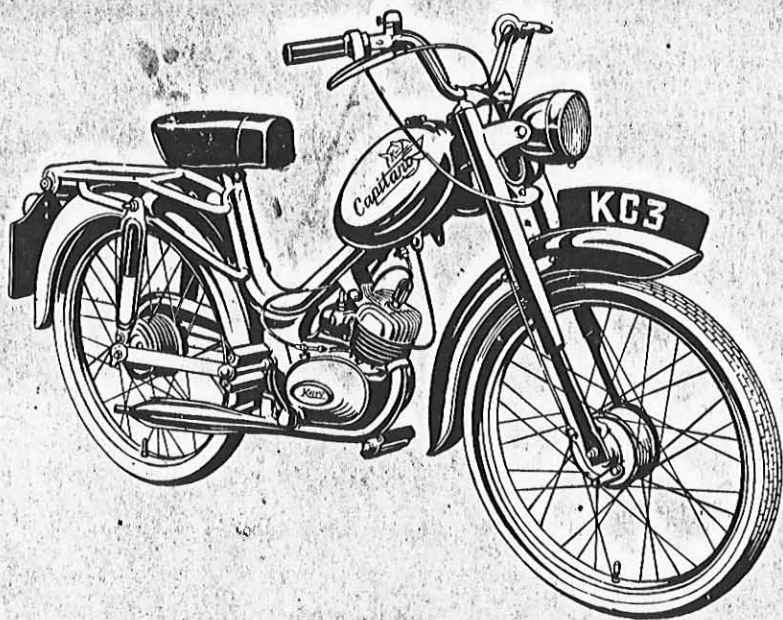


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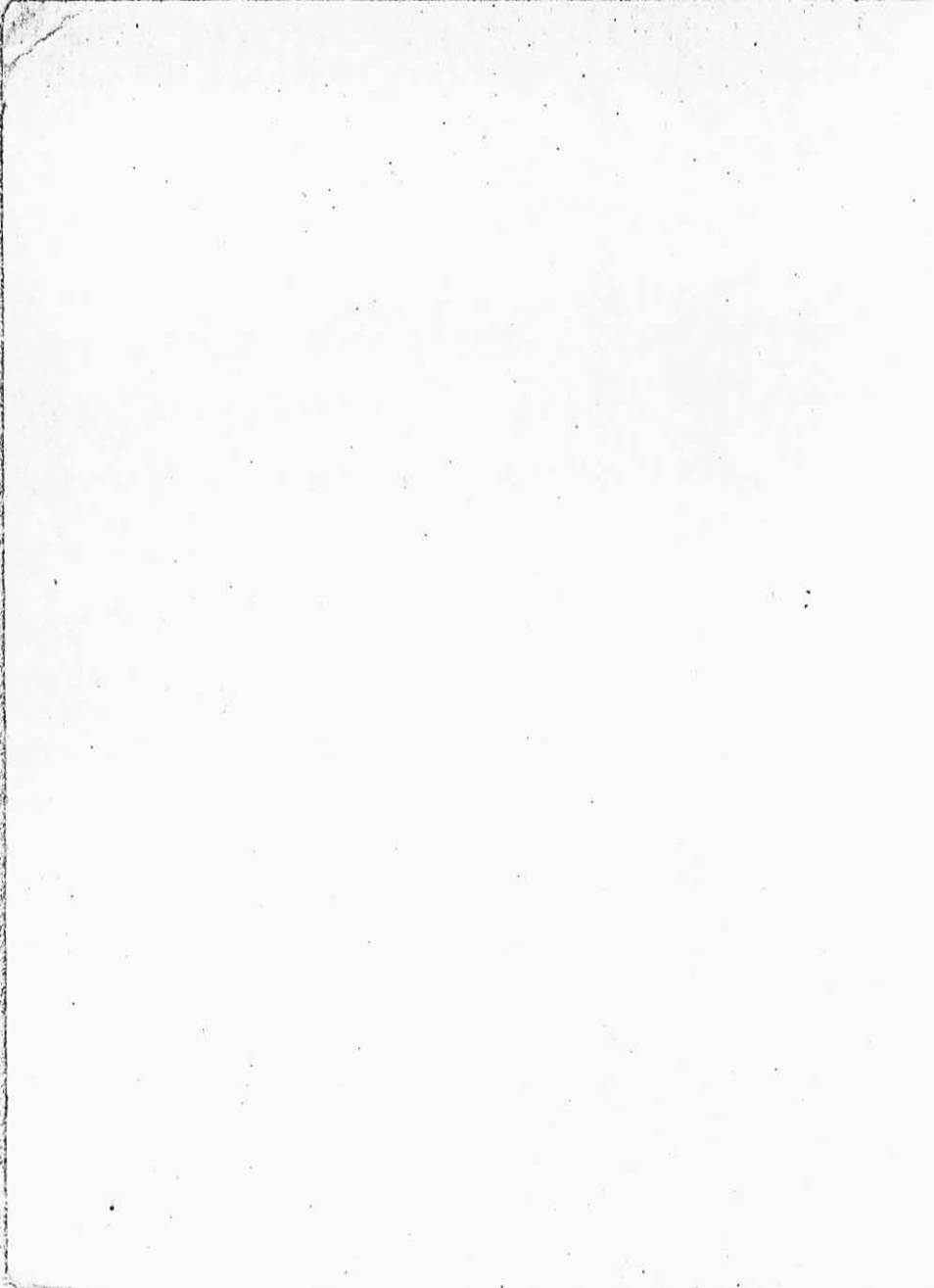
THE

Kerry Capitano

DE LUXE AUTOMATIC MOPED



RIDERS
HANDBOOK



Introduction

MANY Moped riders are not in the first instance technically minded, and it is therefore important that the few simple instructions in this book are carefully followed.

The KERRY CAPITANO MOPED is of Italian manufacture, and is a combination of their finest materials and craftsmanship, and will give you many thousands of miles carefree riding, being an easy machine to handle, and economical to run. Furthermore, the low riding position and efficient brakes give added safety both in traffic and on the open road.

We would advise all riders to consult their Agent before carrying out any repairs other than normal running adjustments, and in all cases to insist that only Genuine Capitano Spares are used.

RECOMMENDED ACCESSORIES

To add to your riding enjoyment the following accessories are available from your local dealer :—

Huret T/23D Speedometer

Patrol Leg Shields

Patrol Windscreen

Kerry Combined Childseat and Basket Carrier

Kerry Basket Carrier

Pannier Bag Sets

Sparking Plugs :

Champion L81

Bulbs :

Head Lamp, A404 6v. 15-15W.

Rear Lamp, A317 6v. 6W.

Touch-up Enamel :

Touch-up Enamel, $\frac{1}{8}$ pint tins
(State colour required)

Prices of Accessories are shown on illustrated leaflet.

ENGINE LUBRICATION CHART

PETROL/OIL RATIO RECOMMENDATIONS

It is advisable to flush out the tank before filling for the first time, and important to see that the petrol fuel is thoroughly mixed before turning on the petrol tap.

<i>Type of Oil</i>	<i>Running-in Period first 500 miles</i>	<i>Thereafter</i>
B.P. Zoom	1 : 16	1 : 20
Castrol XL	1 : 16	1 : 20
Castrol Two-Stroke	1 : 12	1 : 16
Essolube 30	1 : 16	1 : 20
Esso Two-Stroke	1 : 12	1 : 16
Mobiloil A	1 : 16	1 : 20
Mobil Mix TT	1 : 12	1 : 16
Shell 2T Mixture	1 : 16	1 : 20
Shell X100 30	1 : 16	1 : 20
Regent Motor 2T	1 : 16	1 : 20
Molyslip Two-Stroke supplement	Not advised	Add one squirt to every tankful.

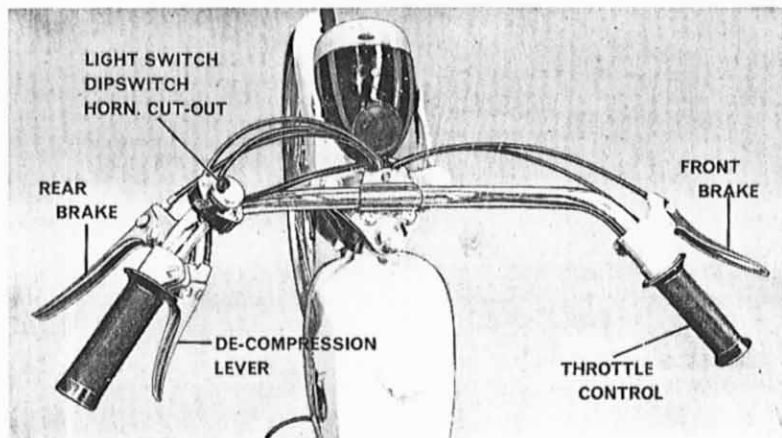
The Readimix Petroil available from Dispensers on garage forecourts is in the ratio of 1 : 20 and should not be used until the engine has completed 500 miles.

Note : Half a pint of oil to one gallon of petrol is a ratio of 1 : 16.
Also, half a pint = 10 fluid ozs.

GEARCASE OIL RECOMMENDATIONS

B.P. Energol 20	Mobiloil Special
Castrol C.R.	S.A.E. 10W 30
Regent :	Shell X100 20W
Havoline 20 20W	Esso Extra :
	Motor Oil 20W
Rear Shock Absorbers : Regent Havoline 20W.	
Rear Chain : Regent 904 Grease every 3,000 miles.	

CONTROLS



Sitting on the saddle, the controls of your Moped are located as follows :—

Front Brake.

This is the lever on the right-hand side of the handlebars.

Rear Brake.

This is the lever on the left-hand side of the handlebars.

Throttle.

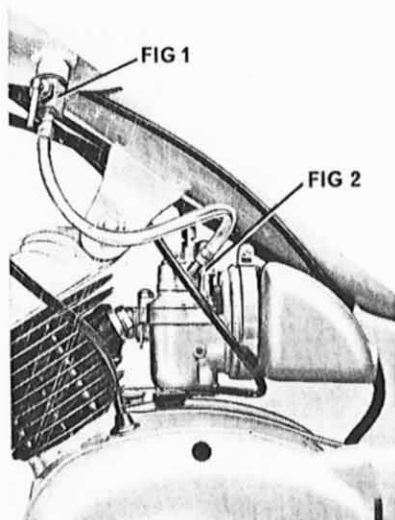
This also is on the right-hand side of the handlebar. Turning the twist grip control back towards the rider opens the throttle and increases engine speed.

Decompression Lever.

This is the small lever on the left-hand side of the handlebar underneath the rear brake lever. This should only be used for starting the machine as described later on in this manual. It should not be used for stopping the engine. The cut-out button is situated on the combined light switch/dipswitch/horn combination control and this should be used for stopping the engine.

Light Switch : Dip Switch : Horn Button : Cut-Out Button

This is a combined control on the right-hand side of handlebars. The light switch lever has 3 positions—full or head beam, off and pilot. The horn button is located on top of the combined switch, and the cut-out button is located on the side of this control.



Starting.

The petrol tap (Fig. 1) should be turned ON (the lever pointing in the downward position) and the plunger (Fig. 2) on the left side of the carburettor depressed two or three times. This will allow additional petrol to flow into the carburettor and assist in starting the engine. You will find by experience the number of times it is necessary to depress the plunger. When the engine has started it should be left running for a few moments to warm up.

Decompression Lever.

To start the engine you can leave the machine on the prop stand and take up a position on the left-hand side. Pull in the decompression lever and kick the pedal smartly forward and at the same time releasing the lever whilst the engine is still in motion.

Alternatively, you can pull in the decompression lever and pedal the machine as you would do a cycle and then release the lever whilst the moped is in motion, after which the engine will start quite readily.

When the engine is running and you require to move forward, turn the twist grip control back towards you. This opens the throttle and the moped will then move smoothly forward. To stop, it is merely necessary to close the throttle by turning the twist grip away from the rider when the engine will continue to idle after the clutch has automatically disengaged, after which the brakes can be applied.

Should it be necessary, due to lack of fuel or for any other reason, the machine can be pedalled like an ordinary cycle. To do this, leave the decompression lever in its normal position.

To Stop the Engine.

Press the cut-out button as previously mentioned. Do not use the decompression lever.

ALWAYS TURN OFF THE PETROL WHEN NOT USING YOUR MOPED.

OPERATING INSTRUCTIONS AND MAINTENANCE

Lubrication.

Before using your Moped it is essential that the oil level in the gear transmission case is checked by removing the oil level screw (Fig. 11) situated below the nameplate on right-hand side of crank case. With this plug removed a small amount of oil should trickle from the level hole. If the oil level should require topping up, the crankcase breather (Fig. 7) should be unscrewed and the necessary amount of S.A.E. 20 oil poured in until the correct level has been reached and the excess oil flows from the level. The engine should then be started and run for a short period and an examination made for oil leaks.

Running-In.

The purpose of running-in an engine is to enable the various parts, i.e., piston, cylinder, big end, little end, etc., to bed perfectly and thus attain a higher degree of finish than is obtainable during manufacture. It cannot be emphasised too strongly that the manner in which a Moped is ridden for the first 500 miles will have an important bearing on its performance during the rest of its life.

For the first 500 miles during the running-in period, it is recommended that the Petrol/Oil mixture is used as indicated in the Petrol/Oil Mixture Chart. While you are running-in your machine should not exceed 20 m.p.h.

After running-in mileage has been completed, engine speed can gradually be increased and the Petrol/Oil mixture as indicated in the second column of the Petrol/Oil Chart.

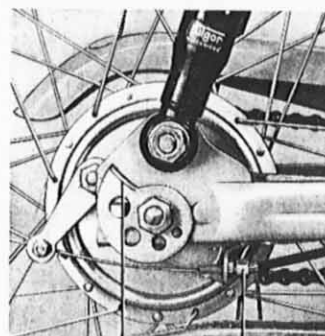
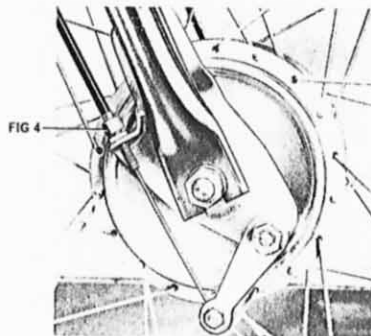


FIG 6

FIG 5

Brakes.

It is important to check your brakes frequently. Your life and that of others may depend on the brakes being in first-class condition. Attention to this point should not be delayed under any circumstances. Adjustment of the brakes is carried out by means of the adjuster (Figs. 4 and 5) located on the brake plate of the respective wheels.

Tyre Pressures.

These pressures should be maintained at 25 lbs. Front, 30 lbs. Rear. Under-inflated tyres will cause damage to the wall of the tyre and can also result in uneven tread wear. Over-inflated tyres give an uncomfortable ride. These pressures are based on a single rider being 11 stone. Any weight carried greatly in excess of this would necessitate increased pressures.

FIRST 500 MILES

Gear Case Oil.

The oil in the gearcase should be drained and refilled after first 500 miles. It should be drained again at 1,000 miles and subsequently changed every 2,500-3,000 miles. To drain gearcase oil it is recommended that the engine is run until it is warm, which will allow the oil to flow freely. The Drain plug which is situated under the gear case should then be removed. If crankcase breather (Fig. 7) is also removed this will assist the oil in draining away more rapidly. The gearcase should be refilled with 1 pint of S.A.E. 20 oil as per instructions on page 3 for lubrication.

Spark Plug.

This should be cleaned and the points reset. The correct plug setting is .020 in.—.025 in.

Magneto Contact Breaker Points.

To inspect the contact breaker points it is necessary to remove left-hand side cover of engine by undoing the two securing screws. The magneto will then be visible and the flywheel should be turned in an anti-clockwise direction until the resistance of compression is felt.

The contact breaker points will be seen through one of the inspection slots in the flywheel. The flywheel should then be moved backwards and forwards to find the maximum open position on the points and the gap checked. The correct points setting is .012"—.015".

If the contact points require adjusting the locking screw should be loosened slightly and the points moved to give the correct setting and the locking screw retightened. The gap should then be rechecked to ensure that the points have not moved when tightening the screw.

Do not use dirty or oily feeler gauges when checking points gap as this may cause excessive arcing of contact points. Always refit the cover plate before testing the engine.

Rear Chain.

The rear chain should be checked for adjustment by holding bottom section in the middle and moving up and down. When correctly adjusted this movement should be $\frac{1}{4}$ " \times $\frac{3}{4}$ " approximately. To adjust a slack rear chain the rear spindle nuts should be slackened off slightly and the adjuster plates (Fig. 6) turned forward until the chain has the correct amount of free movement. Before tightening the spindle nuts check that the rear wheel is square between the rear forks.

General.

A check should be made of all nuts, bolts and screws for tightness—all cables should be oiled at the control and operating ends.

1,000 MILE SERVICE

The gearcase oil should be drained and refilled as per instructions for 500 miles.

Rear Shock Absorbers.

The rear shock absorbers require a few drops of thin oil every 1,000 miles by removing the small plugs at the top and oiling with an oil can.

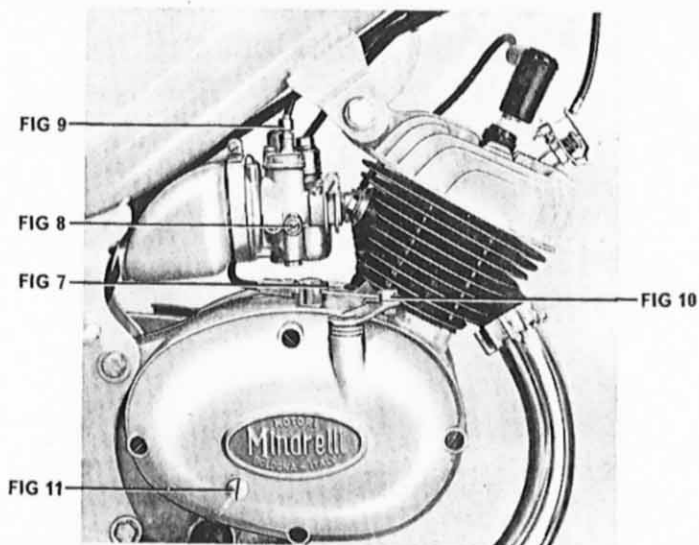
3,000 MILE SERVICE

The same service should be carried out every 3,000 miles as shown for first 500 mile service. It may be necessary to de-carbonise the engine at 3,000. An inspection by your Agent will tell you if this is necessary.

ADJUSTMENTS

Slow Running.

The speed of the engine is adjusted by the cable adjuster bolt fitted in the mixing chamber top of the carburettor (Fig. 9).



Slow Running Mixture.

This can be adjusted by the use of the mixture adjusting screw (Fig. 8) located in the side of the carburettor body. The screw should be turned clockwise to weaken the mixture and anti-clockwise to richen.

Clutch Cable.

Should it be necessary to adjust the clutch cable, push by hand the clutch lever (Fig 10) situated on top of the engine in an anti-clockwise direction as far as it will go. Then pull the lever back approximately $5/16$ " and clamp up with the adjustment on the cable end.

When adjusted correctly the rear wheel should revolve freely without causing the pedals to turn.

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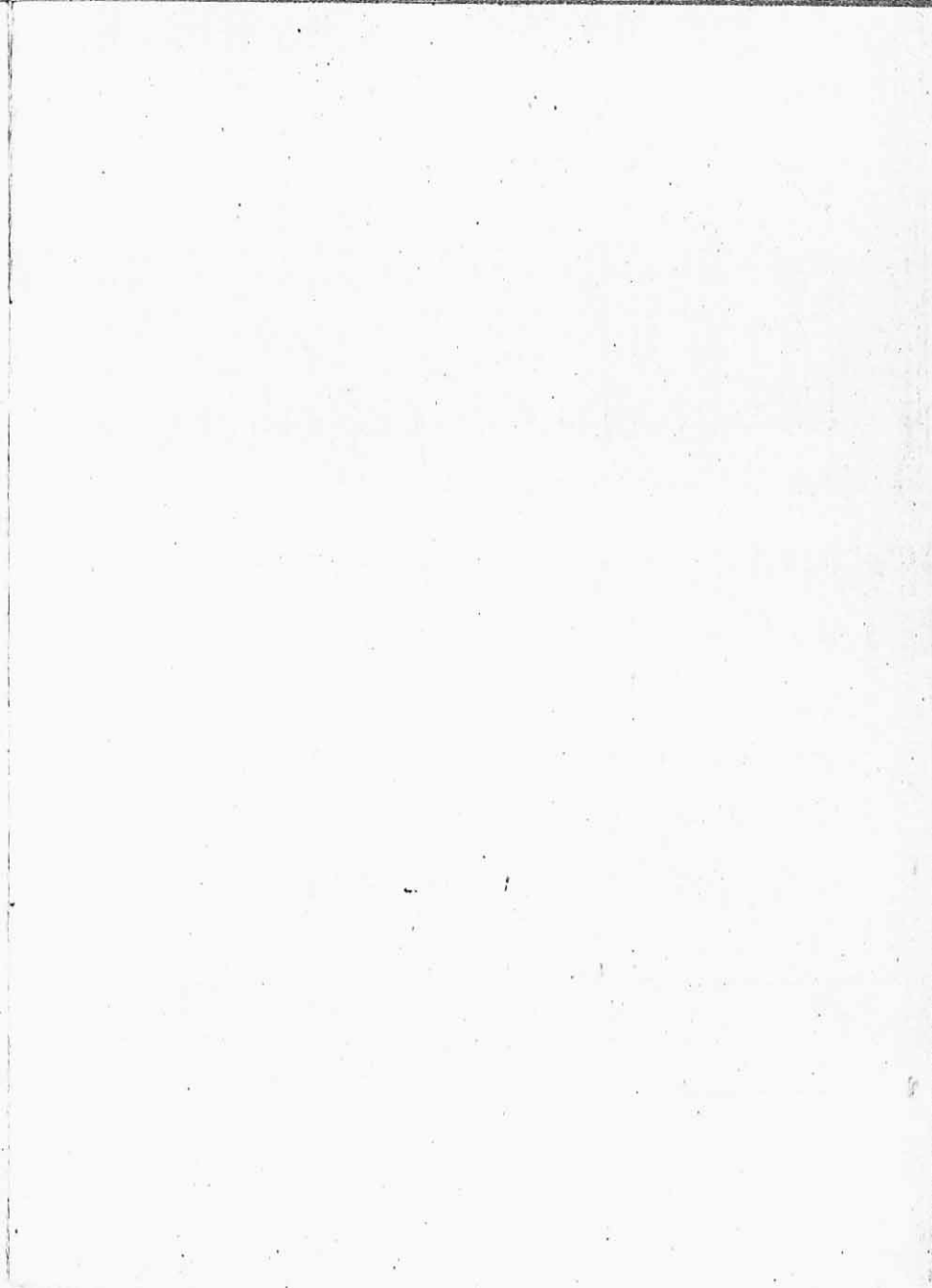
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FAULT FINDING HINTS

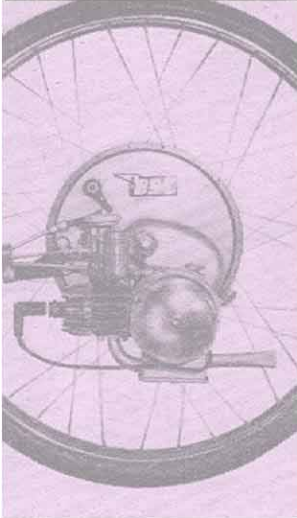
In classifying below the more likely troubles under their respective headings it is well to remember that the first suspect in all Two-Stroke faults must be the ignition system. Plug trouble can usually be identified by the slowing down of the engine, accompanied by a series of staccato bangs from the silencer or rather a flat sounding bang being emitted from the carburettor, and can easily be remedied by cleaning or changing the plug and checking the plug gap.

Engine will not start :

<i>Fault</i>	<i>Remedy</i>
Fuel supply	Ensure that fuel is in the tank and that the petrol tap is open.
Petrol not entering float chamber or carburettor	Remove float chamber top and clean fuel entry hole.
Main jet of carburettor choked	Clean by blowing through jet.
If no spark	Check spark by holding spark plug against cylinder head. Clean plug and reset gap to .020"—.025". Fit new plug of the recommended type. Check magneto contact points and adjust if necessary. Set to .012"—.015". Cut-out button sticking. Condenser faulty—fit new one. H.T. coil faulty—fit new one.
Carburettor flooding	Strip down carburettor and examine float for perforations.
High petrol consumption	Examine float needle seatings. If worn—renew.
Uneven running	Clean and reset spark plug - check correct type of plug fitted.
Engine lacks power :	
Spark plug dirty	Clean and adjust.
Carburettor jets dirty	Remove and clean.
Exhaust port choked with carbon	Decarbonise engine.
Silencer choked	Remove and thoroughly clean.
Loss of compression	Decompressor valve sticking. Tighten cylinder head nuts — renew cylinder head gaskets if necessary.
Piston rings worn or sticking	Renew piston rings if necessary.
Clutch slipping	Calls for expert advice and attention.



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