

## **Ducati Coolant Reservoir/Tank Modification:**

The problem with the original Paso cooling system design is that the polyethylene tank is under pressure and in time splits at the seam from thermal cycling. There is also an availability problem with the tank itself, as well as the unique Y radiator hose that it connects to. Most bikes incorporate a radiator cap either on the radiator or in the upper radiator hose. The coolant tanks in these designs merely serve to keep air out of the system while allowing the coolant a place to expand. Their overflow is vented to the air and they hold no pressure.

The Paso can be modified to work in this fashion with a few changes. First, locate a radiator filler neck from a 95-98 Honda CBR 600F3 or CBR 600SE. You can also use the radiator cap and short radiator hose that attaches to the bottom of this filler. Second, cut the Paso upper radiator hose just before the vertical bend and Y going to the coolant tank (see figure). Third mount the new filler neck just above the radiator with a short piece of radiator hose. The cut radiator hose will now attach to the 90 degree portion of the filler. Route a 3/16" overflow tube from the filler neck to the bottom of the coolant recovery tank. The larger opening in the coolant recovery tank can either be adapted using hose and fittings or the inside can be tapped for a 1/4" NPT thread if in good shape. Put a hose clamp on the outside of the exit pipe to keep the plastic from splitting, file the I.D. to 7/16", then carefully thread it internally. A 1/4" NPT to 3/16" barbed fitting can be installed with automotive Goop and the 3/16" hose attached to it. Now remove the rubber gasket from the coolant tank cap and cut a slit from the I.D. to just beyond the cap's inner relief valve. Add antifreeze thru the filler neck, install the radiator cap, fill the coolant tank, and you're done! Because your coolant tank no longer needs to hold pressure, it can be repaired with Goop if it was leaking prior to this modification. Since my upper radiator hose was in good shape where trimmed, I did not search for a pre-formed alternate source for it. Either a bent section of the Honda filler neck hose or straight 1" heater hose may work. Alternatives welcome!







