

FREE SAMPLE

The opening pages of

1975 Ducati Bevel-Drive Restoration Guide

Read these pages exactly as they appear in the full guide.
Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

The full guide: <https://ironheadguides.com/product/IH-DUCATI-BEVEL-1975>

IronHead — instant PDF download after checkout.

IronHead

Ducati Bevel-Drive Twins

1975

Model year 1975 only — one model year, one guide

Bevel models in production this year

- 750 Sport
- 750 SS
- 860 GT
- 860 GTE
- 900 SS

Era	1971–1986 bevel-twin period (Falloon)
Cam drive	Bevel gears + shafts (never belts)
This guide	Covers model year 1975 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 1975 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 — 1975

What is unique about this model year: The 900SS arrives: from 1975 a new 'square case' 864 cc desmo engine in essentially 750SS cycle parts — 'and created a classic' (motorcycleclassics.com (Ducati 900SS)). 250 examples each of the 900 and the sleeved-down 750 were built in 1975 (en.wikipedia.org/wiki/Ducati_Supersport).

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 — 1975

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

- 900SS: new 'square case' 864 cc engine; twin 40 mm Dell'Ortos; fibreglass tank (no fuel gauge); Conti exhausts; Brembo drilled discs (motorcycleclassics.com (Ducati 900SS)).
- 900SS: keeps the right-side gear shift, 'contradicting the 1974 U.S. regulation' — a handful of right-shifters reached the US (en.wikipedia.org/wiki/Ducati_Supersport).
- 900SS: shorter connecting rod (as on the 860GT) plus bigger pistons on the 750 crankpin → short big-end bearing life; Ducati Elettrotecnica ignition 'crude' → early bikes earned a poor reliability reputation (motorcycleclassics.com (Ducati 900SS)).
- 900SS: kick-starter 'would rotate around and shift the transmission into first gear' — park on the centre-stand before kicking (en.wikipedia.org/wiki/Ducati_Supersport).
- 860GT/GTE: continue 1974–1975; electric-start GTE alongside kick-start GT (en.wikipedia.org/wiki/Ducati_860_GT).
- 750SS: 1975 production continues (250 square-case 750s alongside 250 900s); very few made because the price was near the 900's (en.wikipedia.org/wiki/Ducati_Supersport).
- US DOT: left-foot shifting mandated from 1975 — the 860 line used an external crossover rod; the 900SS moves its shifter left for 1976 (en.wikipedia.org/wiki/Ducati_860_GT; en.wikipedia.org/wiki/Ducati_Supersport).

What came next

For 1976: the 860GT is restyled into the 860GTS; the 900SS gets left-side shift, a steel tank, 32 mm carbs and Lafranconi mufflers (power falls to 57 rear-wheel hp) (en.wikipedia.org/wiki/Ducati_860_GT; motorcycleclassics.com (Ducati 900SS)).

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 — 1975 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.

860 GT / GTE / GTS / 900 GTS

SPEC	VALUE	UNIT	SOURCE
Engine	Air-cooled 90° V-twin ('square case'), SOHC bevel drive, 2 valves/cylinder		en.wikipedia.org/wiki/Ducati_860_GT
Displacement	864	cc	en.wikipedia.org/wiki/Ducati_860_GT
Bore x stroke	86 x 74.4	mm	motorcyclespecs.co.za (1979 900SD Darmah table)
Max power (860 family, 1978 900GTS figure)	65 @ 7,200	hp / rpm	autoevolution.com (Ducati 900 GTS 1978)
Max torque (860 family, 1978 900GTS figure)	73 (54 lb-ft) @ 4,000	Nm / rpm	autoevolution.com (Ducati 900 GTS 1978)
Induction (860 family, 1978 900GTS figure)	2 x 32 mm Dell'Orto PHF	mm	autoevolution.com (Ducati 900 GTS 1978)
Transmission	5-speed, chain final drive		autoevolution.com (Ducati 900 GTS 1978)
Frame	Stressed-member (engine as frame element)		en.wikipedia.org/wiki/Ducati_860_GT
Starting	Kick (GT); electric start (GTE, 1974–1975)		en.wikipedia.org/wiki/Ducati_860_GT
Shift	Right-side (US market: left-side via external crossover rod)		en.wikipedia.org/wiki/Ducati_860_GT
Front brake (1978 900GTS figure)	Twin 280 mm discs	mm	autoevolution.com (Ducati 900 GTS 1978)
Rear brake (1978 900GTS figure)	200 mm drum	mm	autoevolution.com (Ducati 900 GTS 1978)
Top speed (1978 900GTS)	175 (109)	km/h (mph)	autoevolution.com (Ducati 900 GTS 1978)
Styling	Giugiaro 'folded paper' angular design; large steel side covers		en.wikipedia.org/wiki/Ducati_860_GT
Valve clearance / torque values	[UNVERIFIED — not in factory literature]		Set only from the factory workshop manual.

900 SS

SPEC	VALUE	UNIT	SOURCE
Engine	Air-cooled 90° V-twin ('square case'), SOHC bevel drive, desmodromic 2-valve heads		en.wikipedia.org/wiki/Ducati_Super_sport
Displacement	864	cc	en.wikipedia.org/wiki/Ducati_Super_sport
Bore x stroke	86 x 74.4	mm	motorcyclespecs.co.za (1979 900SD Darmah table)
Max power	Claimed 70 (1975, 40 mm carbs); 57 rear-wheel (1976–1977, 32 mm); 65–70 (1981–1982)	hp	motorcycleclassics.com (Ducati 900SS); hagerty.com (1982 900SS past sales)
Induction	2 x 40 mm Dell'Orto (1975; optional Australia/SA later) → 2 x 32 mm (1976–1977, with air cleaners)	mm	motorcycleclassics.com (Ducati 900SS)
Ignition	Ducati Elettrotecnica electronic (1975–1977, crude) → Bosch (1978–)		motorcycleclassics.com (Ducati 900SS)
Starting	Kick (redesigned kick-starter from 1976: no longer knocks the bike into first)		en.wikipedia.org/wiki/Ducati_Super_sport
Transmission	5-speed; 1978–: gearshift crossover through the engine cases		motorcycleclassics.com (Ducati 900SS)
Crankshaft	1978–: crankpin diameter increased to 38 mm (ends big-end failures)	mm	motorcycleclassics.com (Ducati 900SS)
Wheels	1975–1977: Borrani rims/spokes; 1978–1979: Speedline alloy; 1981–1982: FPS alloy		motorcycleclassics.com (Ducati 900SS)
Fuel tank	1975: fibreglass (no fuel gauge) → 1976–: steel		motorcycleclassics.com (Ducati 900SS)
Shift	Right-side 1975; left-side from 1976 (US DOT rule)		en.wikipedia.org/wiki/Ducati_Super_sport
Dry weight (1975)	See 750SS lineage; [UNVERIFIED as a 900 figure]		en.wikipedia.org/wiki/Ducati_Super_sport
Mufflers	1975: Conti; 1976–1977: Lafranconi; 1981–1982: Silentium		motorcycleclassics.com (Ducati 900SS)
Production	1975–1982		hagerty.com (1982 900SS past sales)
Valve clearance / torque values	[UNVERIFIED — not in factory literature]		Set only from the factory workshop manual.