TECH TIPS . . . Continued

system components. There is no known limit on the shelf life. Since it is non-hygroscopic, no water is absorbed which could cause degradation. It retains its original properties even in long-term storage.

If you live in an area blessed with cold, damp winters, your scooter probably is stored a great deal of the time. In the spring, upon return to service, silicone brake fluid in your system will be exactly as it was the previous fall, but chances are that polyglycol DOT 3 fluid will be degraded to some extent.

Silicone fluid is compatible with polyglycol fluid. Ideally a brake system should never be filled with anything but silicone fluid – a good thing to remember when completing your new custom bike. The majority of silicone fluid users have already filled their systems with polyglycol type fluid, however.

In order to change over, the system must be thoroughly drained, and then it should be purged with silicone fluid. In other words, run enough silicone fluid through the system to pretty well eliminate the last vestiges of polyglycol (never use any kind of solvent). If any polyglycol remains, it will cause no compatibility problems.

Silicone fluid is also completely compatible with all of the systems components. It will not degrade any rubber seals, and all plastic or metal parts will be safe.

It is also totally noncorrosive. It will not attack painted surfaces if spillage occurs, or during bleeding operations. And again, because it, unlike polyglycol, does not hold water, metal parts will not corrode.

Another big advantage to using silicone brake fluid is found in its excellent lubricating properties. Close-tolerance moving parts such as puck pistons sometimes tend to hang up, drag, or stick instead of cleanly releasing after applications. The Harley Davidson disc brake calipers are remarkable in this respect. All traces of this often experienced problem vanish after switching to silicone fluid, since polyglycols are well known as lubricants. Silicone fluid will also provide needed lubrication between metal-to-metal and metal-to-plastic parts in braking systems.

When filling the system with silicone fluid, allow more time for bleeding as it has a slightly higher viscosity than polyglycol fluid. It is also recommended that the system be re-bled when the components are hot.

Silicone molecules often trap minute quantities of air, which is released as the fluid is heated. For best results then, a second bleeding is required to eliminate released air from the heated fluid. It is a slight inconvenience, considering the superiority of silicone fluid.

For total braking dependability, silicone fluid is where it's at. And that's the kind of progress we all like. C.B.

Questions & Answers

We have been contemplating doing an index of all tech tips up to the present issue. At the present time we do not have the time to do this. However anyone who has a complete set of DIOC Newsletters can volunteer for this little job. We would be willing to give someone who has access to a typewriter a complete set of all DIOC Newsletters in exchange for their service in typing up all the past tech tips for us. Anyone interested let us know.

All answers to questions in this column should be directed to the person making the request unless otherwise indicated. We wish to make this Question and Answer column useful for everyone. If you get answers to your inquiries be sure to send them along to the DIOC so that others may benefit from them. You can send the original or a copy. Thanks to everyone.

I WOULD LIKE TO KNOW. . . .

Here are some questions for your Dear Abby Questions and Answers Department the "I Want to Know Column".

I guess I realize at the outset that I may well be asking a question that is, all at the same time – the hardest question to answer, the easiest question to answer, and a question that is, ultimately – impossible to answer. Well, here it is, with a little info to set things in their proper perspective.

I am a member of the DIOC, but I do not own a Ducati. I have owned a Norton, a Honda, a Suzuki and a Yamaha and I was very fond of all of them. Needless to say, each of these machines had their own personality (by far and away, the Norton was the most distinctive, but also more trouble than the other three combined). I have always thought that the SS750 (and now the 900SS) was the most interesting motorcycle available, and it was my interest in Ducatis combined with a lot of good luck, that got me a ride on a 900SS. I was watching a local club race meeting on practice day when a fellow who owned the Ducati in the pits in front of me asked me if I'd like to take his bike around the race track. Considering I had never seen this fellow before, that lending a stranger a bike on a race track is not far from lending one's spouse for the night, coupled with my long standing interest in Ducati, I was convinced that this was a dream . . . or some sort of joke. It proved to be neither. I rode the bike around Riverside. Once, twice, three times, four . . . six laps in all. I was in love. So much for step one.

Step two. If I were Freddie Spencer, I think I could probably turn a faster lap time on a high powered, fast revving four cylinder bike. However, I'm not Freddie (I'm laughing as I type this . . . my racing ability is about zero, but I do have fun), and I have found that I can turn a much faster lap time

DUCATI WINS DAYTONA '77

Due to the popularity of this shirt we had a limited amount reprinted. The drawing is of Cook Neilson riding the famous #31, 750 SS. Shirt is on white Hanes, blue ringers (sleeves and collar) blue and black art work. A real keepsake for those of us that were there the day we trounced the opposition with a 28 second lead at the finish lines. $6.95 + $1.25 Shpg. U.S. funds, Canada add 20%, Overseas Shipping is $3.10.