FREE SAMPLE

The opening pages of

1972 Ducati Bevel-Drive Restoration Guide

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Ducati Bevel-Drive Twins

1972

Model year 1972 only — one model year, one guide

Bevel models in production this year

- 750 GT
- 750 Sport

Era	1971–1986 bevel-twin period (Falloon)
Cam drive	Bevel gears + shafts (never belts)
This guide	Covers model year 1972 only

A source-backed restoration companion to the Ducati factory workshop manual. Every specification cites its published source; anything the sources do not confirm is flagged **[UNVERIFIED]** rather than guessed.

Companion to — not a replacement for — the factory workshop manual. Wiring: consult the factory manual's year-correct wiring diagram; this guide's electrical appendix is an inspection supplement only.

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Read this first — what this guide is

This guide is a restoration companion to the Ducati factory workshop manual, not a replacement for it. It covers **model year 1972 only** — every bevel-drive twin Ducati built that year. It gives you what the manual doesn't: the correct sequence, the model-year change points, what to measure before cleaning, what not to do, finishes and markings, parts interchange, and honest value guidance.

The spec tables are the law of this guide: every numeric value carries its source. Where the literature is silent, the cell says **[UNVERIFIED]** instead of guessing. Procedures are written from the tables only.

Manufacturer history

Ducati's bevel-drive twins began with the 1971 750 GT — Fabio Taglioni's 90° V-twin ('L-twin'), the first Ducati with that configuration, which became the signature of everything that followed (en.wikipedia.org/wiki/Ducati_750_GT (citing Ian Falloon, The Ducati 750 Bible, Veloce)). The 'round case' 750s (GT, Sport, SS) ran 1971–1975; the 'square case' 860/900 generation (GT/GTE/GTS/900GTS, 900SS, Darmah, MHR, S2, Mille) ran 1974–1986 (en.wikipedia.org/wiki/Ducati_860_GT; Ian Falloon, Ducati Bevel Twins 1971 to 1986 (via motociclo.com.au: covers 750 GT/Sport/SS, 860 GT/GTE/GTS, 900 SS/GTS, SD, SSD, MHR, S2, Mille)). The desmodromic valve gear — positive mechanical closing of the valves, no springs — is the signature technology of the sporting bevels from the 750SS on.

Model history — 1972

What is unique about this model year: The Sport joins the GT late in the year — the 750 Sport, introduced 1972, is 'essentially a restyled 750 GT' with new tank, clip-ons and rear-set footrests; by October 1972 its final form was set (webbikeworld.com (1974 Ducati 750 Sport)).

What this guide doesn't cover

- Factory torque values and full disassembly procedures — the factory workshop manual is the authority; this guide points at it.
- The year-correct wiring diagram itself — consult the factory manual's diagram for your exact model. The appendix here is a clearly-labelled **supplement**, never presented as the diagram.
- Other model years. A 1976 part on a 1975 bike is a mismatch until proven otherwise — check the year-change register.
- Belt-drive Ducatis (Pantah and later) — this guide covers bevel-gear cam drive only.
- Aftermarket performance modifications. This guide restores to factory-correct specification.

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Model identification

Confirm exactly which bevel twin you have **before** ordering parts or stripping finishes. Engine-number and frame-number prefixes encode the model; round-case vs square-case crankcases are visible at a glance.

Check	What to look for	Why it matters
Crankcase shape	Round cases = 750 family (GT/Sport/SS); square/angular cases = 860/900 family	The two engine generations share almost no bottom-end parts
Valve gear	Desmodromic heads (positive closing, no springs) = SS/SS900/Darmah/MHR sport models; spring-valve heads = GT/860 tourers	Desmo heads need desmo shims and a different setting procedure
Carburettors	Body markings: Amal 930 (early GT), Dell'Orto PHF32 (Sport/GT), PHM40 (SS/SS900), PHF32 (Darmah/GTS)	Carb type is a year identifier — record before cleaning
Brakes	Lockheed (1971) → Scarab (1972–1973) → Brembo (1974–) calipers; drum vs disc rear	Brake generation marks the model year (Hagerty; motorcyclespecs.co.za)

- Photograph the frame-number and engine-number stampings before any blasting or painting. They are the bike's identity evidence.
- Round-case vs square-case is the first fork in every parts decision — confirm it before ordering.
- US-market bikes from 1975 carry the left-shift conversion (external crossover rod on 860s; internal on later 900SS) — verify which your bike has (en.wikipedia.org/wiki/Ducati_860_GT; motorcycleclassics.com (Ducati 900SS)).

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Year-change register — 1972

Running changes that define this model year, and why each matters at the bench. Every entry cites its source.

- 750 GT: electric start offered; Scarab front disc replaces the Lockheed unit (hagerty.com (1971 Ducati 750 GT valuation notes)).
- 750 GT: 1972 autoevolution table records the bike 'in its second year of production, packing the exact visual, technical, and performance specifications as the previous model' (autoevolution.com, 1972 750GT).
- 750 Sport: final form from October 1972 — forged pistons and lighter components for higher compression and freer revving; Amal carbs replaced by Dell'Orto PHF 32AS/AD (webbikeworld.com (1974 Ducati 750 Sport)).
- 750 Sport: single ('1 up') seating, clip-on bars, rear-set footrests — Ducati's first successful multi-cylinder sport bike (webbikeworld.com (1974 Ducati 750 Sport)).
- 750 Sport 1972 spec: 64 hp @ 9,000 rpm, 9:1, 186 kg dry (it.wikipedia.org/wiki/Ducati_750_Sport (citing Motociclismo Moto d'Epoca, 1991)).

What came next

For 1973 the GT gets a steel tank, painted fenders, Dell'Orto carbs and Veglia gauges; the Sport's 1973–1974 run builds 1,602 bikes (hagerty.com (1971 Ducati 750 GT valuation notes); webbikeworld.com (1974 Ducati 750 Sport)).

Interchange rule: a part that differs between these year entries is not interchangeable until the factory parts book for your exact model says so.

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Verified specifications — 1972 only

Every number below cites the published marque reference it came from. Rows marked **[UNVERIFIED]** are numbers the consulted sources do not confirm — they are omitted from procedures, not guessed.

750 GT

SPEC	VALUE	UNIT	SOURCE
Engine	Air-cooled 90° V-twin ('L-twin'), SOHC, bevel-gear cam drive, 2 valves/cylinder		moto-data.net (1973 Ducati 750GT table)
Displacement	748	cc	moto-data.net (1973 Ducati 750GT table)
Bore x stroke	80 x 74.4	mm	moto-data.net (1973 Ducati 750GT table)
Compression ratio	8.5:1		en.wikipedia.org/wiki/Ducati_750_GT (citing Ian Falloon, The Ducati 750 Bible, Veloce)
Max power	57 @ 7,700 (moto-data) / 50.0 hp @ 5,250 (Wikipedia)	hp / rpm	moto-data.net (1973 Ducati 750GT table); en.wikipedia.org/wiki/Ducati_750_GT (citing Ian Falloon, The Ducati 750 Bible, Veloce)
Induction	2 x 30 mm Amal R 930/76 (1971–1972) → Dell'Orto from 1973	mm	moto-data.net (1973 Ducati 750GT table); hagerty.com (1971 Ducati 750 GT valuation notes)
Ignition	Points and coil		moto-data.net (1973 Ducati 750GT table)
Spark plugs	Marelli CW 260T, Lodge 3HN		moto-data.net (1973 Ducati 750GT table)
Starting	Kick; electric start offered from 1972		moto-data.net (1973 Ducati 750GT table); hagerty.com (1971 Ducati 750 GT valuation notes)
Clutch	Wet multiplate		moto-data.net (1973 Ducati 750GT table)
Transmission	5-speed, chain final drive		moto-data.net (1973 Ducati 750GT table)
Primary drive	2.448:1 (29/71); from 1974: 2.187:1 (32/70)		moto-data.net (1973 Ducati 750GT table)
Front suspension	38 mm Marzocchi fork; from 1974: Ceriani fork	mm	moto-data.net (1973 Ducati 750GT table)
Rear suspension	Dual Marzocchi 305 mm shocks, 3-way adjustable	mm	moto-data.net (1973 Ducati 750GT table)
Front brake	Single 280 mm disc (Lockheed 1971; Scarab 1972; Brembo 1974)	mm	moto-data.net (1973 Ducati 750GT table); hagerty.com (1971 Ducati 750 GT valuation notes)

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SPEC	VALUE	UNIT	SOURCE
Rear brake	200 mm drum	mm	moto-data.net (1973 Ducati 750GT table)
Front tyre	3.25-19 (1971–1973) / 3.60-19 (1974 bikez)		moto-data.net (1973 Ducati 750GT table); bikez.com (1974)
Rear tyre	3.50-18 (1971–1973) / 4.10-18 (1974 bikez)		moto-data.net (1973 Ducati 750GT table); bikez.com (1974)
Dry weight	185 (408)	kg (lb)	en.wikipedia.org/wiki/Ducati_750_GT (citing Ian Falloon, The Ducati 750 Bible, Veloce)
Fuel capacity	17 (4.5)	L (US gal)	moto-data.net (1973 Ducati 750GT table)
Wheelbase	1,530 (60.2)	mm (in)	moto-data.net (1973 Ducati 750GT table)
Top speed (claimed)	200 (124)	km/h (mph)	en.wikipedia.org/wiki/Ducati_750_GT (citing Ian Falloon, The Ducati 750 Bible, Veloce)
Valve clearance / torque values	[UNVERIFIED — not in factory literature]		Set only from the factory workshop manual.

750 Sport

SPEC	VALUE	UNIT	SOURCE
Engine	Air-cooled 90° V-twin, SOHC bevel drive, 2 valves/cylinder		it.wikipedia.org/wiki/Ducati_750_Sport (citing Motociclismo Moto d'Epoca, 1991)
Displacement	748	cc	it.wikipedia.org/wiki/Ducati_750_Sport (citing Motociclismo Moto d'Epoca, 1991)
Bore x stroke	80 x 74.4	mm	it.wikipedia.org/wiki/Ducati_750_Sport (citing Motociclismo Moto d'Epoca, 1991)
Compression ratio	9:1		it.wikipedia.org/wiki/Ducati_750_Sport (citing Motociclismo Moto d'Epoca, 1991)
Max power	64 @ 9,000	hp / rpm	it.wikipedia.org/wiki/Ducati_750_Sport (citing Motociclismo Moto d'Epoca, 1991)
Induction	2 x Dell'Orto PHF 32 with accelerator pump	mm	it.wikipedia.org/wiki/Ducati_750_Sport (citing Motociclismo Moto d'Epoca, 1991)
Ignition	Points (spinterogeno)		it.wikipedia.org/wiki/Ducati_750_Sport (citing Motociclismo Moto d'Epoca, 1991)

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