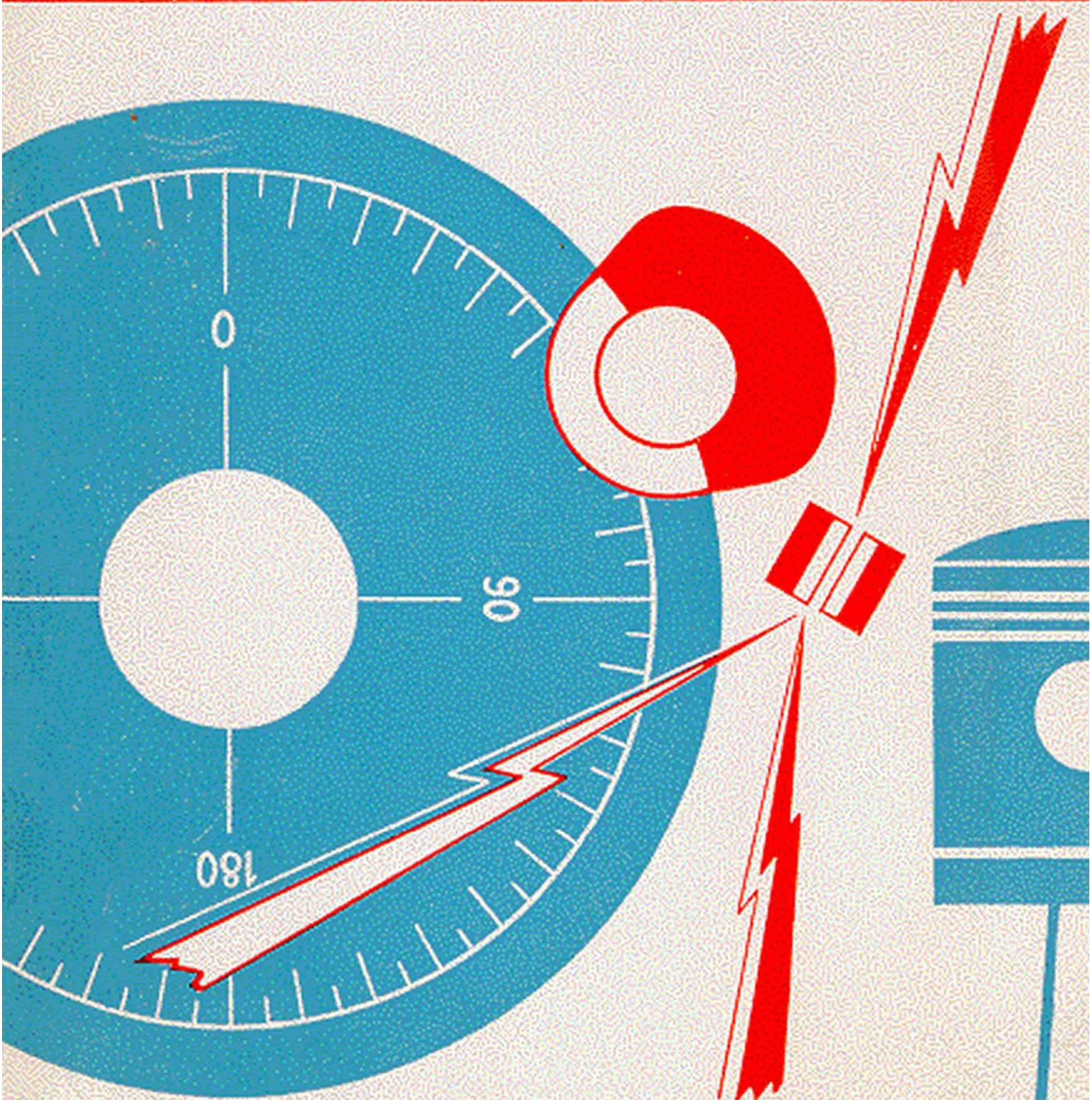




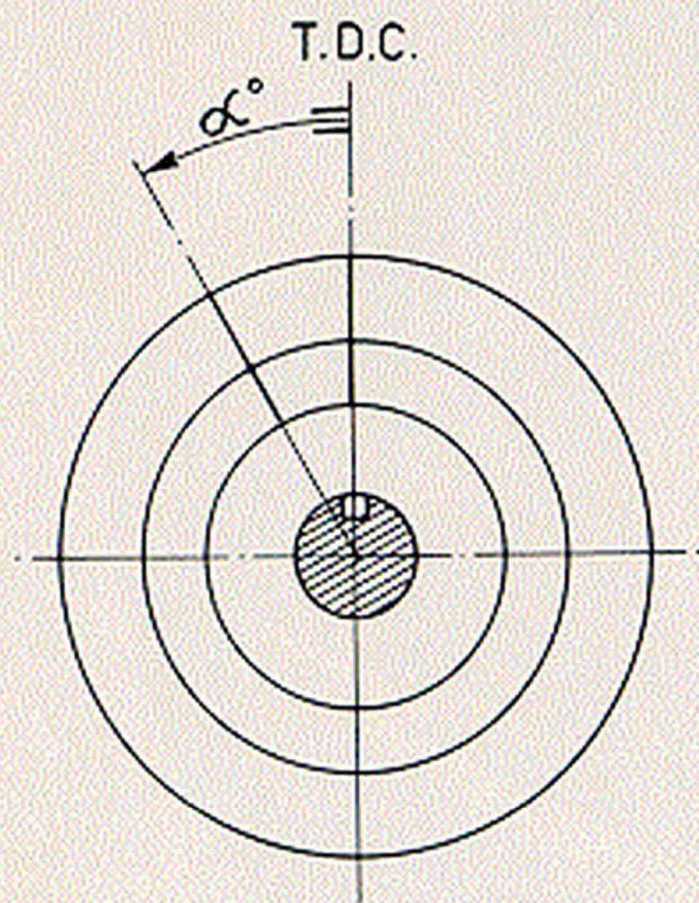
DUCATI

IGNITION & FLYWHEEL SPECIFICATIONS



BERLINER MOTOR CORP.

LOCATION OF MAGNETO FLYWHEEL POSITION
OF ALL MODELS





DUCATI

Supplement to the Instruction Book

INSTRUCTIONS FOR CHECKING THE ADVANCE ON THE DUCATI MOTORCYCLES WITH D. C. IGNITION.

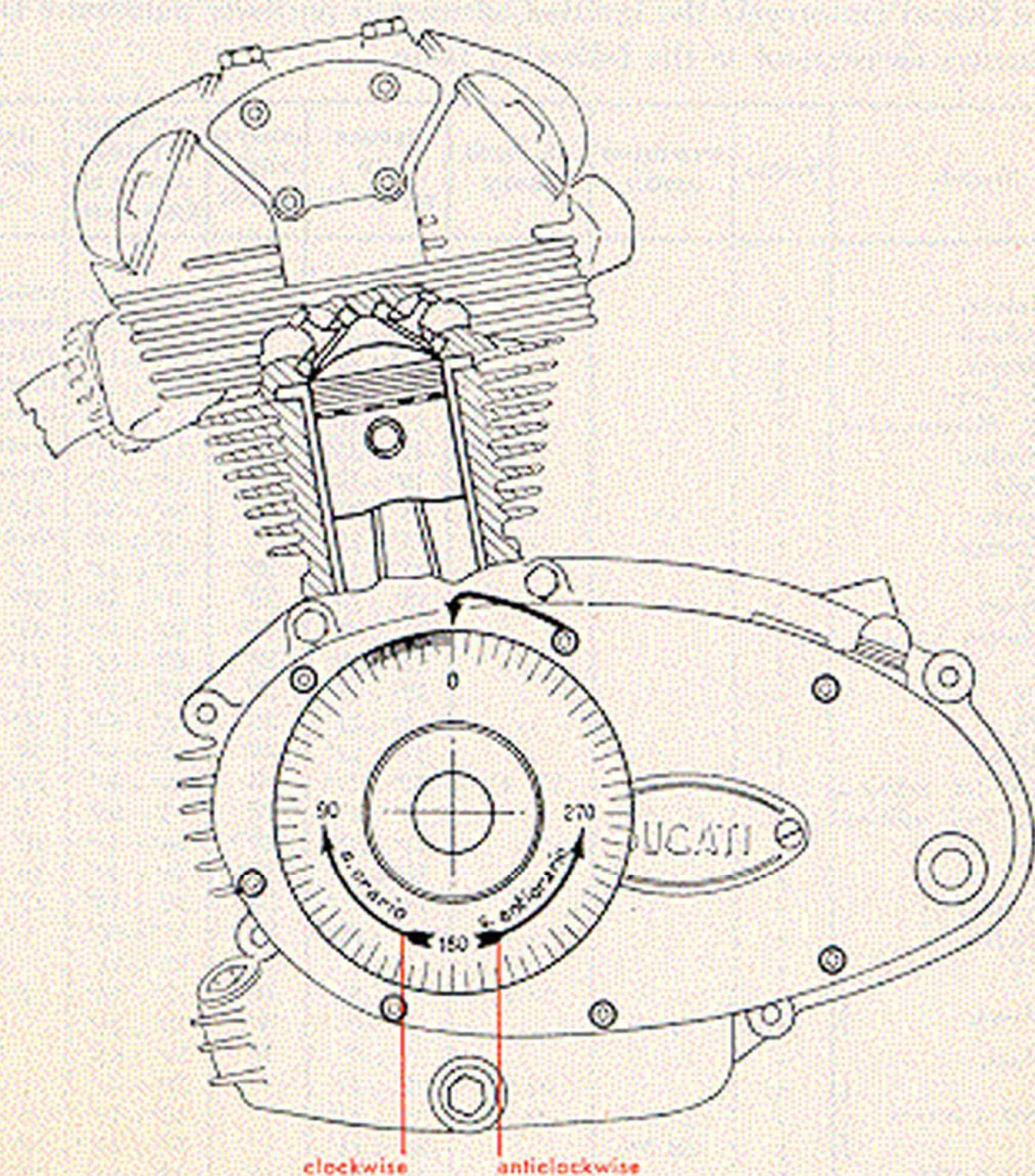
On the Ducati motorcycle the ignition advance is partially automatic and its angularities correspond to the following table.

Models	Strokes	from engine number	till engine number	Advance with engine still	extent of autom. advance	Total advance with engine running at 3,000 r.p.m.	Flywheel position α°
50 Falcon	2	—	—	15° - 18°	—	15° - 18°	Woodruff Key
80 Falcon	2	—	—	16° - 18°	—	16° - 18°	Woodruff Key
85 Bronco	4	—	—	21° - 23°	—	39° - 41°	Woodruff Key
90-100 Cadet	2	—	—	16° - 18°	—	16° - 18°	Woodruff Key
90-100 Mountaineer	2	—	—	16° - 18°	—	16° - 18°	Woodruff Key
98 Bronco	4	—	—	32° - 35°	—	32° - 35°	Woodruff Key
100 Brio	2	—	—	16° - 18°	—	16° - 18°	Woodruff Key
100 Sport	4	—	—	18° - 20°	28°	46° - 48°	30° - 32°
125 Bronco	4	—	—	35° - 38°	—	35° - 38°	Woodruff Key
125 TS	4	—	—	13° - 16°	28°	41° - 44°	13° - 15°
125 Sport	4	—	—	18° - 20°	28°	46° - 48°	30° - 32°
160 Monza Junior	4	—	—	21° - 23°	18°	39° - 41°	32° - 36°
175 T	4	—	—	12° - 15°	28°	40° - 43°	13° - 15°
175 TS	4	—	—	12° - 15°	28°	40° - 43°	13° - 15°
175 SS	4	—	—	18° - 21°	28°	46° - 49°	30° - 32°
200 Elite	4	—	—	18° - 21°	28°	46° - 49°	30° - 32°
200 GT 1st. edition	4	—	157.411	18° - 21°	28°	46° - 49°	30° - 32°
200 GT 2nd. edition	4	157.412	—	5° - 8°	28°	33° - 36°	6° - 8°
200 TS	4	—	—	18° - 21°	28°	46° - 49°	30° - 32°
200 SS	4	—	—	18° - 21°	28°	46° - 49°	30° - 32°
200 Scrambler	4	—	—	18° - 21°	28°	46° - 49°	30° - 32°
250 Diana	4	—	—	5° - 8°	28°	33° - 36°	6° - 8°
250 GT	4	—	—	5° - 8°	28°	33° - 36°	0°
250 Monza	4	—	85.486	5° - 8°	28°	33° - 36°	6° - 8°
250 Mach 1	4	85.487	—	5° - 8°	28°	33° - 36°	0°
250 Mark 3 1963-64	4	—	87.921	38° - 41°	—	38° - 41°	0°
	4	87.922	88.295	38° - 41°	—	38° - 41°	19° - 21°
250 Mark 3 1965	4	88.296	—	38° - 41°	—	38° - 41°	32° - 36°
	4	—	—	21° - 23°	18°	39° - 41°	32° - 36°
250 Motocross	4	—	87.421	38° - 41°	—	38° - 41°	0°
	4	87.422	87.902	38° - 41°	—	38° - 41°	19° - 21°
350 Sebring	4	87.903	—	21° - 23°	18°	39° - 41°	32° - 36°
	4	—	—	5° - 8°	28°	33° - 36°	0°

The figures in the table are taken with an opening between the contact-breaker contacts of $0,3 \pm 0,4$ mm.

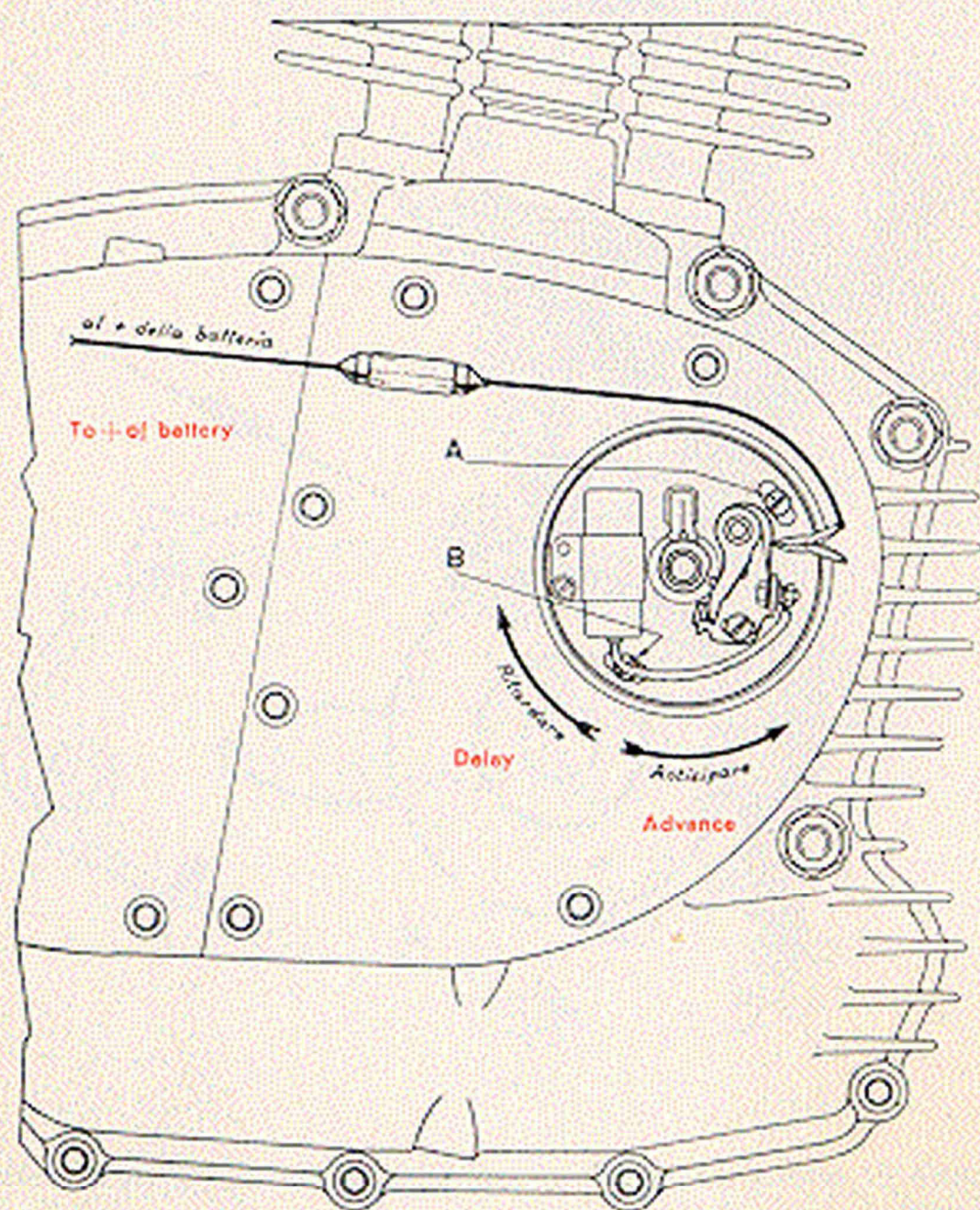
Before periodically checking the advance (after the first 1000 km and subsequently every 2000 km) it is necessary to make sure that the automatic device is in perfect order, that it is well lubricated and that the springs are not TWISTED or SHIFTED from their proper seating.

The amount of advance will be 14° , equal to 28° on the engine shaft. If there is any doubt about this, have the angularity checked by special Works and for your ordinary checking please proceed as follows:



(fig. 1)

- 1 - Remove the threaded plug opposite the engine shaft and mount the special protractor (fig. 1).
- 2 - Fix an indicator on a cover tightening screw (fig. 1).
- 3 - Place the engine at top dead centre (TDC) in the compression phase and make the protractor coincide with the indicator at the zero (fig. 1).
- 4 - Turn the engine shaft clockwise by about one quarter of a turn.
- 5 - Adjust the contact-breaker opening to 0,3-0,4 mm and then connect up the spring of the moving part of the contact-breaker to a 6V - 3W lamp



(fig.2)

in series with the positive terminal of the battery (fig. 2). This lamp should light up.

- 6 - Turn the engine shaft slowly in the anti-clockwise direction until the lamp goes out.

At that moment the indicator should show on the protractor the degrees of advance contained in the corresponding table (fig. 3).

- 7 - This test should be repeated for confirmation.
- 8 - If the results do not correspond to the data in the table, loosen the two screws A and B holding the contact-breaker plate and turn this plate to

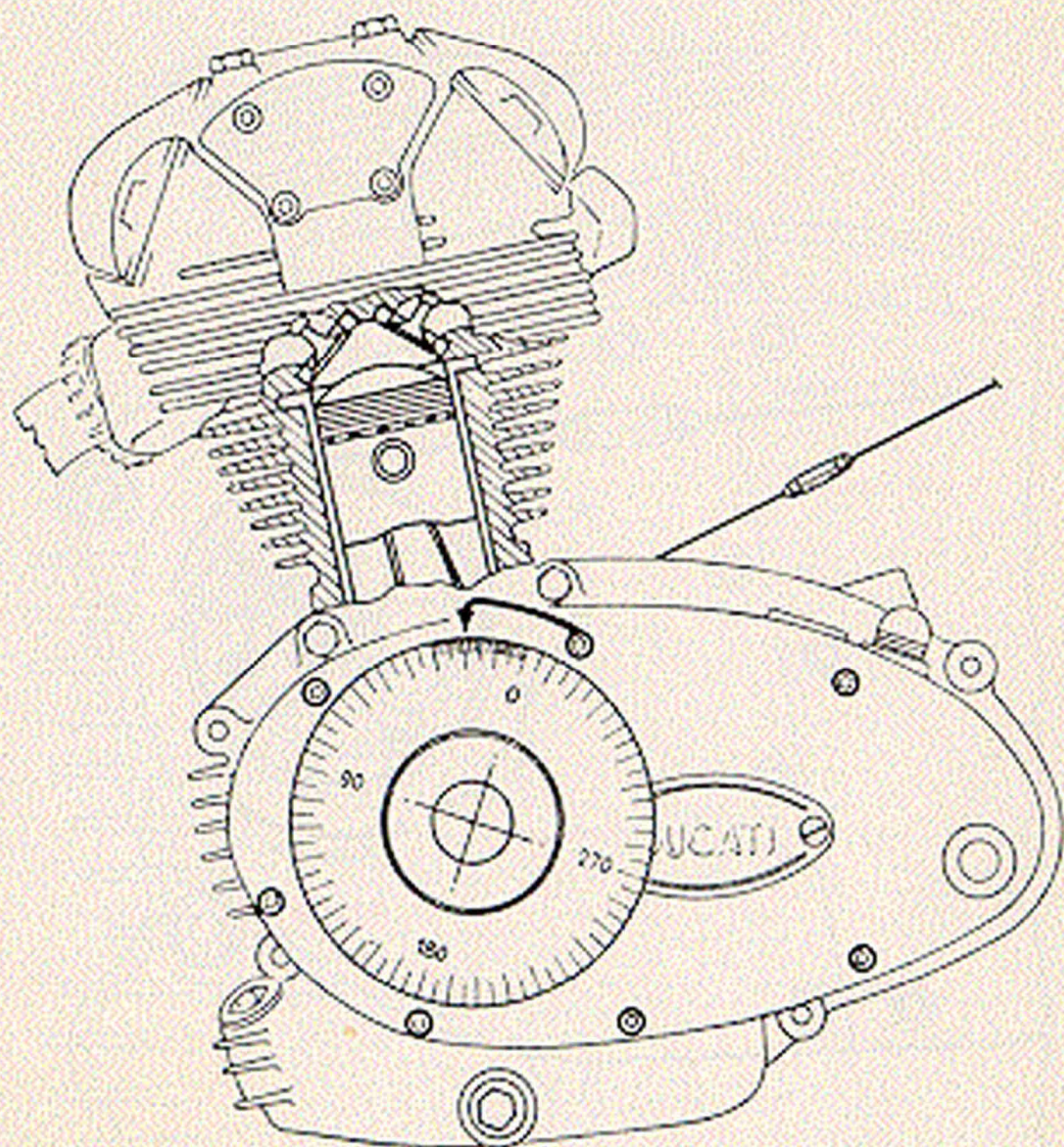
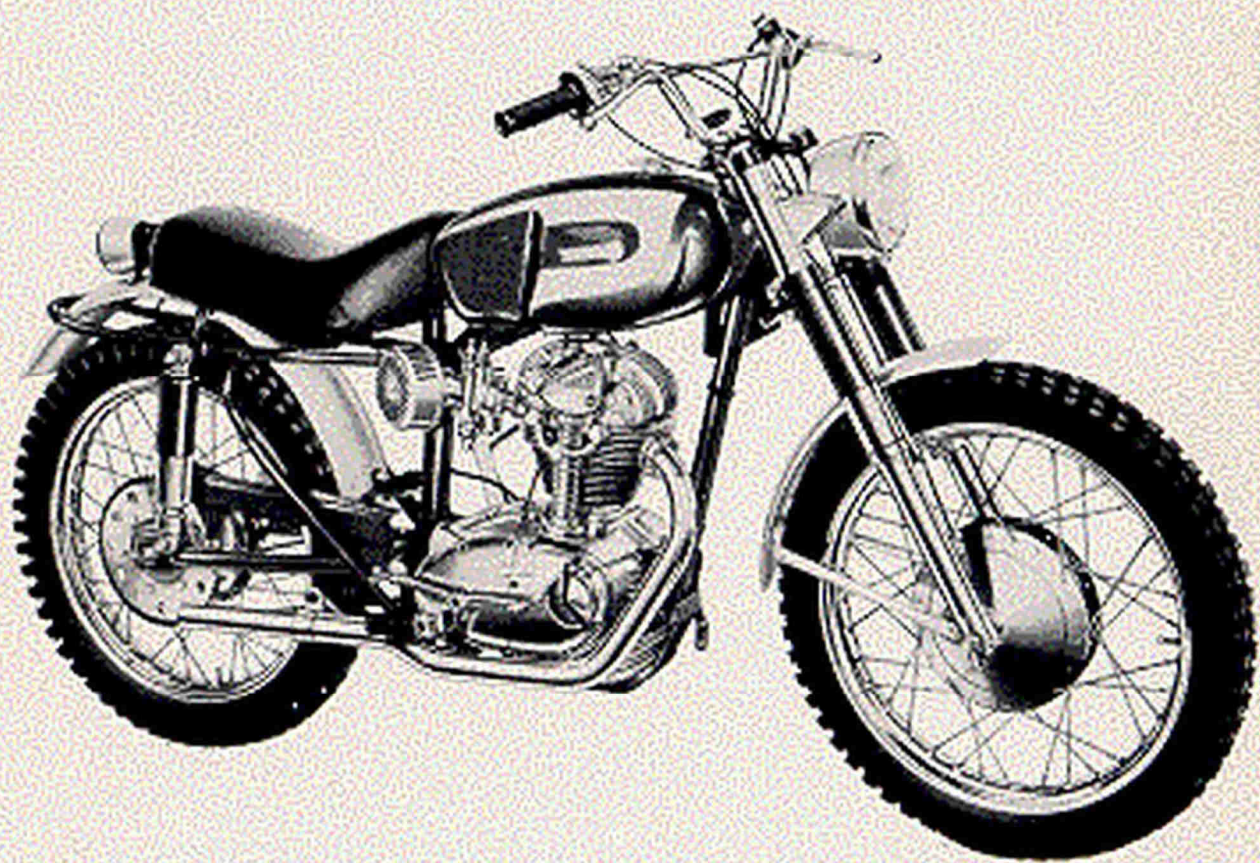


Fig. 3

advance or retard the ignition until the figures shown in the table are obtained.

- 9 - It should be remembered that if the felt lubricating the cam becomes dry, the fibre block actuating the opening of the movable contact will become worn and thus reduce the amount of the opening between the contacts.



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