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The square-case 860 became the legendary 900 Super Sport, the Darmah, and eventually the Mike Hailwood Replica, built to honour Hailwood's spectacular comeback victory at the Isle of Man in 1978. The square-case Ducati engine design continued for more than a decade, sustaining the company through a downturn in the early 1980s.

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was unequalled by other motorcycles at the time ...

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~ Ducati Squarecase Engine/Frame Gallery ~ This list contains Ducati motor and frame numbers communicated to Robert Miller in Australia. There is no guarantee that these numbers are those originally attributed to any bike at the Ducati factory.

## **Ducati Squarecase Engine/Frame List**

1979-80 900 SS Parts Manual 860 GT and 900 GTS 860 Motor - cutaway drawing 860GT Owners Maintenance Service Manual 1975 860GT Parts Manual 860 - 900 GTS Workshop Manual Supplemental manual to the 860 GT/GTS workshop manual- covers all 860 based Ducati, including: 900SD Darmah, 750ss and 900ss desmo - sevice, maintenance and overhaul instructions

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The square-case 860 become the legendary 900 Super Sport, Darmah and eventually the Mike Hailwood replica,

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The same approach was taken to the Mille S2 that was virtually the same as the 900 S2 of the year before. For this model at least, Ducati came up with a new black/orange/yellow colour scheme. A total of around 1200 Milles were built:

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ca. 900 as MHR and only 300 as S2.

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