

Ducati Motorcycles: Ducati V-Twin Motorcycles, Ducati Monster, Ducati Desmosedici, Ducati Singles, Ducati 1098, Ducati Apollo, Ducati 848

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✓ Verified Book of Ducati Motorcycles: Ducati V-Twin Motorcycles, Ducati Monster, Ducati Desmosedici, Ducati Singles, Ducati 1098, Ducati Apollo, Ducati 848

Summary:

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Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 40. Chapters: Ducati V-twin motorcycles, Ducati Monster, Ducati Desmosedici, Ducati singles, Ducati 1098, Ducati Apollo, Ducati 848, Ducati Hypermotard, Ducati SuperSport, Ducati 916, Ducati 98, Ducati SportClassic, Ducati Bronco, Ducati 999, Ducati 1198, Ducati Desmosedici RR, Ducati ST3, Ducati Aurea, Ducati ST4s, Ducati 750 Imola Desmo, Ducati Desmoquattro motorcycles, Ducati Multistrada, Ducati 996, Ducati 748, Ducati Pantah, Ducati Paso, Ducati 851, Ducati Multistrada 1200, Ducati 998, Ducati 800SS, Ducati 749, Ducati Supermono, Ducati 60, Ducati Diavel, Multistrada 620 and 1000DS, Ducati Cucciolo, Ducati PaulSmart1000LE, Ducati ST series, Ducati Streetfighter, Ducati 125 TV, Ducati ST2, Ducati Monster 696, Ducati 65T, Ducati Mach 1, Ducati 888, Ducati 750 GT, Ducati 900GTS. Excerpt: The next new Ducati engine to appear after the Ducati Apollo was the 90 V twin, initial Grand Prix racing versions being 500 cc, and the production bikes were 750 cc. There was also the Ducati 750 Imola Desmo that won at Imola in 1972. These engines had bevel gear shaft drive to the overhead camshaft, and were produced in round, square, and Mille crankcases. In the 1980s these gave way to the belt drive camshaft engines that have continued to this day, in air and liquid cooled form. The Mille used a plain bearing crank, like the belt models. Generally, any two-cylinder motorcycle engine with its two cylinders at an equidistant opposite angles from the center rotation of the crankshaft is referred to as a V-twin. The Ducati V-twin is unique in that the "V" is tilted forward so the front cylinder is nearly parallel to the ground, leading many to refer to it as an "L-Twin" engine instead. Either usage is correct since a "V-twin" engine is not designated by a specific angle. L-twin refers, in fact, to a configuration with a 90 degree angle between th...

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