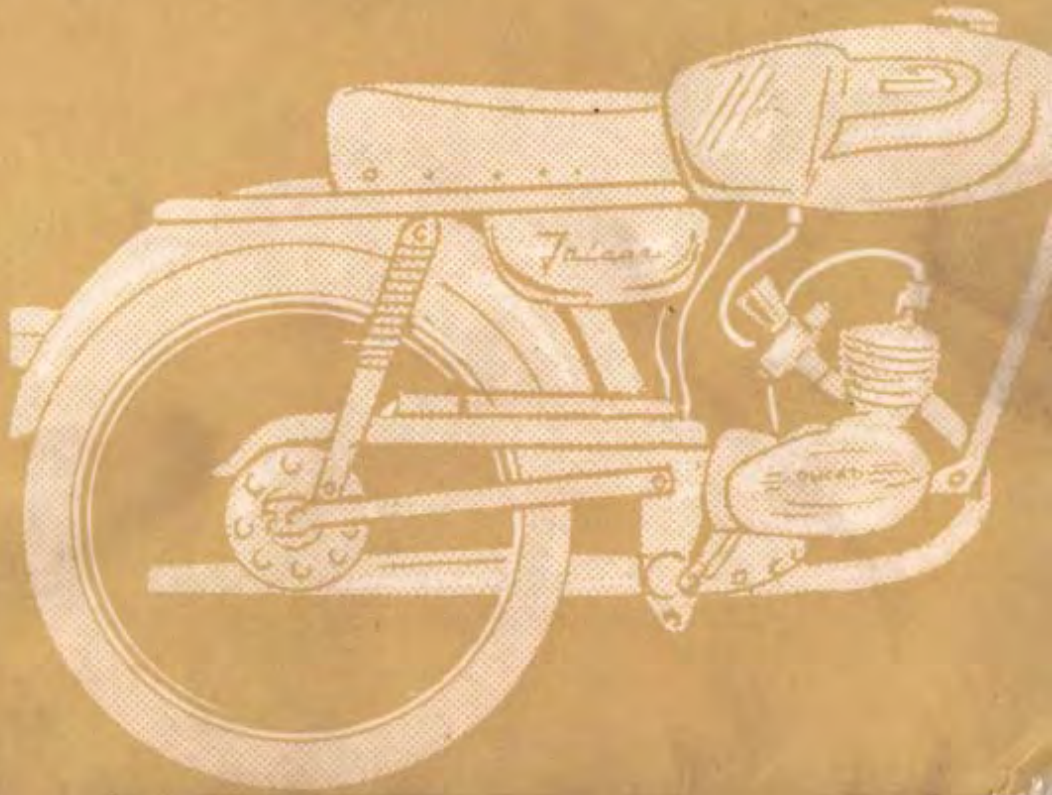
DUCATI

Instructions for use
and maintenance
Spare parts catalogue
for the Moped

Falcon 50



DUCATI *MOPEDS*

FALCON 50 cc.

U. S. A. MODEL

FEATURES - USE - MAINTENANCE

DISTRIBUTORS FOR U.S.A.:
BERLINER MOTOR CORPORATION, Railroad Street And Plant Road, HASBROUCK HEIGHTS - New Jersey

1st. ISSUE - PRINTED DM - Mod. 559 - JULY 1962 - 10.000

Every moped receives one copy of the present booklet.

GUARANTEE CARD

Every DUCATI MOPED is supplied with a "Guarantee Card,, which will be found in the toolbox.

Dear Sir,

We are very glad to welcome you among our clients, and feel sure that you will not fail to appreciate the magnificent performance of the DUCATI MOPED FALCON 50 cc. U.S.A. Model.

The DUCATI Mopeds FALCON 50 cc. are the outcome of long studies and long experience derived either from the production of Four-stroke engines of little and medial cubic capacity, or from the study of frames for light weight motorcycles. The vehicles derived from this experience are known for their stoutness, comfort and their cheap price, harmoniously combined with aesthetical, unmistakable qualities.

The DUCATI Mopeds FALCON 50 cc. are the vehicles for everybody. The professional, the young sportman, the labourer and, everybody in general who needs, for his works or amusement a vehicle being economical in its purchase and its maintenance as well as sure in its use, will find in the DUCATI mopeds the satisfaction he requires.

The cheapness for its using (fuel consumption, tyre wear etc.) eliminates any competitor before the DUCATI mopeds.

Moreover, we wish to outline the current-as-a-proverb stoutness of the frame and the excellent quality of the engine which practically let the maintenance and repair expenses, be irrelevant.

The DUCATI Mopeds FALCON 50 cc. are extremely easy to use and their roadholding is excellent.

The DUCATI MECCANICA assures you that every vehicle delivered by the Factory has been strictly tested and therefore, if the instructions contained in this booklet will be scrupulously followed, the mechanical parts of the engine and of the frame should not, normally, undergo damages of a certain importance.

At any rate we warmly recommend always to apply, for any eventual overhauling or repair, to the DUCATI SERVICE STATIONS and to the WORKSHOPS OF THE DUCATI DEALERS.

If you desire that your vehicle be always efficient, you should — in case of repairs requiring the replacement of spares — always insist to have DUCATI ORIGINAL SPARES.

With our thanks and congratulations for the happy choice you made with this model, please accept also our best wishes to remain for many years very proud to own a DUCATI MOPED.

DUCATI MECCANICA S.p.A.

DUCATI MOPED FALCON 50

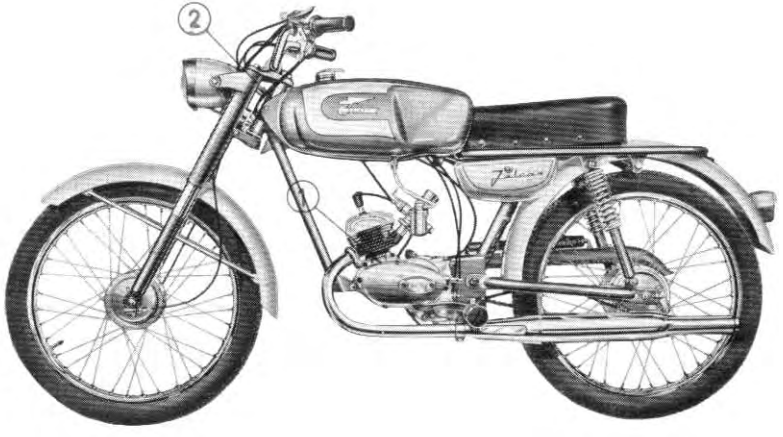
Blue and aluminium metallized colours

IDENTIFICATION NUMBERS

Every DUCATI MOPED FALCON 50 is identified by its frame and engine serial number.

The frame serial number is stamped on the front side of the steering tube.

The engine serial number is stamped on the half-crankcase, clutch side, near the cylinder.



1 - Engine serial number

2 - Frame serial number

PRECAUTIONS TO BE FOLLOWED DURING THE INITIAL RUNNING-IN PERIOD

With a view to allow the exact and reciprocal « bedding-in » of all the mechanical parts of the moped and particularly not to interfere the long-lasting good working of the engine main parts, it is advisable, during the first period of use, not to force the engine nor to indulge too long at high revolutions, especially when travelling uphill.

To ensure a proper running-in of all moving parts, it is advisable to keep well within the maximum speeds resulting from the following table:

Distance travelled in Kms. or miles	Maximum speed allowed in Kms. and Miles per hour		
	in bottom gear	in 2nd. speed	in top speed
Up to 500 Kms.	13	25	45
Up to 300 miles	8	16	28
From 500 to 1000 Kms.	20	40	60
From 300 to 600 miles	12	25	37

During the engine running-in period, care that the mixture be not lower than 6% of good fluid oil, density SAE 30; after this period a 5% of (Esso) ESSO MIX mixture can be regularly employed.

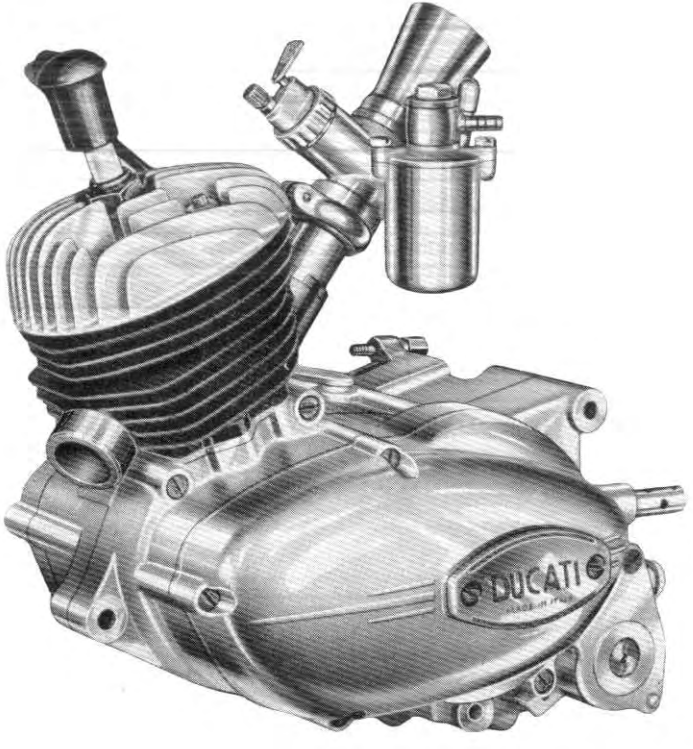
Moreover, it is recommended, after the first 500 kms. (300 miles):

— to control the tightness of the nuts which fix the cylinder head and the cylinder barrel to the crankcase as well as all the other screws.

— to readjust the contact breaker housed in the flywheel magnet.

The more regularly and accurately the foregoing recommendations are followed, the longer will be the life of the engine and the fewer the overhauls and adjustments needed.

MAIN FEATURES



ENGINE

— Single cylinder, two stroke; with cylinder axle inclined forward 25° from the vertical:

— bore: 38 mm. (1.4961 inch):

— stroke: 42 mm. (1.6535 inch):

— cylinder cubic capacity: 47.633 cc. (2.9067 cu. in.):

— compression ratio: 1 : 9.5;

— effective power: 4.2 HP (4.1425 HP) at 8.600 revs.:

— combustion chamber with spherical ceiling:

— cylinder made of special nickel-cast-iron:

— connecting rod of special steel with SKF rollers at the big-end (crank pin) and with bronze bush at the little-end (gudgeon pin):

— BORGO convex topped piston, made of special light alloy, with skirt in one piece and two piston rings:

— cylinder head cast in light alloy and closely finned.

TIMING

The timing is with crossed lights.

PETROL FEED

The petrol is fed to the carburetter by gravity.

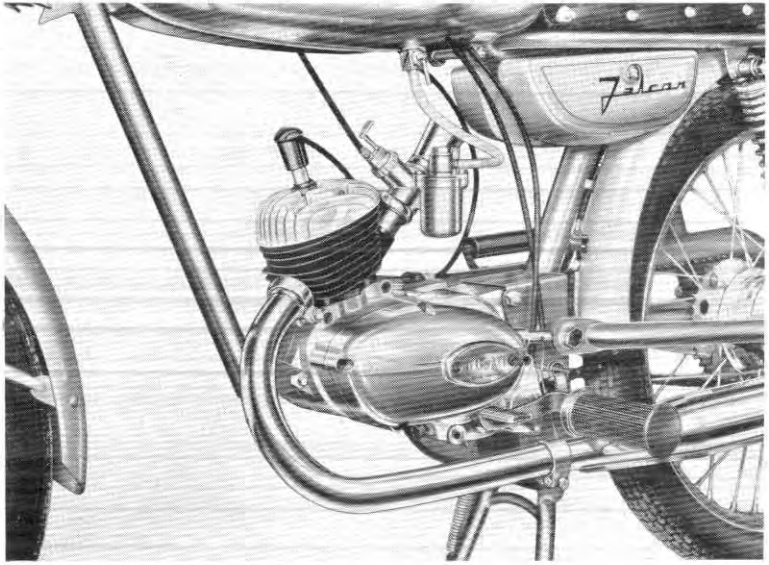
The Carburetter is Dell'Orto, type UA-15S with tickler and bell shaped air intake type 2993.

The adjusting data of the carburetter are:

Diffusor mm.	Main jet	Idle jet	Throttle valve	Tapered pin	Tapered pin fixing slot	Atomizer
15 0.5905"	68	45	65	C I	III	260

The petrol tank of a capacity of litres 12 (2.6397 imp. gal. - 3.1700 U.S. gal.) is provided with a three position tap: closed - open - reserve.

The reserve is of litres 0.8 (0.1760 imp. gal. 0.2113 U.S. gal.).



LUBRICATION

The gearbox and the clutch are automatically lubricated by the oil contained in the engine crankcase.
The gears of the gearbox and the clutch allow the inner circulation of the oil in such a way as to lubricate all the parts of the engine.
The oil returns by gravity.
When the oil (ESSO ESSO EXTRA MOTOR OIL 20 W - 30-40) is replaced in the crankcase, bear in mind that its oil content is of kgs. 0.250 (0.5512 lb) corresponding to lts. 0.300 approx. (0.0660 imp. gal. - 0.0792 U.S. gal.).
To pour the oil in the crankcase, take out the cover on the left side of the engine. The right level is obtained when the oil is about 5 mm. (0.1968 inch) under the lower rim of the opening.

COOLING

The cylinder and its head are closely finned in order to promote the cooling of the engine.

IGNITION

The ignition is made by the flywheel magnet which is of the rotating inductor type.
The ingition advance is equal to 15°÷18°.
The gap between the breaker points is .3 ÷ .4 mm. (0.0118 ÷ 0.0157 inch).
Sparking plug Marelli CW 260 N or similar type.

TRANSMISSION

The transmission components consist of a clutch and a gearbox. The clutch is of the multi-plate type steel discs, and steel covered by a special bond, moving in oil bath: it is assembled on the gear change main shaft.
It is operated by the lever applied to the left side of the handlebar.
The transmission from engine to gear change main shaft is by gears and the reduction ratio is 3.666 : 1.
The gearbox has 3 speed gears and one for neutral position: gears in constant mesh, operated by a movable handgrip and a speed indicator placed on the left side of the handlebar.
The transmission ratios of the change gears are:

— in botton speed 2.83 to 1
— in second speed 1.61 to 1
— in top speed 1.04 to 1

The transmission from gearbox to rear wheel is by chainand the speed ratio is 3.000 : 1.

STARTING

By lever.

FRAME

The DUCATI Moped FALCON 50 cc. has a single-girder frame of smart appearance, of a high resisting steel.

SUSPENSIONS

The front forks is long-stroke, telescopic MARZOCCHI in oil bath (each leg contain 20 cc. (1.2205 cu. in.) of (Esso) ESSO EXTRA SAE 30 oil).
The rear suspension consists of a swinging fork with spring shock-absorbers with uncovered spring MARZOCCHI.

WHEELS

The wheels are of silver spoke type, with brilliant chromium steel rims, in normal profile, of 1.35" x 18" in size.
Tyres: ribbed 2¼" x 18" the front one, and in block tread 2¼" x 18" the rear one.
Inflating pressures:
— for the front wheel: 1.75 Kg cm² (24.89 lb/sq. in.) and 2.25 Kg cm² (32.01 lb/sq. in.) for the rear wheel.

BRAKES

The brakes are of the expanding type with two brake-shoes: diameter of the drums: 105 mm. (4.1338 in.): width of the shoes: 20 mm. (0.7874 inch.), hand operated the front one and lever operated the rear one.

SADDLE

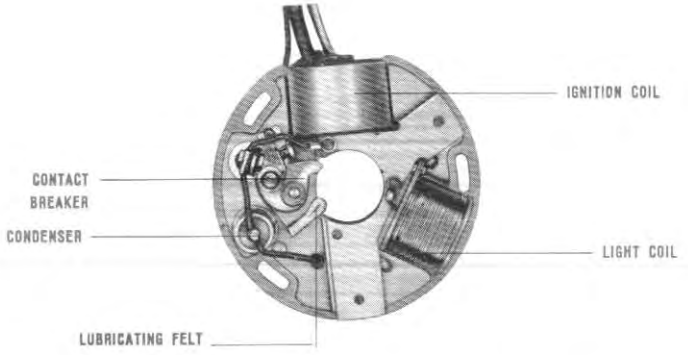
Single-seat very comfortable and particularly fit for long distances.

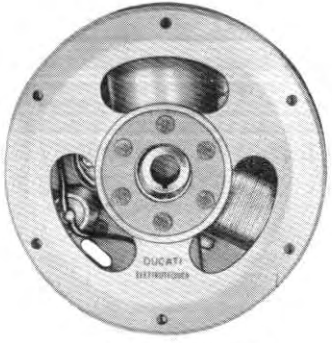
TOOLBOX

The toolbox is big, removable and placed under the saddle.

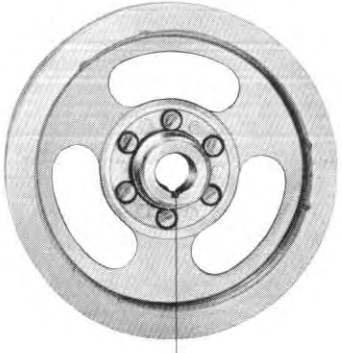
ELECTRICAL SYSTEM

The engine of the FALCON 50 cc. Moped has a flywheel magnet which incorporates two distinct generators: the magnet for the High Tension current which is necessary to the sparking plug, and the alternator for the Low Tension current feeding the lighting equipment. The alternator magnet is of the rotating inductor type it is to





EXTERNAL VIEW OF THE ASSEMBLED FLYWHEEL



CAM

say the magnets, their polar expansions and the drum which supports them, are employed as a flywheel mass to overpass the engine passive phases. The different parts may be united in the two following groups:

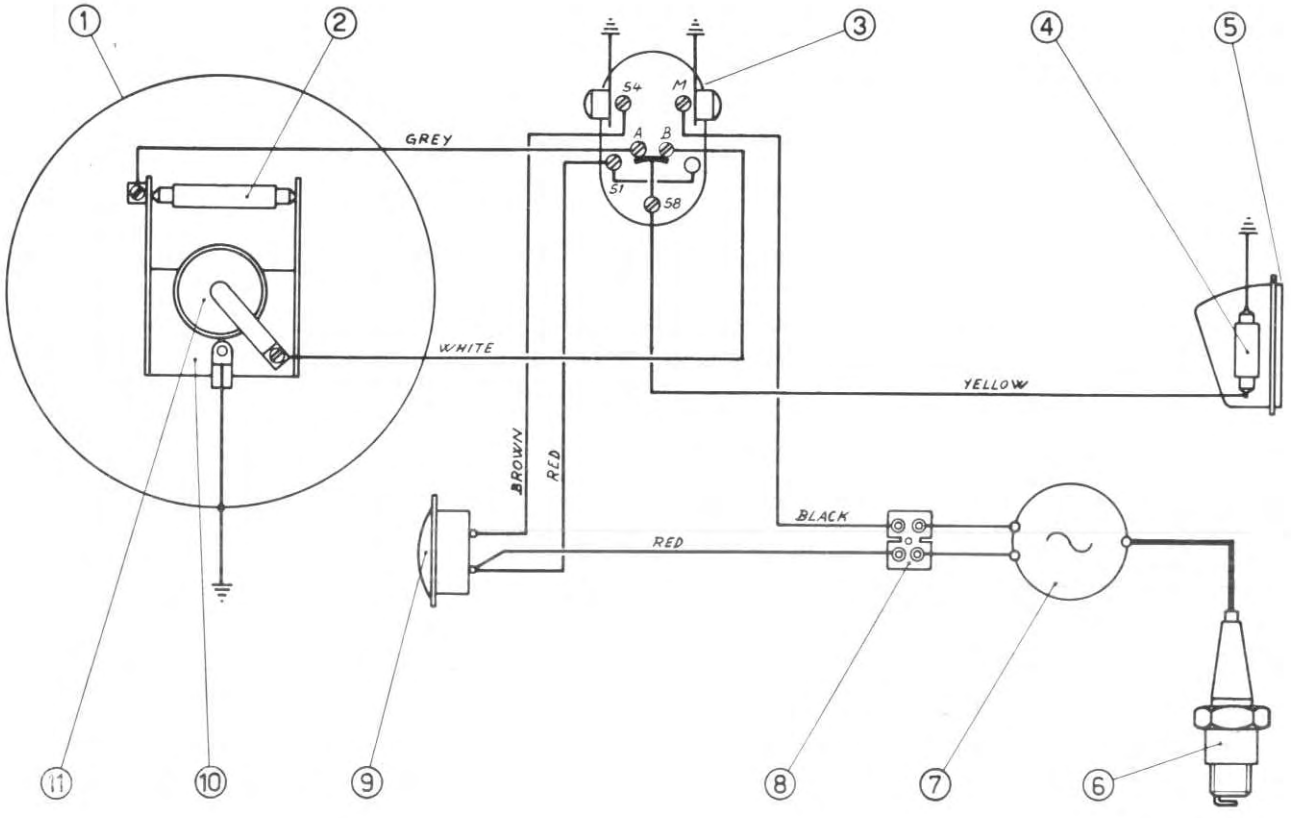
1) the flywheel itself which comprises: the magnets with their polar expansions, the drum which supports them and the hub which retains the cam;

2) the stator plate which comprises: the 2 rotors, their respective cores, the contact breaker, the condenser and the leaf spring holding the lubricating felt.

The front headlamp is twin-light: town light (6V - 15W) and anti-dazzle light (6V - 15W). On the handlebar, near the left handgrip, is placed the threeway switch controlling the lights in unit with the horn push button (claxon) and the mass button stopping the engine.

On the rear mudguard is placed the tail light with red light (6V - 3W) and the catarefractor.

PLAN OF THE ELECTRICAL CEV SYSTEM



KEY TO PARTS OF THE ELECTRICAL SCHEME

1 - Headlamp CEV

2 - Town light bulb 6V - 15W

3 - Commutator for lights — horn push button — mass button CEV 8052

4 - Tail light bulb 6V - 3W

5 - Tail light

6 - Ignition sparking plug Marelli CV 260 N

7 - Generator DUCATI 6V - 18W

8 - Two-way terminal board

9 - Horn CEV - IGM 0374 KC

10 - Bulb-holder CEV 3970

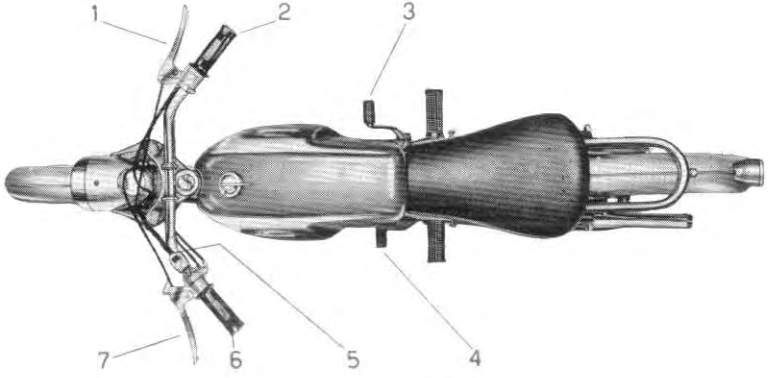
11 - Anti-dazzle bulb 6V - 15W

CONTROLS

On the left side half handlebar is placed the moving handgrip operating the gear change with the indicator of the inserted speed gear and the united clutch operating lever.

Near the gear change handgrip is placed the commutator for lights, the horn push button and the mass button; the right side handgrip is movable and is employed to operate the accelerator; before it, is found the hand lever operating the front brake.

Near the left foot rest is fitted the rear brake lever. On the right side of the engine is fitted the start lever.



LEGEND

1 - Front brake operating lever
2 - Accelerator operating handgrip
3 - Starter lever
4 - Rear brake operating lever
5 - Commutator for lights - horn push button - mass button
6 - Gear change operating handgripp
7 - Clutch operating lever

ADJUSTING OF THE GEAR CHANGE

The gear change is adjusted by means of the little bush and the chagreened ring of the sheath deviating tube put in the lower part of the gear exchange operating handgrip.

ADJUSTING OF THE CHAIN TENSION

The chain should be lightly tensioned when the motorcycle has the 2 wheels on the ground and is loaded with one person on the rear part of the saddle, or when the rear suspensions are on half their stroke.

OVERALL DIMENSIONS AND WEIGHT

Dimensions		
Maximum length . mt.	1.770	(5.807 ft)
Maximum width . »	0.660	(2.165 ft)
Maximum height . »	0.930	(3.0512 ft)
Height at the saddle . . . . »	0.760	(2.4934 ft)
Wheel base . . . »	1.160	(3.806 ft)
Weight . . . . Kg.	50.000	(110.230 lb.)

SUPPLIED TOOLS

Tyre inflator.

Spanner for sparking plug ch. 21 (0.8268 inch) with screwdriver.

PERFORMANCE: MAXIMUM SPEED:

In bottom speed km/h (M/H)	In 2nd. speed km/h (M/H)	In top speed km/h (M/H)
29 (18)	52 (32)	80 (50)

Consumption at the economical speed of 35÷40 km/h. (22÷25 M/H): 1 litre (0.2200 imp. gal. - 0.2642 U.S. gal.) of mixture at 5% (1 : 20) (Esso) ESSO MIX every 50 kms: (31 miles).

MAXIMUM DURATION OF CRUISING WITH ONE TANKFUL:

— about 600 kms. - 373 miles

Maximum gradient which can be overcome with one rider:

In bottom speed	In 2nd. speed	In top speed
21%	14%	7%

HOW TO USE THE FALCON 50 MOPED

FILLING UP AND STARTING THE ENGINE

Before starting the engine make sure that there is sufficient petrol in the tank, for the distance you wish to travel. See that the petrol cock is open and that the engine lubricating oil is at the right level, i.e. Kgs. 0.250 (0.5512 lb) corresponding to lts. 0.300 (0.0660 imp. gal. - 0.0792 U.S. gal.). We recommend to use (ESSO) ESSO EXTRA MOTOR OIL 20 W - 30-40.

Having refuelled and checked the oil, and the fuel, see that the gear handgrip is in neutral position (position « 0 » on the handlebar) and press down the carburetter tickler to ensure the arrival of the mixture in the float chamber.

Now, turn the throttle handgrip for about one third of its travel, and press down the starter pedal.

If the engine does not start, execute again this operation opening more or less the throttle handgrip, but avoiding to press the carburetter tickler not to cause the carburetter being overflooded and the sparking plug turning dirty.

Once the engine has started, do not let it, at once, run at a very high number of revolutions, especially when it is cold: in this manner you will allow the oil to be warmed up, to easily circulate throughout the ducts and to reach all the moving parts which have to be lubricated.

STARTING AND SETTING THE VEHICLE IN MOTION

Once the engine is running, it is necessary to set the vehicle in motion by completely drawing the clutch lever, by lightly accelerating the engine and by engaging the first speed gear (the speed indicator should be in the position 1). Then accelerate your engine a bit more and release gradually your hold on the clutch lever: your vehicle will begin slowly to go on under way. Once the clutch lever has been completely released, let your vehicle move at a speed of 5÷10 km/h. (3 to 6 m.p.h.) and then, in order to engage the 2nd. speed, close the throttle by turning back the handgrip fully and quickly, and draw immediately after, the clutch lever, rotating the gearchange lever on the handlebar till position 2 is reached.

Open again the throttle and release the clutch.

To pass from the 2nd. to the top speed, execute again the operation.
To pass from the top speeds to the bottom ones, proceed as follows: close the throttle, draw the clutch lever, accelerate the engine for a little while so as to allow the inserting gears to be synchronized, engage the lower gear and at last release the clutch lever.

A good mopedrider will make use of the controls in an intelligent manner and at the right time: when riding uphill and the engine tends to slow down, he will change to a lower gear at once: he will not hang on to a high speed when the effort required from the engine, advises to use a lower gear.

The clutch should not be held longly disengaged with a gear engaged, because the clutch plates will become overheated and as a consequence a rapid wear of the material will be caused by friction.
Except in case of emergency, never use the brakes brutally when you are already near behind the obstacle, but throttle down the engine first, and then make use of the brakes.

Bear in mind that insufficiently inflated tyres, weaken the roadholding qualities of the moped, cause a greater tyre wear and lower brake efficiency.

HOW TO STOP THE MOTORCYCLE

In order to stop the vehicle, close the throttle completely (the engine will then act as a gentle brake), disengage the clutch and put the gear change lever on the neutral position: a slight use of the brakes will then stop the vehicle.

To stop the engine press the switch mass button on the handlebar.

Close the petrol cock, if the moped is not to be employed for some time.

MAINTENANCE

On good maintenance depends the good condition of the vehicle.
By following the hereinafter fundamental directions you can avoid serious trouble and obtain an excellent performance from your vehicle.
The operations to be carried out have been subdivided in such a way as to take into consideration their succession on the basis of the mileage run by the moped. The following recommendations are, of course, merely indicative, because the need of lubrication, checking and adjustment depends from the nature of the road, the seasonal temperature, the length of the intervening period, a.s.o.

After the first 500 Kms. (310 miles).

— Replace the oil contained in the engine crankcase (Esso ESSO EXTRA MOTOR OIL 20 W - 30-40) in the measure of Kgs. 0.250 (0.5512 lb) corresponding to lts. 0.300 (0.0660 imp. gal. - 0.0792 U.S. gal.): to take out the oil, unscrew the lower cock after lightly bending the moped towards the right side:
— check that the fixing nuts secure the cylinder and the head to the crankcase:
— check if the exhaust union nut is blocked:
— check the distance between the sparking plug electrodes which should be about 0.5 mm. (0.0197 inch.) and clean their points with a small wire brush and some petrol:
— clean the mixture filter in the carburetter:
— adjust the brakes:
— check the tyre pression with a manometer.

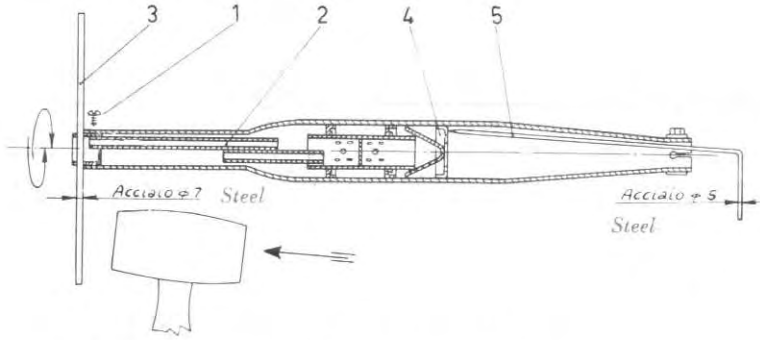
Every 2,000 Kms. (1240 miles).

— Carry out the same operations mentioned in the preceding paragraph:
— clean the platinum plated points of the ignition contact breaker with a rag damped in petrol and check the distance between the points which should be .3 ÷ .4 mm. (0.01180 to 0.0157 inch.):
— dampen with 2 drops (not more) of thin mineral oil the lubricating wick of the contact breaker cam:
— check the ignition timing which should be 15° ÷ 18°:

— readjust the clutch (the wear on its linings might otherwise let it slip);
— clean and slightly grease the transmission chain and, if necessary, adjust the tension by means of the chain tensioners on the fork.

Every 4,000 Kms. (2480 miles).

— Disassemble the silencer, the exhaust pipe, the cylinder head and the cylinder;
— Carefully remove the carbon from the head, the piston, the cylinder exhaust duct (this should be done by a DUCATI Service Station); when the piston is assembled again, the arrow carved on its upper side must follow the moving direction, it is to say it must have the same direction of the exhaust duct; when the cylinder head is assembled again, take care to tighten the nuts gradually going many times from one to the diametrically opposite other;
— clean the exhaust silencer and proceed by:
a) unscrewing the screw nr. 1;
b) remove the inner tube nr. 2 by means of drift nr. 3 introduced in the appropriate hole at the end of the same tube. To carry out this operation strike with a mallet and in the same time rotate the tube nr. 2 in alternate direction as explained in the figure:



c) remove the carbon on tube 2 employing a flame and a wire brush;
d) scrape off the scale from the holes on the bottom 4, *not with a flame*, but by the pin 5, as shown in the figure;

— clean the carburetter petrol chamber and the running and pilot jets;
— check and eventually adjust the side clearance of the rear fork joint adjusting its spindle (which threaded end is screwed in the fork hub) and the fixing jam nut.

GENERAL CLEANLINESS

The vehicle should be washed and dried periodically according to the length of the time it has been employed and the state of the roads. Clean the engine with kerosene and wipe it dry with clean rags; wash down the painted parts of the frame with water, using a sponge for washing and a shammy leather for drying. Never use solvents, petrol, alcohol or parafin, otherwise the paint will look flat; grease the chromium plating with vaseline and polish with a shammy.

LOCATING AND REMEDYING FAULTS

The following list contains several faults which may arise and the causes which may have provoked them.

ENGINE DOES NOT START EASILY

First of all, ascertain that there is enough petrol and that the cock is turned on. (A = open, R = reserve). If these are in order, the fault may be one or more of the following cause:

CAUSE	REMEDY
The petrol pipe is clogged.	Blow through it until the obstacle is removed.
The filter for the petrol arriving in the carburetter is dirty.	Remove the filter and clean the gauze by air blast.
The petrol cock filter is dirty.	Remove the filter and clean the gauze by air blast.
The carburetter float is stuck.	Remove the float and clean out the float chamber (this should be done by a Ducati Service Station).
The float is cracked.	Replace it (this should be done by a Ducati Service Station).
The jet is clogged.	Remove and clean it with strong blows of air.
The cable between the ignition coil and the sparking plug is broken or sparking externally.	Check the cable insulation and, if necessary, replace cable (in a Ducati Service Station).

CAUSE	REMEDY
Defective sparking plug.	Change or clean the plug, making sure that the insulating core is not damaged, that there are no carbon deposits on the electrodes and that the gap between the points of the same electrodes does not exceed 0.5 mm. (0.0197 inch).
The contact breaker points do not open.	Check the position of the fixed contact point (at a Ducati Service Station).
The contact breaker rocker arm is seized on its pivot.	Check the smoothness of the rocker arm and lubricate the pivot (at a Ducati Service Station).
The contact breaker points are dirty.	Clean the points with a rag damped in petrol (at a Ducati Service Station).
The capacitor is broken or is in short circuit.	Replace the capacitor at a Ducati Service Station.
Compression is lacking.	Check whether the sparking plug is tightly screwed in and the piston rings perfect seal (at a Ducati Service Station).

THE ENGINE OUTPUT IS LOW

CAUSE	REMEDY
Irregular feed of petrol to the carburetter.	Clean carburetter filter, cock filter and petrol pipe.
The main jet is partially obstructed.	Clean it out by a blow of air.

CAUSE	REMEDY
The carburetter valve does not open completely.	Readjust the valve opening acting on the adjustment screw of the carburetter Bowden cable (at a Ducati Service Station).
The float needle does not close properly.	Clean the carburetter and especially the needle seat (at a Ducati Service Station).
Petrol (gasoline) is of bad quality.	Empty the tank and refill it at a reliable station.
The sparking plug is not of the right type.	If the sparking plug overheats, you will have preignition, knocking and misses, especially at high revolutions; if the sparking plug remains too cold, you will have no ignition because the electrodes will short-circuit. Use a sparking plug of the appropriate thermic degree; we suggest a sparking plug having a thermal figure of 260 on the Bosch international scale.
The sparking plug works loose.	Tighten the plug down well. A copper washer should always be placed between the sparking plug and its seat in the cylinder head.
The sparking plug cable sparks externally.	Replace the cable or insulate it better (at a Ducati Service Station).
The sparking plug gap is too wide.	Adjust the gap to its proper width (about 0.5 mm. - 0.0197 inch).
The sparking plug electrodes are dirty.	Clean them.
The contact breaker opening is excessive.	Readjust the opening to a maximum of 0.3÷0.4 mm. (0.0118 to 0.0157 inch) at a Ducati Service Station.

CAUSE	REMEDY
The secondary winding of the coil is short-circuited or broken.	Replace the coil (at a Ducati Service Station).
The silencer is almost completely clogged.	Clean the silencer, to ensure the free discharge of the spent gases.

IF THE ENGINE BEGINS TO WORK IN 4 STROKES

THE CAUSE MAY BE	REMEDY
The carburetter is not well regulated.	Regulate the carburetter (in a Ducati Service Station).
The float does not keep its right level.	Repair it (in a Ducati Service Station).
The cylinder gas openings are half clogged.	Scrape off the carbon and wash carefully.
The exhaust pipe and the silencer are clogged.	Scrape off the carbon and wash carefully.

Moped DUCATI

FALCON 50 cc. U.S.A. model

DUCATI MECCANICA BOLOGNA

SPARE PARTS CATALOGUE

INSTRUCTIONS to be followed for the orders of spare parts for the Moped DUCATI FALCON 50

1. All orders of spare parts must clearly indicate besides the denomination of each spare required, also the classification taken out from this catalogue and the serial numbers of the engine and of the frame to be repaired.

2. Spares printed in Italics and marked with an asterisk (*) can be fitted only in special repair shops having adequate mechanical equipments (**Ducati service stations**).

3. When ordering spare parts, you should proceed as follows:

— find out the needed piece on the relative table;

— read there the number of the piece;

— seek in the second column of the detailed list the number of the piece;

— complete this number with the first part of the classification indicated in the first column.

INSTANCE:

The piece needed for, may be for instance, the clutch drum of the assembly group CF:

— read on the table the number indicated for this piece, that is: 613;

— seek in the second column the number indicated on the table;

— the corresponding first part of the classification will be; 0022.16;

— the whole classification of the piece will be: 0022.16.613.

4. The pieces without a price, are commercial and are not supplied.

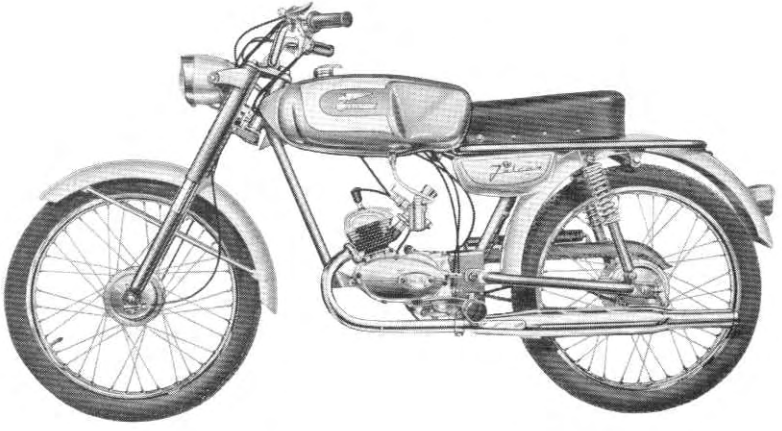
5. The parts of the carburetter can be very easily found on the market and especially in the DELL'ORTO Service Stations.

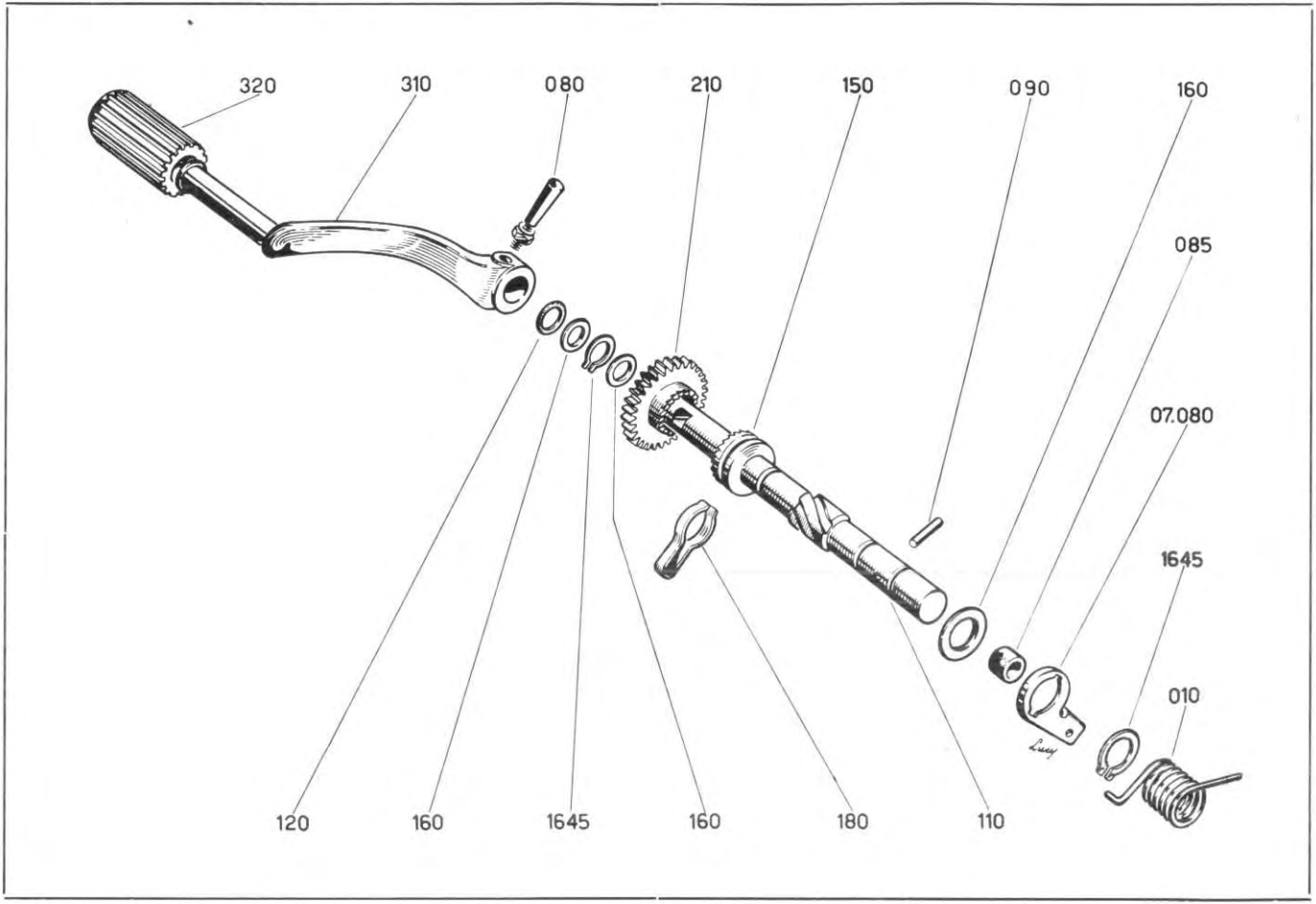
List of the Assembly Groups for the DUCATI moped : FALCON 50

ENGINE

FRAME

groups & lists





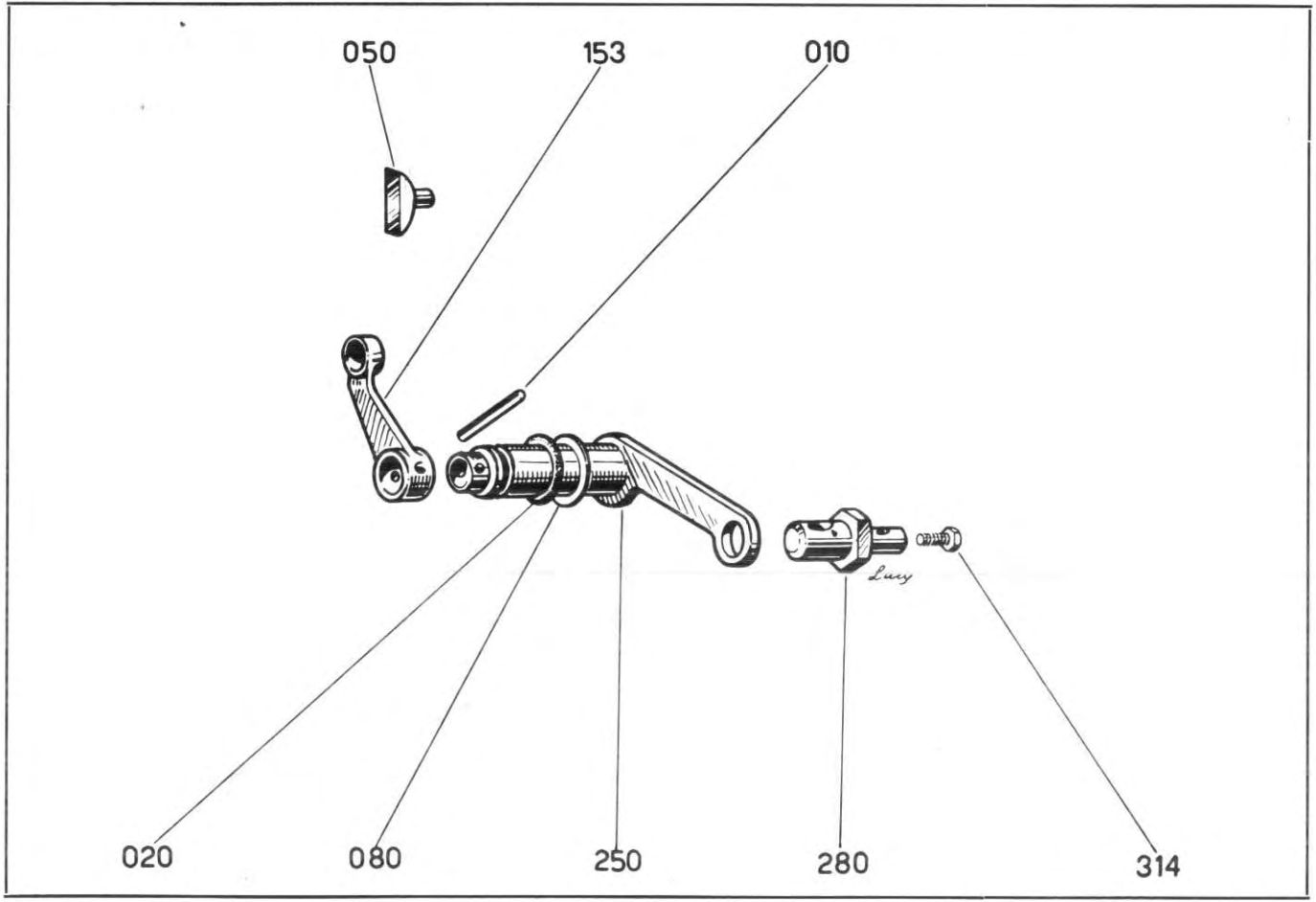
Assembly Group AV

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0024.07.	010 (4	**Starting** lever return spring ∅ i = 19.5	till e.n.	1	
0022.07.	080	**6 MA** Key with washer and nut		2	
0024.	07.080 2)	**Starter** stopping lever thickness 4	till e.n.	1	
0024.07.	085 3)	**Tube** for lever ∅ 9 x ∅ 14 x 8	till e.n.	1	
0024.07.	090 4)	**Spilt** ∅ 3.5 x 20.5	till e.n.	1	
0024.07.	110 5)	**Starter** shaft ∅° 16 - 16	till e.n.	1	
0022.07.	120	**Rubber** ∅i = 13.2		2	
0024.07.	150	**Sliding** insertion		1	
0022.07.	160	**Washer** ∅ 16.1 x ∅ 25 x 1		3	
0022.07.	180	**Insertion** sliding spring		1	
0022.07.	210	**Starter** gear Z = 30		1	
0024.07.	310	**Starter** lever		1	
0090.07.	320	**Rubber** for lever		1	
73500.	1645 6)	**Seeger** ring type 16 E	till e.n.	2	

NOTE: This list refers to the Group starter, first type and the parts 2) and 3) please ask for the 0024.07.400 - Lever with rubber. Successively, the Group starter of the second type has been mounted which cancels and replaces the spare parts marked by a figure and the parenthesis, by the following:

1)	0024.07.	013	**Starter** lever return spring ∅i = 18	from e.n.	1
2)	0024.07.	083	**Starter** stopping lever thickness 12	from e.n.	1
3)	0024.07.	086	**Rubber** L = 37	from e.n.	1
4)	—		**Cancelled**		
5)	0024.07.	113	**Starter** shaft ∅ 12,5 - 16	from e.n.	1
6)	73500.	1440	**Seeger** ring 14 E	from e.n.	1
6)	73500.	1645	**Seeger** ring 16 E	from e.n.	1

ENGINE - Group CB - Gear change control



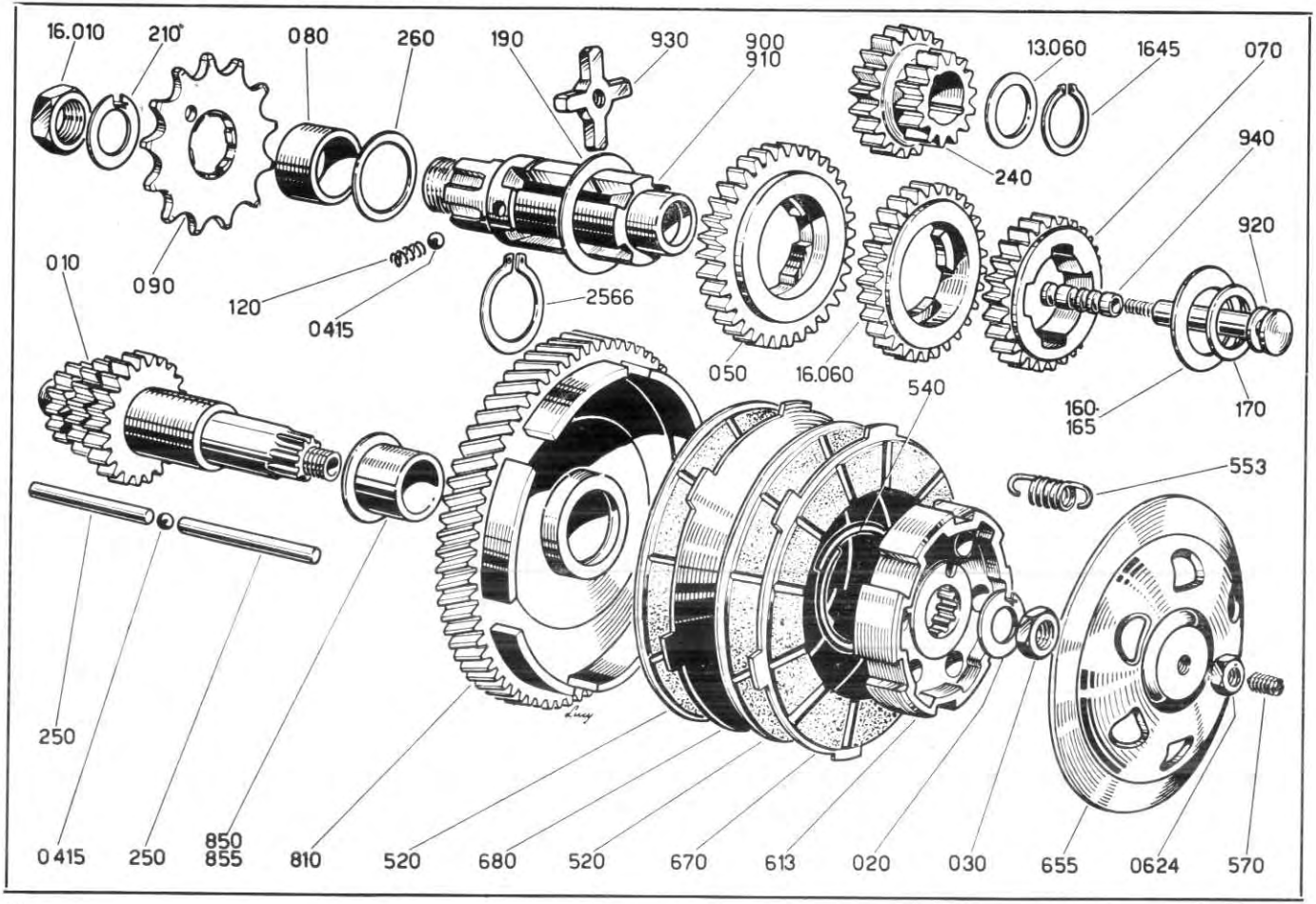
Assembly Group CB

PART 1	PART 2		COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0022.13.	010	1)	**Split** spring drift ∅ 2.8 x 20	till e.n.	1	
0022.13.	020		**Fixing** ring ∅i = 13.5		1	
0060.11.	050		**Brake** shoe		2	
0022.13.	080		**Washer** ∅ 14.2 x ∅ 20 x 0.5		1	
0022.13.	153	2)	**Gear** operating arm	till e.n.	1	
0024.13.	250	3)	**Gear** operating lever	till e.n.	1	
0022.13.	280		**Ch.** 12 Sheath terminal		1	
0440.54.	314	4)	**Screw** TE 4MA x 8	till e.n.	1	

NOTE: The parts marked by the numbers 1) 2) 3) and 4) are obtainable only until the engine number. Successively, they have been replaced by the following ones:

1) **0022.13. 013 Split** spring drift ∅ 3,5 x 20 . . . . . from e.n. 1
2)-3) **0022.13. 100 Gear** operating arm-lever . . . . . from e.n. 1
4) **0022.13. 290 Screw** TE 4MA x 6 . . . . . from e.n. 1

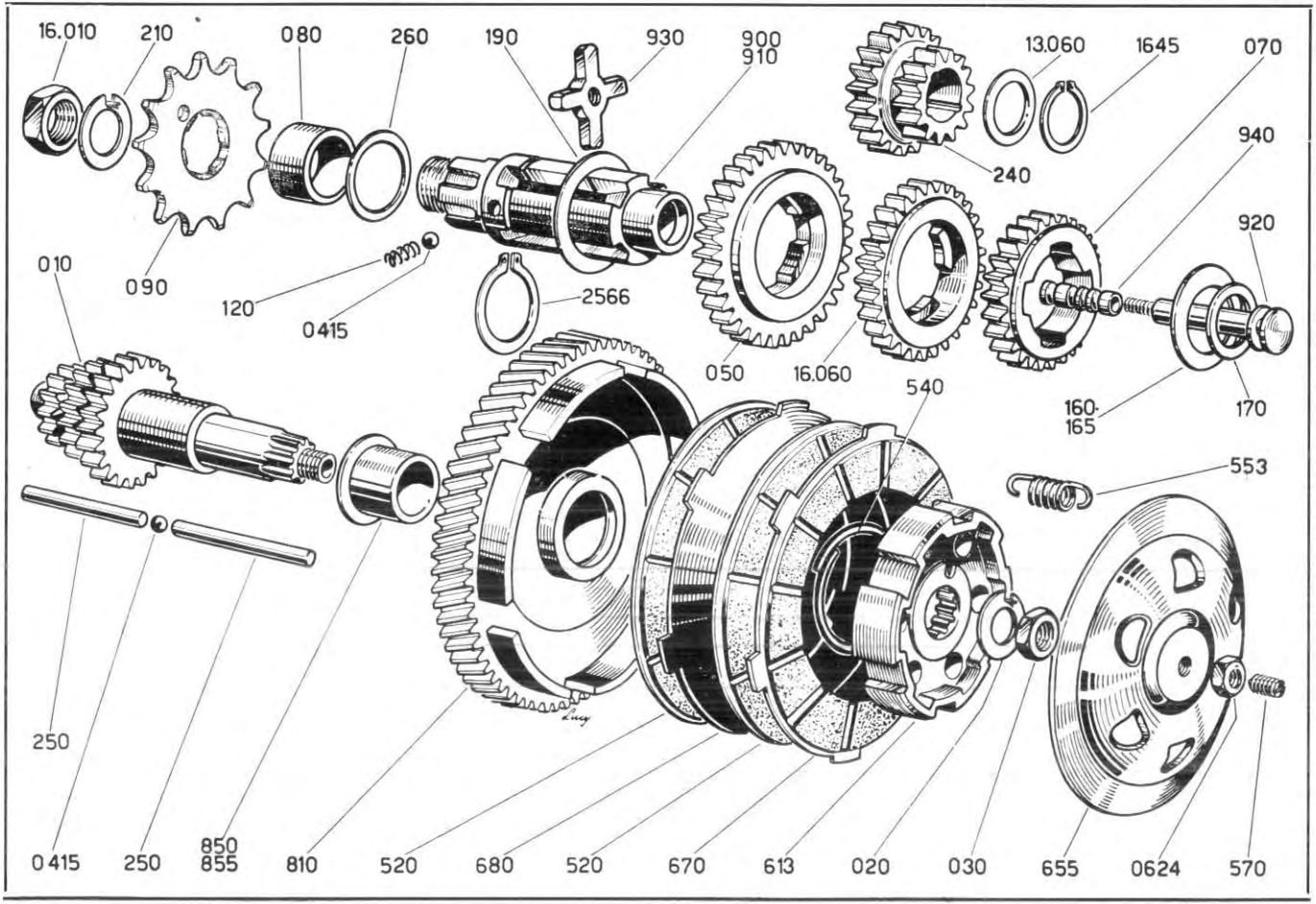
ENGINE - Group CF - Gear change clutch



Assembly Group CF

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0022.16.	010 [1]	**Gear** main shaft Z = 13 - 18 - 22	till e.n.	1	
0250.	16.010	**Hex.** nut (16 x 1M) x 6		1	
0022.16.	020	**Safety** plate Øi = 10.5		1	
0022.16.	030	**Hex.** nut 10 x 1M - ch. 17		1	
0022.16.	050	**Driven** gear 1st. speed Z = 34		1	
0400.	13.060	**Thrust** washer Ø 16.5 x Ø 22 x 0.5		1	
0022.	16.060	**Driven** gear 2nd. speed Z = 29		1	
0022.16.	070 [2]	**Driven** gear top speed Z = 25	till e.n.	1	
0022.16.	080	**Spacer** Ø 20 x Ø 25 x 13		1	
0022.16.	090 [3]	**Chain** sprocket Z = 14	till e.n.	1	
0022.16.	120	**Gear** releasing spring		2	
0031.16.	160	**Thrust** washer Ø 21 x Ø 38 x 1.5		1	
0031.16.	165	**Thrust** washer Ø 21 x Ø 38 x 1		1	
0031.16.	170	**Thrust** washer Ø 20.6 x Ø 24.5 x 0.5		1	
0022.16.	190	**Thrust** washer Ø 25.2 x Ø 40 x 1.5		1	
0022.16.	210	**Safety** washer Øi = 16.5		1	
0022.16.	240	**Intermediate** gear Z = 14-20		1	
0022.16.	250	**Clutch** operating rod Ø 4 x 56		2	
0022.16.	260	**Washer** Ø 20.2 x Ø 32 x 1		1	
0022.16.	520	**Driven** gear with special paste		2	
0022.16.	540	**Spring** blocking ring		1	
0022.16.	553	**Clutch** adjusting spring with 2 hooks		6	
0022.16.	570	**Clutch** adjusting screw 6MA x 12		1	
0022.16.	613	**Clutch** drum with smooth holes		1	
0022.16.	655	**Pressure** plate		1	
0022.16.	670	**Driving** gear with special mixture		1	
0022.16.	680	**Driving** gear without mixture		1	

ENGINE - Group CF - Gear change clutch

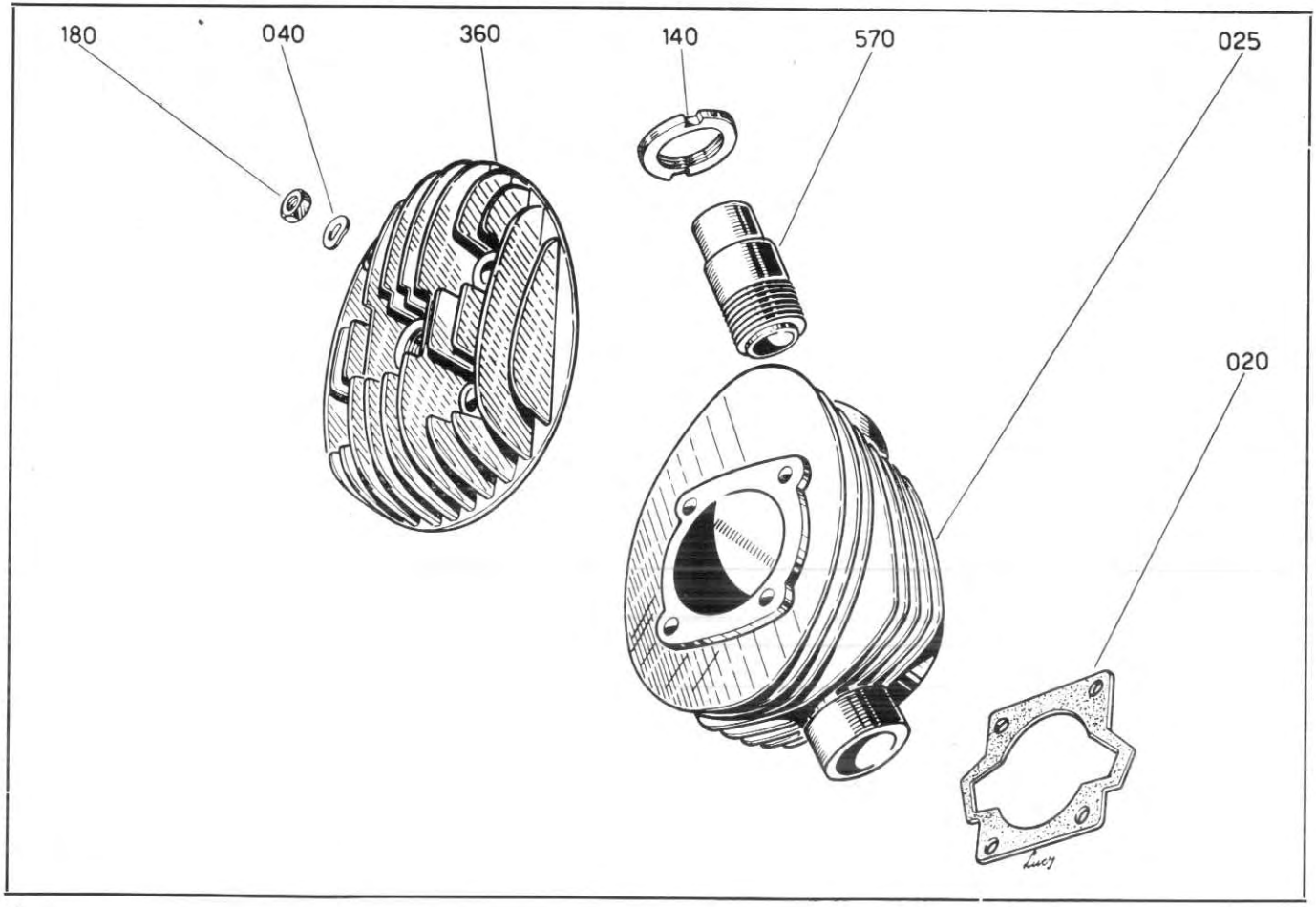


PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0022.16.	**810**	**Clutch** housing Z = 66		**1**	
0022.16.	**850**	**Normal** bush for clutch housing		**1**	
0022.16.	**855**	**Oversized** bush 0.05		**1**	
0031.16.	**900**	**Complete** gear change main shaft Ø i = 10 - 13		**1**	
0031.16.	**910**	**Output** shaft Ø i = 10 - 13		**1**	
0031.16.	**920**	**Cross** controlling slide Ø 12.95		**1**	
0090.16.	**930**	**Speed** engaging cross		**1**	
0022.16.	**940**	**Gear** releasing slide		**1**	
76835.	**0415**	**Ball** Ø $^{5}/_{32}$" (Ø 3.969) RIV 90152005		**3**	
72.515.	**0624**	**Hex.** nut 6MA x 4		**1**	
73500.	**1645**	**Seeger** ring type 16 E		**1**	
73500.	**2566**	**Seeger** ring type 25 E		**1**	

NOTE: The parts marked by a figure and a parenthesis are valid till the engine number From the e n. they are cancelled and replaced by the following ones:

1) **0041.16. 010** **Clutch** shaft Z = 12 - 18 - 23 1
2) **0041.16. 070** **Driven** gears 3rd speed Z = 24 1
3) **0022.16. 093** **Chain** sprocket Z = 13 1

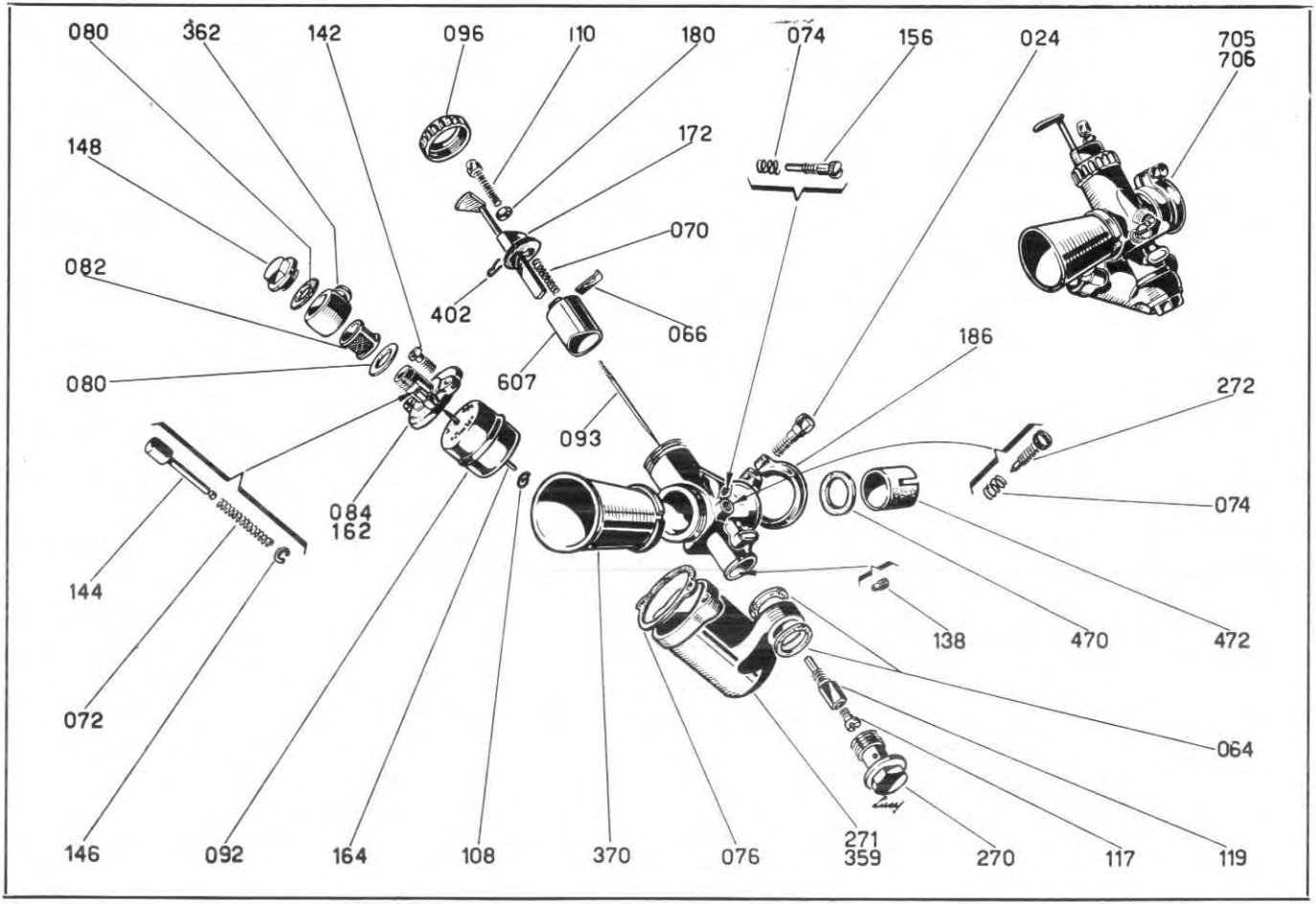
ENGINE - Group CL-TS - Cylinder - head



Assembly Group CL-TS

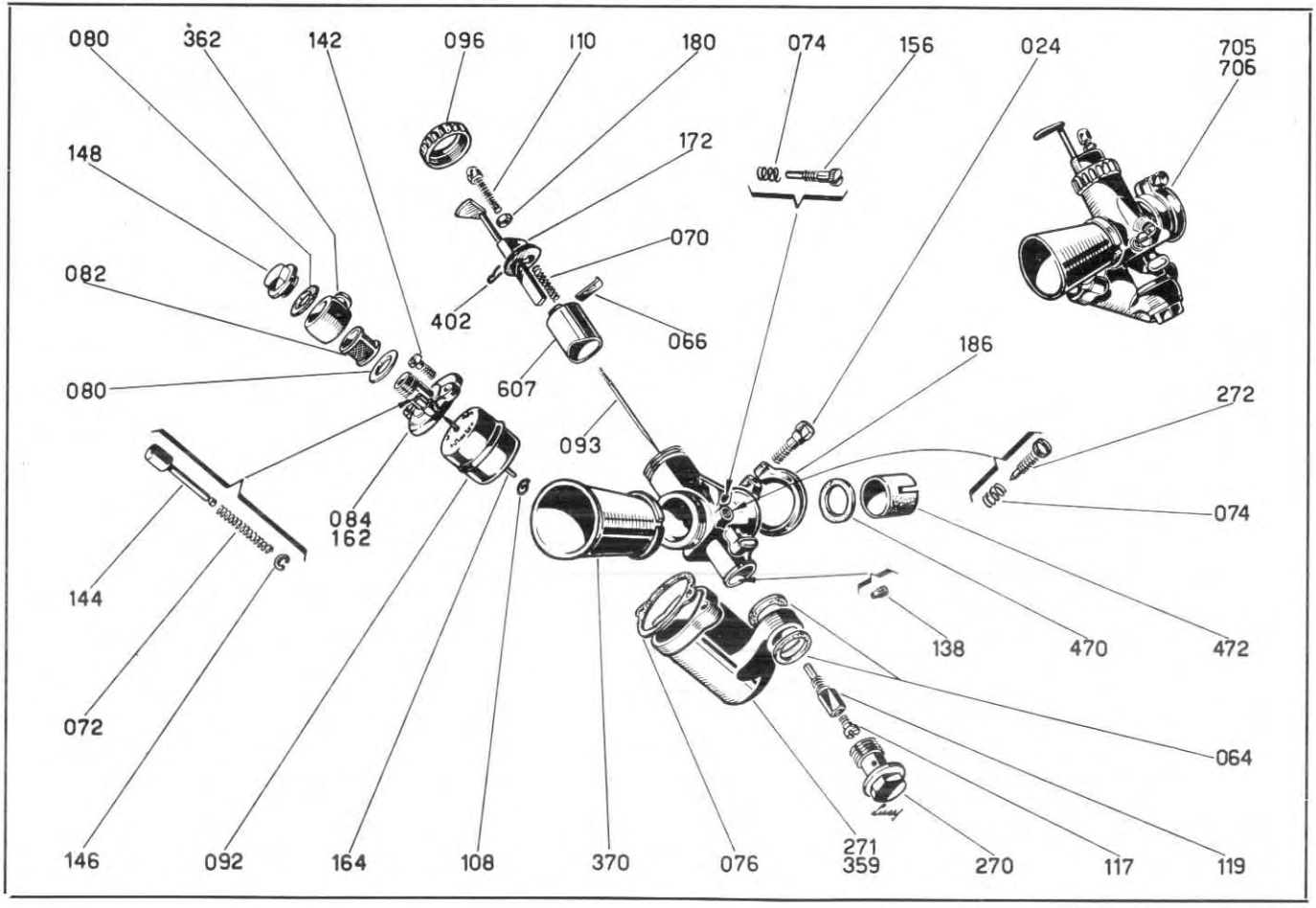
PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0022.17.	020	**Gasket** between cylinder-crankcase		1	
0031.17.	025	**Cylinder** ∅i = 38 x 62.5		1	
0022.17.	040	**Bent** washer ∅i = 7.4		4	
0011.52.	140	**Metal** ring 24 x 1.5M		1	
0170.80.	180	**Hex.** nut 7MA x 7		4	
0031.17.	360	**Cylinder** head		1	
0031.17.	570	**Inlet** tube		1	

ENGINE - Group CL-TS - Cylinder-head (carburetter)



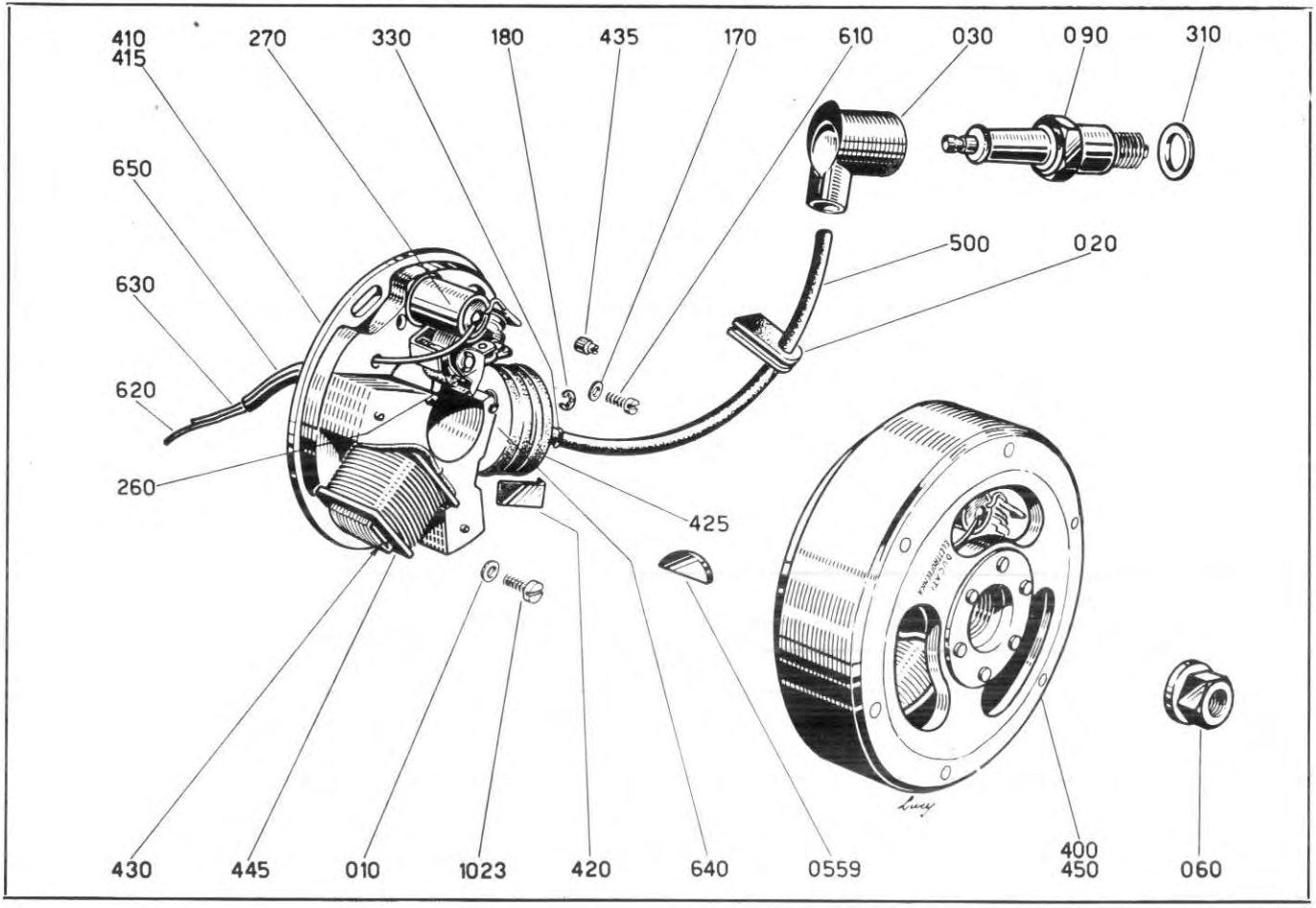
Assembly Group CL-TS

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0160.27.	024	**Screw** for sleeve fixing ring 1111		1	
0251.27.	064	**Gasket** for Float Chamber union plug 1382		2	
0150.27.	066	**Tapered** needle anchoring slip 1407		1	
0150.27.	070	**Throttle** valve spring 1409		1	
0150.27.	072	**Tickler** spring 1410		1	
0150.27.	074	**Spring** for pilot air screw and throttle stop screw 1411		2	
0150.27.	076	**Gasket** for combustion chamber cover 1414		1	
0150.27.	080	**Pipe** gasket 1416		2	
0150.27.	082	**Petrol** filter 1419		1	
0150.27.	084	**Bare** float chamber cover 1420		1	
0150.27.	092	**Float** gr. 7,5 - 1423		1	
0031.27.	093	**Tapered** needle C 1/III notch 1425		1	
0150.27.	096	**Throttle** slide cover nut 1427		1	
0200.27.	108	**Tickler** retaining ring 1452		1	
0150.27.	110	**Wire** tensioning screw 1481		2	
0150.27.	117	**Main** jet n. 68 - 1486		1	
0031.27.	119	**Atomiser** holding jet 260 - 1485		1	
0150.27.	138	**Idle** jet n. 45 - 1488		1	
0150.27.	142	**Screw** fixing the combustion chamber cover 1491		2	
0150.27.	144	**Tickler** 1492		1	
0150.27.	146	**Tickler** retaining 1493		1	
0150.27.	148	**Pipe** fixing cock 1494		1	
0150.27.	156	**Throttle** valve guiding and stopping screw 1532		1	
0150.27.	162	**Combustion** chamber cover with tickler 1584		1	
0150.27.	164	**58 mm.** long tapered needle - 1607		1	
0150.27.	172	**Combustion** chamber cover for direct air control 1642		1	



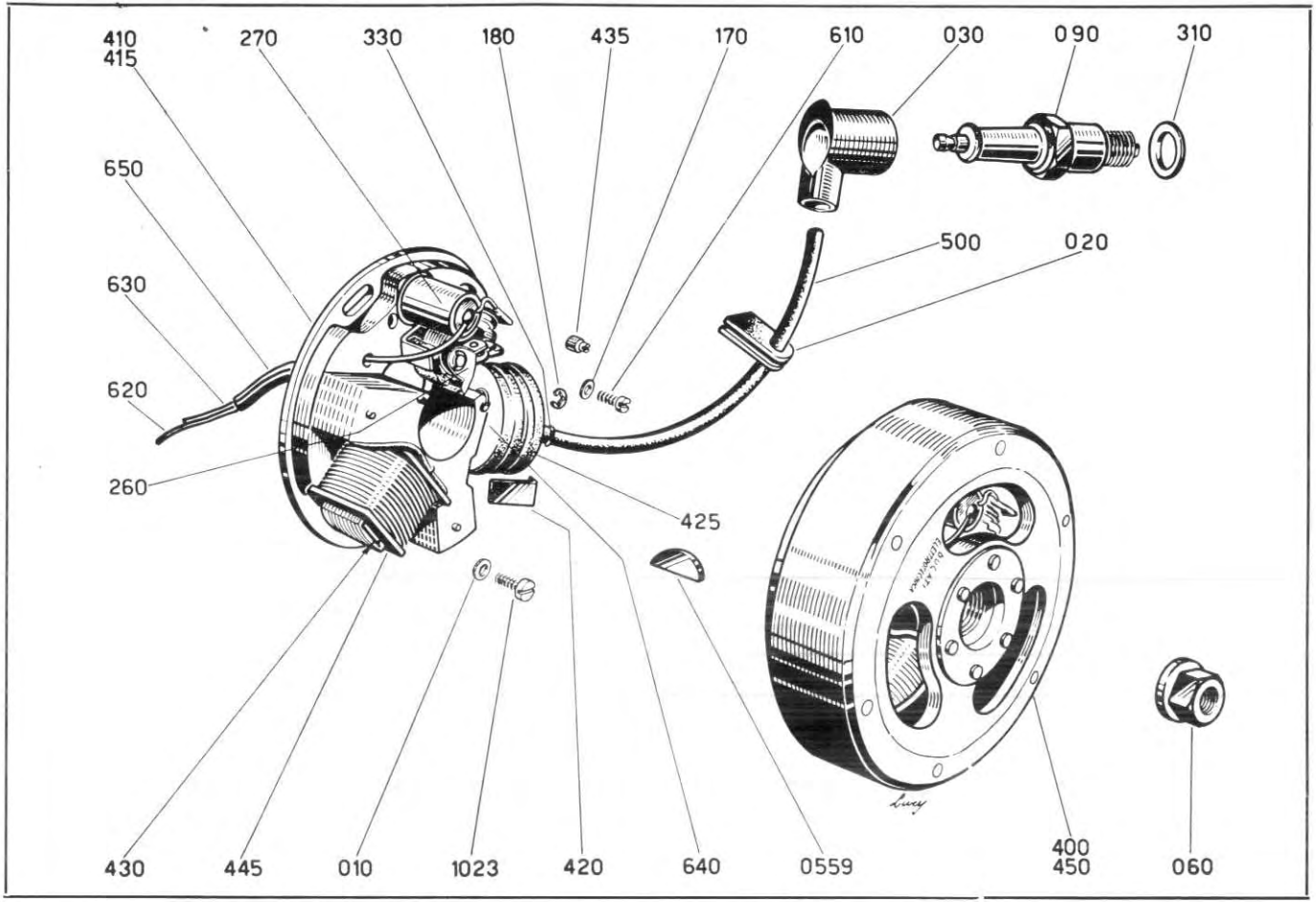
follows **Assembly Group CL-TS**

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0150.27.	**180**	**Jam** nut for cable tension 1692		**2**	
0200.27.	**186**	**Sleeve** clamping ring 1721		**1**	
0251.27.	**270**	**Float** chamber union plug 2086		**1**	
0031.27.	**271**	**Float** chamber for carburetter bent at 50° - 2087		**1**	
0150.27.	**272**	**Pilot** air adjusting screw 2115		**1**	
0031.27.	**359**	**Float** chamber for left side carburetter inclined at 50° - 2700		**1**	
0150.27.	**362**	**Oneway** pipe petrol union 2706		**1**	
0200.27.	**370**	**Air** intake bell, fitting 27 x 1.25 M, L = 55 - 2993		**1**	
0258.27.	**402**	**Pliers** for air slide by direct control 3570 . .		**1**	
0200.27.	**470**	**Distance** washer ∅ 19 x ∅ 26 x 1 - 4472 . . .		**1**	
0200.27.	**472**	**Insulating** reduction ∅ 23 x ∅ 26 x 15 - 4477 .		**1**	
0031.27.	**607**	**Throttle** valve n. 65 - 1421		**1**	
0031.17.	**705**	**Carburetter** Dell'Orto type UA 15 S		**1**	
0031.17.	**706**	**Carburetter** Dell'Orto type UA 15 S without the air intake bell		**1**	



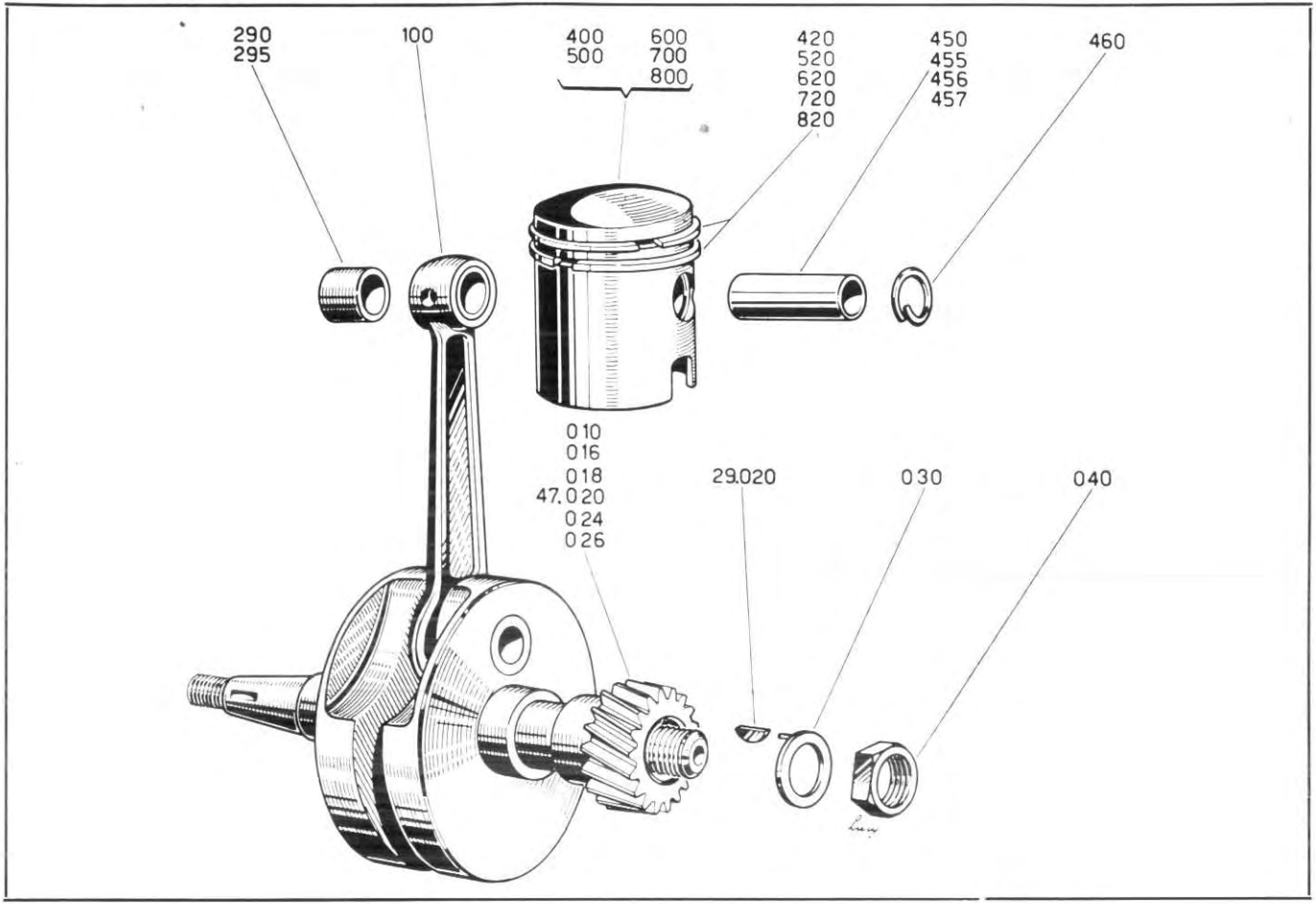
Assembly Group IE

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0400.46.	010	**Corrugated** washer ∅i=4.3		3	
0022.46.	020	**Rubber** for sparking plug cable hole		1	
0022.46.	030	**Bush** for ignition cable		1	
0022.46.	060	**9 x 1M** Left flywheel fixing nut		1	
0600.46.	090	**Sparking** plug in 260 thermic degree with gasket, Marelli CW 260 N or equivalent		1	
0011.61.	170	**Washer** ∅ 4.3 x ∅ 8.5 x 0.8 - 31.95.007		1	
0011.61.	180	**Washer** Ideal A IV - 31.95.003		1	
0022.46.	260	**Hammer** 31.95.023		1	
0022.46.	270	**Condenser** 11.26.28		1	
0011.52.	310	**Sparking** plug gasket		1	
0022.46.	330	**Terminal** protection 31.95.013		1	
0031.46.	400	**Flywheel** alternator magnet 6V - 18W - ∅ 110 x x 42.6 - 31.04.26 (flywheel of aluminium)		1	
0022.46.	410	**Stator** complete plate		1	
0022.46.	415	**Stator** bare plate 31.95.039		1	
0022.46.	420	**Ignition** coil blocking spring 31.95.010		1	
0022.46.	425	**Ignition** coil 31.95.045		1	
0022.46.	430	**Ignition** coil blocking spring 31.95.012		1	
0022.46.	435	**Adjusting** eccentric 31.95.002		1	
0022.46.	445	**Ignition** coil 31.95.011		1	
0031.46.	450	**Aluminium** flywheel ∅ 110 x 36 - 31.95.190		1	



follows **Assembly Group IE**

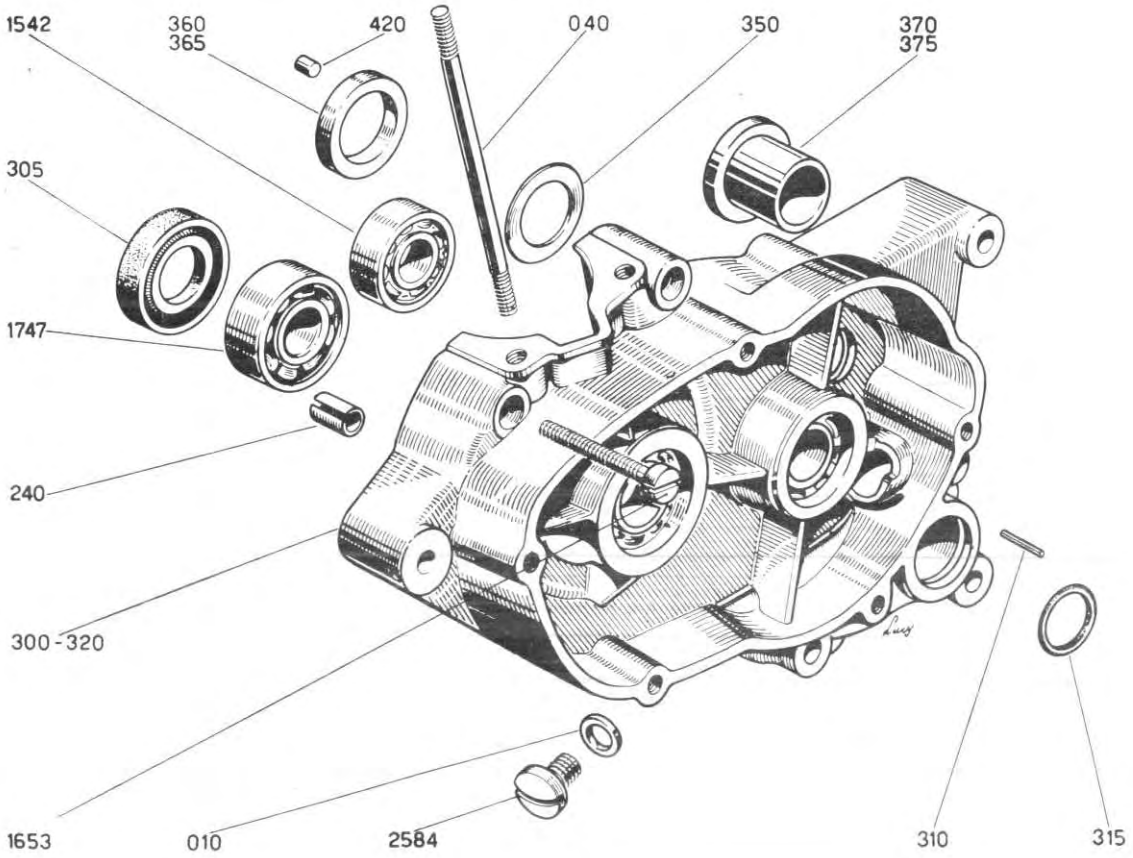
PART		COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
2	2				
0022.46.	**500**	**Ignition** cable 31.95.046		**1**	
0100.33.	**610**	**Screw** TC 4MA x 8 - 31.95.004		**1**	
0022.46.	**620**	**Lighting** cable in red colour 31.95.047 . . .		**1**	
0022.46.	**630**	**Mass** cable in Black colour 31.95.048 . . .		**1**	
0022.46.	**640**	**Insulating** protection 31.95.009		**1**	
0022.46.	**650**	**Protection** sheath 31.95.062		**1**	
74172.	**0559**	**Woodruff** Key 2.5 x 3.7 UNI 99		**1**	
71265.	**1023**	**Screw** TC 4MA x 12		**3**	



Assembly Group IM

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0022.47.	010	**Driving** shaft sprocket Z = 18		1	
0022.47.	016	**Gear** with chordal thickness overs. tooth 0.02		1	
0022.47.	018	**Gear** with chordal thickness overs. tooth 0.04		1	
0400.	29.020	**Woodruff** key 3 x 5		1	
0022.	47.020	**Gear** with chordal thickness overs. tooth 0.06		1	
0022.47.	024	**Gear** with chordal thickness overs. tooth 0.08		1	
0022.47.	026	**Gear** with chordal thickness overs. tooth 0.10		1	
0022.47.	030	**Safety** plate ∅i = 12.5		1	
0022.47.	040	**Hex.** nut (12 x 1M) x 7 - ch. 17		1	
0022.47.	100	**Crankshaft**		1	
*0022.47.	290	**NORMAL BUSH ∅ 11.8 x ∅ 14 x 15**		1	
*0022.47.	295	**OVERSIZED BUSH 0.05**		1	
0031.47.	400	**Normal** complete Borgo piston ∅ 38		1	
0022.47.	420	**Normal** piston ring		2	
0022.47.	450	**Piston** normal pin		1	
0022.47.	455	**Overs.** pin 0.010		1	
0022.47.	456	**Overs.** pin 0.015		1	
0022.47.	457	**Overs.** pin 0.020		1	
0022.47.	460	**Pin** stopping ring		2	
0031.47.	500	**Complete** piston overs. 0.4		1	
0022.47.	520	**Overs.** 0.4 piston ring		2	
0031.47.	600	**Complete** piston overs. 0.6		1	
0022.47.	620	**Piston** ring overs. 0.6		2	
0031.47.	700	**Complete** piston overs. 0.8		1	
0022.47.	720	**Overs.** 0.8 piston ring		2	
0031.47.	800	**Complete** piston overs. 1		1	
0022.47.	820	**Overs.** 1 piston ring		2	

ENGINE - Group KA - Crankcase (Half-crankcase clutch side)



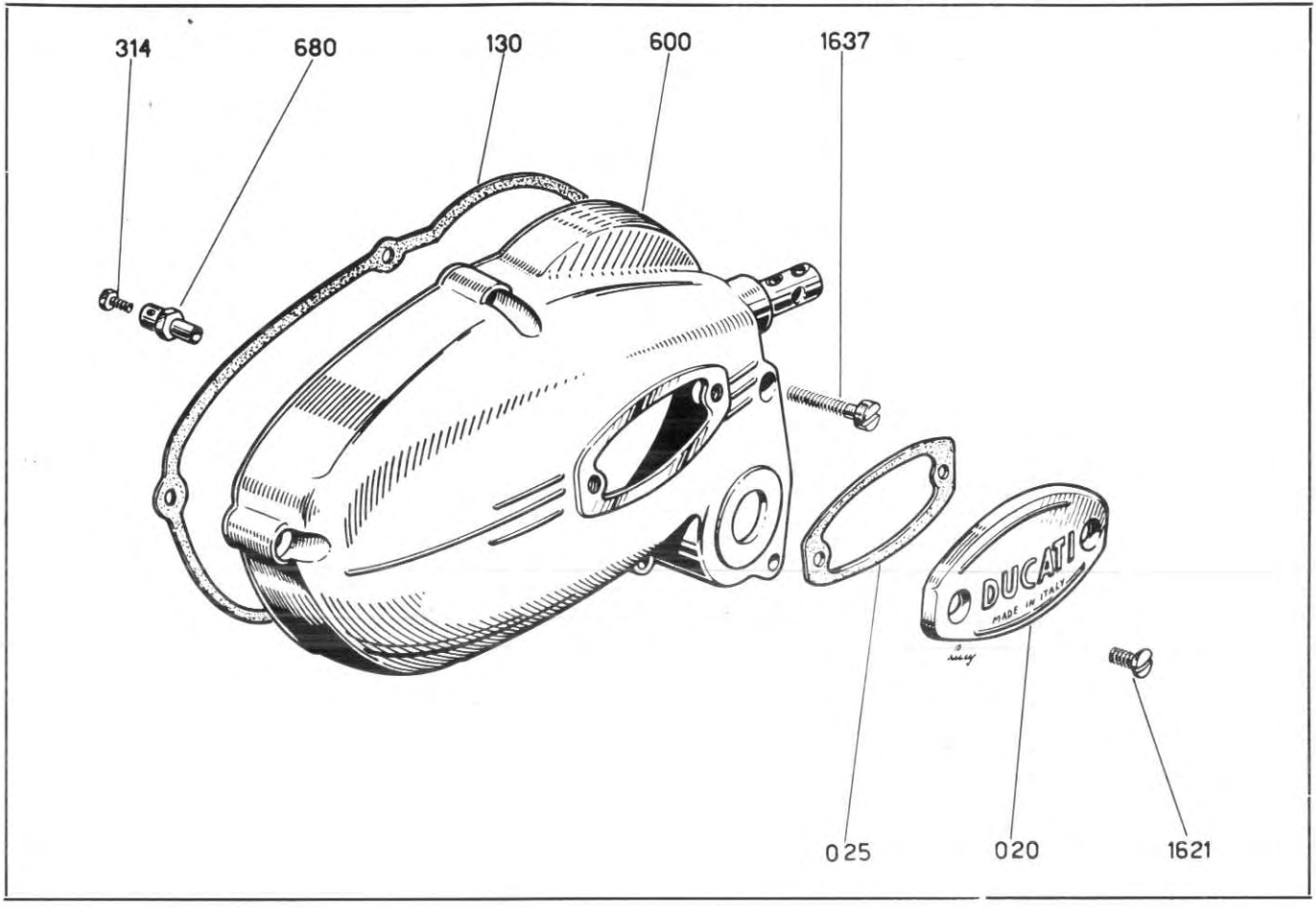
Assembly Group KA

PART 1	PART 2		COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0022.49.	010		**Gasket** ∅ 10.5 x ∅ 16 x 2		1	
0022.49.	040		**Rod** fixing the cylinder to the head (7 x 1M) x 109		2	
0022.49.	240		**Locating** spring dowel ∅ 8 x ∅ 10 x 13		3	
0025.49.	300	1)	**Half-crankcase** clutch side 0025.49.320 with rods, piston rings and bearings, for 1st type starter	till e.n.	1	
0022.49.	305		**Ring** Angus MIM 2240/7		1	
0022.49.	310		**Spilt** spring drift ∅ 2.8 x 28		1	
0022.49.	315		**Ring** GACO OR 130		1	
0025.49.	320	2)	**Half-crankcase** clutch side with washer, box and bushes, for 1st type starter	till e.n.	1	
0031.49.	350		**Abutment** washer ∅ 35.8 x ∅ 24.5 x 0.5		1	
*0031.49.	360		**ROLLER HOUSING BOX ∅ 28.51 x ∅ 36 x 5**		1	
*0031.49.	365		**OVERS. BOX 0.1**		1	
0024.49.	370	3)	**Bush** for driving shaft 1st type, Thickness 31.5	till e.n.	1	
0024.49.	375	4)	**Oversized** bush 0.1 (1 st type starter)	till e.n.	1	
0031.49.	420		**Roller** ∅ 4 x 5		19	
75120.	1542		**Bearing** RIV 02 A ∅ 15 x ∅ 35 x 11		1	
71321.	1653		**Screw** TC 6MA x 45 UNI 240		2	
75120.	1747		**Bearing** RIV 01 A ∅ 17 x ∅ 40 x 12		1	
71349.	2584		**Screw** TCC 10MA x 16 UNI 242		1	

NOTE: For the 2nd type start, the parts marked by a figure and a parenthesis are cancelled and replaced by the following:

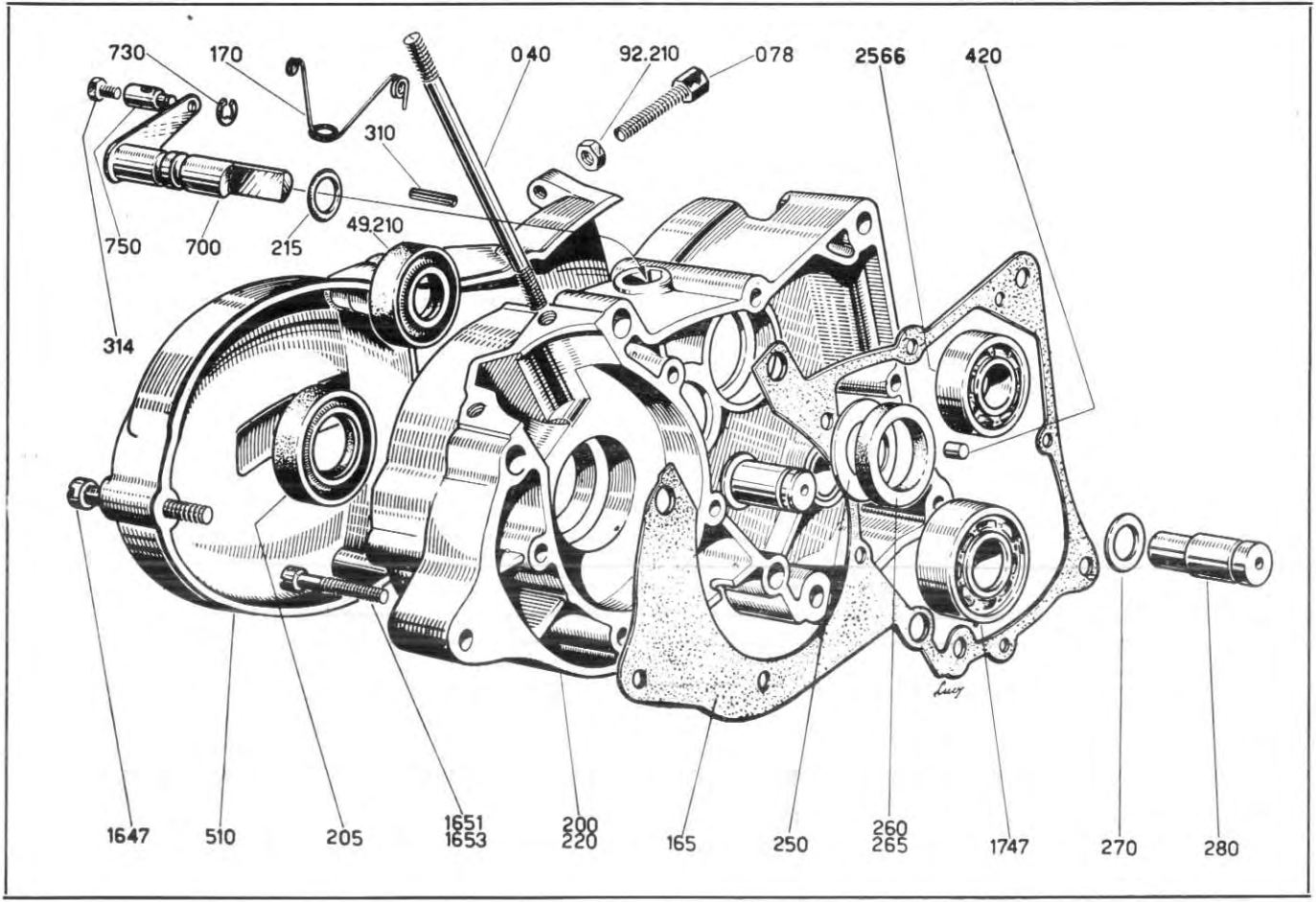
1)	0027.49.	300	**Half-crankcase**	1
2)	0027.49.	320	**Half-crankcase**	1
3)	0024.49.	373	**Bush** for driving shaft 2nd. type thickness 23.5	1
4)	0024.49.	377	**Bush** oversized 0.1 (2nd. type start)	1

ENGINE - Group KA - Crankcase (Cover clutch side)



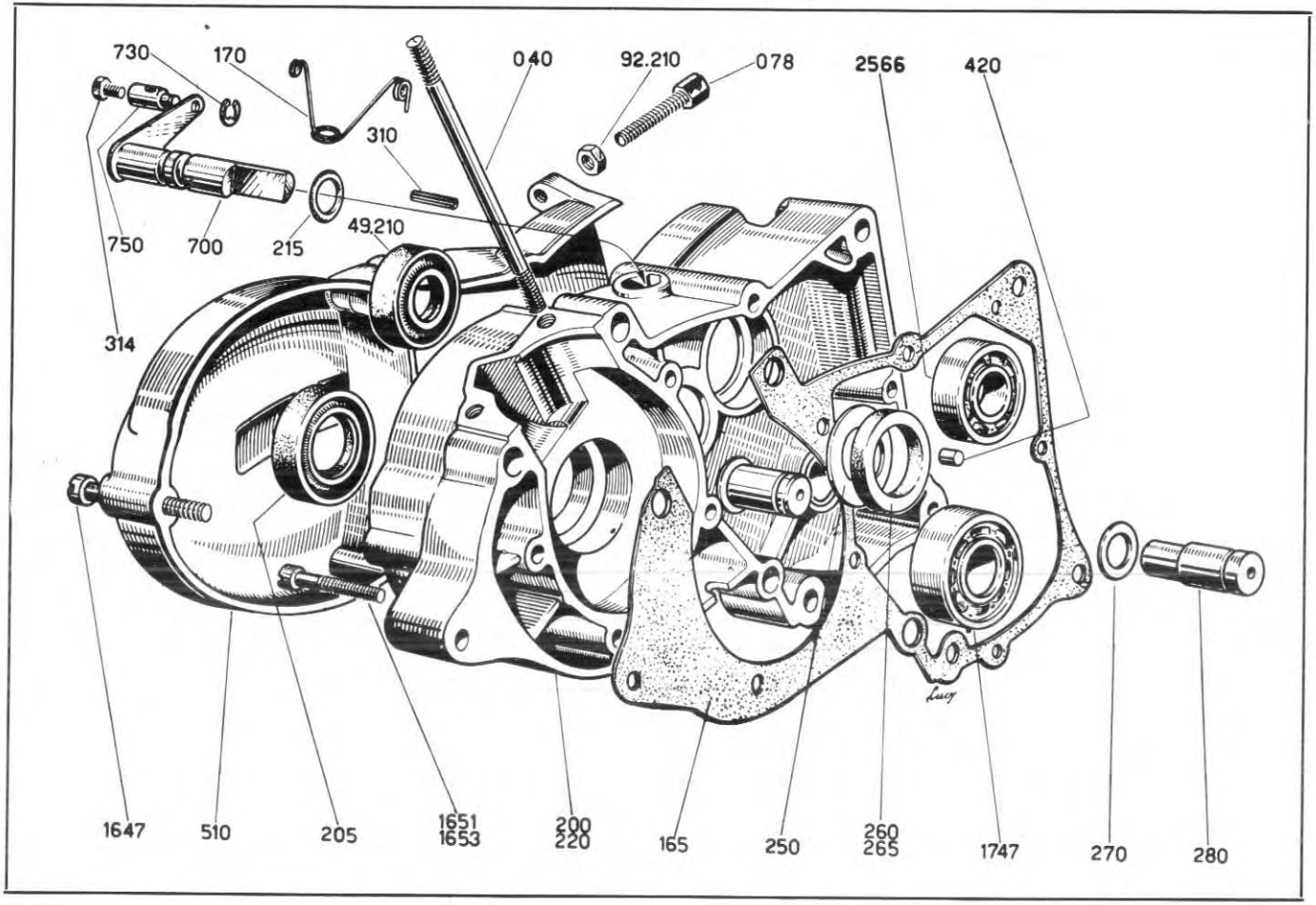
follows **Assembly Group KA**

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0031.49.	**020**	**Furbished** cover		**1**	
0022.49.	**025**	**Cover** gasket		**1**	
0022.49.	**130**	**Cover** gasket clutch side		**1**	
0440.54.	**314**	**Screw** TE 4MA x 8		**1**	
0031.49.	**600**	**Furbished** cover clutch side		**1**	
***0022.49.**	**680**	**WIRE BLOCKING PIN**		**1**	
72000.	**1621**	**Screw** TSC 6MA x 14 UNI 278		**2**	
71321.	**1637**	**Screw** TC 6MA x 25 UNI 240		**5**	



follows **Assembly Group KA**

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0022.49.	**040**	**Rod** fixing the cylinder to the head (7 x 1M) x 109		2	
0480.49.	**078**	**Adjustment** screw 6MA x 30		1	
0031.49.	**165**	**Half-crankcase** gasket		1	
0022.49.	**170**	**Clutch** lever releasing spring		1	
0031.49.	**200**	**Half-crankcase** chain side 0031.49.220 with rods, piston rings and bearings		1	
0022.49.	**205**	**Ring** Angus MIM 1728		1	
0022.	**49.210**	**Ring** Angus MIM 2537/5		1	
0150.	**92.210**	**Hex.** nut 6MA x 3 - ch. 10		1	
0022.49.	**215**	**GACO** OR 109 ring		1	
0031.49.	**220**	**Half-crankcase** chain side with washers, box and spindle		1	
0022.49.	**250**	**Thrust** washer ∅ 16 x ∅ 27.8 x 0.5		1	
***0022.49.**	**260**	**ROLLER HOUSING BOX ∅ 21.4 x ∅ 28 x 5**		1	
***0022.49.**	**265**	**OVERS. BOX 0.1**		1	
***0022.49.**	**270**	**THRUST WASHER ∅ 12.5 x ∅22 x 1**		1	
***0022.49.**	**280**	**SPINDLE**		1	
0022.49.	**310**	**Spilt** spring drift ∅ 2.8 x 28		1	
0440.54.	**314**	**Screw** TE 4MA x 8		1	
0011.58.	**420**	**Roller** ∅ 5 x 5		10	
0031.49.	**510**	**Chain** side furbished cover		1	
0022.49.	**700**	**Clutch** operating lever		1	
0170.91.	**730**	**Ideal** ring type A VI		1	
0022.49.	**750**	**Connection** with screw 4 MA		1	
71321.	**1647**	**Screw** TC 6MA x 35 UNI 240		3	

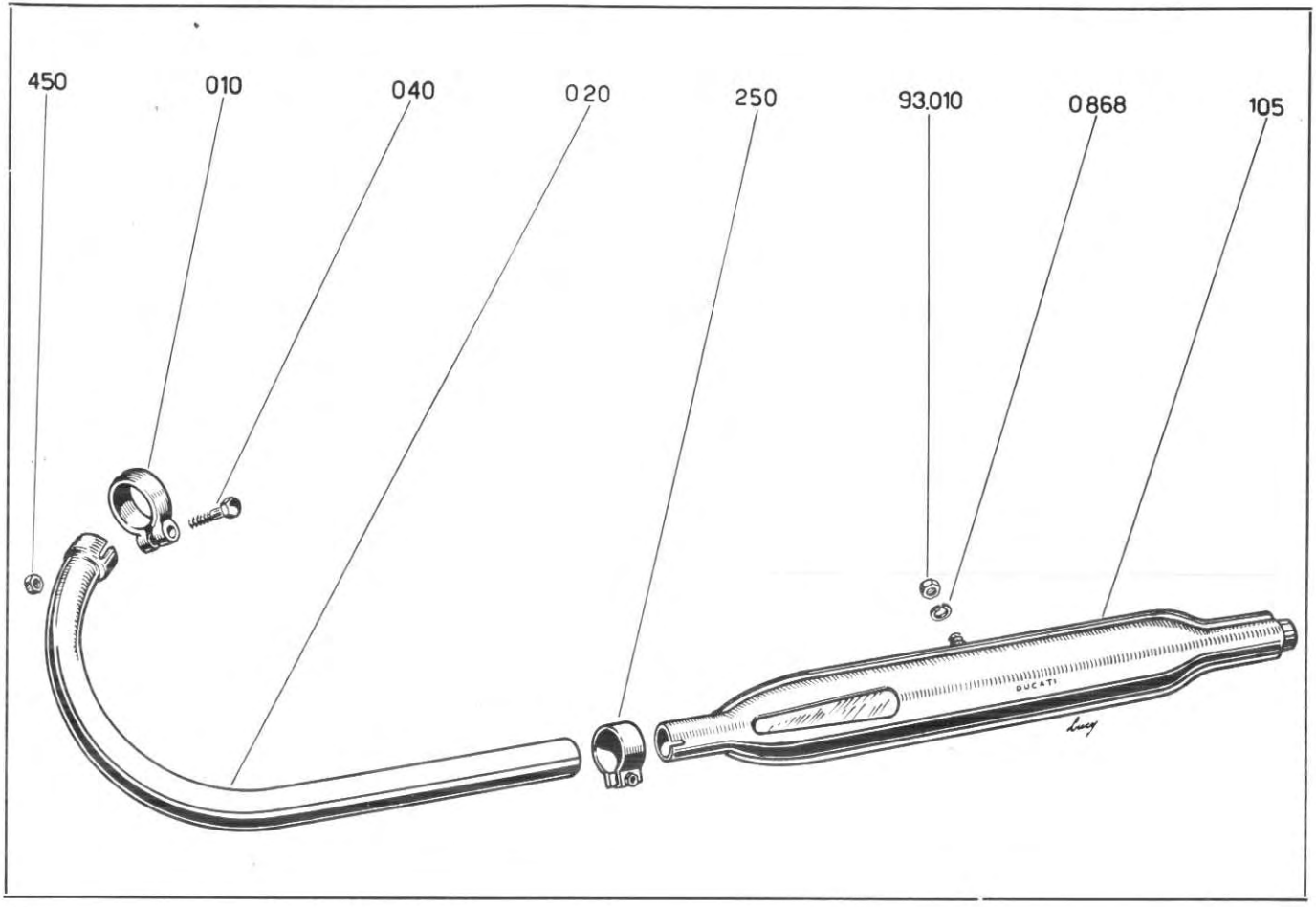


follows **Assembly Group KA**

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
71321.	**1651**	**Screw** TC 6MA x 40 UNI 240		**7**	
71321.	**1653**	**Screw** TC 6MA x 45 UNI 240		**1**	
75120.	**1747**	**Bearing** RIV 01 A ∅ 17 x ∅ 40 x 12 . . .		**1**	
75100.	**2566**	**Bearing** RIV EL 25 ∅ 25 x ∅ 47 x 8 . . .		**1**	

NOTE: From the engine number, is added the following part:

1) **0400.49. 270** **Ring. GACO** OR 121 . . . . . **1**

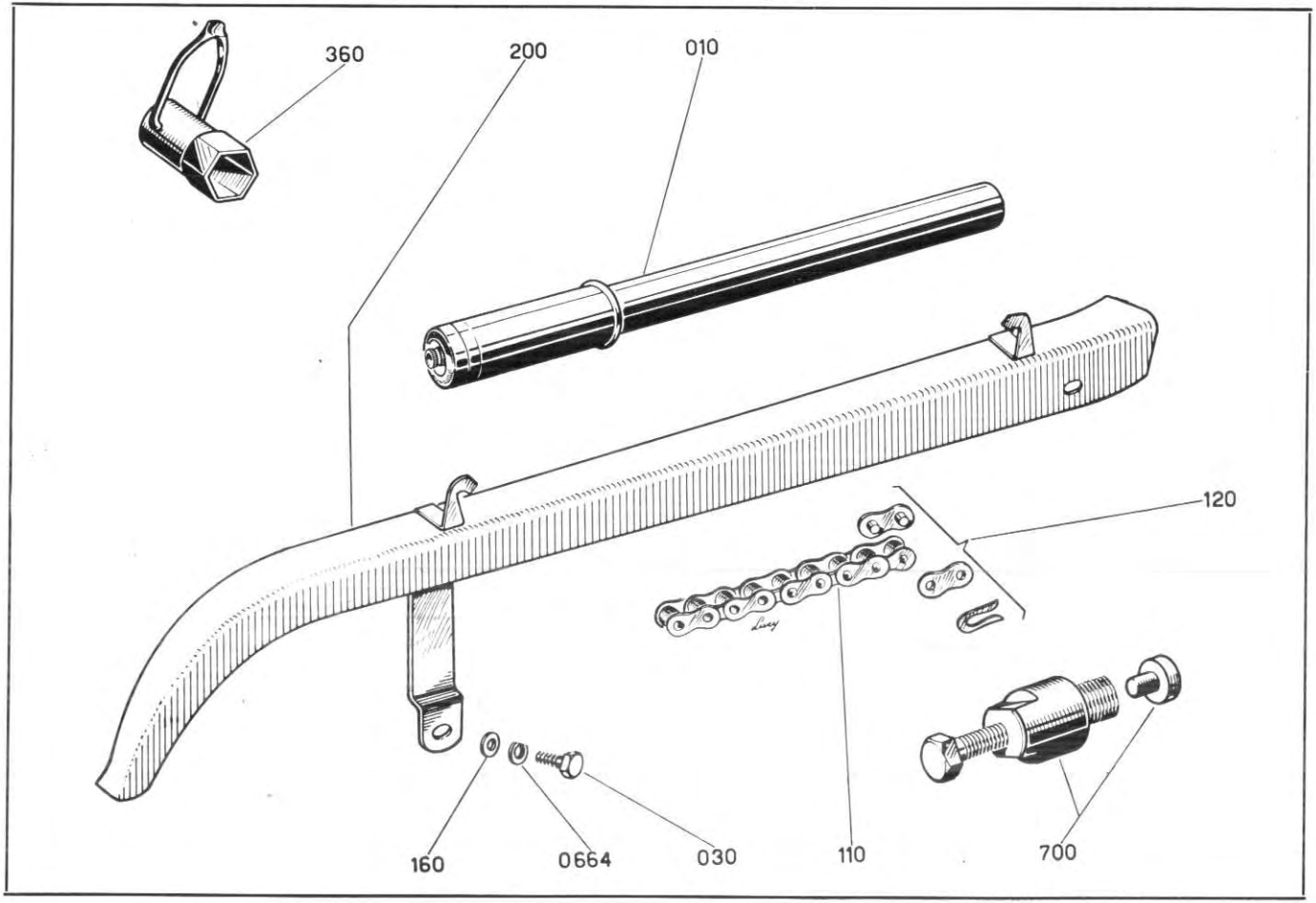


Assembly Group SC

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0031.84.	010	**Exhaust** pipe fixing ring Øi=34		1	
0400.	93.010	**Hex.** nut 8MA x 6.5 - ch. 14		1	
0031.84.	020	**Exhaust** pipe		1	
0031.84.	040	**Screw** TE 6MA x 35		1	
0031.84.	105	**Simple** Lafranconi silencer, type FT 60, with washers, nut 8MA and strip		1	
				1	
0031.84.	250 [1]	**Complete** clamp Ø i = 27		1	
0011.01.	450	**Hex.** nut 6MA x 6 - ch. 10		1	
73463.	0868	**Spring** washer A8.4 UNI 1751		1	

1) **Cancelled** and replaced by the complete land Ø i=32 . . . 1
0031.84. 255

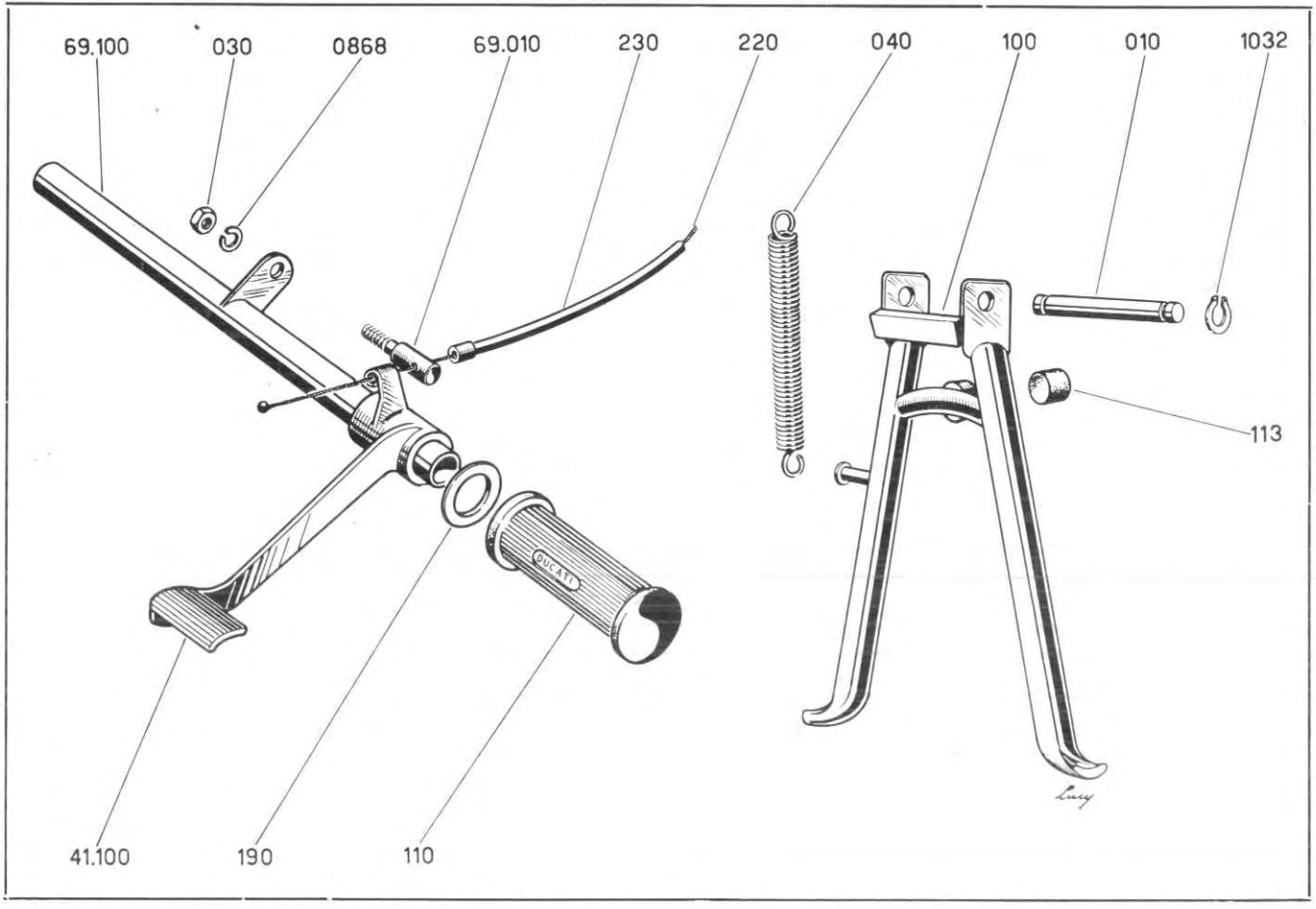
FRAME - Group AC-CC - Accessories - Chain and chainguard



Assembly Group AC-CC

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0058.03.	010	**Tyre** inflator		1	
0062.14.	030	**Screw** TE 6MA x 10		1	
0033.14.	110	**Chain** $^{1}/_{2}$" x $^{3}/_{16}$" normal - Roller ∅ 7.75 - Links 101		1	
0035.14.	120	**Link**		1	
0011.52.	160	**Washer** ∅ 6.4 x ∅ 13 x 1.5		1	
0033.14.	200	**Chainguard**		1	
0032.03.	360	**Sparking** plug spanner, ch. 21		1	
0880.87.	700	**Flywheel** puller 19 x 1M (optional)		1	
73463.	0664	**Spring** washer A6.4 UNI 1751		1	

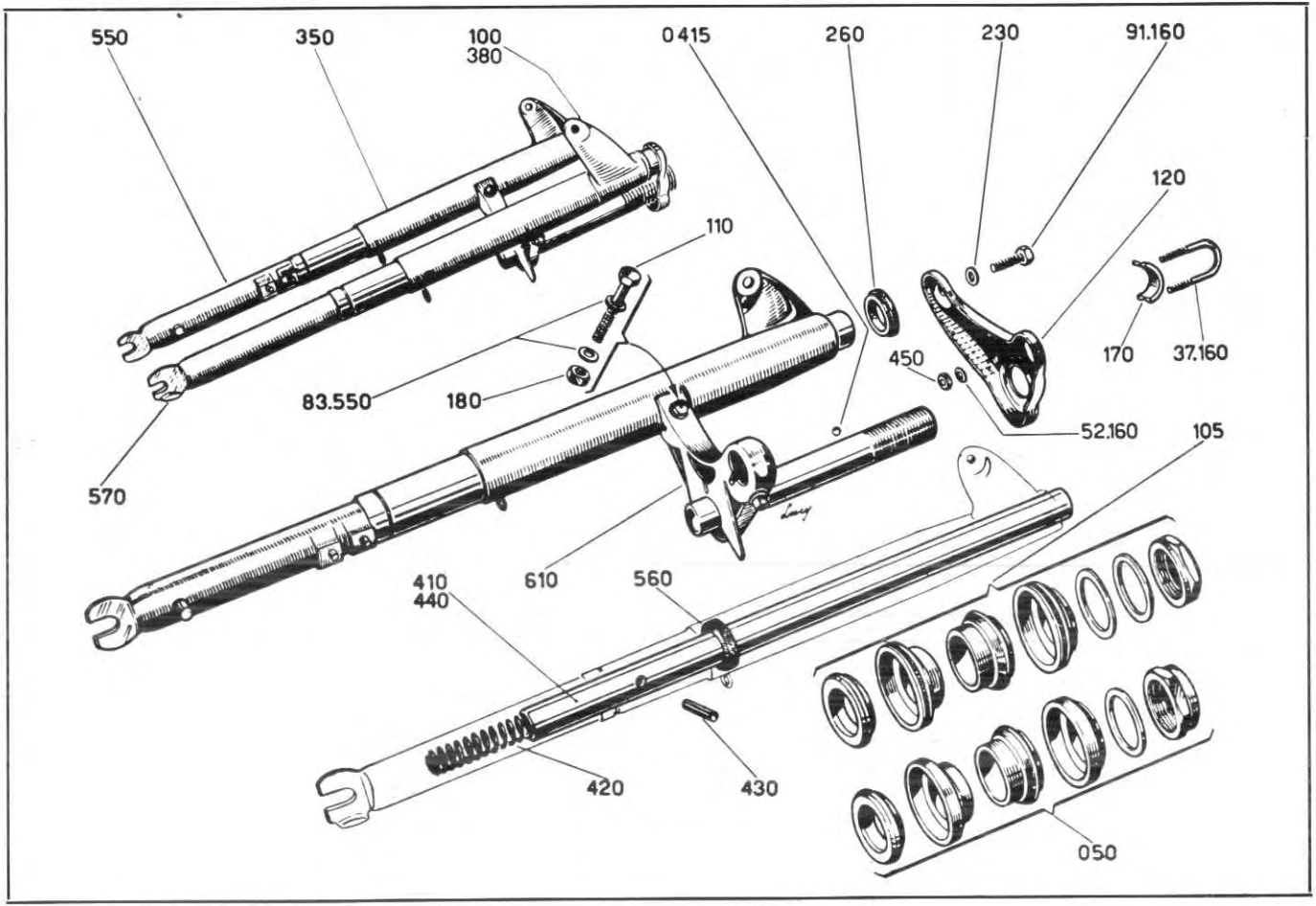
FRAME - Group CA-FR-PE - Central stand - Rear brake - Footrests



Assembly Group CA-FR-PE

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0032.12.	010	**Central** stand spindle		1	
0036.	69.010	**Footrest** fixing spindle		1	
0540.20.	030	**Hex.** nut 8MA x 8 - ch. 14		1	
0051.12.	040	**Spring** for central stand		1	
0058.12.	100	**Central** stand		1	
0036.	41.100	**Brake** lever		1	
0036.	69.100	**Footrest**		1	
0170.69.	110	**Rubber** for footrest		2	
0120.12.	113	**Rubber** buffer		1	
0400.16.	190	**Washer** ∅ 20.5 x ∅ 28 x 0.5		1	
0032.41.	220	**Rear** brake sheath L = 540		1	
0033.41.	230	**Rear** brake sheath L = 340		1	
73463.	0868	**Spring** washer A8.4 UNI 1751		1	
73500.	1032	**Seeger** ring 10 E		2	

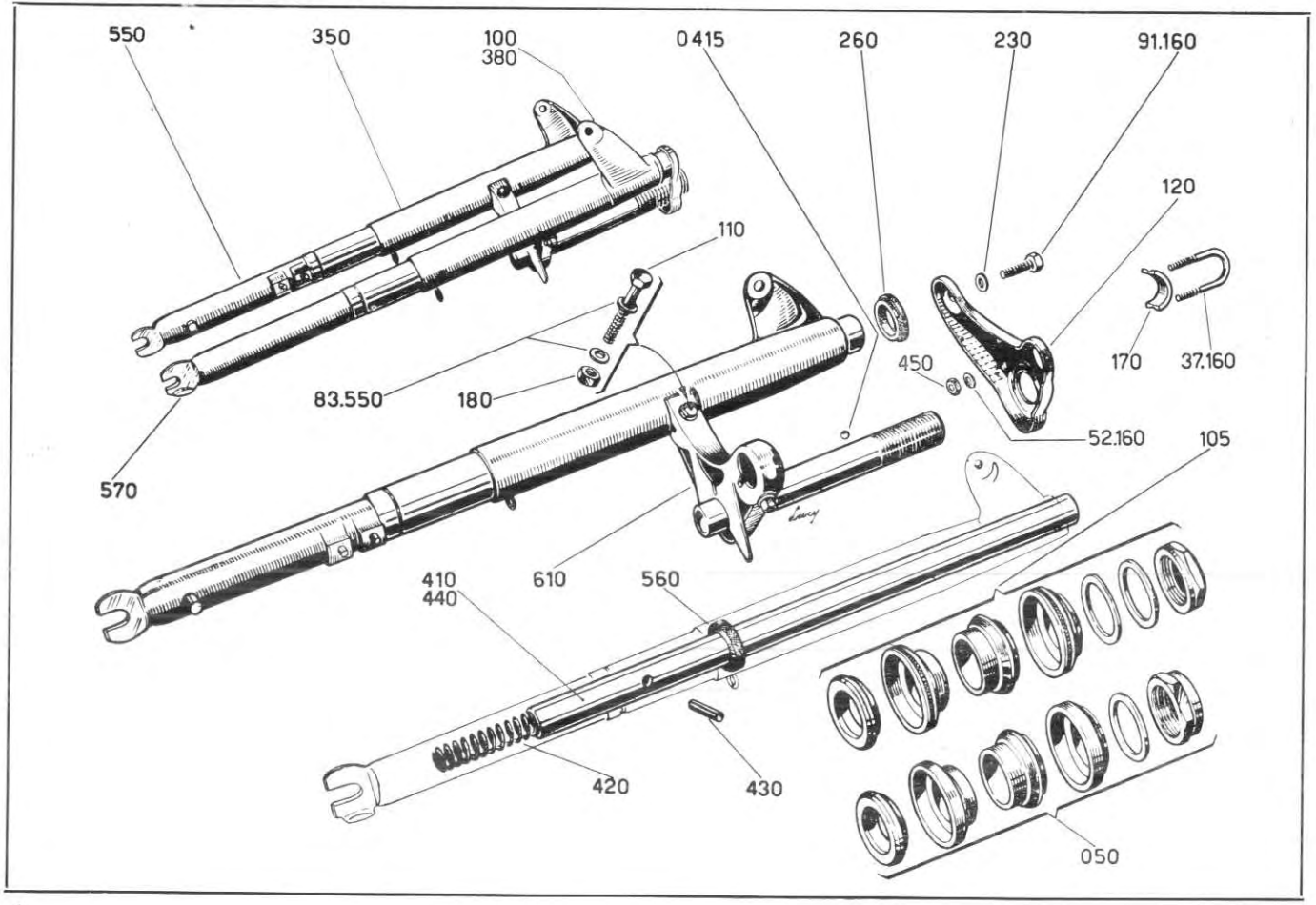
FRAME - Group FA - Marzocchi front fork



Assembly Group FA

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0033.88.	050	**Complete** set of steering cages GRIFFANTI (6 pieces)		1	
0058.37.	100	**MARZOCCHI** front fork		1	
0033.88.	105	**Complete** set of steering cages AGRATI (7 pieces)	Cancelled	1	
0032.91.	110 [1])	**Screw** TE 7MA x 45	till e. n.	2	
0058.37.	120	**Upper** connection plate		1	
0120.	37.160	**Handlebar** fixing horse 6MA		2	
0011.	52.160	**Washer** ∅ 6.4 x ∅ 13 x 1.5		4	
0448.	91.160	**Screw** TEC 8MA x 22		2	
0120.37.	170	**Half-ring** for horse		2	
0170.80.	180 [2])	**Hex.** nut 7MA x 7 - ch. 11	till e. n.	2	
0270.37.	230	**Washer** ∅ 8.5 x ∅ 18 x 1.5		2	
0032.37.	260	**Rubber** distance piece ∅i = 27		2	
0058.37.	350	**Right** sheath L = 285		1	
0058.37.	380	**Left** sheath L = 285		1	
0033.37.	410	**Fork** leg with spring and pivot		2	
0032.37.	420	**Suspension** spring ∅e = 22 x 205 with fitting		2	
0032.37.	430	**Pivot** ∅ 8 x 27.5		2	
0033.37.	440	**Fork** leg ∅ 28 x 475		2	
0011.01.	450	**Hex.** nut 6MA x 6 - ch. 10		4	
0033.37.	550	**Right** lower sliding tube with felt		1	
0171.	83.550 [3])	**Washer** ∅ 7.2 x ∅ 14 x 1.5	till e. n.	4	
0032.37.	560	**Felt** for lower sliding tube		2	

FRAME - Group FA - Marzocchi front fork



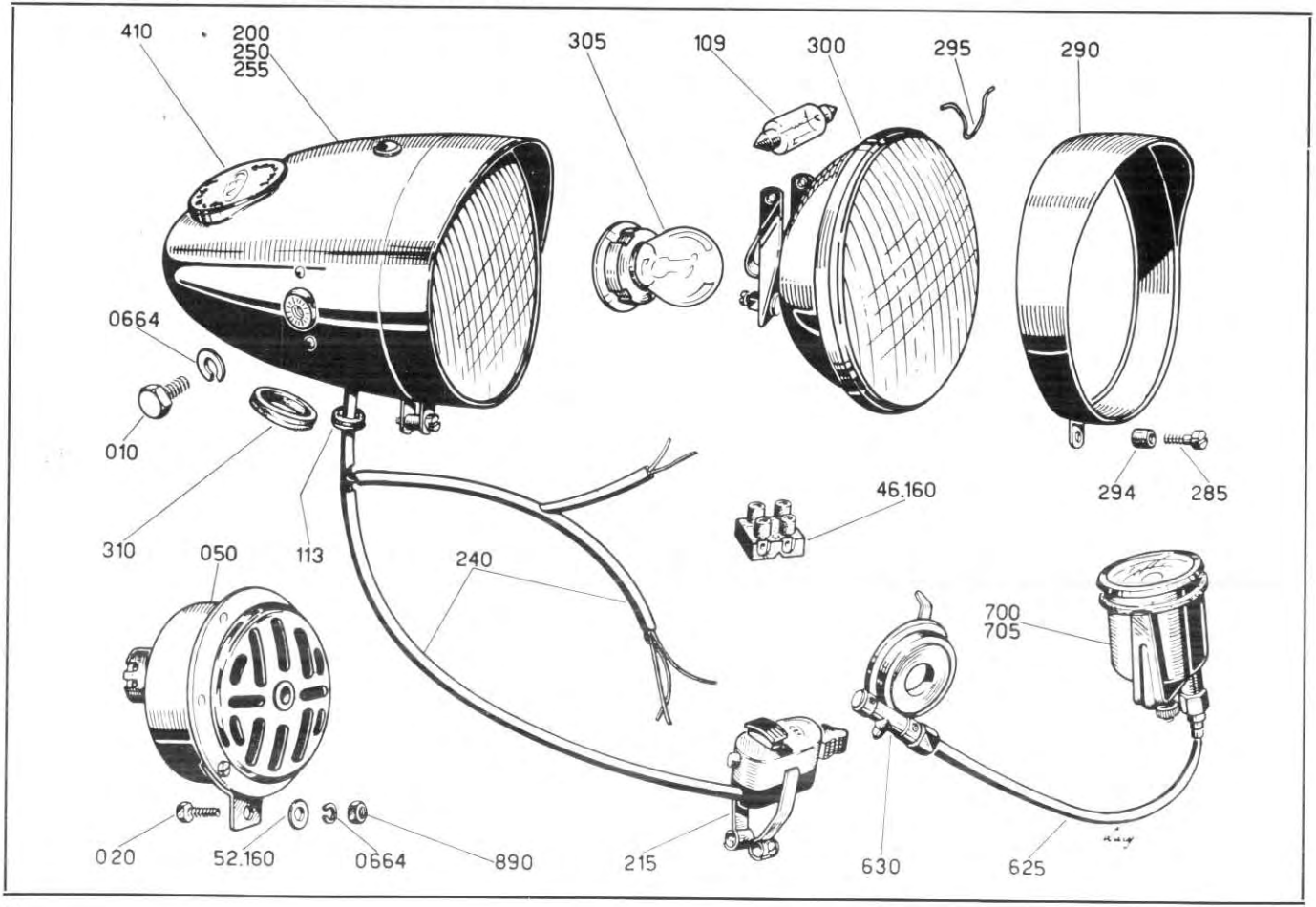
follows **Assembly Group FA**

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0033.37.	**570**	**Left** lower sliding tube with felt		**1**	
0033.37.	**610**	**Lower** yoke with steering tube (steering tube L = 190)		**1**	
76835.	**0415**	**Ball** $^{5}/_{32}''$ (Ø 3.96) RIV 90152005		**52**	

NOTE: The parts 1) 2) and 3) are valid until the e n. Successively they have been cancelled and replaced by the following:

1) **0460.37. 290** **Screw** TE 8MA x 45 . . . . . **2**
2) **0170.69. 030.** **Hex** nut 8MA x 8 - ch. 14 . . . . . **2**
3) **0270.37. 230** **Washer** Ø 8.5 x Ø 18 x 1.5 . . . . . **4**

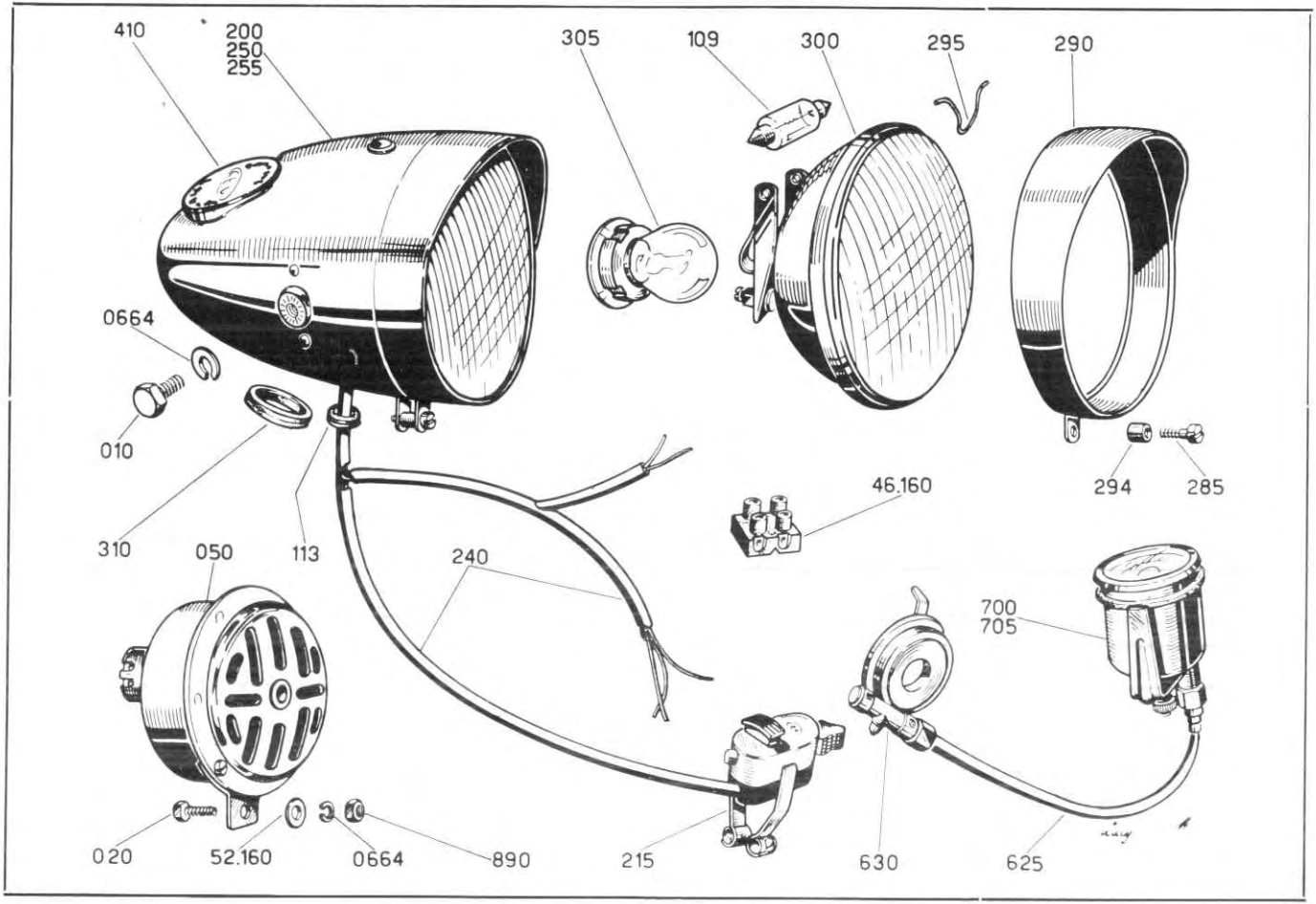
FRAME - Group FC - Headlight and horn CEV



Assembly Group FC

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0170.67.	010	**Screw** TE 6MA x 16		2	
0150.73.	020	**Screw** TE 6MA x 15		1	
0033.38.	050	**Horn** CEV 13 - 18 W - A 6 - B 15 IGM 0374KC		1	
0460.74.	109	**Town** light bulb 6V-15W ∅ 14 x 12		1	
0051.37.	113	**Rubber** ∅i=7		2	
0480.	46.160	**2-way** terminal block		1	
0011.	52.160	**Washer** ∅ 6.4 x ∅ 13 x 1.5		1	
0033.38.	200 [1]	**CEV** HEADLAMP supplied with cables, deviator and cover	till e.n.	1	
0033.38.	215 [2]	**Push** button deviator CEV mod. 8052	till e.n.	1	
0033.38.	240 [3]	**CEV** electrical cables set - 6 way commutator cable	till e.n.	1	
0033.38.	250 [4]	**CEV** Headlight without commutator and cables	till e.n.	1	
0033.38.	255 [5]	**CEV** Headlight body	till e.n.	1	
0033.38.	285	**Metal** ring holding screw TCC 4MA x 13		1	
0033.38.	290	**CEV** shade glass holding ring - type 95		1	
0033.38.	294	**Connection** ∅ 4MA x ∅ 7 x 9		1	
0180.38.	295	**Glass** holding spring		4	
0033.38.	300	**CEV** optical group without metal ring n.1081		1	
0033.38.	305	**CEV** Anti-dazzle bulb 6V - 15W		1	
0033.38.	310	**Rubber** ∅i=20		1	
0033.38.	410	**Cover** for CEV mile speedometer hole		1	
0033.38.	625	**Cable** for kms. and miles L=640, fittings 10MB-11MC		1	

FRAME - Group FC - Headlight and horn CEV



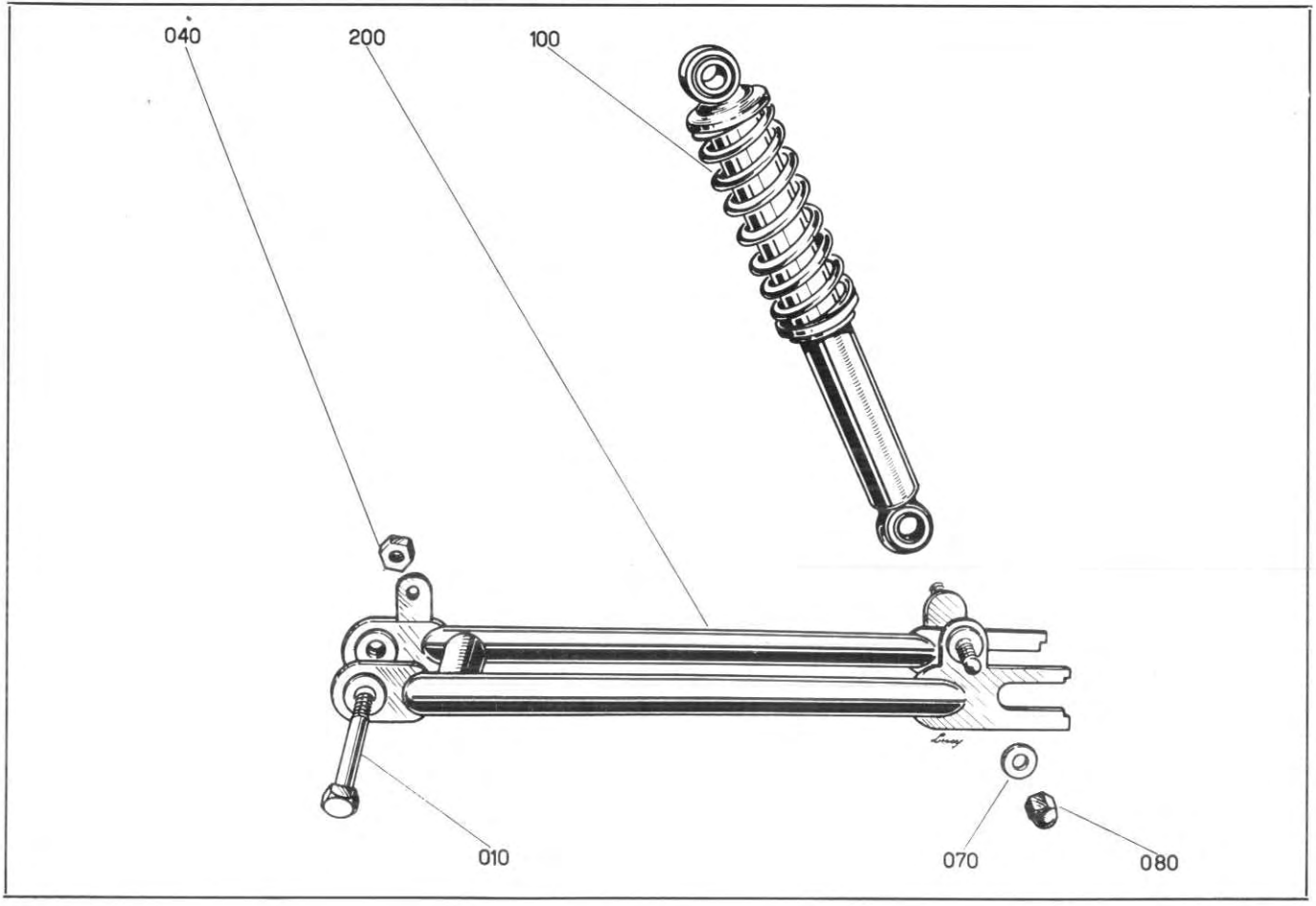
follows **Assembly Group FC**

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0033.38.	**630**	**Drive** for kms. and miles speedometer fitting 10MB		1	
0033.38.	**700**	**CEV** mile speedometer with cable and drive		1	
0033.38.	**705**	**CEV** mile speedometer with scale till 60, fitting 11MC		1	
0011.58.	**890**	**Hex.** nut 6MA x 4 - ch. 10		1	
73463.	**0664**	**Spring** washer A6.4 UNI 1751		3	

NOTE: This list refers to the headlamp with the ground button on the commutator. Successively, the headlamp with incorporated ground button has been employed. The parts which differ, are the following:

1)	**0033.38. 203**	**CEV** Headlamp (with the ground button) with cables commutator and cover		1
2)	**0051.38. 218**	**Push** button CEV commutator model 8040		1
3)	**0033.38 243**	**CEV** electrical cables set (5-way commutator cable)		1
4)	**0033.38 253**	**CEV** Headlamp (with ground button) without commutator and cables		1
5)	**0033.38. 257**	**CEV** Headlamp body with ground button		1

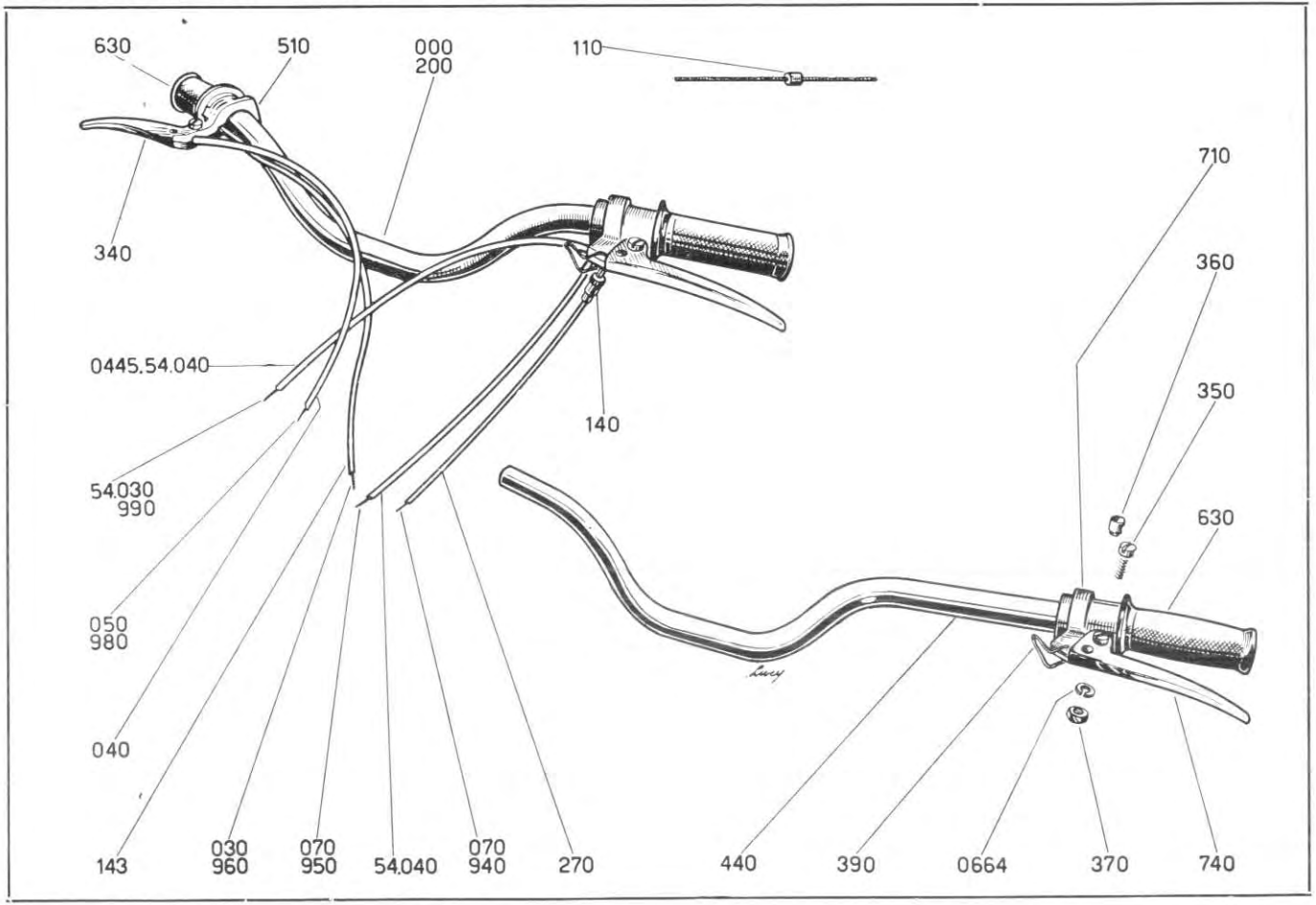
FRAME - Group FP-MP - Fork and rear suspension



Assembly Group FP-MP

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0032.40.	010	**Spindle** for central joint 12 x 1M		1	
0032.40.	040	**Hex.** nut 12 x 1M		1	
0150.63.	070	**Washer** ∅ 10.5 x ∅ 20 x 2		4	
0170.59.	080	**Special** cap nut 10MB		4	
0033.59.	100	**MARZOCCHI** spring rear suspension uncovered spring, L = 280		2	
0033.40.	200	**Rear** fork		1	

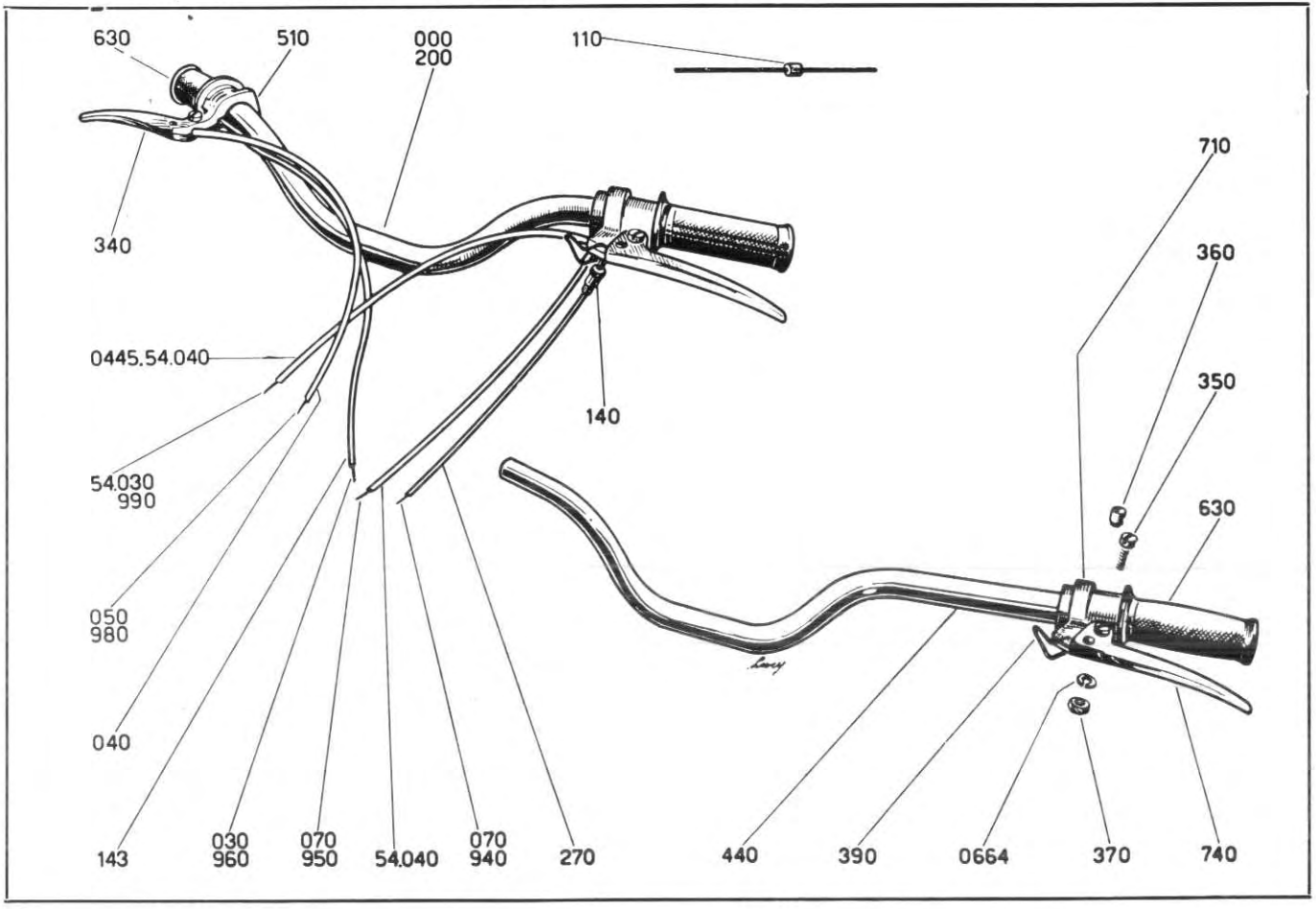
FRAME - Group MC - Handlebar and controls



Assembly Group MC

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0058.54.	000	**Complete** handlebar and controls		1	
0056.54.	030	**Throttle** operating wire ∅ 1.2 x 820		1	
0172.	54.030	**Clutch** operating wire ∅ 1.9 x 1260		1	
0170.54.	040	**Sheath** for front brake oper. wire ∅ 5.5 x 870		1	
0178.	54.040	**Sheath** for clutch operating wire ∅ 5.5 x 980		1	
	0445.54.040	**Sheath** for clutch operating wire ∅ 5.5 x 1110		1	
0170.54.	050	**Front** brake operating wire ∅ 1.9 x 1100		1	
0058.54.	070	**Gear** operating wire ∅ 1.9 x 1150		2	
0170.54.	110	**Terminal** for throttle wire		1	
0032.54.	140	**Complete** deviating tube for gear exchange sheath		2	
0074.54.	143	**Sheath** for throttle operating wire ∅ 5.5 x 730		1	
0058.54.	200	**Handlebar** without wires and sheaths		1	
0552.54.	270	**Sheath** for gear exch. operating wire ∅ 5.5 x 930		1	
0032.54.	340	**Front** brake lever		1	
0032.54.	350	**Lever** spindle 6MA		2	
0032.54.	360	**Connection** ∅ 9 x 14		2	
0032.54.	370	**Hex.** nut 6MA x 5 - ch. 10		2	
0032.54.	390	**Clutch** lever stopping lever		1	
0058.54.	440	**Bare** handlebar		1	
0032.54.	510	**ALI-SAKER** complete throttle control		1	
0032.54.	630	**Black** handgrip		2	
0032.54.	710	**ALI-SAKER** complete gear exchange control		1	
0032.54.	740	**Clutch** operating lever		1	
0058.54.	940	**Gear** exchange operating sheath-wire set L = 1150 - 930		1	
0058.54.	950	**Gear** exchange operating sheath-wire set L = 1150 - 980		1	

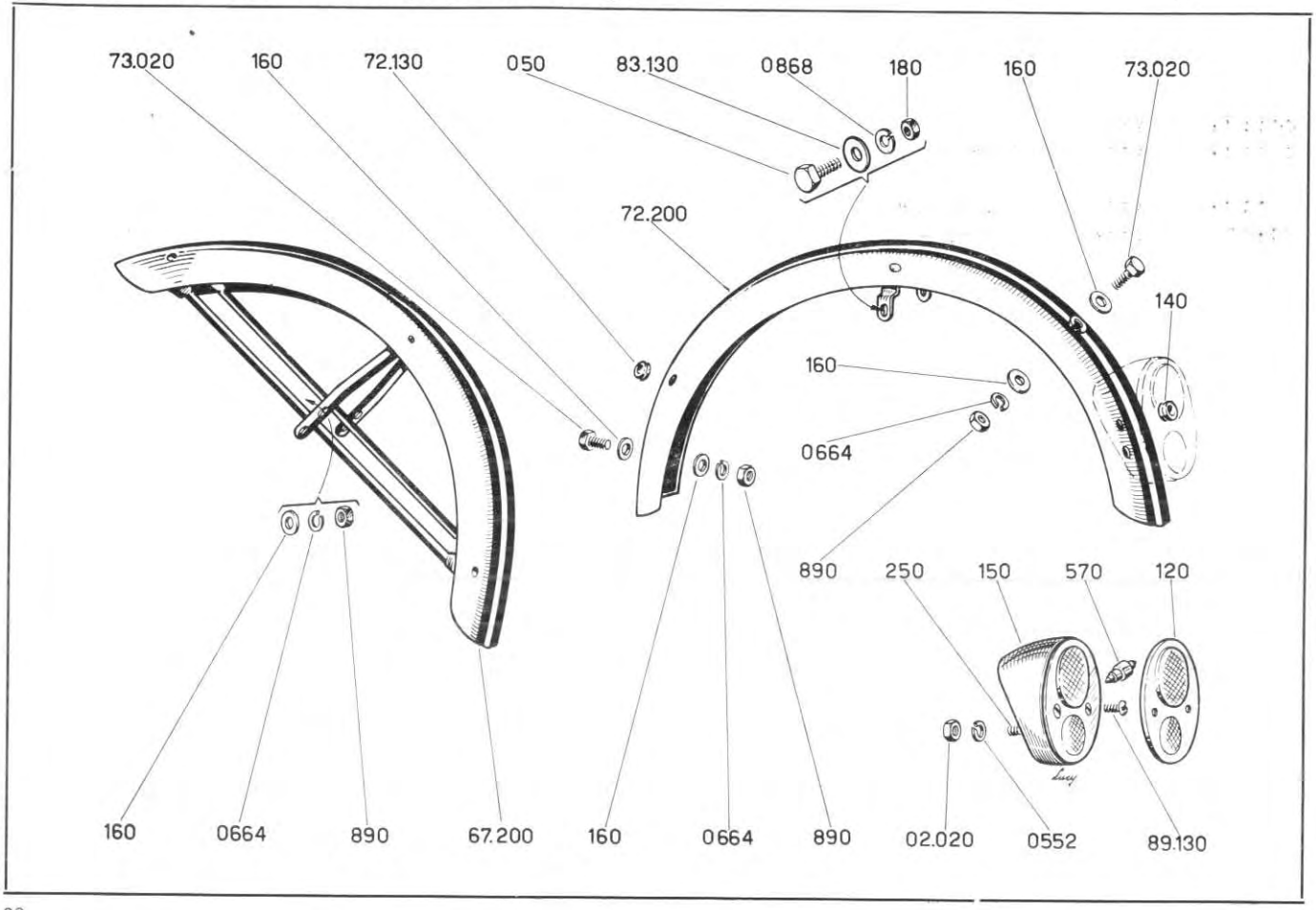
FRAME - Group MC - Handlebar and controls



follows **Assembly Group MC**

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0056.54.	**960**	**Throttle** operating shaeth-wire set L = 820 - 730		**1**	
0170.54.	**980**	**Front** brake operating sheath-wire set L = 1100 - 870		**1**	
0172.54.	**990**	**Clutch** operating sheath-wire set L = 1260 - 1110		**1**	
73463.	**0664**	**Spring** washer A6.4 UNI 1751		**2**	

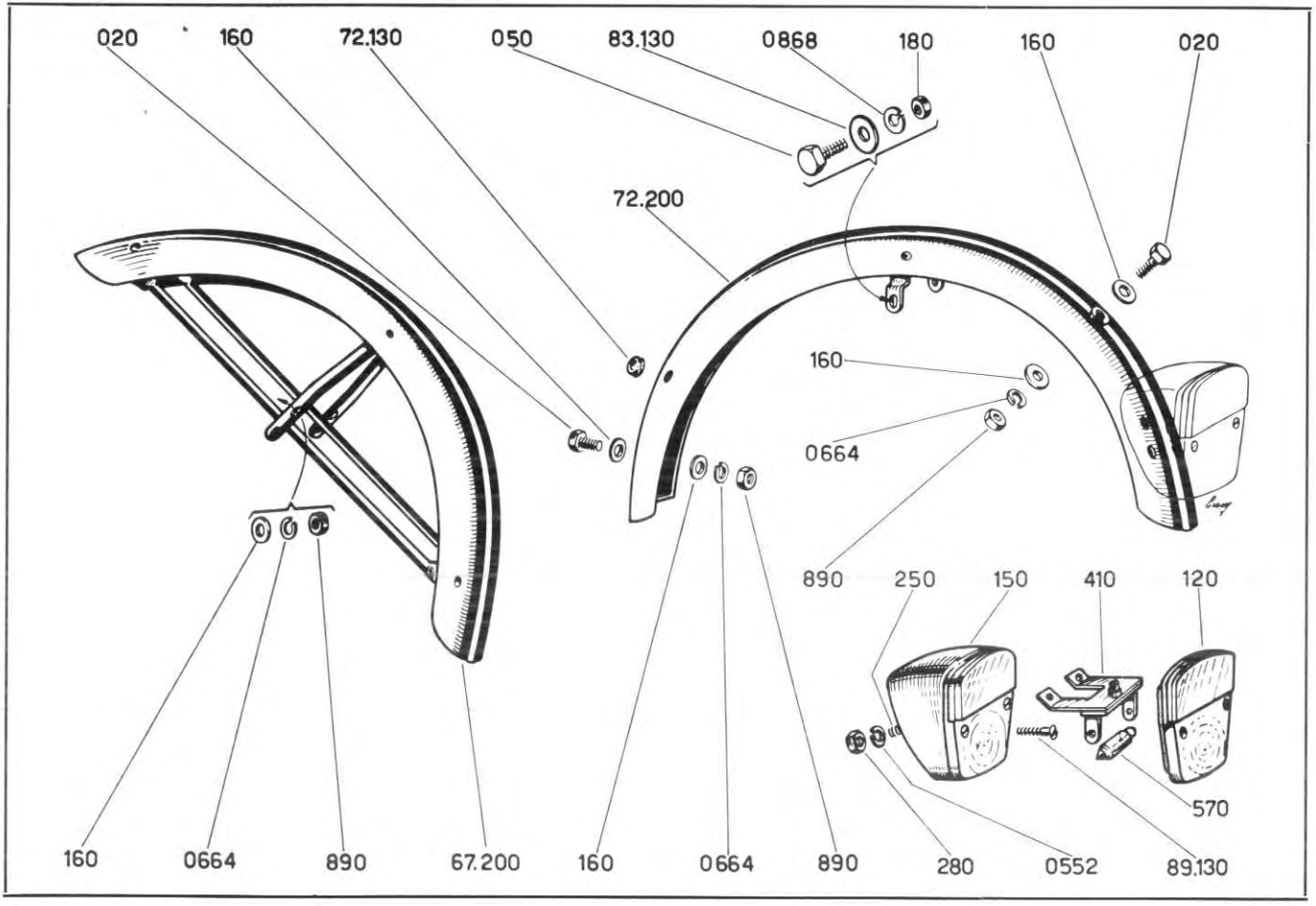
FRAME - Group PA-PP-SP - Mudguards and tail light



Assembly Group PA-PP-SP (till engine number)

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0011.	**02.020**	**Hex.** nut 5MA x 4 - ch. 8		**2**	
0150.	**73.020**	**Screw** TE 6MA x 15		**2**	
0034.72.	**050**	**Screw** TE 8MB x 18		**2**	
0034.89.	**120**	**Tail** light cover supplied with lamp holder		**1**	
0061.	**72.130**	**Rubber** ∅i=4		**2**	
0171.	**83.130**	**Washer** ∅ 8.5 x ∅ 18 x 1		**2**	
0034.	**89.130**	**Screw** TSC 3MA x 12		**2**	
0034.89.	**140**	**Rubber** ∅i=4		**1**	
0036.89.	**150**	**Oval** tail light Aprilia - mod. 5361 - Appr. IGM 2073/LP et IGM 1638/C2 - notch for mudguard - blue colour		**1**	
0011.52.	**160**	**Washer** ∅ 6.4 x ∅ 13 x 1.5		**8**	
0062.12.	**180**	**Hex.** nut 8MB x 5 - ch. 14		**2**	
0033.	**67.200**	**Front** mudguard		**1**	
0033.	**72.200**	**Rear** mudguard		**1**	
0011.03.	**250**	**Screw** TC 5MA x 12		**2**	
0540.38.	**570**	**Cylindrical** bulb 6V-3W - ∅ 6 x 30 - Philips 6818		**1**	
0011.58.	**890**	**Hex.** nut 6MA x 4 - ch. 10		**6**	
73463.	**0552**	**Spring** washer A5.3 UNI 1751		**2**	
73463.	**0664**	**Spring** washer A6.4 UNI 1751		**6**	
73463.	**0868**	**Spring** washer A8.4 UNI 1751		**2**	

FRAME - Group PA-PP-SP - Mudguards and tail light



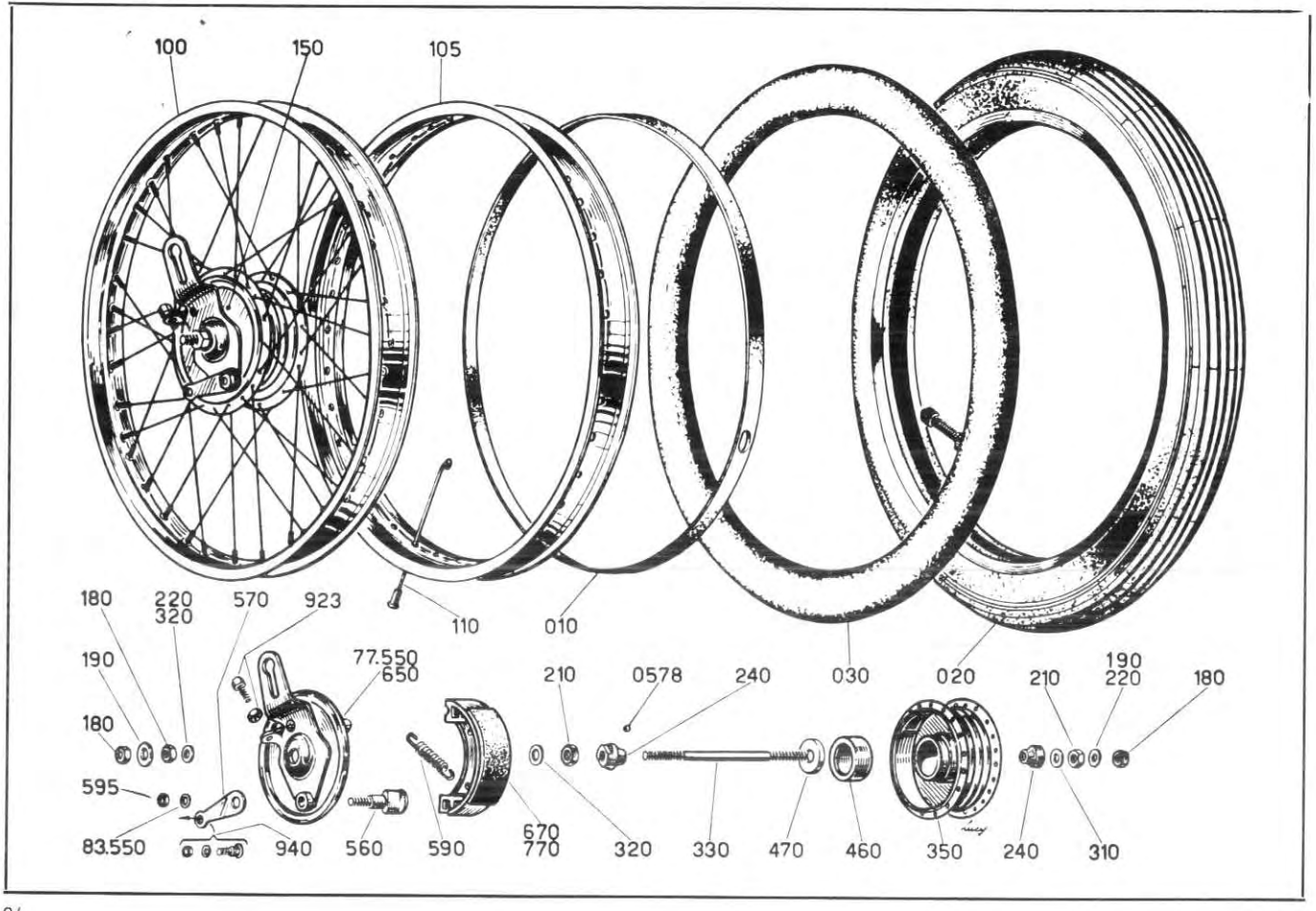
Assembly Group PA-PP-SP (from engine number)

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0150.73.	**020**	**Screw** TE 6MA x 15		**2**	
0034.72.	**050**	**Screw** TE 8MB x 18		**2**	
0033.89.	**120**	**Tail** light cover		**1**	
0061.	**72.130**	**Rubber** ∅i=4		**1**	
0171.	**83.130**	**Washer** ∅ 8.5 x ∅ 18 x 1		**2**	
0033.	**89.130**	**Screw** TT 3 MA x 15		**2**	
0033.89.	**150**	**Oval** tail light CEV mod 5893 - Appr. IGM 0901 C2 and IGM 2502 PL - notch for mudguard-blue colour		**1**	
0011.52.	**160**	**Washer** ∅ 6.4 x ∅ 13 x 1.5		**8**	
0062.12.	**180**	**Hex.** nut 8MB x 5 - ch. 14		**2**	
0033.	**67.200**	**Front** mudguard		**1**	
0033.	**72.200**	**Rear** mudguard		**1**	
0033.89.	**250**	**Screw** TEC 5MA x 12		**2**	
0051.89.	**280** [1]	**Hex.** nut 5MA x 4 - 3.5 - ch. 9		**2**	
0033.89.	**410**	**Lampholder**		**1**	
0540.38.	**570**	**Cylindrical** bulb 6V-3W ∅ 6 x 30		**1**	
0011.58.	**890**	**Hex.** nut 6MA x 4 - ch. 10		**6**	
73463.	**0552**	**Spring** washer A 5.3 UNI 1751		**2**	
73463.	**0664**	**Spring** washer A6.4 UNI 1751		**6**	
73463.	**0868**	**Spring** washer A8.4 UNI 1751		**2**	

1) Cancelled and replaced by:

1) **0011.02. 020** **Hex.** nut 5MA x 4 - ch. 8 . . . . . **2**

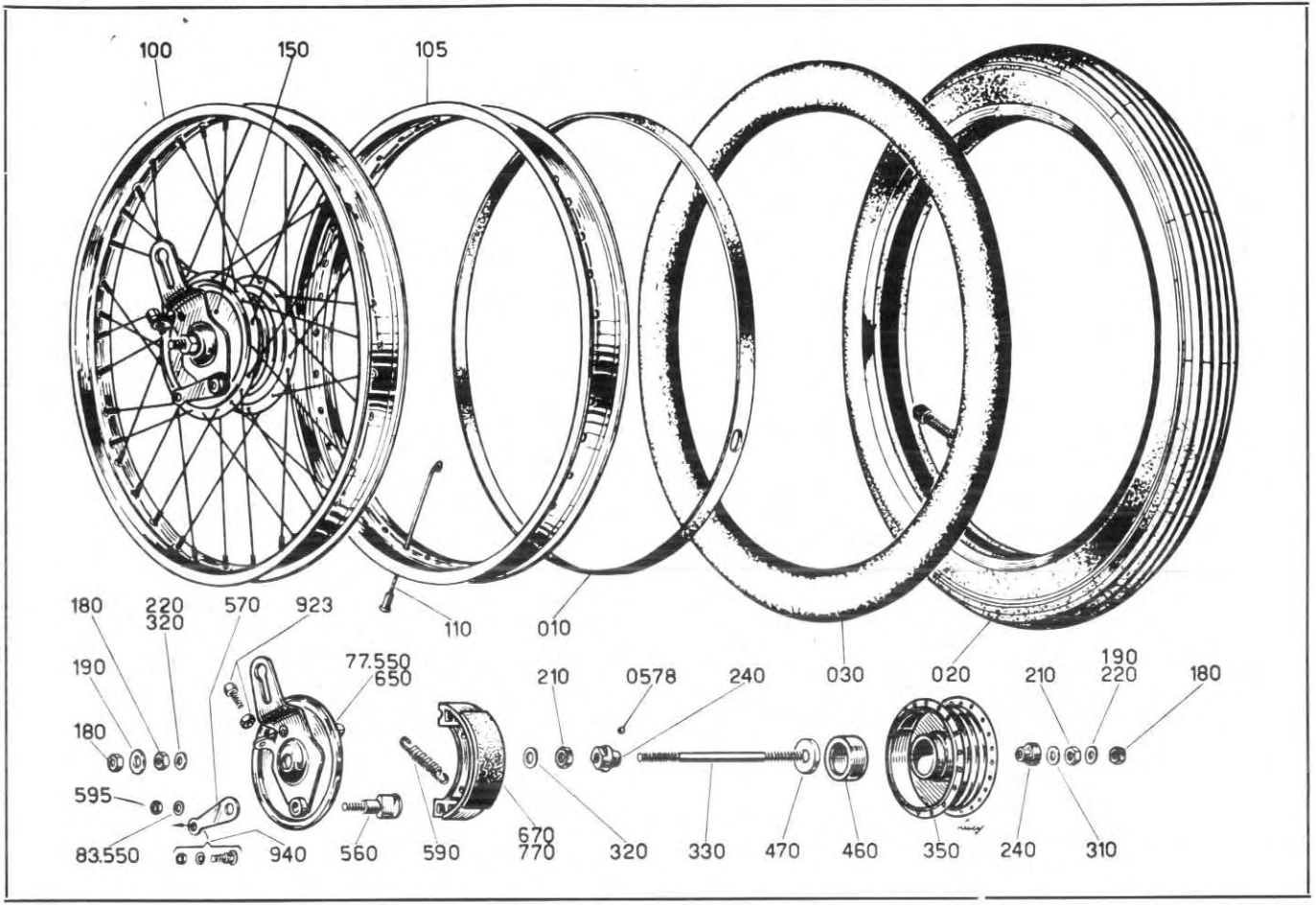
FRAME - Group RA - Forni front wheel



Assembly Group RA

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0170.77.	010	**Air** tube 17/18L protecting band		1	
0123.77.	020	**Ribbed** tyre CEAT 2¼ x 18"		1	
0123.77.	030	**2¼ x 18"** air tube with valve		1	
0058.77.	100	**Hub** with Forni rim		1	
0058.77.	105	**1.35" x 18"** rim, of chromed plated rim, normal profile with 36 holes		1	
0058.77.	110	**Spoke** with nipple ∅ 2.5 x 178		36	
0033.77.	150	**Complete** hub		1	
0033.77.	180	**Hex.** nut (∅ 7/16" - 26 threads/1") x 10 - ch. 17		3	
0033.77.	190	**Wheel** fixing washer ∅ 11.2 x ∅ 23 x 2		2	
0033.77.	210	**Hex.** nut (∅ 7/16" - 26 threads/1") x 4 - ch. 17		3	
0033.77.	220	**Distance** piece for cover and speedometer ∅ ∅ 11.2 x ∅ 18 x 3		2	
0033.77.	240	**Cone** (∅ 7/16" - 26 threads/1") x ∅ 19 x 14		2	
0033.77.	310	**Thickness** washer ∅ 11.2 x ∅ 17 x 1		2	
0033.77.	320	**Thickness** washer ∅ 11.2 x ∅ 20 x 0.5		6	
0033.77.	330	**Hub** spindle (∅ 7/16" - 26 threads/1") x 146		1	
0033.77.	350	**Hub** with ball seats and fork cover		1	
0033.77.	460	**Ball** seat ∅e = 33.5		2	
0033.77.	470	**Fork** cover		2	
0033	77.550	**Cover** with shoes and lever		1	
0171.	83.550	**Washer** ∅ 7.2 x ∅ 14 x 1.5		1	
0033.77.	560	**Brake** cam		1	
0033.77.	570	**Brake** lever		1	
0033.77.	590	**Shoe** spring		2	
0033.77.	595	**Hex.** nut 7MA x 6 - ch. 11		1	
0033.77.	650	**Bare** cover		1	

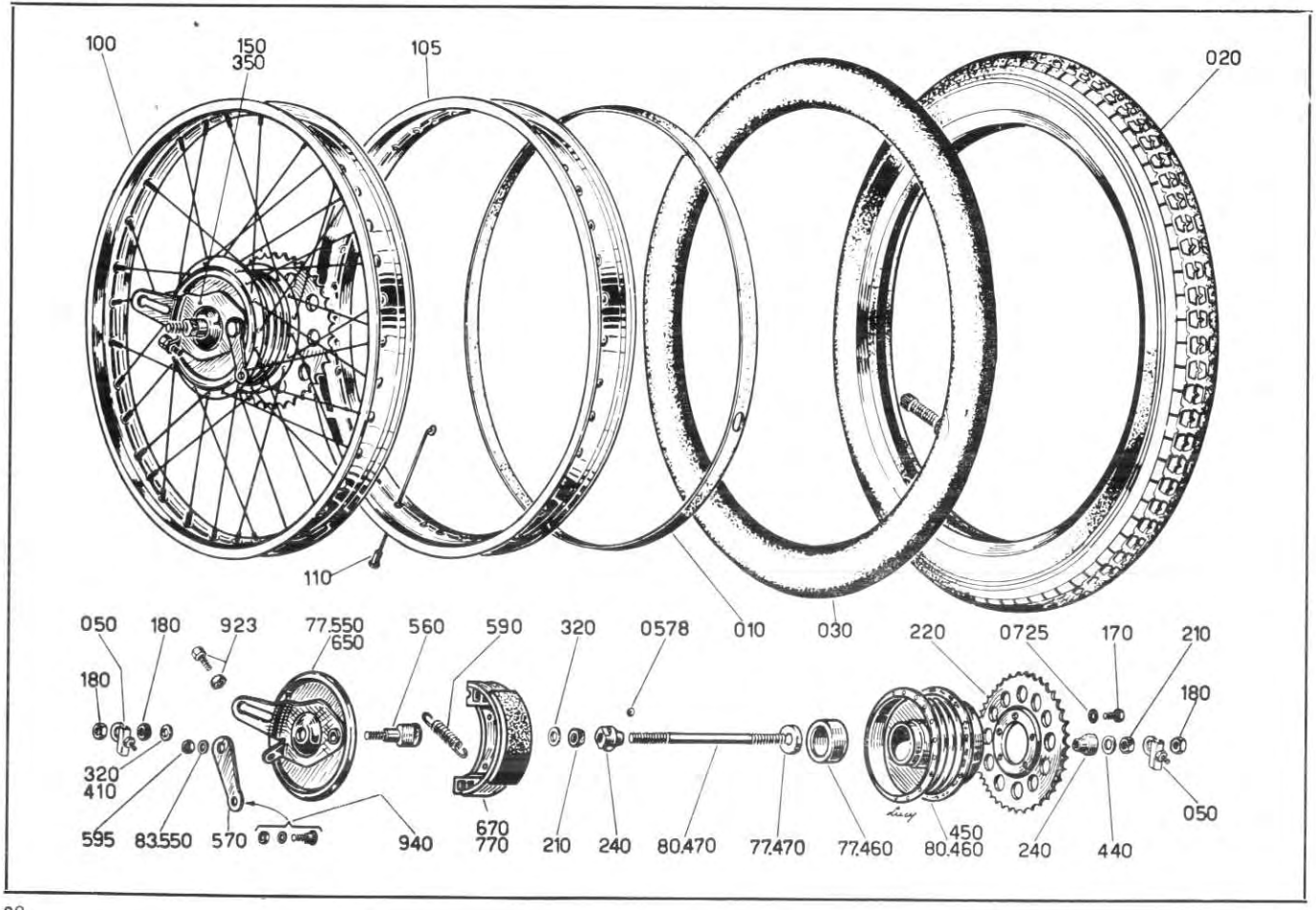
FRAME - Group RA - Forni front wheel



follows **Assembly Group RA**

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0033.77.	**670**	**Shoe** n. 1 with lining		**1**	
0033.77.	**770**	**Shoe** n. 2 with lining		**1**	
0120.77.	**923**	**Adjusting** screw 6MA with nut		**1**	
0120.77.	**940**	**Wire** fixing screw 5MA with nut and washer . .		**1**	
76835.	**0578**	**Ball** $^{7}/_{32}$" (∅ 5.56) RIV 90152007		**20**	

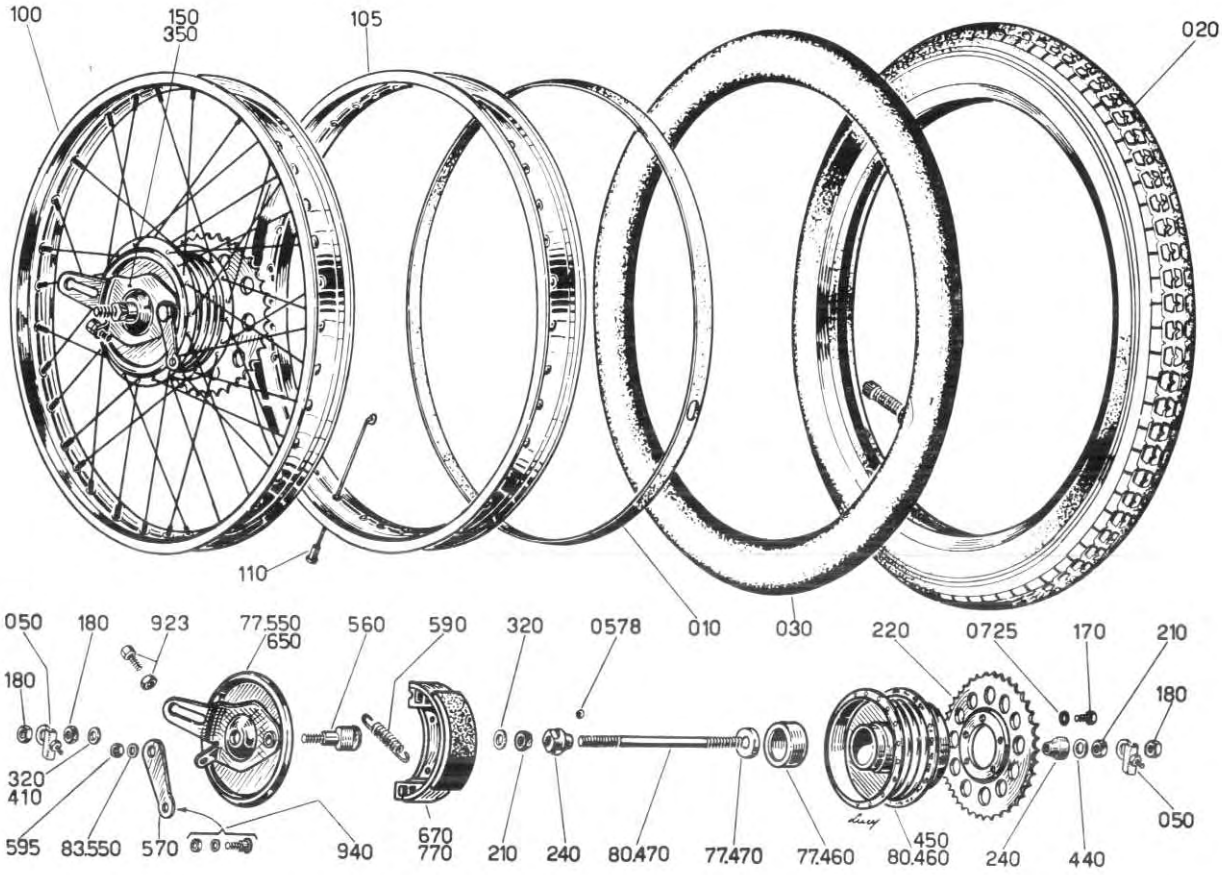
FRAME - Group RP - Forni rear wheel



Assembly Group RP

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0170.77.	010	**Air** tube protecting band 17/18 L		1	
0058.80.	020	**Tyre** with block treads 2¼" x 18"		1	
0123.77.	030	**2¼" x 18"** air tube with valve		1	
0032.80.	050	**Chain** tensioner		2	
0058.80.	100	**Hub** with FORNI rim		1	
0058.77.	105	**Rim** 135" x 18" of chrome plated, normal profile, with 36 holes		1	
0058.80.	110	**Spoke** with nipple ∅ 2.5 x 179		36	
0033.80.	150	**Complete** hub		1	
0033.80.	170	**Screw** TE 7MA x 13		5	
0033.77.	180	**Hex.** nut (∅ 7/16" - 26 threads/1") x 10 - ch. 17		2	
0033.77.	210	**Hex.** nut x 4 - ch. 17		10	
0033.80.	220	**Sprocket** Z=39		1	
0033.77.	240	**Cone** (∅ 7/16 - 26 threads/1") x 19 x 14		2	
0033.77.	320	**Thickness** washer ∅ 11.2 x ∅ 20 x 0.5		4	
0033.80.	350	**Complete** hub without sprocket		1	
0033.80.	410	**Distance** piece for cover ∅ 11.2 x ∅18 x 8		1	
0033.80.	440	**Distance** piece ∅ 11.2 x ∅ 18 x 4		1	
0033.80.	450	**Hub** with spindle and ball seats		1	
0033.	77.460	**Ball** seat ∅e=35.5		2	
0033.	80.460	**Hub** with ball seats and fork cover		1	
0033.	77.470	**Fork** cover		2	
0033.	80.470	**Hub** spindle (∅ 7/16" - 26 threads/1") x 182		1	
0033.	77.550	**Cover** supplied with shoes and lever		1	
0171.	83.550	**Washer** ∅ 7.2 x ∅ 14 x 1.5		1	
0033.77.	560	**Brake** cam		1	
0033.77.	570	**Brake** lever		1	

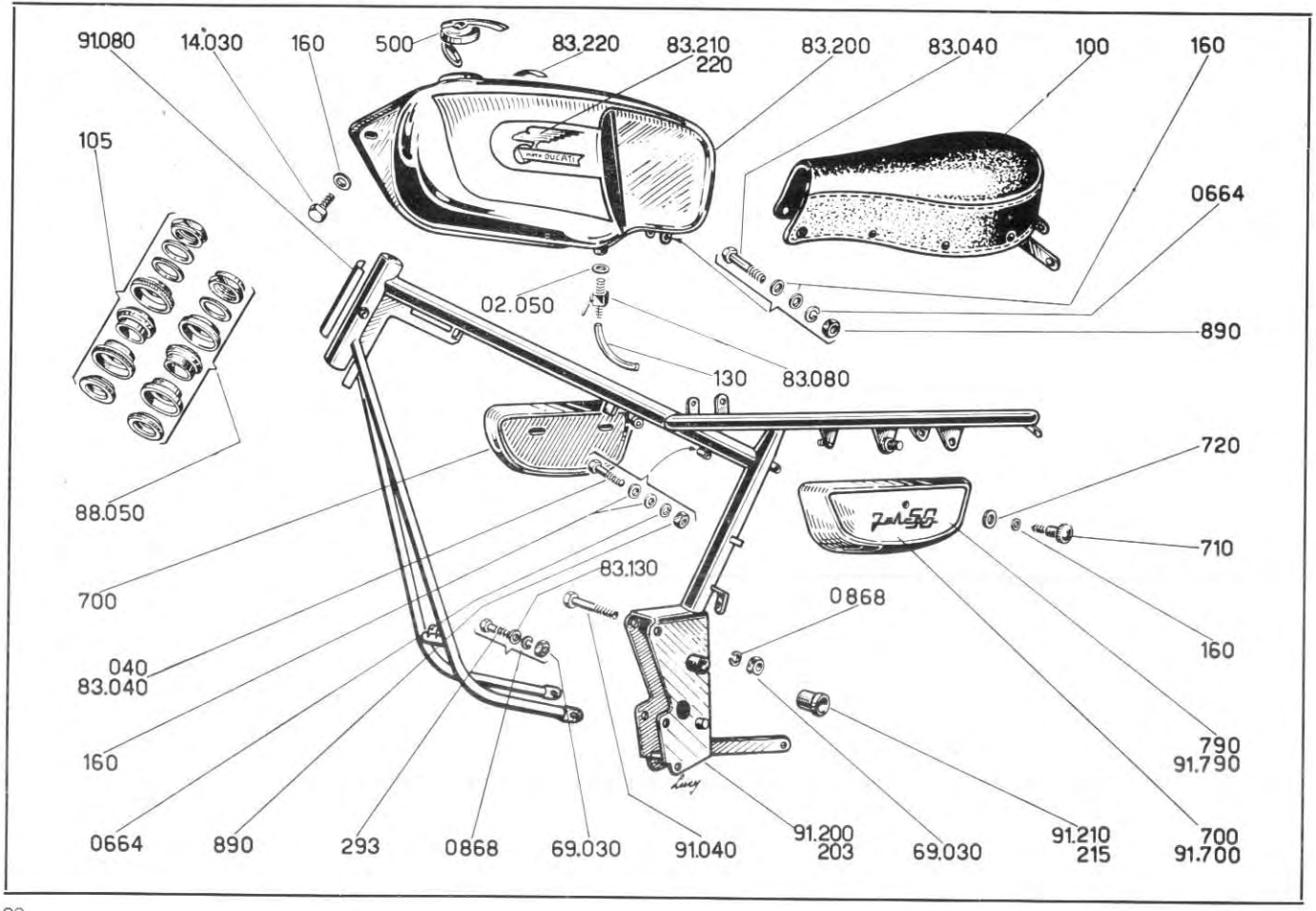
FRAME - Group RP - Forni rear wheel



follows **Assembly Group RP**

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0033.77.	**590**	**Shoe** spring		**2**	
0033.77.	**595**	**Hex.** nut 7MA x 6 - ch. 11		**1**	
0033.77.	**650**	**Bare** cover		**1**	
0033.77.	**670**	**Shoe** n. 1 with lining		**1**	
0033.77.	**770**	**Shoe** n. 2 with lining		**1**	
0120.77.	**923**	**Adjustment** screw 6MA with nut		**1**	
0032.80.	**940**	**Wire** fixing screw 5MA with nut and washer		**1**	
76.835.	**0578**	**Ball** $^{7}/_{32}$" (∅ 5.56) RIV 90152007		**20**	
73454.	**0725**	**Spring** washer with inner teeth 7 UNI 3704		**5**	

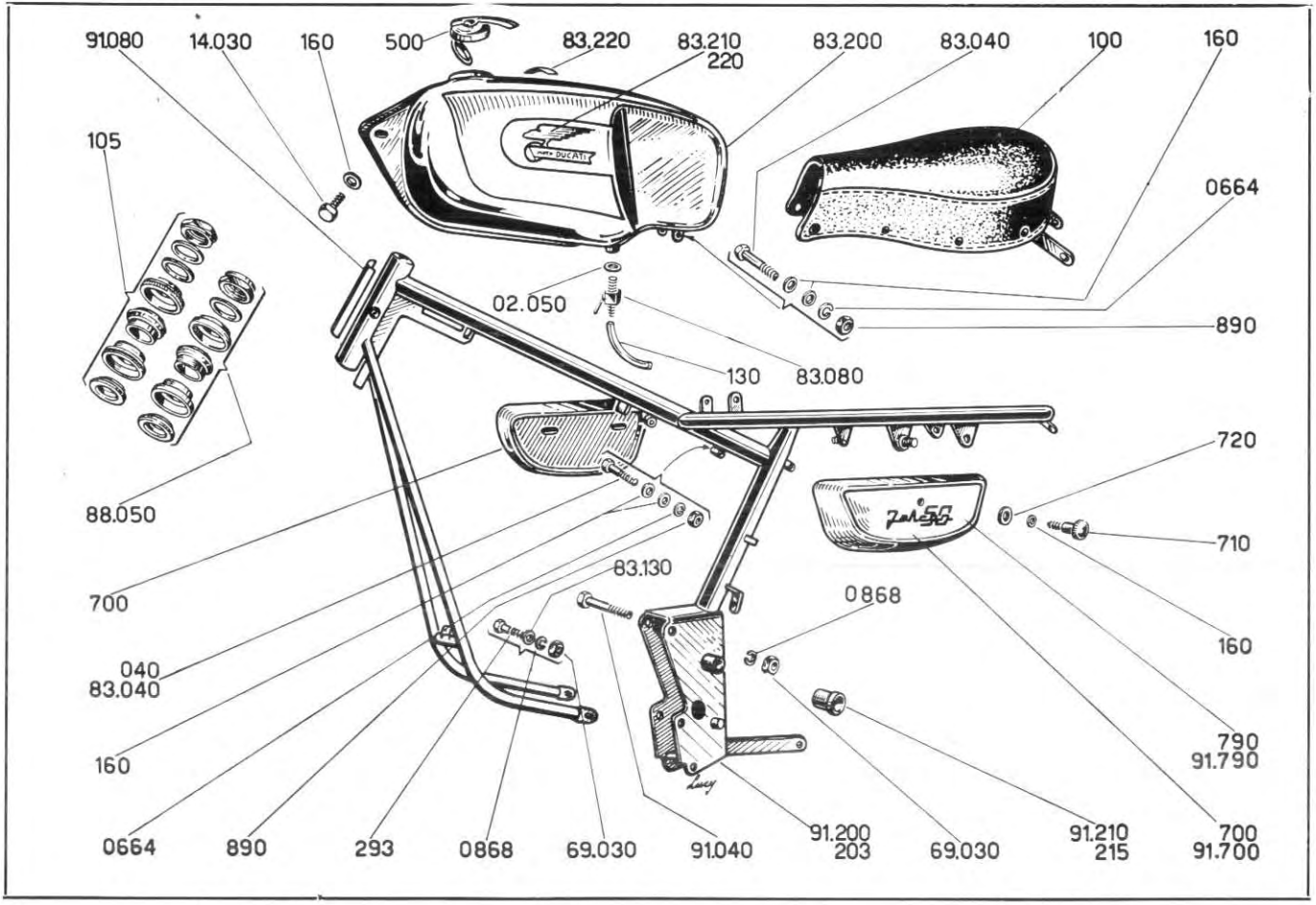
FRAME - Group TE-SB-SE - Frame - Petrol tank - Saddle



Assembly Group TE-SB-SE

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0062.	14.030	**Screw** TE 6MA x 10		2	
0170.	69.030	**Hex.** nut 8MA x 8		3	
0033.91.	040	**Screw** TE 6MA x 95		1	
0033.	83.040	**Screw** TE 6MA x 80		2	
0270.	91.040	**Screw** TE 8MA x 90		2	
0011.	02.050	**Cock** gasket		1	
0033.	88.050	**Complete** set of steering cages GRIFFANTI (6 pieces)		1	
0170.	83.080	**Petrol** cock		1	
0461.	91.080	**Features** plate		1	
0058.85.	100	**GIULIARI** saddle mod. 1197		1	
0033.88.	105	**Complete** set of stearing cages AGRATI (7 pieces)		1	
0061.83.	130	**Petrol** tube L = 160		1	
0171.	83.130	**Washer** ∅ 8.5 x ∅ 18 x 1		2	
0011.52.	160	**Washer** ∅ 6.4 x ∅ 13 x 1.5		10	
0033.	83.200	**Petrol** tank		1	
0033.	91.200	**Frame** in simple cradle	till e.n.	1	
0033.91.	203	**Frame** in double cradle	from e.n.	1	
0032.	83.210	**Tank** right transfer		1	
0034.	91.210	**Reduction** bush 1956/31		2	
0034.91.	215	**Overs.** bush 0.1		2	
0032.83.	220	**Tank** left transfer		1	
0170.	83.220	**Transfer** « MADE IN ITALY »		1	
0460.37.	293	**Screw** TE 8MA x 50		1	
0033.83.	500	**Petrol** filler cap quickly closed		1	
0033.91.	700	**Tool-box** with transfer SPORT 48	till e.n.	2	
0058.	91.700	**Toolbox** with transfer FALCON 50	from e.n.	2	

FRAME - Group TE-SB-SE - Frame - Petrol tank - Saddle



follows **Assembly Group TE-SB-SE**

PART 1	PART 2	COMPONENT	VALIDITY	QUANTITY PER MOTOR	PRICE
0440.91.	**710**	**Closing** knob		**2**	
0270.91.	**720**	**Rubber** for toolbox		**2**	
0033.91.	**790**	**SPORT** 48 transfer	till e.n.	**2**	
0058.	**91.790**	**FALCON 50** transfer	from e.n.	**2**	
0011.58.	**890**	**Hex.** nut 6MA x 4 - ch. 10		**3**	
73463.	**0664**	**Spring** washer A6.4 UNI 1751		**3**	
73463.	**0868**	**Spring** washer A8.4 UNI 1751		**3**	

UFF. PROP. DUCATI MECCANICA

RIGHI BOLOGNA

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PRINTED IN ITALY