



DUCATI 2V AND 4V ADJUSTMENT SHIM KITS

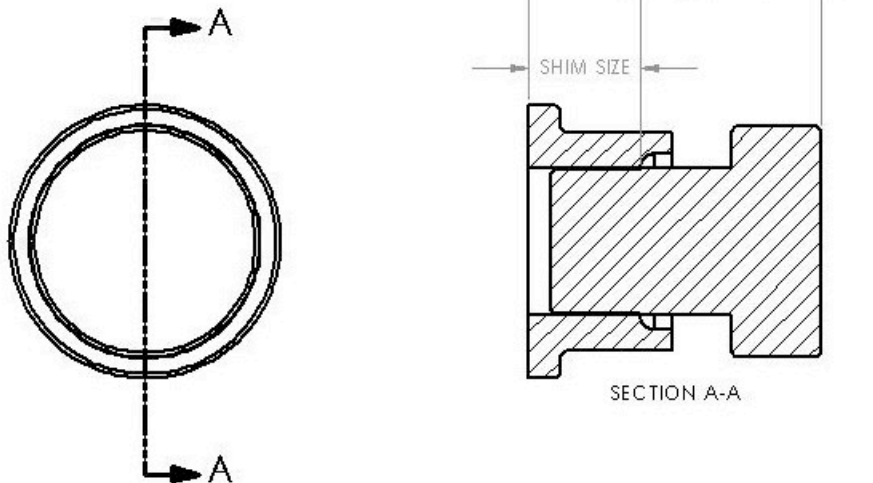
The surface color differences of the shims are due to different heat treat lots. Sometimes the heat treat oven is opened prior to cooling and some oxidation occurs on the surface. The hardness of each lot of shims is verified, so the quality of each lot of shims is equal.

To use the measurement tool, simply put the small end of the tool in the top of the shim (the end with the larger counterbore). Seat the tool so its edge sits inside the lip inside the closer shim. Measure from the top of the tool to the bottom of the shim and subtract 10.00 mm. The resulting number is the size of the shim.

All shims are heat treated completely through and can be easily lapped to size using 300 grit sand paper. I prefer the carborundum sand paper. Use a piece of glass or flat surface. Sand in circular motions, rotating the shim 90 degrees after each few rotations.

Thanks for your business. If you have any questions, please email me at mike@emsduc.com or call me at 916 996-7185.

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TWO VALVE SHIM AND TOOL SHOWN

Random Notes Concerning Valve Adjustments: Many times a clearance will be checked in the bike, the closer shim removed and measured, a new size of closer shim calculated and then installed. The resulting clearance is sometimes too tight. What I have found is that the stock Ducati closer shims can deform where the half ring sits. The “dishing” causes the closer shim to sit slightly further up the valve stem. When measuring the size of the closer shim with the measurement tool, the slight dishing is not able to be measured, so a small error is induced. If this should happen, simply get a smaller shim, or remove and sand down the shim to the correct size.