

TECHNICAL Cont'd.

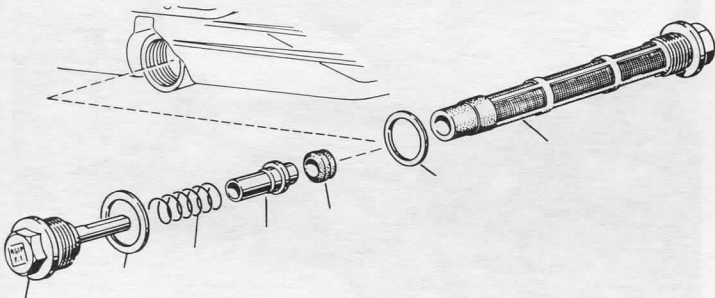
GTL SERVICE BULLETIN

DUCATI 500 GTL OILING - FACTORY MODIFICATION

Some oiling problems have been apparent on the 500cc GTL Ducati engines because of unnecessary removal of the valve which is located on the bottom right hand side of the crankcase. This valve forms part of the oil filter which is screwed in from the opposite left hand side of the crankcase. Interference with the valve and incorrect assembly after removal can cause partial loss of oil pressure with resulting damage to engine parts.

The components which form the special valve can be found in exploded view condition on page 11 (TAV. 11) of your GTL parts book. (available from your DIOC). If for any reason the valve is moved, it is essential to prime the area with oil before reassembly making sure that the components have been correctly fitted in the proper order.

Special care should also be exercised when removing and refitting the oil screen during oil changes making sure that the screen is not bent or otherwise damaged.



DIOC NOTES

Fellow member Bob Cowin had some problems with his Ducati GTL and the above and below info was kindly provided by Mr Ernie Wiffen, General Service Manger and all around super nice guy who works for Berliner Motors. The info below was dated Bologna, 20th January 1977 and here is what it said.

To all our dealers abroad:

DUCATI GTL AND DESMO ENGINES

We inform that in the above engines, beginning from engine number 502380, some important modifications were brought in order to improve crankshaft balance. Of course these modifications imply a change in the crankshaft code number as follows:

previous code no. 0620-47-105, new # 0620-88-105

Will you please take into account that this modification involves also pistons and cylinder barrels which, even if under the same code numbers as previously, were modified as hereunder:

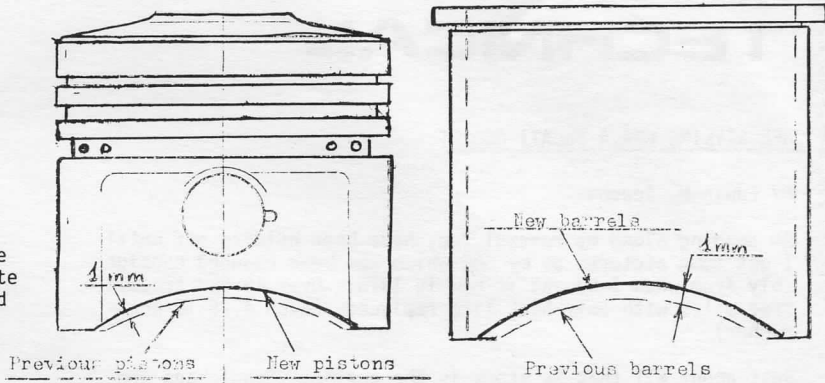
IMPORTANT:

Ducati will supply only: Crankshaft, pistons, barrels and cylinders of new type.

Pistons, barrels and cylinders of new type can be used with crankshaft of previous type (0620-47-105).

Pistons, barrels and cylinders complete of barrels you have on hand cannot be utilized together with new crankshaft 0620-88-105 unless you have modifications according to drawing 1 and 2 made by yourself. Yours faithfully, Ducati Meccanica SPA.

(They sure do have a way with words don't they?.....ed.)



DUCATI 860 RIGHT SIDE SHIFT CONVERSION

BY Ross Himebauch

I am writing this to tell how I made my 860 GT shift gears with the right foot. This may only be done to 860 motors that use a gear selector box on the right side of the motor, and a crossover shaft. The additional parts that are needed are all standard 750GT parts.

- brake petal. 0795.41.100
- footpeg mounting stud. 0795.69.020
- two circlips (or seegers). 735000.1542
- return spring for brake petal. 0795.41.030
- gear shift lever 0601.13.020
- shifting spindle 0608.13.200

the last item listed (0608.13.200) is also used in the single cylinder Ducatis, so it may be possible to find a used one someplace.

The brake petal fits into place real nicely on the left side. However, a lug must be made and welded in place to accept the end of the brake cable sheathing. I shortened my stock cable and sheathing to the proper lengths. The lengths should be checked not to be too short when the swing arm is moved as far to the rear as possible (via the eccentric swing arm mounts).

The shifter is relatively easy to change. Just take the gear selector box off and disassemble it. Reassemble it with the new shifting spindle in place. The new shift lever cleared the alternator after I gave it a slight S curve. Then I took the rubber off the old lever and put in on the new one.



DUCATI RACING T-SHIRT BREAKS SALES RECORDS

The Racing Shirt above is our newest addition to the DIOC line of t-shirts and if sales for this bright red, black and white number keeps going the way they are you can be assured of the clubs existence for some time to come. The shirt is printed on both sides and is of high quality. \$5.25 + \$1.25 shpg. and handling and the envelope to ship it in and the label and the time to put it together. . . . You'll love it, guaranteed.