

TECHNICAL

TECH TIPS

Tips & Checks
by David Macy

I read some complaints in the last newsletter about handling of twins. I would suggest as a probable cause, to check for swing arm end play, there should be none. This can be shimmed out by using the same shims the singles use. There are three thicknesses 0181-40-060 - .2mm, 0181-40-070 - .5mm, and 0400-29-090 - .1mm.

I would also recommend, if you haven't already done so, to install a ball oiler for grease in the center, underneath the swing arm axle bushing tube for equal and positive lubing of both bushings.

Though the parts book calls for only one, our 74 GT had two front fork spring spacers atop the springs and under each cap. I experienced, after removing one from each side, a quicker handling characteristic and less wandering at slow speeds. There also seems to be more slider movement on the legs. This could be due to more contact (bearing) surface between the leg and slider being less apt to bind or stic. MACY DUCATI, R.1, Box 676, Plainfield, Indiana, 46168, Phone () 839-6990.

860 - 900 Kick Starter Tip

I have a tech tip I don't recall seeing so far. I am using the kick starter from the 900SS on my kick start 860. If you take the return spring off the right foot peg, you can lift the peg up out of the way so the lever will clear it when mounted in the vertical position as it is on the 900SS.

There was a slight interference with the brake pedal which a little fiddling was able to fix. I can now restart the bike in traffic while still astride the bike without hitting my shin. I found it a worthwhile modification but a little expensive. I had to pay almost \$60.00 for the lever almost a year ago. George Isoma, 10801 Rose Ave. 24, LA, Cal. 90034

Tachometer Seal Found

You people wouldn't believe what a problem I had for tracking down an oil seal for my late model 1974 GT 750 tachometer drive system. Not the '0' ring but the oil seal that keeps oil from seeping out of the engine where the tach cable connects to.

The West coast distributor in San Jose, CA. told me there is no replacement seal and I had to buy a tach drive system for \$40.00 (OUCH!), not on your life buddy. So I contacted Woods Motor Shop and Jim Woods told me that he was looking for that seal for the past two years. For all you Duck lovers the seal is (Drum roll and trumpets playing, tantaratataata)

INA G 8x12x3. INA U.S. distributor is located in Pennsylvania in the city of Philadelphia, retail price varies from .84 to \$1.19. So if you just want one, tell the salesman you want a sample or prototype. DAN B GUDZ, 709 Palm Ave. Apt. #7, Huntington Beach, CA. 92648.

Quick Timing Checks & Adjustments

This is a way to set up the bike for quick timing checks and adjustments. It does require the timing tool. The timing marks on the engine are fully advanced. Take a degree wheel and center it over the timing hole. Set the 0 degree on the advance mark then go 28 degrees clock wise keeping the wheel stationary and center punch the engine casing (the same distance from the hole as the original mark) if you want, go same distance from the hole as the original mark) if you want, go another 10 degrees and make a smaller mark (TDC). Do the same for the other cylinder. When you want to check the timing

put the bike up on the center stand in 5th, put in the timing tool, pull the plugs and bump the engine over with the rear wheel until the engine plug fires (ignition on). The timing tool should be pointing at the new mark. Check the other cylinder.

To check the advance use a strobe per engine manual.

I have been doing this for two years (10,000 miles and it works.) If you plug doesn't fire make sure the ignition is on--I do have the K-Mark coil set-up which makes it easier.

PS. How do you get an external filtered supply to the heads??? Joe Grant, 9 winter St., Topsham, Maine, 04086.

750 GT Larger Battery (860s also)

I recently purchased a battery for my 750 GT. Wanting a larger battery than stock, but no willing to pay \$40.00 to 50.00, I measured the battery box and found it to be exactly the same size as a tractor and snowmobile battery.

I purchased a battery at a discount store for \$22.00. It is rated at 35 amp hours, has a breather tube, handle, and to top it off a one year guarantee. (MY battery is rubber, it can be purchased with a plastic case. Even the original rubber hold down need not be modified. James Finch, 559 W. 9th St., Perrysburg, Ohio, 43551.

Bearing and Shims

In the course of rebuilding my 750 V-Twin engine I found that many things (Crank, mainshaft, layshaft, and shifter drum) require shimming.

For the crankshaft, I found that crankshaft shims from BSA 650 twins are the perfect size and are available in .003" and .005"-.007" which gives you a much better chance of getting end play perfect.

For the layshaft I used some shims from a Norton 750 camshaft however they are quite thick and lots of precision measuring is required.

These shimming operations are complex and not a job for the novice. Also I found as much as .005" difference between crankcase gaskets--this can be very important for getting correct end play on the shafts.

I have replace all the bearings in the motor with American and German bearings as I feel they are of higher quality. To help anyone out there who is doing a rebuild, instead of using stock main bearings on the crankshaft, I used a German FAG 1307-BT P5VA this is a precision bearing and is very expensive but a higher quality than the Italian units.

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