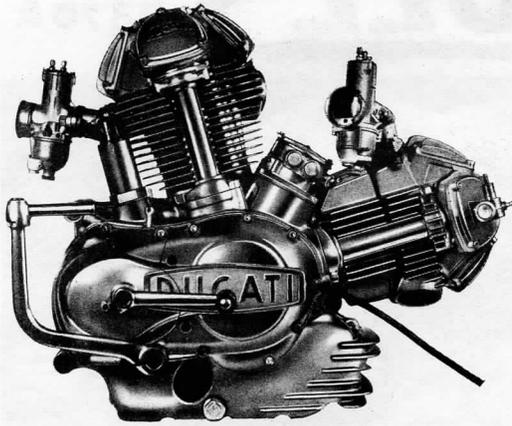


# TECHNICAL



## MORE 750 GT TIPS

I've made a few modifications on my bike which might be of interest. One, I've converted to K-Mart coils and condensers to beef up the ignition. The bike starts better, warms up quicker, reduces the frequency of tune ups, and greatly increases plug life. Two notes on the changes: First, the plugs should be gapped between .032 and .035 of an inch to take advantage of the hotter spark; secondly, 2 ballast resistors are needed because the breaker points do overlap with the 90 degree Vee configuration of the engine.

Another modification made was to install silicone spark plug wires. These do not have the current leakage of regular wires, therefore overcoming my bike's tendency to short out on the bare metal of the engine, particularly in the rain. These are slick wires. You can grab ahold of them anywhere while the bike is running and not get even a tickle.

After a few months, the fuse holder started to corrode and would not pass current through the fuses. I tried sanding them, bending them, etc. Nothing worked for long. I finally got a small fuse board with auto fuse holders, junked the old box and installed the new one. No problems, and I can get fuses (although I haven't needed any since the change) at any gas station. I got the fuse board at an auto parts store for under \$5.

I installed a Windjammer fairing, having to redesign and weld a new mounting bracket. Cost me a few bucks, but I got a really clean looking job. It doesn't seem to bother the handling at all, and makes long runs and winter riding much more pleasant. The brackets I started with were for a Norton. I had to add material to the back of the top part of the bracket, reposition the brackets which attach to the two downtubes, add support members which run from the downtube brackets to the front of the bracket which serves as the "table" that the fairing sits on, and drilled new mounting holes. It was a pain, but worth it. Certainly better than leaving a \$200 fairing sitting in a corner of the garage.

I don't like the ignition switch under the seat or gas tank, and besides the fairing interfered with the insertion of the key. I took that dumb "city-country horn switch out of the dash and put the ignition switch there. Looks like the factory did it. I was worried that water might enter the switch and short it out, but no problems so far in a year of riding.

There are 8200 miles on my bike at this time. I feel that with reasonable maintenance, it will run as long as the BMWs everyone raves about. I did spend the first riding season de-bugging the bike and mounting the fairing and luggage rack, but this second season has been trouble free. I got 3200 miles on this tune up and it still starts and runs like a fresh tune up..

I did have a few peculiar factory goof-ups to rectify, which are worth noting. The dealership here in Madison doesn't have a mechanic familiar with Ducatis, so they didn't seem able to help me when I complained about the bike getting out of tune within a couple of hundred miles. After the warranty

ran out, and finding a more proficient mechanic, we found the points mounting plate had been drilled wrong and one set of points could not be mounted properly. Re-drilling the mounting hole fixed that problem. The breaker cam was not ground with enough relief, causing the points not to make proper contact after a hundred miles or so, after the rubbing block wore slightly. The solution to that was to grind the cam down on the detent portion

The bike had been consuming a quart of oil every 500-700 miles and oil fouled the plug in the front cylinder. Strangely enough, Ducati made two sizes of valve guides, almost identical in appearance, but one has an I.D. .010 of an inch larger than the other. When we replaced the stock one with the proper guide and new rubber guide seals, the problem ceased.

My bike came with Metzler tires which seemed a little hard and were snaky as hell in the rain. I was therefore surprised when the rear showed up bald at 7500 miles. It blew out at 70mph with my wife and a load of camping gear. I was glad I wasn't riding one of those Japanese "hinges" right then. I got it hauled down and stopped without putting it down. Try that with a Kawasaki or Honda.

Because I like to corner hard (who doesn't on a Ducati?), I got a Goodyear H.P. 400X18 as I heard these were good for cornering. Left the Metzler on front. The Goodyear is rated safe up to 130 mph and 610 lbs. load, which is far more than I carry even with camping gear and wife. The tire has indeed improved cornering but it has a triangular cross section however, and likes to follow seams and cracks in the highway surface which I never noticed with other tires. Next time I think I'll settle for Good-Year ATs.

My Ducati came with clear plastic fuel lines that were too long resulting in the fuel having to travel down, up, and down again to get to the carbs. My mechanic had me shorten the lines so the gas can flow down all the way to the carbs. This has smoothed out the idle by eliminating air bubbles. It works.

As 750 GT owners are already aware, the original control cables are of poor quality, breaking frequently, and overpriced. Their only good feature is that they are encased in a self lubricating nylon cover, which I think is really slick.

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