

TECH TIPS Cont'd.

THE CASE OF THE MISSING SEALS

Dear G.T.L. Owners,

Being a member of D.I.O.C. since the 16th issue....and knowing how interesting and helpful it has been to me, I would feel fortunate to be able to contribute the following.

My G.T.L. which I bought new from the local dealer down here in Fort Myers, Fla. has been part pain and pleasure.

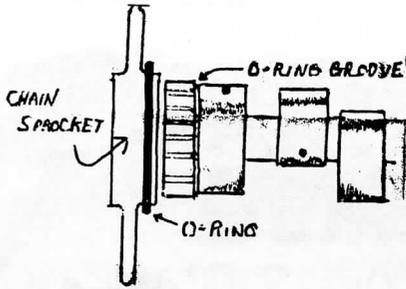
For instance: the factory forgot to put in the cam oil gallery seals. This kept the oil from being pumped to the lobes. Instead it was going out the wrong end of the cam - between the cam and sprocket. I believe that this situation was directly responsible for the severe scoring of the cams and rockers, etc.

There are one or two things I might mention now...the cam oil gallery seals are round, of aluminum and hemispherical. They are illustrated in the parts book (in the head assem.) but not the repair book. To install them, all I did was to order a few and then just slip them in the end of each cam and pound flat. This installation may not be necessary though, my new cam came with the seal already installed. It will be noticed immediately if they are omitted, as the cam oil gallery will be exposed to view. Also the repair manual does not indicate how you should go about either removing or installing the cam o-rings. I found I had to cut them off to get the cams out of the head.

This is the procedure I used to install them and the cams.

- #1 Fit o-rings (1 per cam) to each side of the cam chain sprocket. This is a little tricky, but keep trying.
- #2 Fit cams and sprocket into the head in the normal position.
- #3 Slip o-ring off the sprocket and fit to the proper o-ring groove. Of course be sure, now, that you have all the timing marks lined up; as 'per' repair manual.

In procedure #1 I think a picture would be worth at least a thousand words, so here goes.....



The other complaint I have about the bike is, I never got my alternator to charge my battery. On long trips I'd take my 1 amp charger along. I got stuck in a town once with a dead battery that refused to start the bike. I had to stay over nite till a station opened up to jump start me. Then at the same time my throttle cable cut itself in half. Since then I've replaced both items. For a throttle housing I used a Moto Morini unit. It's all plastic housing prevents shorts and will not cut the cables. There is a quick release for the cables and a start/kill switch like the stock (G.T.L.) one. A single cable for each carb eliminates the junction box. After 'alot' of use the cables are like new. Also the effort to twist open the throttle is much reduced. Great!

Having replaced the demagnetized rotor and all the other parts just to be sure, the bike would still not charge the battery. In no time the new rotor had damaged itself again. This time I threw the whole thing away and installed a lucas unit, right off the Triumph Bonneville, complete with rotor, starter, rectifier and diode (head sink). It required taking down the eng. and a small amount of machining on the crank and a few other parts. I did all the labor - except the wiring (turns out to be uncomplicated) - myself. Cost wise, it's only slightly more expensive than replacing the stock alternator.

I would like to expound on the conversion in a later letter,

or to anyone who is interested, just write me, o.k.?

I'm getting ready to fix my head gasket leak. I'll be following Perry Ford's advise (26 issue, page 11) on this matter. Fixed a messy leak occurring through the clutch cover along with the kick start shaft, using some odd o-ring spares from a Ducati rebuild gasket kit.

On a closing note: In the '79 World Motorcycle Catalogue (British publication) is a picture of a 350 sport desmo and specs indicate C.D.I. ignition. This bike has an identical engine as the 500 G.T.L. in appearance. I wonder if anyone has info on this C.D.I. system for use in the G.T.L. model?

Bill Woodward, 2175 Payne Lane NE Rt. 6, N. Ft. Myers, FL 33903

P.S. Just got the head back together and rode it 3 days with no leaks at all. Thanks, Perry!

TECH TIPS

By: Russ Chimera

Picture enclosed of 1969 Desmo Duck MK III 350. Brooks Cyclery of San Jose, CA had every part I needed in stock except clutch/brake levers which they sent me via Berliner of N.J. They even had the original side cover decals!

Note: After overcharging, "boiling-out" problems with two Yuasa B38-6A batteries (and changing regulators didn't help) I now use a Yuasa 6N5-3B battery which works perfectly and accepts the alternator charge with no problems.

Yes, that is a scrambler gas tank and different seat.



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