

# 900 SS OWNER'S REPORT

## Continued

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I have had my bike for only two months and have 380 miles on it. Not very many but enough to give you a few ideas on the bike.

I have had a love=hate relationship with the "Disco Duck". A tremendous amount of maintenance has been performed by myself since I took this thing on. When I got it home from the dealer about 50 miles away. The rear caliper was covered with brake fluid. Brake nipple was not screwed. The anti-theft lock does not work. Engine leaks oil at the side cases, cam bam bank covers, Ducati side plate and the breather. Turn signals vibrate loose and after that happened I took an hour and retightened all the bolts that needed it. Total of six were fairly loose.

The bike came with Champion UL82Y and these totally fouled out at 297 miles. I replaced them with Champion L-81s. They fouled out after 80 miles. It will cost me an arm and a leg for plugs at this rate. I do attribute this to low rev's. Dealer said 4000 red line until 500 miles check. This lead me to discover that the vertical cylinder was slightly stripped at the plug hole. All of these things will be corrected at dealer expense...thank God.

Things I love are quality of workmanship other than what I mentioned, handling, and brakes. Of course I have no idea what power is like but its probably like a rocketship. Can't wait just hope there is no police around at the time. Thats about it hope I've been of some help.

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Regarding the questions in the DIOC concerning the 900SS: A few observations.

1. Two local owners are having trouble with the transmission popping out of gear. They also shift without using the clutch from time to time.
2. The transmission is somewhat hard to shift when the engine is hot. I have had no trouble getting mine to go into gear, however.
3. I noticed what appeared to be excessive bore wear aftet 1500 miles. Also, the cylinders were badly glazed. I have always run my bike with K and N filters. The pistons looked fine.
4. I have figured out how to adjust the valves and will write an article (with illustrations) explaining the procedure. The article by Harold Parks of S&R Enterprises was excellent.
5. The bike runs just as smoothly with the 40mm carbs as with the 32's. I see no reason to use the 32s at all.
6. The bolts holding the center stand on need to be locktightened.
7. A prospective owner should figure on investing \$500 in tools to service the bike properly. He should also be willing to buy some common spare parts and learn some basics in being a mechanic. He should be very patient.
8. The low riding position is all right for 50 miles at a stretch (pun). I am going to try out some Guzzi

clip ons for longer trips.

9. I have not ridden with any bike that is faster top end than the 900 (including BMW R-1000S's and Kawasaki 1000's. The Kaw is faster off the line however

10. I have cut out the bottom of the seat pan under the tail section and fiberglassed in a piece to enlarge the storage compartment.

11. I used my bike only for mountain riding out of range of the highway patrol's radar.

12. Unless an owner is very experienced in adjusting balves and is willing to adjust them very frequently, I would suggest leaving the helper springs in. The bike will idle better and the valves will close completely--even when slightly loose. The whole question of how to deal with the valves is one hairy problem, however, and I think we need all the advice we can get from people who have had extensive experience in this area.

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If you ever make more copies of the #1 newsletter please send me a copy. I have written to other members asking if they would Xerox me a copy ( I've offered to pay handsomely) but so far I've been getting the same response each time--ZERO. Very helpful.

You want impressions of the 900ss so here are mine, based on 1900 miles, (just barely broken in). Maybe I expected too much because of all the praise heaped on the Duke V-Twins by the press, but I'm a little disappointed in the bike in precisely the three areas that the bike are most famous for: vibration, shifting and beleive it or not, handling!

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