

TECHNICAL Cont'd. . . .

DON'T LET YOUR CRANK SIT. IT WILL RUST.

I have a theory that the worst thing for Ducati crank is storage. All my Ducatis have been stored for the winter and all have suffered crank (roller bearing failure.) After months of sitting the oil can drain off the crank and corrosion is possible.

The solution to this problem is to start up the engine regularly. On really cold days I would rather just kick the engine over without starting it since the engine wouldn't get warm enough to evaporate water in the crankcase.

Putting a remote full-flow oil filter on a single is simple. Here is how I did it:

Take the timing cover off. Remove the safety-wire and four screws holding the oil pump together. Do not lose the pressure relief ball and spring. Observe how it came apart so you can put it back together. Examine the passageways so you can see where the oil flows. Notice that it goes from the sump to the input of the oil pump and from the output of the pump to a small chamber at the right end of the crank. The chamber supplies the crank and a passageway to the rest of the engine. Drill a small pilot hole through the crank bearing hole and another pilot hole through the output side of the oil pump. Now you may drill two 21/64" holes through the timing cover on a drill press if you put the cover gasket-side down on blocks. The cover won't rest on the gasket surface because because of obstructions. Do not drill too deep! Tap with a (1/8" pipe thread one end, 1/8" fuel line the other; available at auto stores) for the proper depth (to clear shift lever). Redrill & tap if necessary..

The most important part (which comes after drilling and tapping the holes) is to block the passageway between the oil pump and the oil chambers or gallery at the right end of the crank. Clean this passageway til it shines. Use Gunk and water or a solvent or even soap and water. Dry, hold the cover so tha the passageways is vertical or close to it. Plug the bottom end. Drip a nice runny, slow drying, hot-oil-proof Epoxy down the passageway to plug it.

Install a right angle fuel line fitting in each tapped hole. Run 1/8" fuel line to a filter. Safety wire oil pump.

The oil filter bracket is a problem. I cannot tell you a definite place to buy one. The one I used came from a junk pile so I don't know what kind of car it came from. An old car (like a 1954 Chevy) would have a remote partial flow oil filter. Oil went from an oil gallery to a restricting orifice to the oil filter and then to the engine oil sump. If you can scrounge up one of these be sure to remove the restricting orifice.

All oil furnaces have oil filters. A furnace repairman should be able to offer a variety of oil filters, brackets and hardware..

J.C. Whitney offers a spin on oil filter kit with bracket, fittings, lines and instructions for a Volkswagen. Cost \$8.95.

Mounted out in the breeze on the front downtube and painted to match my bike, my spin-on oil filter barely gets warm. I don't know if the engine ever gets properly warmed up in really col weather but I'm sure it doesn't overheat in hot weather. And there is nothing like the reassurance

you get being able to reach down and feel the warm clean oil coursing through the Ducks veins. My 750 is going to have one also.

All this was sent in by Richard A. Marker, 2147 S. Union Rd., Medway, Ohio 45341.



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