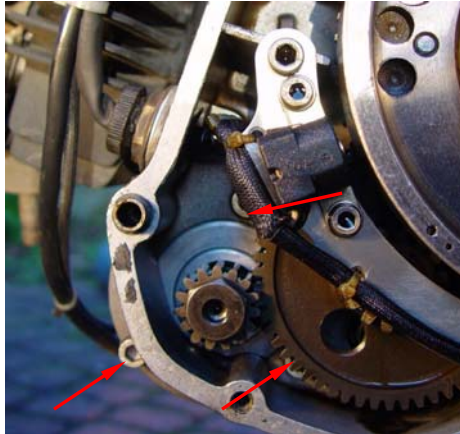


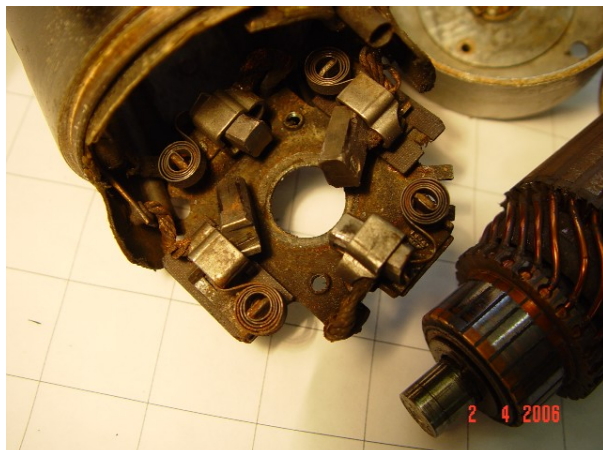
Repair of a Ducati-Pantah Starter



To remove the starter there's a bit of work to be done. The first bolt can easily be accessed from the outside. A bit hidden is the second and third bolt inside the engine, on the left side behind the alternator cover. As the third bolt is sitting behind the cog wheel for the starter, the alternator rotor and the flywheel incl. the starter sprag clutch need to be removed from the crankshaft. After the circlip is removed from the cog wheel the cog wheel can be removed.



Now the three M6 bolts can be removed and the starter pulled out. After cleaning the housing note that there are marks on the front, middle and rear part of the starter which (must) align. Of course you can also make your own marks to be sure the starter will be reassembled correctly and not run reversed. The 4 screws on the rear cover (2x for the brush plate + 2x for the housing parts) can be removed. Then divide the housing parts carefully. Eventually with light hits of a mallet.

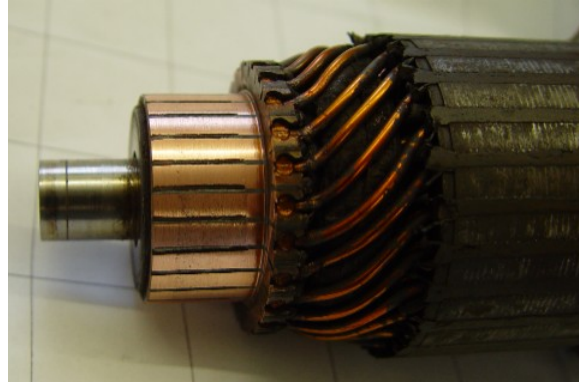


In my case the damage seems to be the collector. It discoloured blue and has a glazed surface. As there is no scoring slight sanding with an abrasive cloth will cure it. With stronger wear the collector has to be machined down a few tenth of a millimeter on a lathe. My brushes are long enough and are still good. The brush plate should be cleaned from the charcoal dust. (Brake cleaner spray will do)



The four brushes have the name M45 and are 10x6mm in profile. The length when new is 20mm. (This is a Pantah starter, the ones from the Paso etc. only have two brushes)
At older repairs I had soldered these brushes to the cold copper wires. This was a few years and a few 10.000km ago.

After sanding the collector looks ok again.



If necessary you can get a new brushplate from Stein-Dinse (#067050815) for about €25 or www.stockers.com



As bearings there is in front, on the driving side a grooved ball bearing **6002 Z** or **RS** and on the rear bearing a low maintenance sleeve bearing with the measurements **Ø10 x Ø14 x 10mm**.

At the flange to the engine there's an oil seal type **BASL 15-24-6** (manufacturer **Simrit**).

These parts can be found easily and cost a total of €10-15.



As an alternative also a starter from a newer Ducati model can be used. For this the starter sprocket with the part number 067050810 is necessary which is relatively expensive. The sprocket of the old starter does not fit on the newer ones.



On the flange of the new starters there are four threadholes of which three fit on the old Pantah engines.



Photos and text: Rolf Lillak