

TECH TIPS . . . Continued

achieved, the transition circuit must be right.

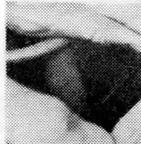
The Colortune plug looks like a good prospect for off-roaders, especially those who have to race over a wide range of altitudes. By using a Colortune you can adjust your carburetor mixture to suit a new set of conditions much quicker. It isn't going to help you select your main jet, but it will allow you to set the idle mixture, check the transition and check the action of the accelerator pump. The main jet is a much more predictable item is you know just how much altitude range has taken place from the setting that the mainjet was previously calibrated for.

Apart from allowing the carburetor to be set more accurately, a Colortune can also be used for trouble-shooting. Included in the kit is a giant diagnostic chart showing various tests which can be performed to trouble-shoot not only carburetor problems but some ignition problems as well. The ability to look into the cylinder and see what is happening gives the home mechanic a far wider scope of tracking down those minor problems which always manifest themselves as one basic, irritating symptom, namely, that the engine won't run right.

One last point worthy of mention is the use of this device in connection with meeting State emission standards. The Colortune will not evaluate hydrocarbon or NOx, but it does give a fairly good indication of CO levels, and the fact that if you set your carburetor right as detailed in the instructions, your CO levels will be low, and although it does not always follow, this usually indicates that your HC emissions will also be low.

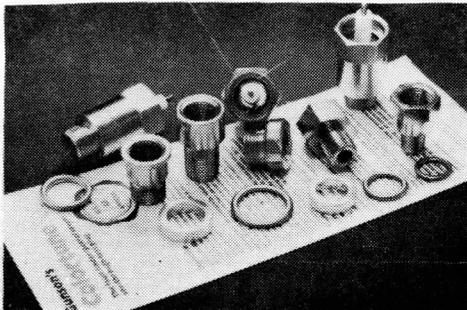
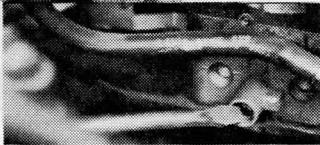
By using the Colortune, you could save yourself that annoying and time wasting second trip to the emissions testing station, and it's almost worth its purchase price for that reason.

Fit Colortune 500 in position, in place of one of the spark plugs.



... then connect it to the H.T. system and re-start the warmed-up engine.

Adjustment of the carburetor results in colour changes which make best performance settings very easy.



COLORTUNE 500 can be fitted to most engines. The standard COLORTUNE 500 plug shown left above fits most 14m.m. diameter thread applications but Adaptors for other sizes are readily available. They are, left to right, 14m.m. taper/slim, 14m.m. extension, 18m.m. universal, 12m.m. and 10m.m.

This article first appeared in the United States in DUNE BUGGIES & HOT VW'S magazine, and is reproduced with permission of the author.

The DIOC Store carries this item now, we feel it can be very useful to Ducati owners, besides that, it'll make a few bucks for the club in the process; and the way the economy is going we need every penny we can get. Cost is \$29.95 US Dollars \$1.10 shipping. Overseas \$3.20 air mail shipping.

SILICONE BRAKE FLUID — RIGHT FOR YOUR BIKE

By Randy Smith

Reprinted from Custom Bike

It's called progress. Everything (well almost) seems to be getting improved these days — from floor waxes to amusement parks. Each year improvements are made to the new line of motorcycles, stereos, refrigerators rifles, *ad nauseam*.

Some of these many improvements are of more use to ad agencies than to the consumer, and some, like 55 mph speed limits and smog devices have mixed blessings. And many times one wonders why they didn't leave well enough alone.

Still, most of us wouldn't wish to return to hand-cranked cars, black and white televisions and rail travel.

What about brake fluid? Why tamper with something that has worked well for years? The answer, of course, is that your basic DOT 3 polyglycol fluid is far from perfect, and achieving perfection is what motivates improvement.

Probably polyglycol's most serious defect is that it is hygroscopic — meaning that it will attract and hold large quantities of water. It will draw moisture like a magnet until saturation is reached.

If a braking system can do without something it is water. Water in the system promotes corrosion and drastically lowers the boiling point. In addition, and of less interest to most bike owners, at low temperatures the viscosity or resistance to flow, is increased. Since most of us don't ride at extremely low temperatures, I won't dwell on that one.

Kosman Specialties, 340 Fell St., San Francisco, California 94102 is marketing a tremendously improved hydraulic brake fluid. Silicone brake fluid is not exactly brand new, but until lately it was usually applied to race cars. Recently several police departments have given it the nod, including the San Francisco P.D.

Kosman's Silicone fluid meets or exceeds DOT 5 specs, which are more demanding than those of DOT 3. Kosman lists the blue silicone fluid at \$5 per pint. I would become a very moderate drinker if beer sold for that amount, but remembering that a pint of brake fluid lasts a long, long time, it's not all that bad. Larger quantities at reduced prices are also available.

Silicone brake fluid exhibits quite a few outstanding characteristics. It offers a vast improvement over the old polyglycol fluids as we shall see. As a high-performance brake fluid it is a must, and let's face it, most bike riders would not be placed in the low-performance category.

Silicone fluid is a nonhygroscopic liquid. It does not attract or hold water. White polyglycol fluid can be said to be dry or wet, silicone is always dry. You will see, later on, how much that can affect polyglycol's characteristics.

The thermal stability of silicone fluid is excellent. It exhibits relatively little viscosity change from (-40 to 288C). Its vapor formation temperature is more than 495 degrees (F) and it has a boiling point above 500 degrees. Wet polyglycol fluid, by comparison has a boiling point of only 290 degrees.

Certain components of a motorcycle hydraulic braking system can easily be raised to the boiling point of wet polyglycol fluid in a few minutes riding time. Since it is not at all unusual for polyglycol fluid to be in a wet condition, it is not uncommon for the fluid to vaporize or boil, impairing the efficiency of the system.

Silicone fluid is chemically stable. It is essentially inert to