



CR153 – Installation of brake and clutch fluid reservoir plug baffle and replacement of clutch actuator slave cylinder
Models: Panigale V4 2018 (all model versions)
Technical Service Bulletin SRV-TSB-18-008

Date: Thursday, May 11th, 2018

To: Dealer Principal, General Manager, Service Manager

From: Richard Kenton, Technical Director

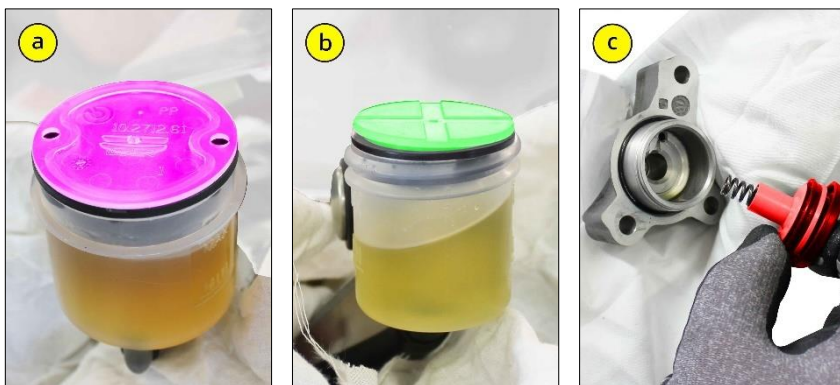
- **Situation**

As a result of ongoing quality tests on the current product and the analysis of our supplier, we have detected the two possible phenomena described below:

- 1) A fluid seep from brake and clutch fluid reservoir that might cause aesthetic damage to the vehicle;
- 2) An internal fluid leak from clutch actuator slave cylinder that might cause an uneven operation of the clutch itself.

Therefore, we have decided to update the bikes involved in this Workshop Campaign by adding:

- a) A new baffle inside the front brake fluid reservoir;
- b) A new baffle inside the rear brake and clutch fluid reservoirs;
- c) A new clutch actuator slave cylinder able to prevent the phenomena described above.



- **Customers**

All bikes in your stock (to be registered or already registered) and to be delivered to Customers will have to be updated during pre-delivery operations and always before delivery to the Customer.

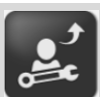
All bikes already delivered to Customers must undergo this update at the next available service opportunity.



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- Involved Bikes

You can find the precise list of VIN numbers involved in CR153 on the DCS, in sections:

VIN HISTORY		You can consult the single frame number.
CAMPAIGNS		You can consult all the VIN numbers that Ducati Motor Holding sent you.

- Service Solution



WARNING

To ensure the correct execution of the operations and to respect the expected labor time to carry out the updates, it is strictly necessary to observe the sequence indicated in the following instructions.

The component required for this update are listed below:

Part no.	Description		Photo	Quantity (pcs)
89340291A	Tank plug front brake fluid			1
61241201A	Reservoir baffle front brake fluid			1
61241211A	Baffle for rear brake fluid and clutch fluid reservoirs			2
61041941A		Grease		1
		Clutch actuator slave cylinder		1
		Copper washers		2



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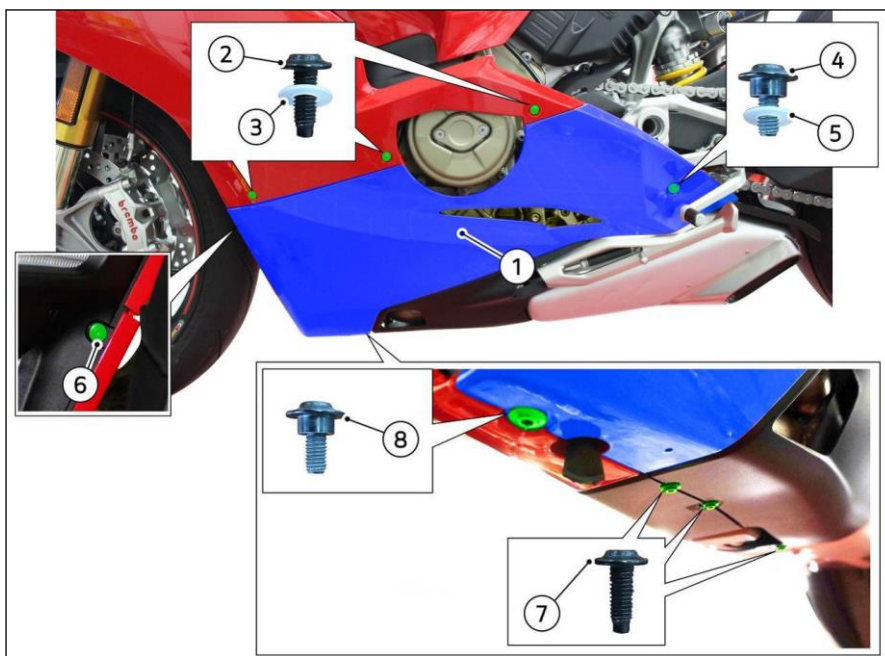
NOTE

Some vehicles involved may already have the updated components of brake and clutch fluid reservoirs (this can be checked by removing the plugs); in this case it is not necessary to replace them, and the warranty is automatically pre-filled and must not be changed. The clutch actuator slave cylinder, instead, must always be replaced.

a) Installation of clutch actuator slave cylinder and clutch fluid reservoir baffle

1) Remove the **lower LH half fairing (1)** after removing:

- the **3 M5x12 (2) screws** with relevant nylon **washers (3)**;
- the **M5x9 screw (4)** with collar with the relevant nylon **washer (5)**;
- the **M5x12 screw (6)**;
- the **3 M5x12 lower screws (7)**;
- the **M5x8.5 lower screw (8)** with collar.



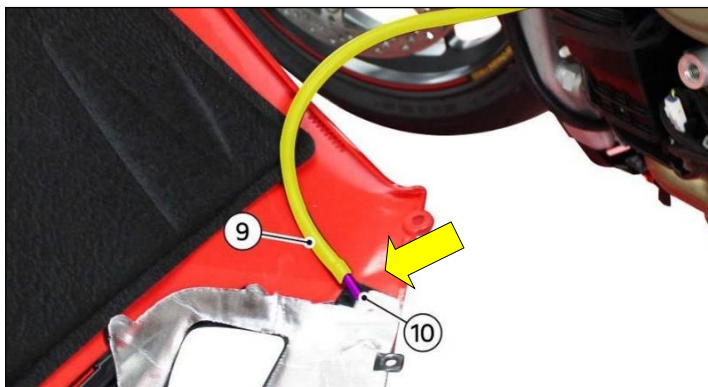


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WARNING

Slide the **drain pipe (9)** end out of the **union (10)** in the LH half fairing.



- 2) Turn handlebar fully to the left and use a cloth to protect the parts near and under the clutch master cylinder, as shown in the figure.



WARNING

The clutch fluid is harmful in case of contact with your eyes or skin. Wash the affected area with plenty of water in case of accidental contact.





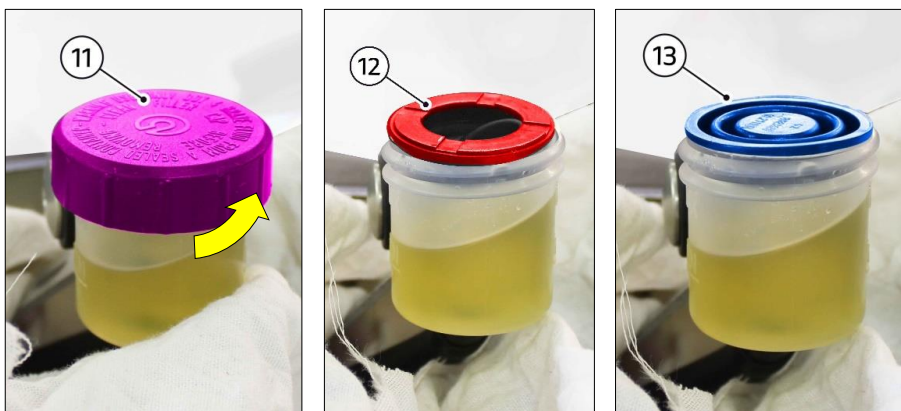
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- 3) Remove the **cap (11)** by rotating it counter clockwise, then remove **baffle (12)** and the **diaphragm (13)**.



NOTE

The clutch fluid could damage the paint or parts of the bike. Wash the affected area with plenty of water in case of accidental contact.



- 4) Prepare an **arrow (14)** using adhesive tape and stick it on the reservoir to mark the initial fluid level, as shown in the figure.
- 5) Use a zip tie to keep the clutch lever slightly pulled approximately at half its travel.



NOTE

Do NOT use a rubber band since it would move the lever when the clutch actuator unit is removed.

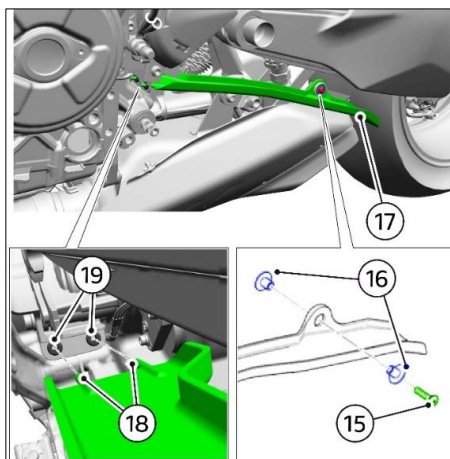




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- 6) Remove the **M5x20 screw (15)** and the **2 spacers (16)** retaining the **splash guard (17)**.

Slide the **splash guard (17)** out towards the rear side of the bike in order to release the **2 pins (18)** from the relevant **seals (19)** on the sprocket cover.



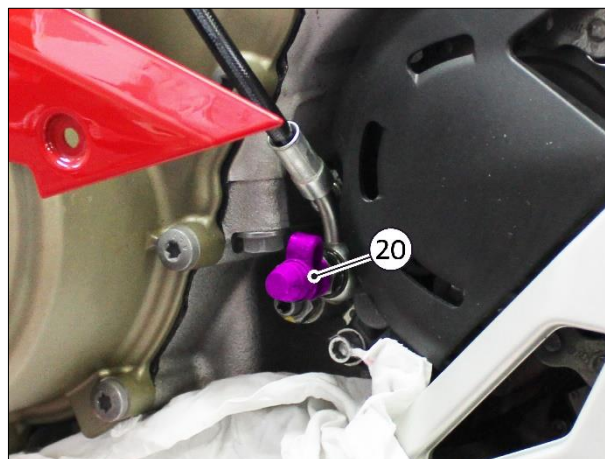
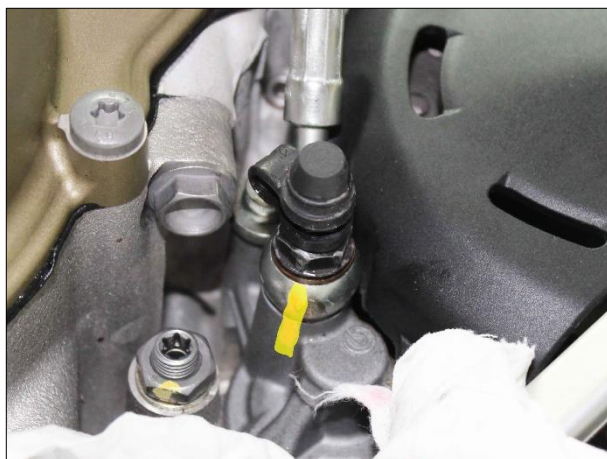
- 7) Mark with a felt-tip pen the clutch control hose union and the clutch actuator unit in order to respect the correct position upon reassembly.

- 8) Remove the **bleed cap (20)**.



NOTE

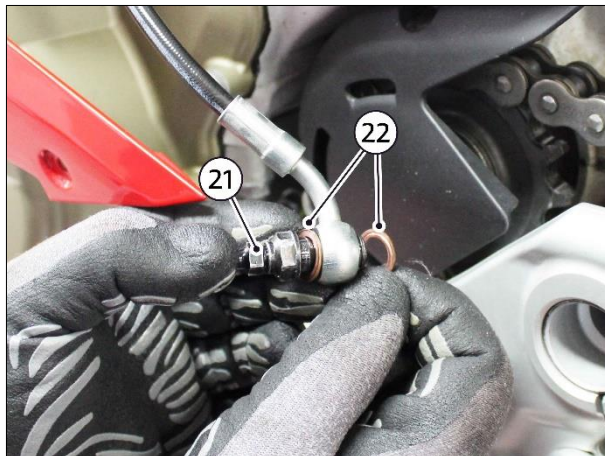
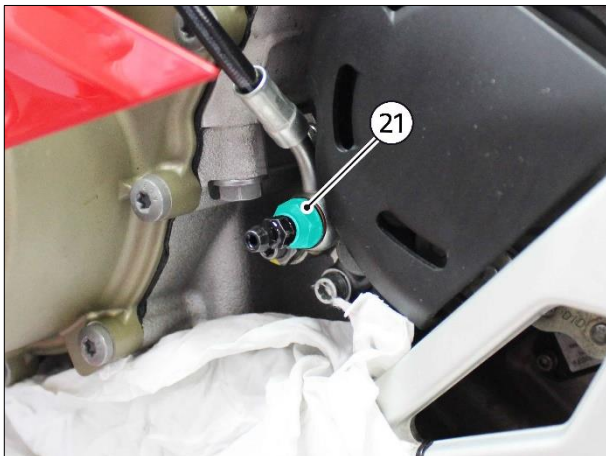
We recommend protecting the concerned area with a cloth so as to prevent the fluid inside the clutch actuator unit from touching the silencer or other components.





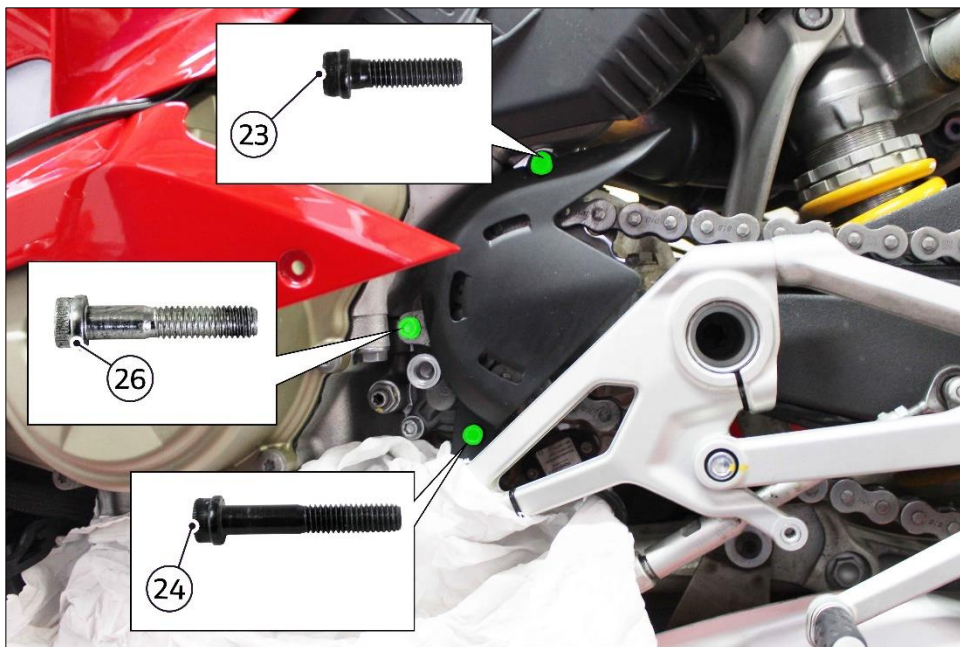
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- 9) Remove the **connection screw (21)** with **2 copper washers (22)**.



- 10) Remove the **upper M6x22 screw (23)** and the **lower M6x35 screw (24)** retaining the sprocket cover.

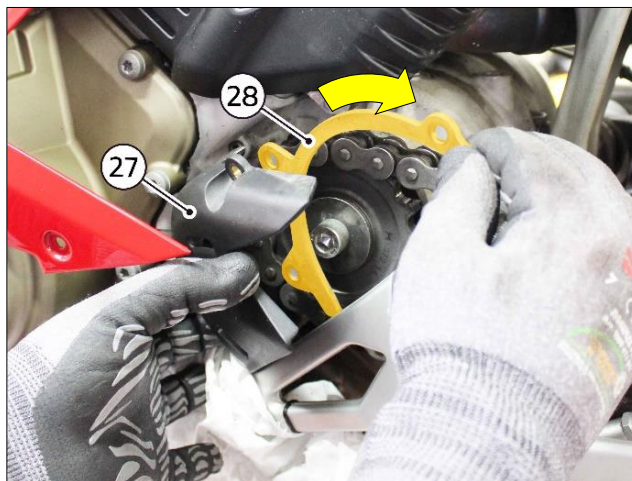
- 11) Remove only the **upper M6x30 screw (26)** that retains the clutch actuator unit/chain guide shoe assembly.





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- 12) Move the **sprocket cover (27)** inside the vehicle and slide out the **chain guide shoe (28)**.

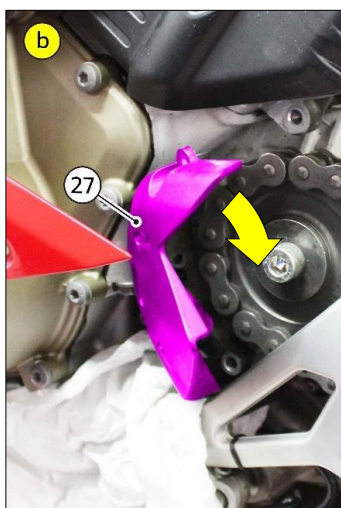
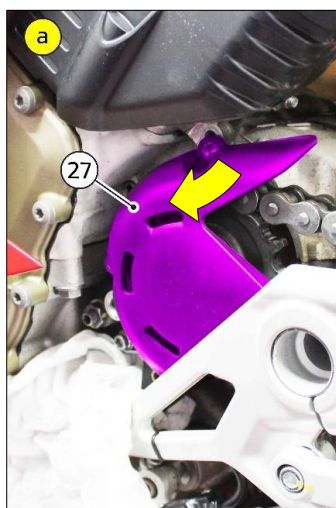


- 13) To remove the **sprocket cover (27)** follow the procedure described below:
- a) rotate the sprocket cover towards the outside of the vehicle;
 - b) rotate the sprocket cover downwards;
 - c) slide out the sprocket cover.



NOTE

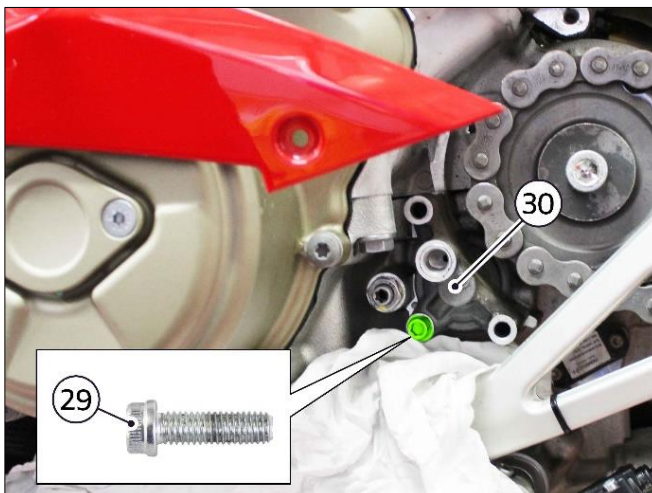
To remove the **sprocket cover (27)** it is not necessary to force the movements since there is only one position that allows the removal without damaging the cover.



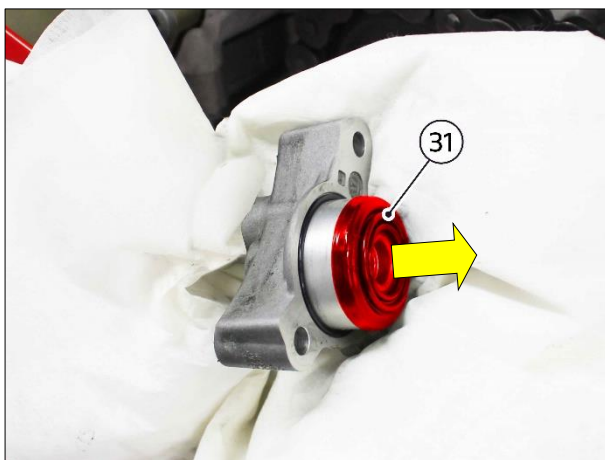


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- 14) Remove the **lower M6x20 screw (29)** that retains the **clutch actuator unit (30)** and slide it out.



- 15) Remove the clutch actuator slave cylinder by pulling it outward so as to release the **rubber boot (31)** and the **spring (32)**.



WARNING

Thoroughly clean any fluid residue from inside the clutch actuator unit with a paper cloth.

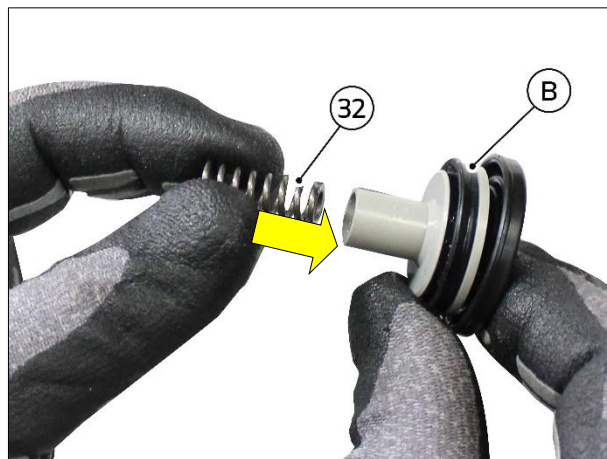


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- 16) From the kit part no.61041941A take the new clutch actuator slave cylinder characterized by a new surface treatment that reduces the material roughness and ensures a better system sealing.



- 17) Take **grease (A)** from kit part no.61041941A and apply it along the rubber seal of the new **cylinder (B)** inside the clutch actuator.
- 18) Insert the previously removed **spring (32)** inside the new **cylinder (B)** inside the clutch actuator as shown in the figure.





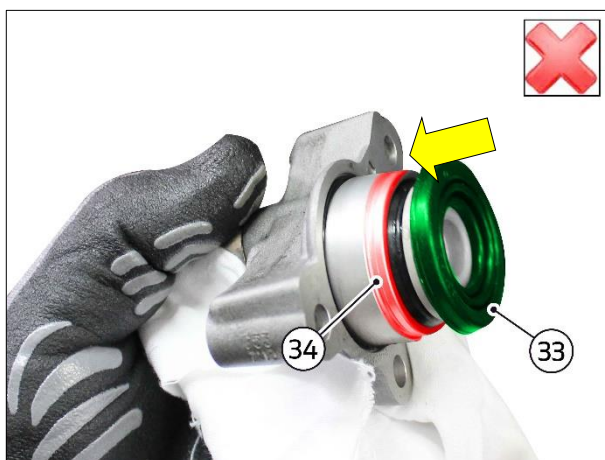
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- 19) Insert the spring-clutch actuator slave cylinder assembly inside the clutch actuator by pushing it in the axial direction.



WARNING

Check that the clutch actuator slave cylinder has been inserted correctly inside the actuator so that the **rubber boot (33)** is correctly positioned along the circumference on the relevant **seat (34)**.

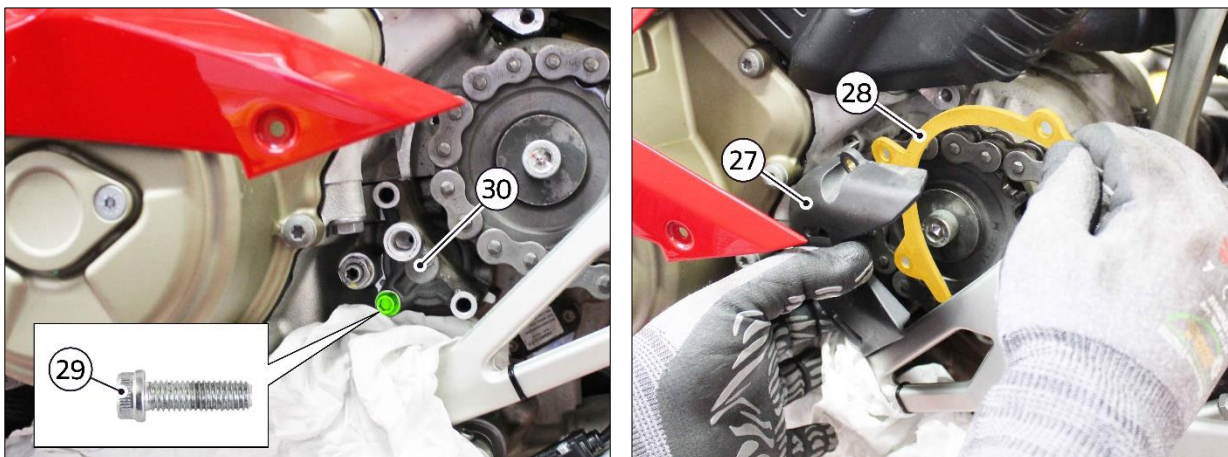




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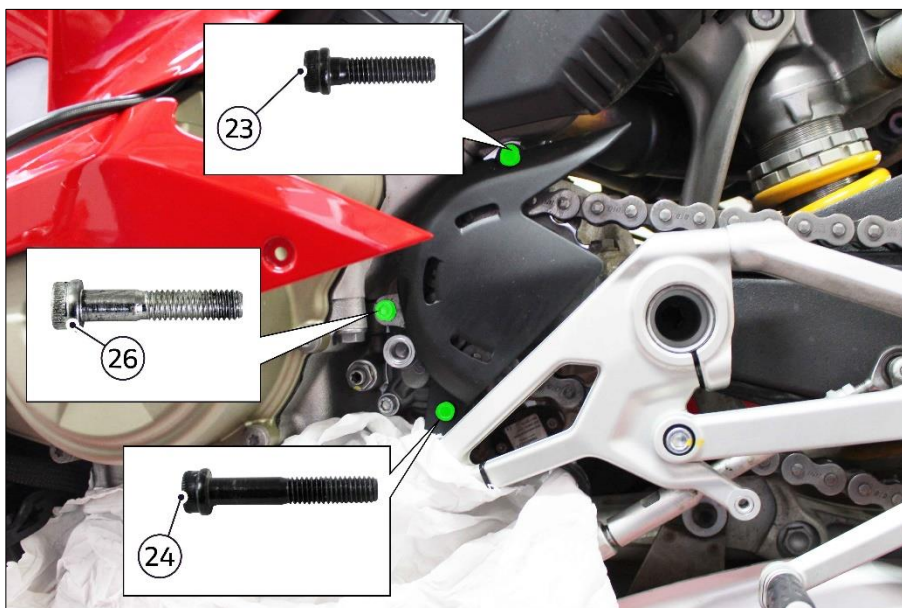
20) Install the **clutch actuator unit (30)** by starting the **lower M6x20 screw (29)**.

21) First insert the **sprocket cover (27)** and then the **chain guide shoe (28)**.



22) Start the **upper M6x22 screw (23)** and the **lower M6x35 screw (24)** retaining the sprocket cover.

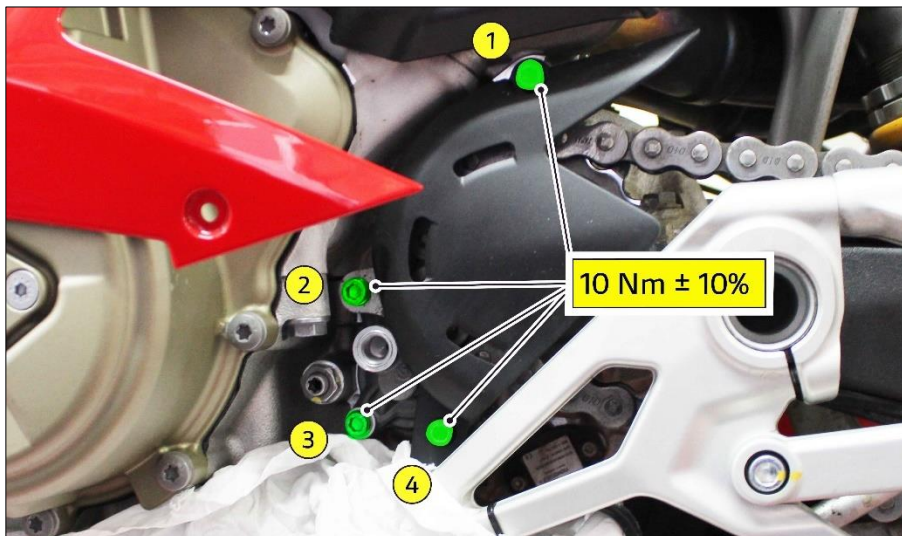
23) Start the **upper M6x30 screw (26)** that retains the clutch actuator unit/chain guide shoe assembly.





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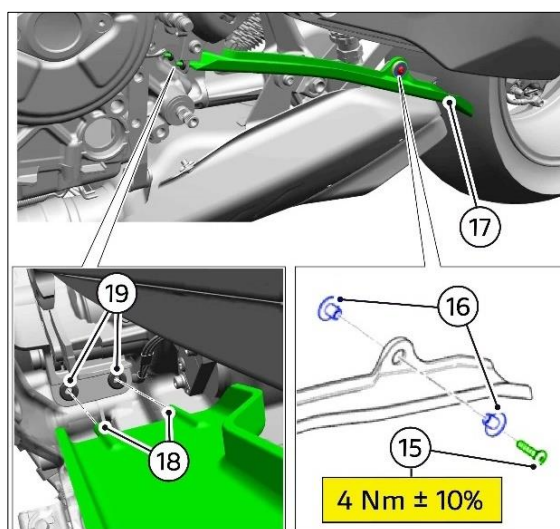
24) Tighten the screws indicated below to a torque of **10 Nm ± 10%** in the 1-2-3-4-2 order.



25) Install the **splash guard (17)** as shown in the figure by inserting the **2 pins (18)** in the relevant **seals (19)** on the sprocket cover.

26) Fit the **2 spacers (16)** on the vibration damper on the **splash guard (17)**.

27) Tighten the **M5x20 screw (15)** that retains the splash guard to the left silencer cover to a torque of **4 Nm ± 10%**.

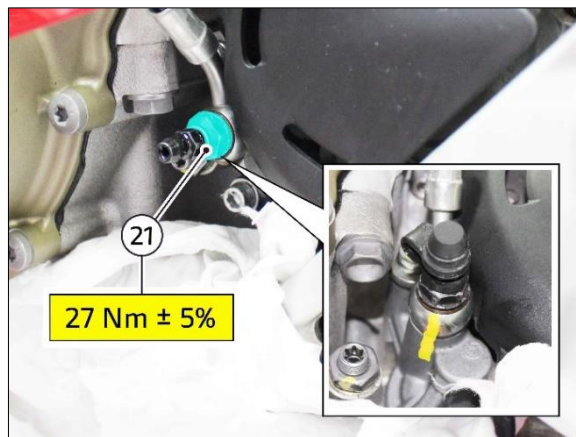
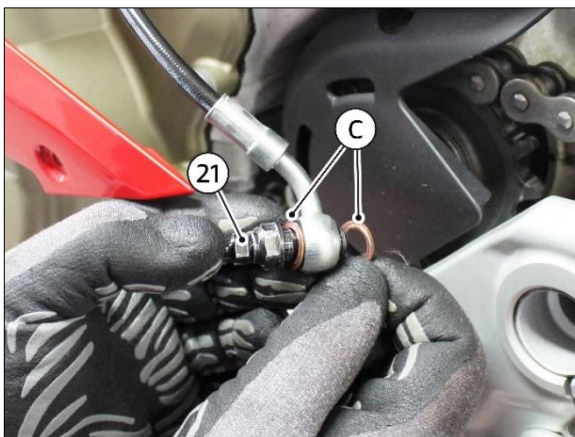




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- 28) Take the **2 copper washers (C)** from the kit part no.61041941A.
- 29) Insert the **bleed screw (21)** with the **2 new copper washers (C)** on the clutch control hose union as shown in the figure and position it on the previously marked point on the clutch actuator unit.

Tighten the **bleed screw (21)** to a torque of **27 Nm ± 5%**.



NOTE

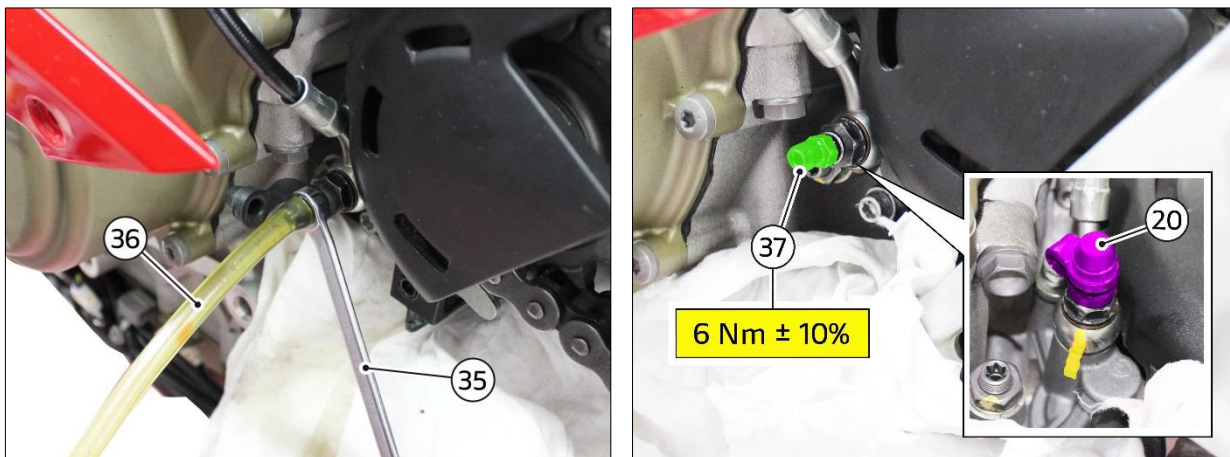
Check that there is NO contact between the clutch control hose union and the sprocket cover.

- 30) Remove the self-locking tie from the clutch lever and bleed the clutch system by first working on the bleed valve of the clutch actuator unit and then on the clutch master cylinder bleed valve.
- a) Insert the **wrench (35)** in the bleed valve key of the clutch actuator unit.
 - b) Fit the **hose (36)** of the bleeder vessel on the bleed valve.
 - c) Slacken the bleed valve and pump the clutch lever, while progressively filling the reservoir so that the fluid level never goes below the half of the reservoir. Pump the clutch lever until you no longer see air bubbles coming out of the bleeder hose.

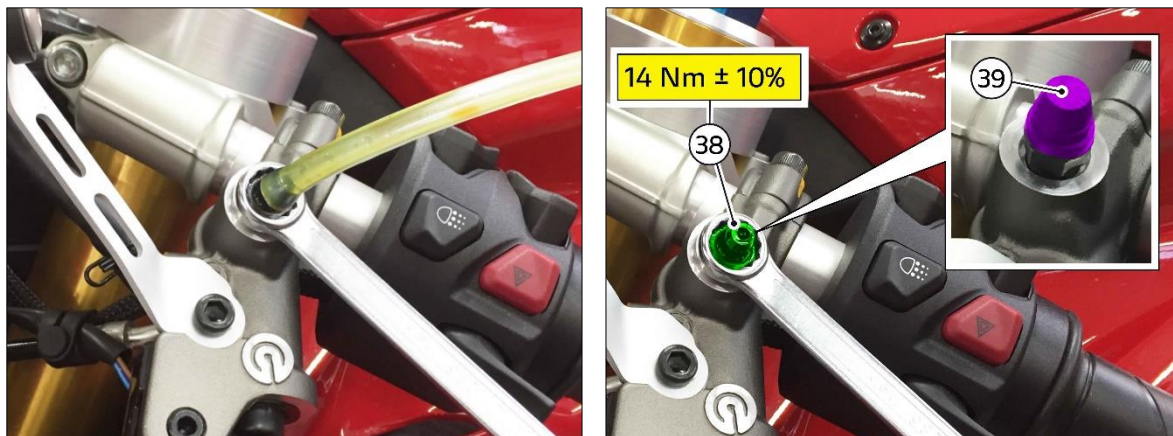


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- d) Remove the hose and the wrench, tighten the **bleed valve (37)** to a torque of **6 Nm ± 10%** and fit the **bleed cap (20)**.



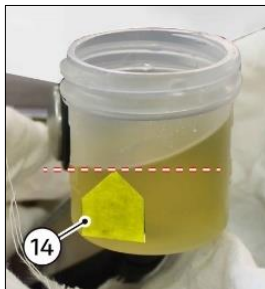
- 31) Repeat the procedure by operating on the **bleed valve (38)** of the clutch master cylinder as explained in the previous point c).
- 32) Tighten the **bleed valve (38)** to a torque of **14 Nm ± 10%** and fit the **bleed cap (39)**.





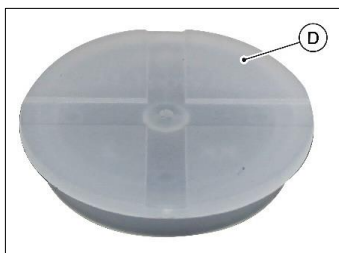
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- 33) Top up the clutch fluid reservoir until reaching the level indicated by the **reference arrow (14)** and remove the adhesive tape.



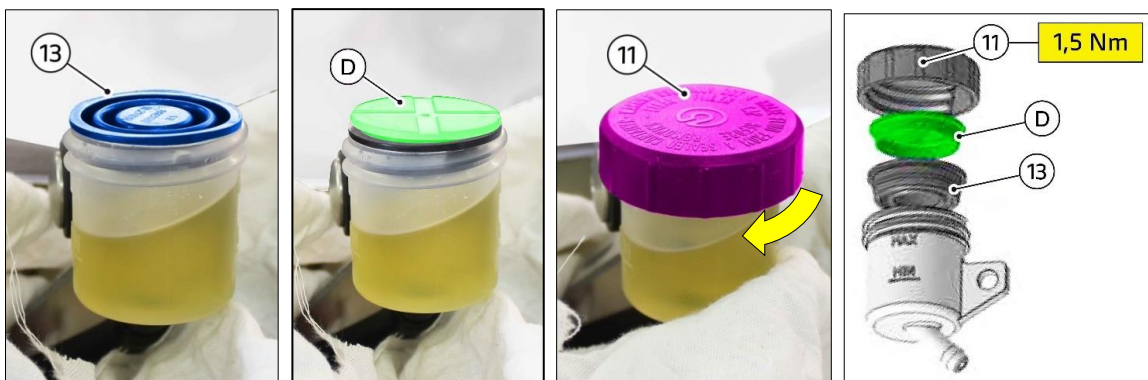
- 34) Clean diaphragm and the clutch fluid reservoir plug with WATER and dry with compressed air.

- 35) Take the new **baffle (D)**.



- 36) Install in the following sequence:
a) the **diaphragm (13)** aiming it as shown in the figure;
b) the **baffle (D)** aiming it as shown in the figure;
c) the **cap (11)**.

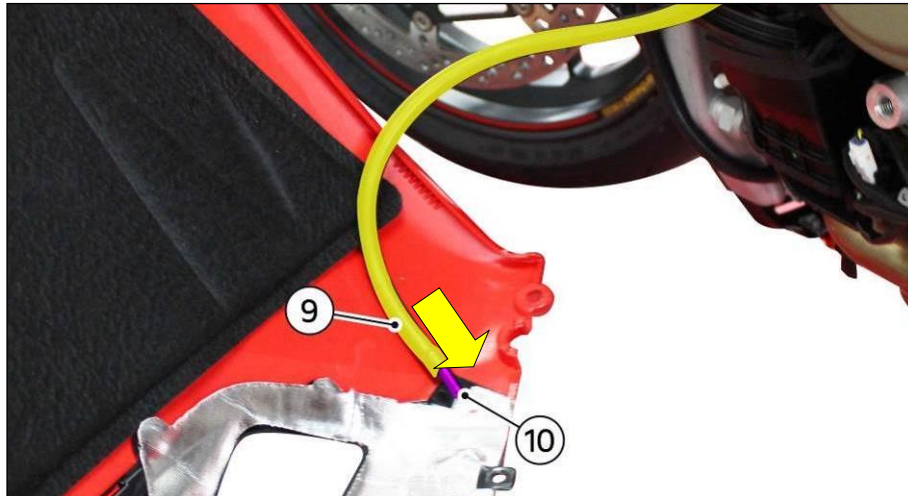
Screw the **cap (11)** clockwise and tighten it to a torque of **1.5 Nm**. Use caution not to over-tighten.





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- 37) Remove the cloths used to protect both the area of the clutch master cylinder and that of the clutch actuator unit.
- 38) Insert the **drain pipe (9)** end in the **union (10)** in the LH half fairing.



- 39) Fit the **lower LH half fairing (1)** and tighten:
- a) the **3 M5x12 screws (2)** with the relevant nylon **washer (3)** to a torque of **2.5 Nm ± 10%**;
 - b) the **M5x9 screw (4)** with collar with the relevant nylon **washer (5)** to a torque of **6 Nm ± 10%**;
 - c) the **M5x12 screw (6)** to a torque of **2.5 Nm ± 10%**;
 - d) the **3 M5x12 lower screws (7)** to a torque of **2.5 Nm ± 10%**;
 - e) the **M5x8.5 lower screw (8)** with collar to a torque of **6 Nm ± 10%**.



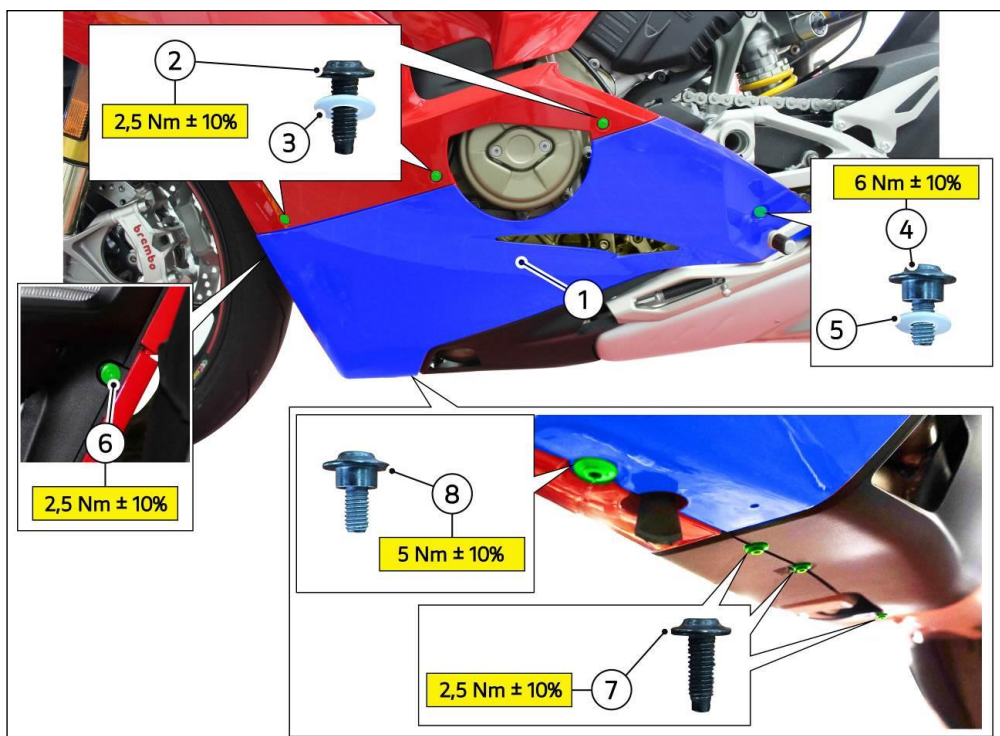
NOTE

While tightening the **M5x9 screw with collar (4)**, move the **LH half fairing (1)** towards the rear side of the bike.

Figure on next page.



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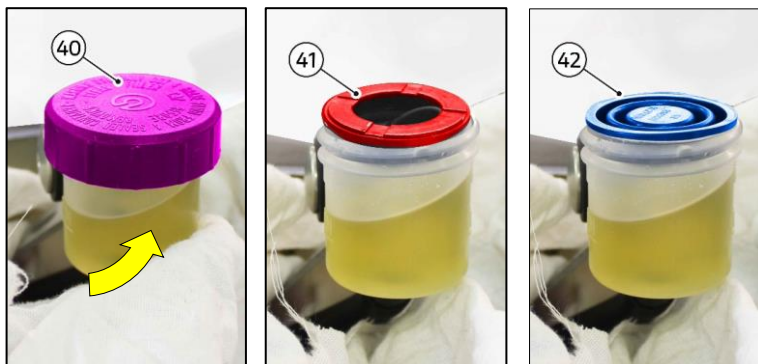
b) Installation of rear brake fluid reservoir baffle

- 1) Remove the **plug (40)** by rotating it counter clockwise and then the **baffle (41)**, without removing the diaphragm (42).



NOTE

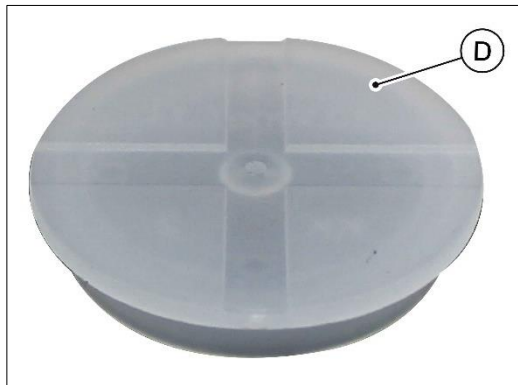
The brake fluid could damage the paint or parts of the bike. Wash the affected area with plenty of water in case of accidental contact.





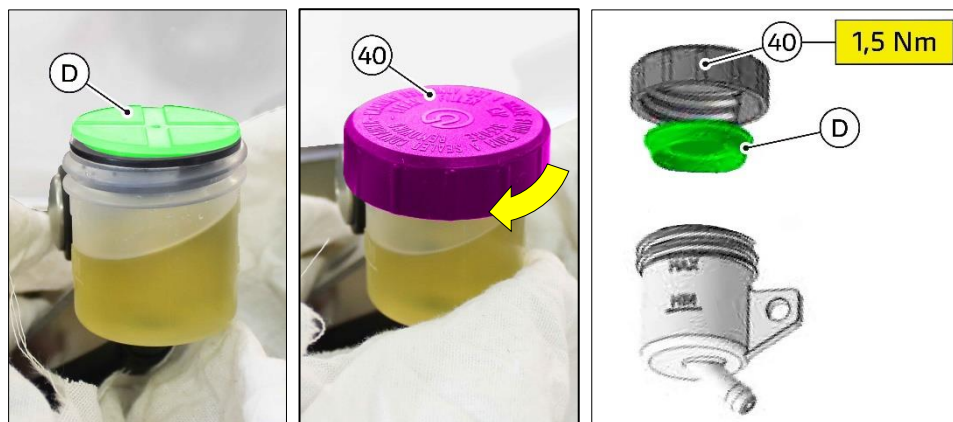
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2) The second **baffle (D)**.



3) Install **baffle (D)** on the diaphragm aiming it as shown in the figure and then **plug (40)**.

Screw the **cap (40)** clockwise and tighten it to a torque of **1.5 Nm**. Use caution not to over-tighten





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c) Installation of front brake fluid reservoir baffle

- 1) Remove the **2 screws M4x45 (1)** and slide **plug (2)** out of the front brake fluid reservoir without removing the diaphragm (3).



- 2) The new front brake fluid reservoir **plug (A)**;



- baffle (B).

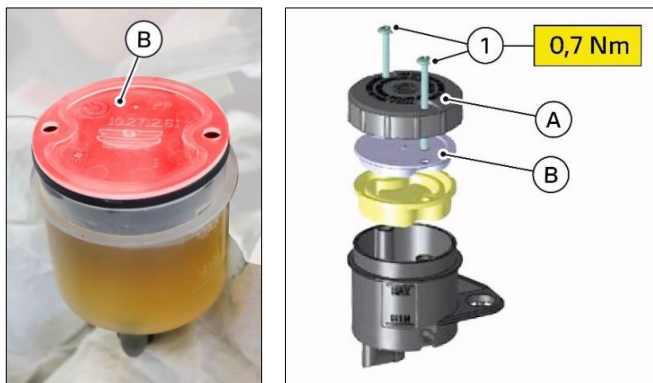




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3) Install **baffle (B)** aiming it as shown in the figure and then the new **plug (A)**.

Tighten the **2 screws M4x45 (1)** to a torque of **0.7 Nm**. Use caution not to over-tighten.



• **Spare Parts**

The part numbers of components required for this update are listed below:

<i>Part no.</i>	<i>Description</i>		<i>Photo</i>	<i>Quantity (pcs)</i>
89340291A	Front brake fluid reservoir plug			1
61241201A	Reservoir baffle front brake fluid			1
61241211A	Baffle of rear brake fluid reservoir and clutch fluid reservoir			2
61041941A		Clutch actuator slave cylinder kit		1
		Clutch actuator slave cylinder		1
		Copper washers		2



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Considering the low price of the components required to perform both operations, **DMH will send them to you directly**, based on the volume of sold bikes per Dealer. No order is needed for the initial stock. If you need additional quantities you will have to order them as urgent spare part, but please do not order more components more than your need.

- **Warranty**

Update procedure reimbursement will be issued through the standard warranty claim procedure via the section **Recall Campaigns** or **Vehicle History** of the DCS.

The warranty claim is pre-filled and is identified as **CR153**.

You will be reimbursed for [REDACTED] that includes the time necessary for:

- vehicle acceptance;
- all the updates;
- the cost of the clutch fluid used;
- the vehicle soft cleaning.