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The opening pages of

1973 Ducati Bevel-Drive Restoration Guide

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Ducati Bevel-Drive Twins

1973

Model year 1973 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 1973 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.

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 1973 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 — 1973

What is unique about this model year: The refinement year: the GT's running changes (steel tank, Dell'Ortos, Veglia) land, and the Sport builds through its main 1973–1974 production run of 1,602 bikes including 200 for the US (hagerty.com (1971 Ducati 750 GT valuation notes); 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.

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)).

Year-change register — 1973

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

- 750 GT: gas tank now steel (was fibreglass); stainless fenders now painted (hagerty.com (1971 Ducati 750 GT valuation notes)).
- 750 GT: Amal carburettors replaced by Dell'Ortos (hagerty.com (1971 Ducati 750 GT valuation notes)).
- 750 GT: Smiths instruments replaced by Veglia gauges (hagerty.com (1971 Ducati 750 GT valuation notes)).
- 750 GT: American-market bikes get higher handlebars (hagerty.com (1971 Ducati 750 GT valuation notes)).
- 750 Sport: in full production through 1974; 64 hp @ 9,000 rpm, PHF32 carbs (webbikeworld.com (1974 Ducati 750 Sport); it.wikipedia.org/wiki/Ducati_750_Sport (citing Motociclismo Moto d'Epoca, 1991)).

What came next

For 1974: the GT gets new cams/valves/rockers, Brembo brakes and a Ceriani fork; the 750SS enters mass production; the 860GT launches (hagerty.com (1971 Ducati 750 GT valuation notes); motorcyclespecs.co.za (1982 Ducati 900SS); en.wikipedia.org/wiki/Ducati_860_GT).

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

Verified specifications — 1973 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)

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)