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~~Ducati 860 860gt 860gts 1975~~

The Ducati 860 GT was a Ducati motorcycle made in 1974 and 1975, replaced by the restyled 860 GTS for 1976–1979. In 1974–1975 the electric-start version was called the 860 GTE, while all models had electric start

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after 1975, and for the final two years, 1978-1979, the name was changed to 900 GTS.

~~Ducati 860 GT - Wikipedia~~

Motorcyclists hated it, sales plummeted, and the 860 GT was re-styled for 1976 with a rounder

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tank. Today, the 860 GT's uncompromising looks are treasured as period perfect. 863.9cc overhead camshaft V-twin, 5-speed, 408lbs, 60hp @6900rpm, 109mph top speed
Built in late 1974 and 1975

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~~The Vintagent | 1975 DUCATI 860
GT~~

The designer of the Ducati 860 GT, noted car stylist Giorgio Giugiaro (creator of the original VW Rabbit/Golf, the DeLorean and many others), had combined the new Gran Turismo machine's

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striking lines with handlebars that not only made sustained high-speed riding uncomfortable, but also created disruptive steering forces that even the Ducati's basically sound chassis could not completely control.

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~~1975 Ducati 860 GT Classic
Italian Motorcycles ...~~

Upload it here (jpeg files only, 3MB max.). The Ducati 860 GT model is a Classic bike manufactured by Ducati. In this version sold from year 1975, the dry weight is and it is equipped

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with a V2, four-stroke motor. The engine produces a maximum peak output power of 65.00 HP (47.4 kW) @ 7000 RPM and a maximum torque of.

~~Ducati 860 GT Technical
Specifications Ultimate Specs~~

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Today however, the 860 GT's time has finally arrived, as modern motorcycles adopt a more hard-edged style the Ducati 860 GT has begun to look more contemporary, something few 35-year-old motorcycles can emulate. This striking 1975

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example was delivered new in New Zealand and imported into Australia in 2010.

~~1975 Ducati 860GT For Sale | Car
And Classic~~

It came with a 3.50-18 front tire and a 120/90-18 rear tire.

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Stopping was achieved via dual disc in the front and a expanding brake in the rear. The 860 GTS was fitted with a 5.02 Gallon (19.00 Liters) fuel tank. 1975

~~Ducati 860GT - CycleChaos~~

A solid, nicely kept 1975 860 GT

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Like this one represents the last reasonably priced bevel-drive twin. Find it here on eBay in Williamsport, Pennsylvania with no reserve. Of course, the only trick with an 860 GT is getting past the looks. Ducati's new boss during a management shakeup,

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Cristiano de Eccher, saw the American market as fertile ground for expansion. Given the success of Giorgetto ...

~~Alternative Bevel: 1975 Ducati
860 GT | Bring a Trailer~~

The Ducati 860 GT was a Ducati

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motorcycle made in 1974 and 1975, replaced by the restyled 860 GTS for 1976–1979. In 1974–1975 the electric-start version was called the 860 GTE, while all models had electric start after 1975, and for the final two

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~~Ducati 860 GT / GTE Manual~~

~~motorcyclespecs.co.za~~

The Ducati 860 GTS, introduced in 1976, was the first indication that the factory was able to offer a machine finished to the same level as the Japanese. It was based on the Guigliaro-styled 860

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GT that had proved to be so impractical on the road. The GTS was offered with a more sensible seat and tank and makes a much more agreeable tourer.

~~Ducati 860 GTS~~
~~motorcyclespecs.co.za~~

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1975 Ducati 860 GT In Italy, Factory Service Manual

Standard by Abhi June 6, 2020 5

Comments Sold for just two years, the Ducati 860GT was a relatively angular bike that didn't end up being as popular as Ducati might have hoped. It ended up evolving into the much-more

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~~1975 Ducati 860 GT | Bike urious~~
Ducati 860 860GT 860GTS 1975
1976 Workshop Service Manual.
This edition of service manual for
Ducati 860 860GT 860GTS 1975
1976 was primarily published to

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be used by mechanical technicians who are already familiar with all service procedures relating to BRP products. This manual covers the repair and overhaul of Ducati 860 860GT 860GTS 1975 1976 cars and assumes that the technician

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is fully ... Factory Service Manual**

~~Ducati 860 860GT 860GTS
Workshop Service Repair Manual
1975 Ducati 860 GTE Engine:
864cc air-cooled OHC 90-degree
V-twin, 86mm x 74.4mm bore and
stroke, 9:1 compression ratio,~~

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60hp @ 6,900rpm (est.) Top

speed: 109mph (period test)

Carburetion: Two 32mm Dell'Orto

Transmission: 5-speed, chain final

drive Electrics: 12v, electronic

ignition Frame/wheelbase: Dual-

downtube w/engine as stressed

member/60.5in (1,537mm)

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~~Transformation: 1975 Ducati 860
GTE Classic Italian ...~~

Up on eBay this week is a very nice Ducati 860 GT dressed in sinister, black paint. 1975 Ducati 860 GT When new, the styling was considered very controversial

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and the bike did not sell as well as hoped.

~~For Sale: 1975 Ducati 860 GT
Classic Sport Bikes For Sale~~
1975 Ducati 860 GT . Values
Special Notes. Values Special
Notes. Values. Excellent. \$6,005.

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Very Good. \$3,385. Good. \$2,475.
Fair. \$1,850. Poor. N/A. Make sure
you're protected! Insure your
Motorcycle for as low as just
\$75/year.* Motorcycles for Sale.
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of your ZIP code. Find 1975
Ducati listings for sale near you.

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Motorcycle Buying ...

~~1975 Ducati 860 GT Standard
Equipment, Prices & Specs ...~~

1976 Ducati 860 GT £7,395

Ducati 860 GT Original condition

All documentation OK 4-5 years

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not starts, front brake not
work..... if demand can sell with
new battery in running condition
More detailed pictures and video
available, ...

~~Ducati Classic Cars 860 For Sale |
Car and Classic~~

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1975 Ducati 860 GT Info Body
Styles Motorcycle Engine Types
2-cyl. 864cc/65hp *Please note:
All prices shown here are based
on various data sources, as
detailed in About Our Prices. For
all Hagerty Insurance clients: The
values shown do not imply

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coverage in this amount. In the event of a claim, the guaranteed value(s) on your policy declarations page is the amount your vehicle(s) is covered ...

~~1975 Ducati 860 GT Values |
Hagerty Valuation Tool®~~

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The History The Ducati 860 GT was made in 1974 and 1975, replaced by the restyled 860 GTS for 1976–1979 In 1974–1975 the electric-start version was called the 860 GTE, while all models had electric start after 1975, and for the final two years, 1978–1979,

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the name was changed to 900
GTS.

~~Ducati 860 | brtracing~~
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1975-1976 Full Service Repair
Manual. \$19.99. [VIEW DETAILS.](#)
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1975-1976 Service Manual.

\$19.99. [VIEW DETAILS](#). Ducati

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Repair Workshop Manual. \$19.99.

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860GTS 1976-1979 Workshop

Repair Service Manual. \$19.99 .

[VIEW DETAILS](#). Ducati 860 900 GT

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GTS Workshop Service Repair Manual. \$17.99. [VIEW DETAILS ...](#)

Cars.

Ducati's classic 750, 860 900 and Mille bevel-drive twins from

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1971-1986 are now among the most collectable bikes in the world. Although built in relatively small numbers, there are many individual model differences that can make their authentic restoration difficult. This book serves as a definitive guide to

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authenticity and gives hands-on restoration tips and guidance.

- Detailed description of individual model differences
- Restoration tips and guidance based on years of practical experience
- Correct information for decal place
- Guide to colours and paint codes

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Factory Service Manual
-Advice on how to find the right
motorcycle -Companion to the
Bevel Twin books in the Bible
series

From the single-cylinder bikes of
the 1950s to the high-
performance sportbikes of today,

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The Complete Book of Ducati Motorcycles showcases the entire spectrum of Ducati. Legendary Ducati motorcycles have something of a rags-to-riches story. This Italian motorcycle manufacturer began by selling motorized bicycles to

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impoverished residents of post-World War II Italy. Today, Ducati is the world's premier manufacturer of street motorcycles whose sales continue to rise year after year. Its svelte, hyper-accelerating motorcycles are two-wheeled wonders that are

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fluent in the language of speed.
The Complete Book of Ducati
Motorcycles traces the stunning
chronology of the motorcycles
dreamed up by Ducati, from the
1950s to present day. Laid out for
the first time in encyclopedia
form with gorgeous photography

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and insights from Ducati expert
Factory Service Manual
Ian Falloon, this book offers
motorcycle enthusiasts a closer
look at the craftsmanship, power,
and beauty of these extraordinary
motorcycles. The book features
all of the motorcycles from
Ducati's storied history, including

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the groundbreaking Desmodromic
750 Super Sport, the Mike
Hailwood Replica, the Superbike-
dominating 916, and the epic
Panigale. From the street bikes
that gave birth to the very notion
of the modern superbike to the
racing motorcycles that

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dominated tracks in Great Britain, Europe, and North America since the latter part of the twentieth century, The Complete Book of Ducati Motorcycles runs the full gamut of sportbikes. It's a collection that demands shelf space in the library of any true

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motorcycle collector or fan.**

Packed with good advice on choosing the right Ducati bevel twin, with a comprehensive inspection guide and in-depth analysis of strengths and weaknesses, Ducati Bevel Twins

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covers desirable upgrades, modifications to avoid, valuation and predicting which models will become collectible (if they aren't already). Illustrated throughout with photos of key areas to check and foibles to be aware of, and featuring details ranging from the

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Ducati community, to whether a
Ducati bevel twin will suit you and
your lifestyle, this is the complete
guide to choosing, assessing, and
buying the Ducati bevel twin of
your dreams. Written by Ian
Falloon, an expert who enjoyed a
close association with the factory

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and the engineers during the period these bikes were manufactured, providing him with an invaluable insight into their development. He has been involved with Ducati motorcycles, and bevel twins in particular, for nearly 40 years and, in addition

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to writing several books covering these models, he is an avid restorer with over 20 bevel twin restorations to his credit.

99 Motorrad-Klassiker erleben:
BMW und Harley-Davidson,
Aermacchi und Triumph – steigen

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Sie auf! Dieses Handbuch nimmt Sie mit auf eine Motorrad-Reise mit Maschinen, die noch echte Meisterleistungen des Handwerks waren und ursprünglichen Fahrspaß boten bis hin zu heutigen Rennsport-Klassikern. Fundierte Beschreibungen,

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Kauf und Verkauf, begleitet von
faszinierenden Bildern. Ein
Erlebnis für jeden Motorrad-
Liebhaber!

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Этот журнал – не только для тех, кто ездит на двух колесах или хочет больше узнать о мире мотоциклов. Он – для всех, кто ценит свободу передвижения, ищет новые ощущения и любит технику. Для тех, кто всегда в

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движении. На страницах МOTO –
первого и старейшего
российского мотоциклетного
журнала – обо всем, что
происходит в мотоциклетном
мире. В этом
номере: Полигон Сноубайк
FROZEN MOTO SMX. Антидепресс

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Санкт-Петербург. Выбираем BMW R1200RT. Баварский туризм. Техника ЕИСМА 2017. Вперёд в прошлое. Средняя кубатура: новинки и тенденции. Бюджет-премиум. Скутеры. Новинки сезона. Азия-С.И. и многое другое

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The Norton Dominator--designed by Bert Hopwood--made its debut in late 1948. Later, when equipped with the renowned, race-developed, Featherbed frame and Featherbed telescopic forks, it became a sporting icon.

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