

# TECHNICAL ETC.

I was happy to receive the DIOC Newsletter, it seems to be a pretty good beginning.

I have a great deal of information about 750 Desmos gained from a rather extensive correspondence with Cook Nielson, Berliner Motors, ZDS Motors assorted dealers, and the factory in Italy. Here's some of it for public consumption:

1) I replaced the stock valve guides with 450 Desmo guides which was an excellent fix; however, after insertion in the heads the 450 guides must be shortened slightly to clear the valve and allow it to close. You may have to file the inside of the rocker so it clears the guide.

2) After a valve job, you must expect the seats to "beat in" about .025" within the first 100 miles or so; especially if the adjusters on the closing rocker are from a 450 Desmo.

3) For those who have difficulty finding appropriate one piece closing adjusters, I suggest replacement with 450 ones. The 450 type are wing shaped to hold a pair of hair-pin valve springs; the wings must be ground off and the adjusters' lateral thickness reduced as much as possible. These adjusters allow the use of various thickness shims to adjust closing clearance. The shims come in thicknesses of 0.1, 0.2, 0.3mm etc all the way to 1.0mm. Special keepers are available in various thicknesses also. This system is slightly easier to obtain. My 750SS came with one piece adjusters thicker than 8mm; I couldn't even get them from the factory, although I did get 20 thinner ones.

4) All 750-860 owners should carefully examine their valve rockers. The cam follower end is hard chromed, and very badly done, too. Cook Nielson strongly suggested I examine mine; I did, and found that the rocker edges had been improperly radiused; as a consequence, several rockers had small chips of chrome absent; a good way to ruin a cam. ECELLO PLATING, 4057 Goodwin Ave, Los Angeles, CA. 90039, (ph CH5-3626) will strip, magnaflux, re-radius, shot peen and re-chrome each rocker for \$6.25 each. I dealt with Bob Gorsuch; the whole time required from my mailing the parts to my reception of them, was about two weeks.

5) I found, on disassembly of my heads, that several rockers had been improperly bored, and had consequently scored their rocker spindles. Careful matching, and polishing of high spots with rouge by a moto-tool can eliminate this problem.

6) My cylinder heads were ported and flow tested by Dan Baisley, at Baisley High Performance, 5804 N. Interstate, Portland, Oregon, 97217 (Ph 503-289-1251). He did an excellent job. He also discovered that the intake ports were about 20% too large for maximum flow. After he decreased their size, intake flow increased about 17%; modification of the exhaust ports increased flow about 32%. Flow testing before porting showed that no appre-

ciable flow increase occurred above .350" valve lift. Afterwards, flow increased until over .500" lift. I had to increase my main jet size to about a 175 (from a 152) and my needle jet size also. The difference in both acceleration and top end was astounding. It was all worth the money to me.

7) You must run air cleaners, especially on a Desmo. I found that the largest possible air cleaners were K&N RU 23 air cleaners. They are made for Harley XR 750 dirt track bikes with 36 or 38mm Mikunis; I found that there was no detectable difference in performance with them installed, even after my port job. They can be attached with sections of NAPA modac 7584 radiator hose (this particular model has both bends necessary for installation of front and rear air cleaners. The front air cleaner extends towards the rear along the left side of the rear cylinder; the rear one fits under the seat, parallel to the rear fender. These air cleaners are six inches long, oval in cross section, about four inches wide.

8) The factory has some parts available which Berliner does not have such as Desmo racing cams, a steel Super Sport gas Tank (to replace the horrible fiberglass one), and all the special tools.

9) A Tool is finally available for torquing head bolt nuts without much difficulty. Snap-On torque extender FRES 20, which is two inches long, center to center and which fits 5/8" (16mm) nuts. The tool works like a charm. The end must be thinned to fit between the head and the bolt top. (it won't break at 30lbs torque even though it has been ground down).

10) The factory has a Desmo owners manual available now. It came out last March. This manual is explicitly for the "square case" 750-860 Desmos currently in production, although much of its information is valid for the older Desmo 750s like mine. My last letter from the factory stated that there would be a shop manual available in August (thats now), but I haven't received one.

I will be happy to correspond with anyone about Ducati twins, especially people with Desmos. I am sure that there is a lot of information I don't have. I would especially like to know about problems which I haven't yet had, and their solutions. I have lots more information, also. I just don't feel like writing a book right now.

I think that the club is a necessity. The parts situation especially for 750 Desmos, is only going to get worse; I buy everything in duplicate, often by the half dozen (gaskets, valve shims, etc.). Furthermore, dealers cannot be relied upon to spend two days setting valves-learn to do it yourself. It will pay, even if you have to pay a machinist to make you the tools you need. I will be happy to send anyone complete instructions on construction of rocker spindle pullers, desmo cam wrenches for removing the cam bevel gear nut etc. I plan to keep my bike a long time, and I intend to have the supplies to maintain it.

