

# TECHNICAL

First, I obtained two of the Schraeder valve parts that are used on the valve stem of a motorcycle to keep the tube from pulling out the stem should the tire creep on the rim. It is not necessary to use these, but if they're handy, why not? Actually, all you need are a couple of flat metal pieces to fit across the top of the springs, but it will work better if the ends are bent over to grip the springs.

To compress the springs, I used a couple of rear wheel adjusters from a 50cc Zanella or a Honda Trail 90, but any lightweight rear wheel adjuster will work.

By taking the rear wheel adjuster and cutting a small section out of it with a hacksaw, it will form a hook. This hook is placed beneath the spring and the flat strap with a hole drilled in it to accommodate the threaded section of the adjuster is placed on top. Now, by simply installing a washer and nut and tightening down the nut, the springs are compressed enough to allow the keeper collar to hook both of them at the same time. After the valve keepers are inseted, the nut may be backed off and the tool removed.

This tool may also be used as a valve removal tool, but remember that you have to make two of them because they must be used in pairs.



TECH TIPS by Jim Van Eman

Beyond the electrics on the bike, (the person who designed the points backing plate should be rendered impotent) I have no real problems except one. I have a bad oil leak from somewhere around the countershaft sprocket/kick start lever area. The oil works its way onto the chain inside the case, and then it's everywhere.

The only advice that I've received was from the original dealer who said that others had experienced this problem and had replaced all seals in the area, with no success. His only recommendation was to remove the locking tab washer No. 0755-16-046, between the countershaft sprocket and its threaded retaining ring no. 0755-16-055, his reason being that it might be preventing the retainer from torquing down as much as possible and allowing oil to escape around the back of the sprocket where it faces up to a spacer. DO NOT FOLLOW THIS PROCEDURE! In my naivete I did, and with nearly disastrous results. The retainer came loose allowing the sprocket to wallow off the spline, chewing itself and the chain up in the process. Most fortunately, my cases weren't destroyed.

At any rate, can someone provide some reliable advice?

Another tech bit-RE: Swing Arm, Grease fitting and Jack Martins bit in the 5th issue about putting the fitting in the middle of the arm's pivot tube.

The idea the factory had was not bad. They just didn't follow through. The one present fitting is good because it puts the grease precisely where it needs to be to accept the load. And it's understandable why the factory didn't follow suit on the chain side as the chain might very easily have hung up on the fitting and torn it out. The solution is to put the zerk at the back of the pivot tube, at the end where the grease will go right to the bushing as it does on the other side.

As for my pivot pin which was scored because of inadequate lube, I'm going to turn it down and have it hard chrome plated up to spec. (or over, if I can find out what the i.d. spec. of the bushing is supposed to be and see that mine are worn badly.) Anyone out there made a conversion to anything other than plain bushings at the swing arm pivot? Let us know.

A short personal note. I spend my time booking and performing with a professional touring theater group from our home base in the wilds of Wisconsin. Suddenly, as a member of the DIOC, I'm not alone anymore, and brothers and sisters does it feel good. The Valley Studio, Rt. 3, Spring Green, WI53588

## MORE TIPS

Some tips which may be of use. Soldering the fuses in place avoids vibration problems. A quick pass with a hot iron is necessary to keep from melting the fuse strip. If a fuse blows, it can be repaired by soldering a fine piece of wire made of copper, across the old fuse body. It is hard to find the appropriate diameters. I do not like to replace the stock coils with automotive due to the cost and the rapid wear of points, yet I like my bike to start first-kick and run when asked after chugging in traffic. Carefully tuned carbs, Champion gold-palladium plugs (14-G), and Amoco unleaded premium gas do the trick for me. All the above tips are applicable to the 750cc V-Twins with points. Tom DeFazio, 2514 Ruffner Road, Melbourne, Fla. 32901

## TECH TIPS TECH TIPS TECH TIPS TECH TIPS TECH TIPS

OK you guys we are getting low on technical articles again. Its winter time up there north of Jacksonville Florida and I'm sure some of you super tuners aint doing a damn thing with the time you used for riding...so oooo how about sitting down and putting some technical scribes for your fellow Ducati owners. Come on, give us a break. Especially you guys with nifty singles. Like baby we aint got much on singles in our technical box. That box is so empty my old lady is using the damn thing for receipts. Man can you emagine that? No class. And you guys with Ducati shops, how about it guys. We deserve a break today, so get up and send away your tech articles. We do it all for you. Joel.

GRAND OPENING MAY 16, 1977

## WOODS MOTOR SHOP

## DUCATI - MOTOGUZZI

Service - Sales - parts

- 1977 MODELS AVAILABLE
- EXPANDED PARTS & ACCESSORIES DEPT.  
Featuring: Michelin PZ2, Avon,  
and Goodyear Tires.  
Koni and S & W Shocks,  
Kendall Oil and More!
- TRAINED SPECIALISTS FOR HIGH-PERFORMANCE  
AND TOURING RIDERS.
- PORTING SERVICE PLUS OUR OWN SPECIAL  
VALVE GUIDES AVAILABLE.  
(Dealer Inquiries Invited)
- SINGLE MAGNETO'S RE-MAGNETIZED

COME See Our New Dealership At:

525 W. COLORADO ST.  
GLENDALE, CALIFORNIA 91204  
(213) 246-9748

— C. O. D. Orders Welcome —