



## CR157 – Replacement of clutch actuator slave cylinder and brake and clutch reservoir baffles

Multistrada 1260 Model Year 2018 (all model versions)

### Service Repair Bulletin SRV-TSB-18-011



Date: June 14, 2018  
To: Dealer Principal, General Manager, Service Manager, North American Dealer Network  
From: Richard Kenton, Technical Director  
Eric Bradley, Technical Training and Publications Manager

Dear Dealers,

Ongoing product quality tests and the analysis of our supplier identified two potential conditions: potential fluid seepage at the clutch actuator slave cylinder that could result in an erratic operation of the clutch, and potential fluid seepage at the brake and clutch fluid reservoirs that may cause aesthetic damage to the vehicle. Therefore, we will preventively upgrade the vehicles involved and install an improved clutch actuator slave piston and new baffles for the front brake and clutch master cylinders.

#### Application

You can find the precise list of VIN numbers involved in CR157 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.

MULTISTRADA 1260 SPORT RED 2018 CAL DMH

VIN #

ZDMAAEKW1JB000 XXX

ENGINE #

AEKJ0 XXX

WTY END DATE

03/31/2020

END CUSTOMER

Doe, John

MANUFACT DATE

12/05/2017

INVOICE

03/19/2018

WARRANTY TYPE

Standard Warranty

WTY START DATE

04/01/2018

LAST MILEAGE

0 MI

ATTENTION: YOU HAVE 1 PENDING RECALL CAMPAIGNS

N	TYPE	ID NUMBER	REPAIR DATE	DEFECT	CAUSAL PART	DEALER	MILEAGE
1	RECALL	<div><div>CR157</div></div>		SRV-TSB-18-011 Upgrade of Brembo components MTS 1260	BREMBO CLUTCH FLOATING PISTON KIT	<div>VIEW</div> <div>APPLY</div>	

#### Customer Impact

All bikes in dealer stock ('to be registered' or 'already registered') and awaiting delivery to final customers will require this inspection during pre-delivery operations, before delivery to the final customer. All bikes already delivered to final customers must undergo this inspection and below procedures at the next service appointment. Note: this is not a safety recall.



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## Parts Distribution

The parts necessary to perform this Workshop Campaign CR157 must be ordered Individually by VIN.

## Warranty Reimbursement

Reimbursement for work associated with this Campaign will be done through the regular warranty claim procedure using the "Vehicle History" section of the DCS. The warranty claim is pre-filled and is identified as **CR157**.

You will be reimbursed for [REDACTED] of labor time ( [REDACTED] labor units) that includes the time necessary for:

- A. Vehicle acceptance
- B. Replacement of clutch actuator slave cylinder and reservoir baffles
- C. Compensation for the cost of DOT 4 fluid
- D. Light cleaning of the vehicle

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## Parts List

The following components are necessary to perform the upgrade:

Part no.	Description		Photo	Quantity (pcs)
89340291A	Front brake fluid reservoir plug			1
61241201A	Front brake fluid reservoir baffle			1
61241211A	Clutch fluid reservoir Baffle			1
61041941A		Grease		1
		Clutch actuator slave cylinder		1
		Copper washers		2



## NOTE

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

## Service Solution

To perform the update process in the time provided, it is necessary to follow all instructions in the sequence of operations provided in this bulletin

1. Position the bike on the rear paddock stand with engine off



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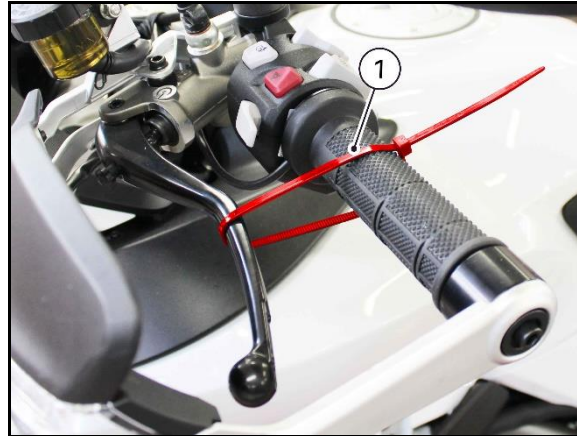
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2. Use a ***self-locking tie (1)*** to keep the clutch lever slightly pulled approximately at half its travel as shown in the figure



### NOTE

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



3. Turn handlebar straight 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 thoroughly with water in case of accidental contact



### NOTE

Damage to vehicle components due to brake fluid spillage during repairs will NOT be covered by warranty

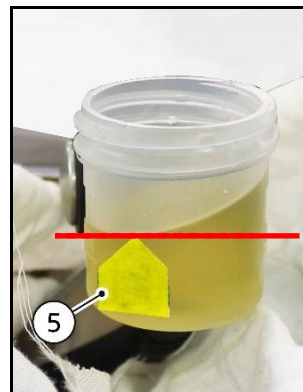


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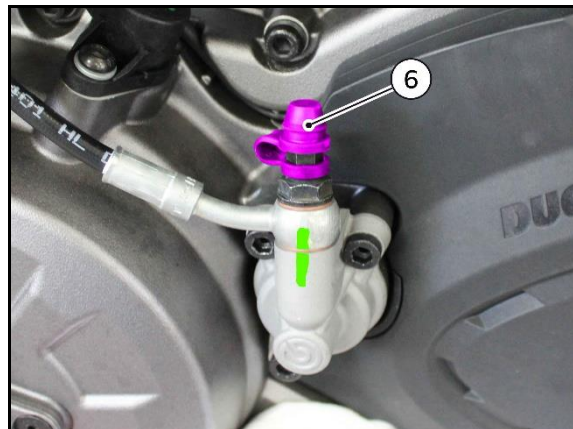
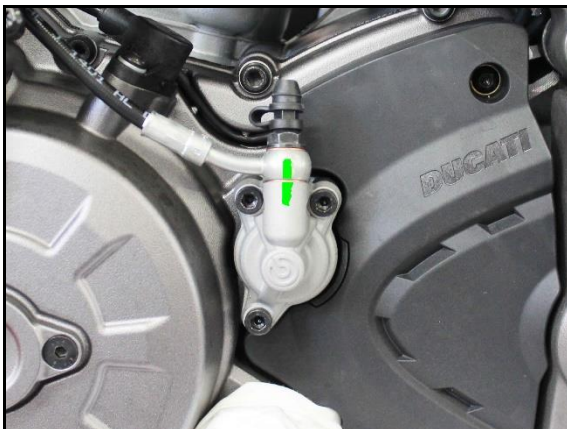
4. Remove the *clutch fluid reservoir cap (2)* by rotating it counter clockwise, the *baffle (3)* and the *diaphragm (4)* in sequence



5. Prepare an *arrow (5)* using adhesive tape and stick it on the reservoir to mark the initial fluid level, as shown in the figure



6. Mark the clutch control hose union and the clutch actuator unit with a felt-tip pen as shown in the figure to enable correct positioning at reassembly, then remove the *bleed cap (6)*







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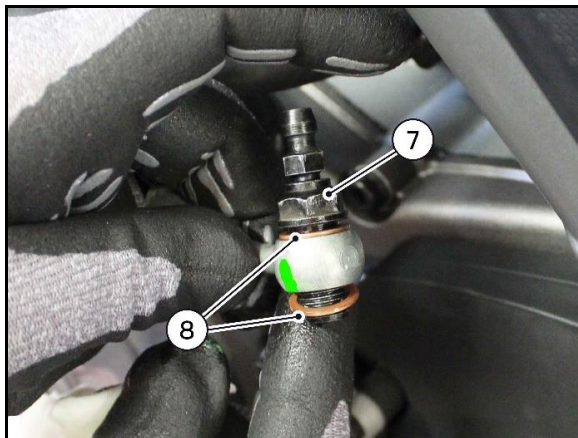
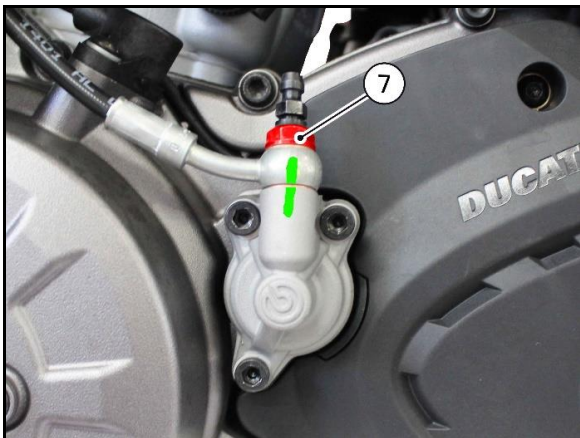
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7. Remove the connection **screw (7)** with **2 copper washers (8)** and allow hose to drain into suitable waste fluid container



### NOTE

Protect the surrounding area with a cloth to prevent the fluid inside the clutch actuator unit from touching the silencer or other components



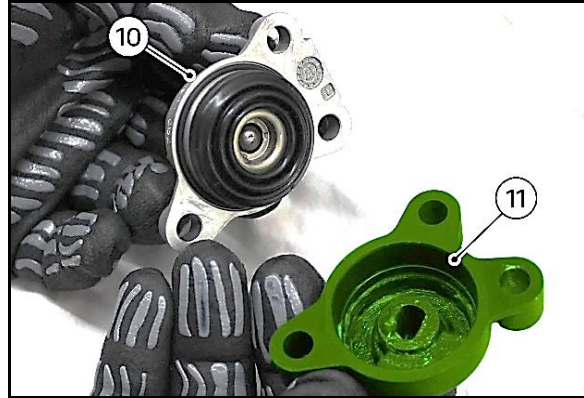
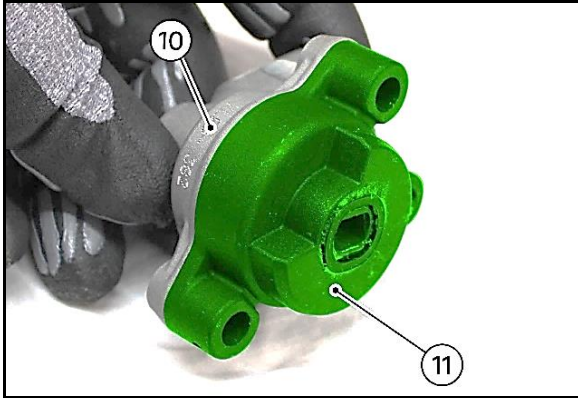
8. Remove the **3 M6x30 screws (9)** that retain the **clutch actuator unit (10)**, then remove the **clutch actuator unit (10)** from the motor and clutch pushrod



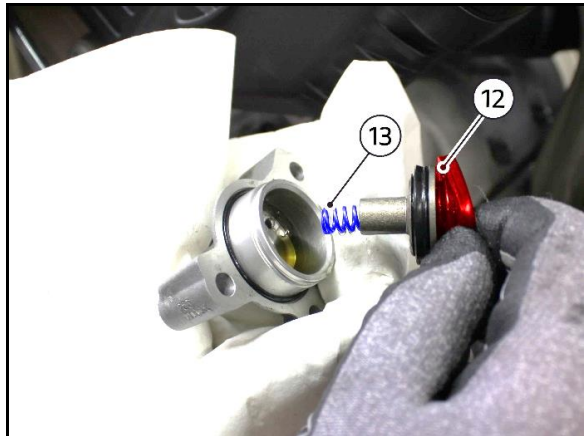
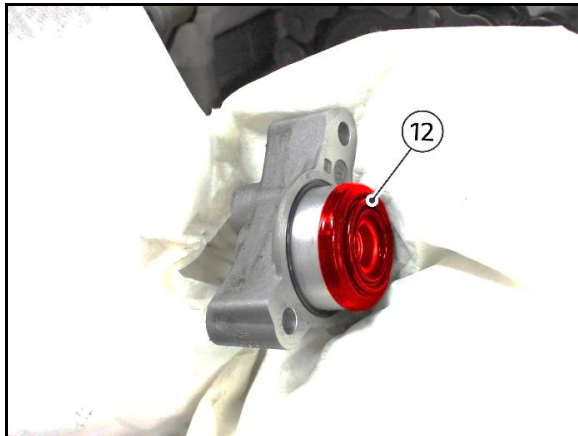


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9. Remove the *spacer (11)*, from *clutch actuator unit (10)*



10. Remove the clutch actuator slave cylinder by pulling it outward to release the *rubber boot (12)* and the *spring (13)*.



**NOTE**

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



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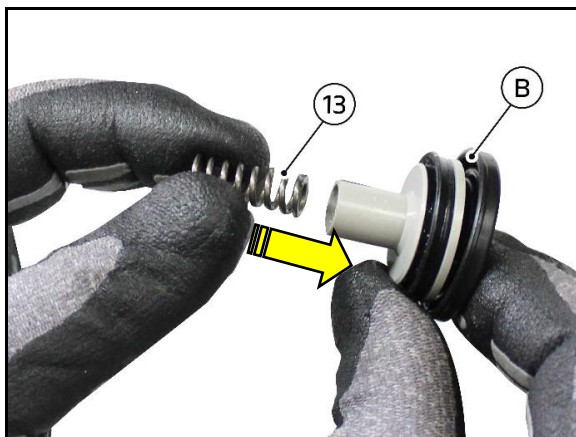
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11. From the kit part no.61041941A locate the new clutch actuator slave cylinder. The new version can be identified by a new surface treatment with a smoother surface for better system sealing



12. Take *grease (A)* from kit part no.61041941A and apply it along the rubber seal of the new *cylinder (B)*
13. Insert the previously removed *spring (13)* inside the new *clutch actuator slave cylinder (B)* as shown in the figure





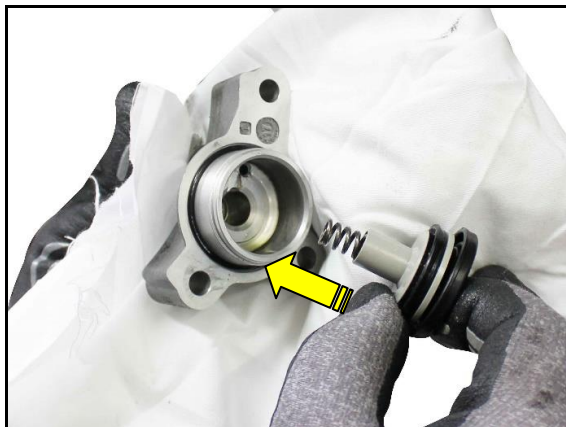


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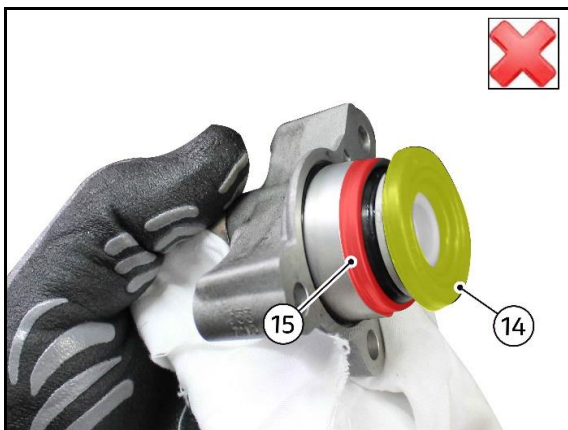
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14. Insert the spring-clutch actuator slave cylinder assembly inside the clutch actuator by pushing it in the axial direction

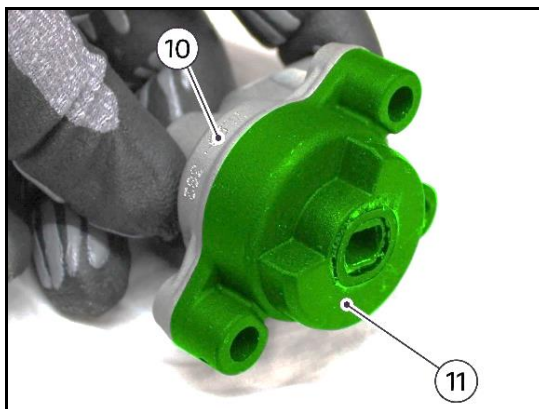
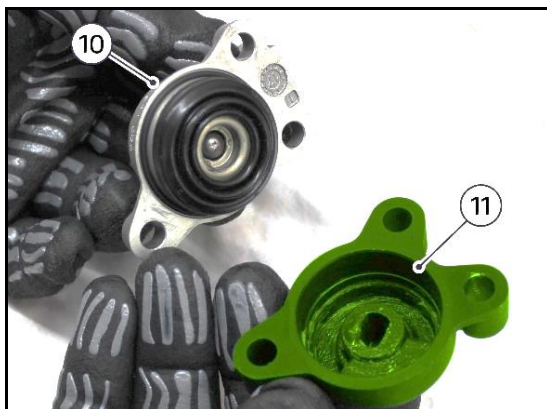


### WARNING

Check that the clutch actuator slave cylinder has been inserted so that the rubber *boot (14)* is correctly positioned along the circumference on the *seat (15)*



15. Install *spacer (11)* onto *clutch actuator unit (10)*, positioning it as shown in the figure



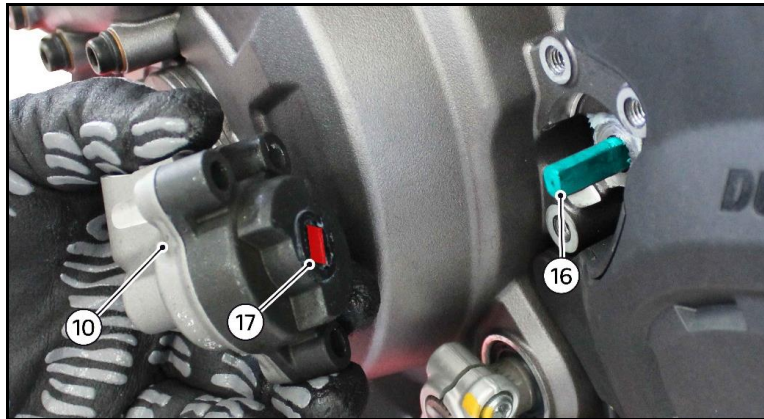


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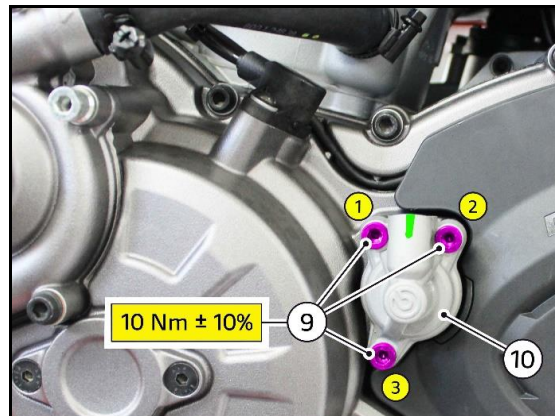
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16. Install the *clutch actuator unit (10)* matching the position relative to *clutch control rod (16)* and *seal (17)* fitted to the spacer



17. Start the *3 M6x30 screws (9)* that retain the *clutch actuator unit (10)*. Then tighten *the 3 screws M6x30 (9)* to **10 Nm  $\pm$  10%**, following tightening sequence 1-2-3-1

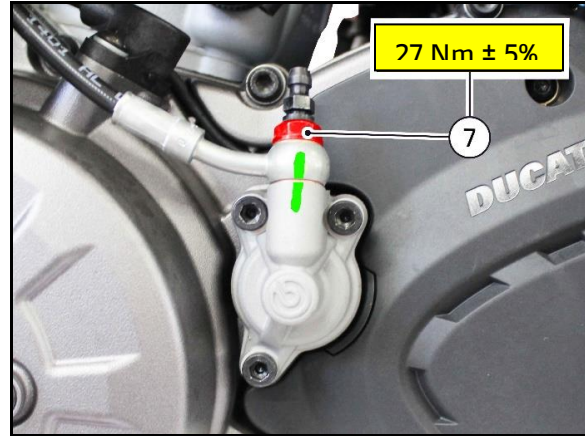
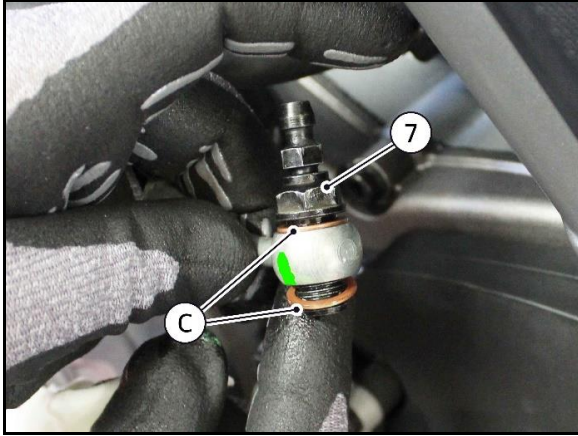


18. Take the new copper washers from the kit part no.61041941A
19. Insert the *connection screw (7)* with the *2 new copper washers (C)* on the clutch control hose union as shown in the figure and position it on the previously marked point on the clutch actuator unit



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20. Tighten the *connection screw (7)* to 27 Nm  $\pm$  5%



**NOTE**

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

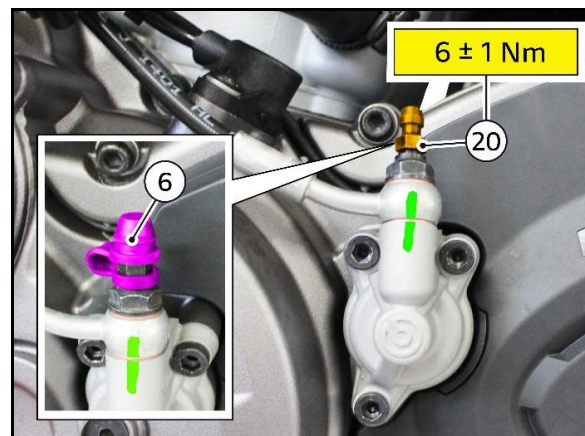
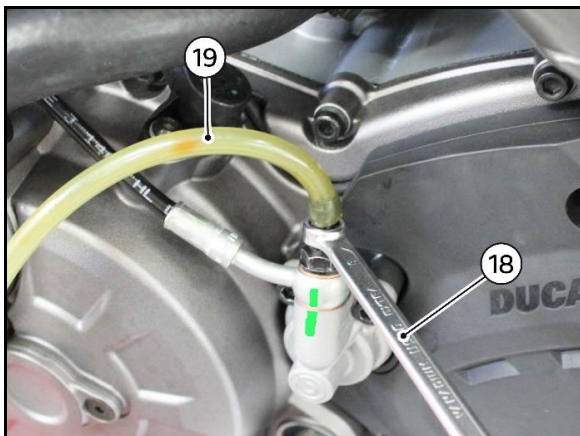
21. Remove the self-locking tie from the clutch lever and bleed the clutch system as follows

21.1 Insert the *wrench (18)* in the bleed valve and fit the *hose (19)* of the bleeder vessel on the bleed valve of the clutch actuator unit

21.2 Slacken the bleed valve and pump the clutch lever, while progressively filling the reservoir with DOT 4 so that the fluid level never goes below the half of the reservoir. Pump the clutch lever until you no longer see air bubbles entering the bleeder hose from the clutch slave cylinder

21.3 Remove hose and wrench

21.4 Tighten the *bleed valve (20)* to 6  $\pm$  1 Nm and fit the *bleed cap (6)*





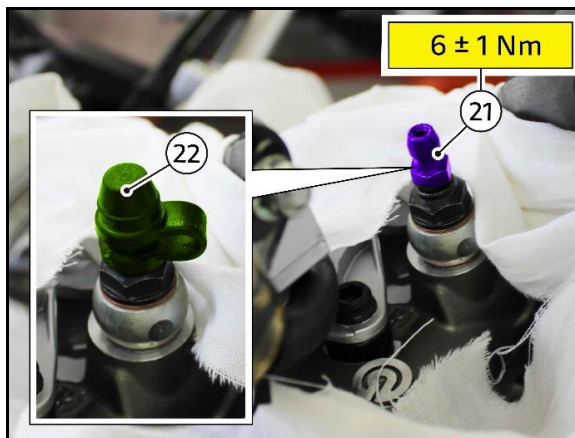
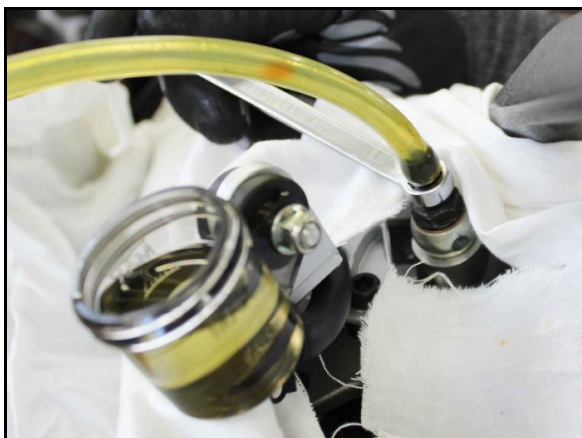


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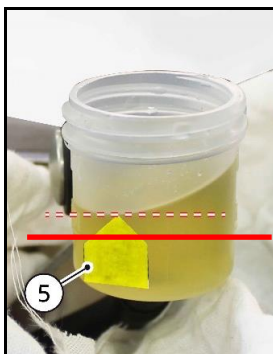
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22. Repeat the bleed procedure from 21.1 - 21.4 at the *clutch master cylinder bleed valve (21)*
23. Tighten the *bleed valve (21)* to  $6 \pm 1 \text{ Nm}$  and fit the *bleed cap (22)*



24. Top up the clutch fluid reservoir with DOT 4 until reaching the level indicated by the reference *arrow (5)*, then remove the adhesive tape arrow



25. Flush the diaphragm and the clutch fluid reservoir cap with WATER ONLY, and dry with compressed air
26. Locate the new clutch fluid reservoir baffle, part no. 61241211A







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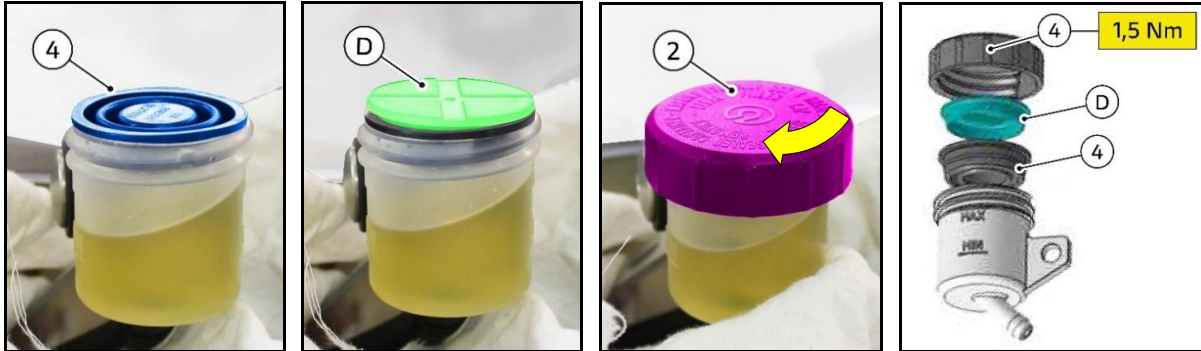
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27. Install in the following sequence:

27.1 Insert the **diaphragm (4)** aiming it as shown in the figure

27.2 Insert the **baffle (D)** aiming it as shown in the figure

27.3 Screw the **cap (2)** clockwise and tighten it to **1.5 Nm**



28. Remove the cloths and use water to clean any fluid residue

29. Use a cloth to protect the parts near and under the front brake fluid reservoir, as shown in the figure

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



31. Locate the new **plug (A)** part no.89340291A for front brake fluid reservoir





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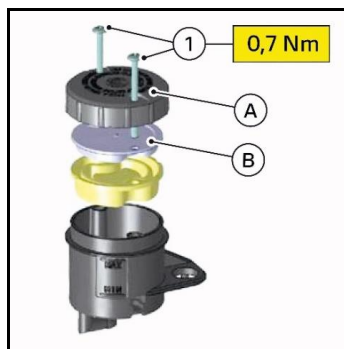
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32. Locate *baffle (B)* part no.61241201A



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

34. Tighten the 2 M4x45 *fastening screws (1)* to 0.7 Nm



35. Remove the protective cloth and use water to clean any fluid residue

36. Remove the rear paddock stand



### 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 during and after completion of work

For questions related to this Technical Service Bulletin please contact your Service Area Manager