TECH TIPS

IMPROVE DUCATI CHARGING WITH HONDA PARTS

By Alex I Dupont

Before getting down to the numbers and colors of this article let me say that I have ridden several thousand miles since the Tympanium regulator I had on my Duke went bad. The performance of the Honda transplant electrical system is very good and stable. I have insta-led an ammeter and I use it to monitor the sytem. I recommend an ammeter to help the rider maintain discharging conditions to a minimum and allow the slection of engine speed to offset unavoidable discharge. Ammeters are available in auto parts stores but I have found them to be unsatisfactory. Small engine and garden tractor specialists will have meters with face readings of 15 - 0 - 15 or 20 - 0 - 20 in stock. Meters with readings of more than 20 are useless in this application. Be sure that you know how the hand is positioned when all systems are off. Most cheap ammeters don't exactly line up with " 0 " when no current is flowing. Failure to recognize the true "0" condition will cause much anxiety.

So will finding your wife with another man, falling off an 18 story window and losing your front wheel at high speeds.

Now here is what you need:

1. Honda rectifier #31700-2155-67 (H/C 030342
2. Nut to fit threads on Honda rectifier mounting stud.
3. 10 flat blade type solderless terminals to hook to existing wires (standard American type is fine).
4. Honda regulator 31400-292-670 (H/C 014512).

Note: H/C is what parts man orders from Honda with. He doesn't use part #s and you thought the italians were queer.

These parts are not cheap but they're readily available and your Honda shop can check or replace them without delay which I found was cheaper in the end than replacing Ducati parts or Tympanium components in a rush out in east Jockstrap or where ever one fails.

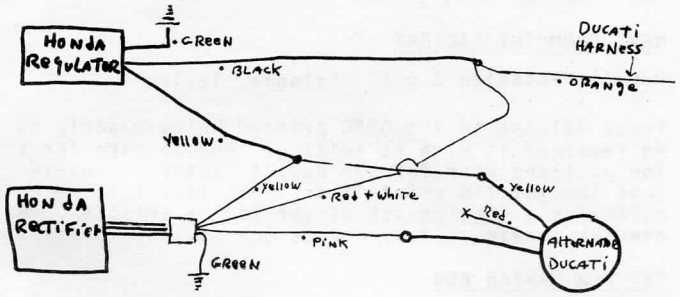
1. Remove Ducat regulator.

2. Mount Honda regulator in same location and attach GREEN wire to ground. Since battery ground and fuse block ground is on this mounting plate use it. Don't forget battery ground was under regulator bolt. I recommend bolting all ground wires under the bolt not used to mount Honda regulator. You will have a spare hole since Honda unit is shorter than Ducati unit and new hole wil not be required. Next mount rectifier. I drilled ¼" hole in battery tray way over on the left side behind the carburator. Be careful not to get too close to the support to be under the tray or you can't put the nut on the attach bolt. Don't get too close to the battery (I did) and risk the battery getting a hole busted in it. (I did.).

3. Prepare a #16 or larger wire to reach from the orange wire removed from the regulator (Ducati) to the plug on the Honda rectifier mounted on the battery tray. Crimp regulator wire to the other end either by crimping together with the #16 wire or by soldering. Plug into Ducati orange and Honda rectifier red and white at Honda plug. Make another wire to connect Honda rectifier plug yellow wire to Ducati alternator yellow and Honda regulator yellow (connected together at connector by crimping or solder. Connect from one Ducati yellow to Honda rectifier plug yellow. Make connector for other Ducati yellow wiere to Honda rectifier plug pink wire. Use crimp connector on each end.

Green wire on Honda rectifier is ground and may be ignored or connected to bolt on regulator tray. The ground is carried through the mounting bolt to the motorcycle frame but a wire is safer and since electricity is hard to get from Bologna you had better run a wire from rectifier plug green to the ground bolt on the fuse block tray.

If you use plug in connections your Honda mechanic should be able to check the operation of the system. If you have a failure your Ducati regulator will plug right back in for test or emergency use.



Connector looks about like this. If it fits into Ducati connectors good enough. Honda parts should have connectors that fit nicely into rectifier socket. I just stuck the connectors into connectors one at a time.

Also I found that on my 750 with Dellorto carbs, when the switch was moved from under the seat to the gas tank mounting a wire was used to the switch and back to the junction for thehead light that was way too small. A drop to around 9 Volts at the headlight made night travel rather difficult. I simply added a good fat wire all the way to the dimmer switch by paralleling the original wires and leaving them connected also. Another trick is to clean the fuse holder contacts and tin them with solder. This stops the corrosion or whatever and makes the contact better when the fuse is slipped back in.

Alex Dupont, 300 Twaddel Mill Road, Wilmington, Del. 19807

NOTICE CLUTCH

Remember back when I asked how to stop the juddering of my 860 clutch (when shifting into first gear)? You and some Missouri Ducati people were right with the suggestion of tightening the clutch nut down with muchO-muscle. Of course, now it seems the obvious. But there were definate reasons that fix-it operation didn't seem right: 1. I think the specs stated a torque of 65 lbs - it takes 100 lbs on the nut! 2. One Ducati sales dealership said all early 860s have this problem and only a totally new clutch (at $280) would fix it. YIKES! 3. Another Duc repairman said a thrust washer in the clutch was too thick (more time lost). 4. Yet another Duc mechanic insisted the problem was in the rear wheel and only a new wheel would rid the judders in the clutch, (oiy yoiy yoiy!) 5. Even the Bolognese Meccanica people missed with suggestions of delinquent clutch springs and pressure plate. The Haynes book agrees with this last part as the judder culprit . So all I can admonish is get your nuts on tight!

My recently acquired 1966 Sebring came with a "TEST" brand electronic system The previous adventurous owner-tinkerer pulled out the old electrics (like a beserk spaghetti inspector) - who could really blame him? But then he had to insert a 15W head lamp; and if one dares to impress the turn signals switch (more of his hobby), the bike shuts off if the battery is even a bit low. Anyway its dim lights from a dim idea. What's a guy to do for a healthier night riding? Does anyone have specs on that "TEST" ignition unit?

Herb Grika. 1000 University Ave SE, Apt. 11-1, Minneapolis, MN 55414

NOTICE
NEW CLUB ADDRESS
PO BOX 22814
Ft. LAUd. FL. 33335