

TECH TIPS

SOME TIPS FOR YOUR FORKS

I'm deep in the process of rebuilding/restoring my new/used 750 Sport and thought I'd pass along the following observation.

The bike is a 1975 model with Ceriani forks. The inside of each fork spring is coated with what appears to be scale left over from the heat treating process. The stuff is hard and gritty and I can't imagine that it does the forks any good when it starts floating around in the fork oil. A 12 gauge shotgun cleaning brush and some solvent will remove it.

There were also a few loose burrs on each end of the springs where they were ground flat at the factory. Again, I didn't want that crap floating around, so I eased the rough edges of the springs with a belt sander.

It takes maybe five minutes to pull the springs and check them -- a half hour to clean them if needed. Considering the current price of new parts, it's time well spent.

One final thought: this rag is full of letters from Ducati owners grouching and bitching about "cheap &c%\$t" this and "second rate" that. I've done my share of complaining and while I know that most complaints are legitimate, I still can't think of a bike manufactured within the last twenty years that I would rather own than a Ducati Twin. It has been said of Vincents, and I believe that it applies to the Ducati also: Never has a motorcycle been more modified and less in need of modifications.

Doug Dawson, 120 7th St. SE, Carmel, Ind. 46032

TIPS FOR SINGLES

Next time the Duck eats a speedo or tach cable, go to your nearest AC-Delco jobber, buy a #615H speedo cable kit, follow the package instructions, a little filing at the ends, and presto, a cheap cable that works.

Take the ceramic fuses and toss them out into the nearest trash can, purchase some Buss or other quality fuses, put the fuses in and you have lights that really work. The ceramic fuses kept corroding for me.

Sometime when the bike is down, take off the swing-arm and relocate the greasefitting. I put mine a little below center facing the rear, I now get grease coming out of the right side of the swing-arm pivot, this never happened with the stock fitting.

Speaking of grease, next time you have the covers off the dandy little switch looking for corroded fuses, grease anything that looks electrical. I haven't had an electrical problem since 1977.

Late model singles (6V) with turnsignals, use #87 bulbs, They work just like a riceburners.

Koehler small engine parts make an air filter part #231847 that fits right in the filter box. The ones I have cost \$2.90 which is cheap. The filters are of good quality.

AC makes a 6-V headlight bulb, #4020, that fits in all the small shelled headlights.

If you haven't learned how to take out the battery yet, try taking off the toolbox, every single I ever owned had the horn out bolt hole stripped and the battery wires all pulled apart. This caused unbelievable electrical grief, so next time you take out the battery, try taking off the toolbox. I might buy it at sometime and I tired of retaping horn mount threads.

Late model singles with compression releases, exhaust valve type, come from Dr. T with a cable that is too short. Use choke cable and cut it to a length where it will not bind anywhere. It will work easier and last longer. I went through three before I did this, none since.

My '74 came with speedo cable running through that little ring at the fork seal. The cables were breaking annually, so I let it hand free and it's good ever since. This was the cause of the earlier tip.

That's all I can think of right now, but as they come back to me I'll pass them on. Til then,

Bruce P Reinhart, 366 E Church St. Slatington PA.

TIPS ON VALVE GUIDE REMOVAL

I'll bet that most guys use a stepped drift a big hammer and lots of verbal abuse to get their guides out. This is the wrong way to remove a bronze guide. Think about it for a minute: the harder you beat on that guide the more you "mushroom" the O.D. and the tighter the guide jams itself in the head. With enough heavy blows, you will no doubt remove the guide, but you will also broach hell out of the head in the process. If you are lucky, a set of oversized guides will cover up your butchery; if not, it's time for a new head or some fancy heliarc/ machine work.

Next time, do it this way: Run a tap about 1/2" into the spring end of the guide and thread a bolt in from the same end. Don't smoke the bolt down too tight or you run the risk of expanding the guide, and that's exactly what you are trying not to do. Now stuff an 8mm drift down the guide from the combustion chamber side and pound away. Get the picture? With this method, you are beating on the end of the bolt and if anything, the guide will elongate somewhat, easing its removal from the head. In effect, you are pulling the guide out instead of pushing it. (You did clean all the carbon deposits off the port end of the guide before starting this procedure didn't you? Later

Dough Dawson.

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