

Production of the 125, 150 and 200 models all ran from January 1969 to April 1971 with a total Italian production of 15,300 125cc, 20,048 150cc, and 9,350 200 models (includes electronics.)

Length :	1800mm
Width:	680mm
Height :	1012mm
Weight :	118kg 125 120kg 150 123kg 200
Capacity :	123cc, 148cc and 198cc
Bore :	52mm 125 57mm 150 66mm 200
Stroke :	58mm
Power :	7.3hp @ 6,200rpm 125 8.7hp @ 6300rpm 150 11.7hp @ 6200rpm
Max speed	57mph 125 63mph 150 68mph 200
Fuel Consumption	112 mpg

Original Price :	£184 19s 6d.(125s) £212 19s 6d.(150s) £249 19s 6d.(200s)
Colours :	Turquoise (8016), White (8082), Orange (8037), Red (8073) & Yellow Orche (8080). Panel colours Red (8073) and Blue
Frame Numbers :	GP 125 22/1 GP150 22/0 GP200 22/2
Engine Numbers :	GP 125 LI125S GP150 SX150 GP200 SX200
Carburettor	Dell'Orto SH1/20 125 Dell'Orto SH2/22 150 & 200
Tyre Size	3.50*10
Ft pressure	18 lb/sq.in
R pressure	28 lb/sq.in

More detailed information on the production figures of the GP/DL 125 is as follows

1969	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec
	836	0	423	714	982	849	882	305	1025	462	409	561
1970	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec
	539	569	495	805	340	737	870	212	476	496	494	408
1971	Jan	Feb	Mar	Apr								
	476	446	448	40								
Total 15300												

More detailed information on the production figures of the GP/DL 150 is as follows

1969	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec
	304	1075	572	771	986	1528	2016	330	1098	793	519	711
1970	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec
	1091	924	670+*300	740	785+*100	645+*352	928	193	643+*250	556	538+*250	492+*50
1971	Jan	Feb	Mar	Apr								
	536+*100	298	107	200								
Total 20048 +* 1402 supplied in kit form.												

More detailed information on the production figures of the GP/DL 200 is as follows

1969	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec
	1	139	434	580	673	663	997	170	106	435	291	278
1970	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec
	374	571	501	295	370	272	197	35	269	380	196	364
1971	Jan	Feb	Mar	Apr								
	280	142	161	166								
Total 9340												

Production Details and Changes

The date and times of when changes happened with the GP can be a highly debated thing. There appears to be not one change point, but the changes listed happened over a period of time. On the forums there is a section for people to be able to chat, debate and find out more detail and information from each other.

Change Point	Feature	Changed to
n/a	GP's did have some F.I.S.A.M unmarked steering locks. Osam Ignition switch - 161, 162, 163 Cama steering lock - 335 to 342 Fisam toolbox lock - 215, 216, 217 CAMA toolbox locks were fitted with a number range of 317 to 324.	
n/a	Tool box lock alloy, handle painted black.	No change
Unknown	Choke lever, alloy painted black,	Black plastic
Unknown	Fuel tap lever alloy painted black	Black plastic
Unknown	Grey plastic tool box	Changed to black plastic. Battery warning stickers placed on petrol tanks have been found on a few machines with black tool boxes.
Unknown	Alloy horn grille painted black.	Changed to plastic.
Unknown	Alloy rear grille painted in the same body colour as the scooter.	Very late ones plastic.
Unknown	Metal I badge on horn cast.	plastic chrome.
Unknown	Pointed handlebar levers.	Changed to ball end levers.

Unknown	Carb to air box hoses had drain hoses on early machines.	One piece with no drain.
Unknown		
Unknown		
Frame 258*** Onwards		The frame loop was revised with bigger holes for the rubber mounts (grommets) to go through and there is a revised plate that is welded to the end of the coil/frame support tube. This plate has multiple spot welds and revised cutouts to allow easier fitting of the rear light mounts and large hexagonal 'thumb screws'.
Unknown	If you've ever bought an original early Innocenti GP you nearly always find that the light unit has cracked along the stud line. This revised design for the rear frame (above) was obviously intended to alleviate this design flaw. There is also an original letter from Lambretta Concessionaires telling UK dealers to fit rubber light gaskets to GPs that come in for service/work in order to reduce the number of owners suffering light cracking problems.	