

3.D. Rotor, corrections

1. If the rotor goes on too far - the recess is too deep; washers or a machined spacer can be added to make it right.
2. If the rotor wobbles:
 - a) it slipped in the chuck
 - b) the rotor bore is crooked
 - c) the outer face of the bevel pinion is cockeyed
3. You can:
 - a) rechunk truly and straighten the recesses
 - b) complain to the distributor / bore the old hole out and machine a spacer sleeve
 - c) make a slightly tapered mandrel, slide the bevel pinion on and turn the face true

3.E. Stator, figs. 5,8

1. The 3-jaw is O.K. here. Chuck the stator by whichever of the machined spots are available on the o.d. of the stator. Tuck the lead into the spindle hole.
2. True the stator as in fig. 8.
3. Turn the stator to dimensions E and F. E is not critical unless it is too large - if it bears against the support ring (unmachined) possibly the stator will be twisted enough to rub against the rotor.

3.F. Stator, trial assembly

1. Tap stator into place. Do not damage the insulating enamel on the windings. There are 2 deep slots in the support ring through which it may be determined if the stator is seated completely.
2. Use the straightedge to determine if the stator is recessed sufficiently.

3.G. Stator, corrections

1. If the laminations protrude, measure the amount and remove by turning.
2. If inset too far:
 - a) machine a spacer ring
 - b) bend a spacer ring from spring wire in the appropriate diameter.

3.H. Stator, holddowns

1. Obtain 4 nuts/pieces of rod which will bring the hold-downs parallel to the face of the stator. Braze or weld them to the outer tips of the holddowns. **DON'T SOLDER.**
2. Drill the heads of the 4 6MA x 30 allen screws for safety wires. Add holes for wiring in the webs of the sidecase.

3.I. Final check

1. Put everything together the way it should be. Tighten moderately.
2. Rotate engine carefully using kickstart. Now's a good time to wish the rockers were removed. Listen/feel for glitches.
3. So something's wrong. Cover the suspected areas with machinist's blue and let dry. Reassemble and rotate carefully again. Pull it apart and look for rubbed off/transferred blue. Correct, but remember to do nothing to the rotor.

4.A. Final Assembly

1. Clean bevel pinion, crankshaft extension, rotor, washer and retaining nut scrupulously with a totally evaporating solvent, e.g.: alcohol, acetone or lacquer thinner.
2. Clean gasket faces of crankcase and sidecover as above. Deburr as necessary.
3. Use Loctite Clean 'n Prime on areas to be loctited, e.g.: screw threads, crankshaft extension, nut threads and i.d. of rotor.

NOTE: There are 2 applicable grades of Loctite: red and blue. Red is the stronger but requires much heat and force to cause separation. The blue is more amenable.

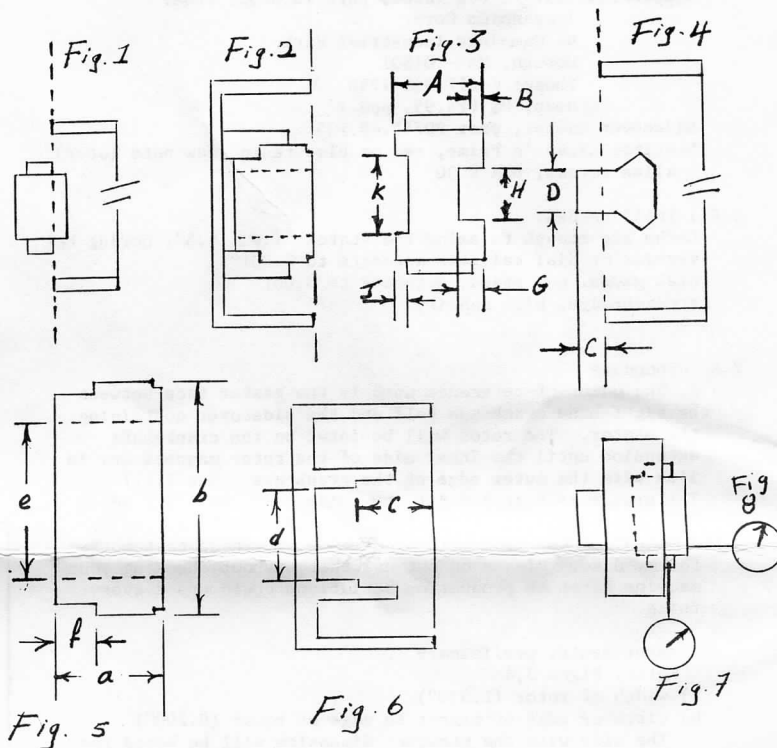
- Regarding the rotor; loctiting it in place is a good if it will be a long time to overhaul ... otherwise be sure your mechanic knows of, and how to get the rotor off.
4. Loctite rotor to crankshaft - optional, see Note above.
 5. Loctite retaining nut to crankshaft threads and tighten immediately. The stuff sets up fast in the presence of Clean 'n Prime.
 6. Add sidecover to crankcase. Use gasket and a good cement - or better yet, silicone in between them.
 7. Tighten screws by opposite pairs.
 8. Replace "wiring gland" assembly in sidecover. This is another good place for silicone.

5.A. Wiring mods.

1. Obtain and peruse 860 wiring diagram, especially in the area of the voltage regulator. See also DIOC #6, p.8. and DIOC #8, p.3/4.
2. Replace old regulator with new.
3. Think about a complete rewire with U.S. style fuse holder, new handlebar switches and headlight relays.

6.A. Errata

1. Tympanium doesn't reply - in my experience - to letters requesting help. But they're sure good to you on the phone. No B.S. either. Be sure you have your questions straight, can take shorthand, or have a friend recording the proceedings. From my conversations, the Tympanium will work fine if the lights are left on... it's close to overload otherwise. At \$24.95 I couldn't resist 2, so I'm going to try it both ways. It's cheaper than \$90.00 for the Ducati black box. Maybe it would work with 2 connected in parallel.



Any questions on this piece should be referred to:
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