

# TECH TIPS Cont.

## PANTAH BITS

Joel, I am sending in a picture of my Pantah and myself for the club scrapbook and while I'm at it, sending along a few thoughts and tech tips that I have collected from tech articles and may be of interest to some of the Duc brothers.

All Pantah owners should check their front brake lever to make sure that their lever is not hitting the plastic switch housing, a condition that I had for several months and will limit maximum braking power. When pulling the rear intake valve closer shim, be sure to block off the oil return hole, I dropped one of the split valve locks and had the hell scared out of me for half an hour until I found it lying in the battery box, and I had looked there at least 4 times before. I am using K&N filters, and two of the tapered 750-900 rear filters, oiled with automatic transmission fluid works fine. The front filter is a snug fit between the bank and belt cover and needs to be rotated to get a good fit on the carb. I have found that for cleaning wheels and chrome that foaming tub and tile cleaner does a good job.

To figure the speed of your bike use the formula,

$$\text{MPH} = \frac{\text{RPM} \times \text{Tire Dia.} \times \text{X3}}{\text{Gear Ratio}}$$

RPM is times 1000. On the Pantah the gear ratio in fifth is 5.0748

To figure horsepower within approx. 5% use formula,

$$\text{HP} = \frac{(200)(\text{weight})}{(1/4 \text{ mi. e.t.})^3}$$

Weight should be total including rider.

To properly adjust shock spring preload, put bike on centerstand so that shock is at full extension. Slide the rubber doughnut down the rod to contact the shock body. Ease the bike off the stand and put your weight on the bike. Put the bike back on the center stand and measure the distance between the doughnut and shock body, if it measures 3/4 to 1 inch the preload is properly adjusted. To figure your approximate spring rate use formula,

$$\text{Spring Rate} = \frac{\text{Lever Ratio}}{\text{Shock Stroke}} \times (W) \quad (W) = (\text{Bike weight}) \times (.6) + (\text{Rider Wt.}) \times (.9)$$

$$\text{Lever Ratio} = \frac{\text{Distance from sw. arm pivot to axle}}{\text{Distance from sw. arm pivot to shock centerline at right angle}}$$

In closing I would like to say that the new look of the newsletter is great, I really look forward to each new issue and I think you all do a great job, getting a new issue is like seeing a new Ducati for the first time.

Keep on Duckin,

Alan L. Burton - Route 2, Utica, KY 42376

## DISCOVERY OF SOME HACK WORK & THINGS THAT FIT

Hi Joel:

Thought I'd drop you a note with a few TECH TIPS and general BS. Finally got a look at a new Darmah. I thought I'd be turned off by the looks, electronic start only and 80 mph speedo but when I saw one in person it was love at first sight. The reason it took so long for me to find one - the rot-gut Duke dealer in Sale Lake went out of business and they've been three years getting a new dealer. One of the disadvantages of living in the boonies.

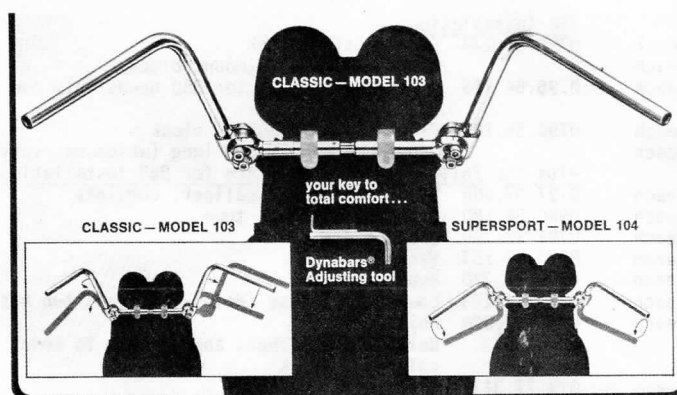
Well - we've been working on Joe's DUKE (he tried mine and bought one right away, excellent taste). He discovered some horrible hack work inside - pistons in backwards, odd screws, goofed up s-ims. We were both very impressed with the workman ship inside that engine - lovely. The valve guides were shot and Joe didn't want to send for some and wait so he went to miking valve guides for aluminum headed cars and discovered guides for a Fiat 124 since he has access to a machine shop he cut 'em down to size. Nice cheap valve guides! The ID is within factory spec.

Other interesting items -

The 750 tank fits an 860 fine - weld 2 tabs to frame.  
750 side covers go on easy - use nylon straps.  
750 cases might fit an 860 - we're going to try next.  
If you get tired of that naked starter pedal, a rubber for an 850 Norton fits perfectly.

I just got a good buy on a 350 Desmo '68 with everything including original air pump and manual, pretty and runs good for \$350. So I thought I'd order that Haynes one you've got so here's \$9. That Clymer manual flat stinks.

Glenn Grubb, 1246 West Main, Pocatello, ID 83201



## PRODUCT INFORMATION

Dynabar Handlebars, by National Dynatronics.

by Peter W. Dodge

The revolutionary DYNABARS represent an entirely new concept in motorcycle handlebar design: a totally adjustable control system to perfectly fit your size and preferred riding profile.

Nothing can transform the feel, character and handling of a motorcycle more dramatically, easily and inexpensively than a major change in handlebar position - with DYNABARS you can now conveniently explore and enjoy these new riding experiences.

Because of their infinite adjustability, through the utilization of the multi-directional geared locking design, and horizontally and vertically telescoping sections, DYNABARS can accommodate any type or size fairing or windshield. In addition there are special features such as a unique bike anti-theft provision. And the handles can be turned in for access to doorways, for transporting and storage etc.

All changes can be "dialed-in" rapidly and easily. Positive-engagement locking teeth are employed to prevent slipping. Indicator marks are incorporated on all appropriate parts to insure symmetrical settings and ease of repeating positions.

The advanced-design DYNABARS represent five years of research, development and exhaustive testing, and incorporate the very highest quality materials and workmanship. All parts are specially heat-treated. Aircraft grade Allen bolts and set-screws are utilized exclusively.

DYNABARS set a new handlebar standard for the industry: a strong, simple, totally adjustable control system which supplants the old 'bent-tube one size for all' idea.

The CLASSIC, Model 103 combines the clean, flowing lines of the traditional handlebar with total adjustability and fast, easy settings. It is designed to fit all motorcycles with standard 7/8" handlebar clamps and is intended for street use only. Adjustment range: 9" height, 3" width, plus adjustable settings for angle, rake, set-forward, set-back etc. The CLASSIC comes with complete instructions, the adjusting wrench, and a satisfaction money-back guarantee.

NATIONAL DYNATRONICS, Division of PW Dodge Corp.  
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