

900 SS OWNER'S REPORT

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2. How about the Desmo valves servicing? My dealer here in New Mexico is Rissman Motors. Henry Rissman worked for Berliner for years and raced Duke singles for the factory and German distributor. He knows Desmos. Needless to say I'll let him work on my bike anytime.

3. Comfort? I've gotten used to the low riding position. Having owned a Laverda prior to the Duke, I don't mind this position. The addition of my long awaited factory dual seat has increased my per-end comfort by 100%. No more numb or itchy butt after only one hour of riding like before.

4. I run the 40mm carbs and the Conti mufflers all the time. I wouldn't have it any other way. No reason to. I had the 32mm on at first, thinking they would be easier to live with. I was totally wrong. The 40mm are every bit as easy to live with and make it run like it should.

5. Performance? With the 32mm carbs and the Contis and 38tooth sprocket, in a 60 mph gear down roll-on with a Laverda 100 it would just barely pull even with the 1000. Then I put on the 40mm carbs, same situation; the Duke pulled the 1000 by an easy 12-15 lengths by the time I hit my top at 120-125. Is that a difference of what? I swear it blew my mind! I've now changed it to a 36tooth sprocket which dropped the acceleration quite a bit, now it only pulls the Laverda by about six lengths but upped my top end by about 10 mph.

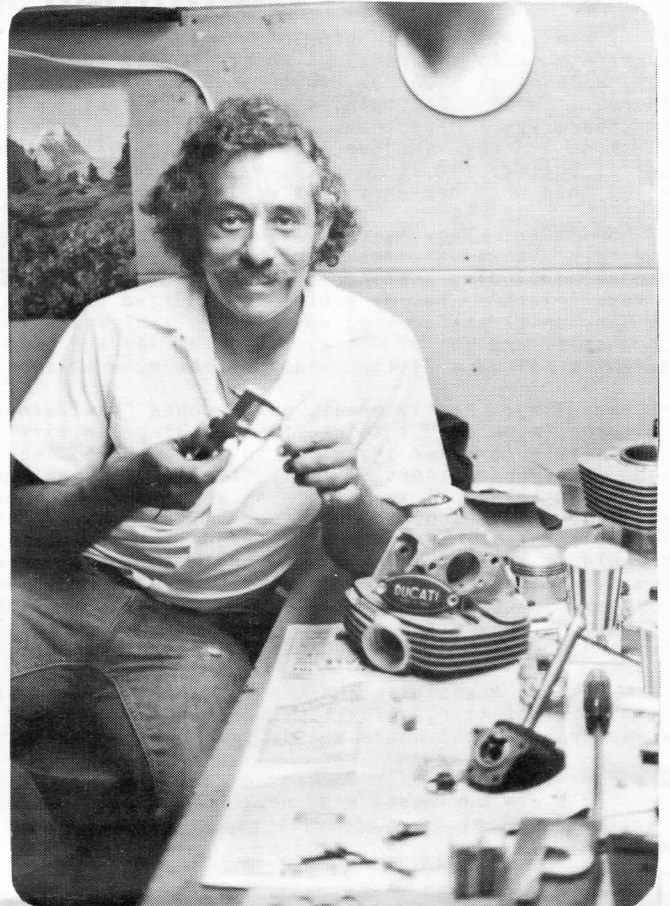
6. What kind of riding do I do mostly? Highway and canyon racing. I mean I run the hell out of it. When your riding group contains three Laverdas 1000s, Laverda Jota, two Moto Guzzi Lemans; with company like this who has a choice? I used it only one weekend for escapades as described in the performance section of this questionnaire

Summary: This is one 900SS owner who is a 100% satisfied with this machine, and as you can see I have many other bikes around to compare it with in all the areas mentioned I would highly recommend this machine to anyone interested in a machine you can run hard all the time and not worry about breaking it. I change my oil every 500 miles and clean it after every ride. After 5600 miles it still looks showroom fresh and runs even better. I dig my Duck!

P.S. Please excuse this horrendous writing and spelling.

(Let us all proceed to the refrigerator grab a cold beer and meditate.) J-E.

Well, I guess this is enough for now. If I get some letters, saying, "Well this guys is full of crap and this aint so and my Ducati don't do this and it don't do that and mine came with AM&FM Stereo and mine came with front wheel drive and roll down air conditioning.....I'll print them and then we'll all get a real good idea about the 900SS. As for me...well, as soon as I get into some bucks..man I'm goin down to my friendly Ducati dealer...if he's still there..and.....??where's my beer.....Jeez that broad drank



I do all my own work on my 900SS on account I don't trust nobody, what with my DIOC issued Haynes manual working on my 900SS is as easy as 1, 2, 3.....4, 5, 6, 7.....8.....9..... I used to have straight hair and no mustache, then when I put on a set of 44mm carbs from Powerhouse my bike went so fast it curled my hair and made the peach fuzz under my nose turn into a western mustache. signed. Earlie Curlie.

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