

# TECHNICAL

## PREMIUM GAS BOOSTER

It seems that a lot of people are confused as to what to do about the lack of premium fuel available so I got a solution that may help other members.

Go to your local M/C dealer and have him get you some KLOTZ OCTANE BOOSTERS and follow the directions; it really works. It also stabilizes the fuel or winter storage. One word of caution: Don't get it on your paint, it makes a mess.

Jim Petersen, 313 So Nic., Winthrop, MN 55396

## MORE ON PREMIUM GAS

If you all are running into the "no premium gas" problem then try mixing unleaded and regular. This is even approved by the Porsche factory.

### Hot tip Methanol-octane rating 116

Methanol (wood alcohol, ie Shellac thinner) used with regular in a 10 - 15 percent mix will yield Premium quality gas that loves valves and will yield a 13% increase in gas mileage. My Ducati 750 GT got 45 mpg solo and with methanol I got 50 mpg two up. In experiments it has shown to increase power 10% and it also absorbs water. Alcohol acts as coolant to control detonation. The only problem is cost. A 55 gallon drum is \$1.50 a gallon.

Irving Falkoff, 6509 Marsol Rd. #202, Mayfield Heights, OHIO 44124

PS I have a Lucas electronic ignition on my GT and it works great. It starts first kick 95% of the time and 100% on the second. My valve guides failed when I was about 30 miles from home and the motor never missed a beat even with oil fouled plugs.

### NOTE

Lucas electronic ignitions as available from

Mitchell Klempf  
Lucas Distributor  
204 20th St. SW  
Rochester, Minn. 55901

be sure to tell him Joel from the DIOC sent you.

## STELLITE INSTEAD OF PLATING ON ROCKERS

Something of interest that we tried at my shop. We have welded stellite onto Dukes rocker arms instead of plating. We've tried it on four motors to date and no problem. These are valve spring engines.

Ron's Cycle Sales, 215 Lancaster St., Leominster, Mass. 01453 1-617-537-6191

## TECH TIPS AT RANDOM 860 DUKES

I like to fiddle with bikes so I have changed a few things to make the bike fit me and my riding style better. I reversed my brake calipers and drilled my discs, put Honda 400 Sport handle bars on (found out my headlight flasher was wired wrong) Unifilter air cleaners, Dunstall Decibel silencers and K81s.

For more cornering clearance I cut an inch off the brake lever frame boss and braker lever rod and then cut aproximately 1 1/2" off the cross over tube for the exhaust system and welded it back together and bent the centerstand closer around the muffler.

The front forks need help. They are too stiff. I

wrote Brian Faber of No 1 Products and he suggested that I use fork springs between 28-33 lbs, drill the compression dampening hole (bottom hole on dampner rod near cone) to 13/64" thru both sides of the rod and change the fork seals for less siction and use 10-20 wt oil. I started with stock BMW springs (20-30 lbs progressive) but they are a little soft so I ordered heavy duty BMW springs (28-40 lbs progressive). I put No.1 Products TRICKIT fork dampener extenders for a CZ (part #599) in and had to turn them down a few thousandths so now my forks have 5 3/4" of usable travel (stock fork springs will only move 4 1/2"). LEAKPROFF fork seals for a Bultaco will fit (50X38mm). As I have them now and the forks are a lot better and I'm still experimenting.

The grease fitting of the swing-arm is pressed in and is prone to come out easily. A regular threaded one will self tap in.

Ignition wires are cheap so I put on high-temp. silicon solid core wires.

I've heard from several sources that a few 860s have their cams installed one or two teeth off; mine were, and some earlier 860s have more duration on the front cylinder than the rear cylinder.

Doug Roper, 277 W. Main St., Chester, CT 06412.

## HANDLEBAR SWITCHES REPLACEMENTS

For those contemplating changing handlebar switches on Ducati twins, I've found that a good combination from a Kawasaki 750 r/h side switch, and a l/h side from a 900 Kawasaki and a clutch lever and housing from a 350 Yamaha work real good.

Bob Unger, 119 Elizabeth St., NY, NY 10013

## IMPORTANT

Well this is it for tech stuff for now. I want to thank those who take the time to share what they know with those of us who don't. Just one small note WE'RE RUNNING OUT OF TECH STUFF!

I would really like to see some stuff on Singles. I'm starting to get some heat from Singles owners that we are not printing enough Singles stuff and this and that. So you singles freaks who turn your own wrenches, how about some helpful hints here and there.

As for the twins, well, more and more folks own twins now than ever and I need more technical information to pass along. I know that there are thousands of different things that are being tried on Ducati twins in different shops all over and I'd would really appreciate it if some of you would send me something to put into the Newsletter. I am even willing to give you a free 1/4 page ad for your articles so how is that for incentive.

And remember GET INVOLVED IN YOUR CLUB!

## USEFUL TECH TIPS

For those of you who are not too technically inclined we offer the following tips that will insure a good running motor and a safe trip back home.

1. Never put chocolate milk in your crankcase.
2. Never leave your bike with a dealer who works from a travel trailer. Expecially if he has an empty three rail bike trailer in the back.
3. A combination of 40W oil, white vinigar, soy sauce mixed with 5 parts gas and 2 parts water will definately keep your bike from running at all. It won't even raise your octane rating.