



## **Fitting Instructions for PM29-PM30 FAT MAMBA RB225/250 TS1 200/225 LI, SX, GP.**

Thank you for purchasing PM Tuning Racing Products' handmade formulated expansion chamber. Please follow these instructions carefully:

### ***Before fitting...***

Unless specified in chrome or factory painted the PM29 exhaust will require some form of protective coating e.g. High temp black or clear lacquer, failure to do so will result in premature failure due to corrosion. De-grease before painting we recommend PJ1 fast black satin, or high temp clear exhaust coat finish. Fit muffler to chamber using gasket 3x m6 washers+3x m6 nylocks provided.

**Please note** due to the extreme dimensions of the Fat Mamba and for added ground/panel clearance we strictly advise the use of a Bitubo gas or a Series 2 length rear damper. If unsure please check the dimensions of your damper it should be **no less than 305mm** between centers.

**Please check** centre stands width across the widest point (stand feet) **minimum inside width should be 500mm**. Ease outwards equally as required.

**Please note** if you are using the Indian type centre stand "U" shaped brackets it may be necessary to switch to the Italian type "J" shaped bracket fitted to the front side of the centre stand, this will increase the clearance between the exhaust and frame.

### ***Rear runner mod-s...***

1. Cut out a small corner from the rear runner board to allow for exhaust to runner board clearance during suspension travel this can be achieved using a junior hacksaw and fine toothed file.
2. Raise the rear runner support leg (90 deg I shaped bracket) as high as possible, elongate the two m6 holes or re-drill as required to raise the runner board so that the rear runner board sits around 2mm clear of the lower panel edge. Temporally leave this bracket off to aid exhaust fitting.

### ***Fitting the Fat Mamba...***

1. Remove old system as necessary check the condition of threads on the exhaust port and crankcase repair if required back to the standard factory size.
2. Loosely fit hanging bracket to crankcase using original nuts/ or bolts, shake proof washers/ nylocks.
3. Using the new exhaust gasket, offer "90 degree" down pipe bend up to exhaust port (instant gasket such as Rhodaseal high temp sealant PM part no. GN5661), is advisable between port and flange, finger tighten only at this stage to allow correct alignment. Removing the rear shock and slacking off the head cowling will help facilitate this procedure.
4. Raise the muffler end of the exhaust as high as possible and locate expansion chamber onto the 90 degree down pipe slip joint, rotate the pipe downwards and locate springs onto eyelet's - again instant gasket is advisable on slip the joint.
5. With rubber gasket in between fit 2x m8x20 socket head bolts, 4x washers and 2x nylocks supplied, through main chamber bracket and into hanging bracket loosely tightened at this stage. (Bolts are best inserted from the back of the hanging bracket threads facing towards chamber bracket.)
6. Check and adjust system so that there is adequate clearance around the bodywork and kick-start lever on operation.
7. Now fully secure all fasteners in an even manner starting from the exhaust port avoid over compressing the rubber gasket on main mounting. (Re-check all fasteners after 50 miles.)

### ***Jetting for RB225 kit only...***

Make jetting changes as required. Here's our base line settings based on a Dellorto VHSB34 RB225

**Main jet # 175 to 180. Atomiser # DQ266. Needle # K21. Needle position # 3. Slide # 45. Pilot emulsion jet (under pilot jet) # B45. Pilot jet # 40 to 45. Air screw # 1 to 1-1/2 turns out from fully in. Float seat # 350.**

**Spark plug** - On most applications a switch to NGK B85EGV will be required.

**PM muffler service re-packing kit** (approx every 5000 miles)

All parts required to service and re-pack muffler unit - **PM1006**

### ***Setting up...***

The above details are typical to most Lambretta models and have been tried and tested to the best of our ability. However we cannot be held responsible or, control the many factors that affect an engines performance, if your engine does not respond to the above base line settings it may be necessary to re jet and/ or adjust, in any case you will need to check the color of the spark plug center electrode for signs of correct jetting e.g. Black too rich white too weak oatmeal/light brown is the ideal. Always use Shell Optimax or super unleaded.97/98 octane.

While every effort has been made to ensure that these instructions are accurate and concise, they are only intended as a guide for general fitting. Your machine may differ slightly from the one described. PM Tuning accepts no responsibility for any damage or injury caused by the fitting of a PM Tuning exhaust system. For the correct torque settings, please consult a workshop manual. If you feel that you are insufficiently equipped to carry out the exhaust fitting safely and correctly, we recommend you consult your nearest dealer.

\*\*\*\*\* **Use after market racing products at your own risk** \*\*\*\*\*

PM Tuning are always happy to offer help and any advice necessary, but cannot be held responsible for damages caused by mistakes made or misuse of their high performance products.