

MODEL UPDATES

Below you will find technical data for several of the exotic motorcycles in the present Ducati line. We've compiled them in such a manner in order to make comparison between models a lot easier. At the end of this presentation a lot of questions remain unanswered. Questions many of you would like to have answered. We'd like to know if these TT-type machines are available to the general public. Will the factory be able to have

replacement parts available? Who gets to race these thoroughbred bikes? Can a privateer get parts from these racing machines and apply them to the other production machines? If previous Ducati policies concerning competition machines and parts remain then we can all forget any ideas we may have for updating our home racers. We sure welcome any comments from Ducati Meccanica on this subject. If we get any additional info DIOC News will keep you all posted.

	<u>500 SL PANTAH</u>	<u>600 SL PANTAH</u>	<u>1981 - 600 PANTAH TT2</u>	<u>900 REPLICA/SS TT1</u>	<u>900 REPLICA</u>
ENGINE:	twin-cylinder 4 stroke all alloy in 90 degree line, desmodromic distri- bution with S.O.H.C. driven by toothed belt	twin-cylinder 4 stroke V-twin at 90 degree desmodromic distribution with S.O.H.C. driven by toothed belt	twin-cylinder 4 stroke	twin cylinder 4 stroke	twin-cylinder 4 stroke alloy engine 90 degree V-twin desmodromic distri- bution with S.O.H.C. driven by bevel gear shaft
TOTAL DISPLACEMENT:	498.9cc	583cc	597.44cc	946cc	863.9cc
BORE x STROKE:	78 x 58mm	80 x 58mm	81 x 58mm	90 x 74.4mm	86 x 74.4mm
COMPRESSION RATION:	9.5:1				
POWER:	42 HP	58 HP	78 HP at 10500rpm	92 HP at 8500rpm	72 HP
RPM:	9050	8500			7500
CARBURETTORS:	2 Dell'Orto PHF 36	2 Dell'Orto PHF 36	2 Dell'Orto PHM 40	2 Dell'Orto PHM 40	2 Dell'Orto PHM 40
TRANSMISSION:	primary by gear, final by chain	primary by gear, sec- ondary by chain	primary by gear, sec- ondary by chain	primary by gears, final by chain	primary by gears, final by chain
GEAR-BOX:	5 speed	5 speed	5 speed	5 speed	5 speed
CLUTCH:	multi-disc in oil-bath	multi-disc in oil-bath	multi-disc in oil-bath - or dry hydraulic drive	multi-disc in oil bath	multi-disc in oil-bath
STARTING:	electric	electric	electric	electric	kick
FRAME:	tubular steel trestle with swinging fork fulcred on engine	tubular steel trestle with swinging fork fulcred on engine	tubular chromomolibdeno steel trestle	tubular open double steel cradle	tubular open double steel cradle
WHEELS:	cast alloy type	integral cast alloy type	front:2.15" Campagnolo rear: 3." Campagnolo	front: Campagnolo 2.15" rear: Campagnolo 3."	integral cast alloy type
TYRES:	FRONT 100/90 H 18 (3.25 H 18) REAR 110/90 H 18 (3.50 H 18)	100/90 H 18 (3.25 H 18) 110/90 H 18 (4.00 H 18)	Michelin	Michelin	100/90 V 18 (3.50 V 18) 110/90 V 18 (4.25 V 18)
BRAKES:	FRONT double disc Ø 260 REAR disc Ø 260	double disc Ø 260 disc Ø 260	Brembo race double disc Ø 280 Brembo race disc Ø 260	double Brembo race disc Ø 280 single Brembo race disc Ø 260 Marzocchi fork	double disc Ø 280 disc Ø 280
SUSPENSION:	FRONT Marzocchi telehydraulic fork REAR Marzocchi gas shock- absorbers	telehydraulic fork Marzocchi gas shock- absorbers	Marzocchi magnesium fork Tubular chromomolibdeno swinging fork fulcred on engine with Paioli shock- absorber in "Cantilever" position	Marzocchi gas shock- absorbers or side mono- shock absorber	telehydraulic Marzocchi fork Ø 38 swinging arm with double effect hydraulic shock- absorbers and adjustable concentric springs 2220mm 690mm
LENGTH:	2150mm	2150mm			
WIDTH:	700mm	700mm			
WHEEL-BASE:	1450mm	1450mm			1500mm
DRY WEIGHT:	183 kg	188 kg	130 kg	180 kg	202 kg
FUEL TANK CAPACITY:	18 lt	18 lt			18 lt
MAX SPEED:	about 200 km/h	over 200 km/h			over 220 km/h