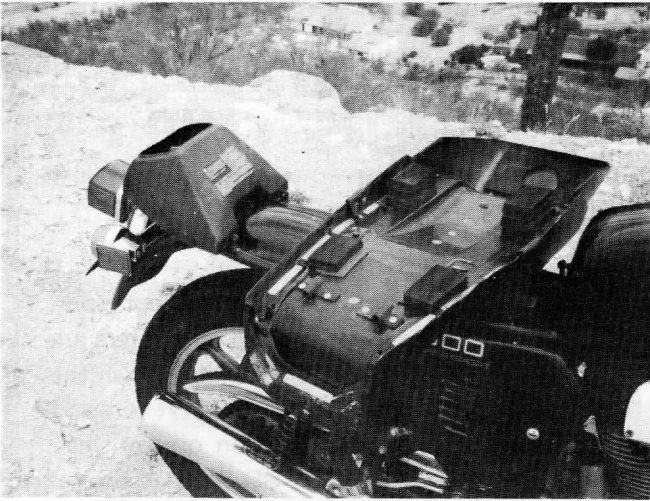


TECH TIPS



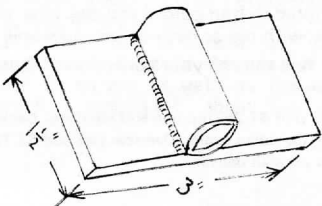
HOW TO MAKE YOUR SUPER SPORT MORE COMFORTABLE

By Tom Harrison

The riding position of a stock 900 Super Sport is exquisite on a racetrack. But what if you want to go touring? I unfortunately discovered the agony of trying to ride 500 miles a day with clip-ons and solo-seat. So what can be done about the situation? Judging by all the ads you see in Cycle News most people would rather just sell their bikes, but I couldn't part with that super stable handling, outrageously powerful braking, and that wonderful twist the throttle and leap forward right now mid-range acceleration (no down-shift or two, no wait a couple seconds for the powerband to catch up with you).

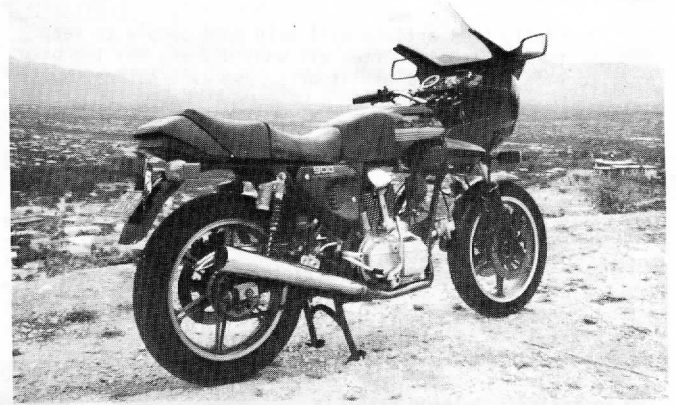
The first thing to be changed is the handlebars. The stock fairing cannot be retained with higher bars unless you want to cut it up. The upper triple clamp from the standard Darmah has the same dimension as the SS item. Regrettable the upper part of the Darmah's handlebar clamps are part of the instrument panel and in the interests of cost chose not to use it. The bolt hole patterns of the various Jap handlebar clamps are all different but the Honda ones are closest. Mine came from a wrecked SL-175. Now you can pick out handlebars to suit your riding style.

Next item is the seat. The local BMW dealer buys all his dead bikes and he has a good number of used parts. The seat from the standard 650 BMW fits so well it should be an option. There is a large plastic tool box that goes under the rear of the seat and it too just falls right in place on the rear of the Duke's frame. Now having a hinged and locking seat would be wonderful and could be achieved with a whole lot of welding and cutting. So I took the easy way out and mounted the seat the same as the stock Ducati's. First position the plastic box in place making sure it does not interfere with the tabs for the seat screws. Then mark the fender thru the existing mounting holes. When drilling the fender do not drill the tail light wiring underneath. A stack of washers (about 1/2") will take up the space between the box and fender. The front mounts that slide over the frame pins are fairly easy. Weld a short piece of 3/8" pipe on a piece of thin plate 1/8" - 1/4" thick. (see drawing)



Measurements are approx. Trim to fit.

With the battery and rear carb off, the seat in position and your homemade mounts on the pins, very carefully mark the seat base, then pop rivet the mounts in place. The metal of the tail section is too thin to use as a support for the rear seat screws so weld a triangle shape of 1/8" - 1/4" plate inside for support. The heat of welding may burn holes and distort the thin metal so be prepared to practice your bondo-filler and sanding-finishing skills. Position the seat in place and mark for the seat screws. The rubber support pads on the seat don't even come close to fitting the Duke's frame rails. I used conveyor belt rubber that 5/8" thick and cut blocks 2" X 4". The four blocks of rubber should be positioned on both sides of the seat and centered under the rider's and passenger's weight. The places under the seat where the rubber is to be glued was not level and the lower portion was built up by glueing a piece of 1/8" thick rubber, and then glueing the blocks of rubber together to take up the extra space between seat and frame rails. Contact cement was used and if you follow the directions exactly the rubber should never fall off.



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