

The Real Thing!
An original 1975 Ducati 860 GT
– the one the 2007 Ducati Super Sport Classic tried to emulate

My Garage Queen, still more polished than ridden.



1975 860GT @ \$3,900 US\$, firm

Similar Bevel drives, some in the same or better shape or desmo's are listed for considerably more. Recently, a cannibalized 860 GT sold for \$2,700 on EBay. Hopefully that GT will emerge as a new runner and not be pieced out for parts.

Contact: klewis@earthlink.net

or

847-549-7950 / cell 713-376-9499

and leave a message

This 860 GT is located north of Chicago, not too far from 6 Flags. Please call if you want to inspect it. Buyer is responsible for shipping etc. Note this Bevel Heaven site offers shipping assistance.

A \$500 down payment will hold the bike and it will be released when the full price clears my account or on cash sale.

KLeewis@Earthlink.net



2 Left front view



3 Right Rear

There is a clear Illinois title. This bevel head, non-desmo, Ducati has been continually insured and licensed by me since 1990. I have no idea of how many miles are on the engine. In twenty years, I have probably put less than 10,000 miles on it. The speedometer is not the original. When I took possession back in 1990, it had the wrong head light and mounts, a Honda 750 speedometer and tachometer, no turn signals, no handle bar switches, but dual front brakes and most importantly this engine has never leaked. I expect it had been dropped before I got it and that's why the handle bar controls, front lighting and turn signals were missing, and the tank has had a dent fixed. The photos show that both the right side case and muffler have slightly thinner sections from a scuffle with the road.

For me this 860GT has always been silver, which is a color that Mick Walker had not seen before. I had it completely repainted when the new side covers from Syd's Cycles in Florida were added to complement the Rita ignition.

Upgrades: One of my first pilgrimages in 1992 was to Mick Walker, in England. He rooted around in his stuff and found the necessary 750 parts to convert this 860 to right hand shift. This was my first improvement, coming soon after scaring myself silly when I mixed the two in haste. Other modifications and restorations gradually followed;

- Lucas Rita competition ignition,
- braided steel dual front brake lines,
- proper Smiths instruments now in the
- proper dash board housing,
- fairing with mirrors, clocks and voltmeter,
- BMW bend bars
- new main fuse and a rebuilt rectifier,
- separate throttle Bowden cables, now one for each carb (no junction box)
- magnetic drain plug and updated nylon oil return sieve .

Most of these were sourced from Walker in England but also Syd's. .

New Front Brakes: Both calipers were completely disassembled, boiled out and rebuilt with all new moving parts and seals. Two-finger braking is possible again.

Rebuilt Carbs: Both carbs were fully dismantled, boiled out, and received all new jets and gaskets. She runs and idles much better now and both chokes and accelerator pumps work again.

New tires have still less than 1000 miles on them.

The original parts can restore the modern arrangement of the right rear brake and left gearshift are included (see the photos) as well as the original side covers and the rear air filter box. The front air filter box was missing 20 years ago. The original ignition stator and coils are visible but there are no front cylinder sparks. The Rita ignition is the improvement and the replacement. The original rotor remains on the end of the crank.

Special tools: Also visible is a slotted bolt, as a homemade rear chain adjuster (rotates swing arm pivot), and the factory ignition timing "pointer-indicator" to use with a timing light. The brass plug is removed from the left case and the base of the shaft keys into the end of the crank. There are "O" rings to keep the oil pressure inside the bike as the engine idles (seal is a relative term). At full advance the pointer aligns with the two timing marks (nubs) cast on the outside of the left case. The Rita Ignition fires each cylinder, once every 360 degrees, the second spark is on each exhaust stroke.

Manuals: The manuals are a considerable help in keep all the bits running. The Rita ignition data sheet is included and is also available electronically. The cases have never been split, but the seal and wire bits corroded and disappeared.

It starts with one or two kicks and there are no adverse running noises. I've always used straight SAE 50 weight oil and changed it every fall. The seat could use a new covering skin (now at Bevel Heaven) and the wiring could stand a new fuse box with modern automotive fuses (which I'll include). The Italian bullet fuses made LUCAS systems look modern!



4 Left side



5 Right Side



6 FRAME NUMBER



7 ENGINE NUMBER



8 Scrape on right case and muffler



9 Solvent Weld repair of windscreen



10 Whole cock pit view



11 Workshop manual, keys & tools



12 Tool tray & new side cover



13 Fuse box and new voltage regulator



14 New main fuse



15 Left shift, Right Brake, rear filter & old ignition stator and cam cover



16 Front View and tread



17 Rear Tread



18 Borrani Front Rim & dual disks



19 Rear brake and muffler



20 Right Side View



21 Alternate Right Side View

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