

TECHNICAL

HERE IS THE FASTEST AND EASIEST PROCEDURE FOR ADJUSTING DESMO VALVES.....by Harold Parks of S&R Enterprises

When dissassembling head wire the rocker shims in their proper place to the rockers. Keep the adjusting shims with their respective valves.

To reassemble, turn the cam bearing housing 90 degrees to hold the cam. This allows you to remove and install the rocker shafts easily.

Leave out the valve springs and install the closing rockers with enough shims to give .015" clearance with the rocker on the heel of the cam. Install side shims. Install one opening rocker and measure the clearance while holding the valve on its seat. Grind a winkle cap to give the right clearance. (.004" intake & .006" exhaust) The winkle caps can be ground on a freshly dressed square grinding wheel by holding them on the end of a valve against the wheel tipped just enough to let the cap be rotated by the wheel.

Check before and after with a micrometer for size and to keep them flat and square. When you reach the right thickness, polish the contact face on some emery paper on a flat surface. The scratches don't hurt, just get them smooth.

Install that winkle cap and rotate the cam and check for tight spots between the opening and closing rocker. If there are no tight spots, start rotating the cam while inserting thicker and thicker feeler gauges under the opening rocker. When you feel a tight spot read the feeler gauge and put a shim .001" thinner in the closing rocker adjuster.

Repeat this procedure with the other valve. When you are through you should be able to spin the cam and work the valves with no binding; this gives you the nil clearance the book speaks of.

Remove the opening rockers and install the springs. Make sure you coat the valve stems and rocker bushes and shafts with a Moly-Kote filled assembly lube as there is no enough lubrication to these points and the moly-Kote will keep them from wearing out. The best lube we have found is Dow Corning G-Rapid Spray available at bearing supply houses. Lube the cam and rocker tips also.

Install the opening rockers with their side shims. Remove bearing housing and install in the proper manner. Finish re-assembly of the head.

HERE IS ANOTHER TIP: DON'T use needle bearings on the rocker arms. The rocker bores and rocker shafts are too soft to work with needle bearings. The needles can roll a small depression usually in the rocker bore and then lock the rocker to the shaft with disastrous results. To run needle bearings you must have the bore of the rocker arm nitrided and made special case hardened rocker shafts. You must grind or hone the rocker bore to give a smooth enough finish for the needles. We have done this but it is very expensive.

Anyone wanting to race a Ducati in this area, see us; we will help.

Dear Joel: First a note of thanks for all the business from club members. I've done engines for the members as far away as Australia, Canada and the east coast. Some of the members wanted you to publish prices, so here are ours for the cylinder head work; including club discount.

SINGLES:

Port and flow head, including wet flow for optimum fuel distribution.	\$80.00
Valve and seat grinding and relieve combustion chamber.	\$14.00
Desmo valve adjustment	\$36.00
Spring head valve adjustment, shim type	\$16.00
Spring head silicon bronze valve guides, each	\$10.00
Desmo valve guides, each	\$14.00
Modify closing rocker to use non-cut away valve guide,pr.	\$22.00
Machine head for dual spark plugs	\$25.00
Make special oversize valves, each and install	\$25.00

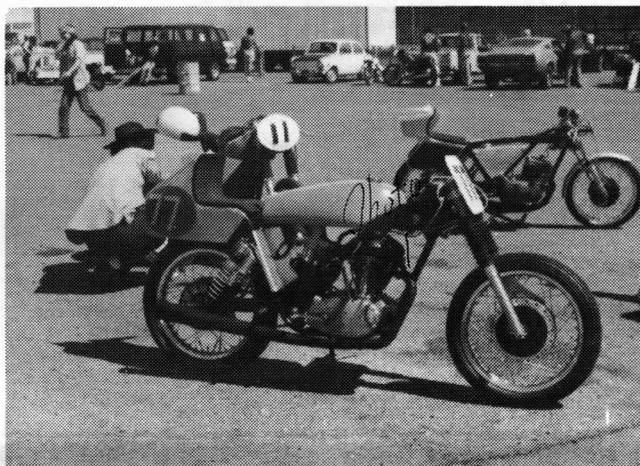
TWINS:

Port and flow heads, wet flow, street use, each	\$120.00
Ditto, racing heads, each	\$210.00
All other prices the same	
Bore out DelOrto carbs to 34mm, each	\$30.00

All heads are finished by glass bead blasting and ultrasonic cleaning, and are completely assembled and ready to run.

If I can get orders of 10, I will set up and grind some hot desmo cams for \$100.00 each. If the interested people will drop me a card, when I get 10 I will send them all a note requesting a deposit and will then ship the cams within 2-3 weeks after receipt of the deposit and the customers cam. Singles only.

We will be road racing 3 and 4 Ducati singles this season at Sears Point, Riverside and Ontario so if any members are at the races, stop and say hello. We are looking for a 350 and 450 MKIII to race also. We also need F-111 engine and chassis parts, or complete bikes if reasonable. Got to keep the thumpers thumping you know. HAROLD PARKS, S&R Ent. 2273 American Ave., #10, Hayward, Cal. 94545



350 F-3 Ducati with S&R frame, aluminum tank and seat. 223 lbs

DUCATI

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Ducati single parts, Huge discounts on bikes
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Road Service 50 mile radius K.C. areas

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