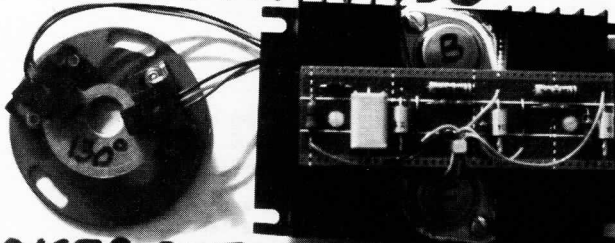


Tech Tips cont.

ELECTRONIC IGNITION FOR DUCATI 750



**DISTRIBUTOR
USING
MAGNETIC
SENSORS**

**CONTROL
CIRCUIT
& O/P
TO COILS**

Q & A.
Answers

ELECTRONIC IGNITION FOR DUCATI 750

With regards to answering Ross Darnells #2 question (DIOC #31 Qs & As P. 12) regarding 750's ignition system. Let me say that there is no better ignition set-up for the tried and proven system than the KETTERING IGNITION using contact points for simplicity and reliability. This is what people will appreciate and recognize when their ignition has decided to give out 50 miles from no-where.

In the stock Ducati set-up all that is required to fire under maximum load and combustion pressures is 12,000 volts using the recommended spark plug gap. The contact breaker gap is usually what is neglected the most. This is where the problem lies. Any voltage loss in the low voltage circuit (points) will cause a drastic reduction in the secondary voltage. For example, in the 12 volt system - 1 volt drop at the breaker points will cause a 1000 volt drop at the plug, so careful attention to the breaker point gap should be made. This is the most frequent single cause of poor starting.

Most people get caught up in those hyper techno magic box CDI systems that claim 30,000 volts plus - an immediate cure from the regular stock ignition. I say bullshit! With the proper fuel/air mixture the stock ignition is more than adequate. If the fuel/air mixture is not the optimum one (in most cases the 750's are way too rich) and you are burning a certain amount of oil. The problem is not the ignition system. People tend to over-react. They seek the easiest way out and fall prey to the magical black-box

Now, I do agree that the magic-box systems need no attention once set-up as compared to the cursed regular maintenance of breaker points. So if you feel tired of the hassles with feelr gauges and you want to coordinate yourself with a soldering iron, here is the system you can build yourself for your 750 Quacker - and quack down the road to eternity (without points).

Fabricate the timing plate and rotor plate (to be mounted on the centrifugal advance) to the said given dimension.

Go down to your electronic parts supply and build the circuit as shown on a circuit board and mount the two transistors on a heat sink with fins (use MICA insulators to isolate transistor from heat sink). Once built, spray on plastic coating to weatherproof. I suggest you rubber mount the unit under the gas tank.

To set up static timing, the sensors have to be orientated to fire plugs. This is accomplished by removing plugs from head and grounding them against engine case, connect

high voltage leads to the tips of the plugs, turn ignition key "on", turn engine over by hand until you see spark at plugs for the appropriate cylinder @ 10°, B, T, D, C, with degree wheel.

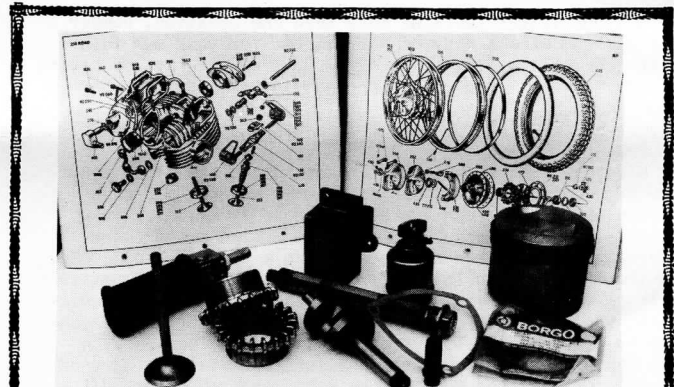
NOTE: Under no circumstances should the high voltage leads to the spark plugs be disconnected when cranking engine over with ignition "on" - damage to output transistor or coil may occur.

By the way, this system can be used for two plugs heads as well, all you have to do is parallel up two 12V stock Ducati coils for each cylinder, and for you people out there with "singles" use 1/2 of the circuit at 1/2 the cost-changes in the resistor values have to be made though, if anybody is interested-write in the newsletter.

So there you have it folks, a true mix & match universal system you can put on any bike or car, I've had it on my 750 for 2 years and 12,000 miles with no problems or adjustments to make.

Anybody out there with regulator problems-well I've got a cheap alternative circuit for that too, once again, put it down in the newsletter.

John Massignani
860 Francis Rd.
Burlington, Ont.
Canada



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