

TECHNICAL

If you own a 750, or if you own an 860 and can't front the bread for the complete conversion described in the last paragraph, there is another way. This conversion will get you the out put shown by the middle of the three curves, labeled modified 750 alternator. I will preface this conversion with the comment that it may be possible to convert a 750 to the later alternator in the same manner as an 860. I don't know if there is space in the cases, as the 860 rotor and stator are about 2.5 times thicker along the axis of rotation than the 750 parts. The shaft diameter and stator outside diameter are, however, the same. If someone who owns a 750 would care to open it up and inspect for extra space and let me or the DIOC know, I would appreciate it. Anyway, here's how to do the low cost conversion. You will need to buy a new rectifier/regulator; there are two choices: 1) buy a Tympanium model 620401 from your local bike shop or from Tympanium Corporation, 68 Cummings Industrial Park, Woburn, MA. 01801. 2) Buy a later Ducati rectifier/regulator, part number 0759-46-750 I suspect that the Tympanium unit at about \$30.00 is cheaper, and it is of good quality. Install whichever unit you got and wire it according to the table below.

Ducati Wiring	Tympanium	Ducati
yellow from Alt.....	620401 WHI	0759.46.750

UCATI

DUCATI WIRING	TYMPANNIUM	DUCATI
	620401	0759-46-750
Yellow from Alt.	white	G
Yellow from Alt.	yellow	G
Red from Alt.	---tape up and ignore-----	
Brown (main Harness)	tape & ignore	C
Red (Main Harness)	Red	B+
Frame ground	Black	It grounds through mtg.bolts.

Whichever you do, let there be light and good riding.
S. P. Robinson, 254 Garden St. Cambridge, MA. 02139

ANOTHER REMEDY FOR WEAK ELECTRICS

by Douglas F. Roosa

To all DIOC members. Rejoice! There is hope for our Ducati electrics! The results of my recent work-over my 750 GT's electrical system is living proof that it can be made to perform properly and reliably. First of all the results: My quartz halogen headlight now has vastly increased brightness and better pattern definition, the instrument lights actually light up the instruments, the battery has so far remained at a full charge, the fuses no longer overheat and fall out and the horn is clearly audible. How were these miracles accomplished? (Hell don't keep us in suspense, please, tell us how were these miracles accomplished? Joel) REWIRING.

The fuse panel was scrapped in favor of a six clip terminal board purchased at an electronics supply house. This terminal board used the nicer glass type fuses that every gas station in the country has hundreds of. All this rewiring is simple and straight forward with no re-design involved.

Rip out the spaghetti used for ground wires and primary feed wires and replace the fuse terminals. I replaced the tail light/turn signal ground wires from the tail-light to the frame with 19 gauge wire. Run a 10 gauge wire from the ground terminal of the headlight connector directly back to the central ground spot on the frame under the gas tank and again use 10 gauge wire to run the negative side of the battery to ground. Make sure on all your grounds that they go directly to an unpainted spot on the frame. Additionally I wired the positive side of the battery to the fuse block with 12 gauge wire.

Future modifications that will involve a bit of re-design include the installation of lighting relays along with

heavier gauge wire for the headlight. Refer to the "TIPS" section in the September 1977 Cycle for details on this modification.

Other hints on improving your electrics reliability: When your turn signal flasher unit winks out and your Italian one surely will, don't buy a new Italian one, go to your local Motorcraft auto parts store and purchase a standard 12-volt flasher unit. Make sure you get the one with the correct number of prongs. One cost me \$1.46 and it winks marvelously. Lastly, an endorsement for a well known modification - K Mart Coils and automotive condensers. If you haven't already done it, DO IT! You realize a quantum leap in well mannered engine behavior during starting and idling and, I'm not sure that this is related or not but I have 10,000 miles on the original set of points with no end in sight. D. F. Roosa, PO Box 6442-B, Greenville, S.C. 29607

IT WAS ALL A MATTER OF GOOD TIMING

After one and half years of ownership of a Ducati 860, during which I have had countless hours of aggravation and irritation due to a rough running condition while cruising between 2500 and 3500 rpm, and many hours of plug checks and carburation jet changes, as well as time spent in the shop for this problem, it was finally discovered that the timing had been statically set (6) degrees too far advanced. A marked change in the bikes operation through out its entire operating range has been noted since the timing has been properly set at 34 degrees. I now have a great deal more confidence than I have ever felt since I bought the machine.

Snavelly Service in Arlington, Virginia, has probably saved me from the grave mistake of selling this fine machine.

The bike of course has Conti mufflers and during winter months I repainted it with a metallic black lacquer with five coats of clear lacquer. The 860 plates on the side covers have been removed but the Ducati nameplates remain on the tank. The bike now looks less bulky and really stands out; especially when in a bright light, due to its metallic paint. This paint is the same paint as used on the 1977 Chrysler Corp cars if any body is interested. R. M. Dupont, 13548 Vandalia Drive, Rockville, MD. 20853

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