

TECHNICAL

SPEEDLINE MOUNTED DUCATIS WHEEL ALERT

I would suggest that all owners of Dukes with Speedline wheels check the wheel where the hub joins the wheel. Place the bike on the mainstand and with the bike in gear rotate the wheel by hand and if you are unlucky like me you will see movement of the wheel in relation to the hub. However if you catch the problem early enough it should be OK. On pulling the wheel out I found that all 6 screws holding the hub to the wheel were loose. If I had left it in this condition long enough eventually the holes would have elongated which may have meant replacement of the wheel as the hub is not listed as a spare part. My bike's only done 1500 miles so it was obviously assembled loose. The sprocket nuts were also loose. The cure was 601 Loctite on the places where the hub joins the wheel and also on the screws. The Campagnole wheels don't seem to be as bad as the Speelines as the hub looks like a press fit onto the wheel as well as the screws. The Speedline design is crazy. I just hope the Loctite holds.

Anyway keep up the good work and I look forward to some more Newsletters. If you want any contributions from Australia just drop a line. After all this country is Ducati's biggest market and there are more Dukes around here than Hondas.

Ian Falloon, 25 Alfred Crescent, North Fitzroy, Vic. 3068 Australia.

FORK SEAL TIP FOR TWINS

The fork seals on my 76 860 GT (Ceriani front end) were desperately in need of replacement. After driving 30 miles to the local Ducati dealer and getting the wrong size seals... (this happens on Sunday afternoon with the front end apart and no other transportation around!)...I decided to find some Jap seals that would work. So Yamaha YZ 400 seals (Yamaha part # 1W4-23145-L0) work great. Not only that, you need only 1 seal per fork since these seals are double lipped...which means half the price of Ducati seals. I've been running mine for 5000 miles with no problems.

Barry Ferris, San Diego

900 SS SHIFTER TRICK

A comment on the cause of poor shifting on 900ss cross over shift models, after having to replace two gears with worn dogs from 4th gear going undone under load, I determined that the cause of the problem was in the pedal linkage adjustment. This adjustment is very critical to good shifting. On the left side of the machine, there are two levers (one with pins and one with slots) whose motions describe intersecting circles. For proper operation, these levers should be adjusted so that a single line can be drawn thru these two levers pivot points and where the levers join (pin & slot). There are two places where adjustment is made - where pinned lever fits on splined shaft on left side and behind right side selector cover where a threaded clevis linkage provides adjustment. When the adjustment is right, as little as 1/2 turn either way on the clevis link can upset the shifting. This adjustment will also place the pedal very low on the left side. If you don't like it that low, it will take a torch to rectify. When making this adjustment, grease the pin and slot contact point and if you are ambitious, pack selector box with grease.

This routine solved my own shift problems plus those of a friend whose shifting was so stiff he got a blister on top of his big toe.
John R. Watrous RD#1 Box 296, Penn., NJ 08534

DUCATI MUFFLERS FOR TWINS

Get rid of those big, heavy, ugly Lafranconi mufflers and get the performance your bike is capable of. Bob Burdick in Fremont worked until just recently for Denco, the outfit that makes fancy exhaust systems and speed goodies. One day he welded up some very sexy mufflers for his 860 GTS Ducati and couldn't get over how much better his bike ran and sounded. Much more power. I saw them and had to have a pair, so he made me some.

They are swept and tucked in and look great. They weigh 7 1/2 lbs. for two, and 24 inches long and clear the rear axle for wheel removal. The original Lafranconi's were 14 1/2 lbs. for two, 31 inches long, full of baffles and covered the ends of the axle. Compared to Conti mufflers these are also straight through, but they have a lower tone, like a Cris-Craft inboard motorboat. None of that high Conti "crackle sound". The end cone and center tube pull out the back in a flash by removing the one small bolt. Anytime you think they are getting too loud, you can re-pack them with cheap wall-insulating fiberglass for a few cents. When Conti's get too loud you are stuck because they are all welded up. Also, these are much cheaper and I think they are lighter.

Bob Burdick is selling these out of this new shop through an arrangement with Denco. If you want a pair, call or write or go see Bob Burdick at Custom Paint Creations, 44865 Fremont Blvd., Fremont, CA 94538. The phone is (415) 651-4070. He is now doing very sexy painting on bikes.

The price for a pair is \$129.95. Denco doesn't think we know a good thing when we see it, so they want 10 guys to order some first before they make the production welding fixtures. If you want to see mine, I'm at 3940 Grove Ave. in Palo Alto, California. Call first at 493-6084 to make sure I'm home and not out blasting through the hills.

For those who want nice quiet mufflers for special occasions, like going to your boss' house for dinner, Bob will also be selling a faffle-type "EPA" insert that replaces the original "center tube with fiberglass insert". Gives you a quick change convertible option.

If you want to check and see if they will fit your machine, they are approx 11 3/8 inches from the top of the inlet to the center of the hole in the mounting bracket. The inlet inside diameter is about 1 5/8 inches.

Al Hasting, Palo Alto, CA. 94303

