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2013 COLLECTION

# SPECIAL SERIES

FASHION

COOL

ALL HISTORY

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Standing out to remain worthy of your own charm and to continue inspiring your fans to dream: this is Vespa's secret. 2013 provides admirers with the exclusivity of three special series. The GTV and LXV "Vie della Moda" models, with their glamorous outfitting and popular colour schemes, are simply a must for anyone sensitive to the timeless charm of Vespa's soft lines, while the GTS Super Sport and S Sport represent the more dynamic and spirited side of its personality. The ageless LX and GTS Touring models are the icons of a travel and mobility philosophy marked by style and comfort.

**Vespa**<sup>®</sup>



SPECIAL SERIES:••

**GTV** VIE DELLA MODA  
300



SPECIAL SERIES:••

**LXV** VIE DELLA MODA  
125



VIE DELLA MODA

SPECIAL SERIES:••

# GTS TOURING 300



GRIGIO  
APUANO



SPECIAL SERIES:••

# LX TOURING 50 2T/50 4T4V/125 3V/150 3V



GRIGIO  
APUANO



TOURING TOURING

SPECIAL SERIES

# GTS SUPER SPORT

125/300



ARANCIO  
COMPETIZIONE



NERO  
ABISSO



SPECIAL SERIES

# S SPORT

50 2T/50 4T4V/125 3V



NERO  
ABISSO



SPORTS SPORTS SPORTS

# 2013 RANGE

# fashion

# COOL

# ALL HISTORY

# QUESTYLE

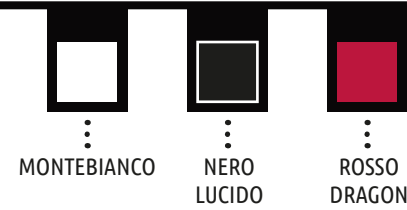
Vespa is a balance of elements which have always made it an inimitable vehicle in the two-wheeler world: impeccable style combined with a unique and distinctive character, timeless design enhanced by carefully crafted details and chromium finish, a technologically cutting-edge, environmentally friendly engine.



2013 RANGE ∴

# GTS SUPER

125/300



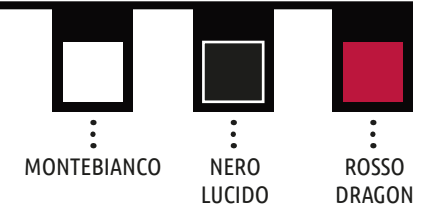
With the GTS Super Vespa reveals the more dynamic side of its personality. Alongside the 125 cc electronic injection engine, Vespa dares to use the most powerful engine in its history, the 300 cc. The vehicle's personality is completed by a series of sporty details: the distinctive grille on the right side fairing, the black edged wheel rims with satin finish effect, the analogue instrument panel.



2013 RANGE ∴

# S

50 2T/50 4T4V/125 3V

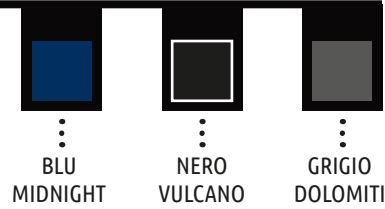


The charm of the legendary "Vespino" ancestor lives again in the Vespa S: the same rectangular headlight, saddle with original finishing, brilliant acceleration and a classic-sport mood. This tribute to its origins in no way neglects the use of the most advanced Piaggio technologies. Vespa S 50 is an exceptional vehicle for moving around easily in the city with a spirit which is attentive both to the environment and the wallet. The 125 version equipped with the new 3 valve engine, in addition to improving fuel economy, ensures low maintenance costs and low emissions. New sporty details set the model apart: the renewed instrument panel graphics, the steering cover mask and the black wheel rims.



## 2013 RANGE

# GTS 300

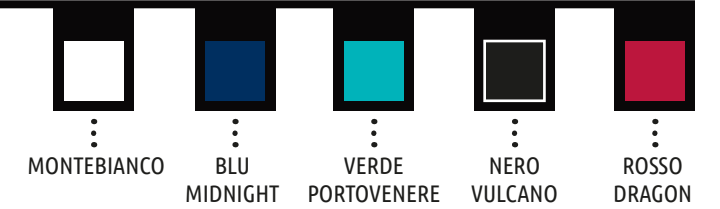


Power and elegance at the highest levels: Vespa GTS is unrivalled in the market. The 300 cc engine, the most powerful of the entire range, is combined with a front and rear disc braking system for absolute riding safety. A vivaciousness softened by the vehicle's refined lines, available in a sophisticated range of colour schemes and popular stylistic solutions, such as the particular placement of the parking light in the steering cover mask.



## 2013 RANGE

# LX 50 2T/50 4T4V 125 3V/150 3V



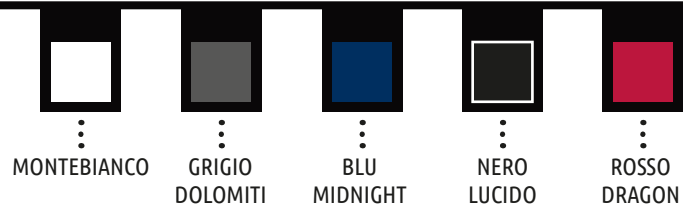
At the top of international preferences for timeless design and the compact dimensions that are reminiscent of the traditional models, Vespa LX is projected into the future with a mixture of technological and aesthetic innovations. The containment of fuel consumption and emissions is ensured by both the traditional 50 cc 4-stroke 4 valve engine and the 125 and 150 3 valve engines which, together with the vehicle's handling, make the LX the most intelligent alternative for city traffic. Its style is enhanced by the refined colour schemes, the introduction of the new steering cover mask, the restyling of the instrument panel and the scuff guard emblazoned with the Vespa logo in a solution inspired by premium automobiles.





## 2013 RANGE ∴

# PX 125/150



The most faithful to the legendary Vespa of its origins, the PX boasts millions of admirers because of its ability to balance essentiality and charm, functionality and retro elegance. Minimalistic design, ease of use and exceptional sturdiness that stems from the steel body, the PX is equipped with an indestructible engine which complies with the strictest Euro 3 emissions standards. It also maintains original elements which enthusiasts find irresistible such as the manual four speed transmission on the handlebar and the possibility of a spare tyre. Some of the new features are the saddle, restyled for comfort to increase control of the vehicle, the scuff guard enhanced by the emblazoned Vespa logo and the vintage style steering cover.



## 2013 RANGE ∴

# LXV 125



LXV maintains the structure of the Vespa LX with its steel body and enhances it with references to the Vespa charm from the sixties, such as the presence of chromium finish on the tubular handlebar and the double module two-seat saddle in genuine leather. The attention to stylistic aspects in no way neglects the application of the most advanced Piaggio technology. The electronic injection system makes the LXV a crossroads of legend and innovation.



	<b>GTV 300 Vie della Moda</b>	<b>LXV 125 LXV 125 Vie della Moda</b>	<b>Gts 300 Gts 300 Touring</b>	<b>LX 150 3V (125 3V)* LX 150 3V (125 3V)*Touring</b>	<b>Gts 300 (125 ie)* Super Gts 300 (125 ie)* SuperSport</b>	<b>S 50 4T 4V (50 2T)* S 50 4T 4V (50 2T)*Sport</b>	<b>S 125 3V S 125 3V Sport</b>	<b>LX 50 4T4V (50 2T)* LX 50 4T4V (50 2T)* Touring</b>	<b>PX 150 (125)*</b>
<i>Engine</i>	QUASAR 4-stroke 4 valve single cylinder, electronic injection, catalysed	LEADER 4-stroke single cylinder, with catalytic converter and electronic injection	QUASAR 4-stroke 4 valve single cylinder, electronic injection, catalysed	4-stroke single cylinder, with catalytic converter and electronic injection	QUASAR 4-stroke 4 valve single cylinder, electronic injection, catalysed	Single cylinder 4 stroke, 4-valve Hi-PER4 with catalytic converter (Hi-PER 2-stroke with catalytic converter)	4-stroke single cylinder, with catalytic converter and electronic injection	Single cylinder 4 stroke, 4-valve Hi-PER4 with catalytic converter (Hi-PER2 2-stroke with catalytic converter)	2-stroke single cylinder, with catalytic converter
<i>Engine capacity</i>	278 cc	124 cc	278 cc	155 cc (124 cc)	278 cc (124 cc)	49,9 cc (49 cc)	124 cc	49,9 cc (49 cc)	150 cc (123 cc)
<i>Bore x Stroke</i>	75 mm x 63 mm	57,0 mm x 48,6 mm	75 mm x 63 mm	58,0 mm x 58,6 mm (52,0 mm x 58,6 mm)	75 mm x 63 mm (57 mm x 48,6 mm)	39,0 mm x 41,8 mm (40 mm x 39,3 mm)	52,0 mm x 58,6 mm	39,0 mm x 41,8 mm (40 mm x 39,3 mm)	57,8 mm x 57 mm (52,5 mm x 57 mm)
<i>Max. power at crankshaft</i>	15,8 kW -21,5 hp- at 7.500 rpm	7,9 kW -10,7 hp- at 8.250 rpm	15,8 kW -21,5 hp- at 7.500 rpm	9,5 kW -12,9 hp- at 7.750 rpm (8,5 kW -11,6 hp- at 8.250 rpm)	15,8 kW -21,5 hp- at 7.500 rpm (11 kW -15 hp- at 9.750 rpm)	-	8,5 kW -11,6 hp- at 8.250 rpm	-	5,8 kW -7,9 hp- at 6.000 rpm (5 kW -6,8 hp- at 6.000 rpm)
<i>Max Torque</i>	22,3 Nm at 5.000 rpm	9,6 Nm at 6.500 rpm	22,3 Nm at 5.000 rpm	12,8 Nm at 6.250 rpm (10,7 Nm at 6.500 rpm)	22,3 Nm at 5.000 rpm (12 Nm at 7.500 rpm)	-	10,7 Nm at 6.500 rpm	-	11,2 Nm at 4.000 rpm (9,9 Nm at 4.250 rpm)
<i>Fuel system</i>	PI injection - (Port Injected) -	PI injection - (Port Injected) -	PI injection - (Port Injected) -	PI injection - (Port Injected) -	PI injection - (Port Injected) -	Carburettor	PI injection - (Port Injected) -	Carburettor	Carburettor
<i>Cooling</i>	Liquid	Forced air	Liquid	Forced air	Liquid	Forced air	Forced air	Forced air	Forced air
<i>Starter</i>	Electric	Electric	Electric	Electric with freewheel	Electric	Electric and kick starter	Electric	Electric and kick starter	Electric and kick starter
<i>Cambio</i>	CVT with torque server				CVT with torque server				Manual, 4-speed
<i>Frizione</i>	Automatic dry centrifugal clutch with vibration dampers				Automatic dry centrifugal clutch with vibration dampers				Multiplate wet clutch
<i>Load bearing structure</i>	Sheet metal body with welded reinforcements				Sheet metal body with welded reinforcements				Sheet steel body
<i>Suspension front</i>	Single link arm with coil spring and dual-action hydraulic shock absorber								
<i>Suspension rear</i>	Coil springs with adjustable preload (4 positions) and two dual action shock absorbers	Coil springs with adjustable preload (4 positions) and two dual action shock absorbers	Coil springs with adjustable preload (4 positions) and two dual action shock absorbers	Coil springs with adjustable preload (4 positions) and two dual action shock absorbers	Coil springs with adjustable preload (4 positions) and two dual action shock absorbers	Coil spring with dual-action hydraulic shock absorber	Coil springs with adjustable preload (4 positions) and two dual action shock absorbers	Coil spring with dual-action hydraulic shock absorber	Coil spring with dual-action hydraulic shock absorber
<i>Brake front</i>	Hydraulically operated 220 mm stainless steel disc	Hydraulically operated 200 mm stainless steel disc	Hydraulically operated 220 mm stainless steel disc	Hydraulically operated 200 mm stainless steel disc	Hydraulically operated 220 mm stainless steel disc	Hydraulically operated 200 mm stainless steel disc	Hydraulically operated 200 mm stainless steel disc	Hydraulically operated 200 mm stainless steel disc	Hydraulically operated 200 mm stainless steel disc
<i>Brake rear</i>	Hydraulically operated 220 mm stainless steel disc	110 mm drum mechanically operated	Hydraulically operated 220 mm stainless steel disc	Mechanically operated 110 mm Ø drum	Hydraulically operated 220 mm stainless steel disc	Mechanically operated 110 mm Ø drum	Mechanically operated 110 mm Ø drum	Mechanically operated 110 mm Ø drum	Mechanically operated 150 mm Ø drum
<i>Tyre front</i>	Tubeless 120/70 - 12"	Tubeless 110/70 - 11"	Tubeless 120/70 - 12"	Tubeless 110/70 - 11"	Tubeless 120/70 - 12"	Tubeless 110/70 - 11"	Tubeless 110/70 - 11"	Tubeless 110/70 - 11"	Tubeless 3.50 - 10"
<i>Tyre rear</i>	Tubeless 130/70 - 12"	Tubeless 120/70 - 10"	Tubeless 130/70 - 12"	Tubeless 120/70 - 10"	Tubeless 130/70 - 12"	Tubeless 120/70 - 10"	Tubeless 120/70 - 10"	Tubeless 120/70 - 10"	Tubeless 3.50 - 10"
<i>Length / Width / Wheelbase</i>	1,930 / 770 / 1,370 mm	1,770 / 740 / 1,280 mm	1,930 / 755 / 1,370 mm	1,770 / 740 / 1,280 mm	1,930 / 755 / 1,370 mm	1,755 / 740 / 1,290 (1,280) mm	1,770 / 740 / 1,280 mm	1,755 / 740 / 1,290 (1,280) mm	1,780 / 745 / 1,250 mm
<i>Seat height</i>	790 mm	785 mm	790 mm	785 mm	790 mm	775 mm	785 mm	775 mm	805 mm
<i>Fuel tank capacity Fuel</i>	9.5 litres	8.2 litres	9.2 litres	8.2 litres	9.2 litres	8.5 litres	8.2 litres	8.5 litres	8 litres
<i>Emissions compliance</i>	Euro 3	Euro 3	Euro 3	Euro 3	Euro 3	Euro 2	Euro 3	Euro 2	Euro 3

\*[data for these versions in brackets when different]

The manufacturer reserves the right to modify technical specifications and visual appearance without prior notice. Only original Vespa spare parts offer a guarantee of quality and ensure that your vehicle continues to function as intended by the manufacturer. The addresses of the Vespa sales network are listed in the Yellow Pages under Motorcycles/Vehicles and at: [www.vespa.com](http://www.vespa.com)



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