

# Assembly instruction

## Front hinge Upgrade

For Vespa P-Series and Largeframe Oldie



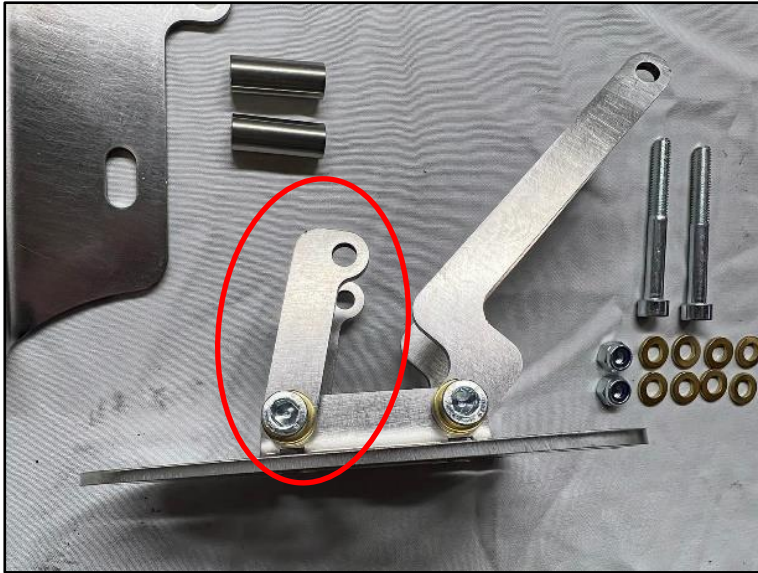
### Contents hinge

- 1 x base-plate
- 1 x angled seat-plate, left
- 1 x angled seat-plate, right
- 2 x lever short
- 2 x lever long
- 4 x allen bolt M6x55
- 4 x self-locking nut M6
- 16 x brass washer M6
- 2 x PVC tube 35 mm
- 2 x metal tube l=26 mm

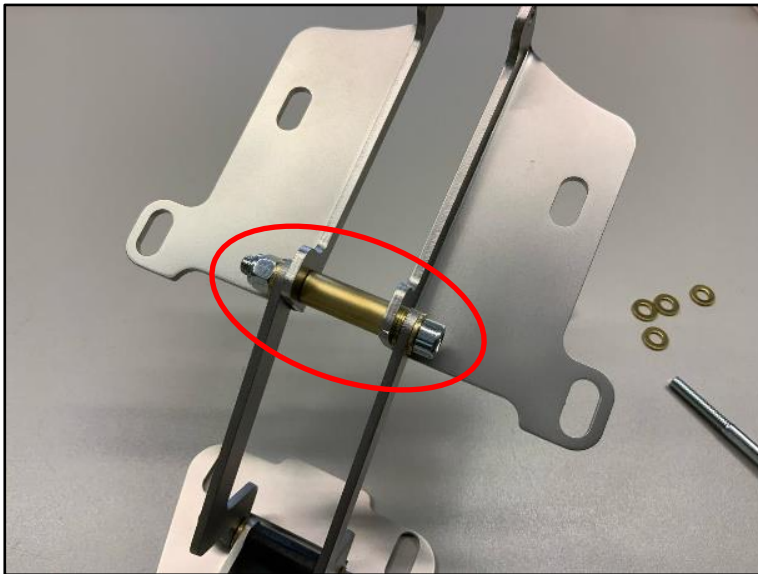


### Assembly hinge

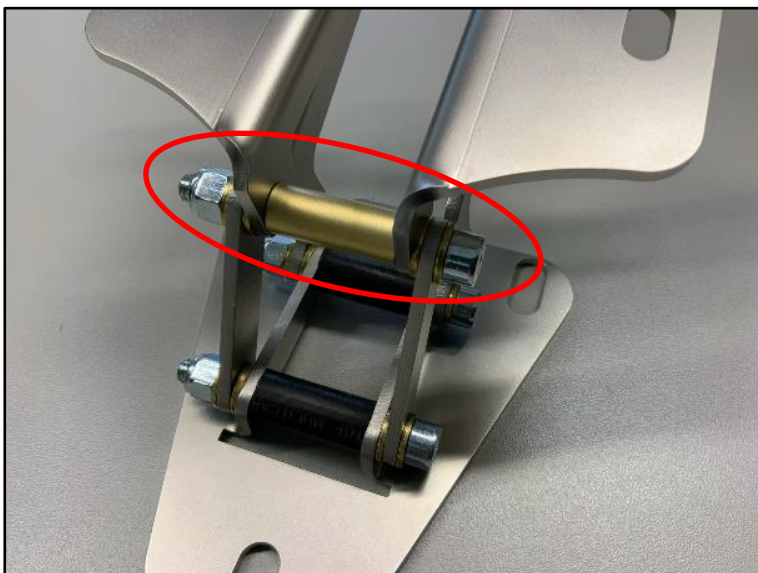
**Step 1:** Mount the two long levers at the back side of the triangular baseplate together with the black PVC tube, the M6x55 allen bolt, four brass washers and the M6 self-locking nut.  
Alignment of the levers: see picture on the left.



**Step 2:** Mount the two short levers in the same way at the front of the triangular baseplate.



**Step 3:** Mount the left and right angled plates together with the metal tube, the M6x55 allen bolt, four brass washers and the M6 self-locking nut to the rear long levers.



**Step 4:** Flap the plates forward and mount them to the short front levers with the metal tube, the M6x55 allen bolt, four brass washers and the M6 self-locking nut.

Test if the hinge can be opened and closed without any problems. If necessary, fasten or lose the M6 self-locking nuts accordingly.



Assembled hinge, front view



Assembled hinge, side view



### **Assembly hinge upgrade**

- 1 x front hinge
- 1 x cover plate
- 3 x M8x20 allen screw (PX) / 3 x M7x20 hexagon screw (LF Oldie)
- 5 x washer for M8 (PX) / 5 x washer for M7 (LF Oldie)
- 2 x self-locking nut M6
- 2 x headless screw M8 (PX) / 2 x headless screw M7 (LF Oldie)
- 2 x nut M7 (PX) / 2 x nut M8 (LF Oldie)



## **Installation**

**Step 1:** Remove the seat.

**Step 2:** Remove the four fastening bolts and the locking bracket on the front.



**Step 3:** Adjust hinge in the back with the elongated holes and fasten it on the frame with the three M8x20 allen screws and M8 washers (PX).

LF Oldie: Use the three M7x20 hexagon screws and M7 washers.



**Step 4:** Put some protective duct tape on the frame right under the



**Step 5:** Screw in the headless screws together with the washers and nuts approx. 10 mm at the back of the tank. Lock the screws with the counter-nuts.

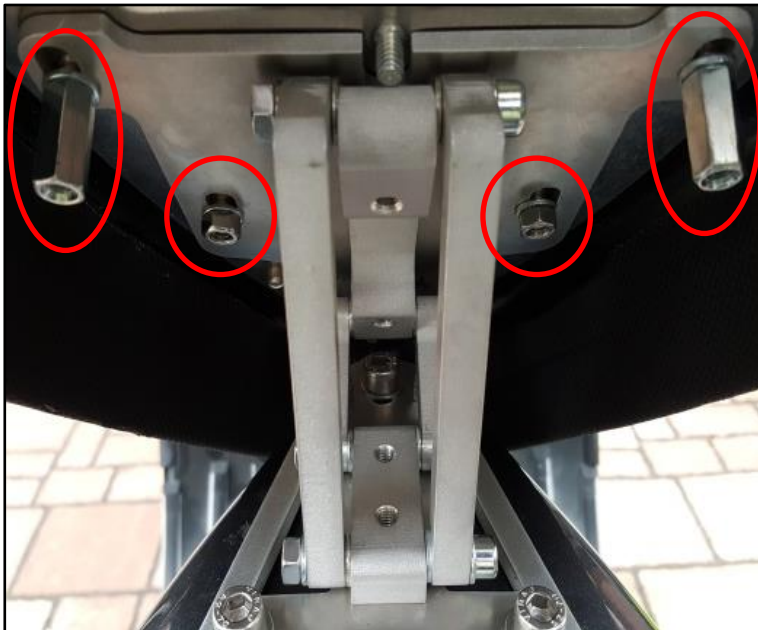


**Step 6:** Remove the five rubber buffers and the cover plate from the seat.

**Step 7:** Remove the 4 front spacer nuts, washers and spring rings from the seat.



**Step 8:** Hold the lock-cylinder in its position with an appropriate spanner and remove the locking bracket with a large screwdriver (no cross-slot!).  
*Note: This step is not mandatory.*



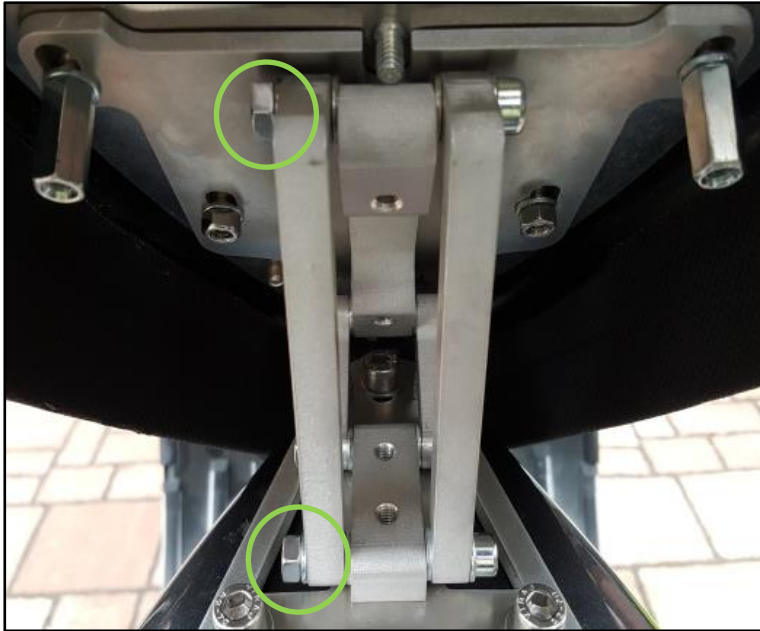
**Step 9:** Lift up the hinge and connect it to the seat with the help of the two M6 spacer nuts and two M6 self-locking nuts.

***IMPORTANT:*** Apply some middle-strength bolt adhesive (e.g. Loctite) on the threads before.

*Note:* On the PX it might be necessary to shorten the arms of the side-panel locking devices by appx. 12 mm so they don't collide with the long arms of the hinge



**Step 10:** If necessary, adjust the horizontal position of the seat with the help of the elongated holes on the hinge. Mount the new cover plate together with the four rubber buffers and adjust the height so they evenly lie on the tank. Lock the height of the buffer with the counter-nuts.



**Step 11:** If the seat falls back in its position after lifting it up, simply increase the resistance of the joints by tightening the M6 nuts a little bit.

No warranty is given on damages or subsequent damages that were caused by an improper installation.  
Due to legal reasons for decoration purposes only.