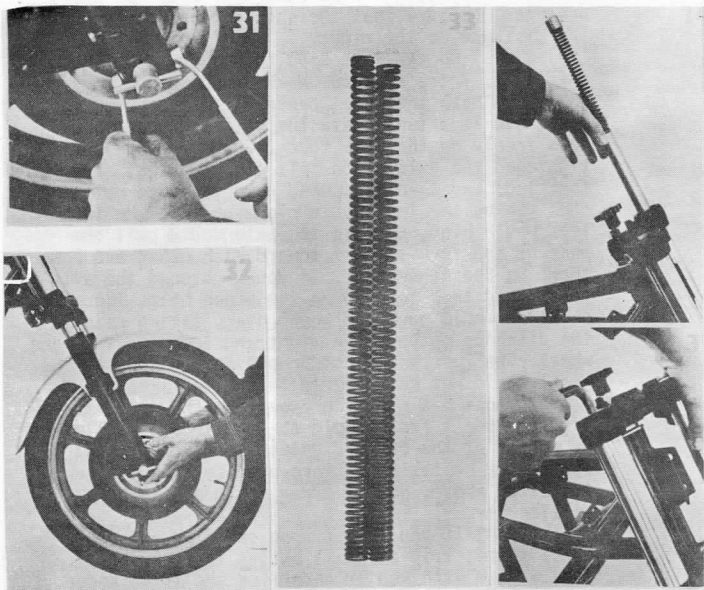


## TECHNICAL - - Forks - Cont'd.



fore. When you lift the wheel you should feel no interference anywhere in the fork's travel. Having made this final check, you can slip the dust cover boots on the sliders.

(33) As a point of interest, you may want to check the free-length of the fork springs. One will probably be shorter than the other simply because each spring collapses a different amount.

You may want to replace the stock springs with high quality accessory springs built for a specific motorcycle model and fork. However, for most riders a little uneven spring sag will not be a compelling reason to buy new springs.

(34) The collars on these springs (a stock Marzocchi item) keep the springs from buckling a little inside the tubes, and chaffing on the interior faces of the tubes, thus working fine bits of debris loose to swirl around in the dampers. Initially follow the maker's recommended specifications for type and quantity of fork oil.

If your fork was binding before you took it apart, then you have no real idea of how well the damper units will work with the specified type and amount of fork oil. Some manufacturers are quite pointed. Ceriani recommends Lubri-Tech 5-weight fork oil for some of their forks because the factory used that oil when developing the damper units.

Don't guess on the quantity of oil. A graduated beaker or a fairly accurate measuring cup is needed. Filling soft-drink bottles three-quarters to the top just isn't accurate enough. When the oil and springs are in place, tighten the fork caps. Most caps have some provision for breathing, so do not seal any holes or channels you might see in the caps.

(35) You're finished. The only further attention your fork will require is changing the fork oil. Unless you bunt into a hard object and kink your tubes. At that point, return to Picture One. ☐

Read any good technical articles lately? If you run across any technical articles having to do with any aspect of motorcycling, such as paint articles, or fiberglass repair articles, how to grind valves, well you know what I mean, well these kind of articles can apply to a Ducati. The articles don't specifically have to be about our favorite brand. The small tech tip about the paint used in engines in our previous issue was a good example of what I'm asking for. This article helped me to select the correct product for my engine painting. So come on guys lets keep up the good work and make your contribution today. joel.

## RAINY DAY PROBLEMS WITH AN 860

I have a problem. During the three weeks of continuous rain in November I got fed up with my 860 GT. I commute everyday on the duck rain or shine and a front cylinder oil fouling problem was making my life miserable. I had always lusted in my heart for a Yamaha XS-750E and went ahead and bought one.

Now this 750 is a great bike. It's very easy to ride, fast, quiet and nothing has to be modified or changed. I just parked the duck and waited for March to try selling it.

Here's my problem. About a week ago I dragged out the duck to ride it around and change the battery, work out the butterflies, etc. I don't want to sell it! It felt sooooo good to be back on it. The thrill is back. The Yamaha lacks one basic element-soul. It projects a very Chevrolet Impala feeling which is nice for touring but leaves a bit to be desired for pavement bashing.

Oh, well its a problem I'll have to work out myself somehow.

In regard to your members with 250 and 350 singles that are always writing in and saying how they have the fastest things on two wheels, I say bunk! I run a Yamaha RD-250 in Werra Cafe 250 Class and those poor bikes are not even in the same league as a Yamaha twin. Those little ducatis are good looking and sound great and I'm sure that they were top dog in their time but they just don't have the horsepower of the Yamaha RD. If these guys don't believe it they can enter a race and find out first hand.

So much for matters of great importance. I'm keeping a close watch on the new 500 and 350 V-twins and may just have to have one of them. I hope they turn out better than the Moto'Morini.

CARL FRIEDMAN 503 Cathedral Dr. Alexandria,VA 22314

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