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Malossi clutch spring color guide

CATEGORIES: TUNING, MALOSSI, CLUTCH, MALOSSI CLUTCH SPRING KITMALOSSI MHR RACING CLUTCH SPRING SET. SUITABLE FOR MAXI SCOOTERS FROM 125-250CC. THE SET CONSISTS OF 3 DIFFERENT SPRING STRENGTHS: WHITE AND LIGHTWEIGHT (2250-2750 RPM YELLOW AND MEDIUM (2750-3250 RPM) RED AND HARD (3250-3750 RPM) HARDER SPRINGS TO ENGAGE GRIP LATER. WHAT DO YOU HAVE A REALLY ENGINE. MALOSSI FOR VESPA ALL MODEL. related 49ccScoot.Com and Scoot F.A.s. What do the colors of the aftermarket clutch mean and the contra/torque/main springs? Chinese and Taiwan made clutch and contra springs usually come in 3 denominations. 1000RPM, 1500RPM and 2000RPM. Figures do not indicate interaction or RPM operation, but rather an expected increase in RPM. For example, if the clutch of your scooter is engaged On 2000RPM shares and then add 2000RPM clutch springs, it should deal with about 4000RPM. For the contra spring 2000RPM spring is expected to lift/cruise turnovers at 2000RPM. It seems that the actual rigidity of both the stock and after-sales service depends on one manufacturer to the next can vary, so these are just approximate estimates of the increase in RPM. Springs are sold as a definite increase in RPM, usually color encoded as follows: 1000RPM springs blue, 1500RPM yellow, and 2000RPM red. General common color coding. Other manufacturers, such as Polini and Malossi, have their own specific color coding to indicate spring stiffness. You should contact the manufacturer's website, sales brochures, or product packaging to decode their colors. Some manufacturers, such as Stage6, label their springs as soft, medium or stiff, for example, and can color encode them as well. Back to the Scoot F.A.S. Postal Forum Response - The General Discussion Sat February 20, 2010 3:55 p.m. quote Hello everyone, Anyone has any experience using the clutch of the Malossi spring set. Just got mine and it came in 3 sets of white, red and yellow. The instructions did not specify what the color sets were. What set of colors do you recommend? Thanks, Donnie Sat February 20, 2010 4:59pm quote Good question, I'm sure someone will know. I'd like to know if you're using a spring clutch kit. Sat Feb 20, 2010 5:02pm quote This time Mike Holland Malossi: Tighter Clutch SpringsMike Holland wrote: Yes, I use medium range (yellow) Malossie clutch springs. The result is a little more revs before the clutch takes off, resulting in a better takeoff from the stationary. No other difference. Springs come in three classes - white - 10% tougher yellow - 30% tougher reds - 60% tougher White did not change much. Haven't tried reds, but they may be right for this wheelies! Mke Sat Feb 20, 2010 5:13 p.m. quote from a clutch warehouse variator, pollinator variator in spring, TiForce exhaust pipe. Thanks to Harvey Sat February 20, 2010 5:42 pm quote I do not remember where I got these figures, but I found the red was weaker than yellow!. I tried of them, and returned to yellow for better results. Mike Sat Feb 20, 2010 5:50 p.m. quote thanks to Mike. Sat Feb 20, 2010 6:12pm quote While I still stock clutch springs on my LX, I experimented with a Malossi set on my Wine kit. Stiffer springs will give you a faster run off the line, but they make it a little harder inches along smoothly in intense motion. Sat Feb 20, 2010 9:34 p.m. quote dcgts wrote: am via stock clutch with jcosta variator, pollinator variator in the spring, TiForce exhaust pipe. Thanks to Harvey Do you know about the possible problems that may arise from using J. Costa at 250? Here's one thread, but doing the search will turn out to be longer. Another problem is J Costa.... Dave Sat Feb 20, 2010 10:18 p.m. quote thanks for the head-to-head guys. Fri August 26, 2011 1:44am quote Mike Holland wrote: I don't remember where I got those numbers, but I found the red was weaker than yellow!. I tried the reds, and went back to yellow for better results. Mike As you remove those Mike springs, I've got mine in bits now and want to fit yellow too. Fri August 26, 2011 5:17 a.m. quote This post was a long time ago. I now use red, and very hppy with them. To match them, you first remove the clutch. Then you need a big nest spanner to undo the ring nut that keeps it all together. It will spring apart, but not so much that you have to worry about it. Next there are three circlips at the ends of the three posts, about which clutch shoes are pivotal. Take off the circling, remove the plate behind them and then ease the grip of the shoes up to the posts, levers each to turn a little at a time. When they depart, you can remove the springs and match the Malossi ones. Battle the shoes on the posts again, and gently push them down with a hammer. Tiny biting of lubricant on the poles does not go astray. Now replace the top plate and circlips. To replace the nut ring you have to squeeze the entire build down against the counter in the spring. I made a piece of wood for this purpose, with a hole in it big enough to fit a ring nut. I press the tree with one knee and one hand, and start the ring nut on the other. But having a mate conveniently make the compression would be easier. Tighten the RNG to the right torque and that's it! Mike Fri August 26, 2011 5:47am quote Silver Stripe writes: Stiffer Springs will give you a faster run off the line, but they make it a little harder inches along smoothly in heavy traffic. No 1 - it's important to remember exactly what springs do, and understand that you get some choice when and how to change them. Also, if you go too stiff on the springs they can cause slippage when operating a scooter under load (think hills). Slippage can glaze and distort the clutch components. So don't go too hard! Start in stock and work your way gradually higher to help avoid this Fri August 2011 1:48 p.m. quote Mike Holland wrote: This post was a long time ago. Now I use red, and and hppy with them. (why are the reds, I was illuminated to believe yellow grabbed better off the line?) To match them, you first remove the clutch. Then you need a big nest spanner to undo the ring nut that keeps it all together. It will spring apart, but not so much that you have to worry about it. Next there are three circlips at the ends of the three posts, about which clutch shoes are pivotal. Take off the circling, remove the plate behind them and then ease the grip of the shoes up to the posts, levers each to turn a little at a time. When they depart, you can remove the springs and match the Malossi ones. Battle the shoes on the posts again, and gently push them down with a hammer. Tiny biting of lubricant on the poles does not go astray. Now replace the top plate and circlips. To replace the nut ring you have to squeeze the entire build down against the counter in the spring. I made a piece of wood for this purpose, with a hole in it big enough to fit a ring nut. I press the tree with one knee and one hand, and start the ring nut on the other. But having a mate conveniently make the compression would be easier. Tighten the RNG to the right torque and that's it! Mike Fri August 26, 2011 3:26 pm quote OK, I just checked the details. The ring nut needs a 46mm socket/spanner, and the torque is customization for it's 45-50Nm. I use the driver's kick to undo it, and the torque key to tighten it again. Mike Hi Mike's outspoken of the vespa house unbuttoning it for me, took us both really. Pain at \$\$, but set yellow in the spring, but why did you change to red, what diff? I need a quicker take off as LV now seems to have shifted its power range a little higher, so the denial of 9.5 UAH Dr. Pulleys Fri August 26, 2011 4:46 pm quote I have a clutch Malossi Delta and Multivar Variator Clutch has yellow springs, but I'm considering going for the Reds later (the jury hasn't come out yet) Variator has 12.5gr Malossi roller scales and will have 11.5gr of them installed as soon as I get them through the post (Malossi recommends 14gr, but I have an LV 4Road tube and an upgraded cylinder and a 4Head valve on it) Hope it helps Fri August 26, 2011 7:37pm quote With yellow springs I still get a little hesitation on takeoff. Now, with the red combined with the Malossi V4 kit, I have no hesitation and the front wheel lifts half an inch or so to take off. With a little yank on the bars I hope I could make a wheelie but haven't tried it yet! I don't experience any problems with strong springs. No belt or clutch slip, and no trouble in moving traffic. The clutch does not disconnect before as suggested, but remains involved until low revs. Mike Mon Aug 29, 2011 8:16 am quote using any color than red? Tried the red first and not too impressed, faster take off, but not by much. The disconnect on decel is at 12mph against t10 with factory springs. I don't think there's anything less he can feel. And somewhat reluctant to experiment as they PITA change. Mon Aug 29, 2011 8:27am bluecloud quote wrote: Anyone using any color than red? Tried the red first and not too impressed, faster take off, but not by much. The disconnect on decel is at 12mph against t10 with factory springs. I don't think there's anything less he can feel. And somewhat reluctant to experiment as they PITA change. Is your scooter stock? I don't think there's much point in messing with springs on a stock car. It's like dropping the clutch on the manual at slightly higher than RPM, but it may not be necessary or desirable in a stock machine. The big advantage I see is to have tight springs with performance mods where the engine band power has been moved higher. If you do not add tighter springs to such a machine, the clutch enters the fray at the speed of the engine below the power band. Tightening springs keeps the grip in the force strip. Mon Aug 29, 2011 8:42am quote xantufrog wrote: Is your scooter stock? 190 - gears and rollers. And it's finally almost as fast as stocks. Thuirt Juel 11, 2013 3:57 p.m. quote For reference and use on quasar 250 engine/clutch: Post Reply Forum -

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