

TECHNICAL CONT.

A SET OF GOODIES FOR DUKES

Since the July DIOC news letter suggests doing such, I just thought I'd mention that I can supply a performance item for Ducatis. The item is a set of needle bearing to replace the rockerarm to rockerarm-pin bushings.

These are caged needle bearing, unlike the stock brass bushings, are much less dependent on oil and offer almost no friction. Thus, less wear and heat is produced and more horsepower is available to the rear wheel through less engine operating resistance and increased RPM. These bearing also help prevent valve float and have been proven reliable in both 250 and 350 Ducati engines and should work equally well in 750 and 860 engines. All that needs to be done is remove the bushings and substitute the bearings. The cost is \$12.00 for a set of six bearings,, (three for each rocker). Bob Hansen, 2924 Jefferson ST., Muskegon Michigan, 49444

SOME INFO ON THE JAY INSTRUMENT CO. C.D.I. SYSTEM

I recently purchased a Jay CDI ignition system. The single coil models cost \$35.00 and the dual coil units \$39.95. Enclosed is the brochure I received from the Jay Instrument Company, PO Box 2133, 2450 Wells ST. Milwaukee, Wisconsin 53201.

Each unit is designed for the machine the owner specifies. The reason for this is the harness wiring is custom made for the bike. So, installation is simplified- most versions require screw terminal connections at the coil(s) and one ground connection. Very simple and clean. All wire ends are terminated according to what the particular bike's electricians have; i.e. plugs, terminals, sockets, twist ons, etc.

All in all a nice clean looking installation. One note of interest I might add, the Jay Instrument Company has been extremely poor for customer service and delivery was very slow. Return correspondence almost nil. I'm considering a public complaint via a "letters to the editor" statement in Cycle World where the company gained recognition in the first place. It certainly can't hurt. My private complaints got no response. It's a shame we customers should receive this kind of treatment, but then we did buy Ducatis didn't we?

How it Works:

Instead of putting 12 volts on the coil and then interrupting that power to cause spark as in conventional ignition, the Jay CDI unit applies over 300 volts to the coil at the instant the spark is desired. This way many times more energy flows into the coil and causes a spark of over 40,000 volts. That power will fire even spark plugs that are badly fouled. And, the Jay's CDI can maintain this output voltage to over 12,000 rpm for a 4 cylinder, 4 cycle machine. That's 400 sparks per second.

The Jay CDI only uses the points to trigger the solid-state circuit and only minimum current is used (100ma). You get high power when it's needed and low power consumption when its not needed. Operating this way the point should last indefinitely without pitting or burning. Spark plugs last many times longer. Operates at low battery voltage--down to 6 volts. Delivers smooth idling. No modifications necessary to existing systems. Points & condenser need not be removed.

Sincerely: Sam Ingrassia, 18471 Ravenwood Dr., Saratoga, California, 95070

...It's a new 900 Desmo. Ever since he got it he sits and waits for Z1's to come along.

SUPER HOT DUCATI SINGLES

Dear Joel: We were Ducati dealers for years and were active in racing them; and we have resumed our racing with some 250 Dianas in production AFM roadracing and I have dusted off one of my old 350 factory motors and am installing it in a new style frame, which we manufacture, for a 350 G.P. bike.

We still work on Ducatis, restorations and race preparation mainly, and manufacture many special parts for them. We have a very good cylinder head design for both singles and twins developed after a year of flow testing and will duplicate it or send the info to those who desire to do the work themselves. The proof of the design is in our credentials.

Drag racing

250 Stock, 1965 Diana, 14.13 et, 101.84 mph
250 Modified Stock, 13.37 et, 106.50 mph
250 fuel, on 40% nitro, 12.47 et, 116.48

These bikes were campaigned in 1966 & 67 and were never beaten.

Road Racing

250 BP top speed 129+ MPH clocked at Vacaville Raceway and Hanford Raceway 350, fastest practice lap at AMA Sears Point National, Junior Class.

I've finished tooting our horn now, but must repeat that we are willing to share our "SECRETS" with anyone as always, and let them take the information as they will. SINCERELY: HAROLD PARKS, S&R ENTERPRISES, 2273 American Avenue., No. 10, Hayward, CA. 94545 (?) 782-7255

DUKE TWIN AXLE NUT WRENCH

In your letters column David Dew asked about a kit wrench for the large rear axle nut, well the rear axle wrench found in the BMW tool kit fits both the jamb nut and the axle nut on the big Dukes. Most BMW dealers will order this separately for a cost of about \$6.50. BRUCE LIVINGSTON, 1954 RIVER FALLS DR., HUMBLE, TEXAS, 77339

TECH: BITS AND PIECES

Honda master cylinders are a bolt-on replacement for the BREMBOS. Even the Brembo cap fits. Use the Honda banjo. This ten minute job is worth about a 20% increase in stopping power.

When making up the coil set-up we all know about, use the big Mallory 25010 Condensors, and wire them up top near the coils. Snip the wire off the stock items and leave them in place. This is a high voltage unit with normal micro-furad rating.

One last, for now: Drill more breather holes in the filler cap of twin gas tanks, or - this is harder- take your gas cap apart and be sure the breather hole in the rubber gasket is aligned with the holes in the metal plates which are on either side of it. Mine wasn't. But then not much else was right either. "A brilliant design, parts of which were executed by chimpanzees." R. N. O'DONAHUE, 1007 Madison Lane, Falls Church, VA.

