

TECH. TIPS cont.

stuff which some people don't care for. There may be a finer metallic flake available, but I've never seen any. Anyhow, urethane or polyurethane enamel must be mixed with a catalyst or actinator before use and a respirator should be worn when spraying this and all automotive paints for that matter, but especially with urethanes because they ruin your lungs in very short order. Anyhow, if done properly, a urethane job will look like glass and require less maintenance while having better durability than any other automotive finish going. However, it is expensive and the color selection is not as extensive. Another nice thing about urethane is it never needs wax; to do so would just be a waste of effort and material.

Finally, for those wanting more technical information, most of the paint companies publish refinishing manuals. I like "Automotive Refinishing" (\$6.95) by Dupont best of any I've seen. Also, I think their products set the standards for the industry. However, good results can be obtained with just about any of the major paint manufacturer's products. Much of it depends on the person or persons doing the work - and what abilities they have and how meticulous they are. Hopefully this series will help you understand some of the principles and processes of refinishing and better enable you to choose which type of material will fill your needs. Also slick paint jobs make vehicles go faster!

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TOOLS FOR GOOD TIMING

BY ALFRED WATSON

One of the neatest things about our Ducatis and Ferraris if you are a wealthy D.I.O.C. member is the challenge of working on them yourself. Some things should be left to the professionals. Others, such as ignition timing, are not that complex; but they do require a few tools and perhaps a little more patience than your garden variety Jap bike. One of the required items is a degree wheel, either cardboard or metal. Metal being preferred, although cardboard will last a long time if used carefully. Now we need the following:

A method of fastening the degree wheel to the crankshaft, a tool to remove the plug, (clutch side of engine), and an accurate method of determining top dead center (T.D.C.) The latter is rub, myself spending many hours on my butt on the garage floor, and later purchasing a Yamaha Dial Indicator for this purpose. Those who have spent the upwards amount of \$25. for this tool can attest to its uselessness, due to the tendency of the dial finger to skate across the top of the piston. ie: readings not consistent.

Following is the description of the simple tool that I now use with a minimum of fuss, and some information on its construction. The tool is a plug that protrudes down the spark plug hole approximately 15/16 in. Distance is not critical. Before we go to fabricate such an item, lets see how we use it. First item on the agenda is to remove the spark plugs, both of them. Engage top gear on the bike, (machine on the mainstand) and remove previously mentioned plug from the clutch side cover, and affix degree wheel with pointer, leaving wheel slightly loose so it can be rotated. Hold thumb over the rear spark plug hole and bring up the piston by turning the rear wheel in forward rotation as it would turn when you ride. When you feel the compression, stop turning. At this point, screw into the rear plug hole, the T.D.C. tool. Now very slowly turn the wheel again in forward rotation until the degree wheel stops turning. At this point, set the degree wheel at approximately 24 degrees before T.D.C. Turn the rear wheel opposite rotation by bumping the wheel a little at a time and firmly holding wheel as you're turning. When piston passes (bottom D.C.), it will roll, or try to in the direction you're turning. Carefully continue to bump wheel and observe the degree wheel until it again stops. At this point, read the degree wheel again and lets say it now reads 28 degrees (after T.D.C.) Then back degree wheel up to 26 degrees, which is splitting the difference. Now turn the wheel forward. This time we don't have to be so slow because we know the piston will hit the T.D.C. tool around 26 degrees B.T.D.C. Turn slowly after 35 or so degrees B.T.D.C. Do this several times and you will find that the readings are exactly the same. Now



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