



Street

Meccanica Verghera

125 "Pullman" 2a serie



1956 was the last year of the production of the pedal operated "Pullman". This version started in 1954, presented, together with the new gear transmission system, a pair of hydraulic shock absorbers that excluded the central one. The "Pullman" was an affordable, simple and comfortable bike that blurred the line between scooter and motorcycle. With its exposed engine, rear swingarm, and large diameter wheels and tires, it embraced the full-sized motorcycle look. Yet its minimalistic tubular frame and dual footrests spoke to the scooter crowd. At first blush it might seem to be a recipe for a sales disaster, but the fact MV sold a considerable number. The market embraced the "Pullman" enthusiastically. Though it had a top-speed of just 75 km/h, sheer speed was not the "Pullman"s reason for being; rather, it was a superbly affordable way to enter the MV Agusta family. 27,000 units were built of the two versions.

ENGINE: Technical Specification (1956)

Cylinders / Cycle: single / 2-stroke
Displacement: 123,5 cc
Bore x stroke: 53 x 56 mm
Compression ratio: 6:1
Power / rpm: 5 HP / 4,500
Torque / rpm: NA
Cooling: air
Distribution: flat piston
Carburettor: 17 mm carburettor
Ignition: flywheel-magneto
Lubrication: 6% mixture
Starting: kickstart
Primary drive: gear
Clutch: wet multiple plate clutch
Gearbox: 3 speeds
Final drive: shaft

CHASSIS:

Frame: single beam frame
Front suspension: telescopic mechanical fork
Rear suspension: swingarm with two hydraulic shocks
Front brake: 123,5 mm drum
Rear brake: 123,5 mm drum
Front tire: 3.50 x15"
Rear tire: 3.50 x15"
Wheels: spokes
Tank: 13 litres
Length: 1850 mm
Width: 620 mm
Wheelbase: 1250 mm
Weight: 85 Kg

PERFORMANCE

Speed: 75 kph

125CC "PULLMAN 2A SERIE

STREET MODEL