

TECHNICAL

TECH RAMBLINGS V-TWINS

When I got my 860 my knowledge of automotive electrics was quite limited. Since that time my knowledge of the subject has been expanded so that I now know that there are two categories of electrics, automotive electrics as practiced by the world in general and as practiced by the Italians in particular. To wit, the fuse board in the early Dukes stinks. It consists of a bunch of flimsy material stamped together. My fuse board, as I was to find out was causing all kinds of problems forme. The cure was to an automotive fuse board which I found at a Genuine Parts Co. store. For about \$6.00 and a bunch of solderless terminals all my electrical problems ended. The board I bought has 6 terminals on it. You only need 5 so one is a spare. Needless to say, since putting in that board I haven't needed that spare fuse and the lights and electrics always work. Amen.

This last tip should strike fear into the special tools department of Ducati Meccanica. You'll notice how even Haynes manual casually refers to the removal of the exhaust pipe flange nut. Nobody can "remove" that nut without either beating it to death with a hammer and screwdriver-the usual method-or a special tool worth about \$35. Faced with this problem I found a very effective and cheap tool to loosed or tighten that nut. It's called a basin wrench. K-Mart has them and they don't cost very much. The wrench has a curved finger on it with a swivel end so you can clamp onto the faucet connection behind a sink. On the flange nut this finger holds onto one of the ribs and because the wrench has a long handle, you can tighten or loosen the nut very easily. There's plenty of leverage. Sorry Dr. T., but before demo's there were plumbers. DENNIS L. MICALETTI, 8001 Ralston Road, Suite 212, Arvada, Colorado 80002 422-5912.

FOLLOW UP ON ALEX DUPONT'S DIOC #25 TECH TIPS

I have pertinent information which should be noted in the DIOC Newsletter (26th issue). This information concerns Alex Dupont's 'TECH TIP' in the 25th issue."

Alex's Tympanium regulator probably went bad because it became over heated. The Tympanium Corporation notes: "When properly mounted for good heat sinking, your Tympanium regulator - rectifier can handle up to 10 amperes of current". The Ducati's 150 Watt alternator ought to be good for 12.5 amps at 12 volts - (however, I acknowledge that these figures are not absolute). So when the 750 Duke is running at high revs with the lights on while the battery is low on charge, (thus taking considerable current itself), and/or the Tympanium unit is not tightly bolted to something heat absorbent... ..it is quite likely that the Tympanium unit can't handle it and overheats.

For those who already have Tympanium regulators, don't panic, you don't have to replace it (if it still works). There is a cheap way to decrease the load that the Tympanium unit must handle, (thus increase it's reliability), and just about double the current output of the stock DUCATI 750 charging system as well. This modification involves a little rewiring and the addition of a full-wave rectifier which I can supply. (More info about his later if anyone cares.) (Yes we care, we care...honest. ed.)

Now to get to the pertinent info.....Alex Dupont is right about, at least two things:

1. The Honda parts (wired as drawn), do provide improved charging (compared to Ducati's stock system).
2. The Honda parts, (like Ducati's), are not cheap.

But don't despair, there is hope for those who don't consume caviare and champagne every night. I can cheaply supply all DIOC members with the parts they need to improve their Duke's charging systems. For instance: a full-wave rectifier for only \$10.00; or a rectifier with regulator for only \$40.00.

Anyone who has questions about their Ducati's electrical system should find me to be a good source of help also.

BOB HANSEN, 2924 Jefferson Street, Muskegon Hts., Michigan 4944

SOMETHING FOR GTL OWNERS

Here are a couple of tips for those folks with 500 GTL and Desmo models. Frequently check left rear wheel bearing for smooth operation as it is poorly shielded and will easily allow water and debris to come in contact with the bearing. When time comes to change it replace it with one that has a SEAL ON ONE SIDE. Your local bearing supply house should have it since it is a popular size.

The other tip involves stopping "the leak" between the head and cylinder around the forward oil passages. Dealers and friends say "it's normal". Well as Thersdey would say "Quack, Quack!" At the above mentioned bearing house buy some loctite 515 gasket eliminator and two size -015 O-rings made of VITON; they will know what you are talking about. Depending on style of head gasket, you may have to trim some around the area so the O-ring will contact both head and cylinder. Be careful applying the Loctite so not to fill the small oil passage drillings. Unlike using silicones and other fixes, this one is still working 5,000 miles later. When in the New Orleans area may I suggest you drop by Vernon's Cycles. They have been very helpful in the past plus I understand keeps a good stock of V-Twin parts.

Motion Industries Inc, 5625 Salmen, Hrahan, LA 70123. c/o Perry Ford.

JOSH HUNT LARGE CAPACITY DARMAH GAS TANK

For those of you who own Ducati Darmahs and have been going around asking, "hey where can I find a large capacity gas tank for my bike, huh?" Well here it is and it is a real nice piece of equipment that can add those extra miles between pit stops.

Construction is of fiberglass, Kevlar #49 and Carbon-Graphite Fiber. The lay-up is 502 Fiberglass matt (5 oz. Kevlar #49, 6 oz. Fiberglass cloth with Carbon-Graphite Fiber used at stress points.

Give your Darmah that European look and make the other Duke owners wonder what kinda bike you got. For more information write to or call

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