

TECHNICAL

A CHEAP WAY TO IMPROVE YOUR ELECTRICAL OUTPUT AND AN AUTOMOTIVE ELECTRONIC IGNITION FOR DUCS.

by Miss Sunny Bock

Sorry it took so long to get back to you, but we've been busy working on my (super) Custom 125 Vespa Motor Scooter for an art exhibit at the museum here in Mpls. I guess I'm just an Italian motor freak all around. Anyway, back to this letter; I have enclosed money for my membership and for a t-shirt as well.

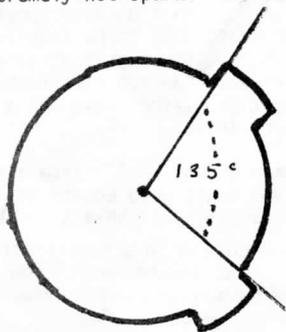
I own a '74 750 GT Ducati that I bought from a friend who now regrets selling it to me. I purchased it last summer so I have had it one year. I am 23, female, an artist and single. So far I have only done short trips of a few hundred miles and a lot of running about everyday kind of driving. I love the torque and exotic design best, smoothness and handling as well. I disliked my electrics, points and such before I threw them out for a home made automotive electronic ignition system. I also thought the Scarab brakes were absurd as the Caliper on mine came without a bleeder valve on it. A freak I guess. Oh by the way, Scarab went out of business recently. I wonder why?

Also as I mentioned before the diodes in my voltage regulator were shorted out. They were replaced by Sylvania Silicon rectifiers part #ECG5515 which looks like this  and fits into a heat sink on your regulator where the crummy ones used to sit. They cost about \$3.75 each. So if you're having troubles keeping your battery charged, try them. Mine is still going strong.

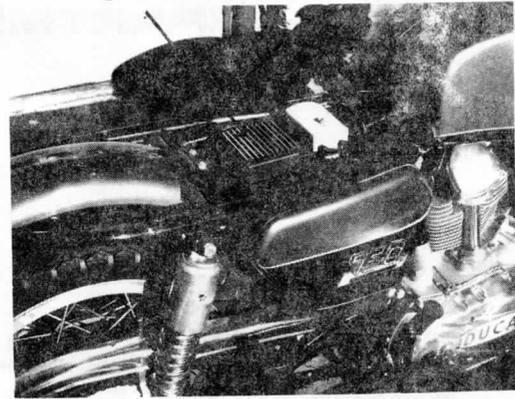
The electronic ignition unit is an automotive one, "Mobile" and it retails for about \$50.00 in your local auto store. Installation was fairly straight forward with the instructions included, only on a bike instead of a car. We put the main power unit on that useless water trap under the seat, that the Italians call a tool box, be sure to drill some holes in that fine Italian plastic to let out any water that may get trapped there.

We also moved the voltage regulator to a convenient spot below the plastic tool-box and turned it upside down so that we could locate all ground wires in one location, on the case of the regulator. Those were, (the battery, headlamp, ignition unit and frame grounds.) It just served to make things easier.

The magnetic pickup device was next mounted inside the empty points box, (it fires the main unit magnetically). The only tricky part was finding someone to machine the original cam which used to fire the points, so that it would now trigger the magnetic pickup. It took a super fine machinist and Honeywells' equipment to do it. I will try to explain what is needed. The original cam is round and is hardened steel, it must be ground down so that there are two protrusions on the outer edges. This cam rotates counter clockwise and the distance between the leading edges of the protrusions must be within a degree or two of 135 degrees. These blips then fire the pickup which fires the main unit and your plugs, giving an extremely hot spark. The best thing



IGNITION: MAIN UNIT installed



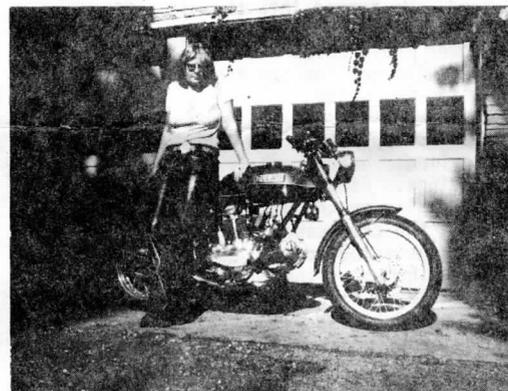
about the unit of course is no points or condensers to deal with or get wet and a very hot spark without resorting to using the automotive coils which draw so much current from the rest of an already marginal system.

I also got rid of that ugly plastic dash board by taking out the brackets that were inside of it, had them chromed, painted the instruments black wrinkle and remounted them in the original brackets with two vacuum cleaner fan belts to secure them in place of the crummy rubber belts that were stock. The headlamp switch and wiring was mounted in the headlight and the high beam light as well, as there was plenty of room inside the headlight for all this.

If individuals have any questions about the installation of these parts, please feel free to write or call me, and I will try to explain or draw picture.

I am also enclosing a picture of myself and one of the electronic ignition unit installed in the bike.

Last weekend I went to Brainerd, where road races are held, its a good track for that, (11 turns and 1/2 mile straight-way) anyway there were three 750 Desmos up there that were blowing everything off the track including Kawasaki 900s. It was real enlightening as well as a good rush for your ears. SUNNY BOCK, 12 Loring Road, Hopkins, Minnesota, 55343, Phone Area Code 612-9382020



Members who make any of the modifications listed in this newsletter are encouraged to send them to us so that we can have "follow ups" in our coming issues for the benefit of our other members. If any of you improve on existing modification, by all means, please let us know so we can pass it on. If you have any photos or drawings please include them whenever you can. It make things a lot easier to understand. ed.