

1976 Ducati 900 SS - koningsas, bevel (19.500 EUR)



Locatie **Gelderland, Nijmegen**
<https://www.advertentiax.nl/x-1680237-z>

1976 Ducati 900 SS , Bevelhead Desmodromic

Non-restored machine, in great riding condition: engine runs and starts good, gearbox and brakes are fine, all electronics 100% (lights, blinkers, horn, etc.)




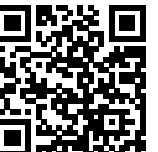






Fast, beautiful, and of purebred character. It's what makes these machines so very special.

In case you're not from the Netherlands: I can help with all the export formalities, and required documents.

Specifications:

- 40 mm Dellorto carbs
- original Conti exhaust system
- Rita electronic ignition
- Boranni wire wheels
- K&N airfilter system, not installed.

History (as I know of it): Originally imported from Australia to the United Kingdom in the 1980's. I have the records of two previous owners, both from the UK. I purchased the machine in 2005 (17/09/2005) and brought it to the Netherlands where it acquired a Dutch license plate on 02/07/2007.

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- oil change (using Motul mineral classic oil 20W-50), new oilfilter. Gearbox works flawlessly, including getting into neutral.
 - vacuum adjustment of the carbs; the machine idles real good. This has resulted in a good cold starting engine, with good torque and acceleration.

Here are some recent videos:

1) Cold start:

www.youtube.com/watch?v=A1CgWyiGL5Q

Procedure that works for me: Kicking free the clutch. First time accelerator pump to inject fuel. Some kicking to spread out the fuel as well as positioning the vertical cylinder on compression stroke. Ignition on. Second time accelerator pump to inject fuel. Kickstart. (cold weather: an extra twist to have the accelerator pump inject some more fuel.)

2) Engine running:

www.youtube.com/watch?v=qVWs_zsJR_E

3) Vacuum tuning the carbs, and setting the idle speed:

www.youtube.com/watch?v=kc5PWlvQix0

I have set the engine to idle above 1500 RPM as per recommendation of Stephen Eke (see Ducati Tuning booklet). It can easily be made to idle at lower RPM but that is not recommended using the 40mm Dellorto's because of low air speed and resultant plug fouling.

—> This summer I have had some real fun rides with friends, but it is time to let the machine go. I'm too old for such a fast racer.

EXTRA BOOKS AND MANUALS:

Books:

- Ducati Tuning, V-Twins with bevel drive camshafts, by Stephen Eke, 1986, Lodgemark Press
- Ducati Gold Portfolio 1974-1978, Compiled by R.M. Clarke, Brooklands Books.
- Original Ducati sport & supersport, The Restorer's Guide 1972-1986, by Ian Falloon, hardcover, 2001, MBI Publishing Company
- Ducati Twins Restoration, Mick Walker, 1993, Osprey Publishing

Workshop manuals and spare-parts list:

- Ducati workshop manual 750-900 SS Desmo 1975,1976,1977
 - Ducati spare parts catalog 750-900 SS Desmo , Edizione 1975-1976
 - Ducati instructions for use and maintenance 750-900 SS
- [DesmoWebsiteyoutu.be/a1cgwyigl5q?si=0y8rz_q9](https://www.youtube.com/watch?v=a1cgwyigl5q&si=0y8rz_q9)