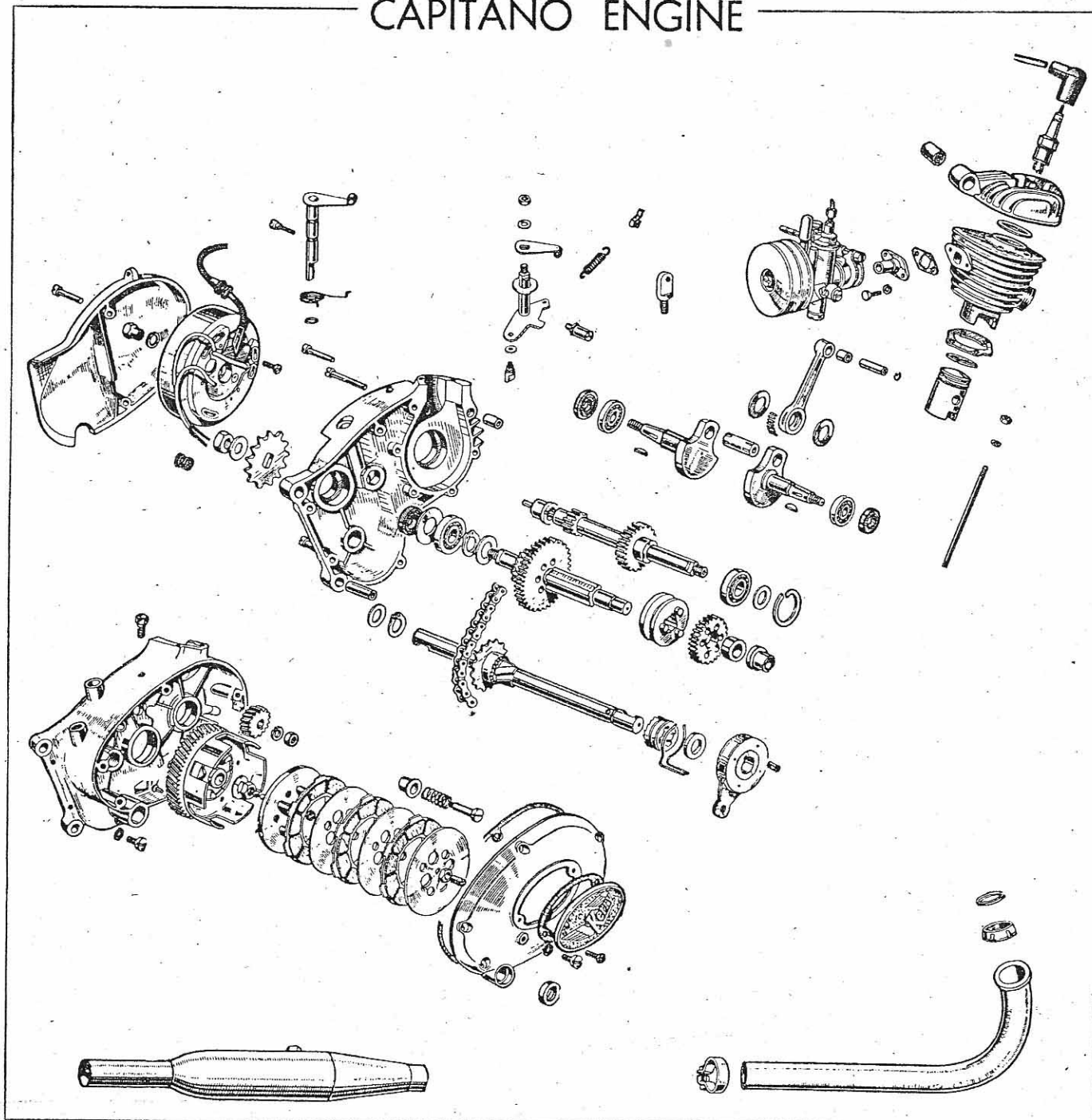


CAPITANO ENGINE



A HIGH-SPEED ITALIAN-MADE UNIT PRODUCING
1.8 B.H.P. AT 5,000 R.P.M.

THE makers of the engine unit which powers the Kerry Capitano moped are an old-established Italian company which has been specializing in high performance small capacity engines for many years. It is not surprising then that this lusty little two-stroke produced the highest maximum speed and the most impressive acceleration figures out of the machines road-tested last year.

The vital statistics of the engine are: Bore, 38 m.m. and stroke 42 m.m., giving a capacity of 47.6 c.c. with a compression ratio of 7 to 1. A slightly domed, long-skirted aluminium piston is used with a piston ring gap of .005in. minimum to 0.012in. maximum. The cylinder barrel is made of special close-grain iron for maximum heat dispersal. Lubrication is by engine oil mist to the piston and bearings, and the gearbox should be regularly topped

up with S.A.E 40 oil. A Dell'Orto carburetter type T.4 12.S1 is used, and the exploded view of this appeared with the maintenance article on the Kerry Capitano in CYCLING AND MOPEDS, December 14, 1960.

The following gaps should be carefully checked: Spark plug gap, .020in. minimum to 0.025in. maximum; contact breaker gap, .012in. minimum to .015in. maximum. These points should just be opening when the piston is $\frac{1}{8}$ in. before top dead centre. The output from the magneto is 6 volts 18 watts., which supplies a 6v. 15w. bulb in the headlamp and a 6v. 3w. bulb in the tail lamp.

During the running-in period (first 500 miles) petrol in the ratio 1:16 should be used, thereafter 1:20.

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