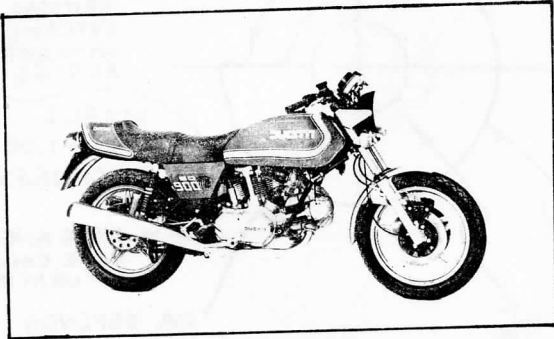


## Questions & Answers

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 & 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 as well. You can send the original or a Xerox copy. If you want your correspondence returned be sure to include a stamp. Everyone is welcome to ask or to answer questions in this column. Ed.



DARMAH OWNERS SURVEY--Continued From Issue #31

### "MY FAIRWEATHER CADILLAC"

I own a '78 Red Darmah. She is my pride and joy and my fairweather Cadillac. My '78 GTS is my commuter, take it all scoot. Both are magnificent machines, alike but different - as are brothers of the same family. The red one has 3500 miles and the blue one 22,000. Both bikes are running clean and strong. No trace of valve problems and no oil burning. Both have Contis (as all Ducks should) they run and sound beautifully.

The GTS just had a new ignition stator, as the sparks department was lacking vitality. Both cylinders were a weak purplish color, and although the multimeter checks were spot on. I replaced the unit and this cured the problem.

I made up my own clutch lock-up tool, as well as the special puller for the ignition rotor. It is strange that both cylinders got weak together, as they are separate and distinct systems - nothing common to either, except the rotor.

Changes to the bikes: On the 900 GTS I replaced the stock shocks when they failed (I weigh 300 lbs) with Konis. Excellent! Relaced the wheels with stainless steel spokes - I was breaking rear ones occasionally. I put wider rims on the rear wheel and I feel that this change improved handling. I removed some of the spring packing (spacers) from the front forks and added GOKI Air Caps, then I added about 50cc of Teflon Treatment to the fork oil. Now the forks feel supple without being mushy.

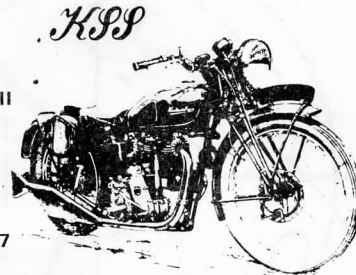
In the lighting department I converted the front and rear signal lights to running/signal lights by changing the bulb sockets and inserts. The front ones come on with the ignition key and the rear lights with the main light switch. I wanted to increase visibility in the rear. I got home one night and found the taillight bulb burned out. Now I have three bulbs in back. I also added a beeper to the turn signals. I figure it alerts traffic and pedestrians of my presence and it also reminds me to turn the things off.

I have added a couple of ounces of MARVEL MYSTERY oil to each and every tank of gas these two Ducks have used. Perhaps this is why both bikes have good valve guides. The GTS has 185 lbs compression in each cylinder - Dry! Not too shabby after 22,000 miles.

I changed the handlebars on the GTS three times until I settled for a bar from Magura. These units are much like those that come stock on the Darmah which are comfortable for me. I have also added surgical rubber grips and that's about it for the GTS.

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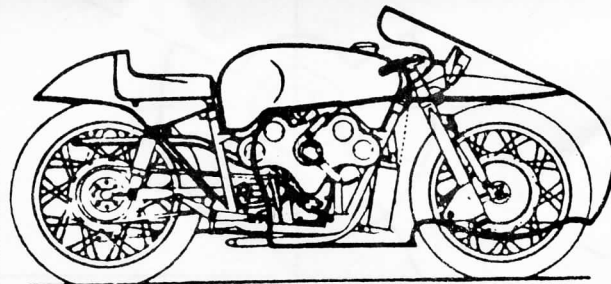
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*Velocette*

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