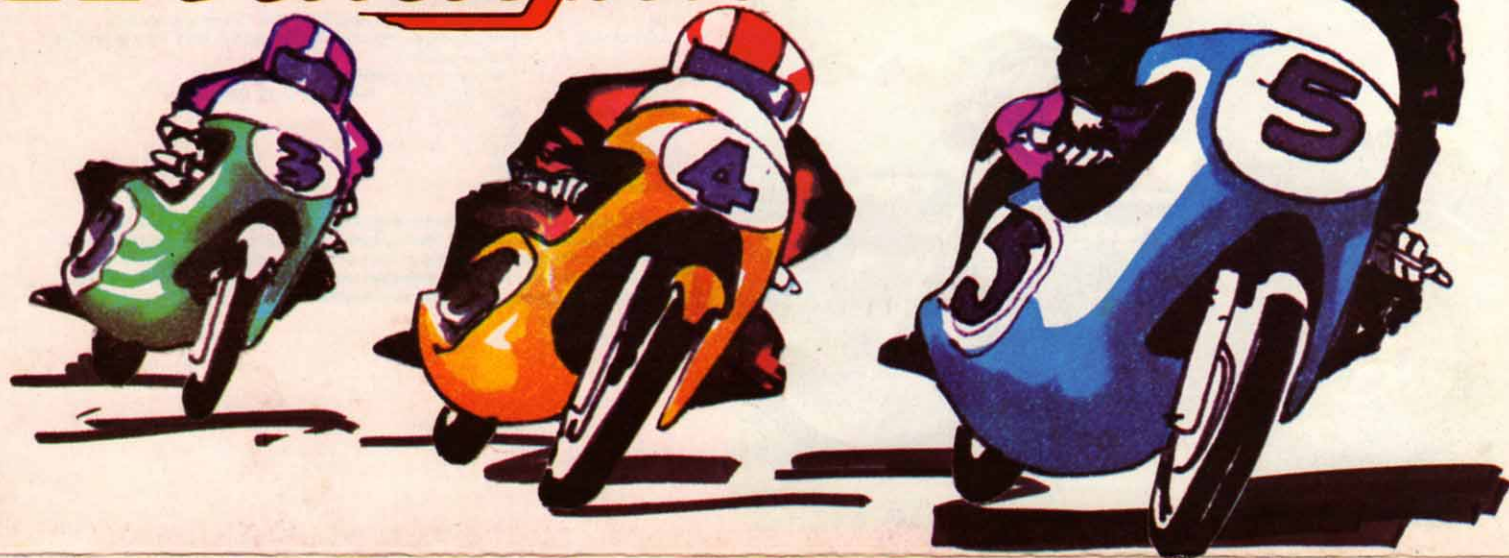


Malaguti



Olympique TR



Olympique GT

INTRODUCTION

Introduced into England in January 1974 the name of Malaguti was new to most people, but as the third largest moped producer in Italy Malaguti is known throughout the continent of Europe for its distinctive range of mopeds.

Founded in 1937 by the Malaguti family in Bologna, Northern Italy, the company has steadily expanded and now has world markets established in countries as diverse as Iran, Greece, Turkey and the U.S.A.

Over the years a strong association with the Franco Morini company has formed and all Malaguti models are powered by the famous Morini engines.

The Malaguti company is still a family business and a very personal interest is taken by them in the marketing of their products, especially in the United Kingdom.

This interest is also shared by all the appointed Malaguti agents throughout the country and they will endeavour to give the Malaguti owner a comprehensive and personal service.

Olympique specification

Engine:	Morini 2 stroke with radial cylinder head
Capacity:	49.93 cc
Bore:	58 mm
Stroke:	41.8 mm
Compression ratio:	9.6:1
B.H.P.:	6.5 @ 8500 r.p.m.
Carburettor:	Dellorto SHB 19/19
Fuel:	Petrol/oil. Mixture ratio 20:1 (16:1 for Running in)
Transmission:	Helical primary drive, multi plate clutch and 4 or 5 speed foot change gearbox
Brakes:	120 mm single leading shoe front and rear
Tyres:	2.25 x 18 front, 2.50 x 18 rear
Ground clearance:	5½"
Wheelbase:	46"
Overall length:	70½"
Overall width:	27½" TR model, 23½" GT model
Saddle height:	29½"

Frame is duplex type and fitted with hydraulically damped rear swinging arm suspension units. Standard equipment includes twin exhaust system, padded fuel tank of approx. 2½ gallons capacity, steering lock, tyre pump and tool compartment.





Cross specification

Engine: Morini 2 stroke with radial cylinder head
 Capacity: 49.93 cc
 Bore: 39 mm
 Stroke: 41.8 mm
 Compression ratio: 9.6:1
 B.H.P.: 6.5 @ 8500 r.p.m.
 Carburettor: Dellorto SHB 19/19
 Fuel: Petrol/oil. Mixture ratio 20:1 (16:1 for Running-in)
 Transmission: Helical primary drive, multi plate clutch and 4 or 5 speed foot change gearbox
 Brakes: 120 mm single leading shoe front and rear
 Tyres: Front 2.50 x 19 Rear 3.00 x 17 (knobbly)
 Ground clearance: 8 1/2"
 Wheelbase: 46"
 Overall length: 71 1/2"
 Overall width: 33"
 Saddle height: 30 1/2"

Frame is duplex type with strengthening bracings on top tube and fitted with Marzocci hydraulic front forks. Rear suspension by swinging arm hydraulically damped by units with three position ride control selection. Rear wheel fitted with alternative lower ratio sprocket. Standard equipment includes crankcase shield, headlamp stone guard and tool compartment in fuel tank.



Motorik Junior specification

Engine: Morini 2 stroke
 Capacity: 47.6 cc
 Bore: 39 mm
 Stroke: 42 mm
 Compression ratio: 6.5:1
 B.H.P.: 1.3 @ 5000 r.p.m.
 Carburettor: Dellorto SHA 14/12
 Fuel: Petrol/oil. Mixture ratio 20:1
 Transmission: Automatic single speed
 Tyres: Front and rear 2.25 x 14 (knobbly)
 Ground clearance: 5 1/2"
 Wheelbase: 39 1/2"
 Overall length: 59"
 Overall width: 26 1/2"
 Saddle height: 24"

Designed specifically for the junior motor cyclist this model offers many features of a full size machine including a duplex frame, rear swinging arm suspension, kick start and correctly proportioned wheels. For ease of control both front and rear brakes are operated by ball ended handlebar levers.



Super Cross specification

Engine: Morini 2 stroke with radial cylinder head
 Capacity: 49.93 cc
 Bore: 39 mm
 Stroke: 41.8 mm
 Compression ratio: 9.6:1
 B.H.P.: 6.5 @ 8500 r.p.m.
 Carburettor: Dellorto SHB 19/19
 Fuel: Petrol/oil. Mixture ratio 20:1 (16:1 for Running in)
 Transmission: Helical primary drive, multi plate clutch and 4 or 5 speed gearbox
 Brakes: 120 mm single leading shoe front and rear
 Tyres: 2.50 x 21 front, 3.00 x 18 rear (knobbly)
 Ground clearance: 8 1/2"
 Wheelbase: 51"
 Overall length: 76 1/2"
 Overall width: 33"
 Saddle height: 33 1/2"

Frame is duplex type with reinforcement at stress points and fitted with Marzocci hydraulic front forks. Rear suspension by swinging arm hydraulically damped by units with three position ride control selection. Standard equipment includes crankcase shield, headlamp stone guard and adjustable ball ended levers with gaiters.

The right is reserved, by the manufacturers, to change specifications, and colours of the models and items illustrated and described in this publication at any time.

AGENT

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