



Assembly instructions

Included Mounting Parts in the **AIRbox** Set:

2 pcs M5 x 35 mm pan head screws with 2 mm nitrile rubber washers

2 pcs 4.5 mm elastic bands (pre-installed)

2 pcs centering pins (pre-installed)

1 pc long sleeve (**AIRbox XXL**)

1 pc short sleeve (**AIRbox XL**)

Included Mounting Parts for the Venturi Race:

2 pcs M5 x 16 mm low-profile socket head screws

If the factory internal threads in the upper part of the carburetor are damaged, an identical M5 x 20 mm cylinder head screw can be used



Safety Instructions:

Before installing the AIRbox, ensure that the shock absorber is in proper condition and that the silent blocks (shock absorber and engine swingarm mounts) are correctly positioned and in good condition. Replace them if necessary.

The **AIRbox XXL** fully utilizes the available space in the Vespa PX chassis and is **not suitable** for shortened or low-profile shock absorbers.

The shock absorber length from the upper mounting point in the frame to the center of the eyelet should be 41.5 cm (original), but must be at least 40 cm.

The distance between the carburetor box and the tab of the side panel should ideally be 13.5 cm, but must be at least 12.5 cm.

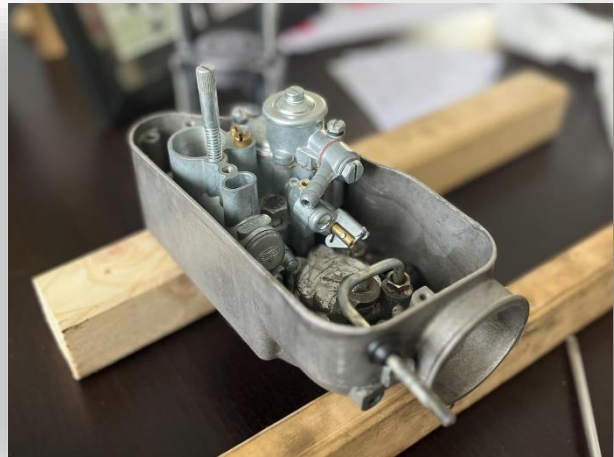
If the clearance is **less than 12.5 cm**, the **AIRbox** may contact the chassis under full load and depending on riding style (compression travel), which can lead to **damage to the paint and the AIRbox**.



If the required clearances are not met, they can be adjusted by using suitable shock absorber spacers. Silent blocks may also need to be replaced

AIRbox Installation:

Before installing the **AIRbox**, **remove the original sealing rubber** from the carburetor box.



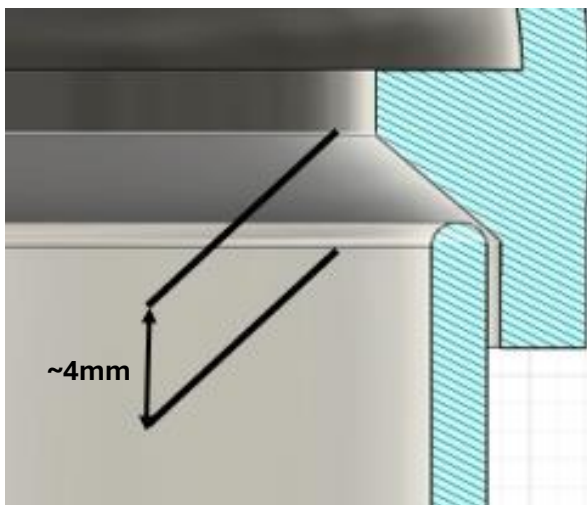
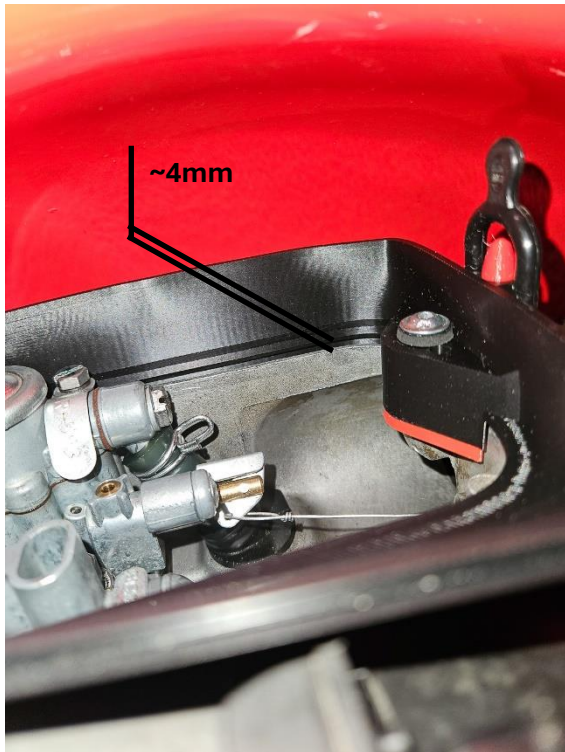
Do not use any sealing rubbers during installation!

The lower part of the **AIRbox** is placed onto the carburetor box and loosely fixed using the supplied M5 screws with nitrile washers.

Since the factory internal threads are subject to large tolerances and the screws may come loose, we recommend securing the two mounting screws with **threadlocker (Loctite 243)**



The **AIRbox** is designed for stress-free installation. Contact with the carburetor box is only made through the two hard rubber mounting pads on the underside of the **AIRbox**.



The virtually gap around 4 mm is due to the design and results from the manufacturing tolerances of the carburetor-box. It depends on the distance between the edge of the carburetor-box and the layer of the screw-hole, which is normally between 7.2 and 8.7mm.

If the distance in your carb-box is less than 7.2mm the gap will be greater.

The correct function of the AIRbox is in no way affected!

If the distance is higher than 8.7mm the AIRbox can break! You must reduce the distance to a default value, by placing rubber washers between the surface and the AIRbox.

The hard rubber pads, combined with the 2 mm nitrile washers under the screw heads, create a **self-locking connection without the need for high torque**. This helps prevent breakage or later cracking of the component.

First, tighten both screws **finger-tight**

Then, perform a final tightening of **90° to max. 180°** (a quarter to half turn)



!!All screw connections should be checked after approx. 200 km of use!!

The upper part of the **AIRbox** is centered using the two pre-installed elastic pins and sealed via the sealing edge.

These centering pins are loosely connected to the lower part to allow easy replacement if they break.

Breakage can occur if the **AIRbox** contacts the chassis.

The upper part is secured using the included or pre-installed **4.5 mm elastic bands**.



The **AIRbox XL** includes a flexible sleeve to seal the idle screw opening.

The **AIRbox XXL** includes a **longer sleeve**, which additionally prevents the idle screw from falling out.



This **long sleeve** is special designed for the PX Lusso. On the new PX Lusso it fits perfectly to the position of the side-cover-links. It's easy removeable for idle-screw settings.

If you have the older P Vespa before 1983 the links of the side-cover is directly above the position of the sleeve (Idle-screw). You should cut the sleeve with a sharp knife about 3cm. After shorten you can remove the sleeve without removing the **AIRbox-top**.



PX / PX Lusso (>1983)



P (<1983)

Venturi Carburetor Installation:

After mounting the lower part of the **AIRbox**, the Venturi carburetor can be hand-tightened using the included **M5 x 16 mm low-profile socket head screws**.

Due to the two-piece construction, the screws cannot fall out during installation.



The longer **M5 x 20 mm** screw can be used if the carburetor thread is damaged.

The upper part of the VENTuri in the Race (two-piece) version is secured by simply snapping it onto the lower part.

The upper part must be mounted **straight and without tilting** to ensure proper fitment.

!!All screw connections should be checked after approx. 200 km of use!!