

# TECHNICAL

After having these cables fail at the most inconvenient times and having replacements do likewise, I got a set of both clutch and throttle cables from Barnett Engineering. They are nylon, of the highest quality, and cheap. The Barnett catalog numbers are #54-995 for the clutch and their universal throttle cable. 1975 prices were \$5.50 and \$2.80 respectively. You do have to shorten the throttle cable considerably, but it is worth the effort.

Good riding and good luck. Terry Fee, 2222 Westbrook Lane Madison Wisconsin 53711.

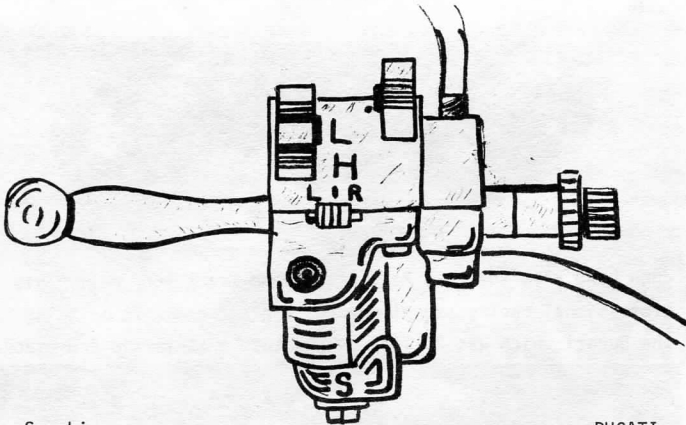
## POLISH YOUR CAMS AND MAKE THEM BETTER. !..?

One thing about cams, if anyone has a problem like I did, i.e. chrome popping off the cam ramps. Bob Gorus of Excello said to polish them with metal polish and see what happens. I did and I was amazed at how they improved with about an hour worth of polishing,; like new and I was ready to scrap them! Anyone with 750 should check their cams and if they find what I think they'll find, don't panic and start seeing \$\$ signs going out the window. My cams really looked bad too. One hint the threads on the cam are left hand, thats right, "tighten them" to take them off and use an impact driver too. Hold the cam with an adjustable (jaws covered in a soft cloth to protect chrome on cam lobe) through a rocker cover, (re-move spindles). Mark Steffler, 130 Lincoln PK. Calgary, Alta, Canada.

## DUCATI 90 SWITCH FOR DUCATI 860

The Suzuki 90 switch offers many features that make it a very attractive replacement for the standard Duati 860 electrical switches. These features include a horn button, turn signals, lights on and off switch, and a low and high beam switch. As well as a built in choke lever, clutch lever and mirror mount.

SUZUKI 90 SWITCH PART #57500-25610



Suzuki	Wire colors	DUCATI
HORN	Dark Green Ground on Horn Swtch.	PINK BLACK
Headlight On & Off	Yellow & Red Grey	BROWN YELW/BLK.
Headlight High & Low	Yellow White	BLUE GREEN
Turn Signals	Black Light Blue Light Green	GREEN/BLK. ORANGE WHITE/BLK.

Any handlebar switch wires not mentioned were not used. The approximate price for the switch is \$13.25.

The only modification that is necessary to this switch is that the choke cable end must be changed to a smaller size.

A good replacement for the Ducati kill switch is a Suzuki PE 250 Enduro lights on and off switch. This switch is very small and of very good quality and relatively inexpensive, (\$7.50).

A good method of connecting the Suzuki wires to the Ducati wires is to use Radio Shack multi-conductor cord connectors. Catalog numbers 274-207 and 274-208 the prices being around \$1.50 each. You'll probably need two of each type to accomplish the transplant. By using these connectors you can graph the new switch wires to the existing Ducati wiring harness easily with a minimum effort.

JAMES SINGLETERRY, 3037 Blackpool Way, Rancho Cordova, CA. 95670.

## ANOTHER VIEW ABOUT PAINTING YOUR ENGINE

Just received your Nov Dec. newsletter and I am afraid that Keith Quinn may have screwed up by painting his heads & cylinders with "Sperex flat black paint. This is not to knock the rest of the article, but merely to save him and others some grief later on.

Sperex markets at least two flat black paints with which I am familiar and possibly more. Both are damn good products and each is meant for a totally different purpose.

One is called "1200<sup>OF</sup> Flame Proof VHT Coating." The fine print on the back of the spray cans tells you that the stuff is great for "engine manifolds and exhaust, boilers, heaters, overns etc..." in other words, any application where you want to retain heat. Ask yourself: Do your cylinders really need to hold more heat in and do they ever approach 1200 degrees? I know that a flat black coating dissipates heat better than any other color, but try spraying a thin coat of this 1200<sup>o</sup> stuff on a scrap piece of metal and you will find that it is mostly transparent with very little pigment. In other words the paint itself loses you more heat dissipation than the color gains.. I'm sure that this is the reason that Powroll sent out a bulletin in the late 60's saying not to paint your jugs flat black. Big bore Honda owners wanted their bikes to l-ok racy and sprayed their engines with the 1200<sup>o</sup> paint. The paint did exactly what it was designed to do---hold in heat--and the pistons locked up in their sleeves. another product called "VHT Black Oxide Case Paint." This product is formulated for the sole purpose of improving heat dissipation, and from what I can tell, it does a fine job. (my bored and cammed and generally jazzed CB 750 never gets its oil temperature above 200<sup>o</sup>--and the whole engine is painted with black oxide.) It may not last to 1200<sup>o</sup> but by God, it shouldn't have to when applied to a cylinder or head. By the way this stuff can be hard to find, but JC Whitney usually has it at \$1.98 per can, part number 17-9292N.

So don't just paint it black--determine what qualities you need from a paint and then choose accordingly. Mufflers and exhaust pipes can stand some heat retention--use the 1200<sup>o</sup> stuff if you don't like chrome. (chrome isn't all bad in this case. It's shiny with relatively little surface area, so it h-lds in the heat pretty well.) If you want better heat dissipation, like on engines, brakes, fork cases, oil tanks, and the like, use the black oxide case paint. In either case, sandblast first to give the paint something rough to hand on to and then clean at least three times with detergent, lacquer thinner, alcohol, solvent or whatever works. (Dont wnat sand in your oil lines do you?) Spray in thin coats - just enough to cover - and follow the instruction on the side of the can TO THE LETTER (you may think you are smart, but I can assure you that Sperex knows more about their paints and application than either of us. Follow the instructions! Do this and I'm sure you will be pleased with the results. Thanks for listening. Doug Dawson, 120 7th St. SE, Carmel, Indiana 46032.

## WE ARE GETTING QUITE LOW ON GOOD TECHNICAL ARTICLES.

Hey guys come on, how about giving your dear ole DIOC director a \*&#ing break. I know theres' a lot of you hot wrenches out there that can put together a half-way decent tech-article or some kind. With all that free time you all have in the winter I'm sure we can get enough articles for the rest of the 1978 DIOCs. "We deserve a break today..so get..