

## TECH TIPS Cont'd. ....

### 79 GTS FILTER GAP REPAIR

I just discovered something on my '79 GTS I'd like to tell you all about. I checked the air box filters for the 3000 mile service. The crankcase vent tube connects to the forward air filter box. The hose connects to a metal tube attached to the center of the air filter box. I found a wide gap of day light between this metal tube and the hole through which it protrudes in the box. In other words my forward carb was sucking unfiltered air straight through this gap around the breather hose tube.

The Haynes manual shows no kind of seal around this meeting of box and tube.

I patched it up with liquid steel sanded the patch and painted it, hoping I wasn't grossly misunderstanding the physics of the whole set-up.

I plan to keep the metal filter boxes, contrary to the common practice of discarding them for bolt-on K&Ns. I plan to install K&N replacement filters for the original paper elements.

Eric Nye, 526 L Nimitz, China Lake, CA 93555

PS: Refer to Haynes V Twin Manual, figure C-5 page 132, Part #14 fit to part #13.

### COMPRESSION LEAKS WITH A DARMAH

I would like to relate some experiences concerning my 1978 Darmah.

The bike was purchased in July 1978 and within two weeks a major defect was discovered in the vertical cylinder. Seems the cylinder liner was short and wouldn't seal properly with the head recess. Result was loss of compression and some oil leakage. The rub here was the dealer wouldn't replace the cylinder liner because we discovered the defect out of his shop, hence no warranty coverage.

At any rate the defect was fixed with a copper gasket machined to proper dimensions and thickness and placed on top of the cylinder liner effectively sealing compression and curing that problem.

Next a real lack of power was noticeable at all engine speeds and the vertical cylinder seemed to be running hot. The lack of power was such that I began to think all Ducatis were the same and planned to sell it just to get out from under the turkey.

However, after months of off and on tinkering a friend of mine dug into the problem and found the transducer pickup moved too far from the rotor resulting in no advance for that cylinder. Working through the starter drive access cover he adjusted the pickup and as soon as the bike was cranked there was some change. The real difference was in the riding however as power delivery and smoothness were tremendously improved. I felt like I had a new bike all over again and the ride home that night was a memorable one.

Other changes to date are addition of Boge-Muho-lland Shocks. Contis, Reynold GP chain, Automotive ignition coils and K&N air filters. Oh yes, the carbs as original are much too lean for use with the Conti pipes. We substituted one size richer needles, 122 and 125 main jets and this helped the 32mm dellorotos.

I Really appreciate the tips and shared experiences from other Ducati owners in your Newsletter.

John Martin, 2607 Westgate, Arlington, Texas 76015

### MORE TECH STUFF, ELECTRICALS ETC.

Well I see the club is still going strong. Congratulations. I would like to voice my appreciation, for myself and doubtless many others, of the many hours of toil and tribulation which you have undoubtedly poured into the DIOC newsletter. The \$11.50 I spent a year ago for my membership has got to be the best value I've received for any of the motorcycle books spent over the past 10 years; and believe me, I've spent a few.

I recently purchased a 1970 Mk III Desmo 350. Bike is intact but suffering from a few years of neglect. It will be restored following completion of my current project, a 1969 Royal Enfield.

This past July I experienced a short in the so called fuse panel on one of my 750 Dukes. I scrapped the plastic fuse box and built my own, using aircraft type fuse posts. The installation was fairly simple. I manufactured a bracket to mount the fuse post and then altered the wiring as necessary to retain the circuitry of the old fuse box. The use of the fuse posts, American automotive fuses, and some shrink tubing made for a super sanitary installation.

At the same time, I scrapped the Ducati handlebar switches in favor of a single switch as per the letter of Dave Richardson in the 5th issue of the Newsletter. This change is well worth the time and expense required and I can heartily recommend it to any Ducati owner. (back issues #5 is available \$1.50 plus 20¢ postage. ed.) The Yamaha switch #498-83972-60 contains in one switch, all functions of the two stock Ducati switches except provision for a kill button. I mounted the Yamaha switch on the left side and a single micro switch next to the throttle on the right side. On late model 750 Dukes, the wiring harness to the right side switch contains wiring for the electric start button, although no electric start button is fitted in the switch. When making the switch change, these wires can be removed from the harness, provided the connection into and out of the main harness are jumpered, otherwise a open circuit is left.

I also used the Kawasaki choke lever, Magura clutch lever, and Tomaselli throttle assembly as did Mr. Richardson. I found it necessary to install a new cable end on the choke cable to fit into the Kawasaki choke lever. I also used an 1/8 turn quick throttle assembly as it was a single cable unit and matched my existing throttle cable. This throttle was a Tomaselli Daytona model. It was necessary to remove the threaded elbow fitting from the Ducati cable and install a new cable end. This also allowed me to shorten the throttle cable, as the BMW bars I have do not require the length available in the stock cable.

Will close for now with this addition. Performance Machine, (16248 Minnesota, Paramount, CA 90723) is offering Morris Mags to fit the 750 and 900 Desmos. Keep up the good work and continued success.

Douglas Schoephorster, 402, 5th St., Baraboo, WI Zip. 53913.