



Casa Performance

INFORMATION & FITTING INSTRUCTIONS FOR GORI EXHAUSTS

There are various versions of the Gori exhausts manufactured for RLC . These are :

- [Gori 40mm](#) (in both *Touring* & normal versions, for standard Lambretta offset studs cylinder attachment)
- [Gori 50mm](#) (with either standard Lambretta offset studs or Casa SS / TS1 cylinder attachment)
- [Gori GP50](#) with 22mm size exit tailpipe (with standard Lambretta offset studs cylinder attachment)
- [Gori GP50](#) with 25mm size exit tailpipe (with oval shaped cylinder attachment flange for Casa SS / TS1 kits)

There are three types of U bend manifolds for Gori exhaust; 40mm & 50mm tubular U bends or cone type U bends for the GP50 exhausts. Example : the U bend with a standard Lambretta attachment for a 50mm Gori can be exchanged for an oval TS1 flange type fitting U bend and vice-versa. The only exceptions are that 40mm and 50mm exhausts must use a U bend with their specific diameter and a GP50 (cone type) U bend manifold can only be swapped for another GP50 U bend manifold (i.e. the GP50 U bend with oval cylinder flange can be exchanged for a (cone type) GP50 U bend for a standard Lambretta offset studs attachment and vice-versa but it can NOT be exchanged for a tubular type 50mm U bend manifold.

“Which exhaust do I need for my engine?” This is something we often get asked and the general answer is if you have a piston ported engine (standard, Casa 185, Mugello etc.) you use either a 40mm or 50mm exhaust with a 22mm exit pipe. If you have a reedvalve-induction engine, we advise that you use an exhaust with a 25mm exit pipe. Reedvalved engines take much more fuel into the engine and that needs to escape, hence the reason for the larger 25mm tailpipe. Please note that the GP50 versions, whilst allowing the engine to rev much longer, will put the scooters power band further up the rev range. If you predominately ride in urban environments, you’d be better suited with a normal non-GP version.

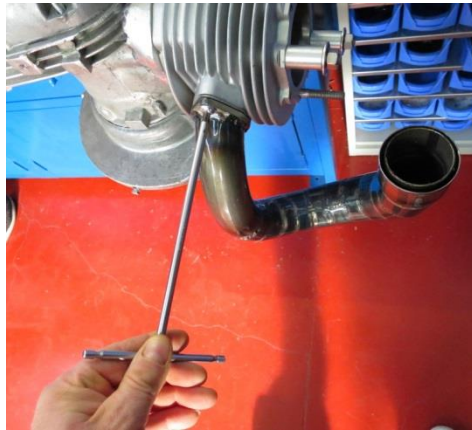
FITTING INSTRUCTIONS

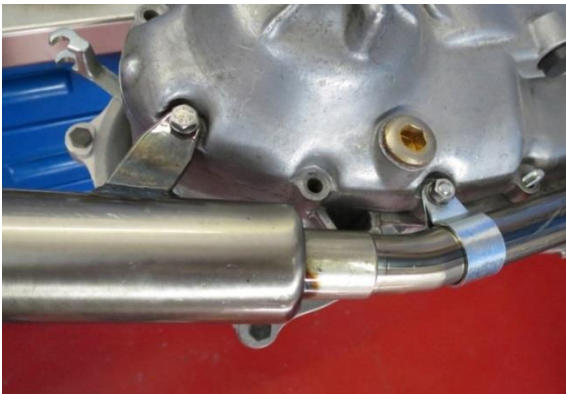
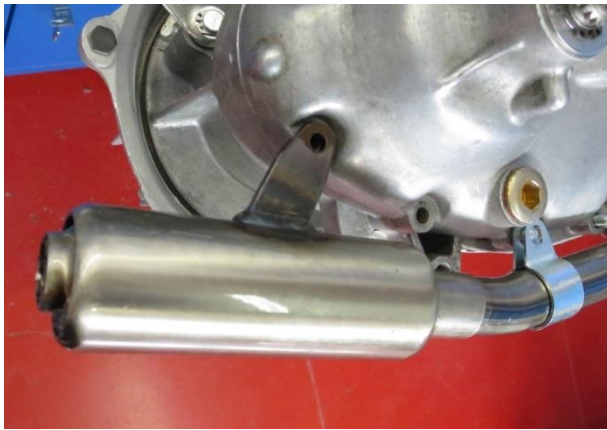
1. After removing your old exhaust, clean the cylinder flange. Fit a new gasket to the cylinder. RLC recommends the use of a good quality sealant such as [ThreeBond](#) or similar.
2. Offer up the U bend and LIGHTLY tighten the nuts. Note: RLC uses 8mm Allen screws when fitting to SS kit cylinders with thin grooved anti-vibration washers. Due to the angle of the U Bend, access to the screw / stud on the flywheel side is limited so a shortened Allen key is needed.
3. Lightly grease the tube of the main exhaust box that will be inserted into the U bend.
4. Fit the exhaust onto the U bend.
5. Slide the clamp onto and along the exhaust tailpipe and then fit the silencer.
6. Add all the nuts & washers needed for fitment.
7. Now gently ‘rock’ the exhaust and U bend slightly, to and fro. This will allow everything to find its natural position*.

8. Evenly tighten all the nuts of both the exhaust and the U bend.
9. Tighten the cooling cowlings and refit bodywork.
10. Enjoy!

** Please note that all parts should fit easily and not be forced in any way. If this is the case, it is probably due to certain cylinder kit manufacturers using 'unique' measurements that leave the exhaust attachment area in a slightly different position and as a result the U bend and / or exhaust may be in a slightly different position, which means that a certain amount of 'fettling' may be required. This is particularly evident with Mugello kits as they are machined in an off-set manner (i.e. slightly rotated in a clockwise direction) and this makes fitting an exhaust difficult, as it is effectively lifted upwards. If this is the case, adjust as required until the exhaust & silencer both fit easily. If you have any doubts contact your supplying dealer or [contact us](#). RLC cannot be held responsible for any problems that may occur due to possible fitting difficulties arising from the use of other manufacturer' components.*

The barrel kit in the pictures is a Casa Performance SS200 kit. The SS kits are the only Lambretta kits that use 8mm exhaust threads, rather than the standard 7mm Lambretta size. The same assembly guidelines are applicable, whether your cylinder has 8mm or 7mm exhaust stud sizes, and for the latter, it is advisable to use studs with nuts and washers rather than screws / bolts. If you are fitting an RT type kit, which has 4 x 7mm threaded holes for the exhaust, only utilise the two that correspond to the exhaust flange.







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