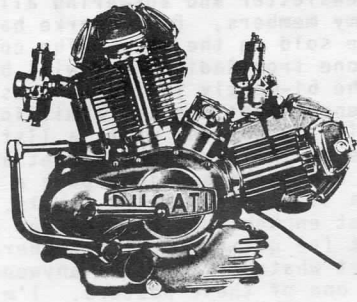


# TECHNICAL



## DARMAH JUMPING OUT OF GEAR CURED

A few weeks ago I wrote you asking if you could print my letter in our clubs newsletter. The reason was that my Darmah was jumping out of 1st gear (notice past tense) and I needed advice, well I fixed it. A friend of mine kept telling me it was the 1st gears which had stripped dogs, I thought it was the linkage. I ordered all new linkage, and then thought if it was 1st gear, I should order it now so I wouldn't have to wait twice for parts if the linkage didn't do it. I called Brooks the local Ducati dealer, who is also Euromart the West Coast distributor, and 1st gear layshaft selector dog were in stock.

Saturday morning I bought the gears, 9:30 am I began to take the Darmah apart. By 2:00 PM the crank and tranny were apart, sitting on my work bench. I found excessive end play in the shift drum, probably from the factory #\*%\$@!\* which I think caused it to start jumping out of gear. I then re-spaced it for max throw into gears, re-assembled the motor and put it back in the frame Saturday night at 9:00 PM. Sunday morning I finished with carbs, pipes etc, fired it up on the first kick, put it into first rolled out the drive way, down the hill around the corner and rolled the throttle on, it just kept pulling, then second, third, fourth and fifth.

I just received the Darmah parts book, and Ducati Racing T-Shirt, I love the shirt, perfect for riding my red Darmah. Thanks a lot for everything and I am glad I won't need any advice after all.

Mario Gomez, 3410 Chapala Dr., San Jose, CA 95122

## MORE ON DARMAHS

I bought a Darmah last year and would like to pass on some of my thoughts. Living in the mountains and near the Blue Ridge Parkway I have always ridden Triumphs because of their handling and low end power. Needless to say the Duke's power and handling has put me in a motor cycle world I never knew existed.

The bike has given me no trouble that wasn't easily corrected. With a few homemade tools I find the Desmo valves are fairly easy to adjust; more time consuming than difficult. The Haynes workshop manual the DIOC sells is very good.

At first I had a front end wobble in high speed turns and suspected the Michelin M45 tire but corrected it by stiffening the rear shocks and steering stabilizer.

I would like to hear from any other Duke riders in this area. The club is the greatest and very helpful. Keep up the good work and I will help in any way possible.

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## "THE BLACK CAT" A DARMAH REPORT

Fellow Darmah owners: I am glad to be among this elite group. My ticket is a black '78 Cat and have not yet, in over 10,000 miles had to set the timing or adjust the valves. The bike is the smoothest one that I've owned (13 including a Duke SS and a R90S), but that doesn't help much after an 80 mile stint in the saddle and your ass begins to feel like you went down a few flights of stairs on it. When riding double, cut that milage in half and double the flights of stairs. The only beneficial factor to the seat is that anyone can get both their feet on the ground at the same time while on it.

The "Black Cat" does not handle as well as the '77 Super Sport I have due to a pair of reasons:

1. The electric starter motor and extra large battery to power it add approximately 70 lbs. to the bike.
2. A different frame and steering geometry make the bike easier to handle at slow speeds, but make it less stable at speeds above 80 mph compared to the SS.

As with all bikes that I've owned I have looked for places to make improvements and have found a few that I would like to share with you all.

1. Remove those disgusting Lafraconi mufflers and install a pair of those great looking and sounding Conti's which the DIOC sells at a discount.
2. Install a fairing. This added a great deal to an already beautiful bike.
3. Too many RPMs per MPH in fifth gear (59mph @ 4,000 rpm). Replace rear sprocket with a 36 tooth sprocket and now you have 64 mph @ 4,000 rpm. The bike now feels smoother and more relaxed when at a good clip.
4. Ugly square (I dislike chrome) front fender. Replace it with Syd's Cycle S.S. front fender. Very nice.
5. Poor mpg (37 town, 41 highway). Replace the 32mm carbs with 36 mm Dellortos. They use your stock manifolds, air filters, choke cables and throttle cables. All you have to do is change over the main and choke jets and shorten the throttle cable covers 3/8". Now I get 45 mpg in town and 50 miles per gallon highway!



## 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.