	1003	8	scodellini per molle
MN - 13	2	354	1	disco portamolle 8 fori
MN - 16	2	1004	1	anello di chiusura

MALANCA



125 cc.

MN - 29	2	529	499	4	disco guarnito
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112/1 f



MALANCA



48 cc. 4 velocità - 5 velocità 1970

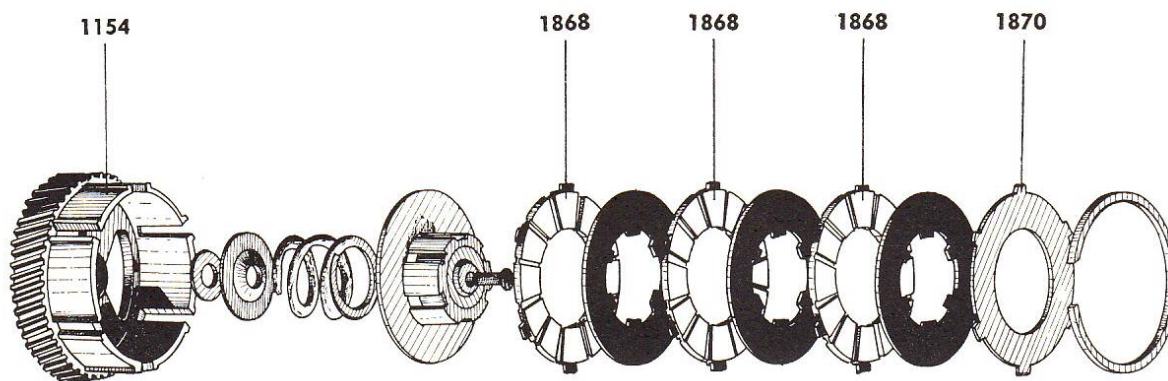
MN - 8	2	1022	2	disco guarnito
MN - 26	2	1252	2	acciaio conduttore



48 cc. 4 velocità - 5 velocità 1970 - Modifica « ADIGE »

MN - 27	2	1253	1022	3	disco guarnito
MN - 28	2	1252		3	acciaio conduttore

MIVAL

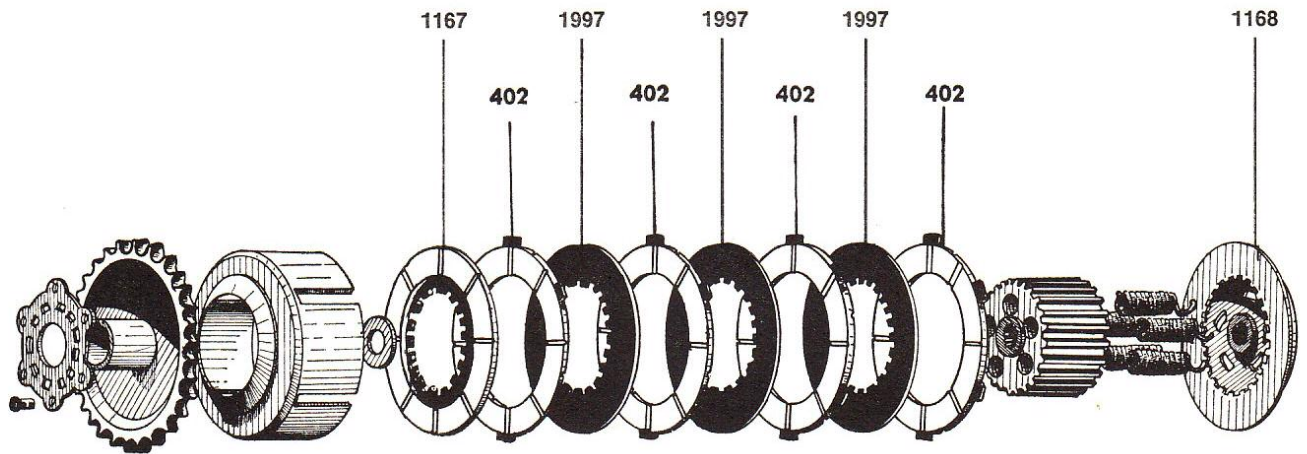


48 cc. presa diretta

ML - 11		2	1154		1	campana con corona
ML - 3		2	1868		3	disco guarnito
ML - 4		2	1870	1868	1	coperchio guarnito da 1 lato

ML - 6	77	2				serie composta da: 3 - 1868 1 - 1870 - 1868
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MONDIAL F. B.

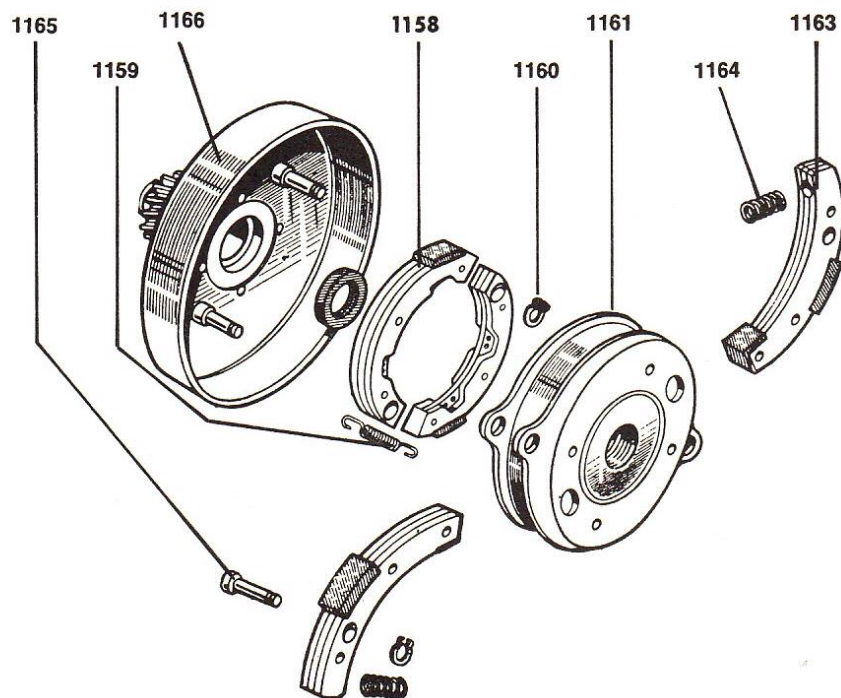


125 cc. CHAMPION

MD - 6	2	1167	1997	1	acciaio guarnito da 1 lato
MD - 5	2	402		4	disco guarnito
MD - 7	2	1997		3	acciaio conduttore
MD - 8	2	1168		1	spingidisco

MD - 9	86	2			serie composta da: 4 - 402 1 - 1167 - 1997
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MORINI FRANCO



F 5 - F 0 - Frizione automatica 1966

F4 - F11	2	1165	2	perni per ceppi esterni
F4 - F6	2	1159	2	molla ceppo avviamento
F5 - F14	2	1166	1	campana con ingranaggio trasmissione Z 15
F4 - F5	2	1158	2	ceppo interno avviamento
F4 - F7	2	1160	4	seeger \varnothing 7 esterno
F4 - F8	2	1161	1	scatola portaceppi esterni
F4 - F10	2	1164	2	molla per ceppo esterno
F4 - F9	2	1163	2	ceppo esterno trascinamento
F4 - F8/1	2	1162	1	scatola portaceppi completa

S 5690

79 2

serie composta da:

2 - 1158
2 - 1159
2 - 1163
2 - 1164

F5 - F0

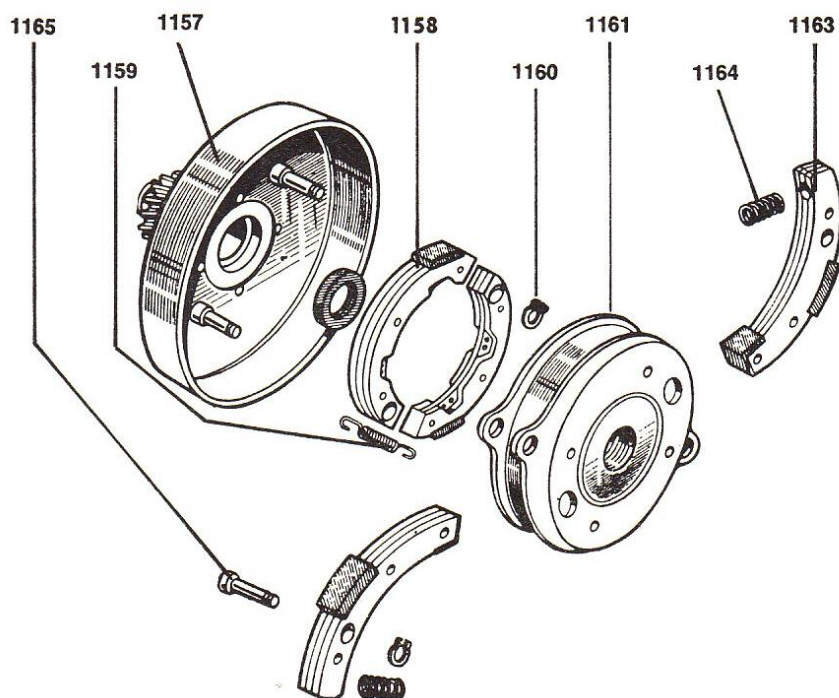
80 2

frizione completa

116 f



MORINI FRANCO



F 4 - F 0 - Frizione automatica 2' serie

F4 - F11	2	1165	2	perni per ceppi esterni
F4 - F6	2	1159	2	molla per ceppo avviamento
F4 - F1	2	1157	1	campana con ingranaggio trasmissione Z 17
F4 - F5	2	1158	2	ceppo interno avviamento
F4 - F7	2	1160	4	seeger per \varnothing 7 esterno
F4 - F8	2	1161	1	scatola portaceppi esterni
F4 - F10	2	1164	2	molla per ceppo esterno
F4 - F9	2	1163	2	ceppo esterno trascinamento
F4 - F8/1	2	1162	1	scatola portaceppi completa

S 5690	79	2		serie composta da:	2 - 1158 2 - 1159 2 - 1163 2 - 1164
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F4 - F0	78	2		frizione completa	
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MORINI FRANCO

439



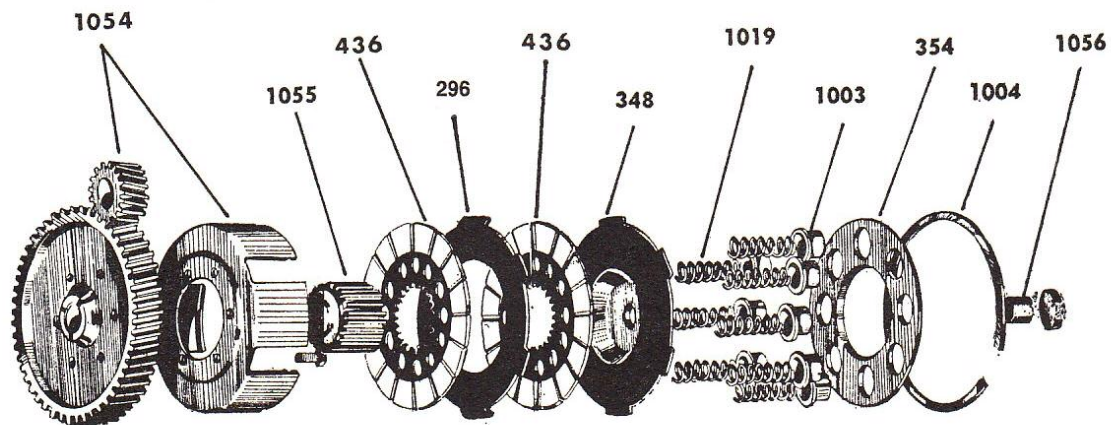
1156



48 cc. F/5 1959

MF - 1	2	439	3	disco guarnito
MF - 2	2	1156	2	acciaio conduttore

MORINI FRANCO



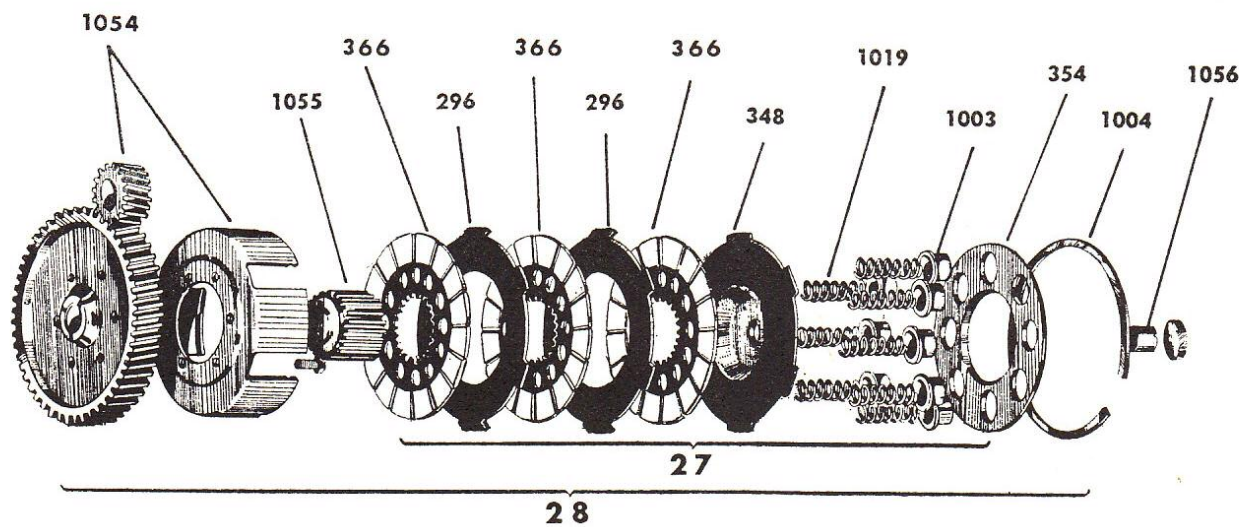
48 cc. 2/3 M e SPORT

MF - 35	2	1054	1	campana con ingranaggi
MF - 36	2	1055	1	mozzo interno
MF - 3	2	436	2	disco guarnito
MF - 4	2	296	1	acciaio conduttore a denti piegati
MF - 14	2	348	1	spingidisco
MF - 16	2	1019	8	molle frizione
MF - 17	2	1003	8	scodellini per molle
MF - 15	2	354	1	disco portamolle 8 fori
MF - 48	2	1004	1	anello di chiusura
MF - 46	2	1056	1	vite di regolazione

MF - 43	25	2			frizione completa
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48 cc. 2/3 M e SPORT - Modifica « ADIGE » - 8 molle

MF - 45	2	1054	1	campana con ingranaggi	
MF - 47	2	1055	1	mozzo interno	
MF - 9	2	366	436	3	disco guarnito
MF - 13	2	296	2	acciaio conduttore a denti piegati	
MF - 14	2	348	1	spingidisco	
MF - 16	2	1019	8	molle frizione	
MF - 17	2	1003	8	scodellini per molle	
MF - 15	2	354	1	disco portamolle a 8 fori	
MF - 48	2	1004	1	anello di chiusura	
MF - 46	2	1056	1	vite di regolazione	

MF - 18

27 2

serie composta da:

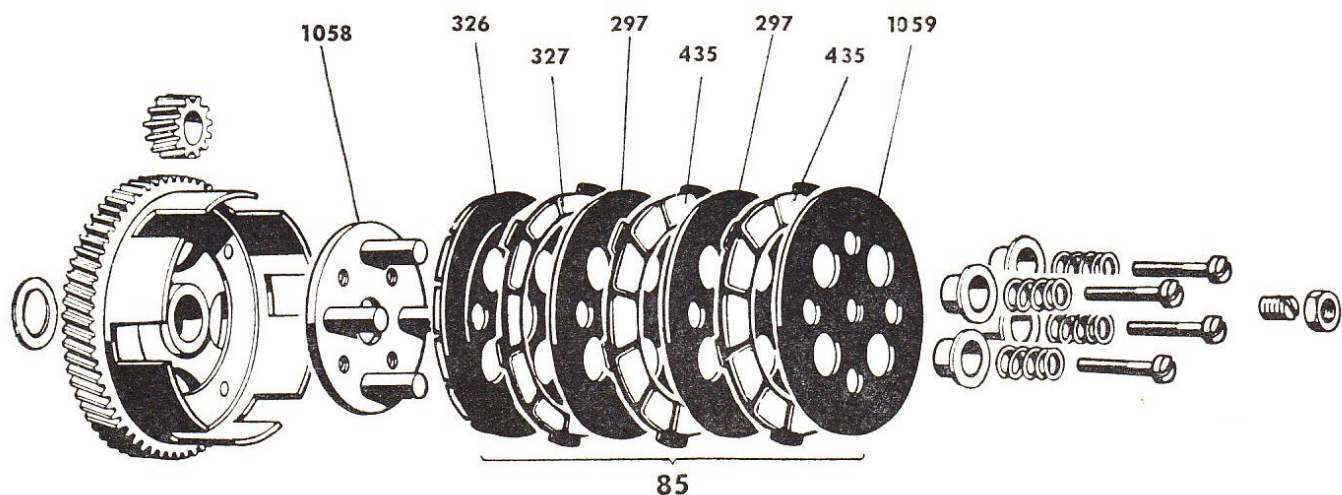
3 - 366 - 436
 2 - 296
 1 - 348
 1 - 354
 8 - 1019
 8 - 1003

MF - 49

28 2

frizione completa

MORINI FRANCO



48 cc. M O - 4

MF - 64	2	1058	1	spingidisco con 4 colonnette
MF - 30	2	326	1	disco imbut. guarnito 1 lato
MF - 31	2	327	1	disco guarnito di fondo
MF - 28	2	297	2	acciaio conduttore
MF - 29	2	435	2	disco guarnito
MF - 65	2	1059	1	disco portamolle

MF - 32

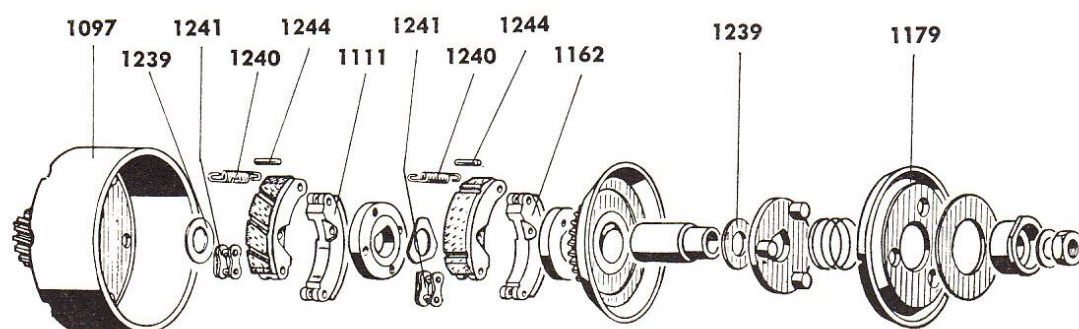
85 2

serie composta da:

2 - 297
2 - 435
1 - 326
1 - 327



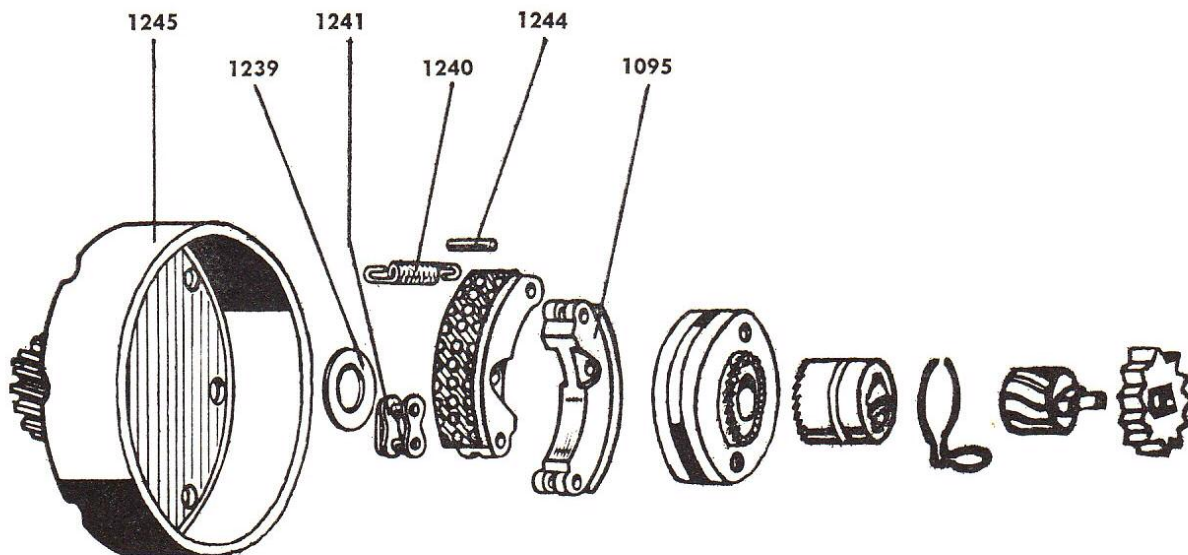
MORINI FRANCO



MO - 2 CÒNVERT

MF - 55	2	1097	1	campana 1ª trasmissione con ingranaggio Z 15
MF - 33	2	1239	2	rondella di rasamento
MF - 58	2	1241	4	congiunzione per ceppi
MF - 57	2	1240	4	molle per ceppi
MF - 54	2	1244	8	rullo ancoraggio molle (\varnothing 3 x 13,8)
MF - 56	2	1111	2	ceppi 1ª trasmissione
MF - 59	2	1162	2	ceppi 2ª trasmissione
MF - 20	2	1179	1	disco guarnito

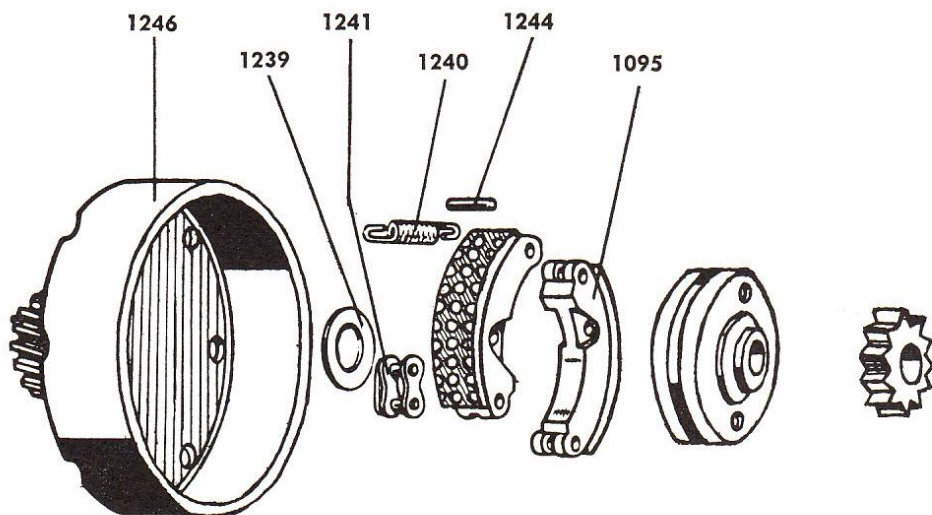
MORINI FRANCO



S 5 - K 1' versione

MF - 62	2	1245	1	campana con Z 15
MF - 38	2	1239	1	rondella rasamento
MF - 40	2	1241	2	congiunzione per ceppi
MF - 39	2	1240	2	molla per ceppi
MF - 34	2	1244	4	rullo ancoraggio \varnothing 3 x 13,8
MF - 10	2	1095	2	massette

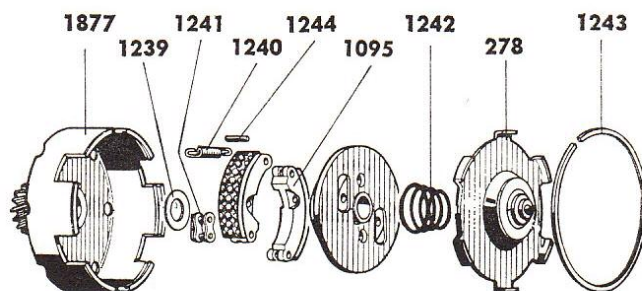
MORINI FRANCO



S 5 - K 2 - 2^a versione

MF - 63	2	1246	1	campana con Z 15
MF - 38	2	1239	1	rondella rasamento
MF - 40	2	1241	2	congiunzione per ceppi
MF - 39	2	1240	2	molla per ceppi
MF - 34	2	1244	4	rullo ancoraggio \varnothing 3 x 13,8
MF - 10	2	1095	2	massette

MORINI FRANCO

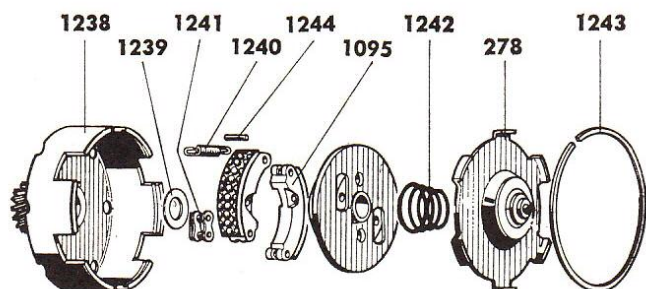


S A frizione automatica in bagno d'olio

MF - 60	2	1877	1	campana con ingranaggio Z 15
MF - 38	2	1239	1	rondella rasamento
MF - 40	2	1241	2	congiunzione per ceppi
MF - 39	2	1240	2	molla per ceppi
MF - 34	2	1244	4	rullo ancoraggio molla \varnothing 3 x 13,8
MF - 10	2	1095	2	massette
MF - 41	2	1242	1	molla centrale spingicappello
MF - 11	2	278	1	cappello avviamento
MF - 42	2	1243	1	anello elastico di chiusura



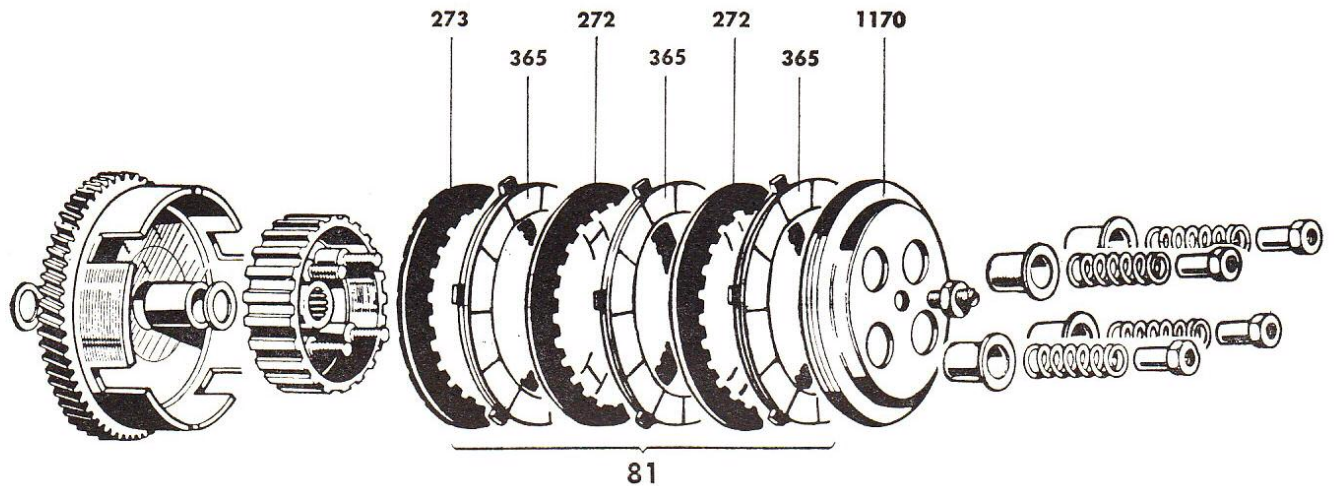
MORINI FRANCO



49 cc. frizione automatica « GYROMAT » M O - 1

MF - 37	2	1238	1	campana con ingranaggio Z 22
MF - 38	2	1239	1	rondella rasamento
MF - 40	2	1241	2	congiunzione per ceppi
MF - 39	2	1240	2	molla per ceppi
MF - 34	2	1244	4	rullo ancoraggio molla (\varnothing 3 x 13,8)
MF - 10	2	1095	2	massette
MF - 41	2	1242	1	molla spingi-cappello
MF - 11	2	278	1	cappello avviamento
MF - 42	2	1243	1	anello elastico di chiusura

MORINI FRANCO



50 cc. Turbo Star ST - R 5 velocità - 70 cc. radiale 5 velocità

MF - 23	2	273	272	1	disco guarnito da 1 lato
MF - 21	2	365	444	3	disco guarnito
MF - 22	2	272		2	acciaio conduttore
MF - 24	2	1170		1	spingidisco

MF - 25

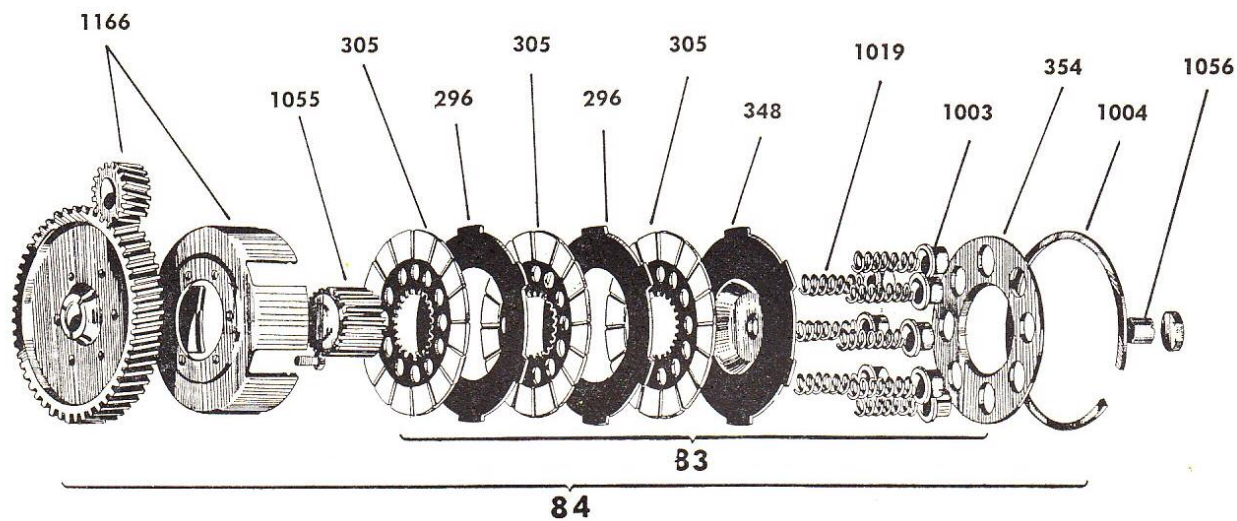
81 2

serie composta da:

3 - 365 - 444
2 - 272
1 - 273 - 272



MORINI FRANCO



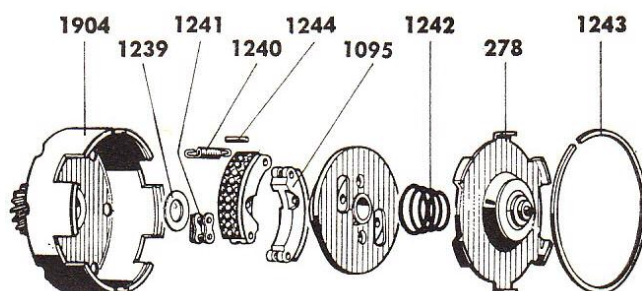
50 cc. 4 velocità TS - R 4

MF - 44	2	1166		1	campana con coppia Z 60/13
MF - 36	2	1055		1	mozzo interno
MF - 12	2	305	436	3	disco guarnito
MF - 13	2	296		2	acciaio a denti piegati
MF - 14	2	348		1	spingidisco
MF - 16	2	1019		8	molle frizione
MF - 17	2	1003		8	scodellini per molle
MF - 15	2	354		1	disco portamolle 8 fori
MF - 48	2	1004		1	anello di chiusura
MF - 46	2	1056		1	vite di regolazione

MF - 19	83	2			serie composta da:	3 - 305 - 436 2 - 296 8 - 1019 1 - 354 1 - 348 8 - 1003
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MF - 50	84	2			frizione completa
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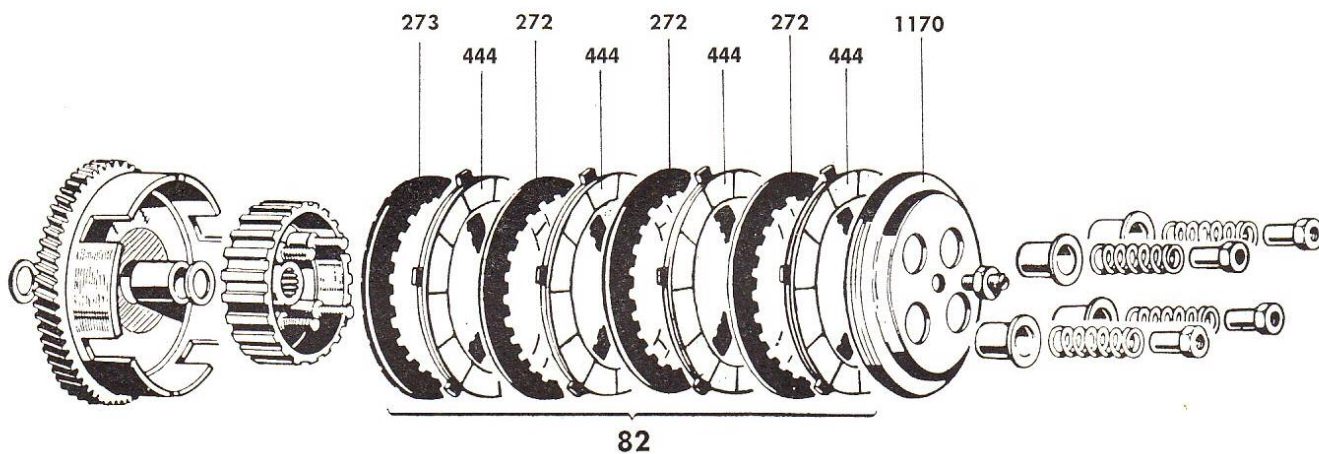
MORINI FRANCO



S 5 frizione automatica in bagno d'olio

MF - 61	2	1904	1	campana con ingranaggio Z 15
MF - 38	2	1239	1	rondella spessore frizione
MF - 40	2	1241	2	congiunzione per ceppi
MF - 39	2	1240	2	molla per ceppi
MF - 34	2	1244	4	rullo ancoraggio molla \varnothing 3 x 13,8
MF - 10	2	1095	2	massette centrifughe
MF - 41	2	1242	1	molla centrale spingicappello
MF - 11	2	278	1	cappello avviamento
MF - 42	2	1243	1	anello elastico di chiusura

MORINI FRANCO



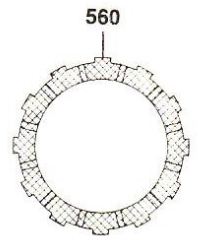
100 cc. NEW 101 - 110 cc. NEW 110 - 125 cc. 2 t 5 velocità

MF - 23		2	273	272	1	acciaio guarnito da 1 lato
MF - 51		2	444		4	disco guarnito
MF - 52		2	272		3	acciaio conduttore
MF - 24		2	1170		1	spingidisco

MF - 53	82	2				serie composta da: 4 - 444 3 - 272 1 - 273 - 272
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MF - 26	11	2				serie composta da: 4 - 444 1 - 273 - 272
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MOTOBECANE



125 cc.

MO - 1

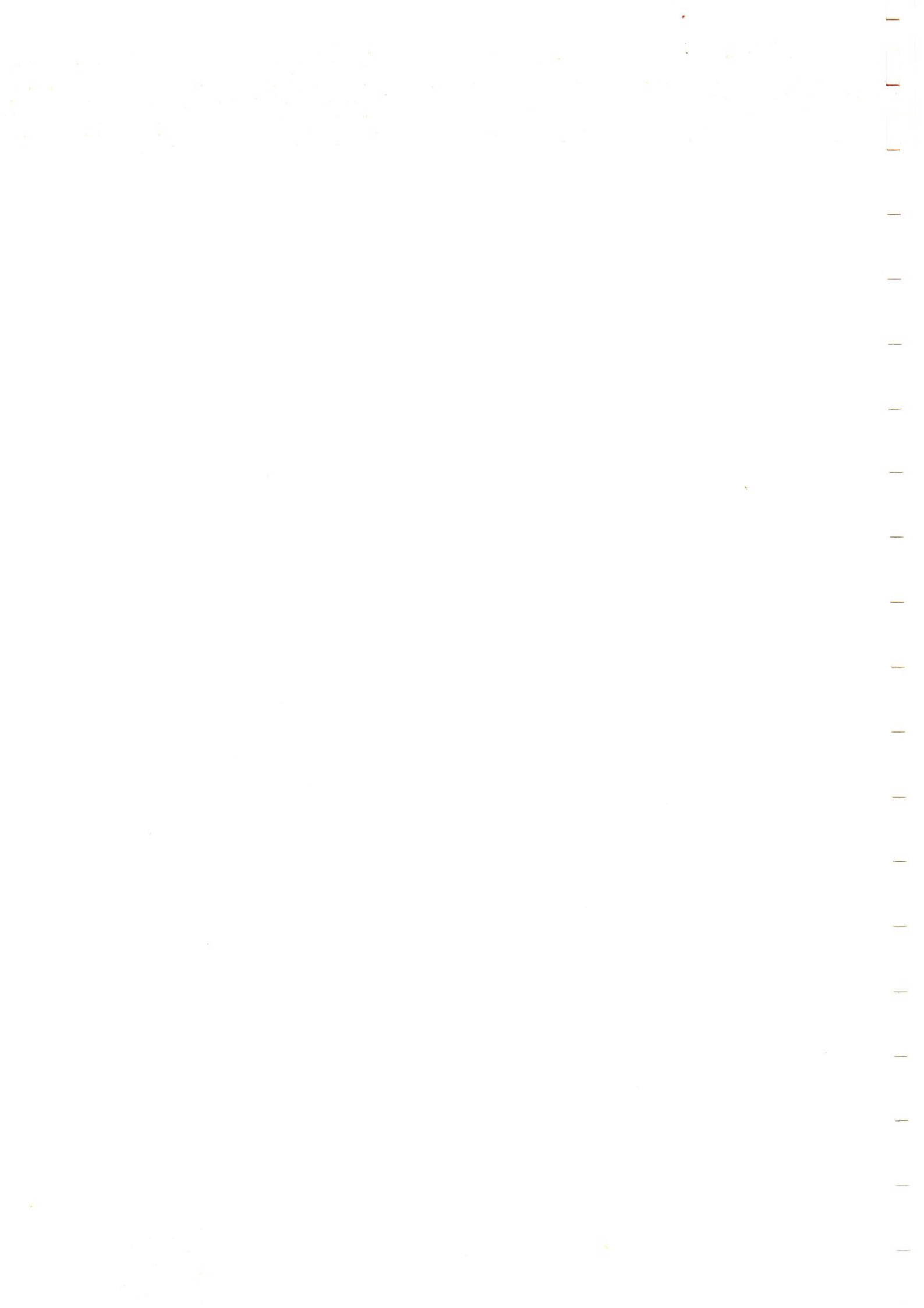
2

560

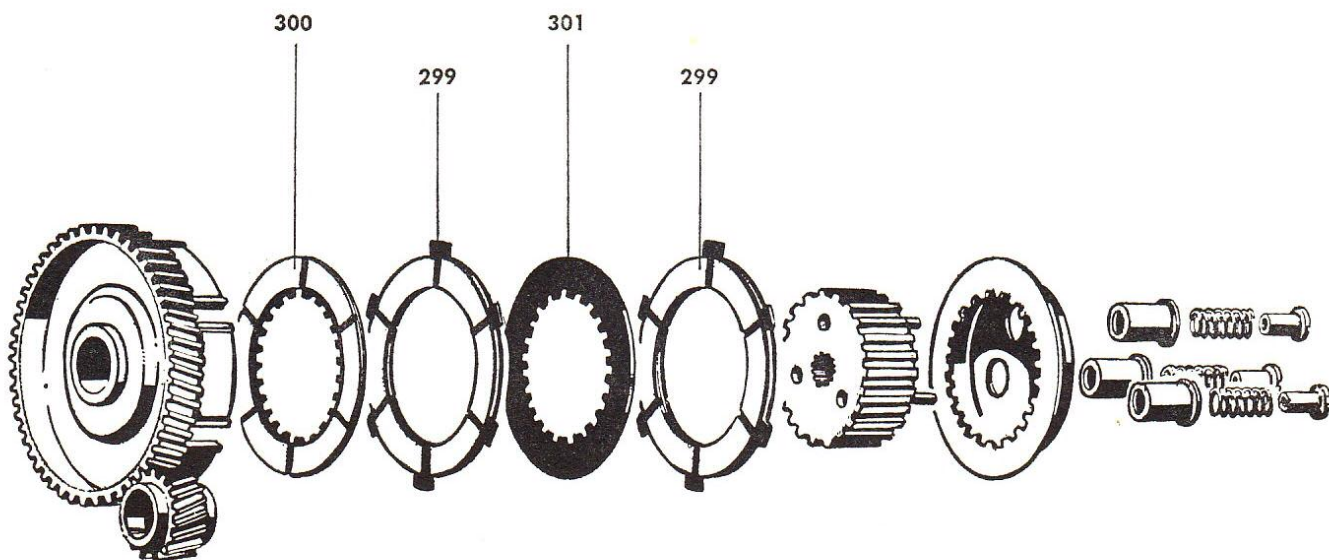
disco in materiale speciale



130/1 f



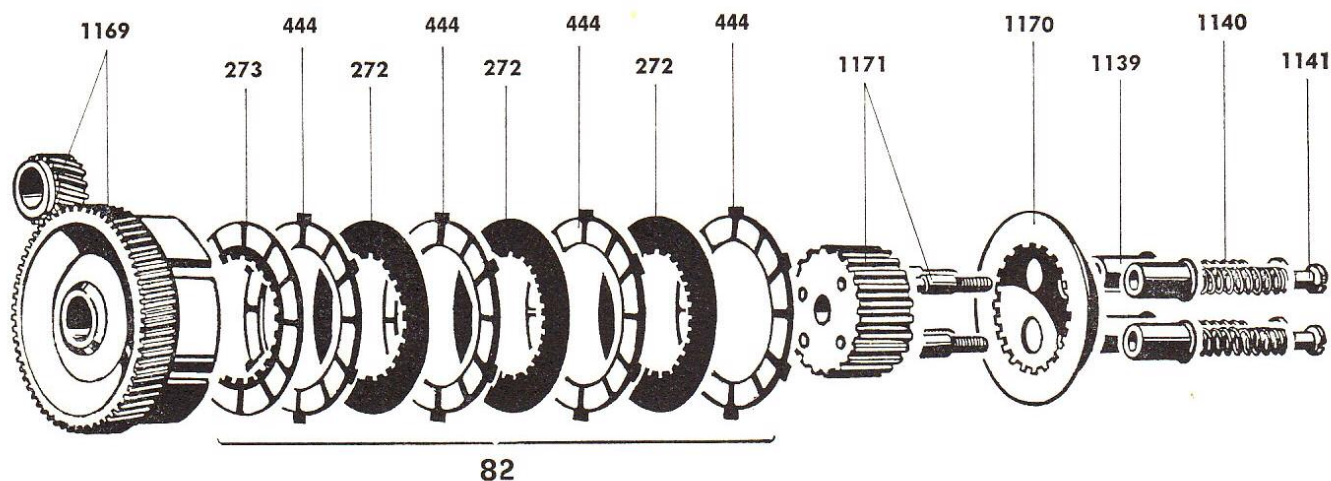
MOTO MORINI



48/60 cc. CORSARINO

MR - 2	2	300		1	acciaio guarnito da 1 lato
MR - 1	2	299		2	disco guarnito
MR - 3	2	301	300	1	acciaio conduttore

MOTO MORINI



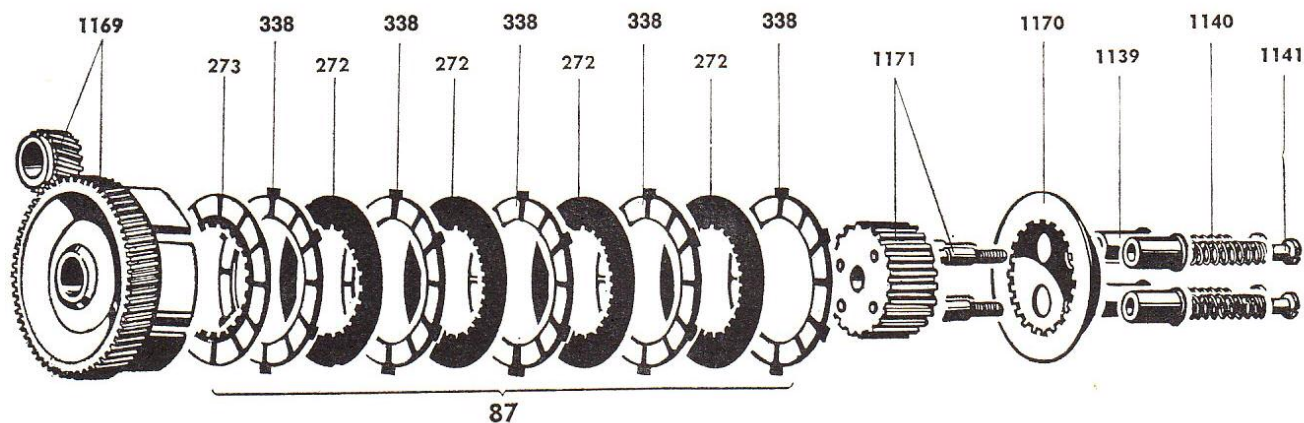
98 cc. SBARAZZINO - 125/150 cc. CORSARO

MR - 30	2	1169	1	campana a corona
MR - 7	2	273 272	1	acciaio guarnito da 1 lato
MR - 6	2	444	4	disco guarnito
MR - 8	2	272	3	acciaio conduttore
MR - 35	2	1171	1	mozzo interno
MR - 17	2	1170	1	spingidisco
MR - 31	2	1139	4	scodellini per molle
MR - 32	2	1140	4	molle frizione
MR - 33	2	1141	4	dado di chiusura

MR - 9	82	2		serie composta da:	4 - 444 1 - 273 - 272 3 - 272
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MR - 10	11	2		serie composta da:	4 - 444 1 - 273 - 272
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MOTO MORINI



125/160 cc. regolarità - 5 marce

MR - 30	2	1169		1	campana con corona
MR - 7	2	273	272	1	acciaio guarnito da 1 lato
MR - 34	2	338	444	5	disco guarnito
MR - 24	2	272		4	acciaio conduttore
MR - 35	2	1171		1	mozzo interno
MR - 17	2	1170		1	spingidisco
MR - 31	2	1139		4	scodellino per molle
MR - 32	2	1140		4	molle frizione
MR - 33	2	1141		4	dado di chiusura

MR - 36

87 2

serie composta da:

5 - 338 - 444
1 - 273 - 272
4 - 272



MOTO MORINI

1890



1007



175 cc. TURISMO

MR - 11	2	1890	5	disco guarnito
MR - 12	2	1007	4	acciaio conduttore

1897



1007

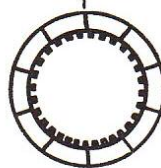


175 cc. GT e SETTEBELLO

MR - 13	2	1897	1890	6	disco guarnito
MR - 14	2	1007		5	acciaio conduttore

MOTO MORINI

1949



1008



175 cc. TRESETTE - 250 cc. G T I

MR - 15

2

1949

5

disco guarnito

MR - 16

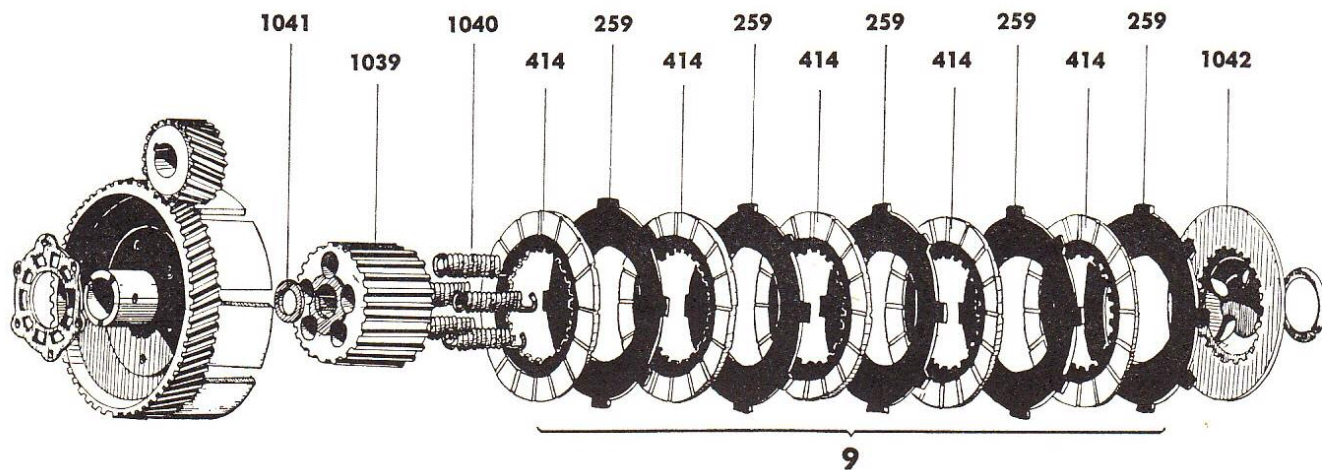
2

1008

5

acciaio conduttore

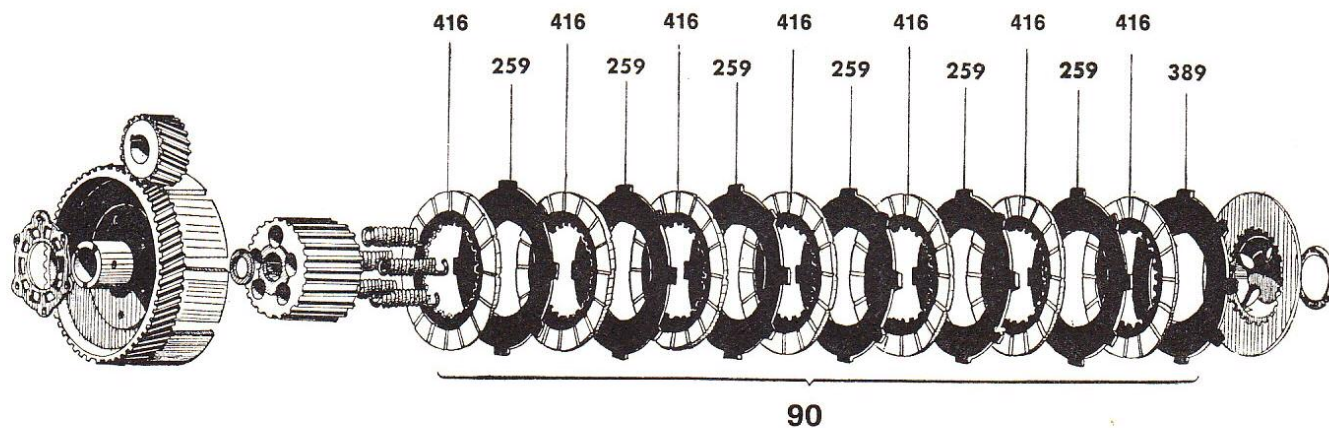
MOTOBI



125 cc. IMPERIALE 4 t - 175 cc. CATRIA 4 t

MB - 23	2	1041	1	rondella rasamento
MB - 21	2	1039	1	innesto interno
MB - 22	2	1040	5	molla frizione
MB - 6	2	414	5	disco guarnito
MB - 7	2	259	5	acciaio conduttore
MB - 24	2	1042	1	spingidisco

MB - 26	9	2		serie composta da:	5 - 414 5 - 259
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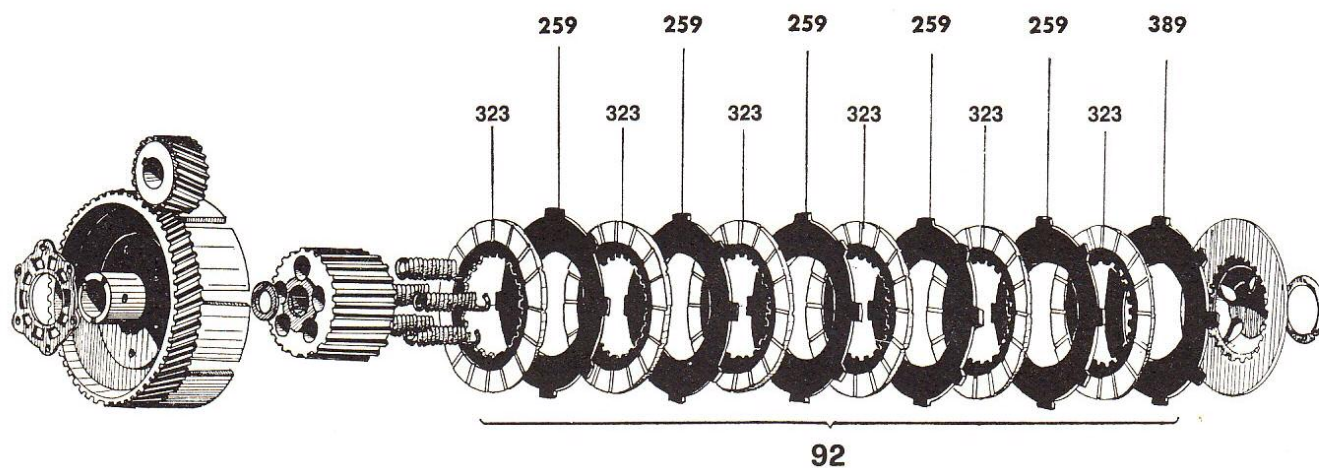
200 cc. Sprint - competiz. e 250 cc. 5 marce - Modifica « ADIGE »

MB - 11	2	416	414	7	disco guarnito
MB - 12	2	259		6	acciaio conduttore
MB - 13	2	389	259	1	acciaio guarnito da 1 lato

MB - 14	89	2			serie composta da: 7 - 416 - 414 1 - 389 - 259
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MB - 15	90	2			serie composta da: 7 - 416 - 414 6 - 259 1 - 389 - 259
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MOTOBI

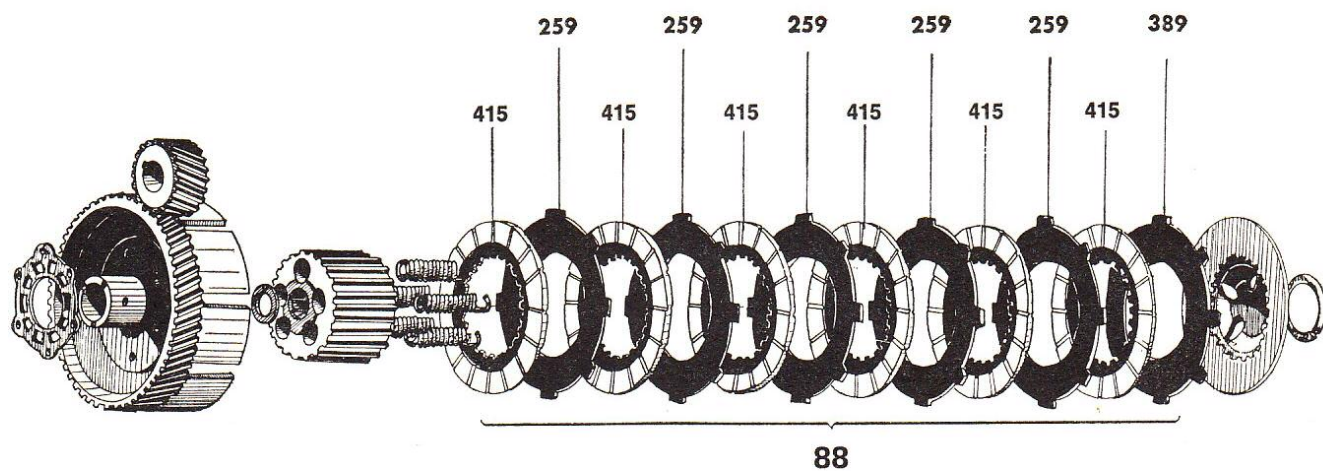


250 cc. 5 marce - 1971

MB - 16		2	323	414	6	disco guarnito
MB - 18		2	259		5	acciaio conduttore
MB - 17		2	389	259	1	acciaio guarnito da 1 lato

MB - 19	91	2				serie composta da: 6 - 323 - 414 1 - 389 - 259
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MB - 20	92	2				serie composta da: 6 - 323 - 414 1 - 389 - 259 5 - 259
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175/200/250 cc. Derivato serie - SS e BARRACUDA

MB - 8	2	415	414	6	disco guarnito
MB - 9	2	259		5	acciaio conduttore
MB - 13	2	389	259	1	acciaio guarnito da 1 lato

MB - 10	88	2			serie composta da:	6 - 415 - 414 5 - 259 1 - 389 - 259
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MOTOM

1996



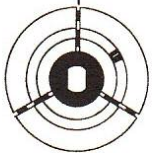
1981



NOVA automatico

MT - 11	2	1996	2	massette centrifughe
MT - 12	2	1981	3	massette esterne di trascinamento

316



NOVA automatico - Modifica « ADIGE »

MT - 19	2	316	1	girante completa
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MOTOM

1900



48 cc. 1958 - 4' serie

MT - 2

2 **1900**

1 disco guarnito

1977



NOVA 3 velocità

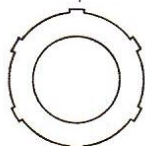
MT - 10

2 **1977**

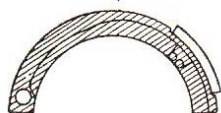
2 disco guarnito

MOTOM

282



325



1173



DAINELLA automatico

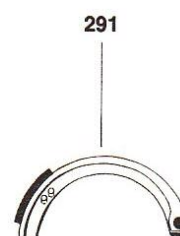
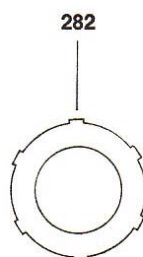
MT - 14		2	282	1	disco « ADIGE »
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MT - 21		2	325	2	massette centrifughe
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MT - 16		2	1173	2	molle per dette
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MT - 23	95	2				serie composta da:	1 - 282 2 - 325 1 - 1173
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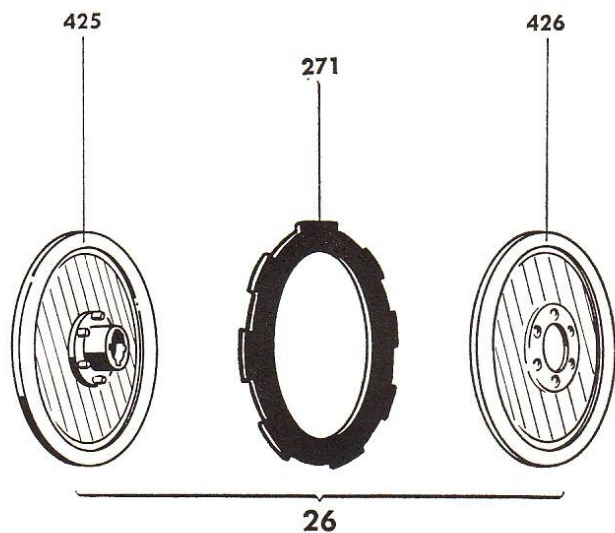
MT - 24	96	2				serie composta da:	2 - 325 2 - 1173
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DAINA automatico

MT - 14		2	282		1	disco « ADIGE »
MT - 15		2	291		2	massette centrifughe
MT - 16		2	1173		2	molle per dette
MT - 17	93	2				serie composta da: 1 - 282 2 - 291 2 - 1173
MT - 18	94	2				serie composta da: 2 - 291 2 - 1173

MOTOM



51 cc. T S

MT - 3		2	425	1	disco guarnito con mozzo
MT - 5		2	271	1	acciaio conduttore
MT - 4		2	426	1	disco guarnito

MT - 7	26	2			serie composta da:	1 - 425 1 - 426 1 - 271
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MOTO - RUSSA



Tipo IJ-56 - 350 cc. (Turchia) - Tipo EDG - 350 cc. (Iran)

MU - 1

2

599

disco frizione in bachelite



144/1 f



GERMANO

MV - 26	2	276	3	disco « ADIGE »
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in alternativa

MV - 27	2	418	3	disco guarnito
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CHECCA sport e 99 cc. 4 t

MV - 8	2	1873	4	disco guarnito
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MV - 9	2	1174	3	acciaio conduttore
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M V

1873



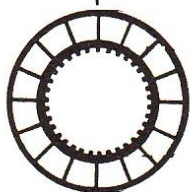
1174



125 cc. 4 t R S

MV - 14	2	1873	5	disco guarnito
MV - 15	2	1174	4	acciaio conduttore

423



302



125 cc. G T L e 100.000 2' serie 1970

MV - 28	2	423	422	4	disco guarnito
MV - 29	2	302		4	acciaio conduttore

422



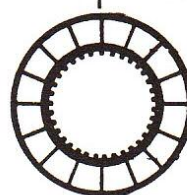
302



175 cc. 1' serie

MV - 17	2	422	4	disco guarnito
MV - 18	2	302	4	acciaio conduttore

423



302



175 cc. 2' serie

MV - 19	2	423	422	5	disco guarnito
MV - 20	2	302		4	acciaio conduttore

M V



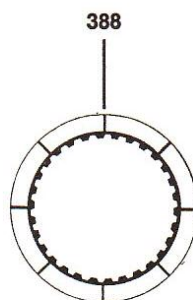
125 cc. CENTOMILA

MV - 21	2	423	422	3	disco guarnito
MV - 22	2	302		3	acciaio conduttore



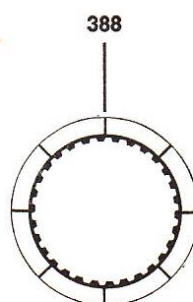
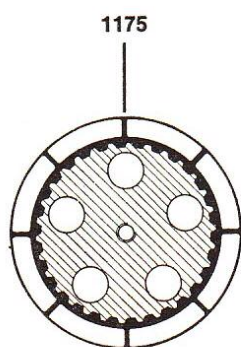
230 cc. Motocarro TEVERE - 2° serie

MV - 23	2	388	394	5	disco guarnito
MV - 34	2	367		5	acciaio conduttore



CHICCO scooter

MV - 16		2	388	394	4	disco guarnito
MV - 35		2	367		4	acciaio conduttore

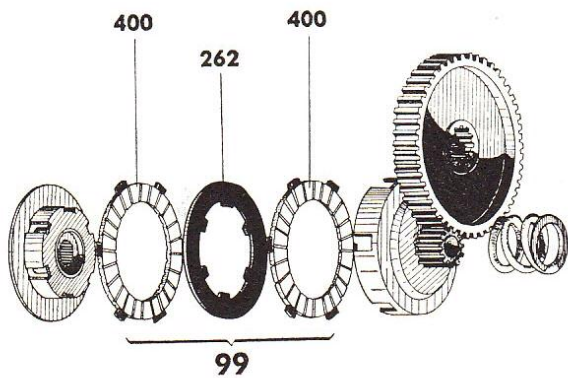


250/350 cc. Bicilindrico 1970

MV - 31		2	1175		1	spingidisco guarnito
MV - 30		2	388	394	5	disco guarnito
MV - 32		2	367		5	acciaio conduttore

MV - 33	98	2				serie composta da: 5 - 388 - 394 1 - 1175
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NSU

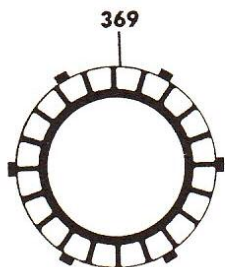


48 cc.

NS - 1	2	400	2	disco guarnito
NS - 2	2	262	1	acciaio conduttore

NS - 3	99	2		serie composta da:	2 - 400 1 - 262
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OSSA



160/200 cc. CROSS

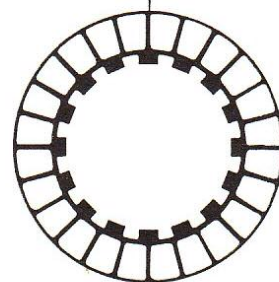
OS - 1	2	369	5	disco guarnito
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150 f



NORTON

1263



500 4 t - 750/850 bic. « INTERSTATE »

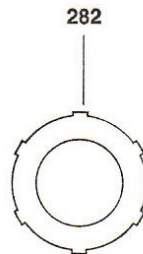
NO - 1

2 1263

4 disco guarnito



150/1 f

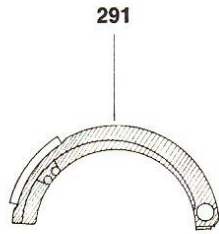
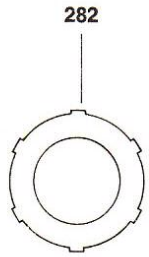


Frizione automatica - 1ª serie 1963

PG - 1		2	282	1	disco « ADIGE »
PG - 2		2	1980	2	massette avv. 1ª serie
PG - 3		2	1176	2	molle per massette

PG - 5	100	2			serie composta da: 2 - 1980 2 - 1176
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PEUGEOT



Frizione automatica - 2^a serie 1965 (DAINA)

PG - 1		2	282	1	disco « ADIGE »
PG - 6		2	291	2	massette centrifughe
PG - 7		2	1173	2	molla per dette

PG - 8	93	2			serie composta da:	1 - 282 2 - 291 2 - 1173
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PG - 9	94	2			serie composta da:	2 - 291 2 - 1173
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PEUGEOT



50 cc. 5 velocità

PG - 14

2

521

3

disco guarnito

PG - 15

2

522

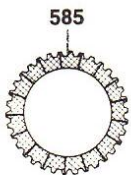
3

acciaio conduttore



152/1 f

PEUGEOT



48 cc. - 125 cc.

PG - 16

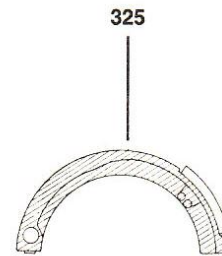
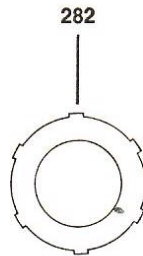
2

585

disco » ADIGE »

152/2 f

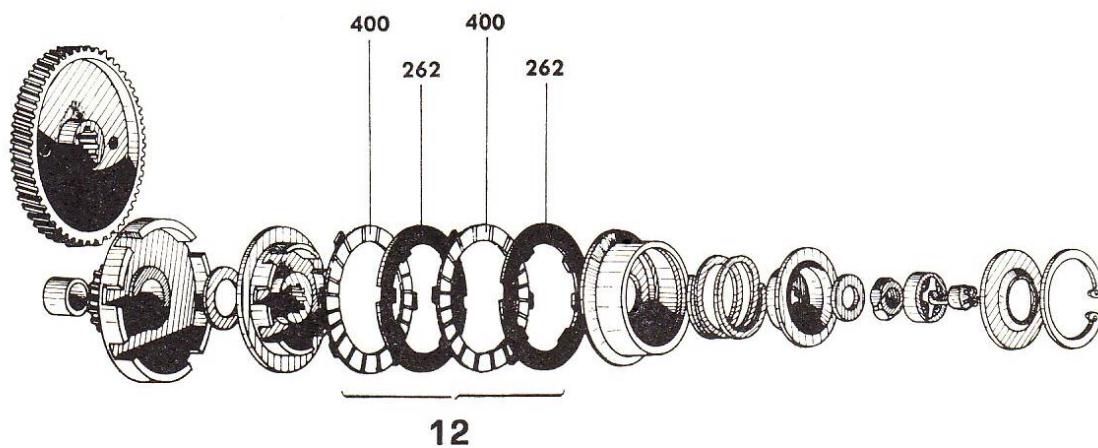




Frizione automatica - 3' serie 1968 (DAINELLA)

PG - 1		2	282	1	disco « ADIGE »
PG - 10		2	325	2	massette avviamento
PG - 7		2	1173	2	molle per massette avviamento
PG - 12	95	2			serie composta da: 1 - 282 2 - 325 2 - 1173
PG - 13	96	2			serie composta da: 2 - 325 2 - 1173

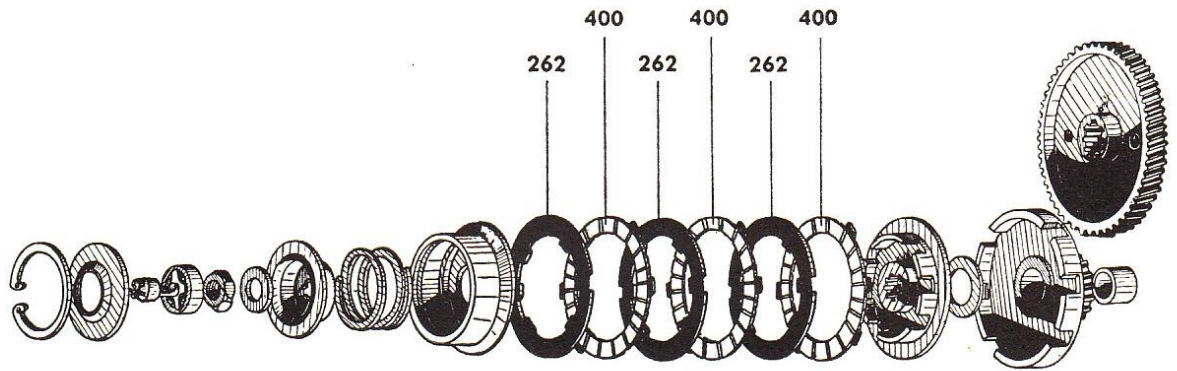
PUCH



48 cc.

PU - 1	2	400	2	disco guarnito
PU - 2	2	262	2	acciaio conduttore

PU - 3	12	2		serie composta da:	2 - 400 2 - 262
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65 cc.

PU - 5	2	262	3	acciaio conduttore
PU - 4	2	400	3	disco guarnito

PUCH



125/175 cc. 1970 CROSS M C

PU - 12		2	321	4	disco guarnito
PU - 13		2	322	1	anello guarnito

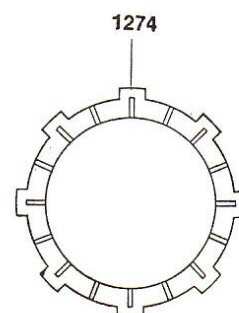
PU - 14	101	2			serie composta da:	4 - 321 1 - 322
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PUCH VZ - 50 M

PU - 15		2	321	3	disco guarnito
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PUCH



PUCH JET

PU - 16

2 **1274**

5 disco « ADIGE »



PUCH - MAXI

PU - 18

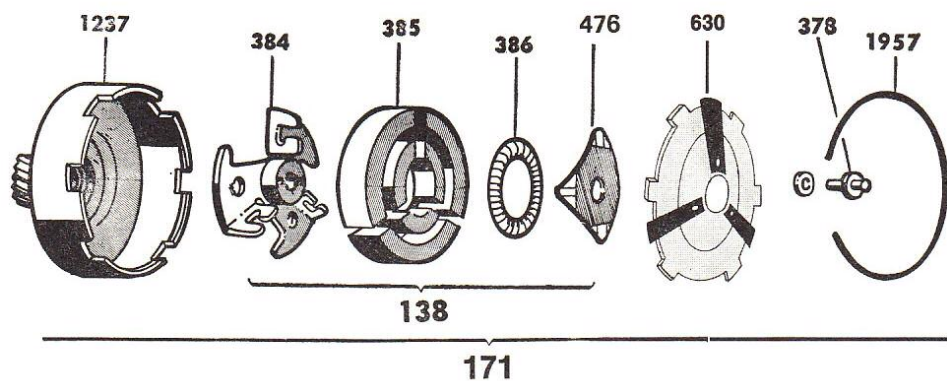
2 **640**

1 cappello avviamento con puntalino



156/1 f

PUCH



Frizione semiautomatica PUCH - MAXI tipo «ADIGE»

BE - 80	2	1237	1	campana con ingranaggio
BE - 81	2	384	1	girante
BE - 82	2	385	3	massette centrifughe
BE - 83	2	386	1	molla per dette
BE - 97	2	476	1	molla a tazza
BE - 116	2	630	1	cappello avviamento
BE - 34	2	378	1	puntalino
BE - 28	2	1957	1	anello di chiusura

BE - 85

138 2

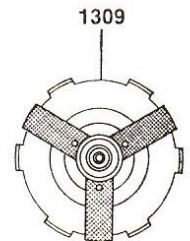
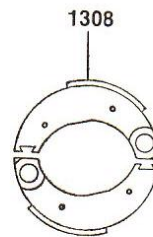
serie composta da:

1 - 384
3 - 385
1 - 386
1 - 476

PU - 17

171 2

frizione completa



38 cc. frizione semiautomatica

RT - 1	2	1308	2	massette centrif.
RT - 2	2	1309	1	coperchio

ROYAL - NORD

1951



1952



RN - 1

2

1951

3

disco guarnito

in alternativa :

RN - 2

2

1952

3

disco con tappeti sughero

SACHS



50 cc. 3 velocità

SA - 4	2	417	2	disco guarnito
SA - 5	2	1177	1	acciaio conduttore



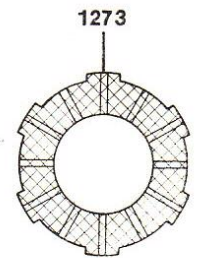
50 cc. 5 velocità

SA - 8	2	280	3	disco guarnito
SA - 9	2	458	2	acciaio conduttore



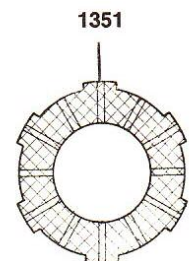
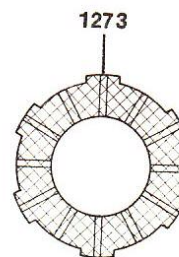
50 cc. 5 velocità - Modifica « ADIGE »

SA - 11	2	457	280	4	disco guarnito
SA - 12	2	505	458	3	acciaio conduttore



SACHS 504/505

SA - 13	2	1273	2	disco « ADIGE » simile n. 0258015000
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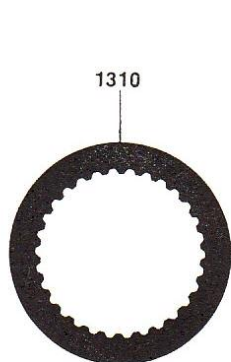
SACHS 505 2 marce

SA - 13	2	1273	1	disco « ADIGE » simile n. 0258015000
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SA - 14	2	1351	1	disco « ADIGE » simile n. 0258015001
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SA - 15	172	2		serie composta da: 1 - 1273 1 - 1351
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SIMONINI MOTO



MUSTANG 125 cc.

SM - 1	2	1310	394	6	disco alluminio
SM - 2	2	499		6	disco guarnito alluminio

SIMSON



50 cc.

SI - 2	2	1256		3	disco « ADIGE »
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SHL

270



48 cc. POLACCO

SH - 1

2

270

4

disco guarnito

SHOPAN

1178



48 cc.

SP - 1

2

1178

276

3

disco « ADIGE »

SIMSON

304



48 cc.

SI - 1

2

304

-

disco guarnito



SUZUKI



50 cc. e 80 SPORT

SU - 1	2	255	3	disco guarnito
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80 cc. K 10

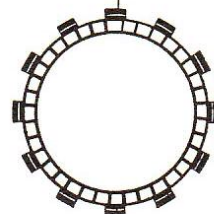
SU - 3	2	279	5	disco guarnito
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70 cc.

SU - 7	2	279	4	disco guarnito
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528



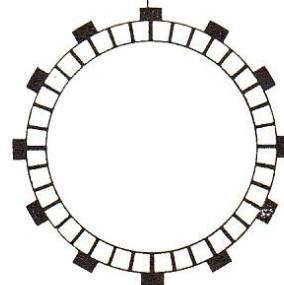
SU - 11

2

528

disco guarnito

535



750 cc.

SU - 12

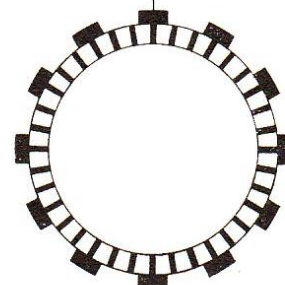
2

535

7

disco guarnito

536



380 cc.

SU - 13

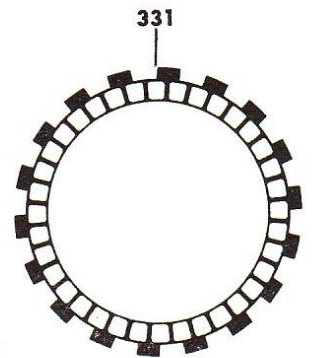
2

536

7

disco guarnito





500 cc.

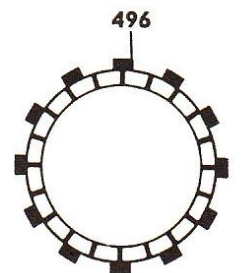
SU - 5

2

331

7

disco guarnito « lega leggera »



100 cc.

SU - 8

2

496

5

disco guarnito



125 cc.

SU - 9

2

497

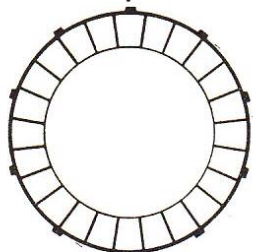
4

disco guarnito

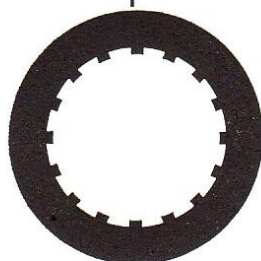


TRIUMPH

266



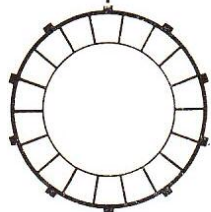
311



200/350/500/650 T 20 T 21/3 TA T 100 T 110

TH - 2	2	266	4	disco guarnito
TH - 3	2	311	3	acciaio conduttore

387



200 cc. T 20 TIGER - CUB

TH - 4	2	387	3	disco guarnito
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304



TESSY - SCOOTER

TH - 5	2	304	4	disco guarnito
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Frizione automatica

TO - 2	2	639	3	massette centrifughe
TO - 3	2	1336	3	molla di ritegno a nastro
TO - 4	2	1337	1	molla a disco per portamassette
TO - 5	2	647	1	molla a nastro

TOMOS

468



50 cc.

TO - 1

2

468

400

-

disco guarnito

VAP

1979



50 cc. frizione automatica

VA - 1

2

1979

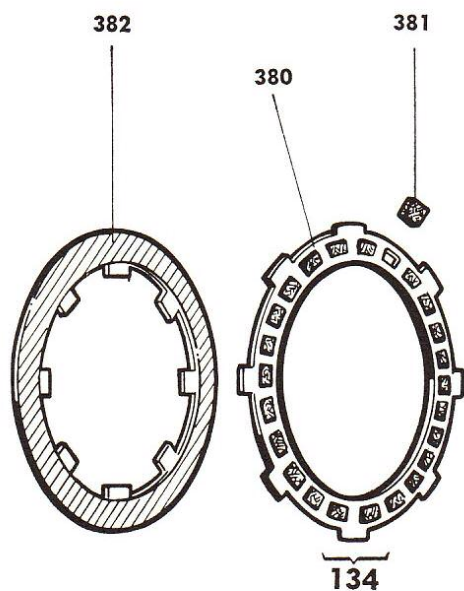
2

massette centrifughe



163 f

VELOCETTE

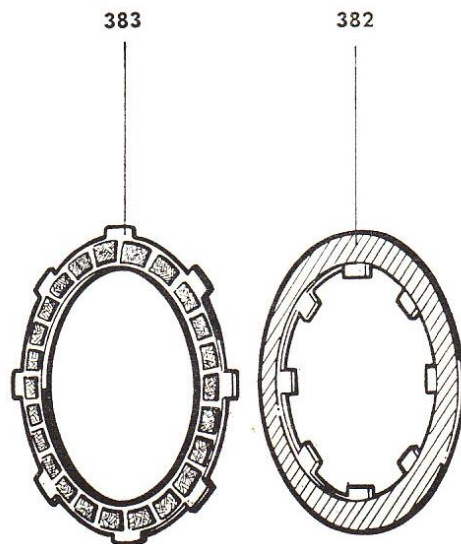


Anno 1932/71 tutti i tipi

VT - 3	2	382	1	acciaio conduttore
VT - 1	2	380	1	disco portatasselli
VT - 2	2	381	22	tassello frizionante

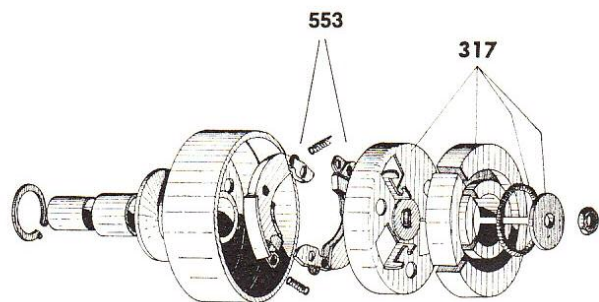
VT - 4	134	2		serie composta da:	1 - 380 22 - 381
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VELOCETTE



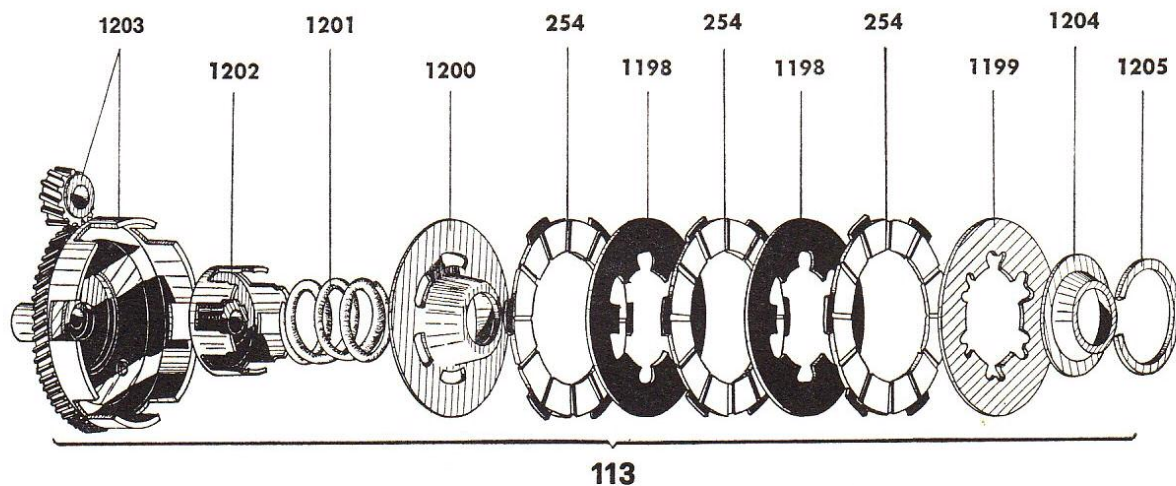
Anno 1932/71 tutti i tipi - Modifica « ADIGE »

VT - 5	2	383	380	-	disco guarnito
VT - 3	2	382		-	acciaio conduttore



48 cc. CIAO frizione semiautomatica - modifica «ADIGE»

VE - 220	2	553	2	massette avviamento
VE - 180	2	317	1	girante completa

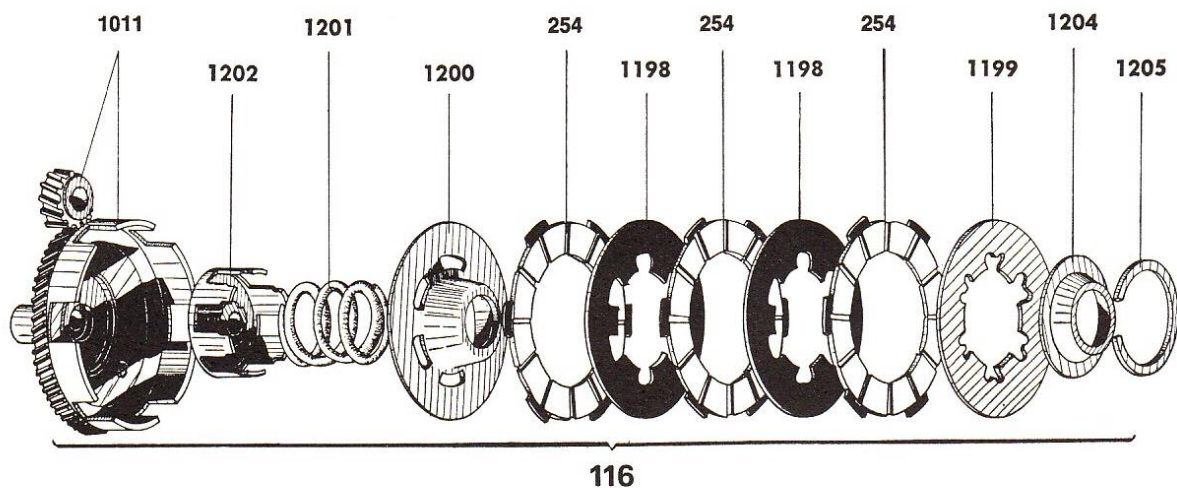


50 cc. V 5 - A 1

VE - 169	2	1203	1	campana corona e pignone Z 67/18
VE - 167	2	1202	1	mozzo interno
VE - 164	2	1201	1	molla centrale
VE - 163	2	1200	1	disco reazione molla
VE - 160	2	254	3	disco guarnito
VE - 161	2	1198	2	acciaio conduttore
VE - 162	2	1199	1	acciaio frontale
VE - 170	2	1204	1	piastrina conica
VE - 172	2	1205	1	anello di chiusura

VE - 173	113	2		frizione completa
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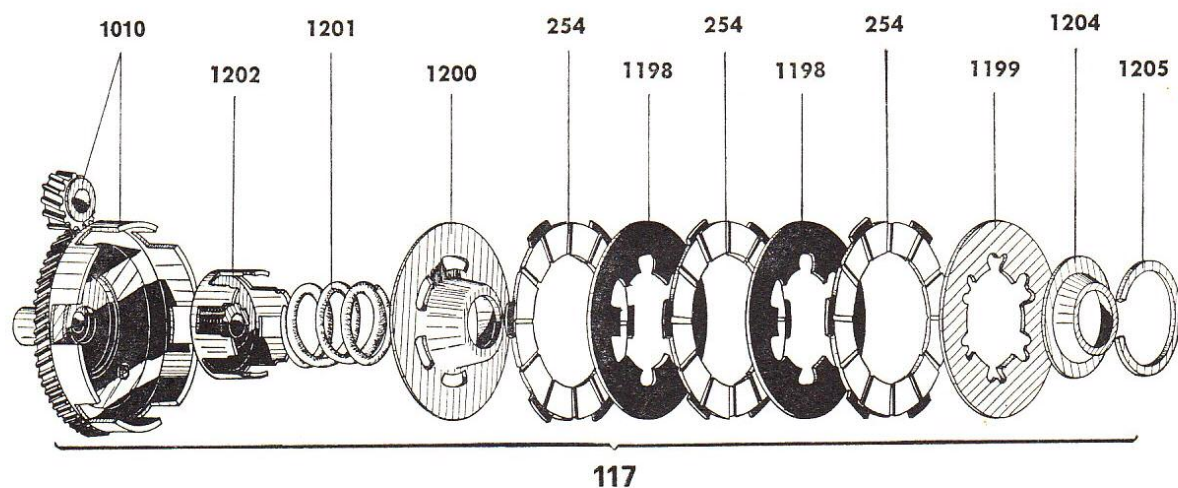
VESPA



90 cc. V 9 - A 1

VE - 176	2	1011	1	campana corona e pignone Z 63/22
VE - 167	2	1202	1	mozzo interno
VE - 164	2	1201	1	molla centrale
VE - 163	2	1200	1	disco reazione molla
VE - 160	2	254	3	disco guarnito
VE - 161	2	1198	2	acciaio conduttore
VE - 162	2	1199	1	acciaio frontale
VE - 170	2	1204	1	piastrina conica
VE - 172	2	1205	1	anello di chiusura

VE - 177	116	2		frizione completa
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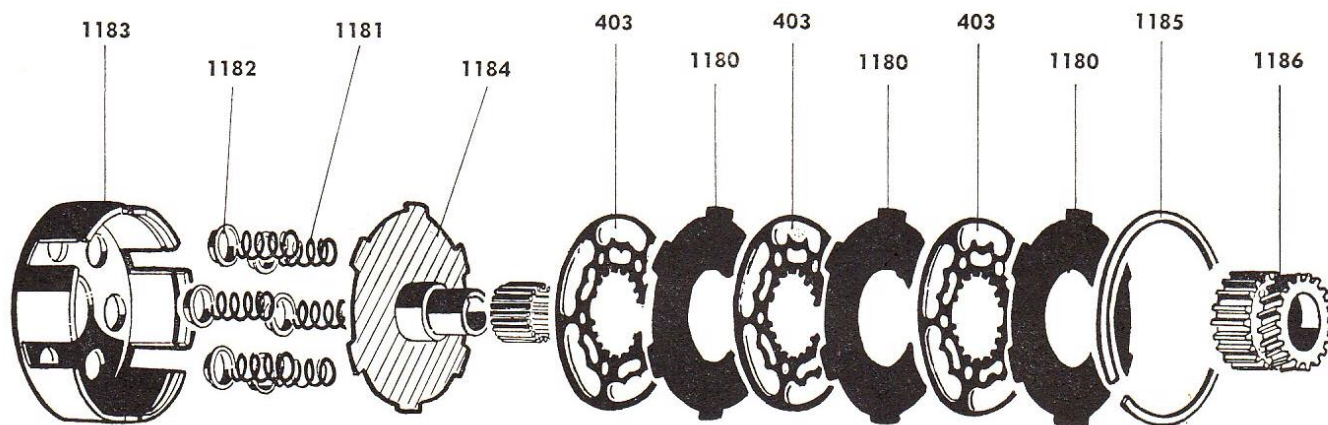


90 cc. V 9 S S - 125 cc. PRIMAVERA

VE - 178	2	1010	1	campana corona e pignone Z 61/24
VE - 167	2	1202	1	mozzo interno
VE - 164	2	1201	1	molla centrale
VE - 163	2	1200	1	disco reazione molla
VE - 160	2	254	3	disco guarnito
VE - 161	2	1198	2	acciaio conduttore
VE - 162	2	1199	1	acciaio frontale
VE - 170	2	1204	1	piastrina conica
VE - 172	2	1205	1	anello di chiusura

VE - 179	117	2		frizione completa
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VESPA



125/150 cc. 1953

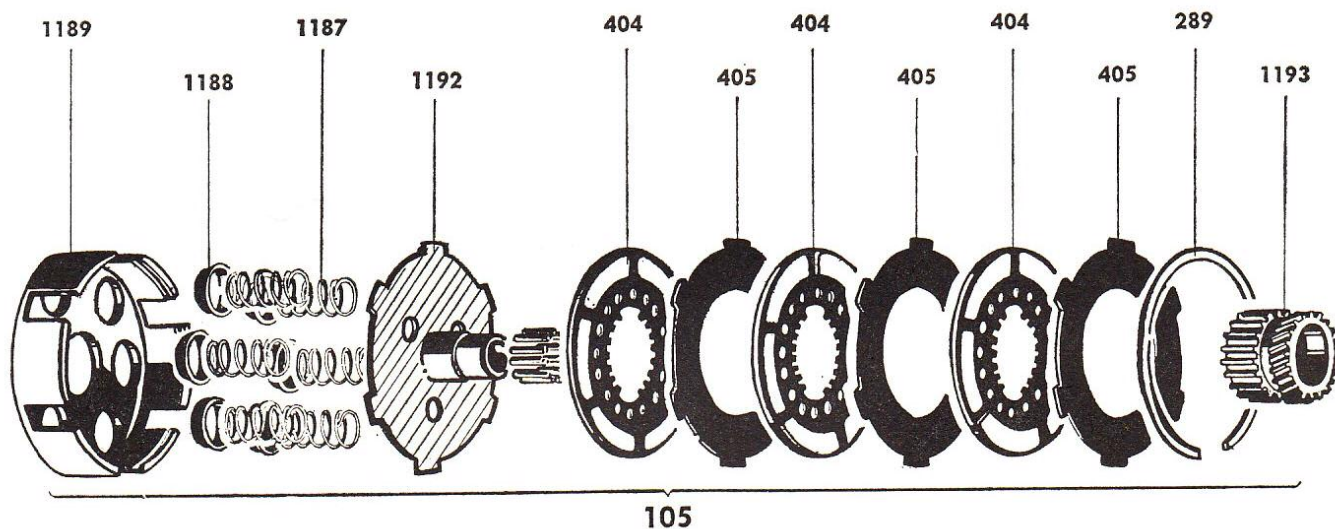
VE - 8	2	1183	1	campana
VE - 7	2	1182	6	scodellino porta molla
VE - 6	2	1181	6	molle frizione
VE - 9	2	1184	1	disco con codolo
VE - 2	2	403	3	disco EXPORT
VE - 4	2	1180	3	acciaio conduttore
VE - 10	2	1185	1	anello elastico di chiusura
VE - 11	2	1186	1	ingranaggio Z 19/22

VE - 13

102 2

serie composta da:

3 - 403
3 - 1180
6 - 1181



125/150 cc. V N A - 2 1958

VE - 27		2	1189	1	campana
VE - 26		2	1188	6	scodellino porta molla
VE - 25		2	1187	6	molle frizione
VE - 48		2	1192	1	disco con codolo
VE - 41		2	404	3	disco EXPORT
VE - 23		2	405	3	acciaio conduttore
VE - 29		2	289	1	anello elastico di chiusura
VE - 50		2	1193	1	ingranaggi Z 19/22

VE - 52

103 2

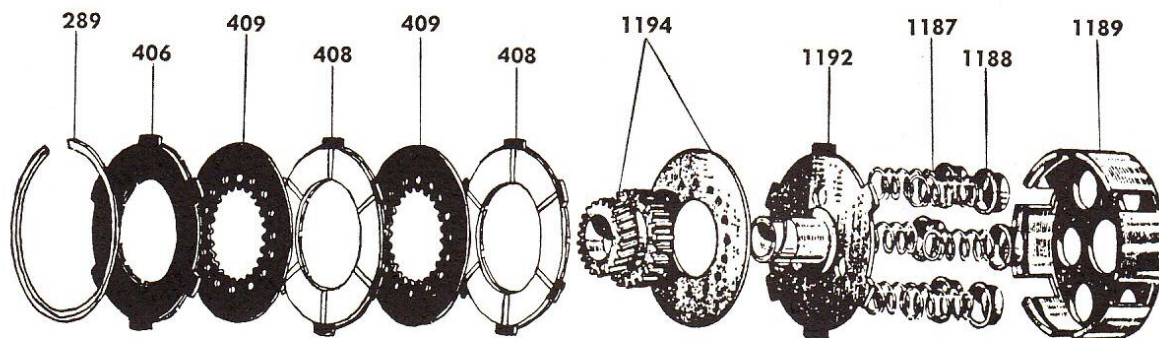
serie composta da:
3 - 404
3 - 405
6 - 1187

VE - 54

105 2

frizione completa

VESPA



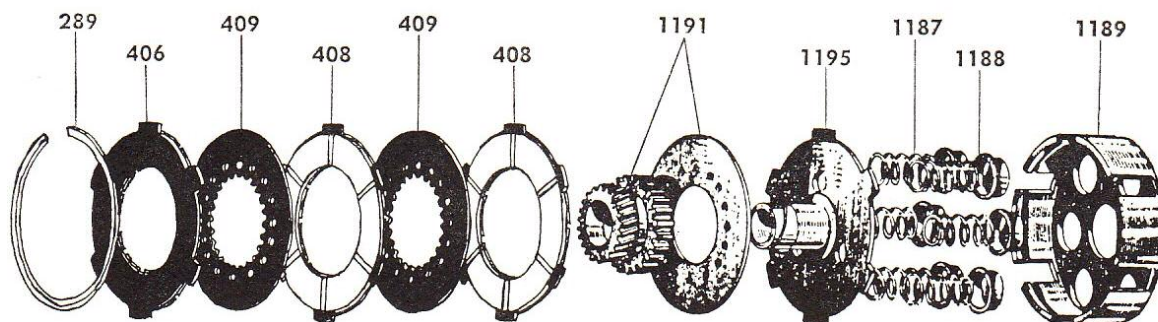
125/150 cc. 1959 V N A 2 - V N B 1

VE - 29	2	289	1	anello elastico di chiusura
VE - 61	2	406	405 1	disco export guarnito 1 lato
VE - 62	2	409	2	acciaio conduttore
VE - 60	2	408	405 2	disco export
VE - 68	2	1194	1	disco con ingranaggio
VE - 48	2	1192	1	disco con codolo
VE - 25	2	1187	6	molle frizione
VE - 26	2	1188	6	scodellino porta molla
VE - 27	2	1189	1	campana

VE - 69	106	2		serie composta da:	2 - 408 - 405 1 - 406 - 405
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VE - 70	107	2		serie composta da:	2 - 408 - 405 1 - 406 - 405 2 - 409 6 - 1187
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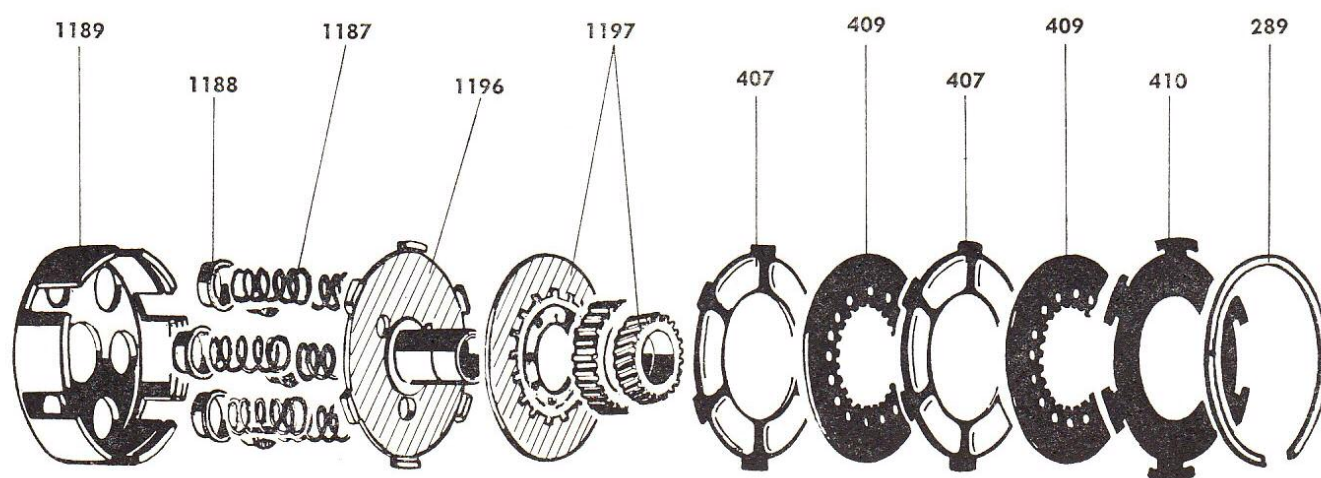
VE - 71	108	2		frizione completa
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125/150 cc. 1960 VNB 2 - VNB 3

VE - 29	2	289		1	anello elastico di chiusura
VE - 61	2	406	405	1	disco guarnito da 1 lato
VE - 62	2	409		2	acciaio conduttore
VE - 60	2	408	405	2	disco export
VE - 64	2	1191		1	disco con ingranaggio
VE - 63	2	1195		1	disco con codolo
VE - 25	2	1187		6	molle frizione
VE - 26	2	1188		6	scodellino porta molla
VE - 27	2	1189		1	campana
VE - 69	106	2			serie composta da: 2 - 408 - 405 1 - 406 - 405
VE - 70	107	2			serie composta da: 2 - 408 - 405 1 - 406 - 405 2 - 409 6 - 1187
VE - 65	115	2			frizione completa

VESPA



125/150 cc. VNB 4 super-sprint 1963-64 - 150 cc. GL

VE - 27	2	1189	1	campana
VE - 26	2	1188	6	scodellino porta molla
VE - 25	2	1187	6	molle frizione
VE - 153	2	1196	1	disco con codolo
VE - 151	2	1197	1	disco con ingranaggio
VE - 146	2	407	2	disco EXPORT
VE - 66	2	409	2	acciaio conduttore
VE - 125	2	410	1	disco tacche a T guarnito 1 lato
VE - 29	2	289	1	anello elastico di chiusura

VE - 155	109	2		serie composta da:	2 - 407 - 405 1 - 410
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VE - 156	110	2		serie composta da:	2 - 407 - 405 1 - 410 2 - 409 6 - 1187
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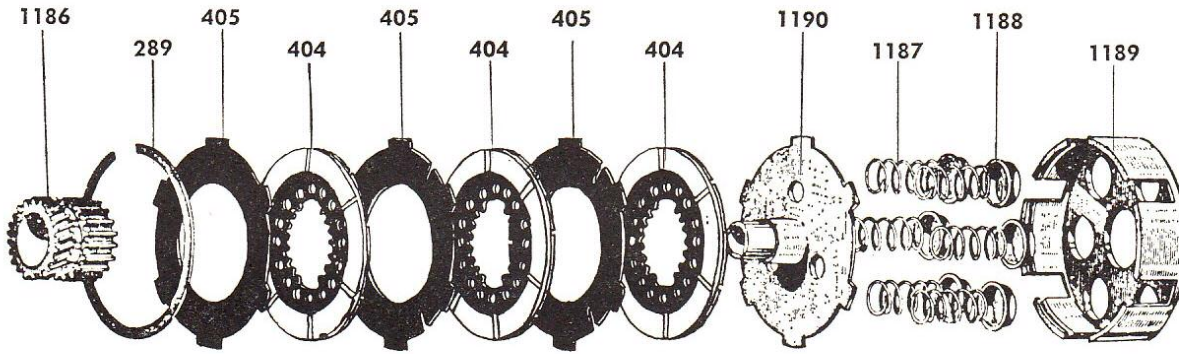
VE - 157	111	2		frizione completa
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Frizione con variatore CIAO - BOXER

VE - 218	2	545	3	massette centrifughe esterne
VE - 219	2	546	2	massette avviamento

VESPA

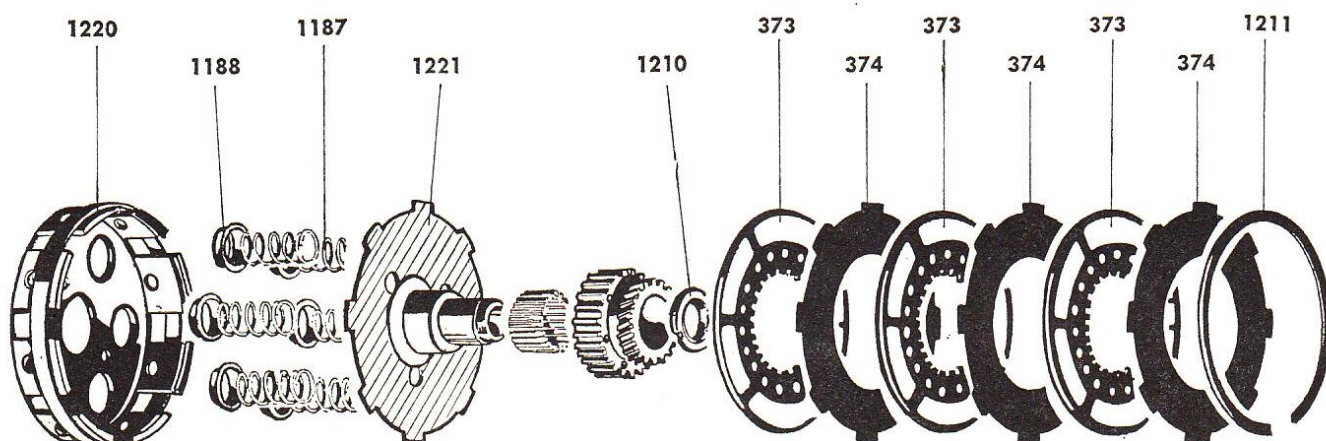


150 cc. 1955

VE - 11	2	1186	1	ingranaggio Z 19/22
VE - 29	2	289	1	anello elastico di chiusura
VE - 23	2	405	3	acciaio conduttore
VE - 21	2	404	3	disco export
VE - 28	2	1190	1	disco con codolo
VE - 25	2	1187	6	molle frizione
VE - 26	2	1188	6	scodellino porta molla
VE - 27	2	1189	1	campana

VE - 32	103	2			serie composta da:	3 - 404 3 - 405 6 - 1187
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VE - 34	104	2			frizione completa
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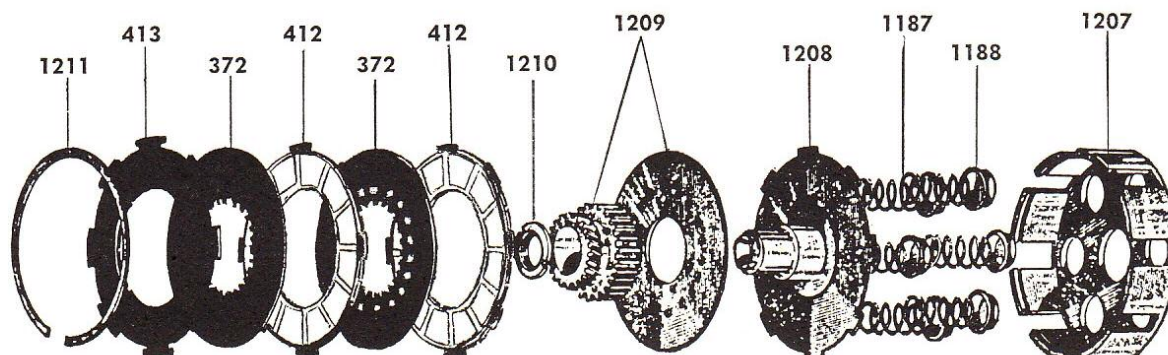
150 cc. 1957/59 G S (2' serie)

VE - 104	2	1220	1	campana
VE - 26	2	1188	6	scodellino per molle
VE - 25	2	1187	6	molla frizione
VE - 105	2	1221	1	disco con codolo
VE - 119	2	1210	1	ghiera filettata
VE - 100	2	373	372	3 disco EXPORT
VE - 101	2	374	412	3 acciaio conduttore
VE - 120	2	1211	1	anello elastico di chiusura

VE - 108	126	2			serie composta da: 3 - 373 - 372 3 - 374 - 412 6 - 1187
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VE - 109	127	2			frizione completa
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VESPA



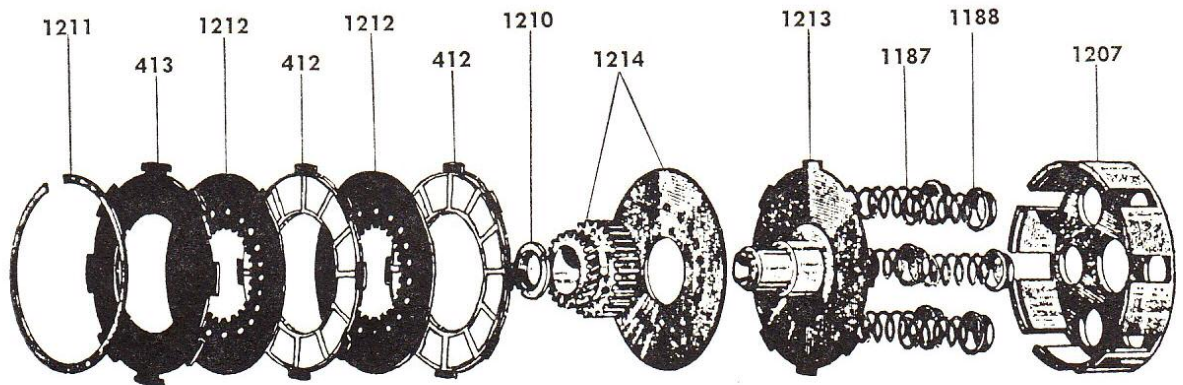
150 cc. G S 1962 - 160 cc. G S (3^a serie 1964)

VE - 120	2	1211	1	anello elastico di chiusura
VE - 112	2	413	1	disco guarnito da 1 lato
VE - 113	2	372	2	acciaio conduttore
VE - 111	2	412	2	disco export
VE - 119	2	1210	1	ghiera filettata
VE - 118	2	1209	1	ingranaggio con disco
VE - 117	2	1208	1	disco con codolo
VE - 25	2	1187	6	molla frizione
VE - 26	2	1188	6	scodellino per molla
VE - 116	2	1207	1	campana

VE - 121	121	2			serie composta da:	2 - 412 1 - 413
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VE - 122	122	2			serie composta da:	2 - 412 1 - 413 2 - 372 6 - 1187
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VE - 123	123	2			frizione completa	
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150/160 cc. 1963/1966 G S

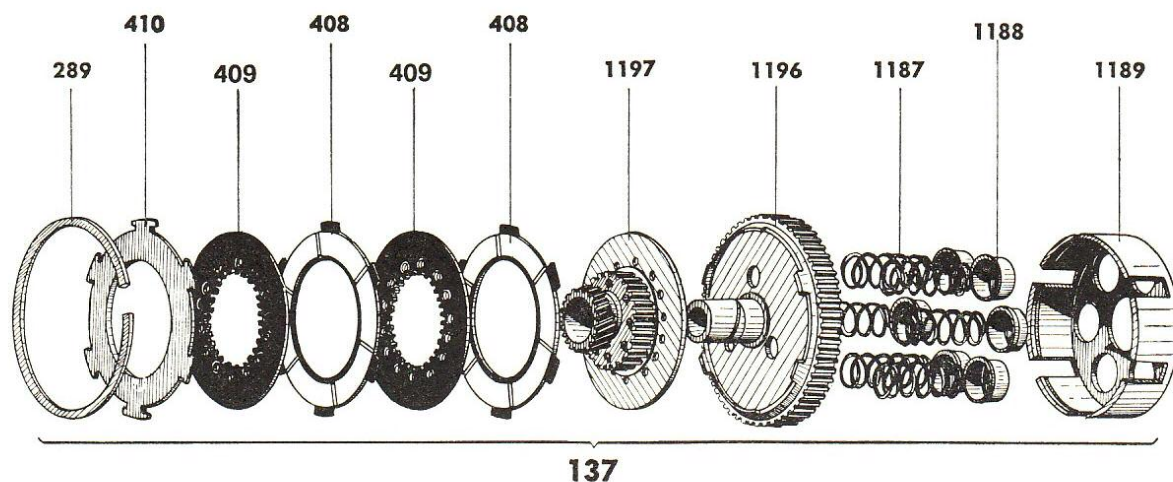
VE - 120	2	1211	1	anello elastico di chiusura
VE - 112	2	413	1	disco guarnito da 1 lato
VE - 183	2	1212	2	acciaio conduttore
VE - 111	2	412	2	disco export
VE - 119	2	1210	1	ghiera filettata
VE - 185	2	1214	1	ingranaggio con disco
VE - 184	2	1213	1	disco con codolo
VE - 25	2	1187	6	molla frizione
VE - 26	2	1188	6	scodellino per molle
VE - 116	2	1207	1	campana

VE - 121	121	2			serie composta da:	2 - 412 1 - 413
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VE - 122	122	2			serie composta da:	2 - 412 1 - 413 2 - 1212 6 - 1187
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VE - 186	124	2			frizione completa	
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VESPA



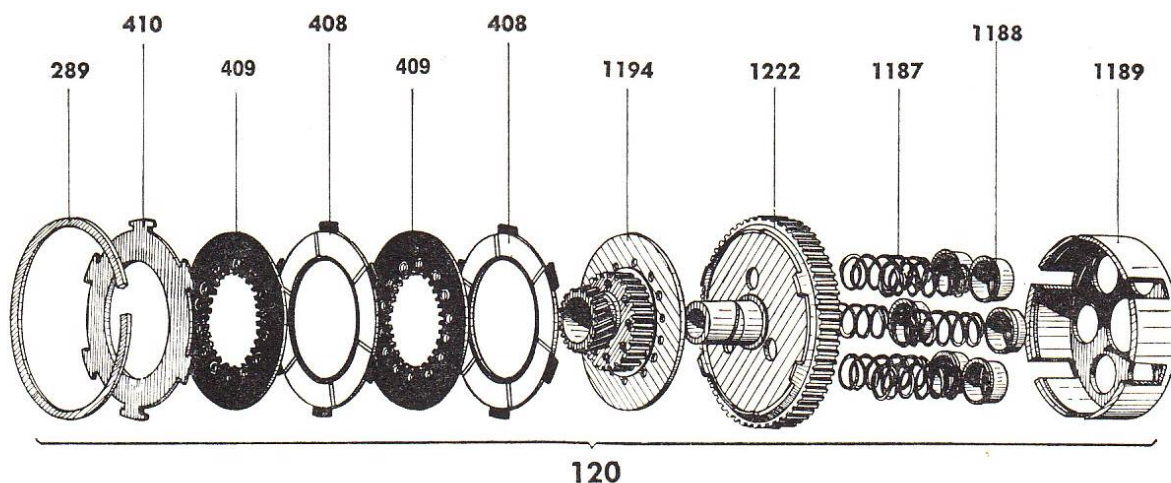
APE C 3 2' serie - C 4 2' serie
VESPA V B C 1969 - C 2/C 3/C 4 fino 1964

VE - 29	2	289	1	anello elastico di chiusura
VE - 125	2	410	1	disco guarnito da 1 lato « EXPORT »
VE - 62	2	409	2	acciaio conduttore
VE - 60	2	408	2	disco EXPORT
VE - 151	2	1197	1	disco con ingranaggio
VE - 153	2	1196	1	disco con codolo
VE - 25	2	1187	6	molla frizione
VE - 26	2	1188	6	scodellino per molla
VE - 27	2	1189	1	campana frizione

VE - 135	135	2		serie composta da:	1 - 410 2 - 408 - 405
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VE - 136	136	2		serie composta da:	1 - 410 2 - 408 - 405 2 - 409 6 - 1187 6 - 1188
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VE - 137	137	2		frizione completa	
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APE 150 cc. avviamento elettrico

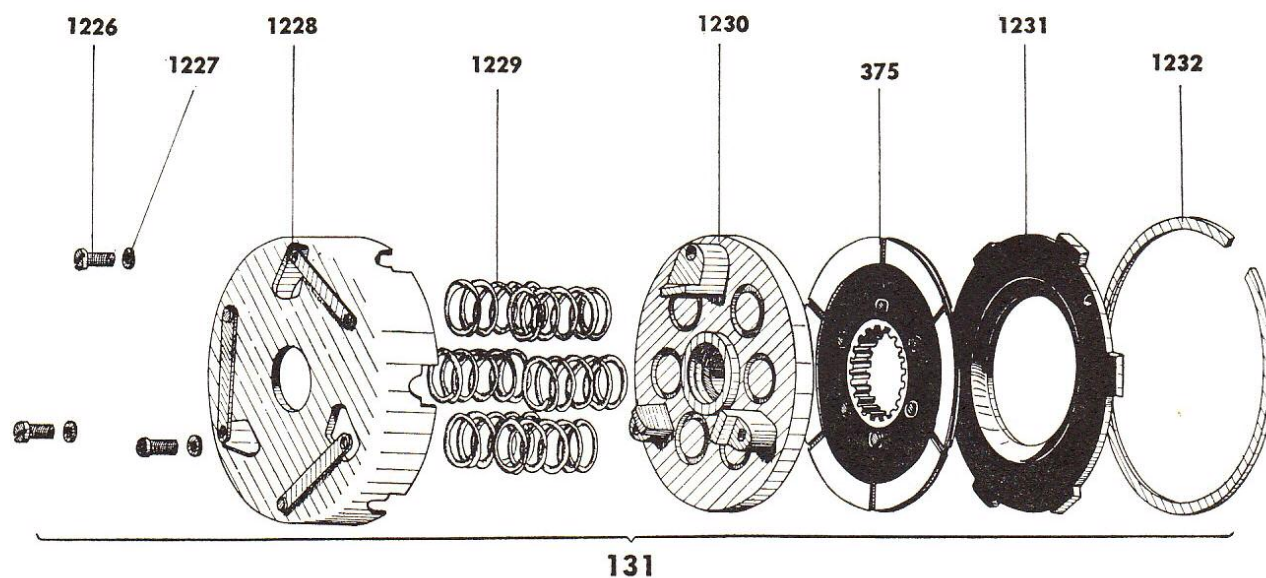
VE - 29	2	289	1	anello elastico di chiusura
VE - 125	2	410	1	disco guarnito da 1 lato « EXPORT »
VE - 62	2	409	2	acciaio conduttore
VE - 60	2	408	2	disco EXPORT
VE - 68	2	1194	1	disco con ingranaggio
VE - 193	2	1222	1	corona M.M. con codolo
VE - 25	2	1187	6	molla frizione
VE - 26	2	1188	6	scodellino per molla
VE - 27	2	1189	1	campana frizione

VE - 135	135	2		serie composta da:	1 - 410 2 - 408 - 405
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VE - 136	136	2		serie composta da:	1 - 410 2 - 408 - 405 2 - 409 6 - 1187 6 - 1188
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VE - 194	120	2		frizione completa
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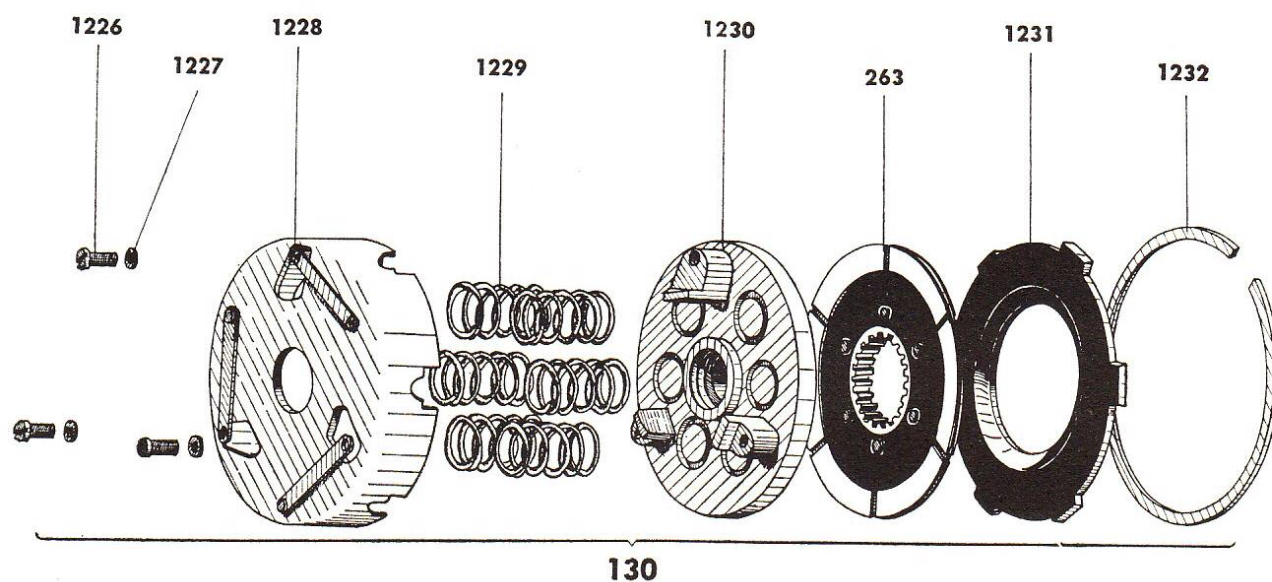
VESPA



APE M P

VE - 201	2	1226	3	viti fissaggio spingidisco	
VE - 202	2	1227	3	rondelle elastiche	
VE - 203	2	1228	1	campana	
VE - 204	2	1229	6	molle	
VE - 205	2	1230	1	spingidisco	
VE - 166	2	375	263	1	disco frizione senza campanina
VE - 206	2	1231	1	disco frontale	
VE - 207	2	1232	1	anello elastico di chiusura	

VE - 209	131	2		frizione completa
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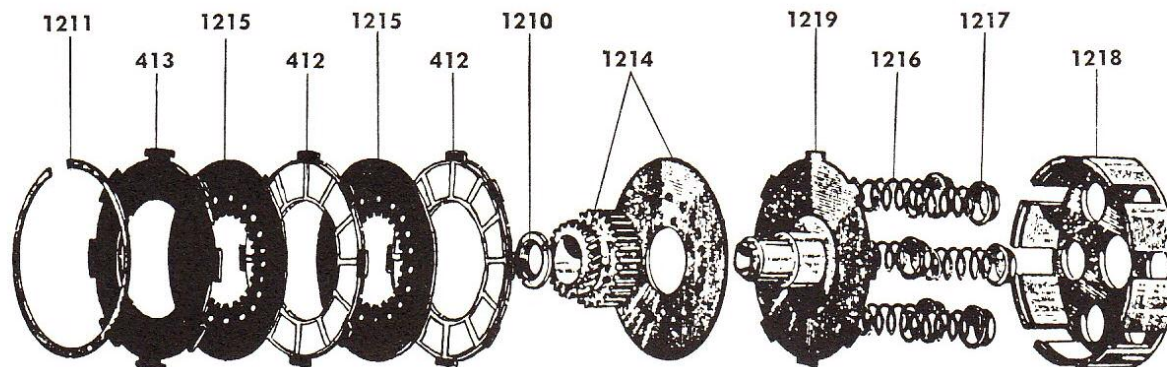


APE 175 cc. A/D - 1 PENTARÒ

VE - 201	2	1226	3	viti fissaggio spingidisco
VE - 202	2	1227	3	rondelle elastiche
VE - 203	2	1228	1	campana
VE - 204	2	1229	6	molle frizione
VE - 205	2	1230	1	spingidisco
VE - 165	2	263	1	disco frizione con campanina
VE - 206	2	1231	1	disco frontale
VE - 207	2	1232	1	anello di chiusura

VE - 208	130	2		frizione completa
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VESPA



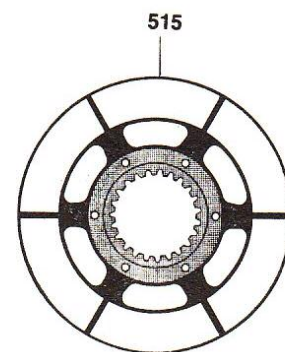
180 cc. Super Sport

VE - 120	2	1211	1	anello elastico di chiusura
VE - 112	2	413	1	disco guarnito da 1 lato
VE - 187	2	1215	2	acciaio conduttore
VE - 111	2	412	2	disco export
VE - 119	2	1210	1	ghiera filettata
VE - 185	2	1214	1	ingranaggio con disco
VE - 191	2	1219	1	disco con codolo
VE - 188	2	1216	6	molle frizione
VE - 189	2	1217	6	scodellino per molle
VE - 190	2	1218	1	campana

VE - 121	121	2		serie composta da:	2 - 412 1 - 413
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VE - 212	132	2		serie composta da:	2 - 412 1 - 413 2 - 1215 6 - 1216
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VE - 192	125	2		frizione completa	
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APE MISCELATORE

VE - 214

2

515

1

disco frizione con campanina

541



CIAO ciclomotore

VE - 171

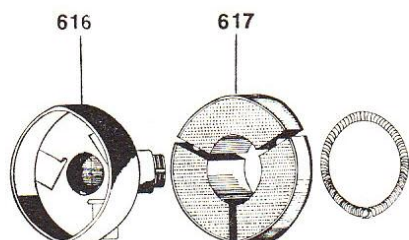
2

541

3

massette centrifughe esterne

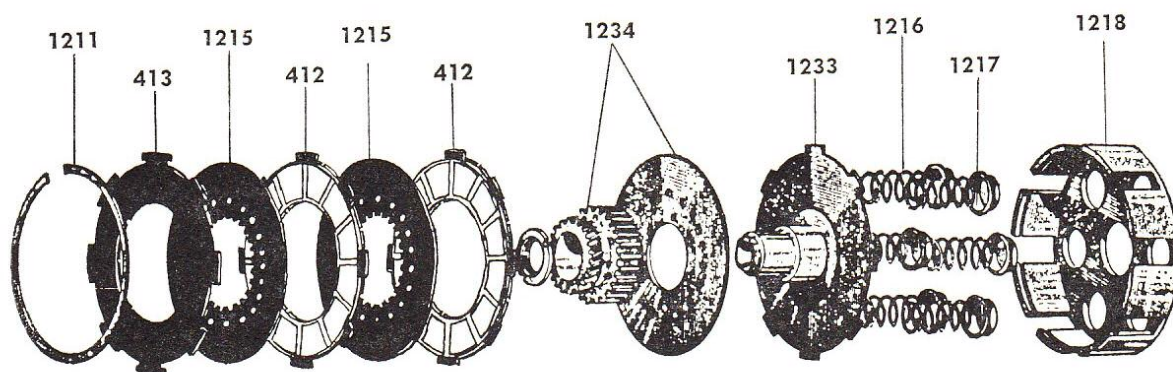
VESPA



Frizione con variatore CIAO - BOXER - BRAVO

VE - 226		2	616	1	campana con mozzo porta massette
VE - 227		2	617	3	massette in zama
VE - 228		2	-	1	molla per massette

VE - 225		2			frizione completa
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180 cc. « RALLY »

VE - 120	2	1211	1	anello elastico di chiusura
VE - 112	2	413	1	disco guarnito da 1 lato
VE - 187	2	1215	2	acciaio conduttore
VE - 111	2	412	2	disco export
VE - 211	2	1234	1	disco con ingranaggio
VE - 210	2	1233	1	disco con codolo
VE - 188	2	1216	6	molla frizione
VE - 189	2	1217	6	scodellino per molla
VE - 190	2	1218	1	campana

VE - 121	121	2			serie composta da:	2 - 412 1 - 413
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VE - 212	132	2			serie composta da:	2 - 412 1 - 413 2 - 1215 6 - 1216
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VE - 213	133	2			frizione completa	
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VILLIERS



9 E - 2 T - 4 T - 31 C - 10 E - 1 H - 2 H - 32 A - 33 A - 34 A

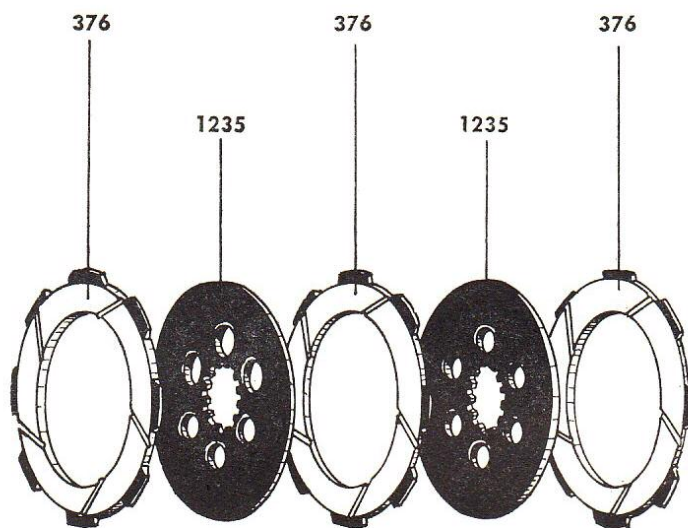
VL - 1

2 1991

4

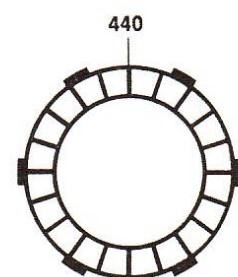
disco guarnito

VITTORIA - (VI - VI)



48 cc. 1966

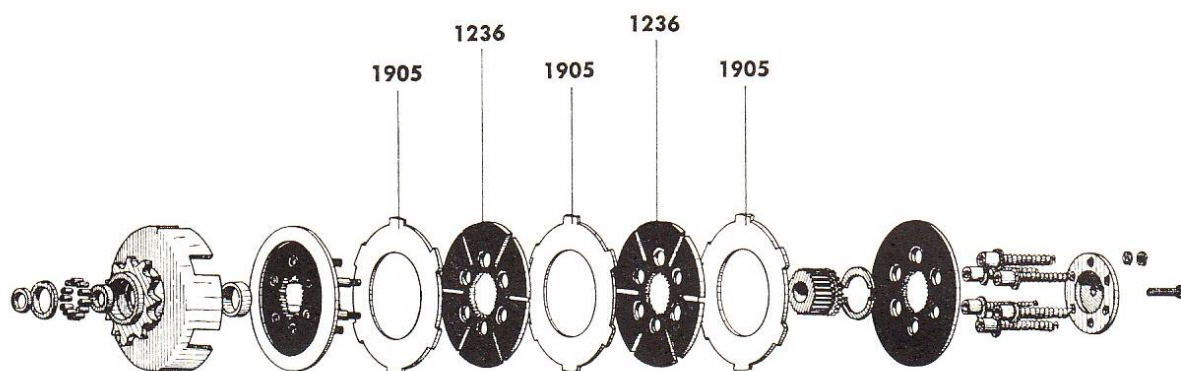
VI - 1	2	376	3	disco guarnito
VI - 2	2	1235	2	acciaio conduttore



350 cc. KR - 25

VI - 3	2	440	4	disco guarnito
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ZUNDAPP



50 cc. COMBINETTE

ZU - 1	2	1905	3	disco guarnito
ZU - 2	2	1236	2	acciaio conduttore



FALCONETTE

ZU - 3	2	434	4	disco « ADIGE »
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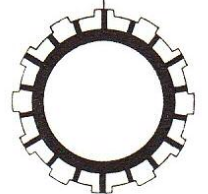


125 cc. G S

ZU - 9	2	434	5	disco « ADIGE »
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ZUNDAPP

538



125 cc. regolarità

ZU - 12

2

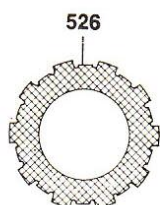
538

disco « ADIGE »



188/1 f

ZUNDAPP



ZUNDAPP automatico

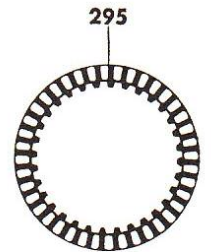
ZU - 10

2 **526**

disco « ADIGE »

188/2 f





Y J I - 55 cc.

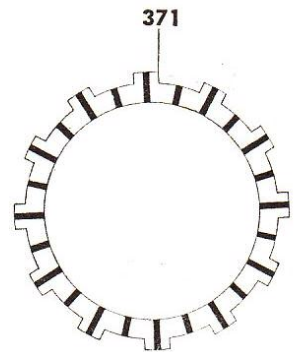
YA - 1

2

295

3

disco guarnito



350 cc. 1970

YA - 5

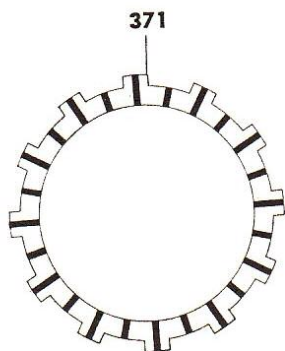
2

371

7

disco guarnito

YAMAHA



350 cc. 1971

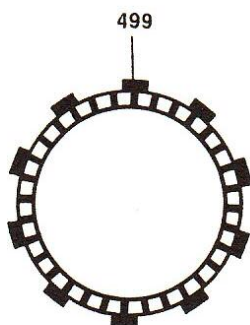
YA - 6

2

371

8

disco guarnito



125 cc. CROSS

YA - 7

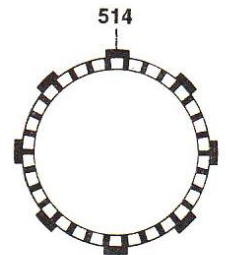
2

499

5

disco guarnito

YAMAHA



50 cc. 5 marce

YA - 8

2

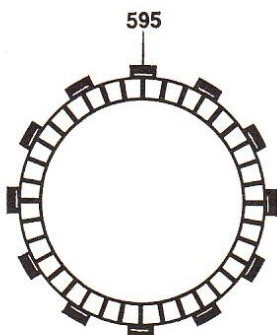
514

disco guarnito



190/1 f

YAMAHA



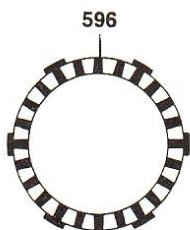
500 XS - 650 XS - 650 TX - 750 XS

YA - 9

2

595

disco guarnito



80 cc. modello G 1 FD

YA - 10

2

596

disco guarnito

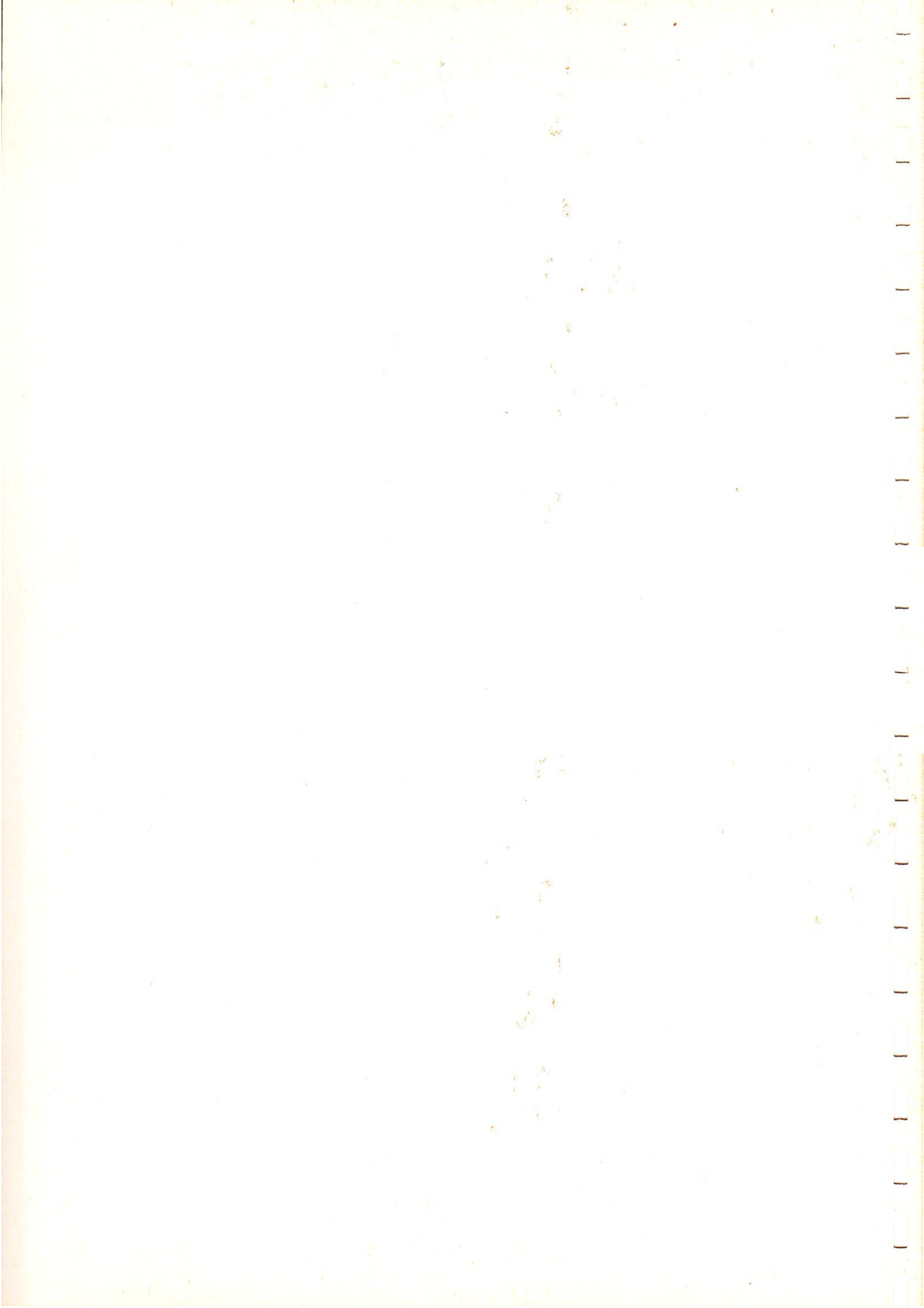
190/2 f



**CATALOGO
GANASCE**
G 1/78



**ADLER spa
ROVERETO**



L'ordinazione delle ganasce viene facilitata in quanto oltre al solito numero di catalogo preceduto da zero (**087 - 089** ecc.) per stabilire se le stesse sono da ritenersi **nuove** o **rigenerate** basta far seguire il numero

087 oppure **089**

dal numero in grassetto del catalogo per le ganasce nuove, cioè

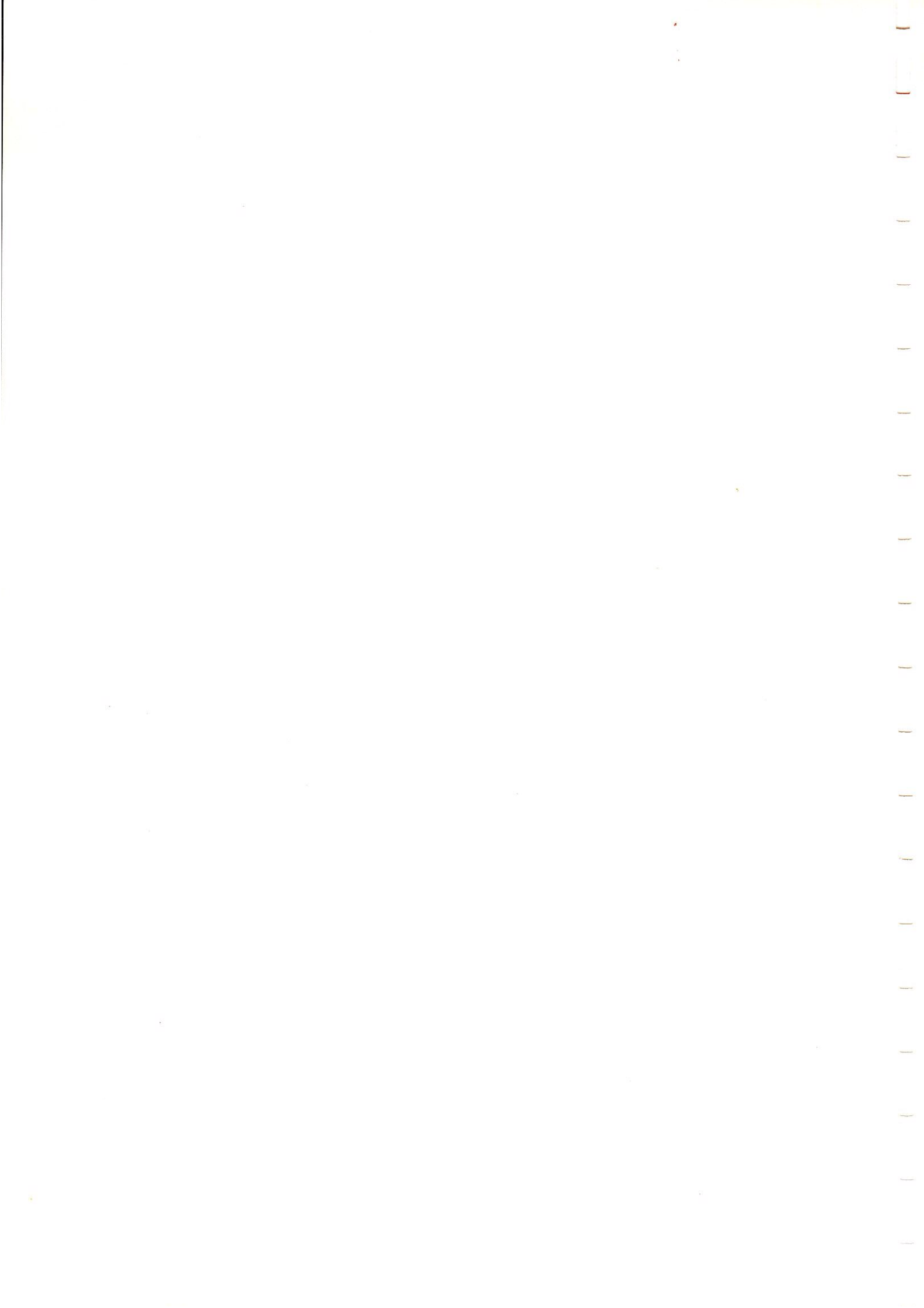
087/684

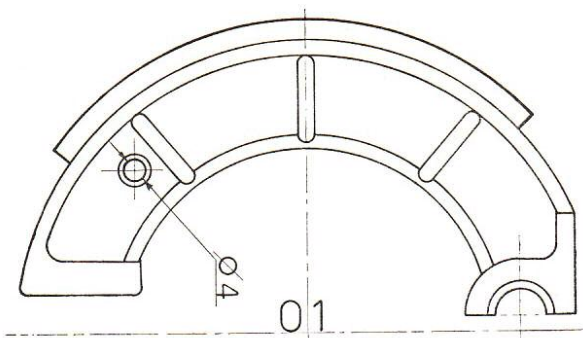
089/686

e dal numero tra parentesi per le ganasce rigenerate (R vale per rigenerato)

087/ (R 2590)

089/ (R 2592)



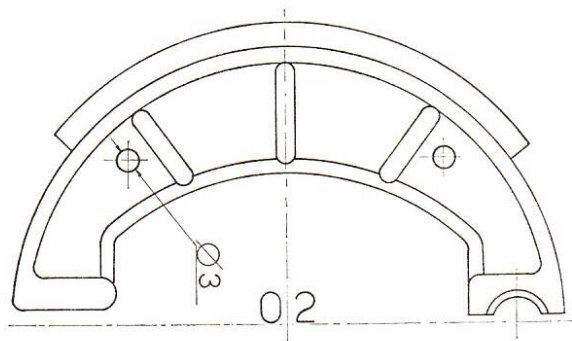


(R 2501) **2000**

Ø 102 x 16 **FF (Forni)**

Casadio - Ceccato - Ciclomoto
Nassetti - Paglianti - Testi

01

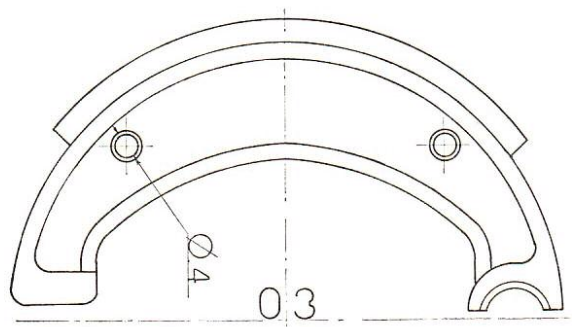


(R 2502) **651**

Ø 105 x 16 **FF (Forni)**

Casadio - Ceccato - Ciclomoto
Cimatti - Fochi - Gitan - HMW
Mondial - Nassetti - Paglianti
Rizzato - Testi

02

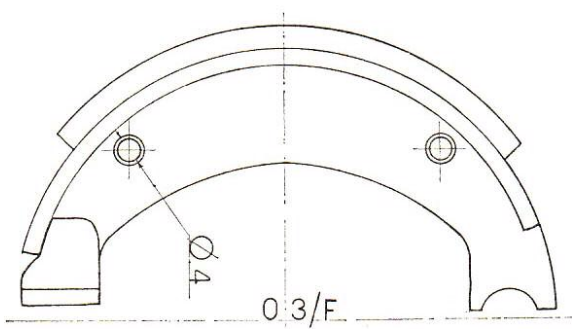


(R 2503) **652**

Ø 105 x 20 **GRIMECA**

Alpino - Bartali - Bianchi - Capri - Cimatti
Devil - Fiorelli - Fochi - Frejus - Garelli
Gerosa - Gitan - MB - Malanca - MDS - Mival
Itom - Mondial - Nassetti - Paglianti - Vi Vi

03

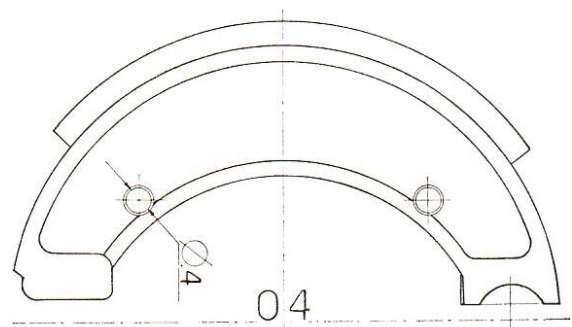


(R 2504) **653**

Ø 105 x 20 **GRIMECA**

Alpino - Bartali - Bianchi - Capri - Cimatti
Devil - Fiorelli - Fochi - Frejus - Garelli
Gerosa - Gitan - MB - Malanca - MDS - Mival
Itom - Mondial - Nassetti - Paglianti - Vi Vi

03/F



(R 2505) **2001**

Ø 105 x 20 **AMADORI**

Alpino - Benelli - DKW - MDS - NSU
Sterzi - Testi

04



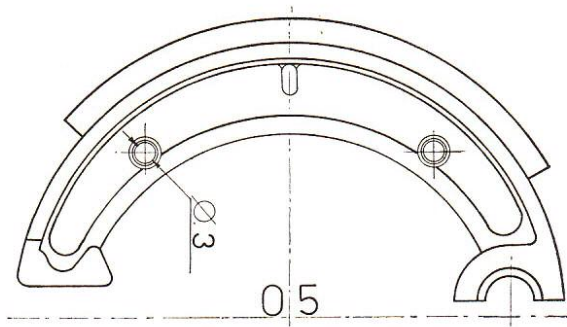
1 g

654 (R 2506)

05

**GRIMECA
AMADORI** Ø 123 x 20

Alpino - Beta - Bianchi - Capriolo - Casalini
CM - Doniselli - DKW - Ducati - Fiorelli
Fochi - Ganna - Gerosa - Gitan - Macchi
Maserati - Motobi - Motom - MV - NSU
Parilla - Puch - Testi - Vi Vi

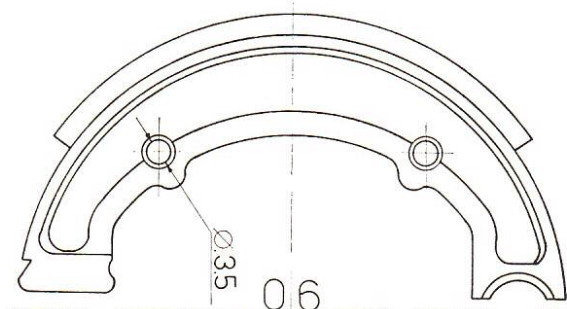


655 (R 2507)

06

FF (Forni) Ø 125 x 20

Ceccato - Ciclomoto - Cimatti - Demm
Fochi - Mival - FBM

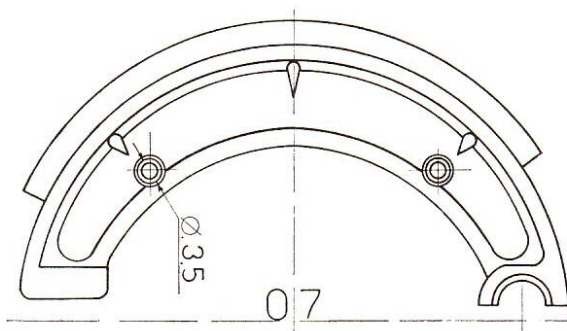


656 (R 2508)

07

**GRIMECA
AMADORI** Ø 136 x 25

Alpino - Bartali - Benelli - Capriolo - Ceccato
CM - Demm - Devil - Ducati - DKW - Gitan
Guazzoni - Maserati - Miller - Mival
Mondial - Motobi - MV - Parilla

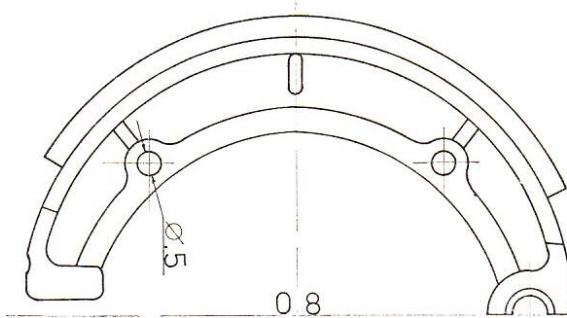


657 (R 2509)

08

**GRIMECA
AMADORI** Ø 160 x 30

Alpino - Bartali - Benelli - Beta - Bianchi
Capriolo - CM - Ducati - Gilera - Guazzoni
Maserati - Miller - Mival - Mondial - Motobi
MV - Parilla - Macchi

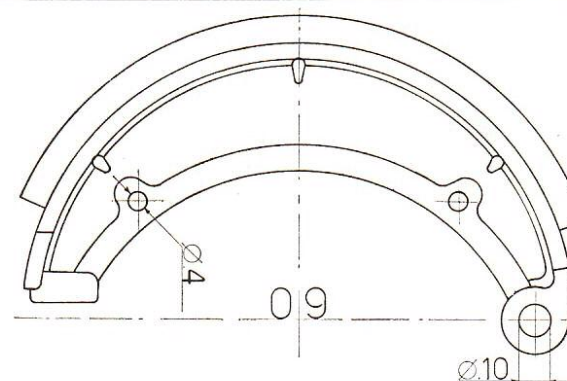


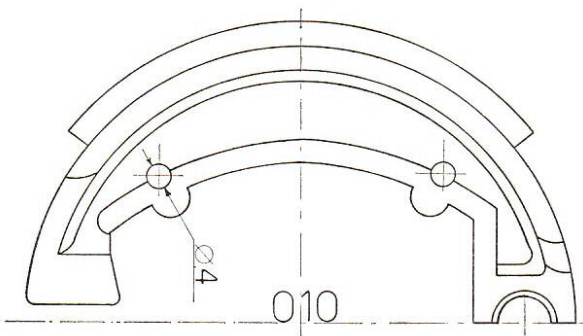
2002 (R 2510)

09

AMADORI Ø 180 x 30

Beta - Motobi

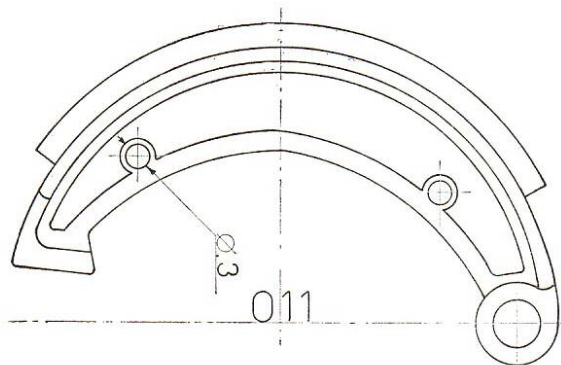




(R 2511) **658**

Ø 125 x 30 **FF (Forni)**
Beta - Ceccato - Mival

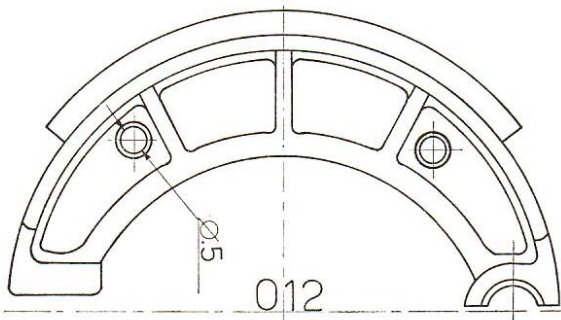
o 10



(R 2512) **2003**

Ø 140 x 25 **MALANCA**
Bartali - Benelli - Berneg - Beta
Capriolo - Cimatti - CM - Comet
Gitan - MM - Mondial - Parilla
DKW 200

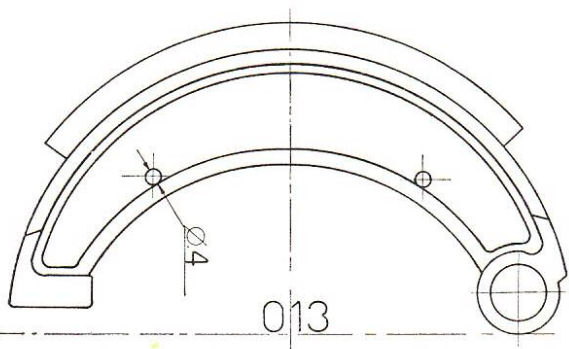
o 11



(R 2513) **2004**

Ø 105 x 16 **GRIMECA**
BM - Casalini - Demm - Nasseti
Paperino - Puch - Sterzi

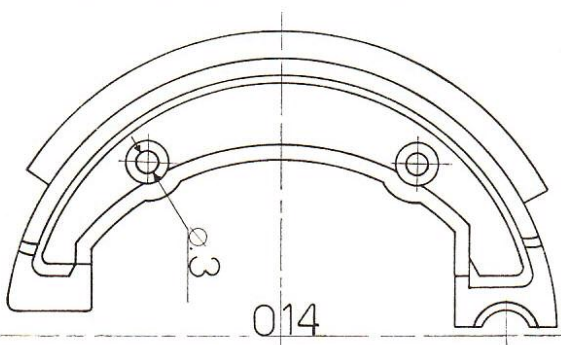
o 12



(R 2514) **2005**

Ø 125 x 20 **MALANCA**
Beta - Ceccato - Cimatti - CM
Frera - Gitan - MM - Mondial - Parilla

o 13



(R 2515) **2006**

Ø 130 x 30 **CENTAURO**
Ceccato - Comet - Deca - Gerosa
Maserati - Mondial

o 14



3 g

2007 (R 2516)

o 15

CENTAURO Ø 140 x 30

Berneg - Maserati

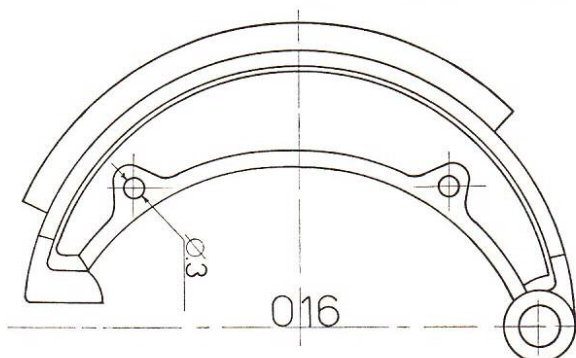


2008 (R 2517)

o 16

CENTAURO Ø 160 x 30

Berneg - Capriolo - Cimatti - CM
FBM - Frera - Mival - NSU

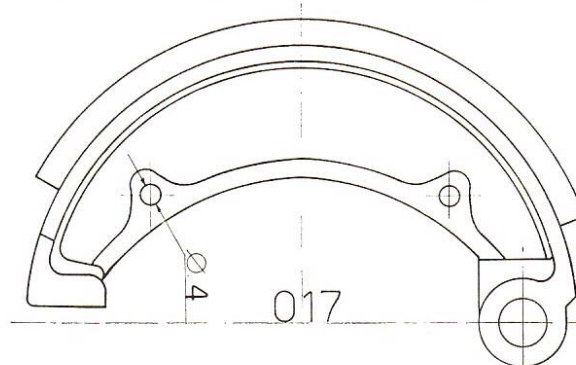


2009 (R 2518)

o 17

CENTAURO Ø 160 x 30

Bartali - Berneg - BM - Capriolo
Comet - Demm - Maserati - Mondial
NSU

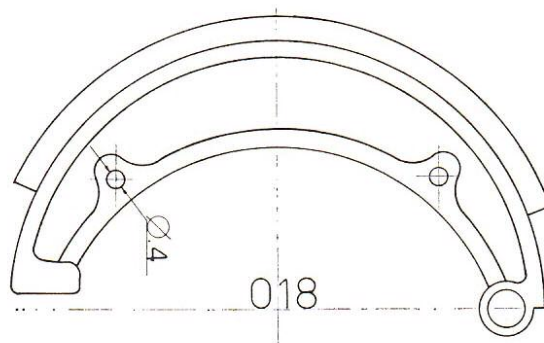


2010 (R 2519)

o 18

CENTAURO Ø 180 x 30

Bartali - Beta - Cimatti - CM - Comet
Mondial - NSU - Parilla - DKW 200

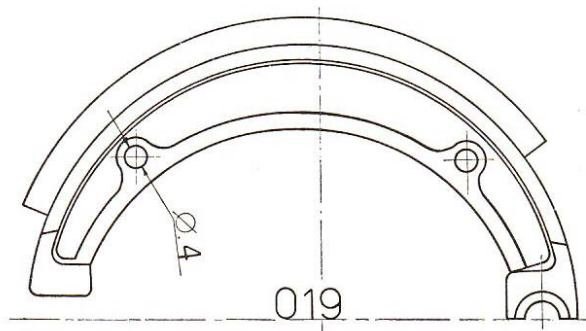


659 (R 2520)

o 19

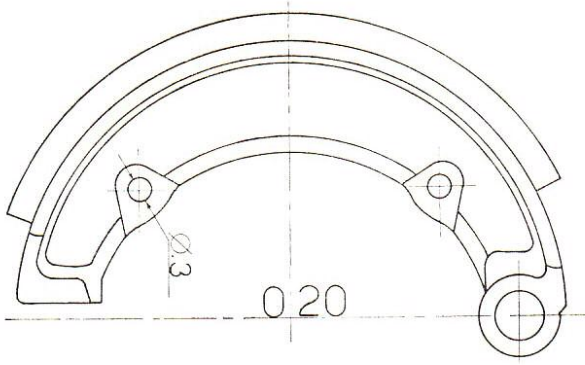
AMADORI Ø 182 x 35

Benelli - Ducati - Motobi



4 g



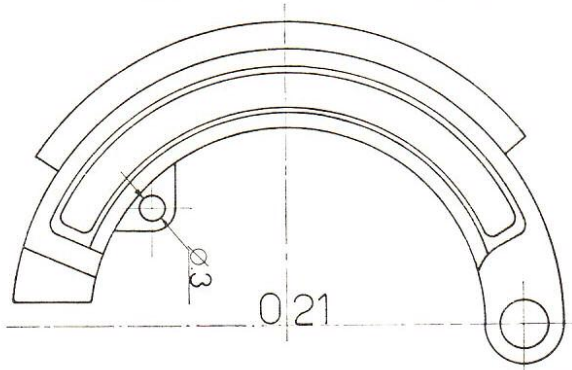


(R 2521) 2011

Ø 180 x 40 **CENTAURO**

Berneg - BM - Comet - Demm
Maserati - MM - Mondial - NSU

020

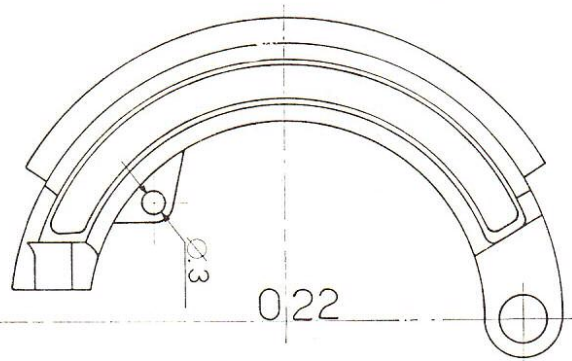


(R 2522) 660

PIAGGIO

Vespa - Ape

021

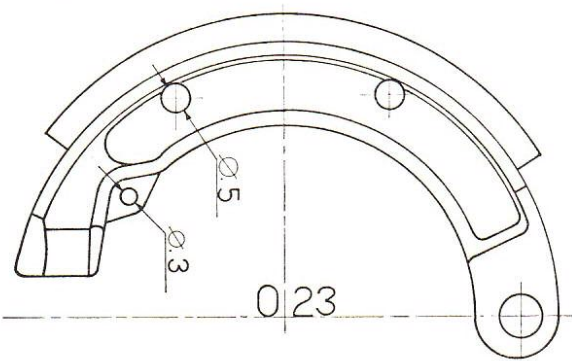


(R 2523) 2012

PIAGGIO

Vespa

022

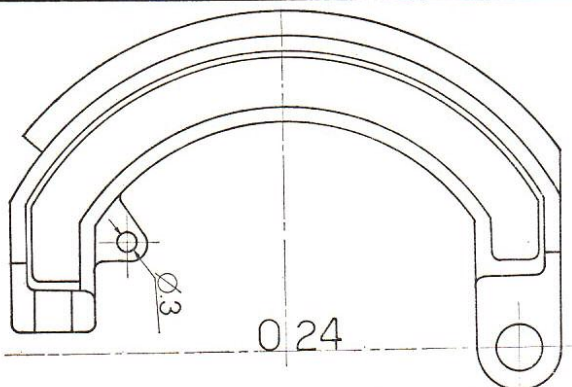


(R 2590) 684

PIAGGIO

Vespa - Ape

023



(R 2525) 661

PIAGGIO

Vespa

024



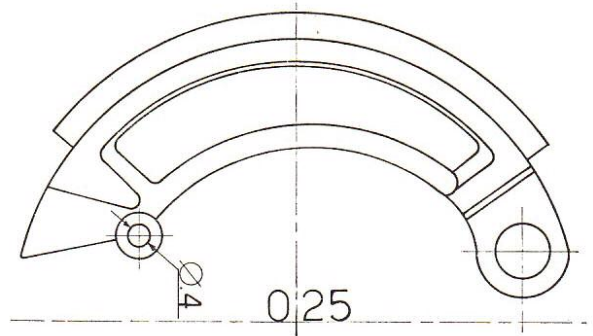
5 g

2014 (R 2526)

o 25

PIAGGIO

Ape

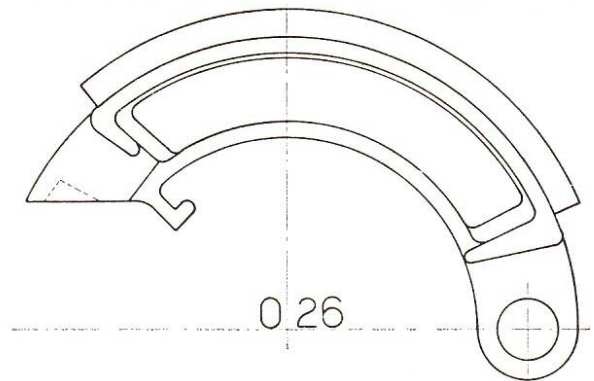


662 (R 2527)

o 26

PIAGGIO

Ape

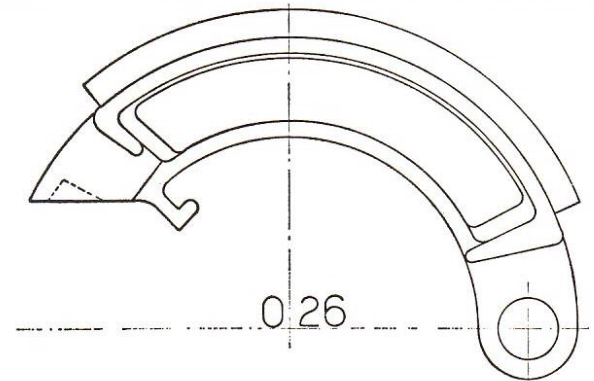


663 (R 2528)

o 26/T

PIAGGIO

Ape

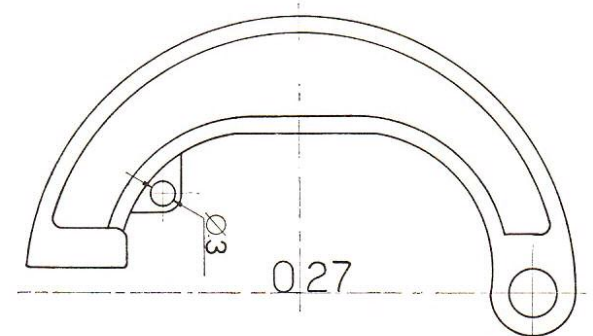


2015 (R 2529)

o 27

INNOCENTI

Lambretta

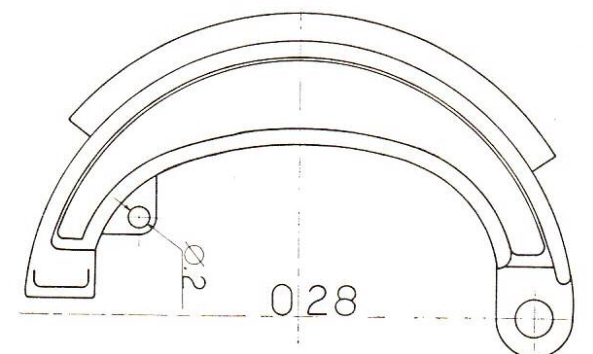


2016 (R 2530)

o 28

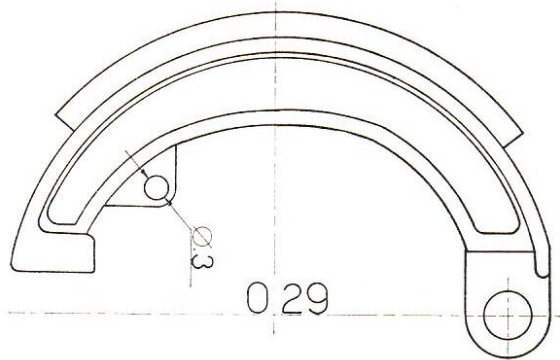
INNOCENTI

Lambretta



6 g



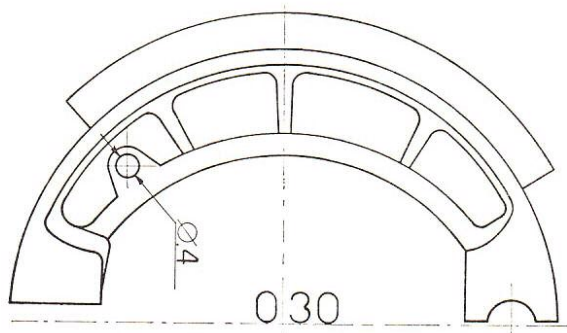


(R 2531) 665

INNOCENTI

Lambretta

Ø 29

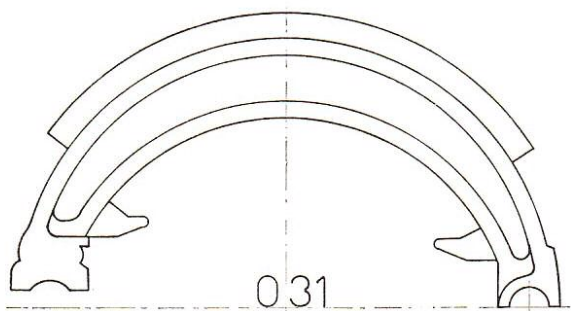


(R 2532) 666

Ø 105 x 16 **MAGISTRONI**

BM - Casalini - Ducati - FBM
Gloria - Lambretta - Itom - Nasseti

Ø 30

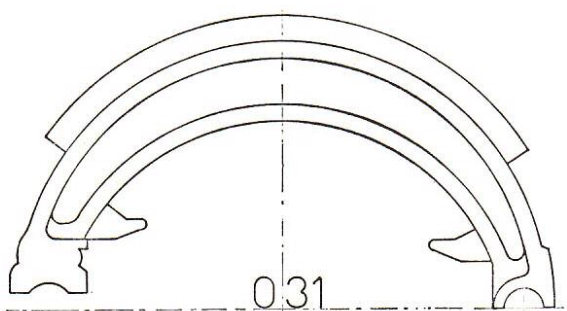


(R 2533) 667

GILERA

Gilera

Ø 31

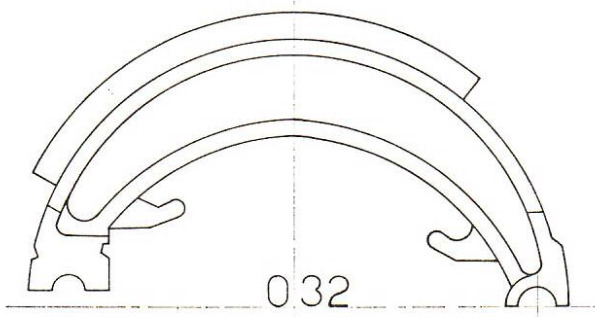


(R 2534) 668

GILERA

Gilera

Ø 31 bis



(R 2535) 664

GILERA

Gilera

Ø 32



7 g

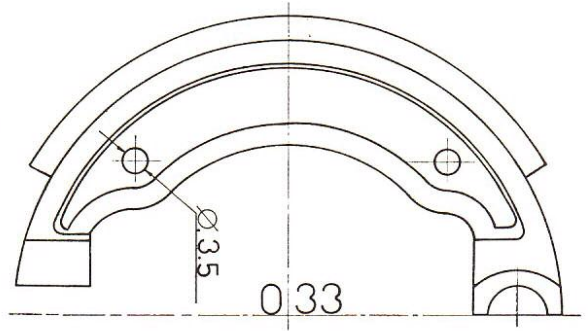
2017 (R 2536)

o 33

WAY ASSAUTO

BMG - Ganna - Itom - Legnano

Ø 105 x 16

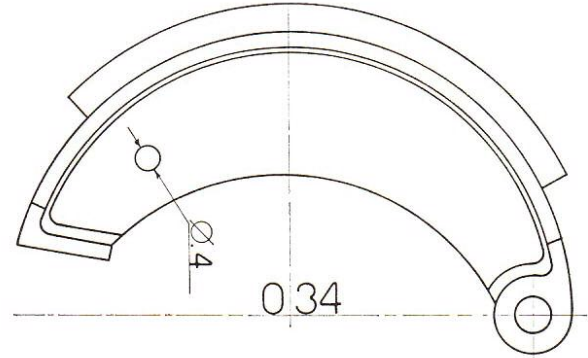


2018 (R 2537)

o 34

ISO

Iso

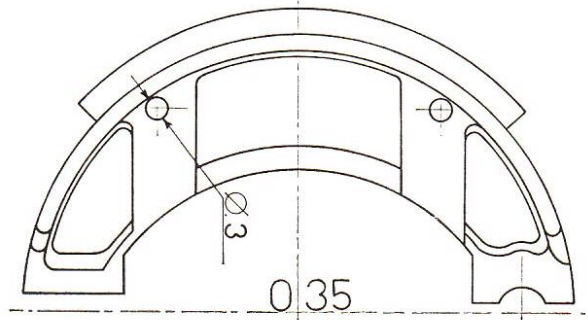


669 (R 2538)

o 35

MOTOM

Motom

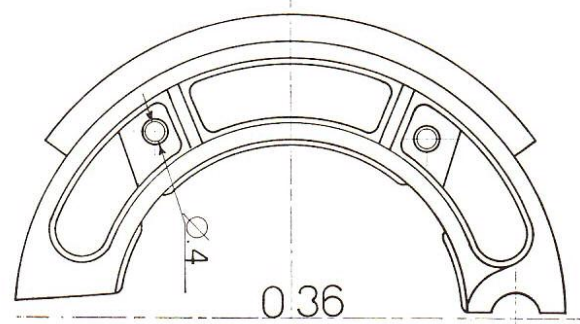


670 (R 2539)

o 36

MV

MV

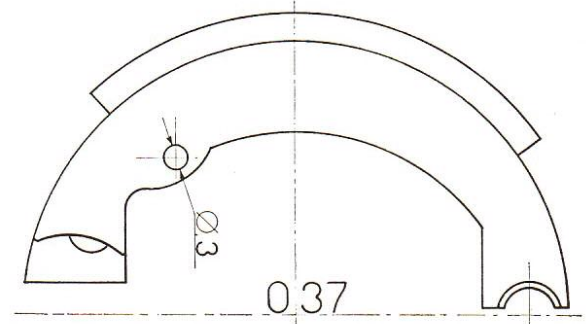


2019 (R 2540)

o 37

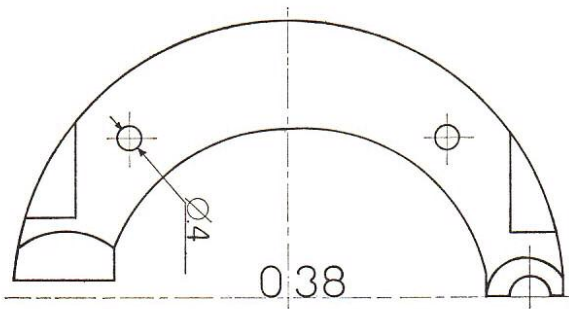
GUZZI

Guzzi



8 g



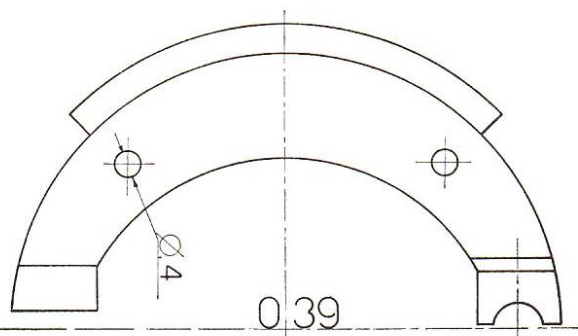


(R 2541) **2020**

GUZZI

Guzzi

0 38

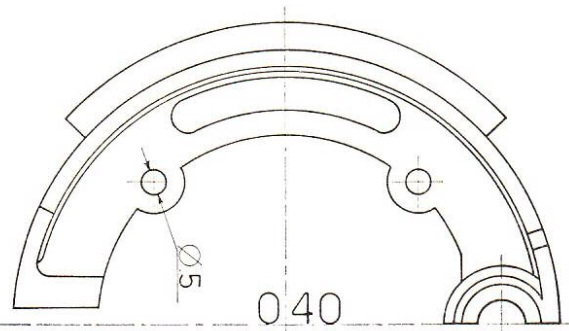


(R 2542) **671**

GUZZI

Guzzi

0 39

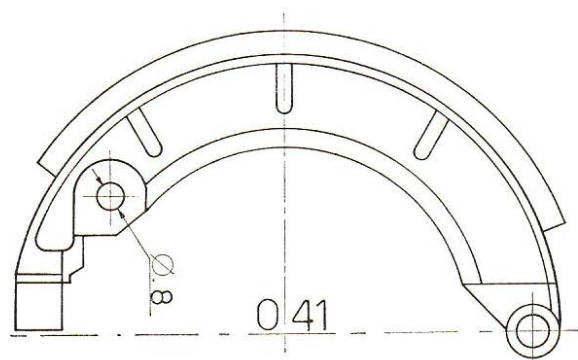


(R 2543) **672**

GUZZI

Guzzi

0 40

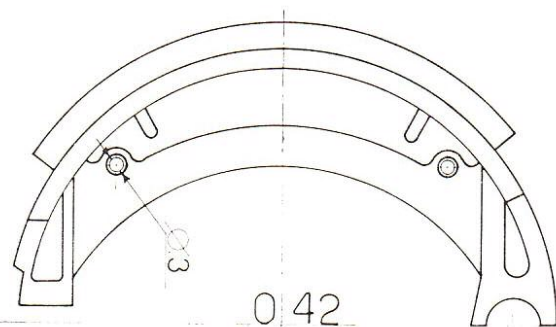


(R 2544) **2021**

GUZZI

Guzzi

0 41



(R 2545) **673**

Ø 105 x 16 **FB BRIVIO**

Benelli - Beta - Bianchi - Fiorelli
Garelli - Itom - Laverda - Maserati
Torpedo - Vittoria - Zundapp

0 42



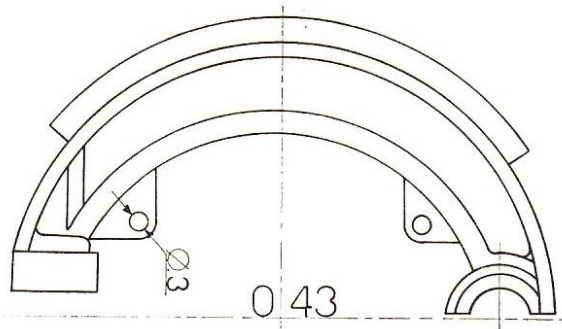
9 g

2022 (R 2546)

o43

BIANCHI

Bianchi

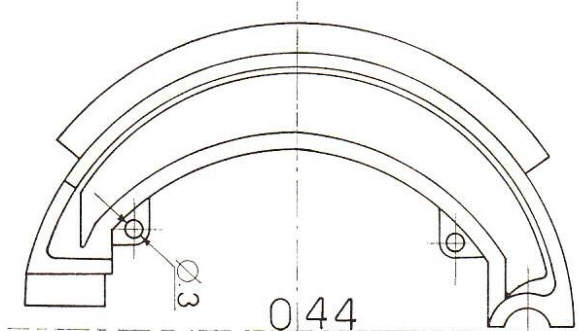


2023 (R 2547)

o44

BIANCHI

Bianchi

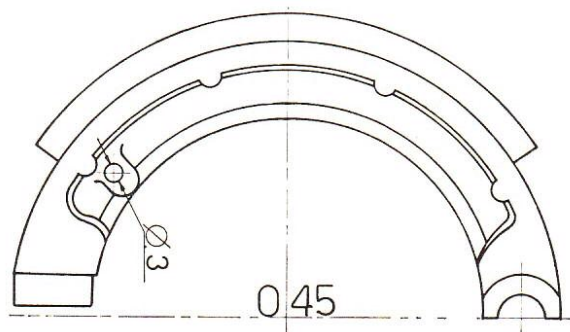


2024 (R 2548)

o45

LAVERDA

Laverda

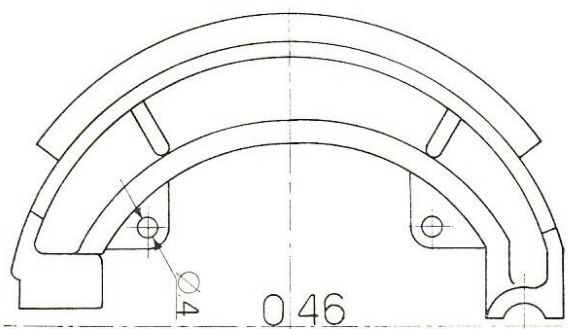


2025 (R 2549)

o46

MV

MV

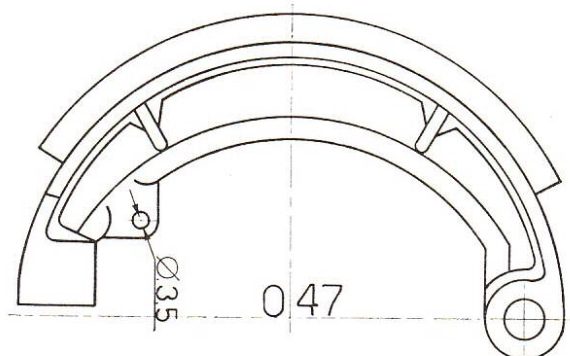


2026 (R 2550)

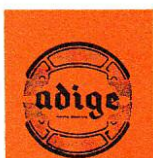
o47

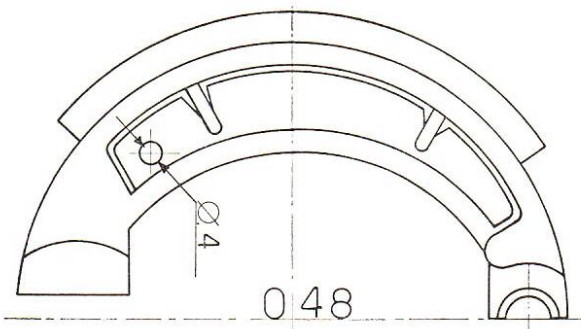
MV

MV



10 g





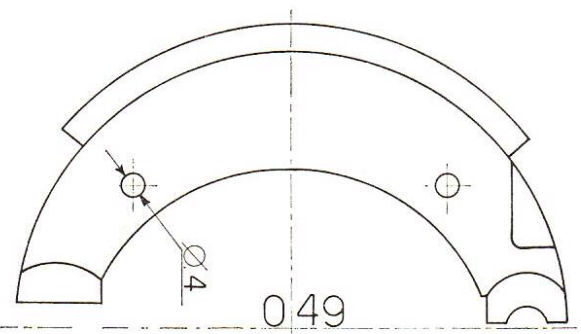
Ø 105 x 16

(R 2551) 2027

CF

Ducati

o 48

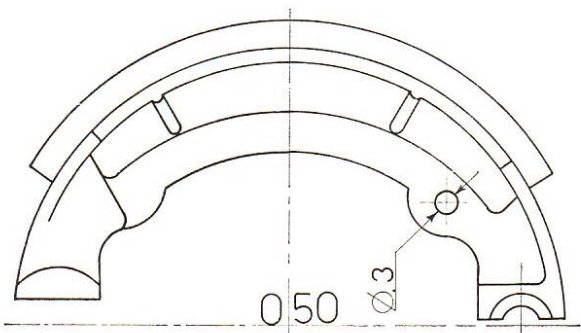


(R 2552) 2028

GUZZI

Guzzi

o 49

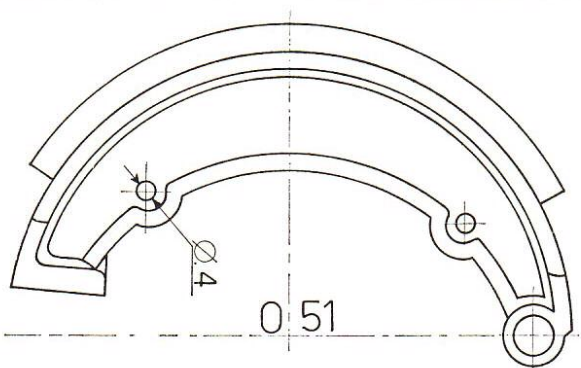


(R 2553) 2029

AEROMERE

Capriolo

o 50



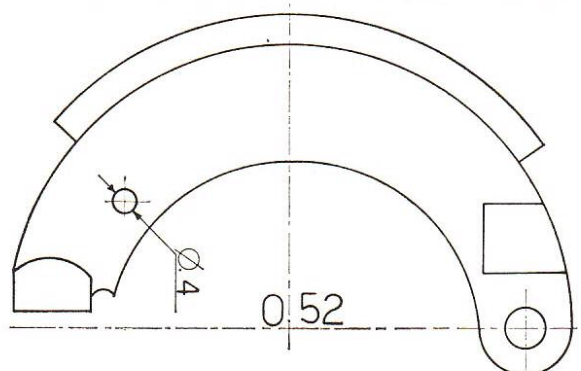
Ø 140 x 25

FF (Forni)

Ceccato - Fuchs - Mival - Telaimotor

(R 2554) 2030

o 51



(R 2555) 674

GUZZI

Guzzi

o 52



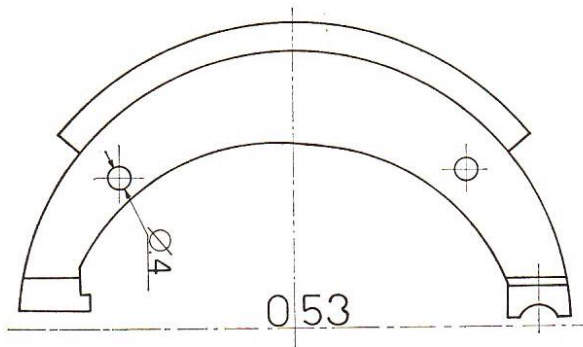
11 g

2031 (R 2556)

o 53

GUZZI

Guzzi

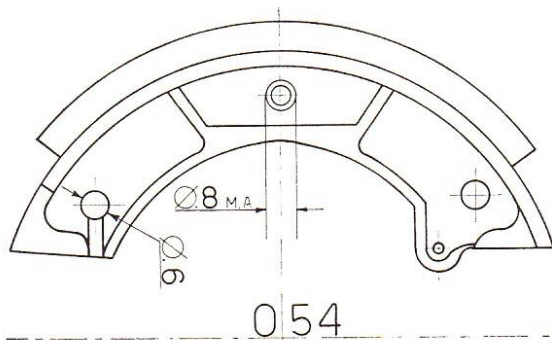


675 (R 2557)

o 54

LMPF

Gilera - Guzzi

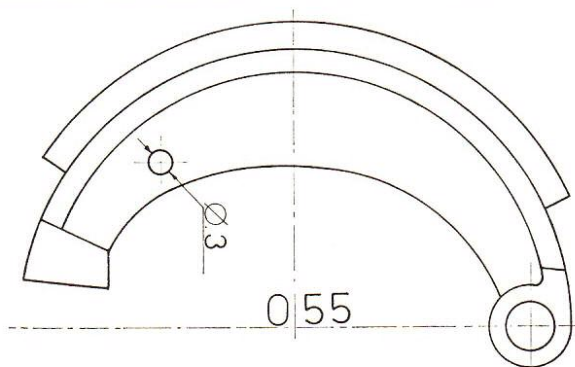


676 (R 2558)

o 55

ISO

Iso

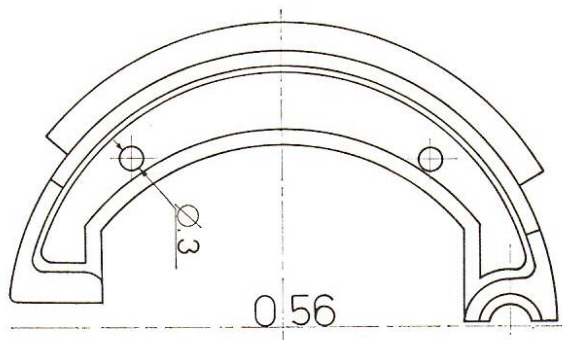


2032 (R 2559)

o 56

ORLANDI

Morini



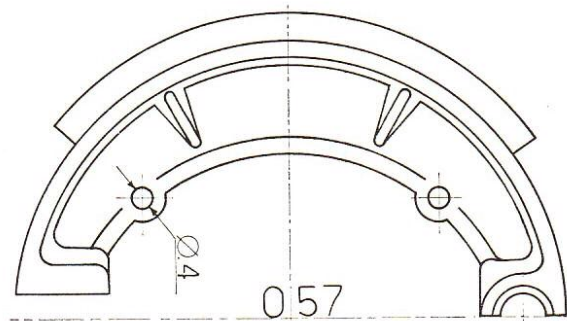
2033 (R 2560)

o 57

CF

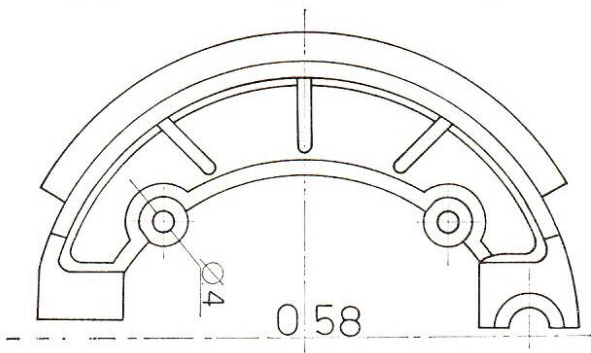
Ø 105 x 20

Alpino - Devil - Parilla



12 g





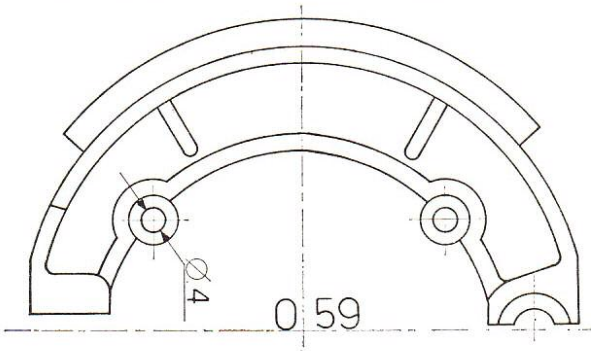
(R 2561) **2034**

Ø 145 x 25

CF

Alpino - Devil - Motobi

058



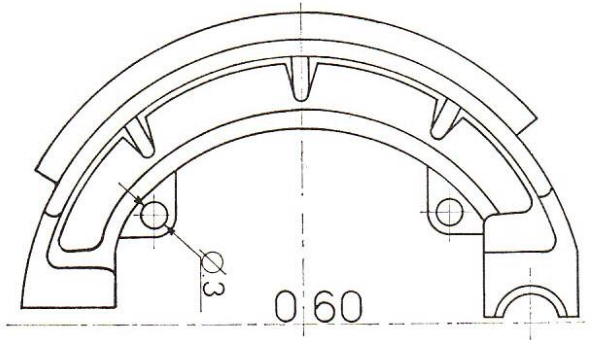
(R 2562) **2035**

Ø 160 x 30

CF

Motobi

059



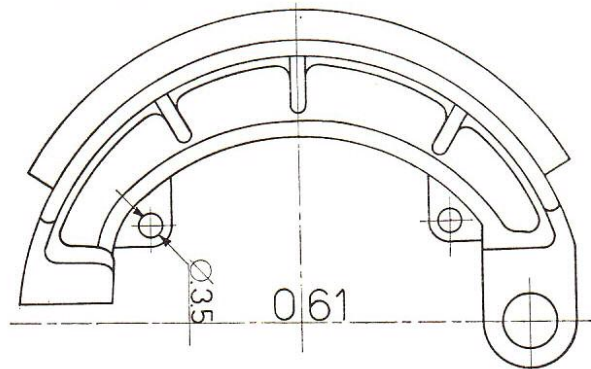
(R 2563) **2036**

Ø 130 x 23

CF

Bianchi - Devil - Motobi

060



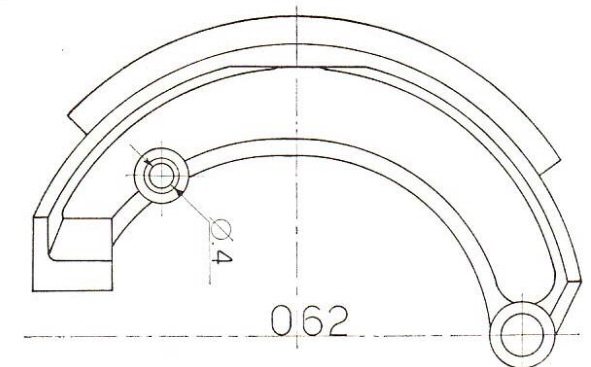
(R 2564) **2037**

Ø 130 x 23

CF

Ferrari - Parilla

061



(R 2565) **2038**

Ø 180 x 30

CF

Motobi - Parilla

062



13 g

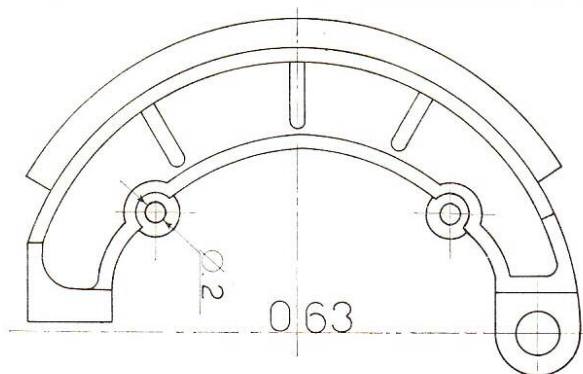
2039 (R 2566)

o 63

CF

Parilla

Ø 145 x 25



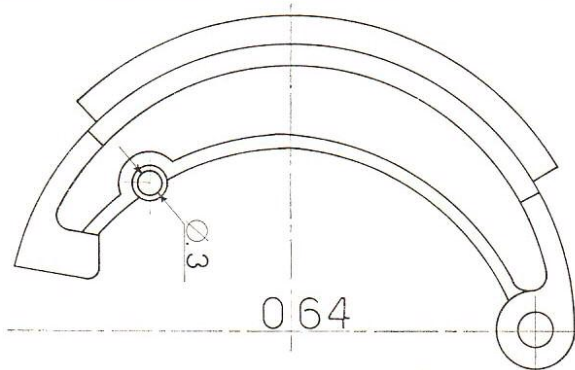
2040 (R 2567)

o 64

CF

Parilla

Ø 115 x 23



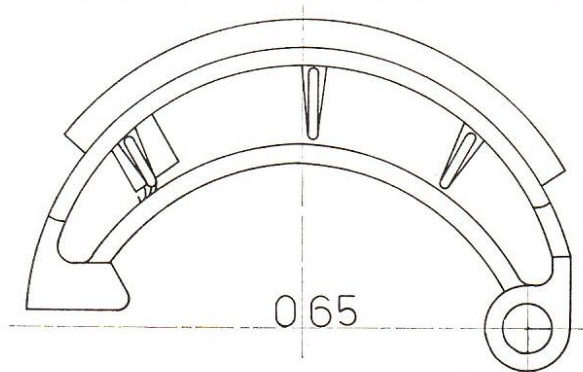
2041 (R 2568)

o 65

OMVAL

Garelli - Itom - Laverda - Taurus

Ø 98 x 16



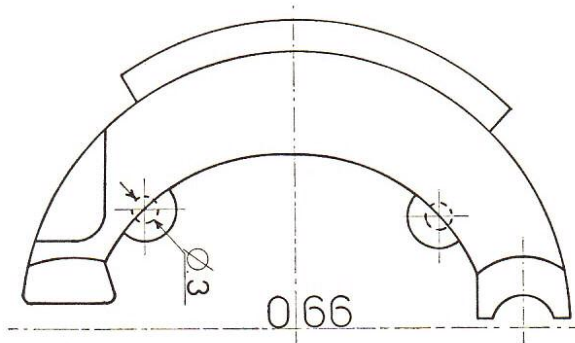
677 (R 2569)

o 66

AMADORI

Benelli - DKW - NSU

Ø 105 x 20

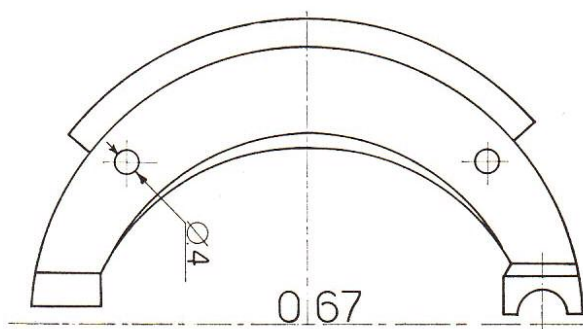


678 (R 2570)

o 67

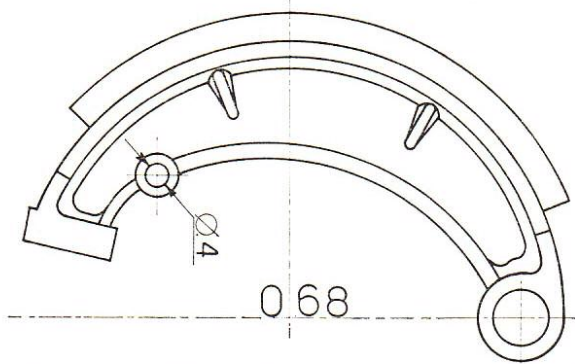
GUZZI

Guzzi



14 g



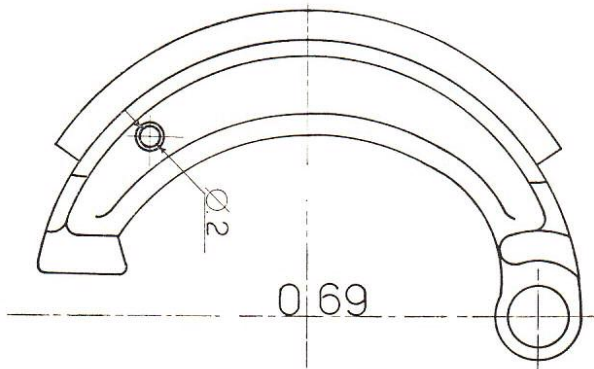


(R 2571) **2042**

RUMI

Rumi

o 68



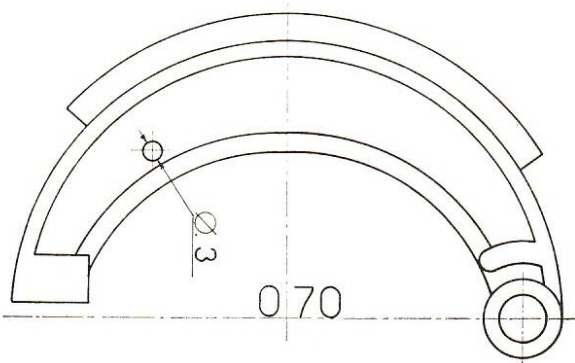
(R 2572) **679**

Ø 95 x 20

MALANCA

Beta - Cimatti - Fuchs - Gitan
Malanca - Parilla - Pegaso - Testi

o 69



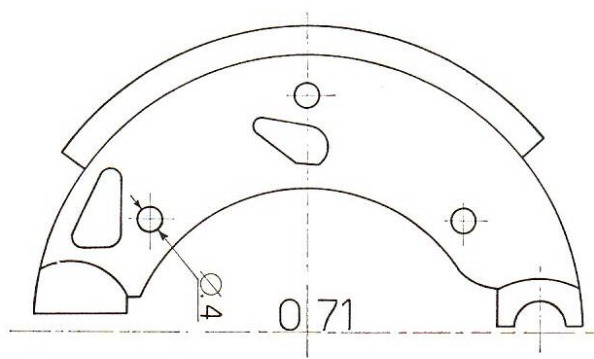
(R 2573) **2043**

Ø 115 x 20

MALANCA

Beta - Fuchs - Malanca - Pegaso

o 70



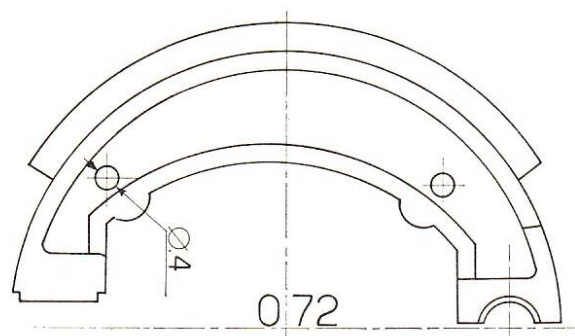
(R 2574) **680**

Ø 116 x 20

AMADORI

Alpino - Beta - Capriolo - Ganna

o 71



(R 2575) **2044**

Ø 115 x 25

FF (Forni)

Cimatti - Ducati - MB - Telaimotor
Torpedo

o 72



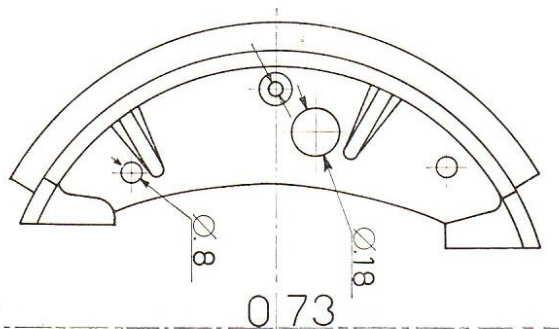
15 g

2045 (R 2576)

o 73

FIVM

Iso

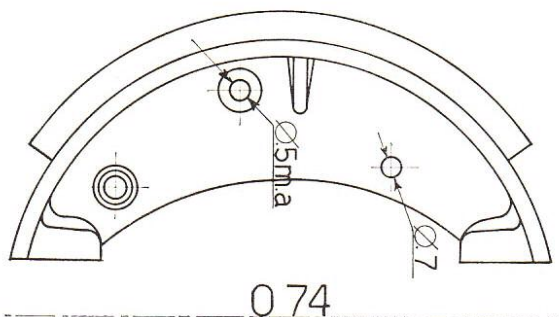


2046 (R 2577)

o 74

FIVM

Demm - Gilera - Iso - Sterzi

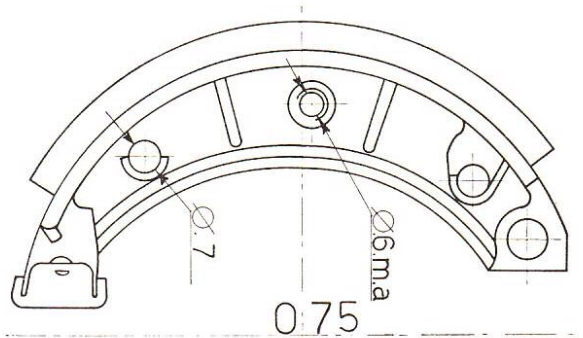


681 (R 2578)

o 75

FIVM

Lambretta - MV

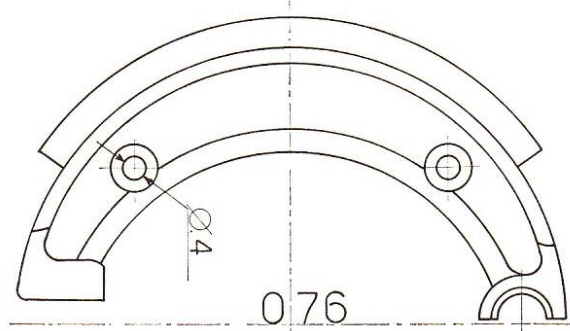


682 (R 2579)

o 76

GRIMECA $\varnothing 118 \times 20$

Alpino - BM - Capriolo - Ceccato
Cimatti - Demm - Ducati - FBM
MDS - Frejus - Garelli - Itom
Maserati - Mondial - MV - Peripoli

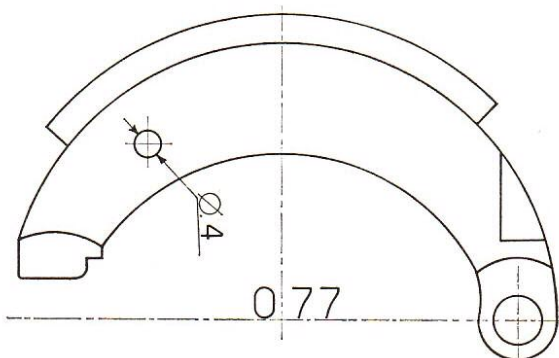


2047 (R 2580)

o 77

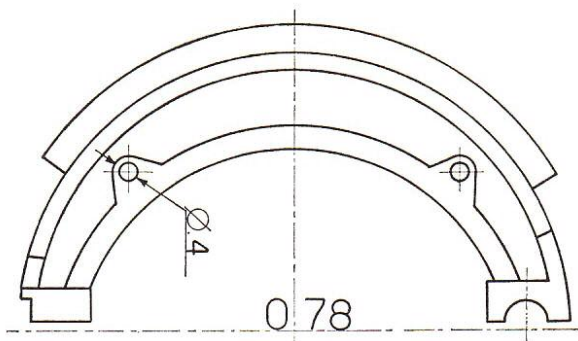
GUZZI

Guzzi



16 g



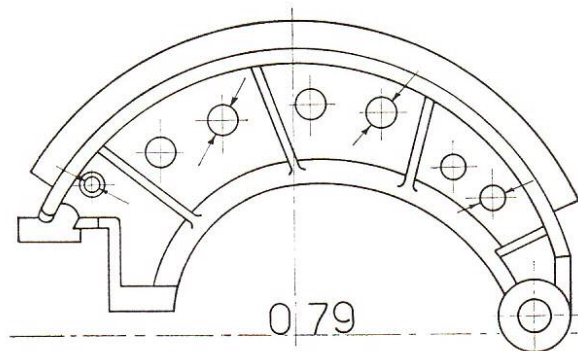


(R 2581) **2048**

GUZZI

Guzzi

078

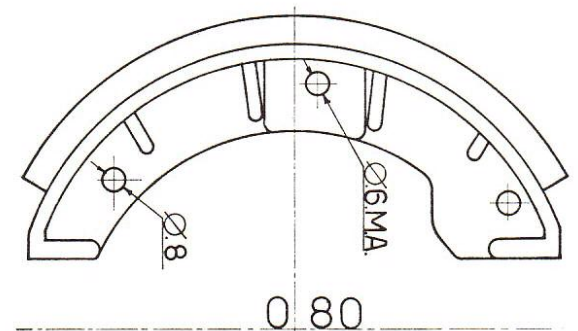


(R 2582) **2049**

AERMACCHI

Macchi

079

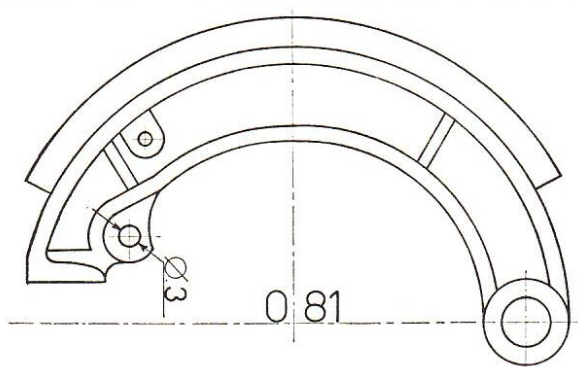


(R 2583) **683**

LMPF

Guzzi

080

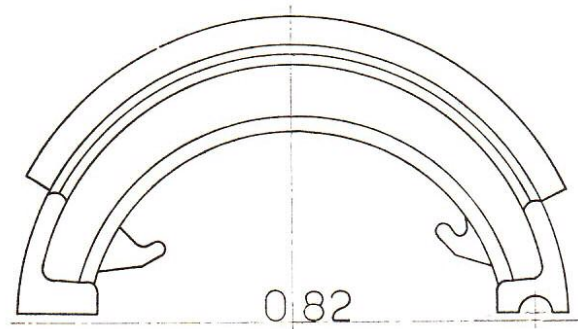


(R 2584) **2050**

AMADORI

Benelli - Mival

081



(R 2585) **2051**

MOTOM

Motom

082



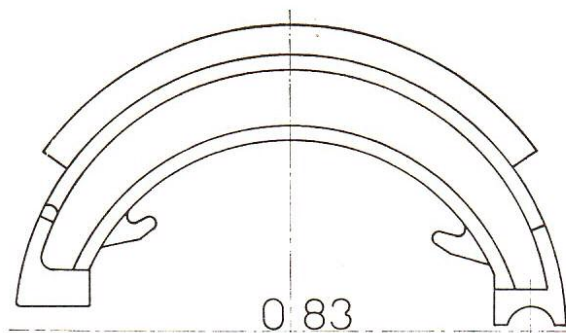
17 g

2052 (R 2586)

083

MOTOM

Motom

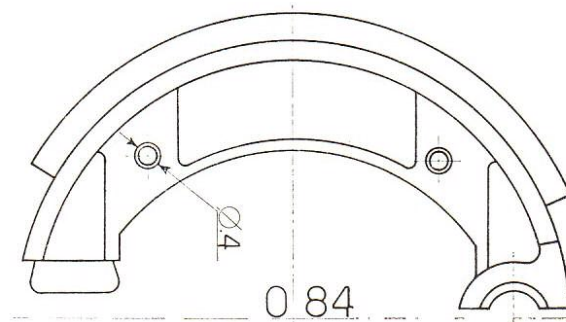


656 (R 2508)

084

AMADORI \varnothing 145 x 25

Bianchi - Fochi - Gilera - NSU
Parilla - Sachs

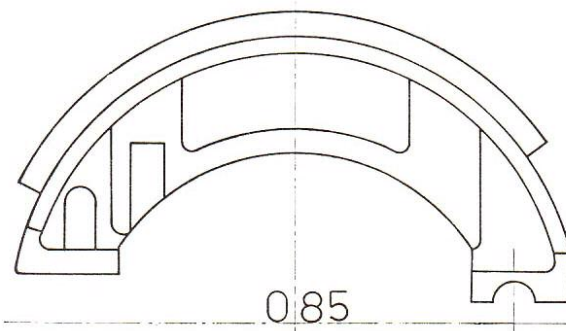


2053 (R 2588)

085

MOTOM

Motom

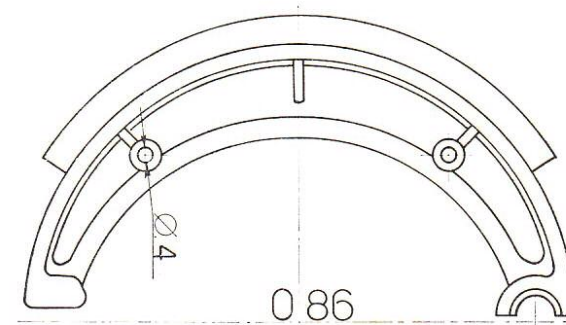


2054 (R 2589)

086

GRIMECA \varnothing 180 x 34

Beta - Ducati - Maserati - Mondial
Motobi

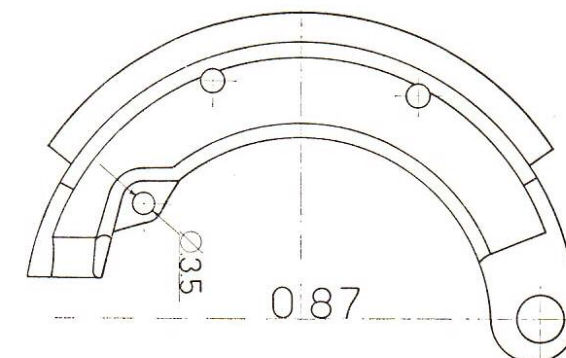


684 (R 2590)

087

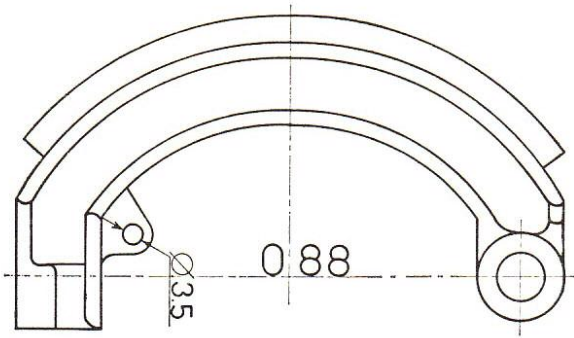
PIAGGIO

Vespa



18 g



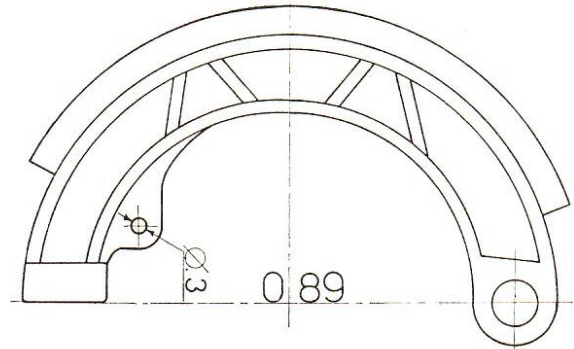


(R 2591) **685**

PIAGGIO

Vespa

0 88

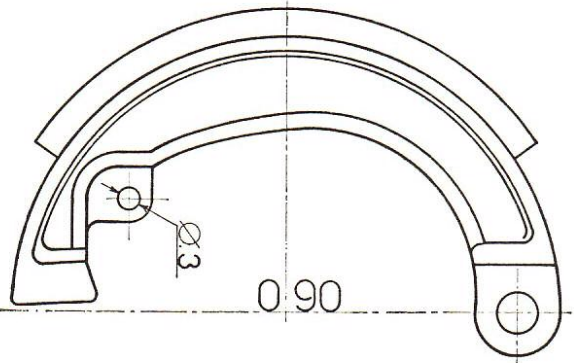


(R 2592) **686**

INNOCENTI

Lambretta

0 89

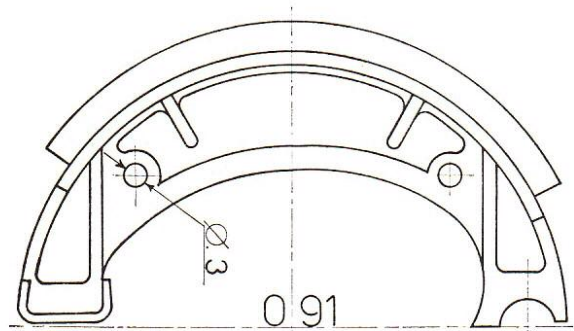


(R 2593) **2055**

ISO

Iso

0 90



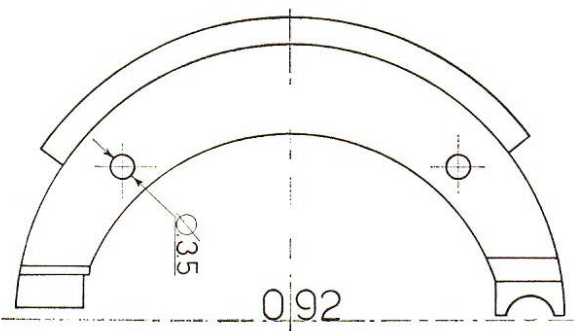
(R 2594) **2056**

Ø 115 x 23

FF BRIVIO

Garelli - Itom

0 91



(R 2595) **687**

GUZZI

Guzzi

0 92



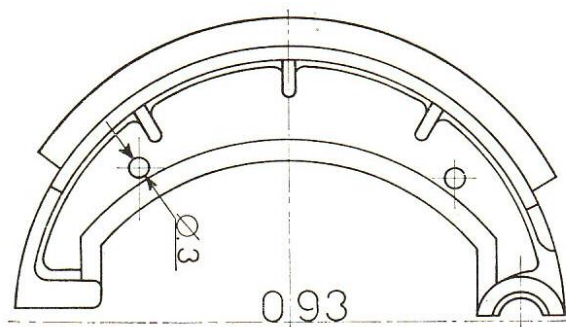
19 g

688 (R 2596)

o 93

ORLANDI

Morini



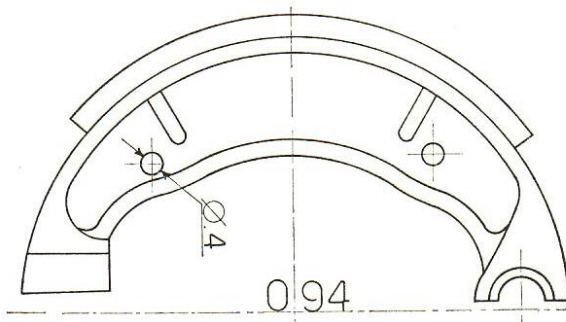
2057 (R 2597)

o 94

RIZZATO

Rizzato - Ducati

Ø 105 x 18

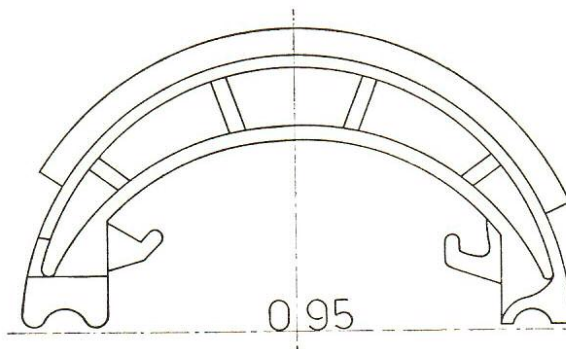


689 (R 2598)

o 95

GILERA

Gilera

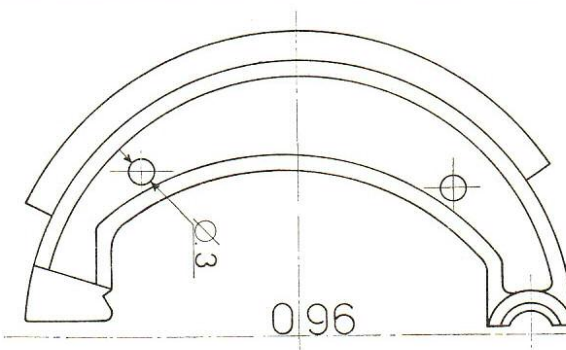


2058 (R 2599)

o 96

ISO

Iso



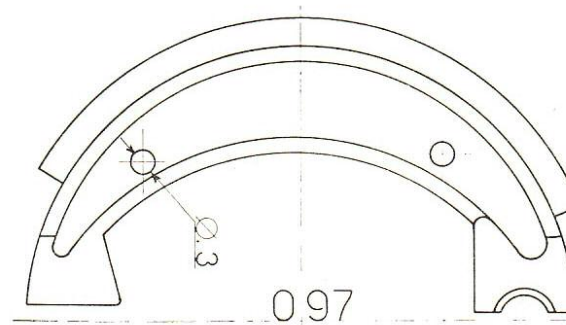
690 (R 2600)

o 97

GRIMECA

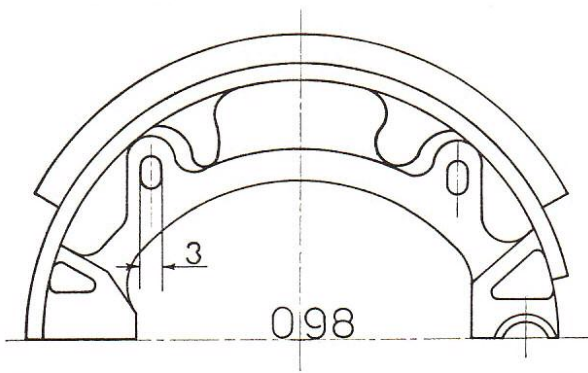
Ducati - Gilera

Ø 125 x 25



20 g





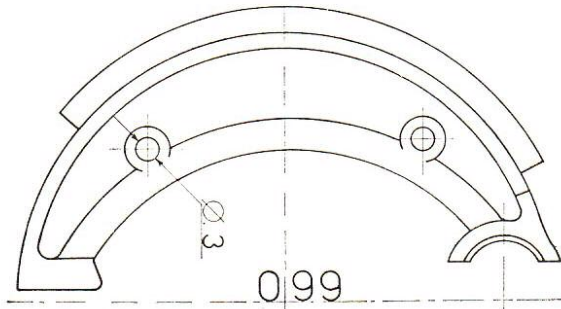
(R 2601) **2059**

Ø 98 x 16

OMVAL

Garelli - Laverda

098



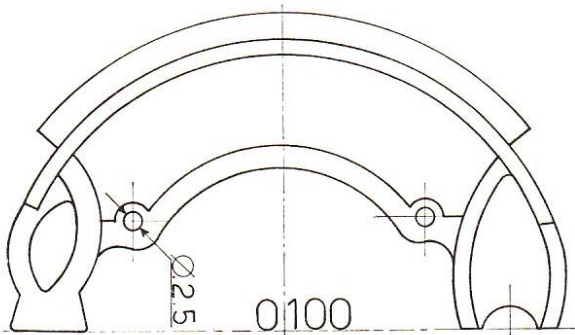
(R 2602) **691**

Ø 90 x 18

GRIMECA

Bartali - Beta - Frejus - Garelli
Gerosa - Legnano - Zundapp

099



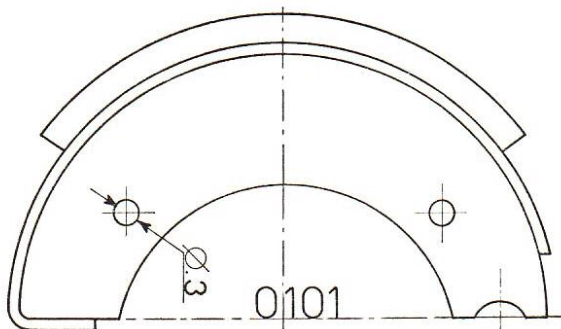
(R 2603) **2060**

Ø 115 x 23

FB BRIVIO

Bianchi - Itom

0100



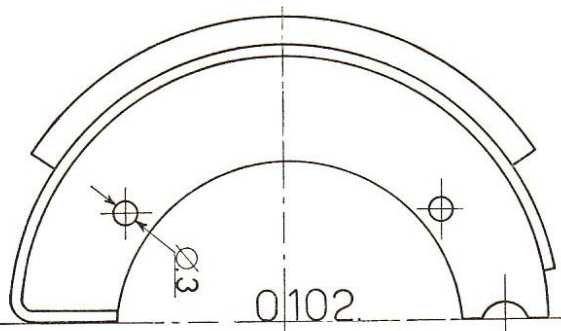
(R 2604) **2061**

Ø 102 x 20

AMADORI

NSU - Telaimotor

0101/F



(R 2605) **2062**

Ø 116 x 20

AMADORI

Benelli - Telaimotor

0102/F



21 g

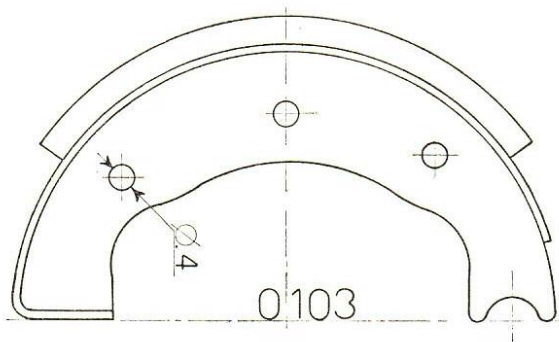
692 (R 2606)

o 103/F

WAY ASSAUTO

Itom - Vi Vi

Ø 100 x 16



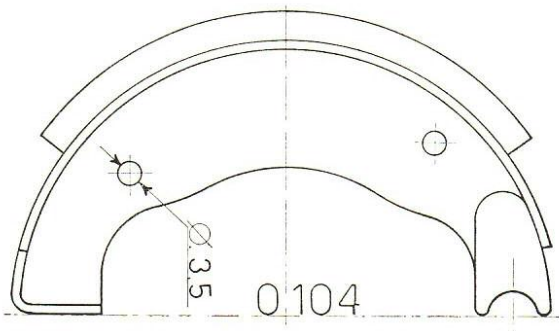
2063 (R 2607)

o 104/F

WAY ASSAUTO

Itom - Sachs

Ø 100 x 16

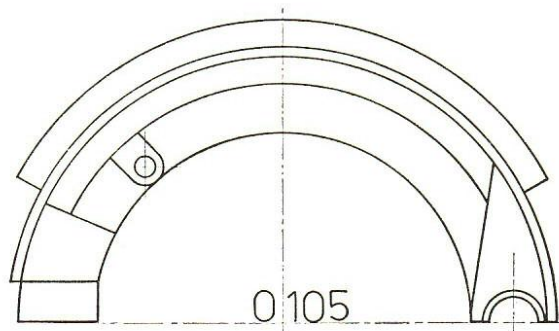


693 (R 2608)

o 105

LAVERDA

Laverda



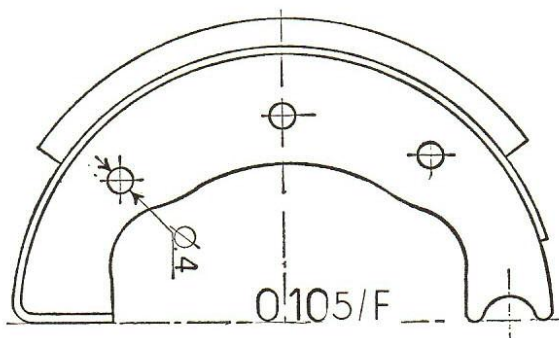
694 (R 2609)

o 105/F

LAVERDA

Laverda

Ø 100 x 16



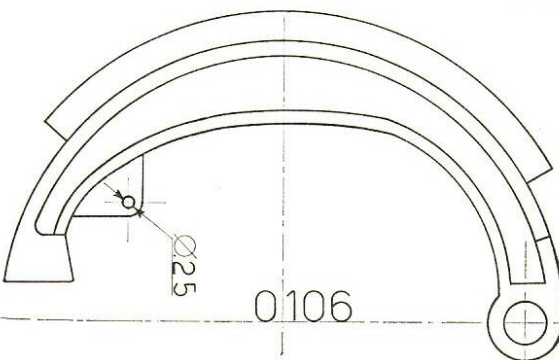
2064 (R 2610)

o 106

INNOCENTI

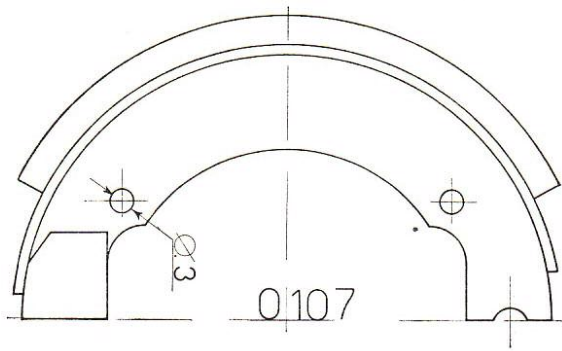
Lambretta

Ø 100 x 16



22 g



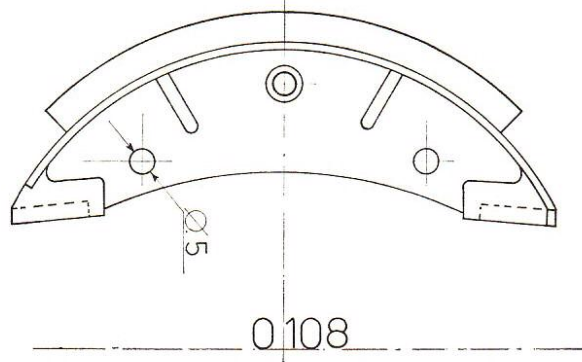


(R 2611) 2065

FUCHS

Fuchs

o 107 / F

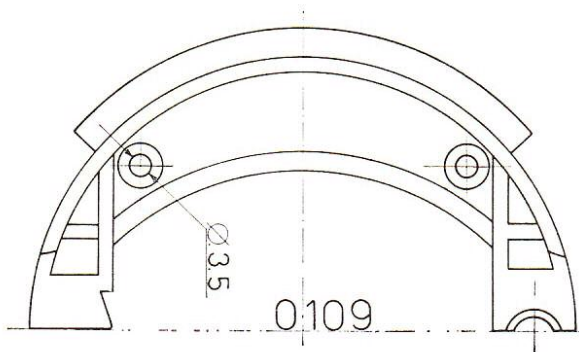


(R 2612) 695

FIVM

MV

o 108

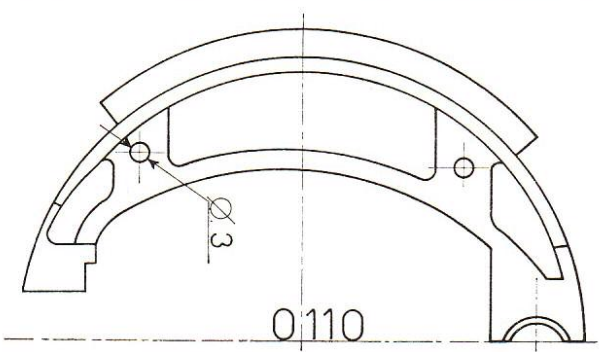


(R 2613) 696

Ø 105 x 20 **FF (Forni)**

Benelli - Beta - Carnielli - Demm
HMW - Malaguti - MV - Negrini
Peripoli - Rizzato - Testi - Torpado

o 109

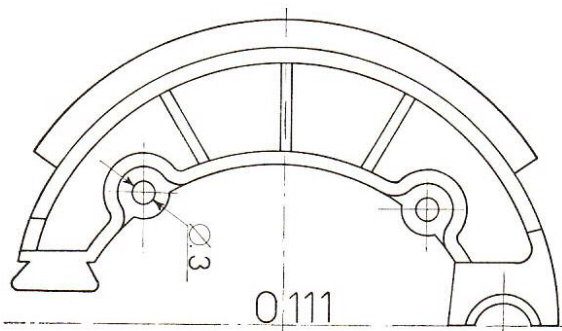


(R 2614) 697

GUZZI

Guzzi

o 110



(R 2615) 2066

Ø 140 x 24

CF

Parilla

o 111



23 g

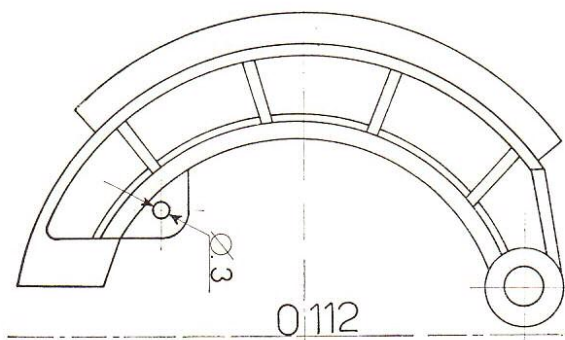
2067 (R 2616)

o 112

CF

Parilla

Ø 160 x 20

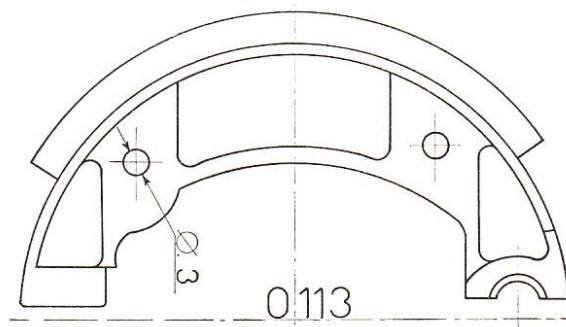


698 (R 2617)

o 113

GUZZI

Guzzi

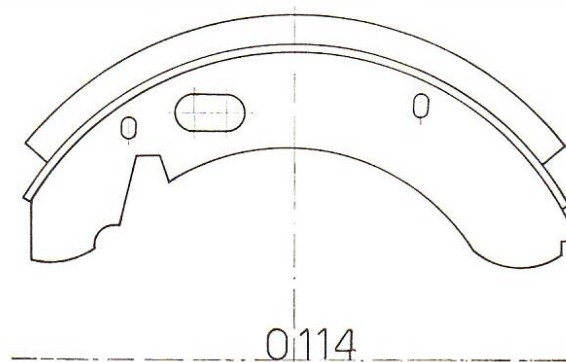


699 (R 2618)

o 114

PIAGGIO

Ape

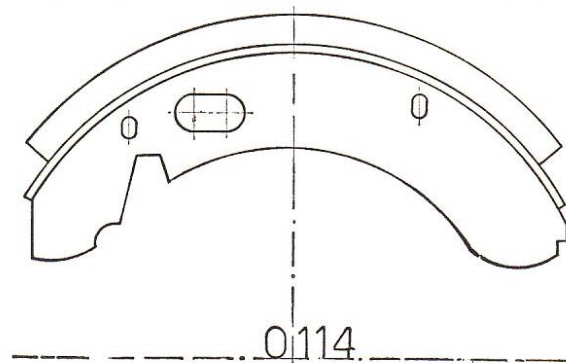


700 (R 2619)

o 114/T

PIAGGIO

Ape

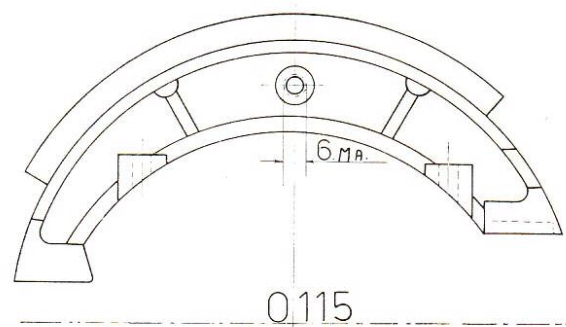


701 (R 2620)

o 115

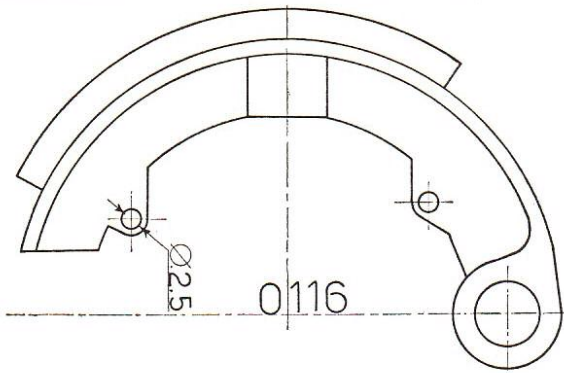
INNOCENTI

Lambretta



24 g

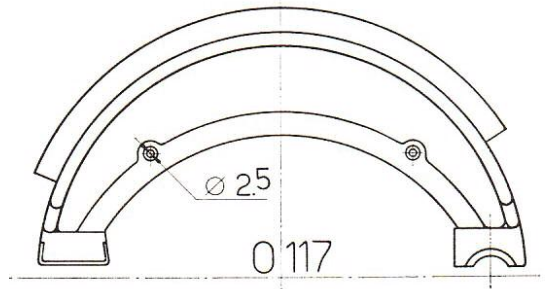




(R 2621) 702

GARELLI
Garelli

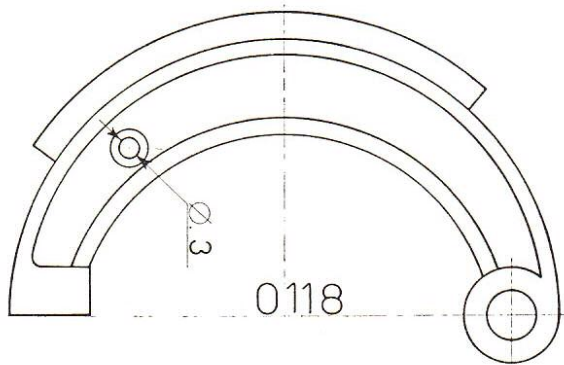
o 116



(R 2622) 2068

AMADORI
Gilera

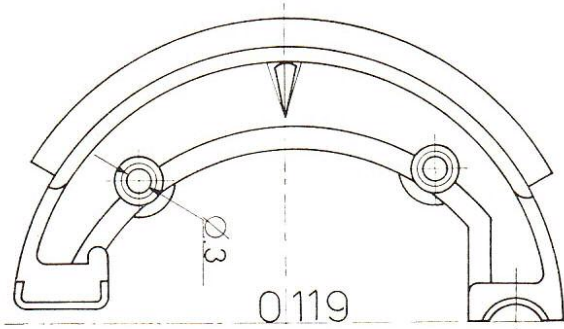
o 117



(R 2623) 703

GILERA
Gilera

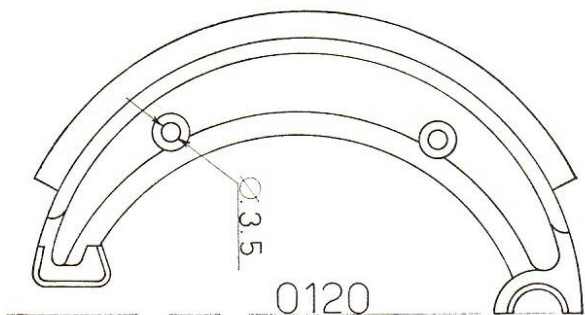
o 118



(R 2624) 2069

MIVAL
Mival

o 119



(R 2625) 2070

GRIMECA
Bianchi

o 120



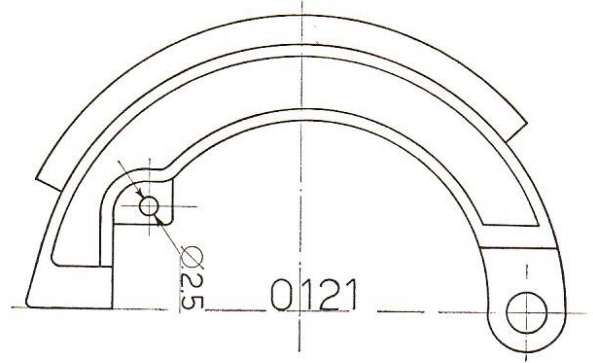
25 g

2071 (R 2626)

o 121

ISO

Iso

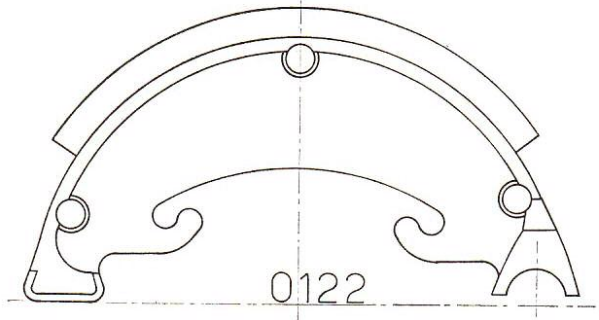


704 (R 2627)

o 122

BIANCHI

Bianchi

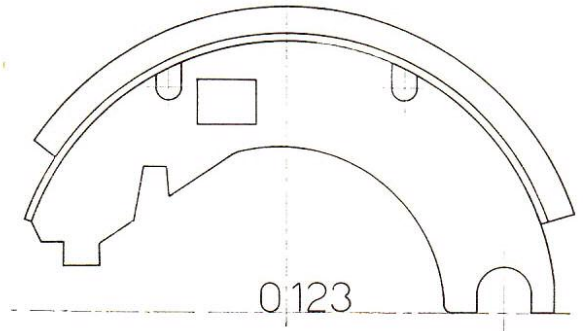


2072 (R 2628)

o 123

GUZZI

Guzzi



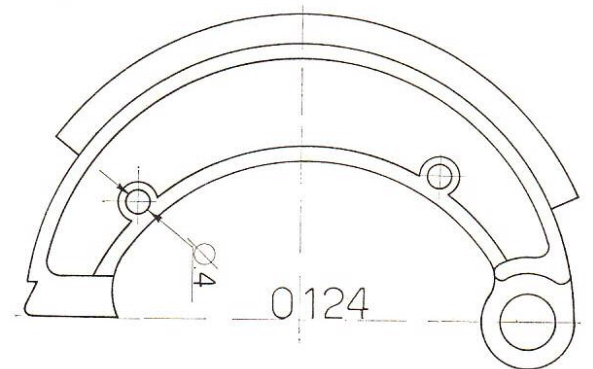
2073 (R 2629)

o 124

ORLANDI

Ø 160 x 30

Morini 175 Tresette post



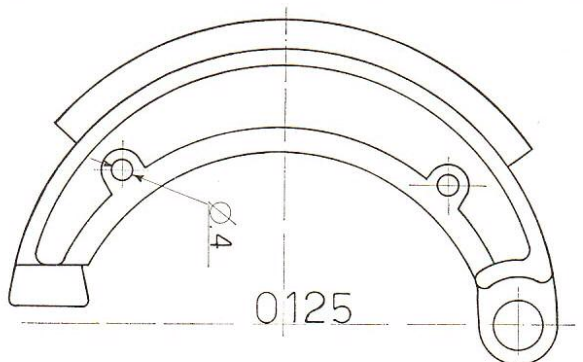
2074 (R 2630)

o 125

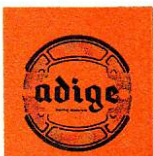
ORLANDI

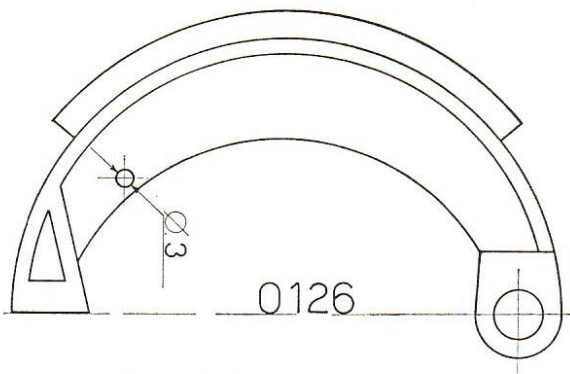
Ø 180 x 35

Morini 175 Tresette ant



26 g



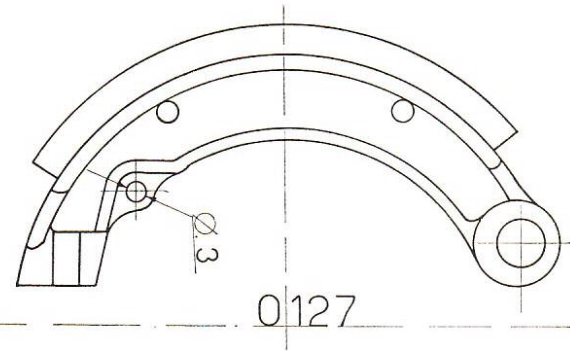


(R 2631) 2075

RIZZATO

Iris Rizzato

o 126

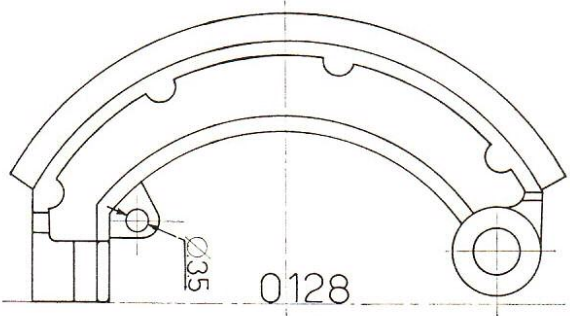


(R 2632) 705

PIAGGIO

Vespa

o 127

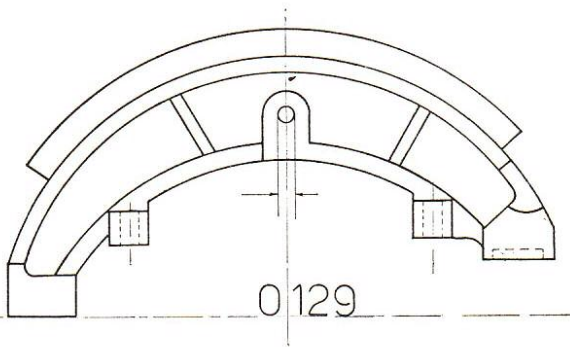


(R 2591) 685

PIAGGIO

Vespa

o 128

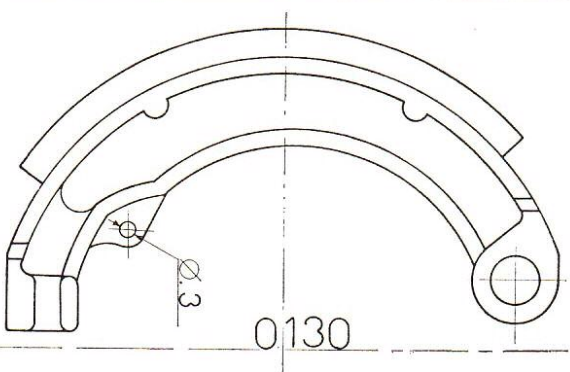


(R 2587) 706

INNOCENTI

Lambro 200 post

o 129



(R 2524) 707

PIAGGIO

Vespa 1963 post

o 130



27 g

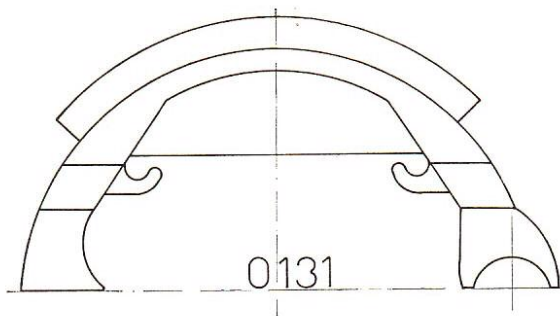
708 (R 2633)

o131

IDEAL

Ø 80 x 20

Bianchi Mobilette



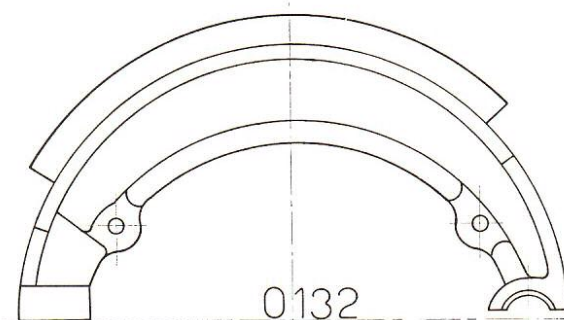
2076 (R 2634)

o132

SALVAJ

Ø 180 x 35

Macchi 175/250 cc. ala rossa
e ala d'oro - Macchi 250 ala verde
e Wisconsin



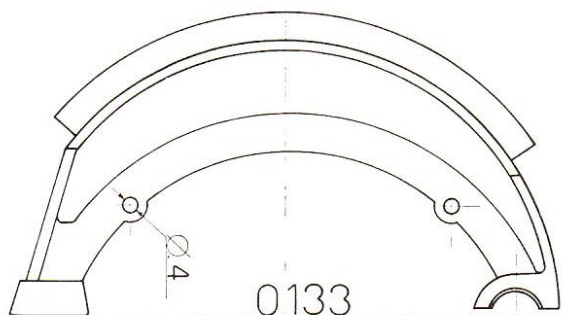
2077 (R 2635)

o133

SALVAJ

Ø 160 x 30

Macchi 250 ala azzurra
Macchi 175 ala bianca



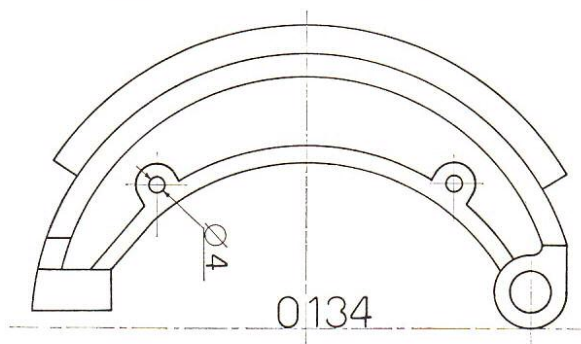
2078 (R 2636)

o134

AMADORI

Ø 100 x 30

Macchi 175 1° s. ant.
Macchi 250 1° s. ant.



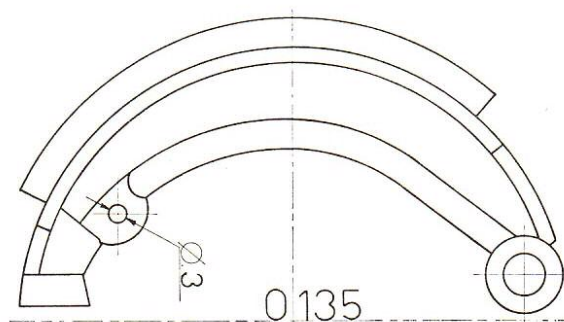
2079 (R 2637)

o135

SALVAJ

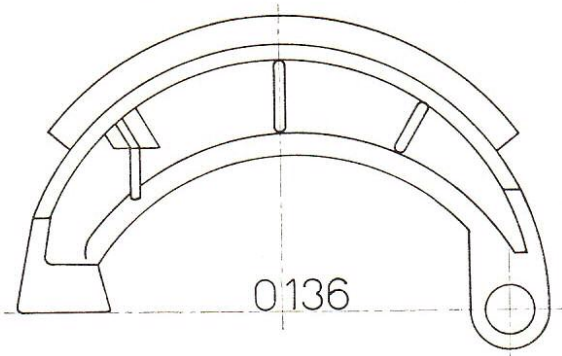
Ø 180 x 35

Macchi 250 chimera



28 g





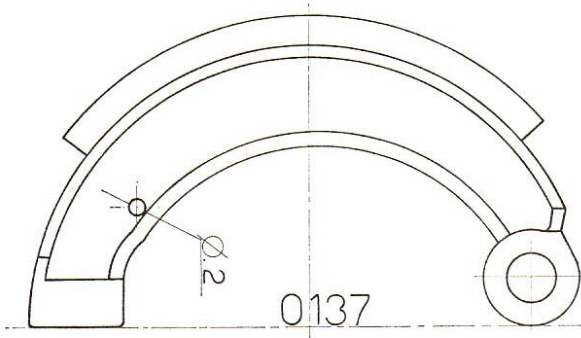
(R 2638) 2080

Ø 105 x 18

OMVAL

Benelli - Demm - Garelli

o 136



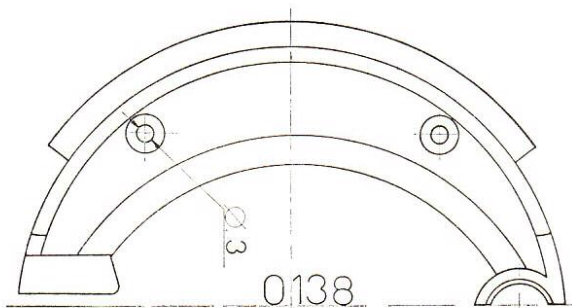
(R 2639) 2081

Ø 125 x 30

RUMI

Rumi 125 Scoiattolo 1° s.

o 137

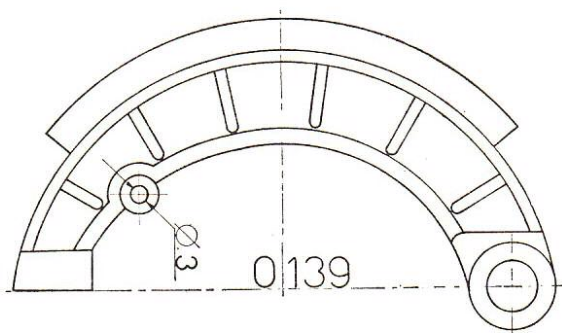


(R 2640) 709

Ø 85 x 18

FORNI

o 138



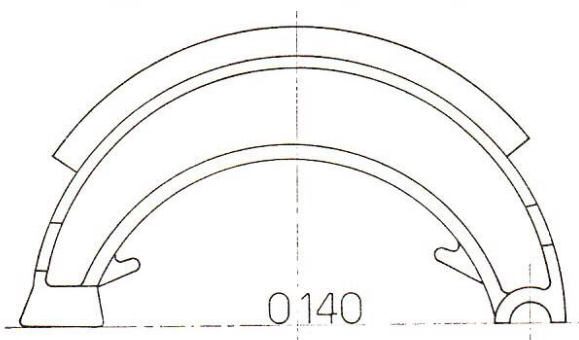
(R 2641) 2082

Ø 157 x 20

ISO

Iso 150 scooter F 2° s. ant.

o 139



(R 2642) 710

Ø 185 x 30

GILERA

Gilera 300 1961 ant.

o 140



29 g

2083 (R 2643)

o141

RUMI

Ø 125 x 30

Rumi Sciattolo 2° s.



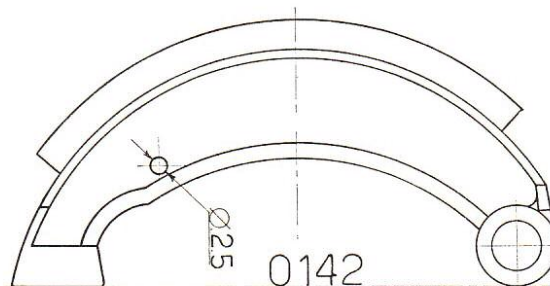
2084 (R 2644)

o142

SALVAJ

Ø 125 x 30

Macchi 125/150 zeffiro 2° s.



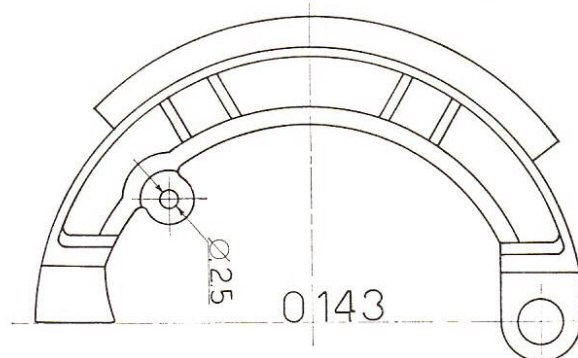
2085 (R 2645)

o143

MV

Ø 150 x 22

MV 155 chicco scooter

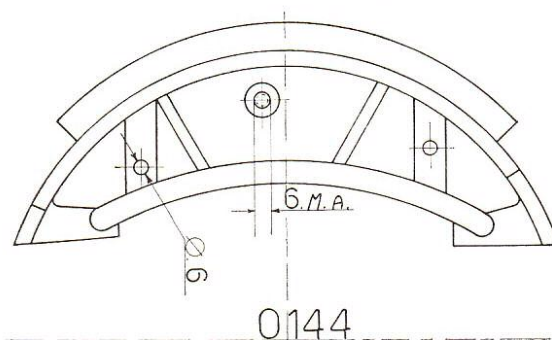


2086 (R 2646)

o144

MOTOCARRO ISO

Isocarro 4 ruote



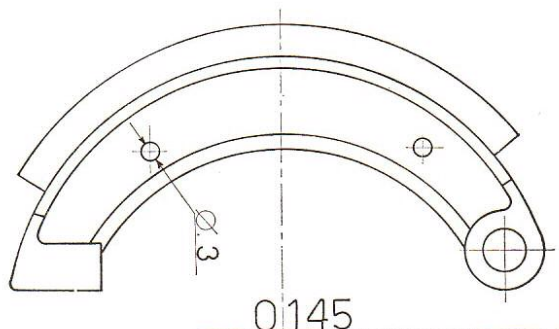
2087 (R 2647)

o145

LAVERDA

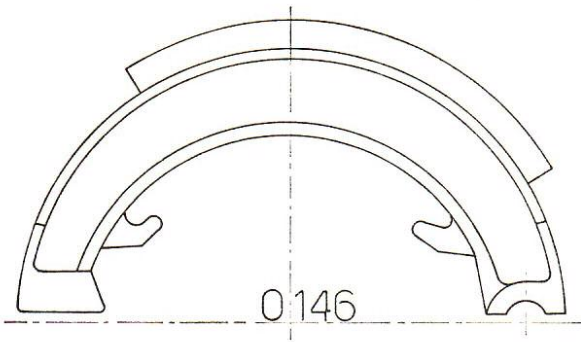
Ø 160 x 30

Laverda 200



30 g





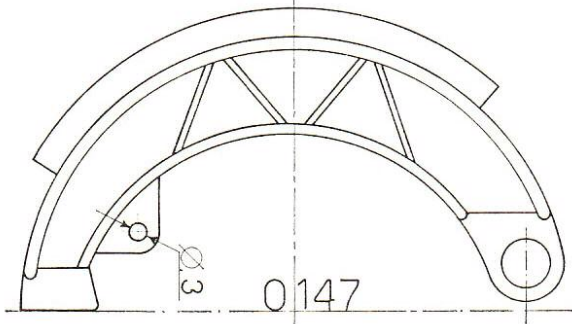
(R 2648) **2088**

Ø 145 x 31

GILERA

o 146

Gilera 150 - Giubileo 1964
(camme piatta)

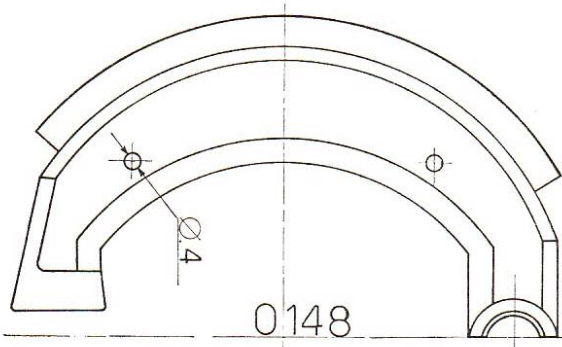


(R 2649) **711**

INNOCENTI
motocarro

o 147

Lambretta 200 motocarro
Lambro ant.

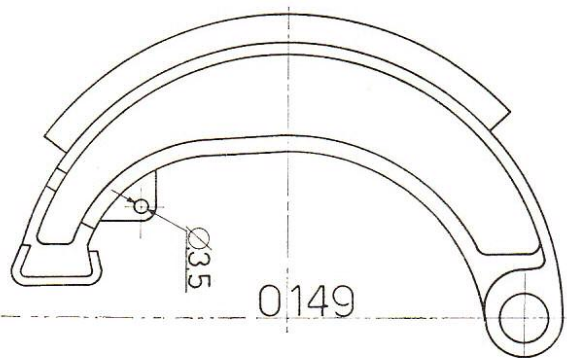


(R 2650) **2089**

ORLANDI

o 148

Morini 175 Settebello - SG - GT ant.

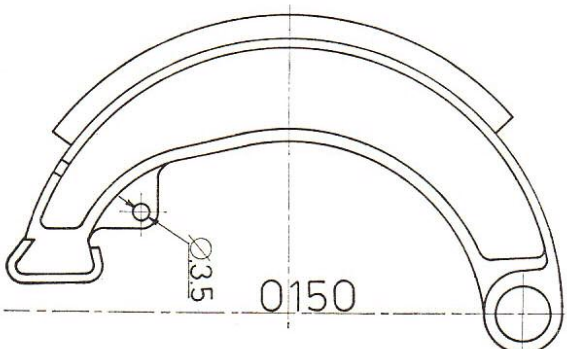


(R 2651) **712**

INNOCENTI

o 149

Lambretta I 50

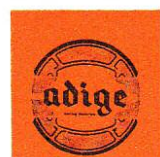


(R 2652) **713**

INNOCENTI

o 150

Lambretta I 100 - I 125



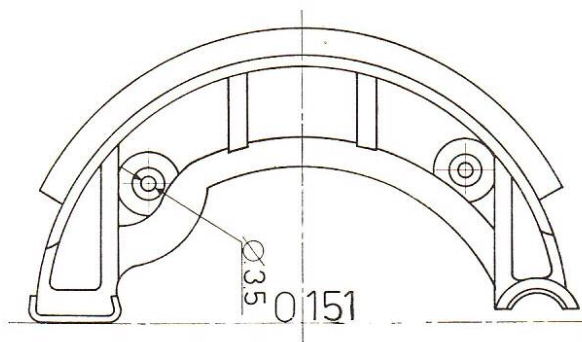
31 g

691 (R 2602)

o 151

GRIMECA Ø 90 x 18

Motom - Nova (monomarce)
(o99 Rinforzato) - Flandria nuovo tipo

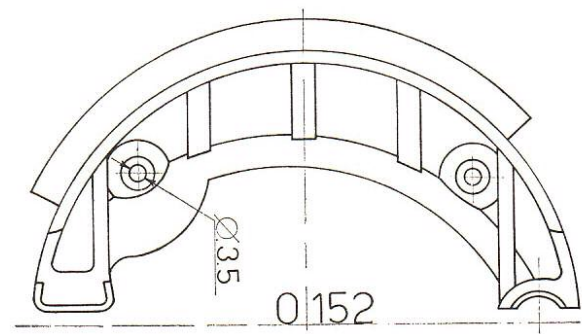


714 (R 2653)

o 152

GRIMECA Ø 105 x 20

(o3 Rinforzato) - Dingo ciclom.

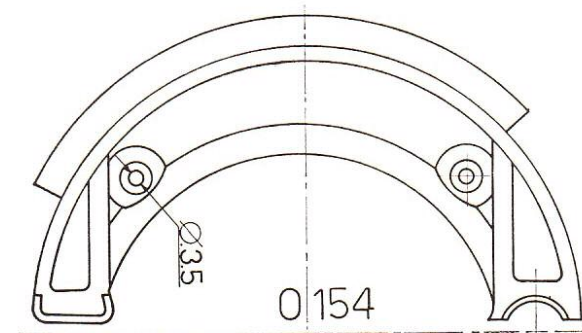


682 (R 2654)

o 154

GRIMECA Ø 123 x 20

(o76 Rinforzato) - Dingo 3 motoc. TIR
Motom - Nova

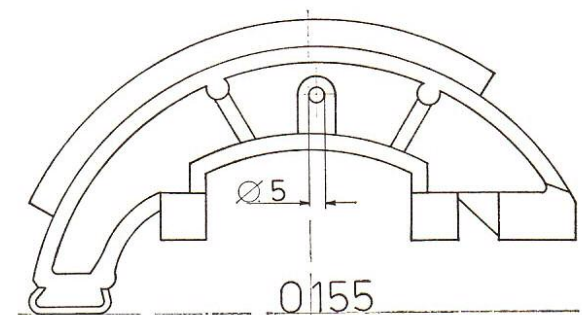


715 (R 2655)

o 155

INNOCENTI

Lambro q.li 5,50 post.

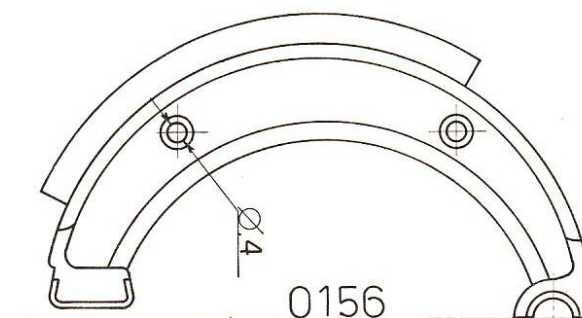


716 (R 2503)

o 156

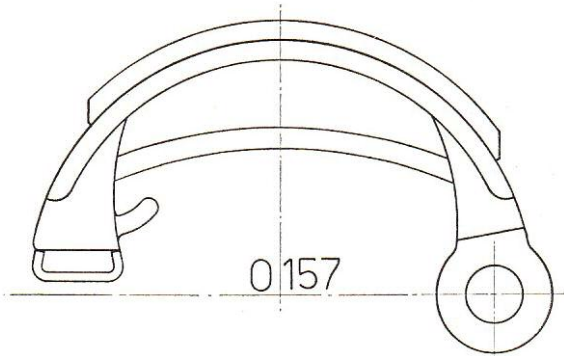
GRIMECA Ø 104 x 20

Motom - Nova - Benelli - Morini
Motobi ant. e post.



32 g





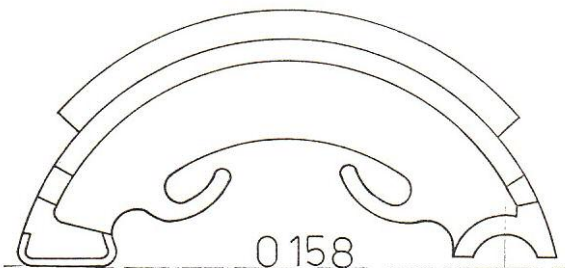
Ø 85 x 20

0157

(R 2656) 2090

SOLEX
Solex ant.

o 157



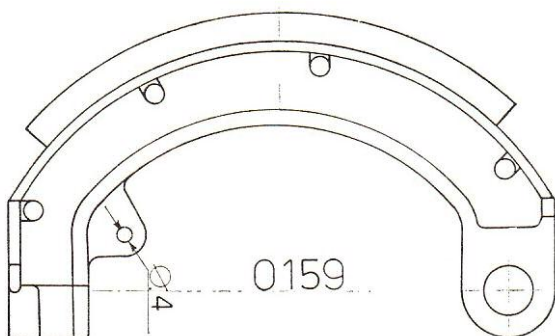
Ø 70 x 20

0158

(R 2657) 2091

SOLEX
Solex post.

o 158

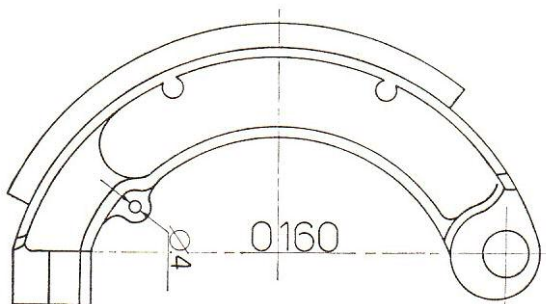


0159

(R 2658) 717

PIAGGIO
Vespa 50/90 1966 post.

o 159

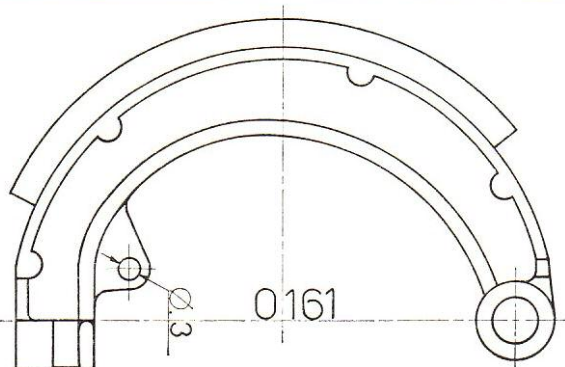


0160

(R 2659) 718

PIAGGIO
Vespa Super 125/150 1966 post.

o 160



0161

(R 2591) 685

PIAGGIO
Vespa 180 SS. ant. e post.

o 161



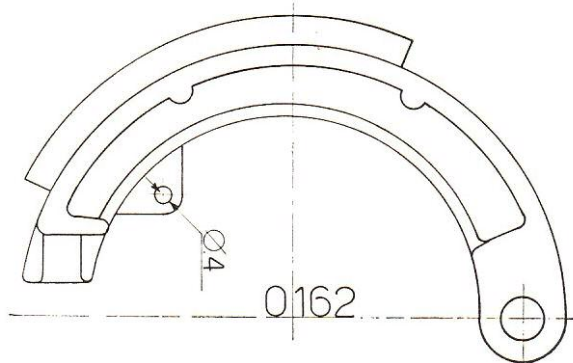
33 g

719 (R 2660)

o 162

PIAGGIO

Vespa 1966 (anteriori) 50/90
e Super 125/150

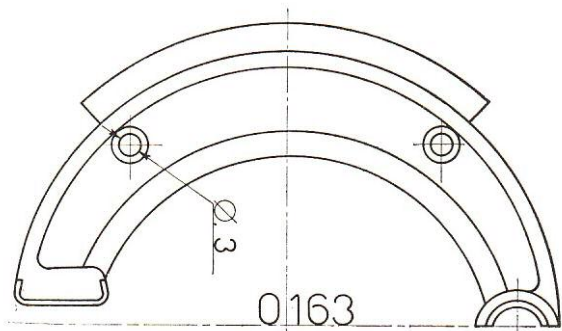


720 (R 2661)

o 163

MALANCA

Malanca Mascotte

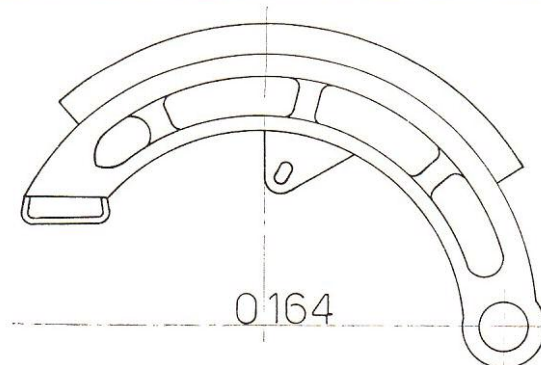


721 (R 2662)

o 164

PIAGGIO

Ciao (posteriore)

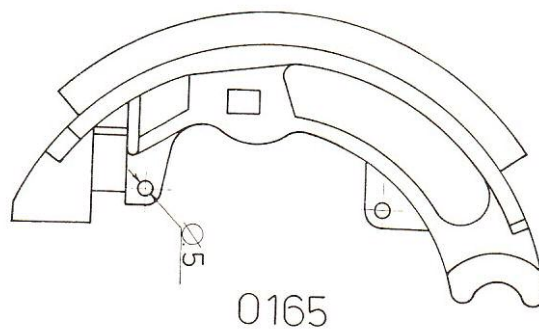


722 (R 2663)

o 165

INNOCENTI

Nuovo Lambro (posteriore 550 N
550 A - 200 cc. - 500 L - 175 cc.)

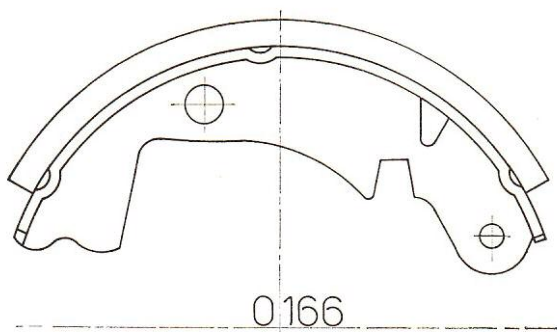


723 (R 2664)

o 166

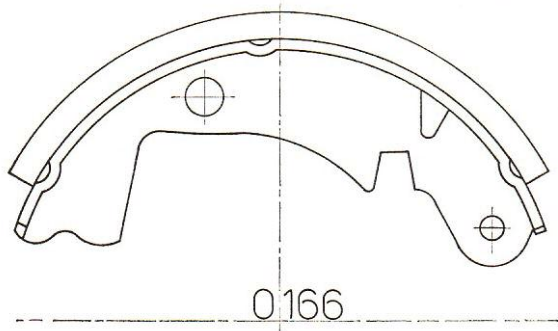
PIAGGIO

Ape MP (anteriore)



34 g

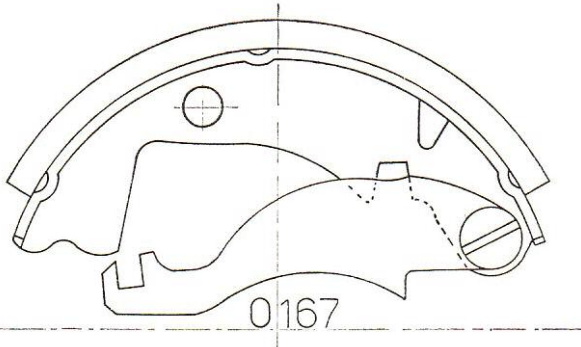




(R 2665) **724**

PIAGGIO
Ape MP (anteriore)

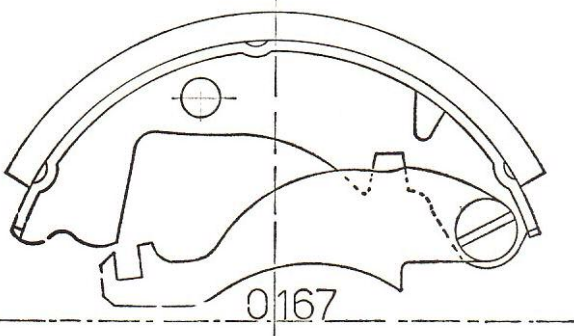
o 166/T



(R 2666) **725**

PIAGGIO
Ape MP (posteriore) destra o sinistra

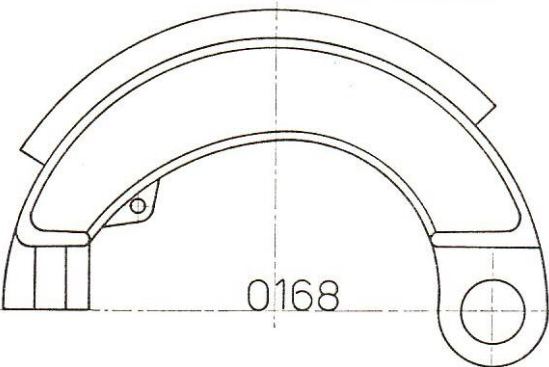
o 167



(R 2667) **726**

PIAGGIO
Ape MP (posteriore) destra o sinistra

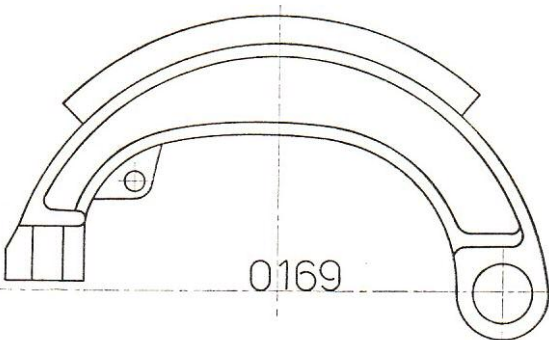
o 167/T



(R 2668) **727**

INNOCENTI
Lui (anteriore) 50 C - 50 CL

o 168



(R 2669) **728**

INNOCENTI
Lui (posteriore) 50 C - 50 CL

o 169



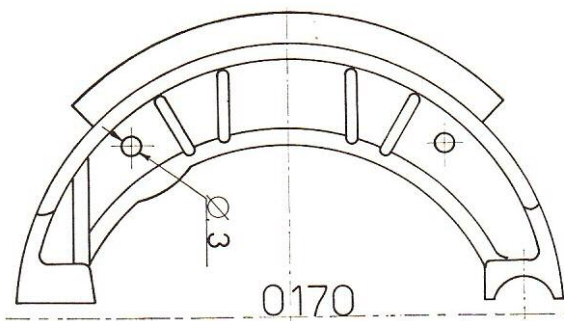
35 g

729 (R 2670)

o170

MALANCA

Malanca Contry e Competizione

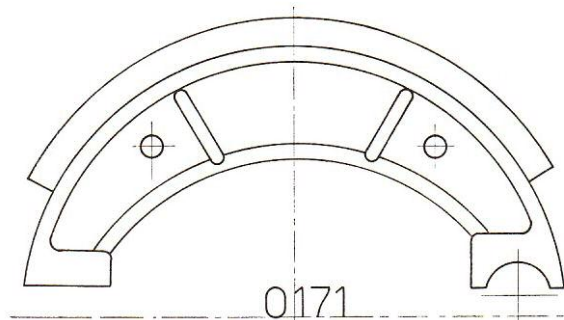


730 (R 2671)

o171

MALANCA

Malanca Jolly e Turismo

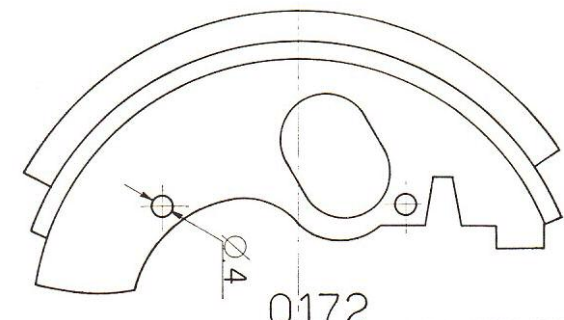


731 (R 2672)

o172

EMPOLINI

Empolini motocarro (acciaio)
con registro

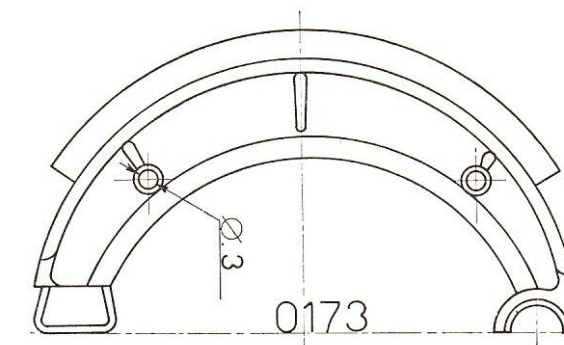


732 (R 2673)

o173

EMPOLINI

Empolini motocarro (alluminio)

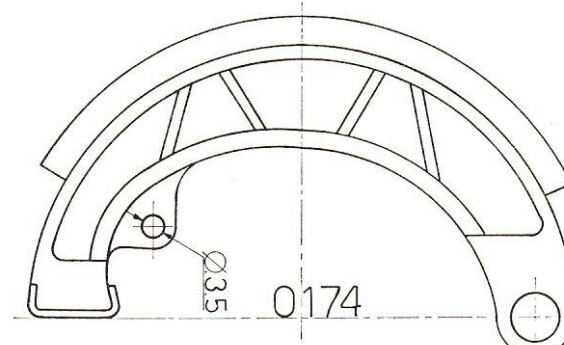


733 (R 2674)

o174

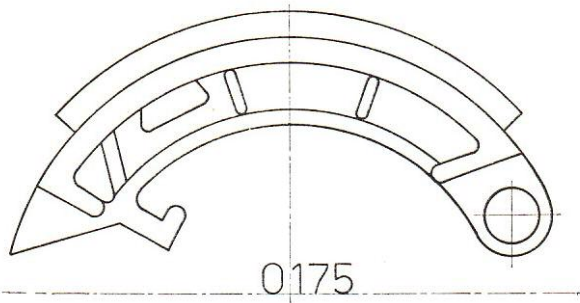
INNOCENTI

Lambretta 125 - 150 - 200 De Luxe - DL



36 g



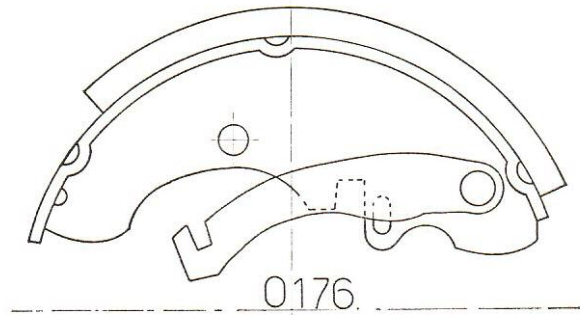


(R 2675) **734**

GRIMECA

Motocarri vari tipi differenziale

o175
(o 1207)

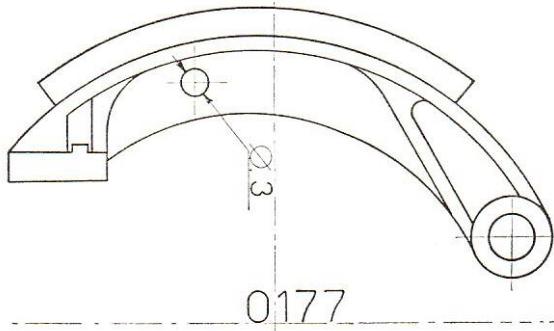


(R 2676) **735**

PIAGGIO

Ape 50 cc. - Motoc. post.
destra o sinistra

o176

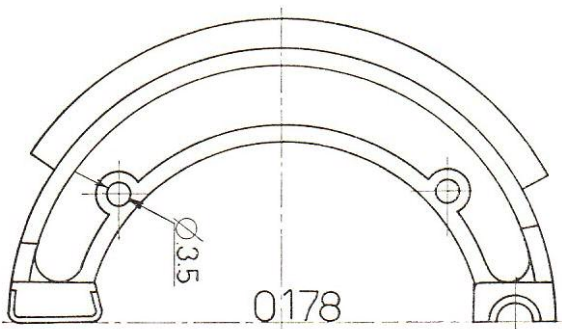


(R 2677) **736**

SOLO

Solo italiana

o177

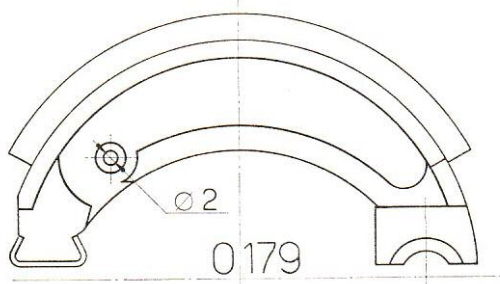


(R 2678) **737**

GRIMECA

Vedi 08 \varnothing 159 anzichè \varnothing 160

o178

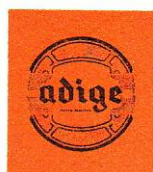


(R 2679) **738**

CARNIELLI

Motograziella

o179



37 g

739 (R 2680)

o 180

MM

Mozzi MM. Ø 66

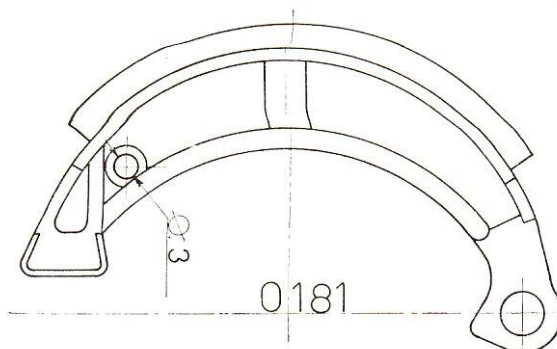


740 (R 2681)

o 181

MM

Mozzi MM. Ø 90

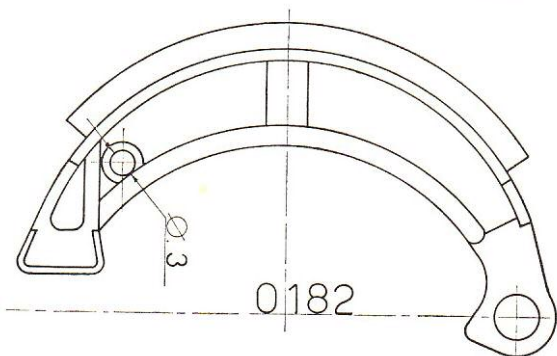


741 (R 2682)

o 182

MM

Mozzi MM. Ø 105

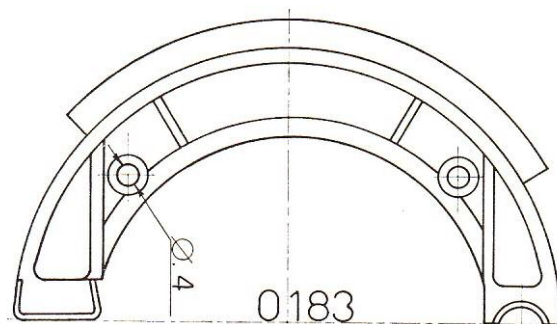


742 (R 2683)

o 183

MM

Mozzi MM. Ø 124

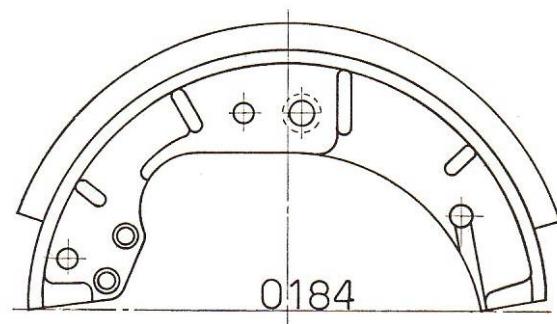


743 (R 2684)

o 184

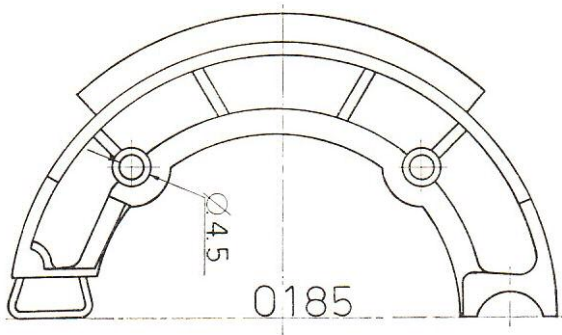
GUZZI

Motocarro Guzzi Ercole 1970



38 g



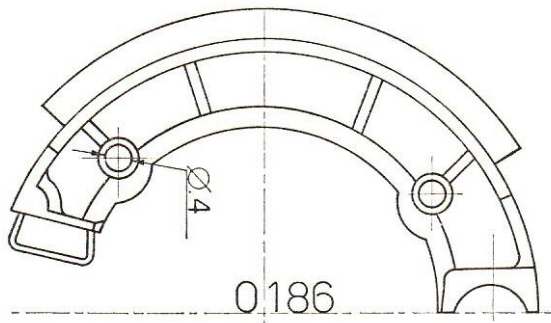


(R 2685) 744

GUZZI

V7 750 cc. posteriori

Ø 185 / T

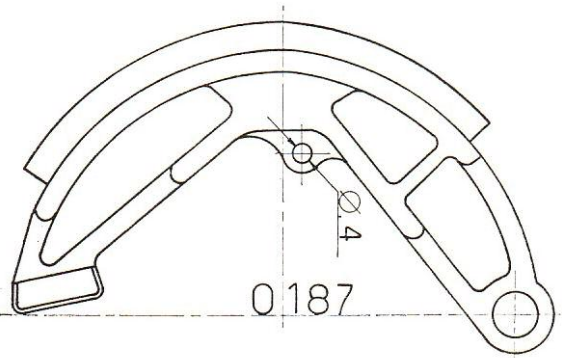


(R 2686) 745

GUZZI

V7 750 cc. anteriori - 1ª serie

Ø 186 / T

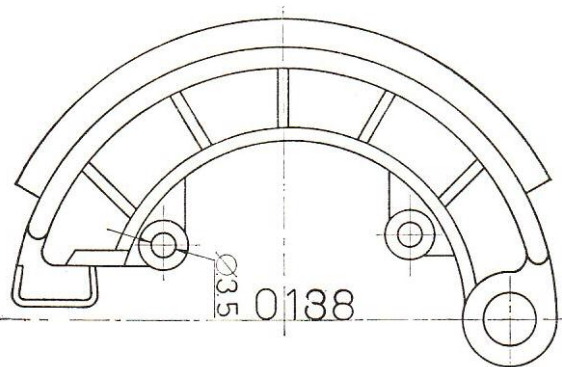


(R 2687) 746

PIAGGIO

Boxer

Ø 187

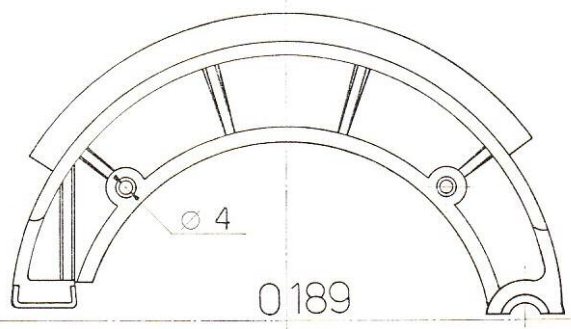


(R 2688) 747

GUZZI

V7 750 cc. anteriore - 2ª serie (4 pezzi)

Ø 188



(R 2689) 748

DUCATI

Desmodronico anteriore

Ø 189



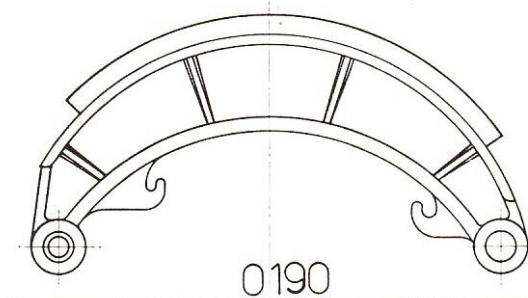
39 g

749 (R 2690)

o 190

LAVERDA

750 SF anteriore e posteriore

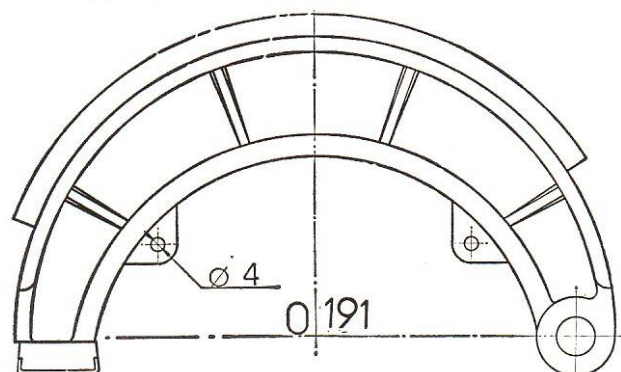


750 (R 2691)

o 191

LAVERDA

750 GT e S posteriore

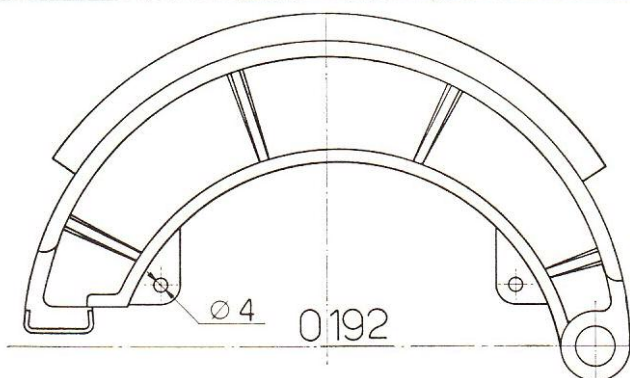


751 (R 2692)

o 192

GUZZI

Nuovo Falcone anteriore

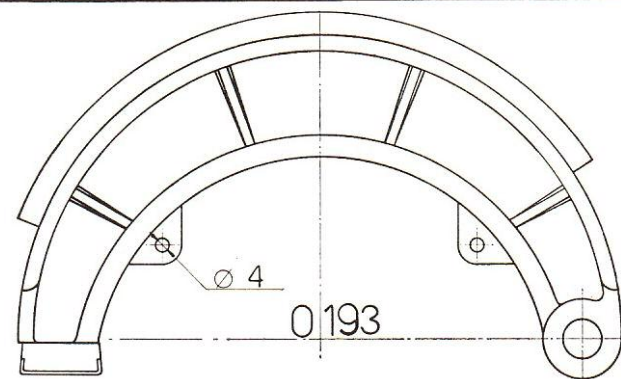


752 (R 2693)

o 193

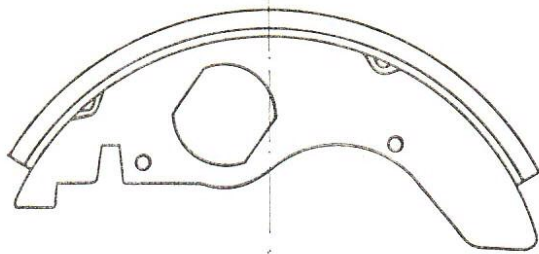
GUZZI

Nuovo Falcone posteriore



40 g





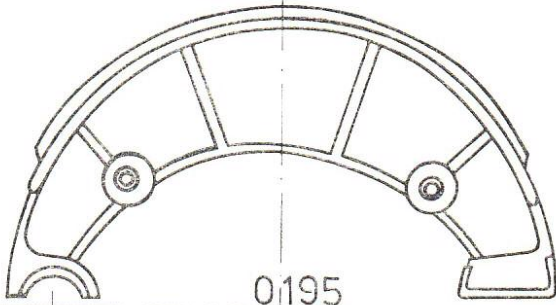
0194

760

EMPOLINI

Motocarro Empolini (posteriore)

o 194



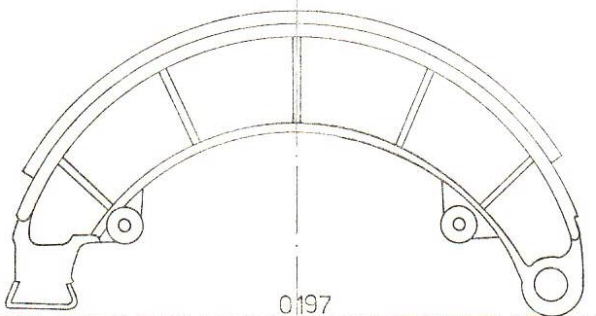
0195

753

BETA

Beta Enduro anteriore

o 195



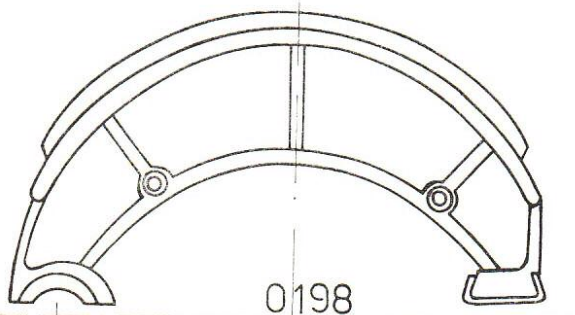
0197

758

BENELLI

Benelli Tornado anteriore

o 197



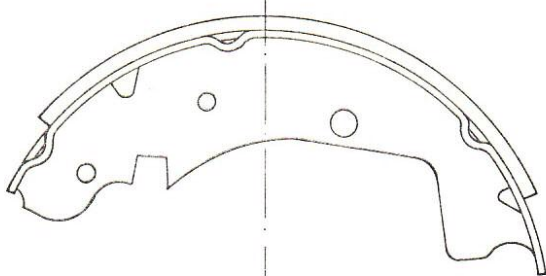
0198

759

BETA

Beta GS. 125
Macchi 125 De Luxe e RC
Harley-Davidson 125 SS e SXT
Harley-Davidson 125 aletta e RC

o 198



0200

755

APE (Piaggio)

Ape Car anteriore senza leva

o 200



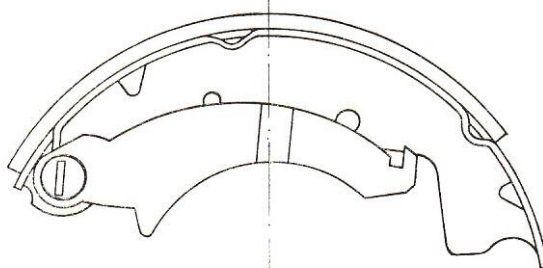
40/1 g

756

o 201

APE (Piaggio)

Ape Car posteriore con leva
destra e sinistra



o 201

40/2 g



ALPINO

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 3	652	R 2503	48 c.c.	ant. - post.
○ 4	2001	R 2505	48 c.c.	ant. - post.
○ 57	2033	R 2560	48 c.c.	ant. - post.
○ 3	652	R 2503	75 c.c.	ant. - post.
○ 57	2033	R 2560	75 c.c.	ant. - post.
○ 71	680	R 2574	75 c.c. Sport - perno sfilabile	ant. - post.
○ 76	682	R 2579	75 c.c. 4 Tempi	ant. - post.
○ 5	654	R 2506	125 c.c.	ant. - post.
○ 58	2034	R 2561	175 c.c. Turismo	ant. - post.
○ 8	657	R 2509	175 c.c. Sport	ant.
○ 7	656	R 2508	175 c.c. Sport	post.

BARTALI

○ 99	691	R 2602	48 c.c.	ant. - post.
○ 3	652	R 2503	48 c.c.	ant. - post.
○ 18	2010	R 2519	160 c.c. Turismo	ant.
○ 11	2003	R 2512	160 c.c. Turismo	post.
○ 17	2009	R 2518	160 c.c. Marziano	ant. - post.
○ 8	657	R 2509	160 c.c. Sport	ant.
○ 7	656	R 2508	160 c.c. Sport	post.

BENELLI

○ 109	696	R 2613	49 c.c.	ant. - post.
○ 4	2001	R 2505	49 c.c. Turismo	ant. - post.
○ 66	677	R 2569	49 c.c. Export	ant. - post.
○ 42	673	R 2545	49 c.c. Sport	ant. - post.
○ 136	2080	R 2638	49 c.c.	ant. - post.
○ 156	716	R 2503	48 c.c. 1966	post.
○ 102F	2062	R 2605	50 c.c. Scooter	ant. - post.
○ 66	677	R 2569	52 c.c. Scooter	ant. - post.
○ 11	2003	R 2512	125 c.c. 2 Tempi	ant. - post.
○ 7	656	R 2508	125 c.c. 4 Tempi Normale	ant. - post.
○ 8	657	R 2509	125 c.c. 4 Tempi Sport	ant. - post.
○ 7	656	R 2508	125 c.c. 4 Tempi Sport	ant.
○ 8	657	R 2509	175 c.c. Normale	post.
○ 19	659	R 2520	175 Sport	ant. - post.
○ 8	657	R 2509	175 Sport	ant.
○ 81	2050	R 2584	Motocarro 150 c.c.	post.
○ 154	682	R 2654	48 c.c. Gentlemen	ant. - post.
○ 197	758	—	Benelli Tornado	ant.



BIANCHI

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 42	673	R 2545	45 c.c. Aquilotto 2 ^a Serie	ant. - post.
○ 42	673	R 2545	45 c.c. Sparviero - Oropa	ant. - post.
○ 122	704	R 2627	48 c.c. Mobilette	ant. - post.
○ 131	708	R 2633	48 c.c. Bianchi - Mobilette	ant. - post.
○ 3	652	R 2503	49 c.c. Falco	ant. - post.
○ 42	673	R 2545	55 c.c. Turchino	ant. - post.
○ 100	2060	R 2603	70 c.c. Gardena	ant. - post.
○ 120	2070	R 2625	80 c.c. Orsetto	ant. - post.
○ 43	2022	R 2546	125 c.c. Normale - Freccia Azzurra	ant. - post.
○ 44	2023	R 2547	125 c.c. Mendola - Freccia Celeste	ant. - post.
○ 60	2036	R 2563	125 c.c. Mendola - 1956-1957	ant. - post.
○ 5	654	R 2506	125 c.c. Mendola - 1958	ant. - post.
○ 84	656	R 2508	125 c.c. 4 Tempi Bernina	ant. - post.
○ 44	2023	R 2547	174 c.c. Cervino - Pordoi	ant. - post.
○ 44	2023	R 2547	175 c.c. Tonale	ant. - post.
○ 8	657	R 2509	175 c.c. Tonale 1958	ant. - post.

B. M. G.

○ 33	2017	R 2536	49 c.c. 2 ^a Serie	ant. - post.
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BERNEG

○ 16	2008	R 2517	160/175 c.c. Normale	ant.
○ 11	2003	R 2512	160/175 c.c. Normale	post.
○ 17	2009	R 2518	160/175 c.c. Turismo	ant.
○ 15	2007	R 2516	160/175 c.c. Turismo	post.
○ 20	2011	R 2521	160/175 c.c. Sport	ant.
○ 17	2009	R 2518	160/175 c.c. Sport	post.

BETA

○ 99	691	R 2602	48 c.c.	ant. - post.
○ 109	696	R 2613	48 c.c.	ant. - post.
○ 69	679	R 2572	48 c.c.	ant. - post.
○ 42	673	R 2545	48 c.c. Super Sport	ant. - post.
○ 70	2043	R 2573	75 c.c.	ant. - post.
○ 71	680	R 2574	80 c.c. Lince	ant. - post.
○ 13	2005	R 2514	98 c.c.	ant. - post.
○ 195	753	—	Beta Enduro	ant.
○ 198	759	—	Beta GS 125	ant. - post.

BETA

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 71	680	R 2574	98 c.c. Astro	ant. - post.
○ 10	658	R 2511	125 c.c.	ant. - post.
○ 5	654	R 2506	125 c.c. Urano	ant. - post.
○ 11	2003	R 2512	150 c.c. Mercurio	ant. - post.
○ 9	2002	R 2510	160 c.c. Turismo	ant. - post.
○ 86	2054	R 2589	175 c.c. Titano - TV - SV - MT	ant.
○ 8	657	R 2509	175 c.c. Titano - TV - SV - MT	post.
○ 18	2010	R 2519	200 c.c. Orione	ant. - post.

B M (Bonvicini)

○ 30	666	R 2532	48 c.c.	ant. - post.
○ 12	2004	R 2513	48 c.c.	ant. - post.
○ 12	2004	R 2513	75 c.c.	ant. - post.
○ 76	682	R 2579	75 c.c. 1958	ant. - post.
○ 20	2011	R 2521	175 c.c.	ant.
○ 17	2009	R 2518	175 c.c.	post.
○ 152	714	R 2653	48 c.c. trasf. e Scooter 50 Pocherino	ant. - post.

CAPRI

○ 3	652	R 2503	Capri 80	—
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CAPRIOLO

○ 50	2029	R 2553	75 c.c. 1951-1956	ant. - post.
○ 71	680	R 2574	75 c.c. Sport 1957	ant. - post.
○ 5	654	R 2506	75 c.c. TV 1958	ant.
○ 76	682	R 2579	75 c.c. TV 1958	post.
○ 16	2008	R 2517	125 c.c. 1' Serie	ant.
○ 11	2003	R 2512	125 c.c. 1' Serie	post.
○ 8	657	R 2509	125 c.c. TV	ant.
○ 7	656	R 2508	125 c.c. TV	post.
○ 17	2009	R 2518	150 c.c.	ant.

CARNIELLI

○ 109	696	R 2613	48 c.c.	ant. - post.
○ 179	738	R 2679	Motograziella	—



CASADIO

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
o 1	2000	R 2501	48 c.c.	ant. - post.
o 2	651	R 2502	48 c.c.	ant. - post.

CASALINI

o 30	666	R 2532	48 c.c.	ant. - post.
o 12	2004	R 2513	48 c.c.	ant. - post.
o 5	654	R 2506	Ciclocarro 48 c.c. David TR	post.

CECCATO

o 1	2000	R 2501	49 c.c.	ant. - post.
o 2	651	R 2502	49 c.c.	ant. - post.
o 13	2005	R 2514	98 c.c.	ant. - post.
o 76	682	R 2579	100 c.c.	ant. - post.
o 6	655	R 2507	125 c.c.	ant. - post.
o 13	2005	R 2514	125 c.c. 1952-1954	ant. - post.
o 10	658	R 2511	125 c.c. Sport	ant. - post.
o 51	2030	R 2554	125 c.c. Sport 2' Serie	ant. - post.
o 14	2006	R 2516	125 c.c. 1956	ant. - post.
o 7	656	R 2508	125 c.c. 4 Tempi	ant. - post.

CICLOMOTO

o 1	2000	R 2501	48 c.c.	ant. - post.
o 2	651	R 2502	48 c.c.	ant. - post.
o 6	655	R 2507	125 c.c.	ant. - post.

CIMATTI

o 2	651	R 2502	49 c.c.	ant. - post.
o 3	652	R 2503	49 c.c.	ant. - post.
o 69	679	R 2572	50 c.c.	ant. - post.
o 76	682	R 2579	75 c.c.	ant. - post.
o 72	2044	R 2575	75 c.c.	ant. - post.
o 13	2005	R 2514	125 c.c.	ant. - post.
o 6	655	R 2507	125 c.c.	ant. - post.
o 18	2010	R 2519	160 c.c.	ant.
o 11	2003	R 2512	160 c.c.	post.
o 16	2008	R 2517	175 c.c.	ant. - post.

C. M.

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 13	2005	R 2514	125 c.c. R 17"	ant. - post.
○ 11	2003	R 2512	125 c.c. R 19"	ant. - post.
○ 5	654	R 2506	125 c.c. U.T.	ant. - post.
○ 16	2008	R 2517	160/175 c.c.	ant.
○ 11	2003	R 2512	160/175 c.c.	post.
○ 8	657	R 2509	175 c.c. Sport	ant.
○ 7	656	R 2508	175 c.c. Sport	post.
○ 18	2010	R 2519	250 c.c.	ant. - post.

COMET

○ 14	2006	R 2515	98 c.c.	ant. - post.
○ 18	2010	R 2519	175 c.c.	ant.
○ 11	2003	R 2512	175 c.c.	post.
○ 20	2011	R 2521	175 c.c. Sport	ant.
○ 17	2009	R 2518	175 c.c. Sport	post.
○ 20	2011	R 2521	250 c.c.	ant.
○ 17	2009	R 2518	250 c.c.	post.

DE. CA.

○ 14	2006	R 2515	98 c.c.	ant. - post.
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DONISELLI

○ 5	654	R 2506	Ciclocarro 48 c.c.	post.
○ 175	734	R 2675	Ciclocarro 48 c.c. 1970	post.

DEMM

○ 109	696	R 2613	49 c.c. Dick-Dick	ant. - post.
○ 12	2004	R 2513	49 c.c. Dick-Dick	ant. - post.
○ 136	2080	R 2638	49 c.c.	ant. - post.
○ 76	682	R 2579	75 c.c.	ant. - post.
○ 6	655	R 2507	125 c.c.	ant. - post.
○ 7	656	R 2508	125 c.c. Sport	ant. - post.
○ 20	2011	R 2521	175 c.c.	ant.
○ 17	2009	R 2518	175 c.c.	post.
○ 74	2046	R 2577	Motocarro 175 c.c.	post.



DEVIL

CATEGORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 3	652	R 2503	48 c.c.	ant. - post.
○ 57	2033	R 2560	48 c.c.	ant. - post.
○ 60	2036	R 2563	125 c.c.	ant. - post.
○ 7	656	R 2508	160 c.c.	ant. - post.
○ 58	2034	R 2561	160 c.c.	ant. - post.

DKW

○ 4	2001	R 2505	48 c.c.	ant. - post.
○ 66	677	R 2569	48 c.c.	ant. - post.
○ 5	654	R 2506	125 c.c. Turismo	ant. - post.
○ 7	656	R 2508	125 c.c. Sport	ant. - post.
○ 5	654	R 2506	Ciclocarro 48 c.c.	post.
○ 18	2010	R 2519	200 c.c.	ant.
○ 11	2003	R 2512	200 c.c.	post.

DUCATI

○ 30	666	R 2532	50 c.c.	ant. - post.
○ 48	2027	R 2551	60 c.c. Normale e Sport	ant. - post.
○ 48	2027	R 2551	65 c.c. T - TL - TS	ant. - post.
○ 94	2057	R 2597	65 c.c. Sport	ant. - post.
○ 72	2044	R 2575	85 c.c. 1958	ant. - post.
○ 76	682	R 2579	85 c.c. 1959	ant. - post.
○ 7	656	R 2508	98 c.c. N - T - TL	ant.
○ 5	654	R 2506	98 c.c. N - T - TL	post.
○ 8	657	R 2509	98 c.c. Sport - TS	ant.
○ 7	656	R 2508	98 c.c. Sport - TS	post.
○ 19	659	R 2520	100 c.c. Monoalbero Sport	ant.
○ 8	657	R 2509	100 c.c. Monoalbero Sport	post.
○ 7	656	R 2508	125 c.c. T	ant.
○ 5	654	R 2506	125 c.c. T	post.
○ 8	657	R 2509	125 c.c. TV - TS	ant.
○ 7	656	R 2508	125 c.c. TV - TS	post.
○ 19	659	R 2520	125 c.c. Monoalbero Sport	ant.
○ 8	657	R 2509	125 c.c. Monoalbero Sport	post.
○ 97	690	R 2600	125 c.c. Aurea	ant. - post.
○ 19	659	R 2520	175 c.c. Turismo e Sport Ø 182	ant.
○ 86	2054	R 2589	175 c.c. Turismo e Sport Ø 180	ant.
○ 8	657	R 2509	175 c.c. Turismo e Sport	post.
○ 19	659	R 2520	200 c.c. SS e Elite	ant.
○ 8	657	R 2509	200 c.c. SS e Elite	post.
○ 189	748	R 2689	Desmodronico	ant.

EMPOLINI

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 172	731	R 2672	Motocarro (acciaio) con registro	post.
○ 173	732	R 2673	Motocarro (alluminio)	ant.
○ 194	760	—	Motocarro Empolini	post.

F. B. M.

○ 30	666	R 2532	48 c.c.	ant. - post.
○ 76	682	R 2579	75 c.c.	ant. - post.
○ 6	655	R 2507	125 c.c.	ant. - post.
○ 16	2008	R 2517	175 c.c.	ant. - post.

FERRARI

○ 61	2037	R 2564	125 c.c.	ant. - post.
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FIGURELLI

○ 42	673	R 2545	50 c.c.	ant. - post.
○ 3	652	R 2503	50 c.c.	ant. - post.
○ 5	654	R 2506	125 c.c.	ant. - post.

FOCHJ

○ 2	651	R 2502	48 c.c.	ant. - post.
○ 3	652	R 2503	48 c.c.	ant. - post.
○ 5	654	R 2506	125 c.c.	ant. - post.
○ 6	655	R 2507	125 c.c.	ant. - post.
○ 84	656	R 2508	125 c.c.	ant. - post.

FUCHS

○ 107F	2065	R 2611	38 c.c.	ant. - post.
○ 69	679	R 2572	50 c.c.	ant. - post.
○ 70	2043	R 2573	75 c.c.	ant. - post.
○ 51	2030	R 2554	160 c.c.	ant. - post.



FREJUS

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 99	691	R 2602	48 c.c.	ant. - post.
○ 3	652	R 2503	48 c.c.	ant. - post.
○ 76	682	R 2579	75 c.c.	ant. - post.

FRERA

○ 13	2005	R 2514	125 c.c.	ant. - post.
○ 16	2008	R 2517	175 c.c.	ant. - post.

GANNA

○ 33	2017	R 2536	48 c.c.	ant. - post.
○ 71	680	R 2574	75 c.c.	ant. - post.
○ 5	654	R 2506	125 c.c.	ant. - post.

GARELLI

○ 42	673	R 2545	38 c.c. Velomosquito 511	ant. - post.
○ 116	702	R 2621	50 c.c. M-M2 (Frizlone)	ant. - post.
○ 42	673	R 2545	50 c.c. GT - Sport	ant. - post.
○ 91	2056	R 2594	50 c.c. Super Sport	ant. - post.
○ 3	652	R 2503	50 c.c. 1959	ant. - post.
○ 42	673	R 2545	70 c.c. 1' Serie	ant. - post.
○ 76	682	R 2579	70 c.c. 2' Serie	ant. - post.
○ 98	2059	R 2601	Tze Tze	ant. - post.
○ 99	691	R 2602	50 c.c. M-M2	ant. - post.
○ 65	2041	R 2568	50 c.c. M-M2	ant. - post.
○ 136	2080	R 2638	50 c.c.	ant. - post.

GEROSA

○ 99	691	R 2602	48 c.c. Monomarcia	ant. - post.
○ 3	652	R 2503	48 c.c. Lusso - Sprint	ant. - post.
○ 14	2006	R 2515	125 c.c.	ant. - post.
○ 5	654	R 2506	Ciclocarro 48 c.c.	post.
○ 5	654	R 2506	75 c.c.	ant. - post.

50 g



GILERA

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 118	703	R 2623	50 c.c. Scooter g. 50	ant. - post.
○ 97	690	R 2600	98 c.c. Giubileo	ant.
○ 84	656	R 2508	124 c.c. Giubileo	post.
○ 97	690	R 2600	124 c.c. Giubileo	ant. - post.
○ 31 ^{bis}	668	R 2534	125 c.c. 1' Serie (camme piatta)	ant. - post.
○ 31	667	R 2533	125 c.c. 2' Serie	ant. - post.
○ 32	664	R 2535	125/150 c.c. 2' Serie	ant. - post.
○ 31	667	R 2533	150 c.c. Turismo	ant. - post.
○ 32	664	R 2535	150 c.c. Sport	ant. - post.
○ 146	2088	R 2648	150 c.c. Giubileo (camme piatta)	ant. - post.
○ 32	664	R 2535	175 c.c. Normale	ant. - post.
○ 95	689	R 2598	175 c.c. Extra	ant. - post.
○ 117	2068	R 2622	175 c.c. Giubileo	ant. - post.
○ 95	689	R 2598	300 c.c. Extra	ant. - post.
○ 140	710	R 2642	300 c.c. 1961	ant.
○ 54	675	R 2557	Motocarro 150 c.c. 300 - 1961	post.
○ 74	2046	R 2577	Motocarro 200 c.c.	post.

GITAN

○ 2	651	R 2502	50 c.c.	ant. - post.
○ 3	652	R 2503	50 c.c.	ant. - post.
○ 69	679	R 2572	50 c.c.	ant. - post.
○ 11	2003	R 2512	125 c.c. Turismo	ant. - post.
○ 13	2005	R 2514	125 c.c.	ant. - post.
○ 7	656	R 2508	150 c.c. Lusso	ant. - post.
○ 5	654	R 2506	50 c.c. Grillocarro	post.

GLORIA

○ 30	666	R 2532	48 c.c. 3 M	post.
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GRIMECA

○ 175	734	R 2675	Motocarri vari tipi con differenziale	—
○ 178	737	R 2678	Vedi 08 Ø 158 anzichè Ø 160	—
○ 188	747	R 2688	V7 Guzzi 2' Serie - Laverda GT e S	ant.

GUAZZONI

○ 8	657	R 2509	150 c.c. Grifone e Lusso	ant.
○ 7	656	R 2508	150 c.c. Grifone e Lusso	post.



GUZZI

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 5	654	R 2506	48 c.c. Dingo TIR	post.
○ 152	714	R 2653	48 c.c. Dingo Ciel.	post.
○ 154	682	R 2654	48 c.c. Dingo Cross	post.
○ 37	2019	R 2540	65 c.c.	ant. - post.
○ 52	674	R 2555	73 c.c. Cardellino	ant. - post.
○ 49	2028	R 2552	98 c.c. Zigolo	ant.
○ 38	2020	R 2541	98 c.c. Zigolo	post.
○ 77	2047	R 2580	98 c.c. Zigolo Lusso	ant. - post.
○ 123	2072	R 2628	Motoc. 110 c.c. Aiace	post.
○ 110	697	R 2614	110 c.c. Zigolo	ant. - post.
○ 113	698	R 2617	125 c.c. Stornello	ant. - post.
○ 39	671	R 2542	160/175 c.c. Galletto	ant. - post.
○ 53	2031	R 2556	175 c.c. Lodola	ant.
○ 78	2048	R 2581	175 c.c. Lodola Sport 1958	ant.
○ 67	678	R 2570	175 c.c. Lodola - Lodola Sport 1958	post.
○ 39	671	R 2542	192 c.c. Galletto	ant.
○ 92	687	R 2595	192 c.c. Galletto	post.
○ 40	672	R 2543	250 c.c. Airone Sport	ant. - post.
○ 40	672	R 2543	500 c.c. Falcone - Astore	ant. - post.
○ 54	675	R 2557	Motocarro 192 c.c. Ercolino	post.
○ 40	672	R 2543	Motocarro 500 c.c. Ercole fr. mecc.	ant.
○ 41	2021	R 2544	Motocarro 500 c.c. Ercole fr. mecc.	post.
○ 80D	683	R 2583	Motocarro 500 c.c. Ercole fr. idr. - ruota D	post.
○ 80S	683	R 2583	Motocarro 500 c.c. Ercole fr. idr. - ruota S	post.
○ 7	656	R 2508	Furghino	post.
○ 184	743	R 2684	Motocarro Guzzi Ercole - Freni idraulici 1970	—
○ 185	744	R 2685	V7 1° Serie	ant.
○ 186	745	R 2686	V7	post.
○ 192	751	R 2692	Nuovo Falcone	ant.
○ 193	752	R 2693	Nuovo Falcone	post.

H M W

○ 2	651	R 2502	49 c.c.	ant. - post.
○ 109	696	R 2613	49 c.c.	ant. - post.

ISO

○ 34	2018	R 2537	125 c.c. 2° Serie R 12"	ant. - post.
○ 55	676	R 2558	125 c.c. GT 3 velocità R 14"	ant. - post.
○ 96	2058	R 2599	125 c.c. GT 4 velocità R 14"	ant. - post.
○ 96	2058	R 2599	125 c.c. Sport R 19"	ant. - post.
○ 90	2055	R 2593	150 c.c. Scooter F	post.
○ 139	2082	R 2641	150 c.c. Scooter 2° Serie	ant.
○ 121	2071	R 2626	Iso 150 F	ant.
○ 74	2046	R 2577	Motocarro 125/150 c.c.	post.



ISO

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 74	2046	R 2577	Isetta	post.
○ 73	2045	R 2576	Isetta	ant.
○ 74	2046	R 2577	Isocarro 4 ruote	post.
○ 73	2045	R 2576	Isocarro 4 ruote	ant.
○ 144	2086	R 2646	Isocarro 4 ruote	post.

ITOM

○ 33	2017	R 2536	48 c.c. Tourist a rullo	ant. - post.
○ 33	2017	R 2536	48 c.c. Ideal	ant. - post.
○ 104F	2063	R 2607	48 c.c. Ideal	ant. - post.
○ 30	666	R 2532	50 c.c. Astor 1955	ant. - post.
○ 104F	2063	R 2607	50 c.c. Astor 1956	ant. - post.
○ 103F	692	R 2606	50 c.c. Astor 1956 2 ^a Serie	ant. - post.
○ 42	673	R 2545	50 c.c. Astor 1957	ant. - post.
○ 3	652	R 2503	50 c.c. Astor 1961	ant. - post.
○ 65	2041	R 2568	50 c.c. Esperia 1 ^a Serie	ant. - post.
○ 42	673	R 2545	50 c.c. Esperia 2 ^a Serie	ant. - post.
○ 91	2056	R 2594	65 c.c. Tabor	ant. - post.
○ 76	682	R 2579	70 c.c.	ant. - post.
○ 100	2060	R 2603	Ciclocarro 48 c.c.	post.

LAVERDA

○ 65	2041	R 2568	48 c.c. 1 ^a Serie	ant. - post.
○ 98	2059	R 2601	48 c.c. 2 ^a Serie	ant. - post.
○ 42	673	R 2545	50 c.c.	ant. - post.
○ 45	2024	R 2548	75 c.c.	ant. - post.
○ 45	2024	R 2548	100 c.c. 1 ^a Serie	ant. - post.
○ 105	693	R 2608	100 c.c. Sport	ant. - post.
○ 145	2087	R 2647	200 c.c.	ant. - post.
○ 190	749	R 2690	750 c.c. SF	ant. - post.
○ 191	750	R 2691	750 c.c. GT e S	post.

LAMBRETTA (Innocenti)

○ 30	666	R 2532	48 c.c.	ant. - post.
○ 149	712	R 2651	50 c.c. J	ant. - post.
○ 150	713	R 2652	100/125 c.c. J	ant. - post.
○ 27	2015	R 2529	125 c.c. C	ant.
○ 28	2016	R 2530	125 c.c. D - E - F	ant.
○ 29	665	R 2531	125 c.c. C - D - E - F	post.



LAMBRETTA (Innocenti)

CATEGORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 168	727	R 2668	Lui 50 C - 50 CL	ant.
○ 169	728	R 2669	Lui 50 C - 50 CL	post.
○ 89	686	R 2592	125/150 c.c. LI	ant. - post.
○ 28	2016	R 2530	150 c.c. D - LD	ant.
○ 29	665	R 2531	150 c.c. D - LD	post.
○ 89	686	R 2592	175 c.c. TV 2 ^a Serie	ant. - post.
○ 29	665	R 2531	Motocarro 125/150 c.c. FC - FD	post.
○ 75	681	R 2578	Motocarro 150 c.c. Cabinato	post.
○ 106	2064	R 2610	Motocarro 150 c.c. Cabinato	ant.
○ 115	701	R 2620	Motocarro 175 c.c. Cabinato FLI	post.
○ 129	706	R 2587	Motocarro 200 Lambro	post.
○ 147	711	R 2649	Motocarro 200 Lambro	ant.
○ 155	715	R 2655	Motocarro 200 Lambro 5,5 q.li	post.
○ 165	722	R 2663	Motocarro 200 Lambro nuovo tipo	post.
○ 174	733	R 2674	DL 125/150	ant. - post.
P/1			DL 200	ant.
○ 174	733	R 2674	DL 200	post.
○ 165	722	R 2663	550 N - 500 L - 550 A - 175 c.c.	post.
○ 165	722	R 2663	550 ML - 500 V - 600 M - 550 V 500 ML - 600 V	ant. - post.

LEGNANO

○ 33	2017	R 2536	48 c.c. (motori Sachs)	ant. - post.
○ 99	691	R 2602	48 c.c. (motori FBM - Sachs)	ant. - post.

MACCHI

○ 5	654	R 2506	125 c.c.	ant. - post.
○ 5	654	R 2506	125/150 c.c. Zeffiro	ant. - post.
○ 132	2076	R 2634	175/250 c.c. Ala Rossa - Ala d'Oro - 250 c.c. Ala Verde e Wisconsin	ant. - post.
○ 133	2077	R 2635	175 c.c. Ala Bianca - 250 Ala Azzurra	ant. - post.
○ 134	2078	R 2636	175 c.c. 1 ^a Serie - 250 c.c. 1 ^a Serie	ant.
○ 135	2079	R 2637	250 c.c. Chimera	ant. - post.
○ 142	2084	R 2644	150 c.c. Zeffiro 2 ^a Serie	ant. - post.
○ 8	657	R 2509	250 c.c.	ant. - post.
○ 79	2049	R 2582	Motocarro MB 1 - MB 3	post.
○ 132	2076	R 2634	350 c.c.	post.

MALAGUTI

○ 109	696	R 2613	48 c.c.	ant. - post.
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MALANCA

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 3	652	R 2503	48 c.c. 1960-1961	ant. - post.
○ 69	679	R 2572	48 c.c. Niki Normale	ant. - post.
○ 70	2043	R 2573	48 c.c. Niki Sprint	ant.
○ 69	679	R 2572	48 c.c. Niki Sprint	post.
○ 70	2043	R 2573	75 c.c. Niki	ant. - post.
○ 163	720	R 2661	Mascotte	ant. - post.
○ 170	729	R 2670	Contry e Competizione	post.
○ 171	730	R 2671	Jolly e Turismo	ant.

MASERATI

○ 42	673	R 2545	50 c.c.	ant. - post.
○ 76	682	R 2579	75 c.c.	ant. - post.
○ 14	2006	R 2515	125 c.c. 2 Tempi	ant. - post.
○ 17	2009	R 2518	125 c.c. TV	ant.
○ 15	2007	R 2516	125 c.c. TV	post.
○ 8	657	R 2509	125 c.c. TV 1958	ant.
○ 7	656	R 2508	125 c.c. TV 1958	post.
○ 17	2009	R 2518	160 c.c. 4 Tempi	ant. - post.
○ 86	2054	R 2589	160/175 c.c. 4 Tempi 1958	ant.
○ 8	657	R 2509	160/175 c.c. 4 Tempi 1958	post.
○ 20	2011	R 2521	250 c.c.	ant. - post.
○ 5	654	R 2506	Ciclocarro 50 c.c.	post.

M. B. (Benassi)

○ 3	652	R 2503	48 c.c.	ant. - post.
○ 72	2044	R 2575	75 c.c.	ant. - post.

M. D. S. (Scoccimarro)

○ 4	2001	R 2505	48 c.c. presa diretta	ant. - post.
○ 3	652	R 2503	48 c.c.	ant. - post.
○ 76	682	R 2579	75 c.c.	ant. - post.

MIVAL

○ 3	652	R 2503	48 c.c. presa diretta	ant. - post.
○ 6	655	R 2507	125 c.c.	ant. - post.
○ 10	658	R 2511	125 c.c. 1956-1957	ant. - post.



MIVAL

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 51	2030	R 2554	125 c.c. 1958	ant. - post.
○ 119	2069	R 2624	125 c.c. 1960-1961	ant. - post.
○ 8	657	R 2509	125 c.c. GS	ant.
○ 7	656	R 2508	125 c.c. GS	post.
○ 16	2008	R 2517	175 c.c.	ant. - post.
○ 81	2050	R 2584	175 c.c. motocarro	post.

MILLER

○ 7	656	R 2508	200 c.c.	ant. - post.
○ 8	657	R 2509	500 c.c.	ant. - post.

MONDIAL

○ 2	651	R 2502	49 c.c.	ant. - post.
○ 3	652	R 2503	49 c.c.	ant. - post.
○ 76	682	R 2579	75 c.c.	ant. - post.
○ 13	2005	R 2514	125 c.c. Champion	ant. - post.
○ 14	2006	R 2515	125 c.c. Champion Lusso	ant. - post.
○ 11	2003	R 2512	125 c.c. Turismo	ant.
○ 13	2005	R 2514	125 c.c. Turismo	post.
○ 7	656	R 2508	125 c.c. Sport	ant. - post.
○ 11	2003	R 2512	160 c.c. Turismo	ant. - post.
○ 13	2005	R 2514	160 c.c. Sogno	ant. - post.
○ 18	2010	R 2519	160 c.c. Sport Lusso	ant.
○ 11	2003	R 2512	160 c.c. Sport Lusso	post.
○ 17	2009	R 2518	175 c.c. TS	ant.
○ 14	2006	R 2515	175 c.c. TS	post.
○ 18	2010	R 2519	175 c.c. TV 1' Serie	ant.
○ 11	2003	R 2512	175 c.c. TV 1' Serie	post.
○ 20	2011	R 2521	175 c.c. TV 2' Serie	ant.
○ 17	2009	R 2518	175 c.c. TV 2' Serie	post.
○ 86	2054	R 2589	175 c.c. 1958	ant.
○ 8	657	R 2509	175 c.c. 1958	post.
○ 18	2010	R 2519	200 c.c. Extra Lusso	ant.
○ 11	2003	R 2512	200 c.c. Extra Lusso	post.
○ 20	2011	R 2521	200 c.c. Sport	ant.
○ 17	2009	R 2518	200 c.c. Sport	post.



MOTOM

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 35	669	R 2538	48 c.c. 4 Tempi	ant. - post.
○ 151	691	R 2602	Nova e Nova 3 M 2 Tempi	ant. - post.
○ 154	682	R 2654	Nova 50 Scrambler e 50 Sport 2 Tempi	ant.
○ 156	716	R 2503	Nova 50 Scrambler e 50 Sport 2 Tempi	post.
○ 82	2051	R 2585	98 c.c. 4 Tempi	ant.
○ 83	2052	R 2586	98 c.c. 4 Tempi	post.
○ 85	2053	R 2588	160 c.c. Delfino	ant. - post.
○ 5	654	R 2506	Ciclocarro 48 c.c.	post.
○ 151	691	R 2602	Daina 3 e Dainamatic	ant. - post.

MOTOBI

○ 156	716	R 2503	48 c.c.	ant. - post.
○ 5	654	R 2506	125 c.c. E	ant. - post.
○ 60	2036	R 2563	125 c.c. Turismo	ant. - post.
○ 58	2034	R 2561	125 c.c. Sport	ant. - post.
○ 7	656	R 2508	125 c.c. Sport 1957	ant. - post.
○ 58	2034	R 2561	125 c.c. Extra Lusso	ant.
○ 60	2036	R 2563	125 c.c. Extra Lusso	post.
○ 19	659	R 2520	175 c.c. Catria Sport	ant.
○ 8	657	R 2509	175 c.c. Catria Sport	post.
○ 59	2035	R 2562	175 c.c. Lusso	ant.
○ 58	2034	R 2561	175 c.c. Lusso	post.
○ 62	2038	R 2565	200 c.c.	ant. - post.
○ 86	2054	R 2589	200 c.c.	ant. - post.
○ 9	2002	R 2510	200 c.c.	ant. - post.

M. M.

○ 11	2003	R 2512	125 c.c.	ant.
○ 13	2005	R 2514	125 c.c.	post.
○ 20	2011	R 2521	250/350 c.c.	ant. - post.
○ 180	739	R 2680	Mozzi mm. Ø 66	—
○ 181	740	R 2681	Mozzi mm. Ø 90	—
○ 182	741	R 2682	Mozzi mm. Ø 105	—
○ 183	742	R 2683	Mozzi mm. Ø 124	—

MULLER

○ 84	656	R 2508	Motocross	ant. - post.
○ 5	654	R 2506	Motocross	ant. - post.



MORINI

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 156	716	R 2503	48 c.c.	post.
○ 56	2032	R 2559	98 c.c. Sbarazzino	ant. - post.
○ 93	688	R 2596	125 c.c. Corsaro	ant. - post.
○ 93	688	R 2596	175 c.c. Turismo	ant. - post.
○ 93	688	R 2596	175 c.c. Settebello - SS - GT	post.
○ 148	2089	R 2650	175 c.c. Settebello - SS - GT	ant.
○ 124	2073	R 2629	175 c.c. Tresette	post.
○ 125	2074	R 2630	175 c.c. Tresette	ant.

M V (Agusta)

○ 109	696	R 2613	48 c.c.	ant. - post.
○ 76	682	R 2579	83 c.c. Checca	ant. - post.
○ 5	654	R 2506	125 c.c. America - Centomila	ant. - post.
○ 36	670	R 2539	125/150 c.c. moto e scooter	ant. - post.
○ 143	2085	A 2645	155 c.c. Chicco	—
○ 46	2025	R 2549	175 c.c. CSL - CSTL - CS Extra	ant.
○ 47	2026	R 2550	175 c.c. CSL - CSTL - CS Extra	post.
○ 8	657	R 2509	175 c.c. CST America	ant.
○ 7	656	R 2508	175 c.c. CST America	post.
○ 75	681	R 2578	Motocarro 125/150 c.c. 1958	post.
○ 108	695	R 2612	Motocarro 235 c.c. Tevere	post.

NASSETTI

○ 1	2000	R 2501	48 c.c.	ant. - post.
○ 2	651	R 2502	48 c.c.	ant. - post.
○ 3	652	R 2503	48 c.c.	ant. - post.
○ 12	2004	R 2513	48 c.c.	ant. - post.
○ 30	666	R 2532	48 c.c.	—

NEGRINI

○ 109	696	R 2613	48 c.c.	ant. - post.
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NSU (Vok & Macola)

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
o 4	2001	R 2505	48 c.c.	ant. - post.
o 66	677	R 2569	48 c.c.	ant. - post.
o101F	2061	R 2604	49 c.c.	ant. - post.
o 84	656	R 2508	98 c.c.	post.
o 5	654	R 2506	98 c.c.	ant.
o 18	2010	R 2519	200 c.c. Lux	post.
o 16	2008	R 2517	200 c.c. Lux	ant.
o 20	2011	R 2521	250 c.c. Max	post.
o 17	2009	R 2518	250 c.c. Max	—

PAGLIANTI

o 1	2000	R 2501	48 c.c.	ant. - post.
o 2	651	R 2502	48 c.c.	ant. - post.
o 3	652	R 2503	48 c.c.	ant. - post.

PAPERINO

o 12	2004	R 2513	49 c.c.	ant. - post.
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PEGASO

o 69	679	R 2572	48 c.c.	ant. - post.
o 70	2043	R 2573	48 c.c.	ant.
o 69	679	R 2572	48 c.c.	post.

PERIPOLI

o 109	696	R 2613	48 c.c.	ant. - post.
o 76	682	R 2579	75 c.c.	ant. - post.



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PARILLA

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 109	696	R 2613	49 c.c.	ant. - post.
○ 69	679	R 2572	49 c.c. 2 Tempi	ant. - post.
○ 57	2033	R 2560	49 c.c. 4 Tempi	ant. - post.
○ 13	2005	R 2514	98 c.c.	ant. - post.
○ 63	2039	R 2566	98 c.c. 4 Tempi Fauno	ant. - post.
○ 11	2003	R 2512	125 c.c.	ant. - post.
○ 63	2039	R 2566	125 c.c. GT	ant. - post.
○ 61	2037	R 2564	125/150 c.c. Bracco	ant. - post.
○ 18	2010	R 2519	175 c.c. 4 Tempi	ant. - post.
○ 63	2039	R 2566	175 c.c. E	ant. - post.
○ 62	2038	R 2565	175 c.c. Sport	ant. - post.
○ 64	2040	R 2567	125/150 c.c. Scooter Levriero	ant. - post.
○ 111	2066	R 2615	98 c.c. Slughi	ant. - post.
○ 5	654	R 2506	98 c.c. Olympia	ant. - post.
○ 8	657	R 2509	175 c.c. Slughi	ant.
○ 7	656	R 2508	175 c.c. Slughi	post.
○ 84	656	R 2508	125 c.c. Slughi	ant. - post.
○ 112	2067	R 2616	150 c.c. Sport	ant. - post.

PIAGGIO

○ 130	707	R 2524	Vespa 50/90 c.c.	ant. - post.
○ 159	717	R 2658	Vespa 50/90 c.c. 1966 e SS Primavera	post.
○ 21	660	R 2522	Vespa 98 c.c.	ant. - post.
○ 21	660	R 2522	Vespa 125/150 c.c.	ant.
○ 22	2012	R 2523	Vespa 125 c.c. 1951-1952	post.
○ 23	684	R 2590	Vespa 125 c.c. 1953-1957	post.
○ 87	684	R 2590	Vespa 125 c.c. 1958	post.
○ 23	684	R 2590	Vespa 150 c.c. 155-1958	post.
○ 21	660	R 2522	Vespa 150 c.c. 1963	ant.
○ 127	705	R 2632	Vespa 150 c.c. 1963	post.
○ 87	684	R 2590	Vespa 150 c.c. 1959	post.
○ 160	718	R 2659	Vespa 125/150 c.c. Super 1966	post.
○ 24	661	R 2525	Vespa 150 c.c. GS 1954-1957	ant. - post.
○ 88	685	R 2591	Vespa 150 c.c. GS 1958	ant. - post.
○ 128	685	R 2591	Vespa 160 c.c. GS 1962-1963	ant. - post.
○ 128	685	R 2591	Vespa 150 c.c. GL 1963	ant. - post.
○ 21	660	R 2522	Ape 125/150 c.c.	ant.
○ 25	2014	R 2526	Ape 125 c.c.	post.
○ 26	662	R 2527	Ape 150 c.c. Normale e Cabinata	post.
○ 21	660	R 2522	Ape 125/150 c.c.	freno a mano
○ 23	684	R 2590	Ape 150 c.c. Cabinata	freno a mano
○ 114	699	R 2618	Ape 150 c.c. 1962	post.

PIAGGIO

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 162	719	R 2660	Vespa 50/90 c.c. 1966	ant.
○ 162	719	R 2660	Vespa 125/150 c.c. Super	ant.
○ 164	721	R 2662	Vespa Ciao	post.
○ 166T	724	R 2665	Ape MP	ant.
○ 167T	726	R 2667	Ape MP	post. destro
○ 167T	726	R 2667	Ape MP	post. sinistro
○ 176	735	R 2676	Ape 50 c.c. motoc.	post. destro
○ 176	735	R 2676	Ape 50 c.c. motoc.	post. sinistro
○ 161	685	R 2591	Vespa 180 c.c. SS 1966	ant. - post.
○ 24	661	R 2525	Vespa Rally 1968-1969	ant.
○ 151	691	R 2602	Ciao	ant.
○ 161	685	R 2591	Vespa Rally 1968-1969	post.
○ 162	719	R 2660	Vespa 50/90 e 125/150 Super	ant.
○ 164	721	R 2662	Ciao	post.
○ 166	723	R 2664	Ape nuovo tipo 1968 MP	ant.
○ 167D	725	R 2666	Ape nuovo tipo 1968 MP	post. destro
○ 167S	725	R 2666	Ape nuovo tipo 1968 MP	post. sinistro
○ 187	746	R 2687	Boxer	post.
○ 200	755	—	Ape Car senza leva	ant.
○ 201	756	—	Ape Car con leva destra e sinistra	post.

PUCH

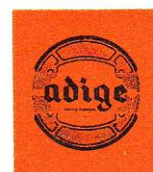
○ 12	2004	R 2513	48 c.c.	—
○ 5	654	R 2506	Ciclocarro 48 c.c.	—

RIZZATO - ATALA

○ 2	651	R 2502	48 c.c.	ant. - post.
○ 109	696	R 2613	48 c.c.	ant. - post.
○ 94	2057	R 2597	48 c.c.	ant. - post.
○ 126	2075	R 2631	50 c.c. Atala - Iris	ant. - post.

RUMI

○ 68	2042	R 2571	125 c.c. Turismo e Sport	ant. - post.
○ 137	2081	R 2639	125 c.c. Scoiattolo 1' Serie	ant. - post.
○ 141	2083	R 2643	125 c.c. Scoiattolo 2' Serie	ant. - post.



SACHS

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 104F	2063	R 2607	48 c.c.	ant. - post.
○ 84	656	R 2508	125 c.c.	ant. - post.

SOLEX

○ 157	2090	R 2656	49 c.c.	ant.
○ 158	2091	R 2657	49 c.c.	post.

SOLO

○ 177	736	R 2677	Solo italiana	—
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STERZI

○ 4	2001	R 2505	48 c.c.	ant. - post.
○ 12	2004	R 2513	48 c.c.	ant. - post.
○ 74	2046	R 2577	Motocarro 160 c.c.	post.

TAURUS

○ 65	2041	R 2568	48 c.c.	ant. - post.
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TELAIMOTOR

○ 101F	2061	R 2604	48 c.c.	ant. - post.
○ 102F	2062	R 2605	48 c.c. Sport	ant. - post.
○ 72	2044	R 2575	75 c.c.	ant. - post.
○ 51	2030	R 2554	125 c.c.	ant. - post.



TESTI

CATE- GORICO	NUOVO	RIGENERATO	T I P O	RUOTA
○ 1	2000	R 2501	48 c.c.	ant. - post.
○ 2	651	R 2502	48 c.c.	ant. - post.
○ 69	679	R 2572	48 c.c.	ant. - post.
○ 109	696	R 2613	48 c.c. (Motore Demm)	ant. - post.
○ 4	2001	R 2505	48 c.c. (Motore Sachs)	ant. - post.
○ 5	654	R 2506	125 c.c.	ant. - post.

TORPADO

○ 42	673	R 2545	49 c.c. (Motore Demm)	ant. - post.
○ 72	2044	R 2575	75 c.c.	ant. - post.
○ 109	696	R 2613	49 c.c.	ant. - post.

VITTORIA (Carnielli)

○ 42	673	R 2545	48 c.c. (Motore Innocenti)	ant. - post.
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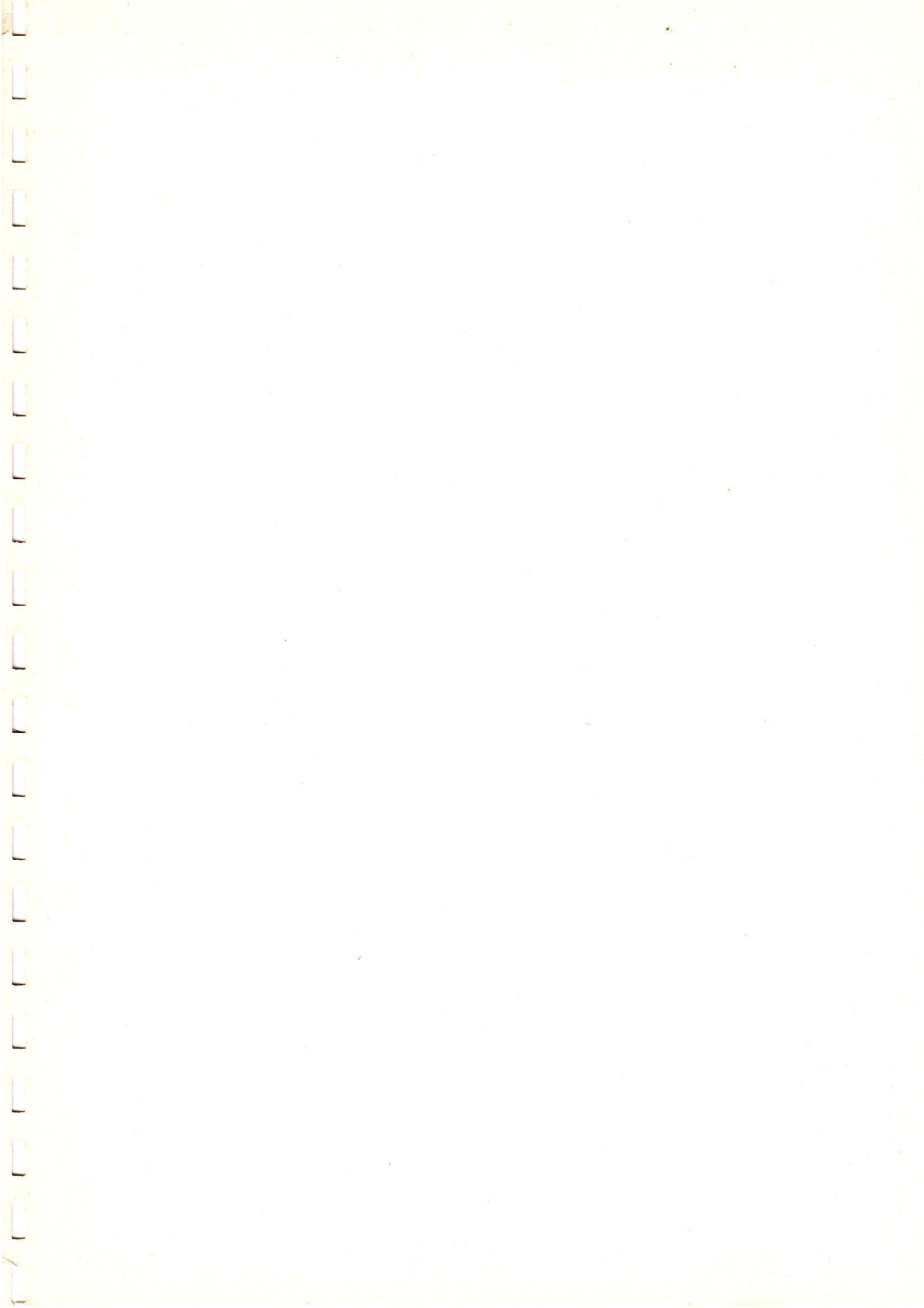
VIVI

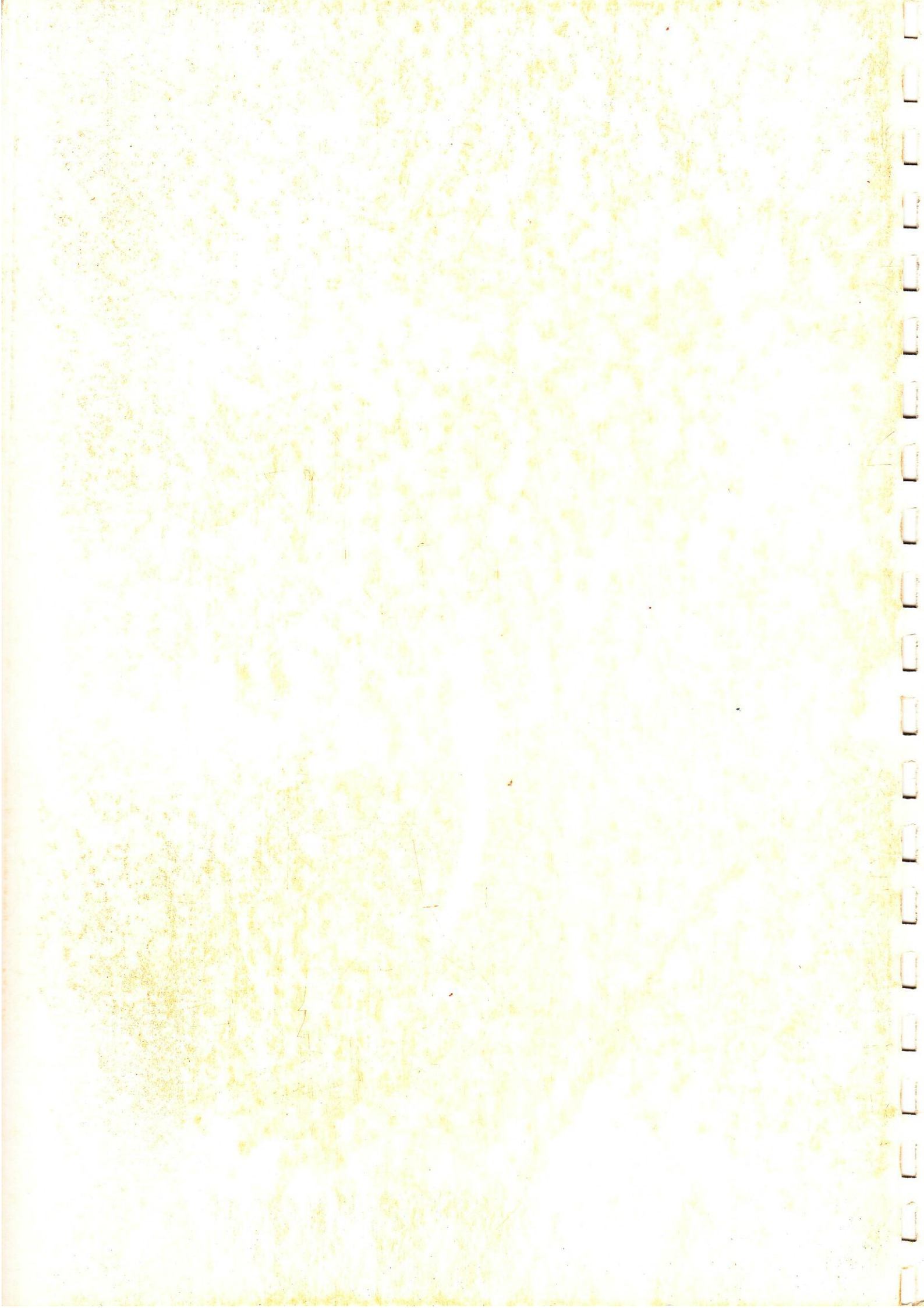
○ 103F	692	R 2606	48 c.c. Turismo	ant. - post.
○ 3	652	R 2503	48 c.c. Sport e GT	ant. - post.
○ 5	654	R 2506	Ciclocarro 48 c.c.	post.

ZUNDAPP (Santamaria)

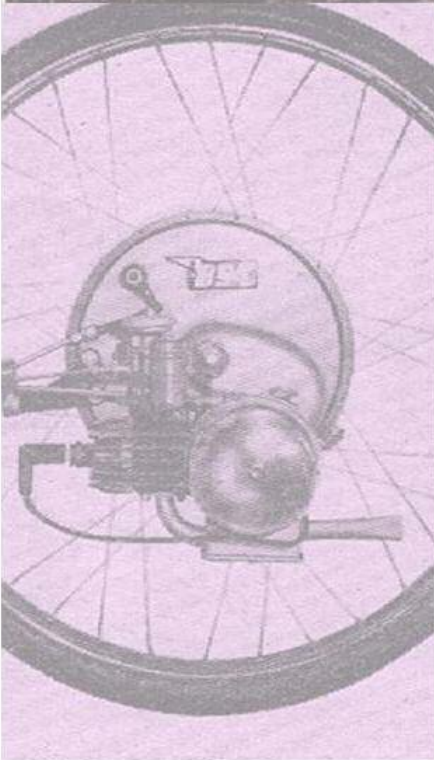
○ 99	691	R 2602	48 c.c.	ant. - post.
○ 42	673	R 2545	50 c.c. Turismo	ant. - post.
○ 42	673	R 2545	70 c.c. Turismo e Sport	ant. - post.







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