

Scarabeo scooter manual

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loading reading writing saving searching Aprilia Scarabeo 50 / 100 / 150 / 200 & 500The Scarabeo has easily been the best selling large wheeled scooter in the USA and Canada, partly due to its solid design and partly because no other manufacturer save Kymco has provided much competition.Stable handling at higher speeds and uneven ground The story of Aprilia's Scarabeo series of scooters contains many models and stretches way back to Milan, Italy, where in 1993 the first Scarabeo model was unveiled. The Scarabeo concept was conceived as way to take the practicalities of a scooter and blend them with the larger wheels of a motorbike – thus making a scooter that handles better on rough roads and at higher speeds. This large wheeled scooter concept has proven especially popular in Europe, where function is more important than nostalgia. In Europe, Honda's large wheeled SH scooters are top sellers and Aprilia's Scarabeo models also enjoy a great deal of fan fare. The original 1993 Scarabeo (or 'Scabby' & 'Beo' as they are sometimes referred to by enthusiasts) released in Europe was a Scarabeo 150. It wasn't until 1999 that the Scarabeo arrived in the USA and it took until 2003 to migrate to Canada. Over the coming years many variants were offering in North America as described below. The end came after 2010 in Canada, while the Scarabeo series remained on sale in the USA until 2013. Models Offered: Scarabeo 50 (Gen 1) – Sold 1999 – 2006 in USA & 2004 – 2005 in Canada, 2-stroke Scarabeo 50 (Gen 2) – Sold 2009 in USA (2-stroke or 4-stroke) & 2007 – 2009 in Canada (4-stroke) Scarabeo 100 – Sold 2007 – 2013 in USA, Piaggio LEADER motor Scarabeo 150 – Sold 2001 – 2006 in USA & 2003 in Canada, Bombardier Rotax motor Scarabeo 200 – Sold 2008 – 2013 in USA & 2007 – 2010 in Canada, Piaggio LEADER motor Scarabeo 250 – Sold 2006 only in USA, Piaggio QUASAR motor Scarabeo 500 – Sold 2004 – 2013 in USA & 2004 – 2005 in Canada, Piaggio MASTER motor After quite a few successful years in the European market, Aprilia brought the Scarabeo to the USA for 1999 as part of Aprilia's American debut. Since 1999, the Scarabeo has been offered in North America in a wide range of sizes including 50cc, 100cc, 150cc, 200cc, 250cc and 500cc. Aprilia's smallest Scarabeo, the 2-stroke 50cc, comprised one half of Aprilia's 1999 two scooter lineup with the SR50 being the sportier other half. The smallest Scabby (above right) was joined by the Scarabeo 150 for 2001 in the USA. The larger Scarabeo 500 rounded out Aprilia's Scarabeo offerings in the USA when it was added for 2004. The mid-sized Scarabeo 250 joined these existing models briefly for 2006, but didn't last long as Aprilia overhauled their offerings the following year. 2007 saw Aprilia simplify things, as they replaced the Scarabeo 50 and 150 with the new generation of Scarabeo 100 (left) which was designed to be as compact as the 50cc while nearly as powerful as the 150. The 250cc was dropped for 2007, but Aprilia added their new Scarabeo 200 for 2008, bringing their lineup to the 100, 200 and 500 models. A 50cc option made a short return for 2009, when Aprilia released a smaller 50cc version of the newer 100cc body style. This new Scarabeo 50 was available in 2-stroke ("50 Street) or 4-stroke ("50 4T") motor options. 2010 saw Aprilia drop the new 50cc model and move back to offering just the 100, 200 and 500 models, which is how their lineup remained until it was unilaterally dropped post 2013. The situation up in Canada has been a bit simpler thankfully, with Aprilia's offering the Scarabeo 150 for their 2003 debut, and then switching to offer the Scarabeo 50 every year from 2004 to 2009 (except 2006 when they didn't import any). The 2004 – 2005 Scarabeo 50's were the original generation 2-stroke models, while the 2007 – 2009 models were the newer design with a 4-stroke mill. Joining the Scarbeo 50 in showrooms was the Scarabeo 500 for 2004 – 2005 and the Scarabeo 200 for 2007 to 2010. Design All models of Scarabeo scooters use 16" rims (except the 500cc version (right) which has a 14" rear rim). Large by scooter standards, these rims offer superior handling and performance over bumps compared to smaller wheeled scooters. Traditionally, scooters have used 8-12" rims. The compromise with these larger rims is the reduced underseat storage area, which is intruded into by the larger rear wheel. Aprilia tries to make up for this by adding a rear rack that allows for easy mounting of an optional top case. Also easing the lack of underseat storage is a locking glovebox which is an amazingly handy inclusion. Most Scarabeo scooters also come standard with some sort of windscreen. The Scarabeo 50 gets nothing, while the 100 gets a small windscreen, the 200 (below in red) gets a moderate sized shield and the 500 gets a full adjustable windscreen. Motors A number of engines have been used in the Scarabeo scooters over the many generations and versions. The original Scarabeo was the 150 and it was powered by a Rotax engine sourced from Bombardier. Later on, Aprilia developed a relationship with Piaggio (well before Piaggio purchased Aprilia in 2004). Accordingly, most Scarabeo's since the original 150 have used Piaggio engines. Piaggio's LEADER motor can be found in all 100cc and 200cc Scarabeo's. This core motor is shared with Piaggio scooters like the Fly 150 and Vespa LX 150. The larger Scarabeo 250 used Piaggio's QUASAR motor, which can be found in modern 250-300cc Piaggio and Vespa scooters (ie. Vespa GTS). The original Scarabeo 50 (pre-2007) was a 2-stroke scooter using Piaggio's Hi-PER2 engine. While regular and high performance ("DiTech") versions were sold overseas, Insatiable North American's were seemingly offered only the high performance variant. Regular models used a Hi-PER2 engine with a carburetor and 9.9:1 compression, while the high performance DiTech models gained fuel injection, rear disc brake and 12.5:1 compression. The DiTech version of this motor is shared with Aprilia's sporty SR50 DiTech model. The second generation of Scarabeo 50 was sold in Canada for 2007 – 2009, and 2009 only in the USA. In Canada, the lone motor option was Piaggio's 4-stroke Hi-PER4 motor. In the USA a 2-stroke "Scarabeo 50 Street" version was sold alongside the regular 4-stroke model. The 2-stroke Street version utilized a standard spec version of Piaggio's Hi-PER2 motor, which means it had a carburator, lower compression and a rear drum brake. These motors were shared with other Piaggio machines of this era including the Piaggio Fly 50, LT50 and 50cc Vespa's. The largest Scarabeo 500 was powered by a 460cc Piaggio MASTER motor putting out 39 hp. This motor was also used in Aprilia's Atlantic 500 and Piaggio's X9 500. Comparison Kymco's People, People S and People GT lines of scooters are the most direct competitors to the Scarabeo scooters. Honda also briefly competed in the large wheeled scooter market in North America with their 2010 SH150i, but sales were slow and that scooter was dropped after one year. Both the SH150i and Aprilia scooters offered the latest technology in a very refined package. The Kymco People and People S scooters use older motors that don't yield quite as much power, but the prices are certainly tempting. The newer People GT from Kymco is a more technologically endowed with fuel injection and 4-valves and remains an excellent choice. One other model worth mentioning is Piaggio's LT 50 and LT 150 scooters, which made a brief appearance in the USA market. The LT is quite uncommon and quirky, with their Vespa ET meets large wheels" styling. They are well built scooters that will appeal to some. Overall, North American's don't seem to adore large wheeled scooters as much as Europeans do. Large wheeled scooters are the top sellers in Europe, while only a few have been offered to North America. The Scarabeo has easily been the best selling large wheeled scooter in the USA and Canada, partly due to its solid design and partly because no other manufacturer save Kymco has provided much competition. The Scarabeo scooters and Kymco People GT will appeal to buyers looking for a higher end large wheeled scoot, while the Kymco People and People S are good choices for tight budget buyers. Pros: Aprilia quality Glovebox Stable handling at higher speeds and uneven ground Cons: Links: Scarabeo 500 Service Manual — Nice PDF download for working on your Scarabeo. MotorscooterGuide Forums – Visit the forums on this site to chat about this scoot. ApriliaForums – Good info on the Scarabeo scooters and a great way to get connected to the online community. 2001 Scarabeo 150 Review – Nice look at the early 2001 Scarabeo by Motorcycle.com Scarabeo 50 DiTech- Generation One Key Specs (USA: 1999 – 2006, Canada: 2004-2005): Engine: 49cc, 2-stroke Piaggio Hi-PER2 motor. Horizontal, single cylinder, air cooled. Bore and stroke: 40mm x 39.3mm Compression ratio: 12.5:1 Fuel Delivery: Direct injection Starting: Electric and kick Alternator: 12V – 65W Frame: Split double cradle frame Front suspension: Hydraulic telescoping fork, 80mm travel Rear suspension: Single hydraulic shock, 69mm travel Front brake: 220mm disc Rear Brake: 190mm disc Rims: Alloy, 1.6" x 16" (front), 1.85" x 16" (rear) Tires: 2.50 x 16" (front), 2.75 x 16" (rear) Tire Pressure: 26psi / 32 psi (front/rear), +3 psi with passenger Length: 73.8" / 1875mm Width: 28.0" / 710mm Seat height: 30.3" / 770mm Wheelbase: 49.0" / 1245mm Weight (wet): 187 lbs / 85kg Max Load: 396 lbs / 180kg Fuel Tank: 2.25 gallon / 8.5 liter Scarabeo 50 – Generation Two Key Specs (USA: 2009, Canada: 2007 – 2009): Engine: 49cc, horizontal single cylinder, air cooled, 4-stroke (Piaggio Hi-PER4) or 2-stroke (Piaggio Hi-PER2) Bore and stroke: 39.0 x 41.8 mm (Hi-PER4) or 40mm x 39.3 (Hi-PER2) Power: 4.1 HP (Hi-PER4) or 5.1 HP (Hi-PER2) Compression ratio: 11.5:1 (Hi-PER4) or 9.9:1 (Hi-PER2) Carb: Keihin CVK 17mm (Hi-PER4) or Dell-Orto PHVA 17.5mm (Hi-PER2) Ignition: Electronic. Starting: Electric and kick-start. Alternator: Permanent magnet, 12V – 120 W (Hi-PER4) or 12V – 70 W (Hi-PER2) Gearbox: Air cooled automatic variator. Clutch: Automatic centrifugal. Primary drive: V belt. Final drive: Gearbox. Frame: Single spar with double cradle in high strength steel. Front suspension: Hydraulic fork. Wheel travel 89 mm. Rear suspension: Hydraulic monoshock. Wheel travel 74 mm. Front Brake: 220 mm stainless steel disk. Caliper with two opposed 30 mm pistons. Rear Brake: 140 mm drum. Rims: Light alloy five spoke. Front 1.60 x 16". Rear 1.85 x 16". Tires: Front: 80/80 x 16". Rear: 90/80 x 16". Length: 75" (4-stroke), 74.2" (2-stroke) Width: 27.8" / 705 mm Seat height: 30.7" / 780 mm Wheelbase: 49.4" / 1256 mm Fuel Tank: 7 litres / 1.85 gallons Max load: 396 lbs / 180kg Weight (wet): 220 lbs / 100kg (4-stroke) or 201 lbs / 91 kg (2-stroke) Scarabeo 100 Key Specs (USA: 2007 – 2013): Engine: 96cc Piaggio horizontal, air-cooled, single cylinder four stroke. Bore x Stroke: 50 mm x 49 mm Compression ratio: 10.5:1 Starting: Electric and kick-start. Generator: Permanent magnet flywheel 12 V – 120 W. Gearbox: Air cooled, automatic variator. Primary drive: V belt. Frame: Twin member single spar frame with double cradle in high strength steel. Front suspension: Hydraulic fork. Wheel travel 80 mm. Rear suspension: Hydraulic monoshock. Wheel travel 82 mm. Front Brake: 220 mm stainless steel disc. Caliper with two opposed 30 mm pistons. Rear Brake: 140 mm drum, single leading shoe. Wheels: Light alloy, five spokes. 1.6 x 16" (front), 1.85 x 16" (rear) Tires: 2.5 x 16" (front), 2.75 x 16" (rear) Weight: 194 lbs / 88 kg Length: 75" / 1905 mm Width: 27.8" / 705 mm Height: 50" / 1270 mm Seat Height: 30.7" / 780 mm Wheelbase: 49.4" / 1256 mm Fuel Tank: 8 liters / 1.85 gallons Scarabeo 150 Key Specs (USA: 2001 – 2006, Canada: 2003): Engine: 151cc Rotax, 4-valve, 4-stroke, liquid cooled single Bore x Stroke: 62mm x 50mm Compression ratio: 12.5:1 Starting: Electric Primary Drive: Belt Front suspension: Hydraulic fork. Wheel travel Rear suspension: Hydraulic monoshock. Wheel travel Front Brake: Disc Rear Brake: Disc Tires: 100/80 x 16" (front), 130/80 x 16" (rear) Weight: 307 lbs Seat Height: 31.5" Wheelbase: 54.6" Fuel Tank: 2.5 Gallon / 9.5 Litre MSRP: \$4199 (2004) Scarabeo 200 Key Specs (USA: 2008 – 2013, Canada: 2007 – 2010): Engine: Single cylinder, DOHC, liquid cooled, 4-stroke Bore and stroke: 63 x 58 mm Displacement: 180.8 cc Compression ratio: 12:1 Power: 19hp @ 8250 RPM, 17 Nm Torque @ 7500 RPM Carburetor: Keihin 29mm Ignition: CDI electronic with automatic advance and retard Starting: Electric starter Lubrication: Wet sump, forced circulation with mechanical pump Gearbox: Automatic variator Clutch: Automatic centrifugal Primary drive: V belt. Final drive: Gearbox Frame: Open cradle frame in high strength steel. Front suspension: 35 mm hydraulic fork. Rear suspension: Engine acting as swingarm; two hydraulic shock absorbers with adjustable spring preload. Front Brake: 260 mm stainless steel disc with floating three-piston caliper Rear Brake: 220 mm stainless steel disc with two-piston caliper Wheels: Light alloy six spoke, 2.5 x 16" (front), 3 x 16" (rear) Tires: 110/80 x 16" (front), 120/80 x 16" (rear) Weight: 154kg / 340 lbs Length: 80.3" / 2040 mm Width: 28.3" / 720 mm Wheelbase: 54.8" / 1391 mm Seat height: 31.9" / 810 mm Fuel tank: 8 litres / 1.85 gallons Colors: Lead grey, Shine red, Couture blue, Coffee black, white Venice Scarabeo 250 Key Specs (USA: 2006): Engine: 244cc or 278cc single cylinder, 4-stroke, SOHC 4-valve, fuel injected Cooling: Liquid cooled Compression: 11:1 Bore & Stroke: 72mm x 60mm Power: 22 hp at 8,250 rpm, 20.2 Nm torque at 6,500 rpm Top Speed: 75 mpg Carburetor: Keihin 29mm Ignition: CDI electronic with automatic advance and retard Starting: Electric starter Lubrication: Wet sump, forced circulation with mechanical pump Gearbox: Automatic variator Clutch: Automatic centrifugal Primary drive: V belt. Final drive: Gearbox Frame: Open cradle frame in high strength steel. Front suspension: 4.3" Rear suspension: Front Brake: Rear Brake: Tires: 110/80 x 16" (front), 120/80 x 16" (rear) Weight: Wheelbase: 55.7" Seat height: 31.5" Fuel tank: 2.5 gallons Scarabeo 500 Key Specs (USA: 2004 – 2013, Canada: 2004 – 2005): Engine: 460cc, Liquid cooled single cylinder, 4-valve, four stroke Bore and stroke: 92 x 69 mm Compression ratio: 10.5:1 Power: 39 hp @ 7500 RPM, 31.7 lbs-ft torque @ 5500 RPM Fuel system: Electronic fuel injection Ignition: Electronic CDI ignition with automatic timing Starting: Electric Alternator: 12 V – 380 W Lubrication: Wet sump. Forced circulation with mechanical pump Gearbox: Automatic variator Clutch: Automatic centrifugal dry clutch Primary drive: V belt Final drive: Gearbox Frame: High strength tubular steel frame with closed double cradle. Front suspension: 40 mm hydraulic fork. Wheel travel 103 mm Rear suspension: Duel shock, 100mm travel, adjustable preload Front Brake: Twin 260 mm stainless steel discs. Floating calipers with two parallel pistons Rear Brake: 240 mm stainless steel disc. Fixed caliper with two pistons Wheels: Light alloy. 3.0" x 16" (front), 4.5" x 14" (rear) Tires: 110/70 x 16" (front), 150/70 x 14" (rear) Dry weight: 416lbs / 189 kg Length: 89" / 2263 mm Width: 30.1" / 765 mm (at handlebars) Height: 55.6" / 1411 mm (at windshield) Wheelbase: 60.4" / 1535 mm Seat height: 30.7" / 780 mm Fuel Tank: 13.2 litres / 3.5 gallons

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