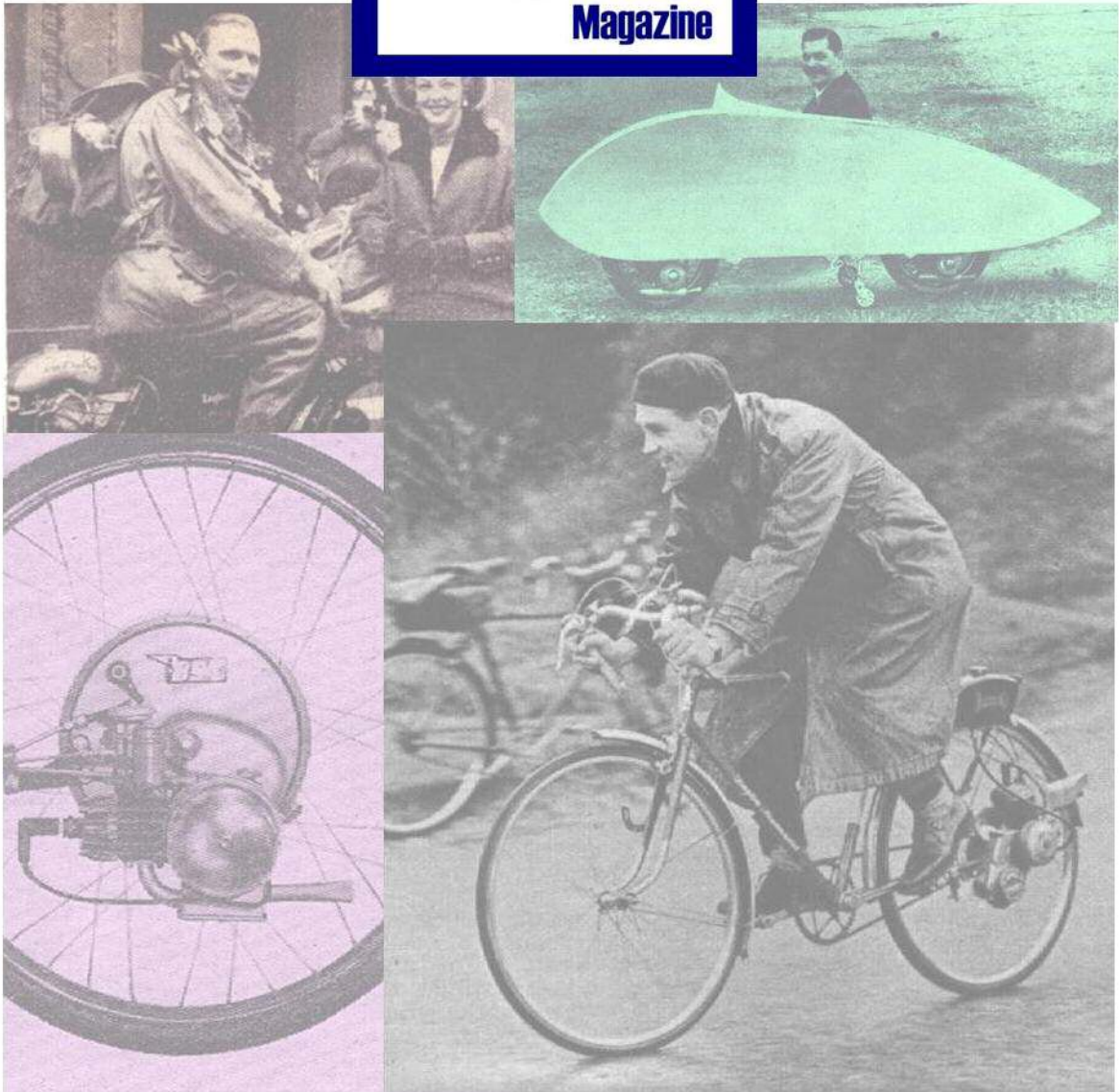


IceniCAM Information Service



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DUCATI CUCCILOLO

GENERAL MAINTAINANCE DATA.

The Ducati Cucciolo, being a four-stroke engine, does not require such frequent maintainance as does its two-stroke counterpart. Nevertheless, a routine check of certain parts pays big dividends both in time and money.

It is taken for granted that the cycle is in first class condition and that the unit has been correctly fitted according to the Instruction Book.

EVERY 500-700 MILES. Remove sump drain plug, located under crankcase, drain oil and flush with one of the many brands of flushing oils available. (This is best carried out when engine is warm). Re-fit plug and washer, and re-fill with 1 pint Esso oil.

Summer Grade 40/50 S.A.E.
Winter Grade 30 S.A.E.

Lubricate valve stems, rockers and pull rod guides, with one drop only engine oil.

Treat controls and cables in similar fashion.

EVERY 1,000-1,500 MILES. Check tappet adjustment with engine cold, there should be:

Inlet .006 in.
Exhaust .003 in.

To check: Insert feeler gauge between rocker and valve stem cap.

To adjust: Slacken lock nuts and adjust tappet nut to give a sliding fit with the feeler gauge in position. Finally tighten lock nuts. This adjustment should be carried out with the piston at top dead centre of compression stroke and flywheel mark "M" in line with corresponding mark on crankcase.

CONTACT BREAKER POINTS. These are accessible by rotating the inspection cover on flywheel (either to left or right).

To adjust: Slacken large-headed screw, and rotate eccentric screw. Points should break when flywheel mark "A" corresponds with mark on crankcase.

A .010 in. (ten thou.) feeler should slide between points when correctly adjusted.

SPARKING PLUG. Clean plug and re-set gap to .018 in. Correct type plug is Champion L.10.S.

IMPORTANT. If it is necessary to carry out any adjustment to the magneto (other than re-setting contact breaker points gap) the flywheel must be removed. It is essential that the correct extractor is used (obtainable from your Dealer). Never attempt to remove flywheel by levering or tapping the end of the shaft, as extensive damage may result.

CLUTCH. Trouble free service will be given if the correct adjustment is maintained.

Cable is adjusted to give $\frac{1}{8}$ " play at handlebar. Adjusted by screw and lock nut at left of oil filler cap, slacken lock nut and tighten screw until screw touches push rod, slacken screw a $\frac{1}{4}$ turn and lock in position.

REAR CHAIN. Adjust to give approximately $\frac{1}{2}$ " up and down movement.

PETROL FILLER AND CARBURETTOR. Both tank and carburettor are provided with filters. To clean, drain tank and remove tap, and filter being screwed into this component.

A bicycle pump or an air line is a convenient method to use.

The carburettor filter is removed as follows:

Pull off petrol pipe and remove the two screws retaining carburettor top. Unscrew needle valve assembly and filter will be revealed.

Should it be necessary to adjust the slow running, or carburation, carry out adjustment in the following order:

1. Check level of carburettor and tightness of induction locking ring, also flange bolts.

2. Blow out pilot and main jets. Pilot jet is on top of carburettor. Main jet is underneath.

3. Slow running is controlled by the lower screw at side of instrument which should be screwed right home and then slackened approximately one turn.

Finally adjust when engine is thoroughly warm. Clockwise to weaken and anti-clockwise to richen mixture. The other screw, slightly above, is merely to regulate speed of tickover.

DECARBONIZING. This is normally carried out when approximately 4,000 miles have been covered and should be entrusted to your Dealer or a competent motor cycle engineer. If, however, you have the tools and the requisite knowledge, the procedure is as follows:

Remove valve-lifter and throttle cables, silencer, exhaust pipe, sparking plug and carburettor. Unscrew tappet nuts from pull rods. Remove four nuts from cylinder. Insert a wooden shaft in cylinder and compress valve springs so that the valve collets can be extracted. Care must be taken not to lose either these or the valve stem caps.

Release springs and remove valves.

Remove all traces of carbon from the cylinder head, piston, exhaust port and valves.

Grind in valves, using a fine grinding paste.

Wash all parts in petrol and make sure that no trace of grinding paste remains.

To re-assemble, reverse the dismantling procedure, being careful not to damage the piston rings when re-fitting the cylinder. Gaskets should be re-newed.

When assembly is complete re-set the tappets.

GENERAL POINTS.

ERRATIC RUNNING.

- (a) Check petrol supply and carburettor jets, blow out with air line.
- (b) Check contact breaker points, these may require cleaning and adjusting. (Use tool if it is necessary to remove flywheel).
- (c) Check sparking plug, and clean and re-set gap.

SLIP SPROCKET. This should occasionally be washed in petrol, and lightly oiled; never use grease.

NOTE: The retaining flange has a left hand thread.

FUEL. When using premium grade petrol it is not necessary to alter either the carburettor or magneto settings as the Ducati Cucciolo is a high performance unit, designed initially to operate on premium grade fuels.

Finally do not hesitate to contact your Dealer or the United Kingdom distributors, Messrs. Britax (London) Limited for any advice on your Ducati Cucciolo.

K E Y

(See Page 2 of Instruction Book)

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| A. Pilot Jet Adjustment Screws. | 5. Clutch Lever and Cable Clamp. |
| B. Throttle Stop Adjustment Screws. | 6. Left Hand Crank. |
| 1. Clamp (Bottom Bracket). | 7. Valve Lifter Cable Clamp. |
| 2. Pin for Bottom Bracket. | 8. Carburettor Petrol Pipe. |
| 3. Clamp (Front Down Tube). | 9. Selector Cam. |
| 4. Down Tube. | 10. Tappet Adjusting Nuts. |