

The original Speedlight was superseded by the Speedlight 2 in 2000, most noticeable by its sharper body styling with V-shaped air intake grille in the front panel with asymmetric headlights above. Technical improvements were also made to the steering, suspension and instrumentation.

All models use a two-stroke engine and are either air- or liquid-cooled. Special editions included the Frost model, the multi-coloured X-Team, the X-Race, and the WRC 206 to commemorate Peugeot's success in the World Rally Championship. Reflecting the customising trend amongst scooter owners, the Furious model features exposed motorcycle-style handlebars with a mini all-electronic instrument cluster, carbon fibre-look mirrors and a piggy-back competition style exhaust system. Meanwhile, the model's sporting aspirations are maintained by sharp styling accentuated by a variety of two-colour paint options.

The Trekker superseded the Squab model in 1997 and was aimed at the adventure scooter market, being a machine suitable for road and gentle off-road use. It had the rugged looks of an off-road machine, with knobbly tyres on certain models. All Trekker models use an air-cooled two-stroke engine.

Special versions of the Trekker are the Streetboard, Urban Black, Metal-X, Street Zone and WRC 206, broadening the models appeal with a variety of styling options and colour schemes.

The Vivacity was introduced to the range in 1999 in 50 and 100 cc sizes, and provided a softer less radical styling to the Speedlight. The Vivacity range was supplemented by the Sportline model in 2000 which featured electronic instrumentation and restyled graphics. Special editions of the Vivacity include the VS/X and X-Race. The Vivacity Compact was introduced in 2003 – with



The 50cc Vivacity Sportline

shortened front suspension and smaller diameter wheels it boasts a seat height of only 76 cm – and while the standard Vivacity 50 remained in the line-up, the Silver Sport continued the sports trend of the earlier X-Race.

Peugeot have addressed the problem of security on their machines, with the fitting of an integral Bos lock and ignition immobiliser system fitted either as standard or available as optional equipment.

Acknowledgements

Our thanks are due to Three Cross Motorcycles Ltd of Wimborne, Dorset, and to Andy Legg, who supplied the scooters featured in the photographs throughout this manual. We are also indebted to the technical

staff of Three Cross Motorcycles Ltd for the provision of technical literature and advice and to Graham Sanderson who wrote the introduction 'The Peugeot Story'. We would also like to thank NGK Spark Plugs (UK) Ltd

for supplying the colour spark plug condition photos and Draper Tools Ltd for some of the workshop tools shown.

About this Manual

The aim of this manual is to help you get the best value from your scooter. It can do so in several ways. It can help you decide what work must be done, even if you choose to have it done by a dealer; it provides information and procedures for routine maintenance and servicing; and it offers diagnostic and repair procedures to follow when trouble occurs.

We hope you use the manual to tackle the work yourself. For many simpler jobs, doing it yourself may be quicker than arranging an appointment to get the scooter into a dealer and making the trips to leave it and pick it up. More importantly, a lot of money can be saved by avoiding the expense the shop must

pass on to you to cover its labour and overhead costs. An added benefit is the sense of satisfaction and accomplishment that you feel after doing the job yourself.

References to the left or right side of the scooter assume you are sitting on the seat, facing forward.

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Manual For A Peugeot Trekker 50cc

David Baud



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