

TECH TIPS

GREAT STOPPING POWER AND I LIKE THE LOOKS

Dear Joel: I added another front brake disc to my 1974 Ducati GT this year. Great stopping power and I like the looks. Here is a list of parts needed if anyone wants to add a second disc on their 750 or 860. The 860 owners don't need as many parts.

750 Installation	
1 each	0796.54.174 Distribution block
2 each	Bolts and nuts to mount block
6 each	0795.54.116 Copper washers (Note: 860 needs only one washer)
1 each	0796.54.182 Plug for distribution block
1 each	Upper brake hose 18" long (which may vary)
<u>Plus the following parts that are for 860 installation</u>	
1 each	9797.37.806 Right hand brake caliper, complete
1 each	0960.54.180 Right hand rigid tube
1 each	0796.37.760 Bracket
1 each	0023.37.153 Washer
1 each	0796.37.770 Rubber bushing
1 each	0796.54.178 Lower brake hose (Note: 750 needs two hoses)
2 each	0795.37.098 Bolt
	Bolts, lock washers and washers to mount caliper to fork
1 each	079.77.343 Disc, drilled

The drilled disc saves money as you clamp it to your undrilled disc and use it for the pattern. I used a drill press and it takes about one hour. I think you could drill it with a hand drill but you should hold it with a vice.

On the 750 the type of handle bar that you have will determine the length of upper hose. I mounted the distribution block first, in the same position as the 860, then measured from the master cylinder to block to determine length of upper hose. I retained the stop light switch mounted at the master cylinder and plugged up one hole in the distribution block. To drill the two holes for mounting distribution block on fork it is easier if you unbolt complete head light and have someone hold it out of the way while drilling.

750 owners should take a look at a 860 to see how the distribution block is mounted. I think the 900SS has the block mounted the same way.

Slater Bros - P.O. Box 746, 1920 Lawndale Road, Kenwood, CA 95452, phone (707) 833-2622 is the Brembo importer and should be able to supply all the parts you need for this addition. Parts for my addition cost around \$200.00 but most of them were picked up in Milan, Italy.

Moto Sport Continental, Inc. - 4730 Blvd. Bourque, Rock Forest, Quebec, Canada JOB 2J0 can supply a kit for this installation for the 750GT. \$240.00 including shipping.

New Subject, don't forget clutch hub nut. Mine was finger tight when I checked it. I tightened to 100 lbs and used lock tite. Mr. Herb Grika of Minneapolis cover this very well in the 25th issue.

Will close now, I really enjoy the newsletter. Keep up the great job. B. T. Harrison - 14 Locust Dr., Catonsville, MD 21228

ED: Parts are available through the club at a discount.

RAMBLINGS WHILE UNDER THE INFLUENCE OF BENEDECTINE

On with the show, that right Joel. Well I'm home with a cold, Benedictine works quite well. I just don't write letters. But you've a damn good newsletter going with professional motorcyclist reading and writing in to express themselves.

I'll bet all Ducati riders wear protective clothing while enjoying the fruits of such unequalled performances. Most unlike Jap Crap. You know riding my (Oh yes it's a '77 860GTS with Bobby's pistons, his biggest ones 980cc, yes they still rattle below 3000 rpm, after that quiet. WFO above or from 4900 to 7000 rpm it just screams hard, ya! Burns rubber and everything) well back to reality, slides away. I think old #266 (Malcome Tunstall) in the 28th issue will lose it if he pushes his bike hard with Pirelli Phantoms in the front and a slick on the back. Phantoms on the front don't stick trick on the track with a slick on the back! I just got a PV II S-41 3.50 and I can't wait to try it on wet leaves. Hope the thing lasts til spring. I ride everyday. My friends say I ought to auto but why should I. I can't afford a Maserati but a Duc is close enough.

Oh well, the Benedictine is about one half gone and I am just rambling on. Thanks for the pro newsletter. Oh by the way, I make stainless steel brake lines for Ducatis. These are 100% Stainless Steellines. \$35 for the front.

Warren S. Burton, 4045 SW Charming Way, Portland, OR 97225

FOUND OUT ABOUT THE 1978 900SD

Hello Joel: Great to get my first issue of the newsletter. Below is an order from the store. First though, here are some items found out about the 1978 900SD.

1. Space out the rear master cylinder with some 6mm washers to stop it from rubbing swing arm.
2. For more secure front turn signal ground run new wires from lamps ground tang through mounting tube and ground to front brake junction.
3. Drill drain holes in rear glove box and tray area under seat to eliminate water build up in rain.
4. Lock tight fuse cover screw.

Al Davis, P O Box 7077 - Richmond, VA 23221

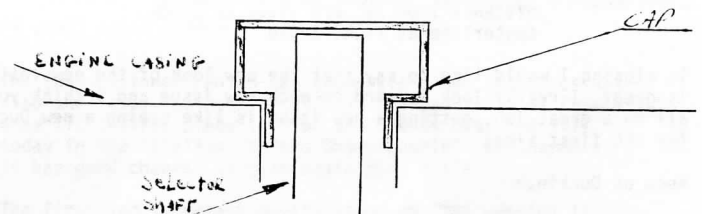
I AM RESPONSIBLE

Dear Joel: I am responsible for the Tech Tip in the 28th issue of the D.I.O.C. Newsletter - "Desmo Twin Valve Adjustments." There is a misprint at the end of the 3rd paragraph; the closing rocker clearance is (Y-X)mm (not y-z). I can be contacted at the address below for any further information. Ted Cais - RRL, Box 468 - Califon, NJ 07830 - Phone (201) 832-5120 (eves)

TECH TIP

By: Alek Szegidewicz

I have cured the oil leak problem I had around the selector shaft on the right side of the motor. At first I tried drilling out the casting and installing a suitably larger oil seal, as the original oil seal is only 12x10x3. But this did not work, because of the play in the shaft. So, I removed the neutral light LOB and had an approximately sized cap made that was press-fit into the casing.



Thus, I now have no neutral light but I feel that this is a fair tradeoff for no oil leak.

ECONOMICALLY RELEVANT???

Really, a "permanent press" sweatshirt? This I have to see. At least one of them, black, size large. Money order for same enclosed. (\$11.95 + 1.50 shpg).

I thought I'd ask why the black t-shirt costs one buck more than the red one but is 20 cents cheaper to ship but in times of \$8000 Beemers and \$4700 Pantahs it doesn't seem economically relevant.

I have heard that (2nd hand, T.T. Motors, Berkeley, CA) the Lucas Rita electronic ignition for early 750's is a fine piece of equipment but requires a strong current source to work effectively. This would seem to make its use on a street 750 in a "lights-on" state questionable without upgrading the charging system. I live in such a state and my early '74, Sport with well maintained but stock electrical system effectively operates on a constant-loss system when ridden at legal speeds (I know, I shouldn't be riding so slow, but some times...). Anyway, with good coils, the stock ignition is just fine.

Bernard Gilkison, 2180 Pierce Street, Eugene, OR97405