

A close-up, low-angle shot of a motorcycle headlight. The headlight is illuminated with a bright blue light from a strip of LEDs along its bottom edge. The surrounding fairings are white with yellow accents. The background is dark.

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LAMBRUS







- A. LCD speedometer panel
- B. LED indicator lights
- C. Sporty seat

- D. Rear shock with gas chamber
- E. Stylish twin headlight with LED position lamps
- F. Wavy disc



LAMBROS - Racing



LAMBROS - Basic



## Specifications

Engine Type	2 stroke, single cylinder, Forced air-cooled
Valve Train	--- ---
Bore x Stroke	40.0 x 39.2
Displacement	49.2cc
Compression Ratio	6.9:1
Ignition System	CDI
Starter	Electric / Kick start
Max. Power	1.84kW / 7000 rpm
Max. Torque	4.3Nm / 7000 rpm
Gearbox	CVT
Front Suspension	Oil damped telescopic fork
Rear Suspension	Oil damped coil spring
Front Tyre	120/70 - 12
Rear Tyre	130/70 - 12
Front Brake	Disc
Rear Brake	Disc / Drum
Dimension (mm)	1830*645*1130
Wheelbase (mm)	1270
Dry Weight (kg)	90
Engine Oil Capacity (L)	0.8
Fuel Tank Capacity (L)	4.2
Max. Load (kg)	150



# SPARTAN



## 50cc 2T Specifications

Engine Type	2 stroke, single cylinder, Forced air-cooled
Valve Train	— —
Bore x Stroke	40.0 x 39.2
Displacement	49.2cc
Compression Ratio	6.9:1
Ignition System	CDI
Starter	Electric / Kick start
Max. Power	1.84kW / 7000 rpm
Max. Torque	4.3Nm / 7000 rpm
Gearbox	CVT
Front Suspension	Oil damped telescopic fork
Rear Suspension	Oil damped coil spring
Front Tyre	120/70-12
Rear Tyre	130/70-12
Front Brake	Disc
Rear Brake	Disc / Drum
Dimension (mm)	1830*645*1130
Wheelbase (mm)	1270
Dry Weight (kg)	90
Engine Oil Capacity (L)	0.8
Fuel Tank Capacity (L)	4.2
Max. Load (kg)	150







*Standard*  
**Naked**

## 50cc 4T Specifications

<b>Engine Type</b>	4 stroke Single cylinder, Forced air-cooled	<b>Front Tyre</b>	110/70-12
<b>Valve Train</b>	2-valve; SOHC	<b>Rear Tyre</b>	120/70-12
<b>Bore x Stroke</b>	39.0 x 41.5	<b>Front Brake</b>	Disc
<b>Displacement</b>	49.6cc	<b>Rear Brake</b>	Drum
<b>Compression Ratio</b>	10.4:1	<b>Dimension (mm)</b>	1830 x 735 x 1070
<b>Ignition System</b>	CDI	<b>Wheelbase (mm)</b>	1270
<b>Starter</b>	Electric / Kick start	<b>Dry Weight (kg)</b>	90
<b>Max. Power</b>	2.11kW / 8000 rpm	<b>Engine Oil Capacity (L)</b>	0.8
<b>Max. Torque</b>	2.5Nm / 6500 rpm	<b>Fuel Tank Capacity (L)</b>	4.2
<b>Gearbox</b>	CVT	<b>Max. Load (kg)</b>	150
<b>Front Suspension</b>	Oil damped telescopic fork		
<b>Rear Suspension</b>	Oil damped coil spring		



Colour Optional:



Royale Blue Silver Black





enus

III

09 Chic Blossom Design



## 50cc 4T Specifications

<b>Engine Type</b>	4 stroke Single cylinder Forced air-cooled	<b>Front Tyre</b>	3.50-10
<b>Valve Train</b>	2-valve, SOHC	<b>Rear Tyre</b>	3.50-10
<b>Bore x Stroke</b>	39.0 x 41.5	<b>Front Brake</b>	Disc
<b>Displacement</b>	49.6cc	<b>Rear Brake</b>	Drum
<b>Compression Ratio</b>	10.4:1	<b>Dimension (mm)</b>	1720*630*1080
<b>Ignition System</b>	CDI	<b>Wheelbase (mm)</b>	1200
<b>Starter</b>	Electric / Kick start	<b>Dry Weight (kg)</b>	73
<b>Max. Power</b>	2.2kW / 7500 rpm	<b>Engine Oil Capacity (L)</b>	0.8
<b>Max. Torque</b>	2.5Nm / 6500 rpm	<b>Fuel Tank Capacity (L)</b>	6
<b>Gearbox</b>	CVT	<b>Max. Load (kg)</b>	150
<b>Front Suspension</b>	Oil damped telescopic fork		
<b>Rear Suspension</b>	Oil damped coil spring		







## For 50CC scooters according to EC Directives

### Performance CDI

- Derived from KYMCO's programmable CDI unit, our self-developed **Performance CDI** is a must for 25km/h, 30km/h & 45km/h EEC type-approved 50cc scooters with a high-voltage spark, custom-made ignition timing, restricted top rpm with maximum torque and economical fuel consumption.

- This **Performance CDI** is suitable for both 2-stroke and 4-stroke 50cc scooters giving better engine performance and can prolong engine lifespan.

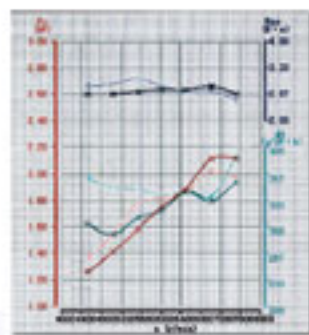
- It can be programmed without any top rpm restriction. Suitable for after-market use together with our Big Bore Kit.

- Compared with traditional ways of speed restriction:

- Air flow restriction (This will affect overall engine performance at both idling & top speed);

- Fuel restriction using smaller carburetor main jet size (Engine will often choke due to a lack of fuel)

- Using thicker steel collar ring on flywheel (Engine will be running constantly at high rpm that may affect its durability. The wear & tear on CVT belt can be severe. Fuel consumption will also be exceptionally high!)



- Fuel Consumption
- Power Output
- Torque



## Multi-spark Ignition Technology

A good ignition system is very important to any engine. Using the traditional ignition system, only a single spark can be given when air-fuel mixture reaches a certain level. Nevertheless, the air-fuel mixture inside every engine may vary depending on different engine temperatures. Thus no matter how advanced the engine is designed, a clean and complete combustion cannot be guaranteed.

Our Multi-spark Ignition System (with patent number ZL 99 1 08120.X issued by the State Intellectual Property Office of the PRC) is designed to combat the above weakness by replacing a single spark with multiple sparks (please refer to pictures below), thus enhancing its ignition duration and capability. The result is that ignition may take place at different air-fuel mixture levels giving a quicker and more stable performance.

At high engine revolution, using the traditional ignition system, some fuel may not be fully combusted thus resulting in fuel wastage, lack of power and unwanted emission fumes. Using our multi-spark ignition system, because of its superior spark quality, combustion is more complete resulting in more engine power, better energy conversation and less emission fumes.

In sum, our multi-spark ignition system can provide the following advantages:

- Better fuel consumption.
- Lower engine emission levels.
- Better engine power output.
- Faster initial acceleration performance up to 7.5%. Both its ability to carry weights and climbing angle increase by up to 10%!
- Engine will run smoother than before resulting in lower engine noise.
- Because of better combustion, less carbon deposit will remain inside engine cylinder thus resulting in longer engine usage lifespan.
- With superior spark quality, it is easier to electric start the engine than ever before. Thus with enhanced energy saving, it can prolong battery's lifespan.







Hunter - Sport GR1 125 / 150 cc



Falcon I 125/150 cc  
Rear disc brake optional



XE 100/110 CC



FVISION 125 CC  
Rear disc brake optional



Hunter - Sport 125 / 150 cc



Falcon II 125/150 cc  
Rear disc brake optional



XE II 100/110 CC



FVISION 152 CC  
Rear disc brake optional



Hunter - City 125/200 cc



Falcon Max 125/150 cc  
Rear disc brake optional



Royale I 125 CC



Falcon Quad 125/150 cc  
Rear disc brake optional



Royale II 125 CC

**M-TEC**  
Multi-spark CDI optional



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