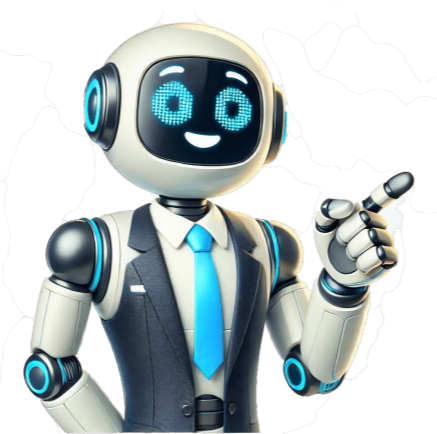


I'm human



Is this bike looking familiar? It should be. Overseas, it's known as the Typhoon ke5242, but under the Piaggio->ke2268 banner here, it's the Typhoon 50 and its big brother, the Typhoon 125, with four-stroke engines. With sporty styling, this scooter->ke2256 is a lightweight machine that can handle some off-road->ke450 terrain - maybe not extreme off-roading, but at least rough dirt roads are no problem. Its shark-nose front fairing gives it an aggressive look, but still offers the convenience of a scooter. For more information, keep reading for my review of the Piaggio Typhoon 50 and Typhoon 125. Specifications Model: 2016 Piaggio Typhoon 50 / Typhoon 125 Design Without fancy tech features like Vespa->ke2257 scooters, the Typhoons are more affordable and compete with budget-friendly scooters from Asia, such as the Super 8 from KYMCO->ke2027. With fuel economy in mind, the 124 cc engine on the Typhoon 125 is estimated to get around 65 mpg in real-world driving - although this might be a bit lower than some of its 150 cc competitors since it doesn't have fuel injection. One way Piaggio keeps costs down is by not including advanced features like EFI. The instrument cluster has also been simplified, trading off a bit of style for a more affordable price tag. The Typhoon starts with a double-cradle frame made of steel tubing that's easy to repair and allows for a full step-through with a flat cargo deck between the rider's feet. Frame construction is almost identical between the 50 and 125 models, except the larger 125 model has extra support around the engine mount. The bike comes equipped with hydraulic forks in the front and a single coil-over shock supporting the rear from its offset position on the motor-side of the swing-mount drive unit. It also features spring-preload adjustment and disc brakes up front, along with drum brakes in the back - although I'm not a fan of drum brakes. The 50 rolls on 14-inch street hoops, while the 125 gets 12-inch tires that are suitable for both on-road and off-road use. The Typhoon 50 scooter offers both electric- and kick-start capabilities for safety and style, displacing 49 cc and producing 2.8 pounds of grunt at 8,000 rpm. The 125 model measures out at 124 cubes and cranks out 6 pound-feet at 7,500 rpm, with a top speed of 60 mph. Equipped with a Continuously-Variable (CVT) transmission, the scooter provides clutchless operation for ease of use. MSRP starts at \$1,999 for the Typhoon 50 in Neptune Blue and Shiny Black, while the 125 model costs \$2,599 with options in Matte Silver and Graphite Black. Both scooters come with a two-year unlimited-mileage warranty and roadside assistance from Road America. Given article text here Piaggio Typhoon 50 Review - Downsizing Engine Size Sparks Questions The Piaggio Typhoon 50 has a small 124cc engine, which raises questions about its decision. In the US, no displacement breaks for licensing apply, making it puzzling why they didn't opt for the 150cc LEADER engine instead. Storage Space is Limited Although there's room for a helmet under the seat, storage space is less than some competitors. The between-the-feet cargo deck might be sacrificed to move the fuel tank and free up space. Model Specifications - Engine Type: 4-stroke 4-valve Single cylinder - Cylinder Capacity: 49 cc and 124 cc - Bore x Stroke: 39mm x 41.35mm - Max Power: 4.6 hp at 9,500 rpm and 9 hp at 8,500 rpm - Max Torque: 2.8 lb-ft at 8,000 rpm and 6 lb-ft at 7,500 rpm Dimensions and Performance - Length: 76.3" - Width: 28.3" - Wheelbase: 53.1" - Seat Height: 30.3" - Dry Weight: 242 lbs (2016) and 268 lbs (2017) - Fuel Tank Capacity: 1.9 gals and 1.8 gals - Gas Mileage: 144 mpg and 90 mpg Features and Braking - Cooling System: Air, Forced air - Lubrication: Wet Sump - Ignition: Electric and kick starter - Gears: 'Twist 'n go' automatic CVT - Clutch: Automatic centrifugal dry clutch - Chassis: High-strength steel single cradle Double cradle trellis - Front Suspension: Telescopic hydraulic fork - Rear Suspension: Engine as a swingarm with one hydraulic shock absorber - Front Brake: 220mm disc brake with two-piston floating caliper - Rear Brake: 140mm drum brake - Tires: Light Alloy, Tubeless - Colors: Neptune Blue and Shiny Black (2016), Matte Silver and Graphite Black (2017) The Piaggio Typhoon 50 is a decent option in its class, offering a good balance of speed, comfort, and affordability. In full power mode, it can reach respectable speeds of up to 30mph, but struggles with restrictions. The build quality is subpar, with issues like rust, corrosion, and parts failure common among owners. However, the warranty provides some peace of mind. The Typhoon stands out from its peers in terms of performance and practicality, making it an attractive choice for teenage buyers. It's a fun ride that's easy to handle, but lacks some features found on more expensive Japanese scooters. The accessories list is basic, with only a rev counter and fuel gauge, but the underseat storage area can accommodate small gear. The Typhoon 50 has been in production since 1993, with limited changes over the years. It was discontinued in 2020 due to declining sales. A larger sibling, the Typhoon 80, offers more power but is rare in the UK market due to its placement between traditional 50cc and 125cc classes.

Typhoon piaggio. Piaggio typhoon 125cc 2t. Piaggio typhoon 180cc. Piaggio typhoon 125 2t specs. Piaggio typhoon 50cc price. Piaggio zip 50cc 4t top speed. Piaggio typhoon 50 derestricted top speed. Piaggio typhoon 50 specs. Piaggio zip 50 2t top speed.