

TECH. CONT.

gram to solve this problem. They are easy to reach and operate. Write to: MARK CRUTCHER, 1811 Westridge, Penton Texas 76201.

MORE TECH TIPS

A braided front disc brake line improves braking "feel" EARLS SUPPLY CO., 14611 Hawthorne Blvd., Lawndale, Calif., 90260, can supply the line and the metric adapters for around \$11.00, to \$13.00. They also have all kinds of aircraft quality hardware (mostly for cars, but a lot may be used on bikes.

While you change to a braided steel line or Honda Master cylinder, change the brake fluid to silicone fluid. It won't boil as quickly although bike brakes seldom get that hot, won't absorb moisture like normal fluids, lasts longer and won't damage paint. This is especially important with clip-ons as the master cylinder is at an awkward angle & upon over-filling might drip right on the tank and front fender. If silicone fluid is not available at local sport car accessory dealer, try: AUTO WORLD, 701 N Keyser Ave., Scranton, PA. 18508. Part number 58-652 one quart is \$8.70. Share it with a friend and split the cost.

Ducati single owners, especially the new 450s, check the rear sprocket frequently. The bolts lower tabs should be tightened and the tabs bent up again. These bolts have a tendency to stretch and loosen. They will eventually shear. It is better to use grade 7 or stronger bolts and safety wire them. These are available at any aircraft hardware place.

For owners of 73 and 74 singles (sport models, Desmos,) like the one pictured on page one of the second issue of the DIOC newsletter, completely eliminate bolt that holds seat to frame located under license plate. It is not necessary and only causes cracks in fiberglass gel coat.

A Suzuki 550 headlight shell may be easily adapted to the bike so you can fit a seven inch Quartz Lamp in it. Be sure to shock mount the headlight, quartz bulbs are expensive. RAUL M BIASCOECHEA PSC Box 916, Mather AFB, California 95655

BREAKERLESS IGNITION SYSTEM FOR 750s FROM L T IGNITIONS

Since the Ducati twin's American introduction in 1972 the various motorcycle magazine test reports have had glowing praise for its exceptional handling, engine smoothness, etc. However, its ignition system, from the quality of its contact points to the low output voltage of its ignition coils, has often been subject to strong criticism. LT Ignitions has introduced an igniton system for your Ducati that is the equal of any system currently in use for motorcycles or automobiles.

The main components of our system are a detector block comprised of a light-emitting diode and photo-transistor, and a solid state control unit. A control rotor, which attaches directly to your stock auto-advance unit's point cam, intercepts the light beam in the detector block to control timing and dwell and gives the stock timing advance curve. The control unit responds to the activity within the detector block in charging the ignition coil.

The advantages of this state-of-the-art ignition system are as follows:

1. The elimination of maintenance. In installing our ignition system you will be setting your timing for the last time. Carb balancing can be done with the confidence that you are not compensating for a retarded timing on one cylinder in adjusting idle setting. In any engine troubleshooting there is one less variable--the timing is always "spot-on".

2. Increase in economy. With our system you have no more points and condensers to buy or pay for their installation. There is no gradual deterioration in gas mileage as the contact points wear and come out of adjustment. Nothing is in frictional contact in the LT ignition system since the ignition triggering factor is

the interception of a beam of light -- there is nothing to wear out.

3. Retention of Peak performance. LT Igniton makes no extravagant claims about increased horsepower in using our system -- no one can realistically make such claims for any ignition system. Power output is probably not noticeably greater than a perfectly set-up stock system. What you will notice, however, is easier starting and smoother running. An ignition performance that is always at its best.

4. Guaranteed dependability. The electrical components used in this system are purchased from one of the leaders in the automotive igniton accessory field. They offer a 10-year guarantee on these components and LT Ignitions passes this guarantee on to our customers. We also benchtest on our test bike (over 2,000 street miles and over 200 racing miles) and of those sold to date, we have experienced no failures.

The package is called Model 1 and goes for \$105.00. There is an after purchase trial period included. During the first 20 days after purchase you may return our system and obtain a complete refund if you are not completely satisfied with our product. To date we have had no unsatisfied customers. Amongst our satisfied Customers is Mr. Keith Harte, Ducatis' Canadian Racing Representative.

About our installation procedure: The only special skill needed is the ability to time the motorcycle -- this requires the use of a TDC indicator and degree wheel to be done properly. Otherwise the installation is quite simple. No special tools are needed (other than in timing) and no drilling or filing is necessary. If you have any further questions please write us. If you have any questions about installation procedures send \$1.50 for the installation instructions which include four color pictures of the installation steps. You buck-fifty is refundable with your order or upon the return of the instructions and pictures to us.

Lee J. Terhar, LT Igniton Systems, 1621 Queen Anne Ave. No. Seattle, Washington 98109



"Joel, do something. You're the DIOC Director"

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