

TECHNICAL

6. Replace stock shocks with a pair of Marzocchi Gas Shocks (if your bike did not come with them) These made such an improvement that it's easy to understand why they now come stock on all new Ducatis. I found a crate of them at a deal and am hoping to sell the rest at a real deal to anyone who would want them.

Well that's all I've done so far but I have the following planned for this coming winter:

1. Flow the heads and install Imola SS cams. I have found that the Darmah comes with a very poor stock flow job).

2. Mount front brake calipers behind forks for added stability. This modification has helped on mine and a friends SS. I can get the brake lines needed to make the conversion, if anyone wants any, contact me. I'm going to drill my discs brakes while I'm at it.

3. Install a new 1980 Darmah seat. They are completely redesigned and offer unequalled comfort. They also have a larger and easier to get to storage compartment.

I hope that this information will be of help to anyone and if any of our fellow members need further assistance they can contact me at:

Richard Albee, Box 448, Sudbury, Mass. 01776.



WOULD YOU BELIEVE MORE DARMAH STUFF?

Dear Joel, I know you are quite busy writing these newsletters and slaving over the stove making your frozen dinners and feeding Thursday the club Duck mascot so I thought I would help make your job a bit easier by sending in these tech tips. These are modifications that I have put on my Darmah. Maybe they will work on other Ducks too.

Take a trip to your friendly local Honda shop (which is slightly easier to find than your friendly Ducati shop) and buy four of the 8mm allen bolts that hold down the handlebars on a single cam CB750 F. Order four of the cute little plastic caps that fit in the ends of the allens. Clamp down your Darmah handlebars with these pieces and notice how uncluttered the dash area has become. The polished fork caps and chrome steering stem nut both add to the visual business of the dash area, so if you are a purist, sandblast them and paint them flat black; looks good on my machine.

If you decide to reverse your calipers like I did, you need to find some axle shims to center your front wheel in the forks. V.S.I. #203 valve spring shims for a small block Chevy work

like they were designed for the job. They can be purchased at most auto supply stores and come in .035" and .060" thickness.

When you flip your calipers to the rear of the fork sliders the stock lower brake hoses become too long. Throw them away and send next weeks pay check to Earl's Supply Co. (14611 Hawthorne Blvd., Lawndale, California 90260). They in turn will send you two stainless steel braided teflon lined brake hoses and maybe some change. Very expensive, very sexy. And while you are screwing around with your brakes find some Dow Corning Silicone brake fluid (good luck) and use the stuff. It doesn't eat your paint, it boils at a higher temperature than conventional brake fluid, and it is non-hygroscopic, which means that it will not absorb water from the atmosphere and corrode your steel brake pieces. If you are not concerned about brake system corrosion, I would suggest that you sell your Duck, buy a Gold Wing and trade it off once a year.

One more thing: pull the top fender mount studs out of the fork sliders and drop your front fender down one notch, this makes the whole front end look tighter by eliminating that 1/2" stock air gap between the fender and the tire. Better yet, replace the bottom studs with bolts; that way you can remove and replace the front fender without yanking the forks. If you think that halving the number of fasteners clamping the fender to the sliders will double the possible amount of fork twist, then you are full of pasta. An unattached Darmah front fender has all the torsional rigidity of piece of toilet paper. If I remember correctly the 750 MV Agusta has the same right point fender mount as the Darmah, but with a 1/2" aluminum fork brace built into the fender. If you are worried about fork twist and if you have a whole lot more money than I do, you might try this particular swap. Let me know how it turns out.

One parting question - are the Darmah fenders made of stainless steel or are they made of second rate chrome plated shit like the rocker arms? I'd like to polish out a few scratches but if the fenders are chrome plated I'll leave them alone.

On a sour ending note, after only 2500 miles on the clock, I found all my closing rockers to be .003 tight and the chrome was beginning to flake off one opening rocker pad. At that rate I'm sure that all those busy expensive little pieces in the head would have worn themselves to junk within another thousand miles. Desmo owners beware! EXCELLO PLATING now charges \$8.00 per rocker to do their thing. But you really have no choice. Tear down and pay up - NOW!

Douglas S. Dawson, 120 7th St. SE, Carmel Indiana, 46032

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