

TECHNICAL ● ● ● ● Continued

Manufacturers quote a fully advanced ignition setting but the only way to get the points to alter the timing is with the front carburettor off. Setting the carburation the factory way would have to stop the engine, take the carb off, reset, put the carb back on again and once again check the ignition with the engine running.

Mick Walker's mechanics have found that the most successful method of setting the timing is fully retard with the engine not running. There is even some confusion about what is the correct ignition timing, but Mick Walker has found that the best results come from setting both cylinders at eighteen degrees before TOP Dead Centre.

With the front carb off first of all check the point gap with the points at maximum lift. The correct gap is twelve thou. With the points set fix the special degree timing disc to the offside of the bike. There are a number of different methods of checking that the engine is at Top Dead Centre. Mick Walker's mechanics prefer to use a cheap TDC tool which most dealers sell. If your local dealer doesn't carry one of these in stock he can get one from Rocky Cycle, Beck Arnely, Snap-On, Craftman...etc.

By carefully rocking the engine back and forward it should be possible to get an accurate check on TDC. Fix a wire pointer to the primary drive cover screws and align it on the zero position of the degree disc. Turn the engine slowly back past the eighteen degree point and then carefully bring the engine forward until the pointer is just on eighteen. At this point the points should just be starting to open.

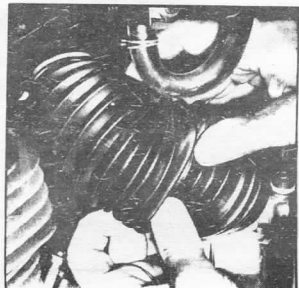
Mick uses a light bulb to check for points opening but an ohm meter can be used.

Although Mick Walker doesn't recommend it, checking the ignition timing with a strobe could be a good idea just to make sure that there is the same amount of advance on both cylinders. Having said that it should be pointed out that if the advance does vary it would be almost impossible to do anything about it.

To make the 750 an easier bike to ride Mick recommends welding an extension on the clutch arm. In standard trim the clutch is rather heavy, but by cutting the cable arm and welding in a two inch extension action is improved.

The Ducati should be one of the most oil tight engines around, but many owners have trouble after they remove the cylinder head because they don't fit new rubber 'O' rings between the head and barrel.

Two types of valve clearance adjustment are possible on the 750. Early models were fitted with shim adjustment. If the valve clearances are too large the only solution is to measure the excess gap and buy shims to suit. The later engines use a Ducati adjuster, that is a conventional screw and lock nut system, with a flattened off ball bearing on the valve. In theory it is possible to adjust clearance easily with this type of adjuster, but in practice the easiest way to get tappet settings is to wind the adjuster wide open and slowly screw it down it is just touching the feeler gauge. The correct setting for either type of valve adjustment is four thou set with the engine cold.



Convolute air cleaner hose can close up so robbing the carb of air. A loose coil of copper wire inside the hose will stop the rubber closing up. Examine the hose periodically to make sure that it isn't cracking and allowing dust laden air to get in.

SERVICE SCHEDULE

JOB	AT 500 MILES	AT 1200 TO 1500 MILES	EVERY 2000 MILES	EVERY 4000 MILES	EVERY 6000 MILES
CHECK TAPPETS		X	X		X
CHECK POINTS		X	X	X	X
CHECK IGNITION TIMING		X	X	X	X
REMOVE MARELLI PLUGS AND FIT LODGE	X				
LUBE AND ADJUST CLUTCH CABLE		X	X	X	X
LUBE AND ADJUST REAR CHAIN	X	X	X	X	X
ADJUST REAR BRAKE		X	X	X	X
CHECK WHEEL BEARINGS		X	X	X	X
CHECK SPOKES AND NIPPLES		X	X	X	X
CHECK WHEEL ALIGNMENT	X	X	X	X	X
CHECK TYRE PRESSURES	X	X	X	X	X
CHECK NUTS AND BOLTS FOR TIGHTNESS		X		X	
DRAIN ENGINE OIL, CLEAN FILTER AND REFILL	X	X	X	X	X
CHECK BATTERY ACID		X	X	X	X
CLEAN CARB FLOAT BOWLS		X	X	X	X
RESET CARB SYNCHRONISATION		X	X	X	X
DRAIN AND REFILL F/FORKS		X			
LUBE C/B FELT PAD		X	X	X	X
CHECK WHEEL BALANCE		X		X	
REPACK WHEEL BEARINGS					X
CHECK STEERING HEAD BEARINGS		X			X
CLEAN AND GAP PLUGS		X	X	X	X
REPLACE AIR FILTER ELEMENT					X
GREASE S/A PIVOT		X	X	X	X

Yes, it does look a little frightening, but in practice the Ducati V-twin probably needs less servicing than most big bikes on the market. After the pre-delivery check which every dealer should carry out before the bike is handed over to the customer nothing needs doing for over a thousand miles apart from changing the Marelli plugs for Lodge, checking and adjusting the rear chain if necessary and changing the engine oil. In practice most bikes could run through to 1500 miles without really needing an oil change.

Somewhere between 1200 and 1500 miles the bike should be returned to the supplying dealer for a comprehensive service, but if this is impossible follow the service schedule detailed above.

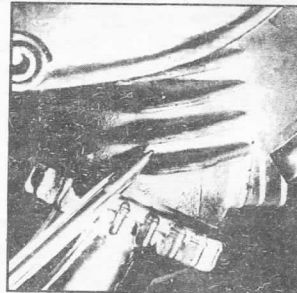
From this point on carry out servicing at the

intervals suggested above. Experience will indicate if it is necessary to attend to an item more frequently than indicated. For instance it is normal to replace the air filter element at 6000 miles, but if the machine is ridden in dusty conditions it may be necessary to change it more frequently.

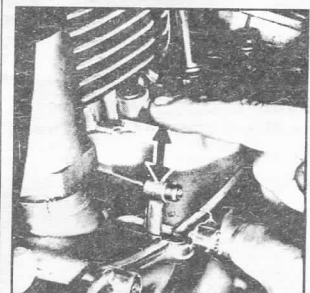
The way you ride will tend to fix the intervals at which the rear chain will need attention. Mick Walker recommends old fashioned Linklife and boiling the chain, but modern day aerosol lubricants and cleaners should make just as good a job.

The Ducati V-twins are enthusiasts' bikes, and enthusiasts are more inclined to over-service rather than not look after their machinery.

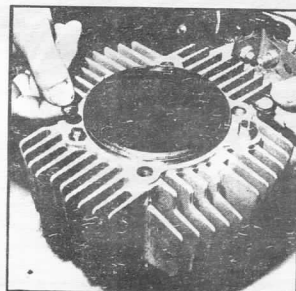
The exhaust rings on all engines are already drilled to accept lock wire. All that remains to be done is to drill the cylinder head fin shown with a small drill and thread wire through. Set the wire so it is pulling the clamp tighter.



Extending the clutch arm lightens the lever action. Mick Walker cuts the arm, sleeves it externally for two inches and then welds it back together. The welding needs to be done properly because there is quite a lot of strain over a small area.



Barrel to head oil sealing is controlled by these two rubber 'O' rings. It is essential that the rings are changed every time the barrel to head joint is disturbed. No head gasket is used so don't clamp the head down too tightly onto the barrel.



Two tips for the hydraulic brake system. First of all fit the Brenbro gaiter which allows the cap to sit lower, and secondly run a length of PVC tape round the cap to make sure that it cannot come undone. This would be a good idea on any bike.

