

aprilia

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Scarabeo 50 2T (PA C421M)

01/2006-00

www.serviceaprilia.com

workshop manual



8104991

UPDATE

2

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2.1. INTRODUCTION

2.1.1. FOREWORD

This manual provides the information required for normal servicing.

This publication is intended for use by **aprilia** Dealers and their qualified mechanics; many concepts have been omitted on purpose as their inclusion would be superfluous. Since complete mechanical explanations have not been included in this manual, the reader must be familiar with basic notions of mechanics, as well as with basic repair procedures. Without such familiarity, repairs and checks could be ineffective and even hazardous. Since the repair and vehicle check instructions are not exhaustive, special care must be taken to avoid damage and injury. To ensure maximum customer satisfaction with the vehicle, **aprilia s.p.a.** continuously improves its products and their documentation. The main technical modifications and changes in repair procedures are communicated to all **aprilia** dealers and agencies worldwide. Such modifications will be entered in subsequent editions of the manual. Should you need assistance or clarifications about the inspection and repair procedures, please contact the **aprilia** SERVICE DEPT., they will be glad to give you any information on the matter, or supply you with any detail on updates and technical changes applied to the vehicle.

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VALLEY FORGE DECA

Ravenna, Modena, Torino

DECA S.r.l.

via Vincenzo Giardini, 11

48022 Lugo (RA) - Italy

Tel. +39 - 0545 216611

Fax +39 - 0545 216610

E-mail: deca@vftis.spx.com

www.vftis.com

On behalf of:

aprilia s.p.a.

via G. Galilei, 1

30033 Noale (VE) - Italy

Tel. +39 – (0)41 58 29 111

Fax +39 – (0)41 58 29 190

www.aprilia.com

www.serviceaprilia.com

2.1.2. REFERENCE MANUALS

SPARE PARTS CATALOGUE

aprilia part# (description)	I	F	D	E	UK
5415					

OWNER'S MANUAL

aprilia part# (description)	I	F	E	UK	D	M	SF	HR	J	DK
8202447										
8202453										
8202454										

WORKSHOP MANUAL

SCARABEO 50 4S (PA C373M) – 100 4S (PA M226M) – 50 2S (APRILIA ENGINE) MY03

aprilia part# (description)	I	UK
8140601		
8140602		

CD FOR THE NETWORK - CHASSIS

SCARABEO 50 4S (PA C373M) – 100 4S (PA M226M) – 50 2S (APRILIA ENGINE) MY03

aprilia part# (description)	I	UK
8CM0011		

WORKSHOP MANUAL - SCARABEO 502S/50-100 4S MY 05

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8104991		

CD FOR THE NETWORK - CHASSIS SCARABEO 502S/50-100 4S MY 05

aprilia part# (description)	I	UK
8CM104		

2.1.3. VEHICLE IDENTIFICATION

POSITION OF THE SERIAL NUMBERS

These numbers are necessary for the registration of the vehicle.

NOTE Do not alter the identification numbers if you do not want to incur severe penal and administrative sanctions; in particular, altering the frame number voids the warranty.

FRAME NUMBER

The frame number is stamped on the frame central tube. To be able to read it, it is necessary to remove the cover (1).



ENGINE NUMBER

The engine number is stamped near the lower support of the rear shock absorber.



2.1.4. SPECIFICATIONS

DIMENSIONS	
Max. length	1875 mm (73.82 in.)
Max. width (at brake levers)	710 mm (27.95 in.)
Max. height (at rear-view mirrors)	1270 mm (50 in.)
Seat height	700 mm (27.56)
Wheelbase	1245 mm (49.01 in.)
Minimum ground clearance	145 mm (5.71 in.)
Loadless weight (in running order)	91 kg (200.62 lb)

ENGINE	
Model	PA C421M
Number of cylinders	horizontal single-cylinder
Total displacement	49 cu cm (3 cu in)
Bore / stroke	40.0 mm /39.3 mm (1.57 in /1.54 in).
Compression ratio	(9.9 ± 0.5) : 1
Starting	electric + kick starter
Clutch	centrifugal
Cooling system	forced air

TRANSMISSION	
Converter	Stepless automatic converter
Primary	V belt
Ratios	Minimum for stepless gearbox 3.07
	Maximum for stepless gearbox 1.18
Final	gears

CAPACITIES	
Fuel (including reserve)	7 litres (12.94 gal)
Fuel reserve	1 litres (0.26 gal)
Transmission fluid	130 cu cm (7.93 gal)
Mixer oil (reserve included)	1.5 litres (3.96 gal)
Mixer oil reserve	0.60 litres (0.16 gal)
Seat	no. 1 (2 in the countries where passenger is allowed)
Vehicle max. load (rider + passenger + luggage)	180 Kg (396.83 lb) (in the countries where a passenger is allowed)

CARBURETTOR	
Model	Dell'Orto PHVA 17.5

FUEL SUPPLY	
Fuel	Unleaded premium fuel according to the DIN 51 607 (4 Stars), min. O.N. 95 (RON) and 85 (MON)

FRAME	
Type	Split single beam double-cradle frame

SUSPENSIONS	
Front	hydraulically operated telescopic fork
Travel	89 mm (3.50 in.)
Rear	hydraulic monoshock
Travel	74 mm (2.91 in.)

BRAKES	
Front	Disc Ø 220 mm (8.66 in)
Rear	Ø 140 mm (5.51 in.)

WHEELS	
Rims	alloy
Front	1.60 x 16"
Rear	1.85 x 16"

TYRES	
Front	2.50 x 16" – 42J SAVA MC 26 CAPRI 46M REINF
Standard inflating pressure (front)	190 kPa (1.9 bar)
Inflation pressure with passenger (in the countries where this is allowed)	190 kPa (1.9 bar)
Rear	2.75 x 16" – 46J SAVA MC 26 CAPRI 52M REINF
Standard inflating pressure (rear)	220 kPa (2.2 bar)
Inflation pressure with passenger (in the countries where this is allowed)	230 kPa (2.3 bar)

IGNITION	
Type	C.D.I. control unit
Spark advance	20°
Standard spark plug	CHAMPION RN2C
Spark plug Electrodes gap	0.6 ± 0.05 mm (0.020 ± 0.002 in.)
Engine idling rpm	1800 ± 100 rpm

ELECTRICAL SYSTEM	
Battery	12 V – 4 Ah
Fuse	70 W
Generator (with permanent magnet)	12 V - 70 W
Low beam/high beam bulb	12 V - 35/35 W
Parking light bulb	12 V - 5 W
Direction indicator bulbs	12 V – 10 W
Parking light bulb/rear stoplight	12 V - 5/21 W
Number plate bulb	12 V - 5 W
Instrument panel lighting bulbs	12 V - 1.2 W
High beam warning light	12 V - 1.2 W
Direction indicator warning light	12 V - 3 W
Mixer oil reserve light	12 V - 1.2 W

2.1.5. RUNNING-IN

After the first 500 km (312 mi), 1000 km (625 mi), carry out the checks indicated in the column "After running-in" of SCHEDULED MAINTENANCE INTERVALS CHART, see (SCHEDULED MAINTENANCE CHART), in order to avoid hurting yourself or other people and/or damaging the vehicle.

Correct engine running-in is essential to ensuring proper performance and durability. Twisty, hilly roads are ideal for an effective running-in of engine, suspensions and brakes.

For the first 500 km (312 mi), keep to the following indications:

0-100 km (0-62 mi)

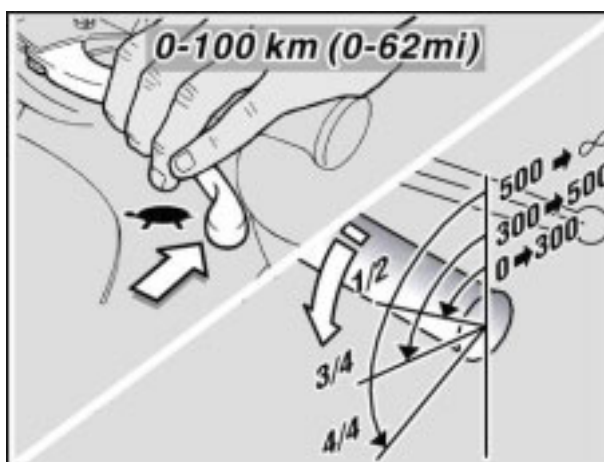
Until you have covered the first 100 km (62 mi), use the brakes gently and avoid harsh, prolonged braking. This will help the brake pads bed in properly against the brake discs.

0-300 km (0-187 mi)

Do not keep the throttle twistgrip open for more than half its travel for too long.

300-500 km (187-312 mi) - 300-1000 km (187-625 mi)

Do not keep the throttle twistgrip open for more than 3/4ths of its travel for too long.

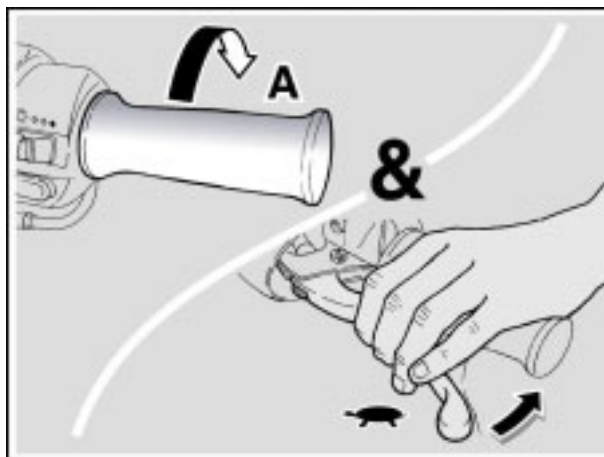


STOPPING



























If possible, avoid stopping abruptly, slowing down suddenly and braking at the last moment.

Release the throttle grip (pos. A) and gradually put on the brakes to stop the vehicle.

If you need to stop only briefly, keep at least one brake applied.



2.1.6. LUBRICANT TABLE

LUBRICANT	PRODUCT
Transmission fluid	<p>RECOMMENDED:  F.C., SAE 75W – 90 or  Agip GEAR SYNTH, SAE 75W - 90.</p> <p>As an alternative to recommended fluids, top brand oils meeting or exceeding A.P.I. GL-4 specifications can be used.</p>
Mixer oil	<p>RECOMMENDED:  GREEN HIT 2 or  Agip CITY 2T.</p> <p>As an alternative to recommended oils, top brand oils meeting or exceeding ISO-L-ETC++, A.P.I.TC ++ specifications can be used.</p>
Front fork fluid	<p>RECOMMENDED:  F.A. 5W or  F.A. 20W.</p> <p>When you wish to obtain an intermediate response between those offered by  F.A. 5W and  F.A. 20W oils or  Agip FORK 5W and  Agip FORK 20W, you may mix the different products as follows:</p> <p>SAE 10W =  F.A. 5W 67% of volume +  F.A. 20W 33% of volume. =  Agip FORK 5W 67% of volume +  Agip FORK 20W 33% of volume.</p> <p>SAE 15W =  F.A. 5W 33% of volume +  F.A. 20W 67% of volume. =  Agip FORK 5W 33% of volume +  Agip FORK 20W 67% of volume.</p>
Bearings and other lubrication points	<p>RECOMMENDED:  AUTOGREASE MP or  Agip GREASE 30.</p> <p>As an alternative to recommended grease, use top brand rolling bearing grease that will resist a temperature range of -30°C +140°C (-22°F +284°F), with dropping point 150°C 230°C (302°F 446°F), high corrosion protection, good resistance to water and oxidisation.</p>
Battery terminals	Use neutral grease or Vaseline.
Brake fluid	<p>RECOMMENDED:  F.F DOT 5 (DOT 4 compatible) or  Agip BRAKE 5.1, DOT 5 (DOT 4 compatible).</p> <p> DANGER Use new brake fluid only. Do not mix different makes or types of oil without having checked bases compatibility.</p>
Coolant	<p> DANGER Use only antifreeze and anticorrosive without nitrite, ensuring protection at -35°C (-31 °F) at least.</p> <p>RECOMMENDED:  ECOBLU -40°C (-40°F) or  Agip COOL.</p>

2.2. SCHEDULED MAINTENANCE

2.2.1. SCHEDULED MAINTENANCE CHART

Component	After running-in [500 km (312 mi)]	Every 4000 km (2500 mi) or 12 months	Every 8000 km (5000 mi) or 24 months
Battery – Clamp tightening - Electrolyte level	1	1	-
Spark plug	1	1	3
Carburettor - idling	4	1	-
Air filter	1	2	-
Throttle operation	1	1	-
Brake locking operation	1	1	-
Lighting system	1	1	-
Brake light switches	-	1	-
Brake fluid	-	1	-
Mixer oil	Every 500 km (312 mi): 1		
Headlight beam direction - operation		1	-
Spark plug cap		1	-
Wheels / tyres and inflating pressure	Every month: 1		
Wear of rear brake pads	1	1	-
Wear of front brake pads	1	every 2000 km (1250 mi): 1	
Rear shock absorber	-	-	1
Bowden cables and controls	1	1	-
Converter belt	-	-	every 12000 km (7500 mi): 1
Steering tube bearings and steering play	1	1	-
Wheel bearings	-	1	-
Brake disc	1	1	-
Brake drum	1	1	-
Clamps	every 12000 km (7500 mi): 1		
Vehicle operation	1	1	-
Braking systems / brake discs	1	1	-
Greasing of electric starting shafts	-	-	1
Greasing of rear brake cam shaft	-	1	-
Brake fluid	every 2 years: 3		
Exhaust muffler/exhaust silencer	-	1	-
Mixer / throttle operation	1	1	-
Transmission fluid	3	1	every 12000 km (7500 mi): 1
Rear pulley pins	every 12000 km (7500 mi): 3		
Fork damper rod	-	1	-
Mobile/fixed front belt roller	every 12000 km (7500 mi): 3		
Front converter rollers and guides	-	-	3
Wheels / tyres and inflating pressure	1	1	-
Nut, bolt, screw tightening	1	1	-
Battery terminals tightening	1	-	-
Mixer oil reserve light	1	1	-
Cylinder head and cylinder	-	-	2
Fuel hose	every 4000 km (2500 mi): 1 / every 4 years: 3		
Braking system lines	every 4000 km (2500 mi): 1 / every 4 years: 3		
Mixer oil lines	1	1	every 2 years: 3
Clutch wear	-	-	1

1 = check and clean, adjust, lubricate or change, if necessary; 2 = clean; 3= change; 4= adjust.

Carry out the maintenance operations more frequently if you use the vehicle in rainy and dusty areas or on uneven ground.

() = OPERATIONS THAT CAN BE CARRIED OUT BY THE USER

2.2.2. MIXER OIL




WARNING

Using the vehicle with no mixer oil left seriously damages the engine. In the event you run out of mixer oil or the mixer oil hose is removed, contact an aprilia Authorised dealer that will bleed the system. This operation is necessary because engine might be damaged if running with air in the mixer oil system.

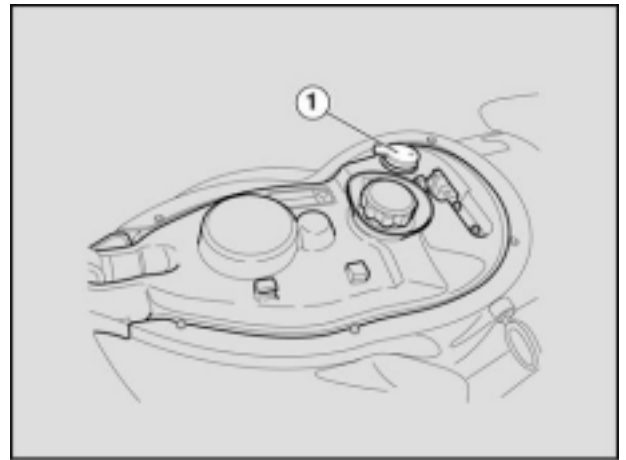
NOTE Top up mixer oil tank every 2000 km (1250 mi).

The vehicle features a control unit that manages an electronic pump ensuring correct oil quantity for engine lubrication; see (LUBRICANT TABLE).

The reserve is indicated by the mixer oil reserve light  on the instrument panel

To top up mixer oil proceed as follows:

- Raise the seat, see (REMOVING THE SEAT).
- Remove the cap (1).
- Mixer oil tank capacity: 1.5 l (0.39 gal)
- Mixer oil tank reserve: 0.6 l (0.16 gal)



WARNING

Do not put additives or other substances into the oil.
If a funnel or other system is used for topping up, make sure that it is perfectly clean.

- Top up.



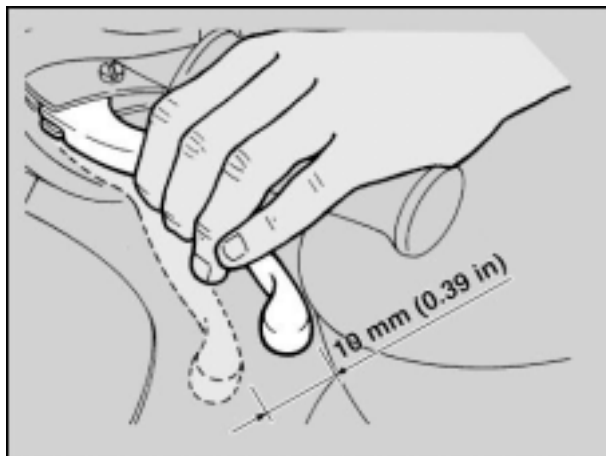
WARNING

Once refuelling is over, refit plug (1) in its correct position.

- Tighten the plug (1) and lock the seat.

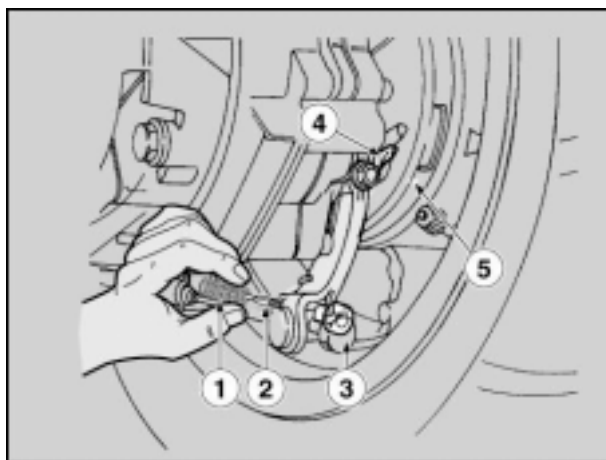
2.2.3. ADJUSTING THE REAR BRAKE

- Measure lever stroke distance before braking action is started.
- The lever idle stroke measured at lever end shall be about 10 mm (0.39 in).



Adjusting clearance:

- Force spring (1) to gain access to seat (2) of threaded linkage.
- Lock threaded linkage rotation using a wrench on the flats (2).
- Turn adjuster (3).
- Operate the brake repeatedly and verify that the wheel is rotating freely once the brake has been released.
- Check the brake for proper operation.



2.3. ENGINE

2.3.1. REMOVING THE 50 2S ENGINE

- To remove the crankcase, first remove the fuel tank and mixer oil tank, see (REMOVING THE FUEL AND MIXER OIL TANKS), the battery, see (REMOVING THE BATTERY), the lower shield, see (REMOVING THE LOWER SHIELD) and the exhaust, see (REMOVING THE EXHAUST).
- Using a belt and an A-frame, support the vehicle rear end.



- Loosen and remove the two cable guide screws.



- Loosen and remove adjuster nut and keep washer and spring.
- Slide out rear brake cable from the front.



- Disconnect the spark plug cap.



- Remove the rubber protection.
- Disconnect the automatic choke connector.



- Remove the clamp and disconnect generator connector.



- Prepare a suitable support under transmission.



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- Remove rear wheel nut cap.



- Loosen and remove the rear wheel nut.



- Remove the rear wheel from the side.



- Unscrew and remove the screw.



- Loosen and remove the screw, moving aside the ground cable.



- Remove the starter motor with O-ring and move it backward.
- Loosen the screw and disconnect the connector.



- Remove the starter motor.



- Loosen and remove the screw and keep the nut.



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- Fasten the shock absorber to the frame.



- Remove the tie and disconnect the vacuum hose.



- Loosen and remove the screw and remove the throttle cable.



- Using a screwdriver, remove the oil pump plug.



- Loosen oil pump adjuster nut.



- Loosen the key and release the peg from pulley.

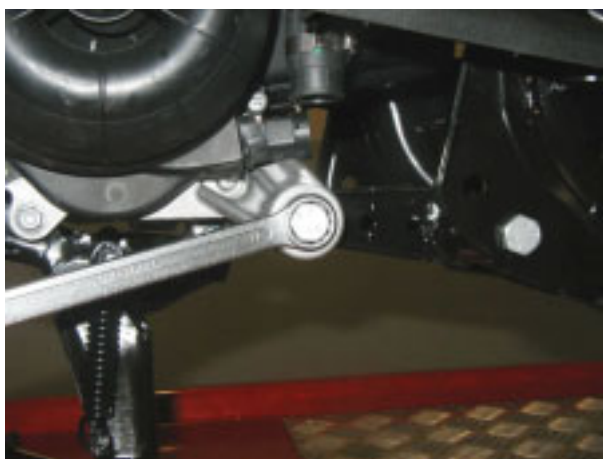


- Loosen the adjuster and remove the oil pump adjuster cable.



NOTE Perform the following operations together with another operator.

- Working on the left side, loosen and remove the nut, holding the pin on the opposite side.



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- Slide out pin on the right side tapping on the other side with a rubber mallet.



- Remove the frame from the front.



2.3.2. INSTALLING THE 50 2S ENGINE

- With another operator, move the frame close to the engine and secure its rear end to an A-frame using a sling.
- Move the frame in small motions until the holes match perfectly.
- Fit the shaft from the right side tapping it with a mallet.



- Working on the left side, tighten the nut.



- Fit peg onto pulley.



- Screw in the adjuster until reference mark on pulley matches fixed reference mark.





- Tighten the nut.



- Fit oil pump plug.



- Fit throttle cable and tighten the screw.



- Connect the vacuum hose and fasten with the tie.



- Remove the shock absorber from the frame.
- Fit the screw and tighten the nut.



- Connect connector and tighten the screw.



- Start screw on ground cable and on starter motor front hole.
- Change O-ring and fit the starter motor.
- Tighten the front screw.



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- Tighten the rear screw.



- Tighten both screws on starter motor.
- Fit the rear wheel.



- Tighten the rear wheel nut.



- Fit rear wheel nut cap.



- Connect the generator connector.



- Connect automatic choke connector and correctly position the rubber protection.



- Fit the spark plug cap.



- Fit rear brake cable together with spring and washer.
- Tighten adjuster nut.
- Adjust the rear brake, see (ADJUSTING THE REAR BRAKE).



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- Tighten front cable guide screw.
- Set cable into cable guide and tighten the screw.



- Install the exhaust, the mixer oil and fuel tank, the battery and the lower shield.
- When engine is reinstalled, proceed as follows.

NOTE Ensure engine screws/nuts are correctly tightened to the specified torque.

NOTE Check all components you worked on and especially:

- correct fastening of wires with suitable ties;

**WARNING**

No cable should be twisted and/or squashed

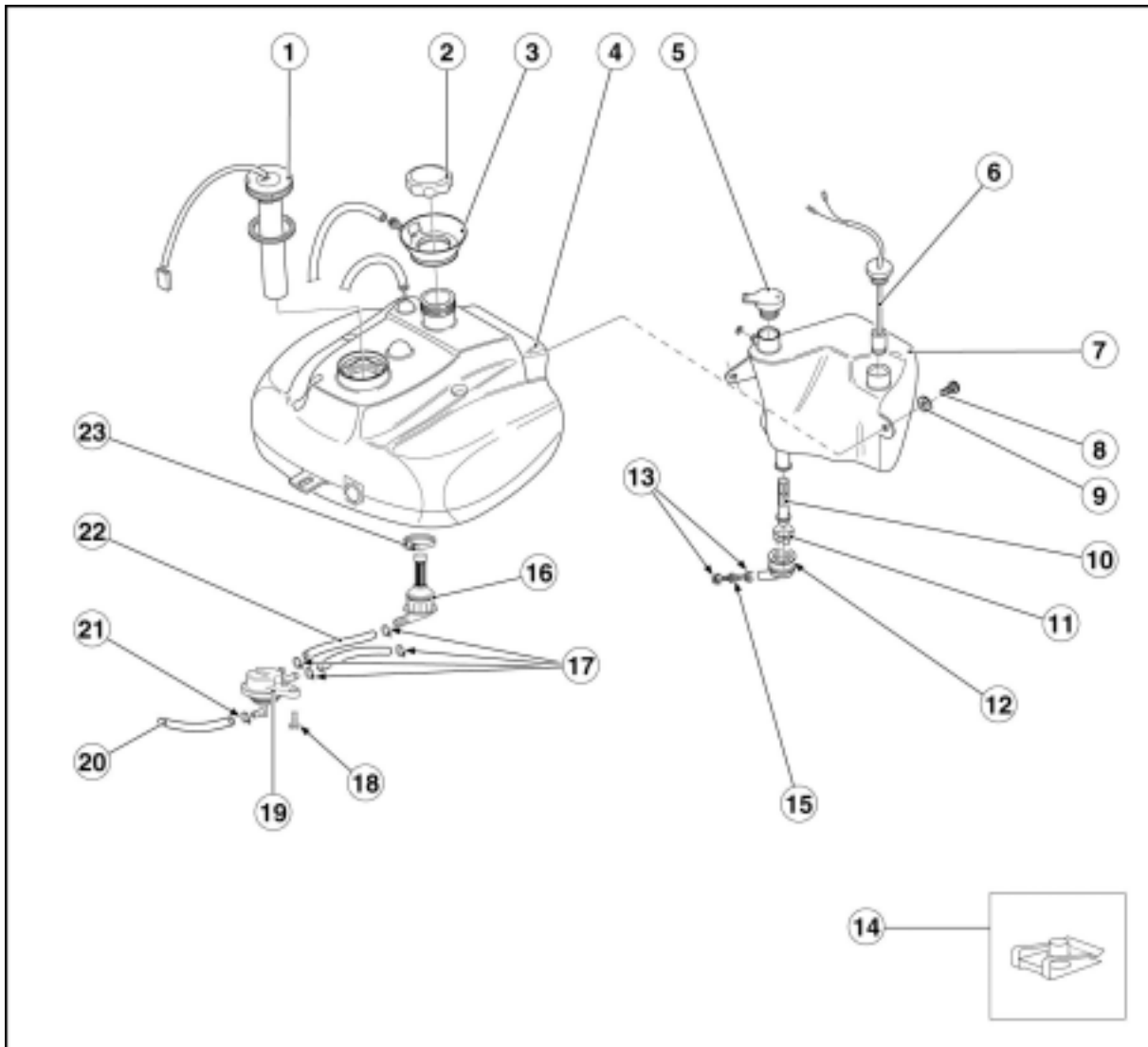
- correct coupling of electrical connectors;

- correct coupling of tubes and unions and their relevant fastening with ties

- throttle and starter cables with suitable ties and choke cable must slide correctly and should not stretch when handlebar is rotated.

2.4. FUEL FEED SYSTEM

2.4.1. FUEL SUPPLY SYSTEM DIAGRAM



Key:

1. Fuel level sensor
2. Fuel tank plug
3. Fuel collection rubber element
4. Fuel tank
5. Oil tank plug
6. Oil reserve indicator
7. Oil reservoir
8. Screw M5x10
9. Washer
10. Mixer oil filter
11. Click clamp
12. Fuel tank cap
13. Click clamp
14. Clip
15. 2-way coupling
16. Complete coupling.
17. Tie
18. Flanged screw
19. Fuel cock
20. Tube
21. Tie
22. Fuel hose
23. Tie

2.4.2. REMOVING THE FUEL AND MIXER OIL TANKS

- Remove the passenger grab handle, see (REMOVING THE PASSENGER GRAB HANDLE).
- Remove the seat, see (REMOVING THE SEAT).
- Release and remove the six screws.



- Raise the fairing from the rear end at the top.



- Disconnect brake connector, turn indicators and tail light.



- Remove the tie and release the diode.



- Remove the fairing from behind.



- Loosen and remove the two screws and collect the helmet hook.



- Working on either side, loosen and remove the screw and keep the nut.



- Remove the fuel tank plug and mixer oil tank plug and close the tanks openings with a clean rag.



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- Remove the tie and release the tube.



- Remove the underseat panel by moving it at the front and releasing it from the frame fasteners.



- Remove the rags used to block off tanks openings and fit the relevant plugs.
- Block off the fuel tank opening with a clean rag.
- Disconnect oil pressure sensor connectors.



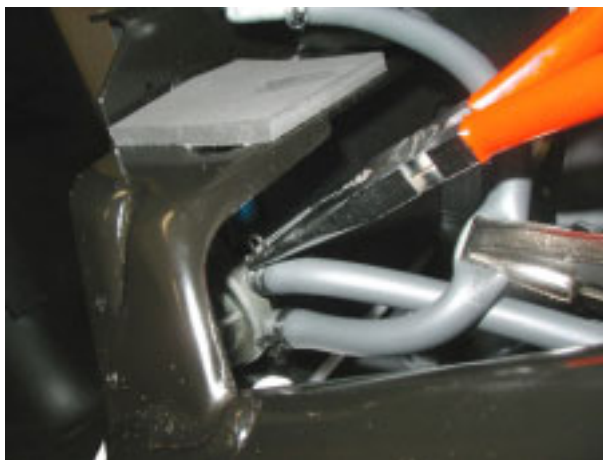
- Working on the right side, loosen and remove the screw, move aside the splash guard to collect the washer.



- Move the fuel tank – mixer oil tank unit to the front.



- Release the fuel line from the tie.



- Disconnect the fuel hose.



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- Take a container of capacity equal to fuel tank.
- Pinch the tank-pump hose, avoiding damages.



- Position a clean rag under the fuel cock and release the tie on fuel tank-cock hose.
- Disconnect fuel tank-cock hose, keep it up.
- Remove the pinch and drain the tank content in the container.



- Take a container of capacity equal to mixer oil tank.
- Pinch the mixer oil hose, avoiding damages.



- Set a clean rag under mixer oil tank fitting.
- Disconnect mixer oil hose, keep it up.
- Remove the pinch and drain mixer oil tank content into the container.



- Remove the fuel tank – mixer oil tank unit.
- Working on the left side, loosen and remove the screw, collect the washer.



- Working on the right side, loosen and remove the screw, collect the washer.
- Detach the fuel tank from the mixer oil tank.

NOTE During assembly, follow reverse procedure and fill in mixer oil tank, check level, see (MIXER OIL).



2.5. CHASSIS

2.5.1. REMOVING THE SEAT

- Insert the key in the seat latch.
- Turn the key anticlockwise.
- Raise the seat.



- Support the seat from below, loosen and remove the four screws.



- Slide off the seat from below, collect the two bushes and seat plate.



2.5.2. REMOVING THE PASSENGER GRAB HANDLE

- Insert the top case key in the top case latch.



- Turn the key counter clockwise and press in.



- Release the key and take it back to the starting position turning it clockwise by one step.
- Remove the key.
- Remove the top case sliding it from above.



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- Release and remove the three screws.



- Remove the passenger grab handle complete with top case mount.

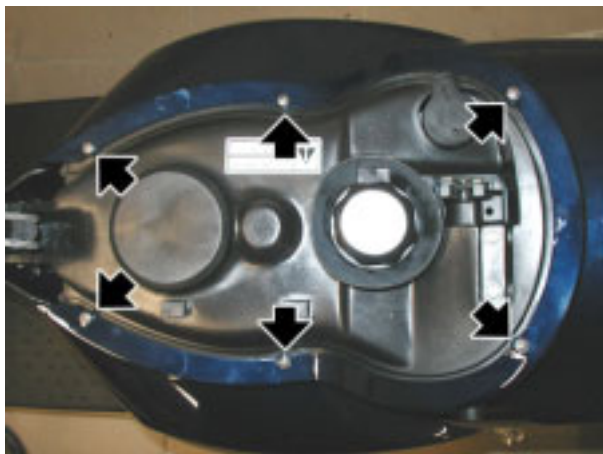


- Collect the three washers.



2.5.3. REMOVING THE TAIL LIGHT

- Remove the passenger grab handle, see (REMOVING THE PASSENGER GRAB HANDLE).
- Remove the seat, see (REMOVING THE SEAT).
- Release and remove the six screws.



- Disconnect the brake, turn indicators and tail light connector and release ties and cable guides on the cable.



- Release and remove the two screws.



- Unscrew and remove the screw.



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- Move the light to the front and collect the three washers.



- Support the light, slide off the rear mudguard from below, keep connector.



- Remove the tail light and mudguard.

2.5.4. REMOVING THE BATTERY

- Working on either side, loosen and remove the screw.



- Slide off the central panel from the front end.
- Remove the breather hose.



- Remove the two fuse carriers off their seats.



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- Loosen and remove the screw and completely open the battery door.



- Slide off the battery from the front end.



- Loosen and remove the screw on negative terminal and remove the terminal.



- Loosen and remove the screw on positive terminal and remove the terminal.
- Remove the battery.

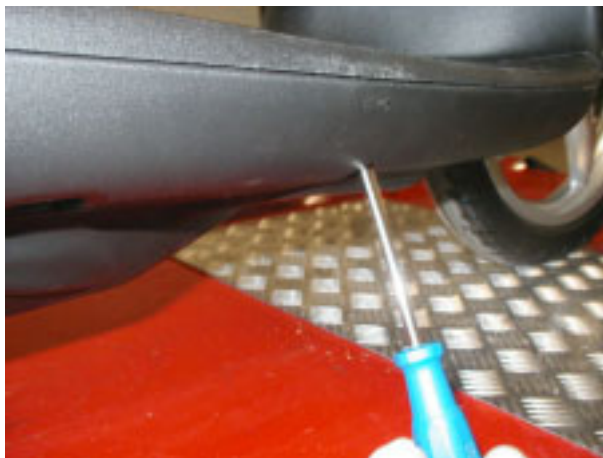


2.5.5. REMOVING THE LOWER SHIELD

- Working on either side, loosen and remove the two screws.



- Working on either side, loosen and remove the two screws.



- Release and remove the two screws.



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- Working on either side, loosen and remove the two screws.



- Remove the lower shield.



2.5.6. REMOVING THE EXHAUST SYSTEM

- Position the vehicle on the centre stand.
- Remove the lower shield, see (REMOVING THE LOWER SHIELD).
- Unscrew and remove the two nuts on exhaust manifold.

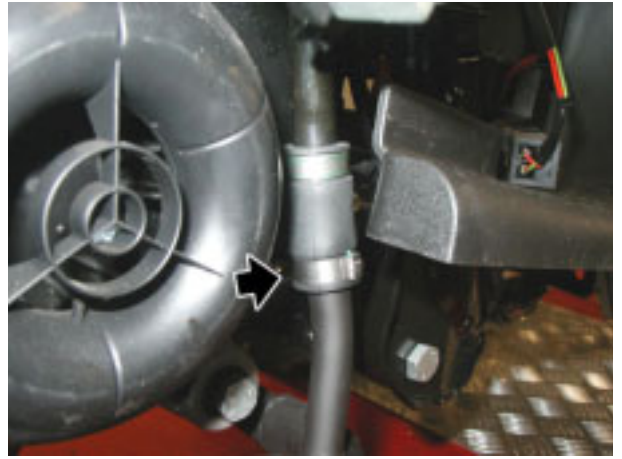


Working on the right side, loosen and remove the two screws.



Scarabeo 50 2T (PA C421M)

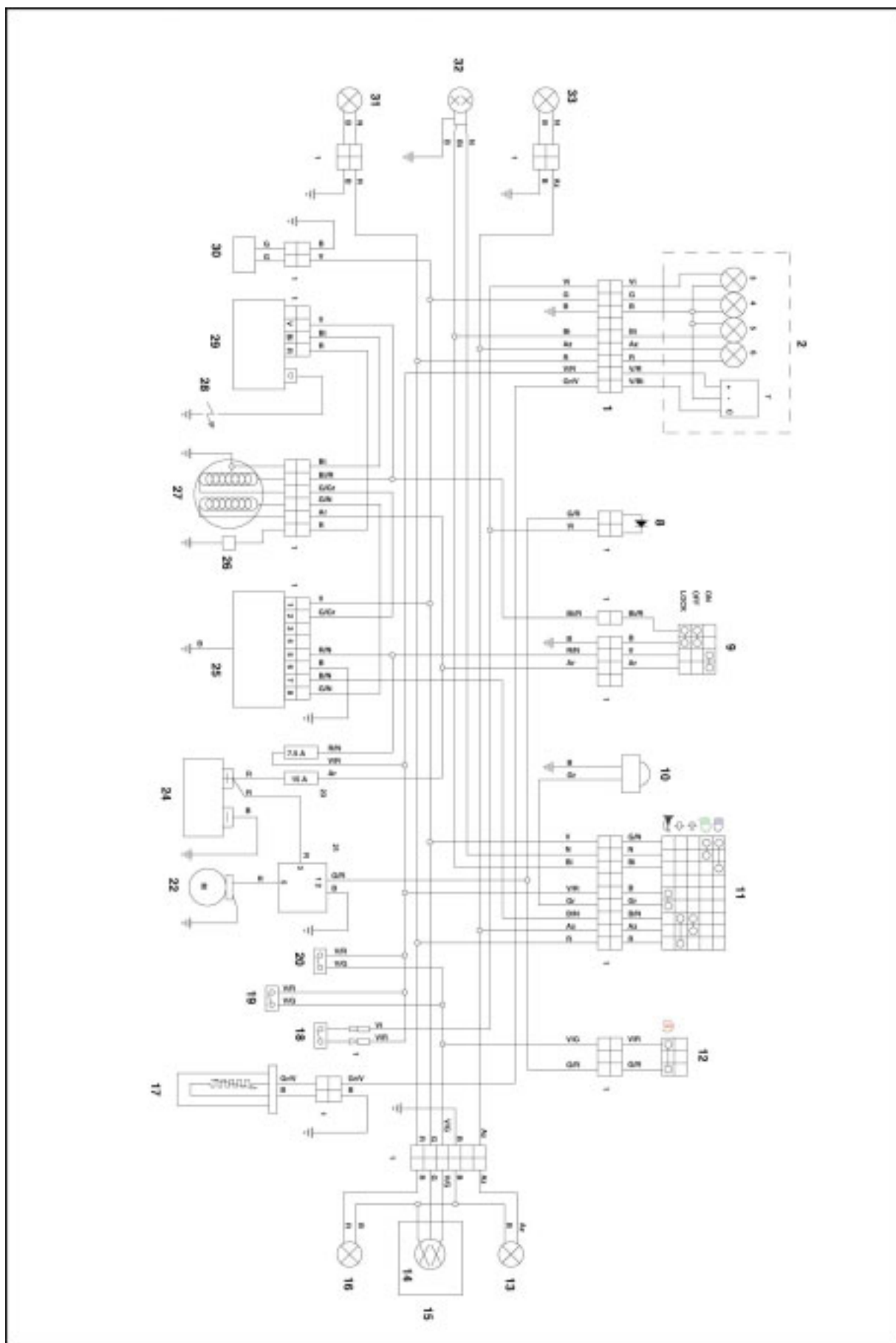
- Remove the clamp and the exhaust gas recovery tube.



- Slide off the exhaust pipe from below.

2.6. ELECTRIC SYSTEM

2.6.1. WIRING DIAGRAM



Scarabeo 50 2T (PA C421M)

Key:

1. Multiple connectors
2. Instrument panel
3. Oil level warning light
4. Dashboard bulbs
5. High beam warning light
6. Direction indicator warning light
7. Fuel level gauge
8. Check diode
9. Key-operated switch
10. Warning horn
11. Left dimmer switch
12. Right dimmer switch
13. Rear left direction indicator
14. Rear parking light/stoptlight bulb
15. Tail light
16. Rear right direction indicator
17. Fuel sensor
18. Oil level switch
19. Front stoplight switch
20. Rear stoplight switch
21. Start relay
22. Starter
23. Fuses
24. Battery
25. Voltage regulator
26. Pick-up
27. Generator
28. Spark plug
29. Transducer
30. Automatic cold start
31. Front right direction indicator
32. Low beam /high beam bulb
33. Front left direction indicator
34. -
35. -
36. -
37. -

Cable colour:

Ar	Orange
Az	Light blue
B	Blue
Bi	White
G	Yellow
Gr	Grey
M	Brown
N	Black
R	Red
V	Green
Vi	Violet
Ro	Pink



aprilia s.p.a.
via G. Galilei, 1
30033 Noale (VE) Italy
tel. +39 041.5829111
fax +39 041.5829190
www.aprilia.com
www.serviceaprilia.com