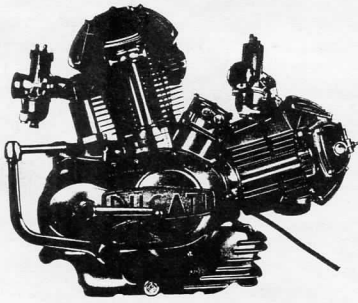


TECHNICAL



CHANGES TO MY DUKE 860

Here are some things I've done to my Duke that other members may be interested in knowing about.

I added the second front disc, at a cost of about \$112, give or take coffee money. No problems here, even though I'd never been further into the front end than tire changes. At the same time, I changed fork seals, fluid, and reversed the calipers. The price was reasonable because the dealer had a used disc. Caliper, line, etc. were new.

All of this added up to a much nicer handling bike and while in the area I also cleaned and greased the steering head bearings. Very dirty, especially the bottom one, due to lack of some type of seal. (felt, or something).

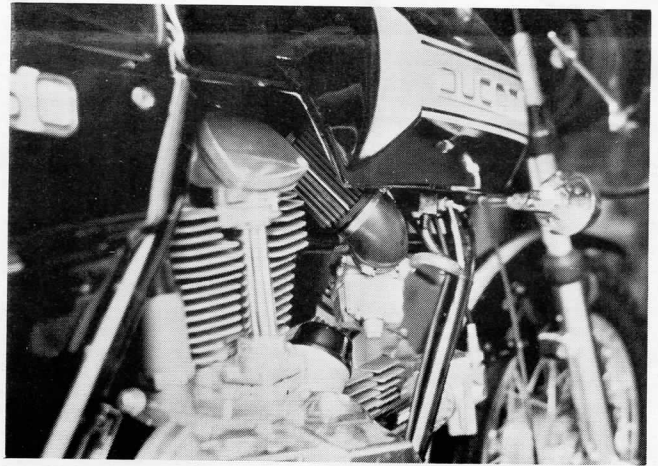
When I put the K&N's on, I used a piece of the original tubing from the bellmouth to the filter. Just put a $\frac{1}{2}$ " wide piece of exhaust tube inside the K&N, and insert that in the end of the original tubing. A hose clamp on each end, and they work well. This keeps the front filter out of the rain, and road splash, and the rear filter points over the battery. I used the small cone shape in the front, and the longer one in back, but they fit either way. I think this set-up makes for a greater volume of available filtered air, but that's just theory. It does keep dry.

I have removed the electric starter, cables, solenoid, etc., since they were pretty much dead weight anyway. (Just my opinion.) Bolts, washers the right size, and a little silicone is all it took to seal up the holes in the side cover. If I had an extra \$65, I'd put on the old style kick start cover, but I need a new tank bag worse. Also took off the sidestand, as all it did was help the bike fall over, it seemed.

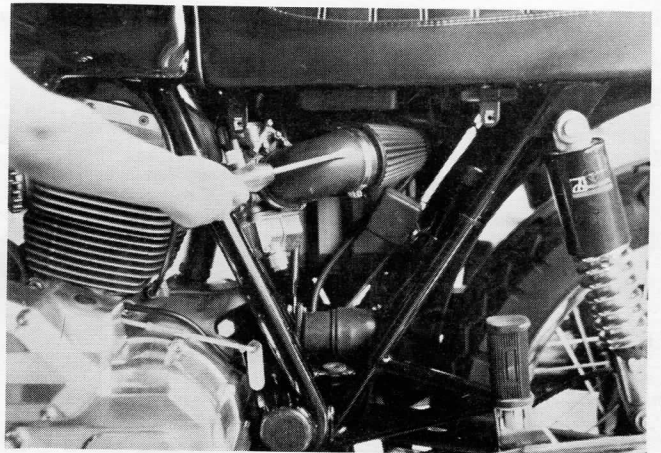
The center stand deserves a lot of attention, I think. Mine was badly cracked at the welds near the top, where it bolts on. This is hard to see, until some time after riding in the wet. Then fine lines of rust will show up on all the cracks. I got all the rust dust welded up for \$6. The guy does a lot of bike stuff, and reinforced it, so it looks real tough now. Slid on piece of heater hose over it to act as a stop on the bottom of the muffler. The original plastic stoppers fried during welding.

I changed to a 36 tooth rear, and 16 front for open road use but it didn't change mileage much. Not as quick as with the 40.

When I fell over the snow right at the end of my ride, (wife in attendance, of course) she came out and we pushed it in the garage. The only damage was a broken turn signal, which I replaced with a bigger brighter set from a Honda or something. Note the mounting location and the stalks used.



Note how filters tuck away neatly away from rain blast. Above photo: Note the modification to side cover to expose view to rear cylinder.



I took the back light wiring out from under the fender, taped it up real neat, and left it exposed on top of the fender. Big bumps when two-up caused the tire to expose several spots in the wiring harness.

I use Fin-Q grips, Cibie quartz light, K-81s, faster working Chevy blinker unit, and other small changes to make it fit a 6 foot 2 inch, 150 lb. body with loooong legs.

I've been wondering about some DIOC Help-N-Hands type of thing. It'd be a lot of work and I'd guess we'd need some kind of directory, but if a guy got in trouble on a trip I think somebody who rides the same brand would be able to get him in touch with the local dealer quicker, which is really a consideration, at least in this area. Other than our Denver dealer, the closest one is about 550 miles. Maybe it's a different story on the coast. Anyway I've got a 75 Chevy pickup, a motel across the street, big yard, and I go right past the shop on the way to and from work every day. I wouldn't mind helping out some, especially since I still remember being in Horsehead, Nebraska with no lites, at 10pm. Finally I found the short. The neutral wire plug rubbed on the chain guard. Presto! Blackness abounds!

Almost forgot! I use a CB on "Super Duke" and in the pickup, or car, whichever. All the 4-wheelers have Duc Stickers, so give me a shout if you are in the area. The handle is "City Slicker" KCF3047. JOHN W. ROY, 1445 Ingallis, Lakewood, Colorado 80214