



Scheduled Maintenance plan update for Diavel family

Diavel Model Year 2011-2018 (all versions)

Service Repair Bulletin SRV-SRB-20-021

Date: June 17, 2020
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,

This bulletin is to notify you that the scheduled maintenance plan for the Diavel 1200 Model Year 2011-2018 has been updated (therefore excluding the Diavel 1260 and XDiavel model versions), in particular the **"Rear shock absorber rocker arm cleaning and clearance check"** operation has been introduced. This operation must be carried out at all the Mileage OIL Service (every 15,000 km/9,000 mi) and Time Service (every 12 months) intervals.

	Km x 1,000	15	30	45	60	Time (months)
	mi x 1,000	9	18	27	36	
Rear shock absorber rocker arm cleaning and clearance check		•	•	•	•	12

Attached to this bulletin is the new Scheduled Maintenance Check List **Ed. 06-2020** of the Diavel family with the integration of the above-mentioned operation valid **ONLY** for the Diavel Model Year 2011-2018.



Scheduled Maintenance



The new updated Scheduled Maintenance Check Lists can be downloaded from the following:

- "Check List" section of the Workshop Manuals 2.0 on the DCS
- Ducati.com website in the "Services and Maintenance → Transparent Maintenance" section



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Rear shock absorber rocker arm cleaning

For a correct cleaning of the rear shock absorber rocker arm, it is sufficient to direct a jet of water in the area of the swinging arm in correspondence with the rocker arm retainer.



NOTE

DO NOT use lubricant of any kind as it would act as an adhesive when mixing with any mud, salt or impurities.



Rear shock absorber rocker arm clearance check

To check the rear shock absorber rocker arm clearance, it is necessary to:

- place the motorcycle on the side stand with the handlebar turned to the left
- position the right foot on the rear wheel rim
- position the right hand on the grab handle
- position the left hand at the left handgrip
- slightly lift the rear of the motorcycle and release the tension to check the rear shock absorber rocker arm clearance



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NOTE

We recommend to perform this operation in the presence of a second technician so that he/she can visually check the rear shock absorber rocker arm clearance while carrying out the above-mentioned procedure.

Be sure to cover the rim with a microfiber cloth to prevent damage while holding it in place during the suspension movement check.



If there is too much clearance, you can measure it using a tape measure and following the procedure below:

1. Position "point 0" of the tape measure at the rear wheel shaft (right side of the bike)
2. Slightly lifting the rear of the motorcycle, read the travel value at the passenger footpeg



NOTE

To make reading easier, you can make a mark with a temporary marker pen at the passenger footpeg



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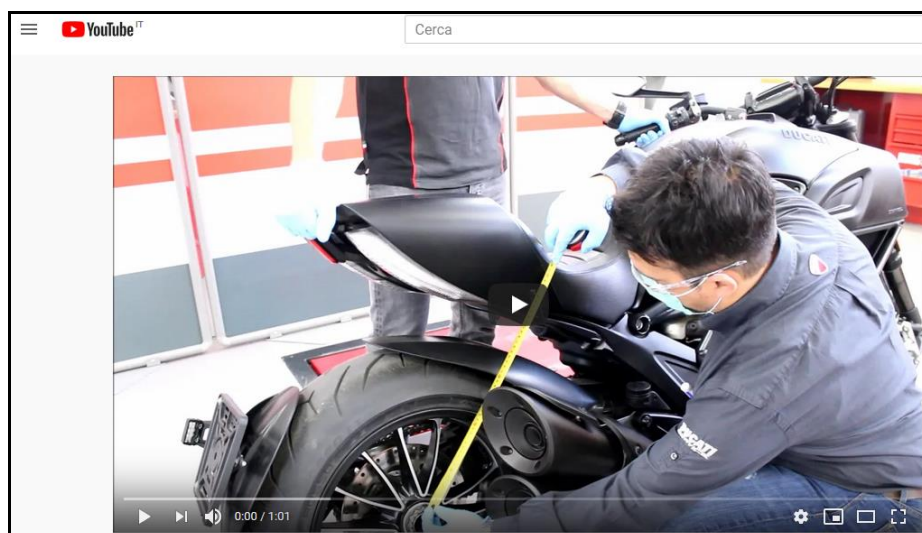
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- if the measured travel is ≥ 0.8 cm, the ball joint of the rocker arm is **NOT CONFORMING** so it is necessary to replace the rear shock absorber rocker arm
- if the measured travel is < 0.8 cm, the ball joint of the rocker arm is **CONFORMING** so it is NOT necessary to replace the rear shock absorber rocker arm

For a better understanding of this operation, we would like to inform you that a video has been made and can be viewed at the following YouTube link:

<https://youtu.be/UbKKNMEwt5U>.





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Rear shock absorber rocker arm replacement

1. Place the motorcycle on the lift bench and secure the front wheel in the wheel clamp
2. Remove the silencer and the central exhaust manifold (see Section 8: "Fuel/exhaust system – Exhaust system" of the Workshop Manual)
3. Remove the rear wheel (See Sec. 7: "Chassis – Rear wheel" of the Workshop Manual)



NOTE

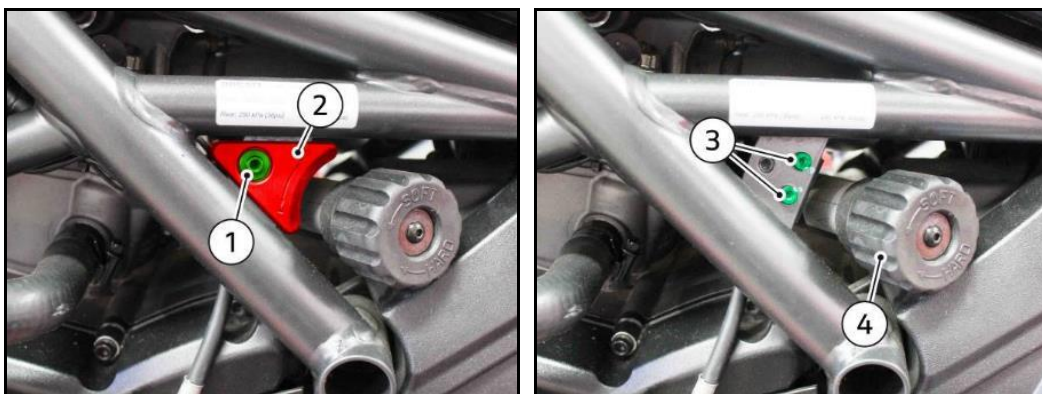
Lift the rear of the motorcycle using a workshop lift and place an engine support in the central area to ensure greater safety during the operation

4. Working on the LH side of the motorcycle, remove **M5x10.5 screw (1)** retaining **plate (2)** and slide it out
5. Remove the **2 M5x10 screws (3)** securing the **pre-load adjuster (4)** of the rear shock absorber to the frame

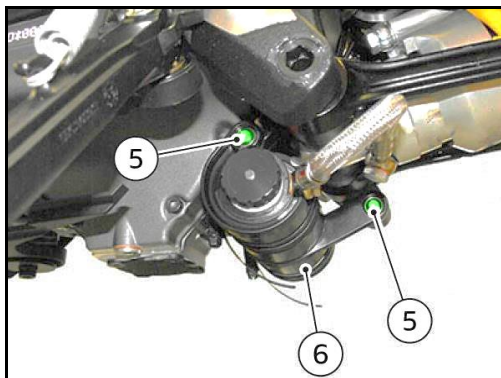


NOTE

This operation is necessary to have a greater movement of the rear shock-absorber-rocker arm assembly during the removal and installation of the rocker arm



6. Remove the **2 M6x20 screws (5)** that retain the reservoir **support (6)** to the rear shock absorber



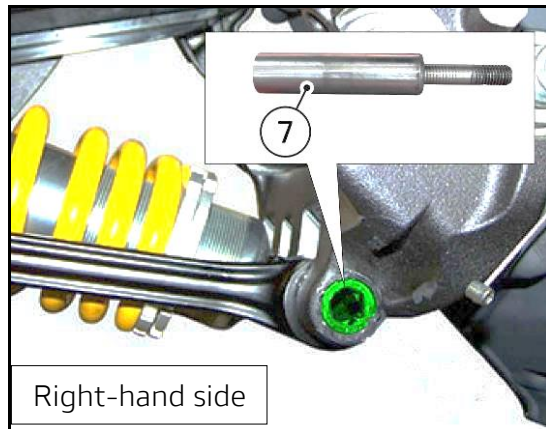
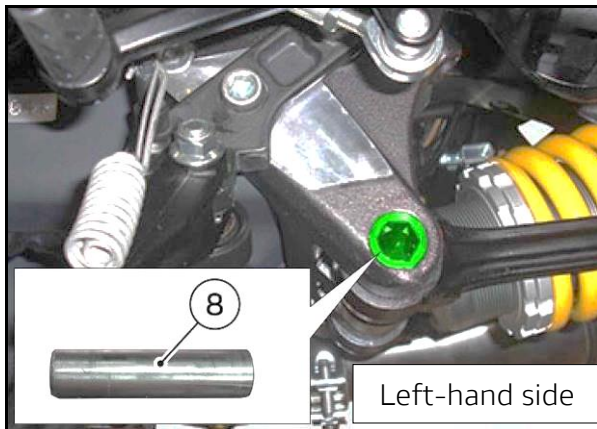


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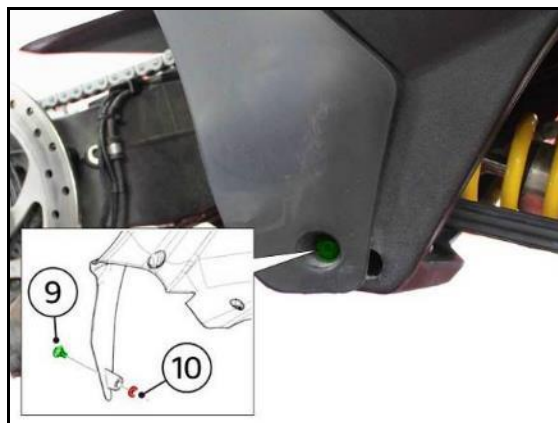
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7. Remove the **right bushing (7)** by counter-holding the **left bushing (8)**



8. Slide out the front part of the shock absorber unit from its support
9. Remove the **M5x10.5 screw (9)** with the relevant **spring washer (10)** retaining the lower part of the mudguard to the swinging arm



10. Remove **special screw (11)** that retains the rear shock absorber rocker arm to the swingarm



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NOTE

It is important to carefully clean the contact surface between the swinging arm and the screw itself to remove all the impurities and apply lubricant to facilitate the removal of the special screw. If it is difficult to remove it, the contact area between the screw and the swinging arm can be heated with an industrial heat gun.

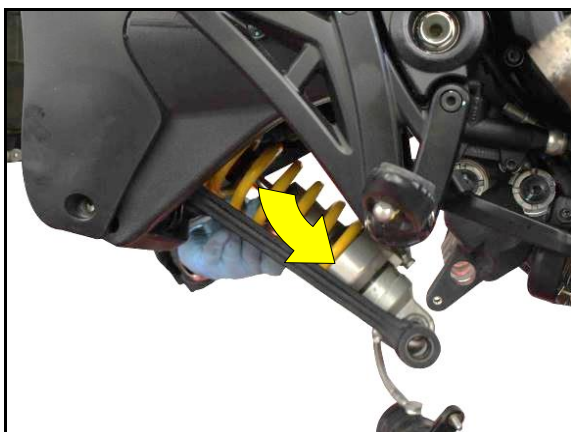


11. Slide out the rear part of the shock absorber unit from the swinging arm



NOTE

We suggest using a 20-cm high block to support the swinging arm in place





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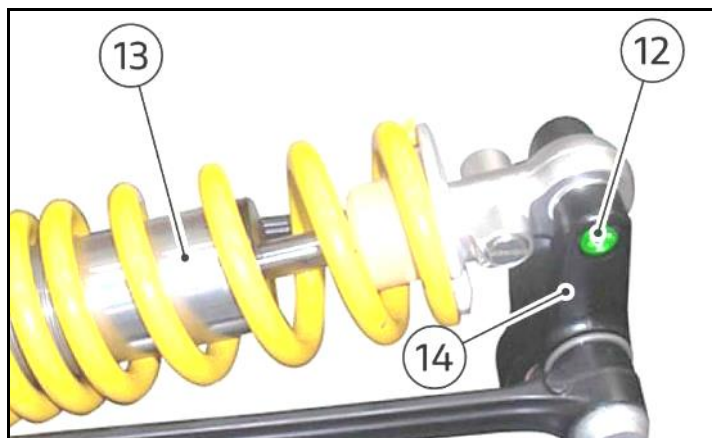
NOTE

To make it easier to remove the rear shock absorber rocker arm, reposition the front part of the shock absorber assembly on its support by starting the two bushes, right and left, as shown in the figure.

This operation prevents the preload adjustment tube from being over-tensioned and avoids possible errors when fitting the new rocker arm.



12. Remove the **M10x50 screw (12)** and slide out the rear **shock absorber (13)** from the **rocker arm (14)**





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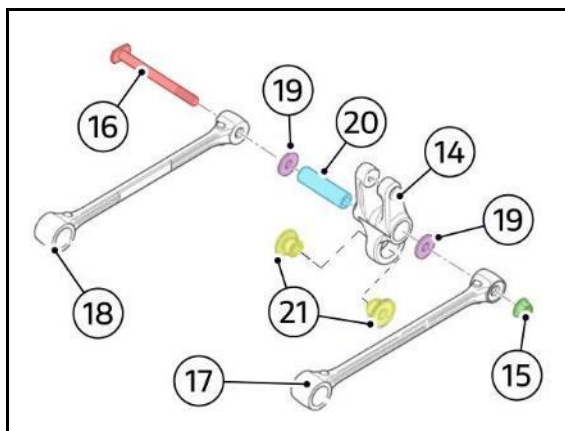
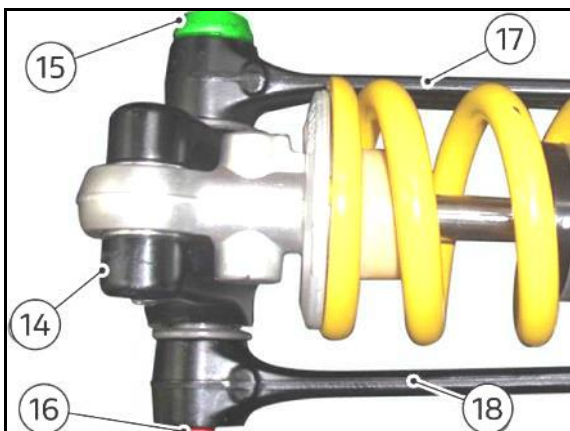
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13. Unscrew the **nut (15)** from the **special screw (16)** and remove the **linkages (17)** and **(18)** from the **rocker arm (14)**

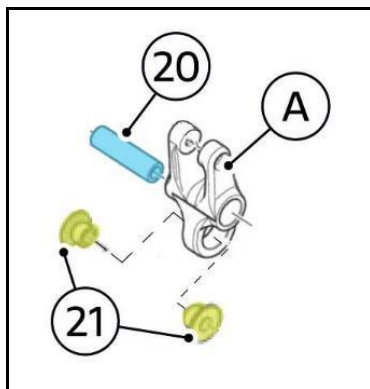


NOTE

When removing the linkages, collect the **2 spacers (19)**, the **bushing (20)** and the **2 bushes (21)** to be installed later on the new rocker arm.



14. Take the new **rocker arm (A)** and install the **bushing (20)** and the **2 bushes (21)** as shown in the figure



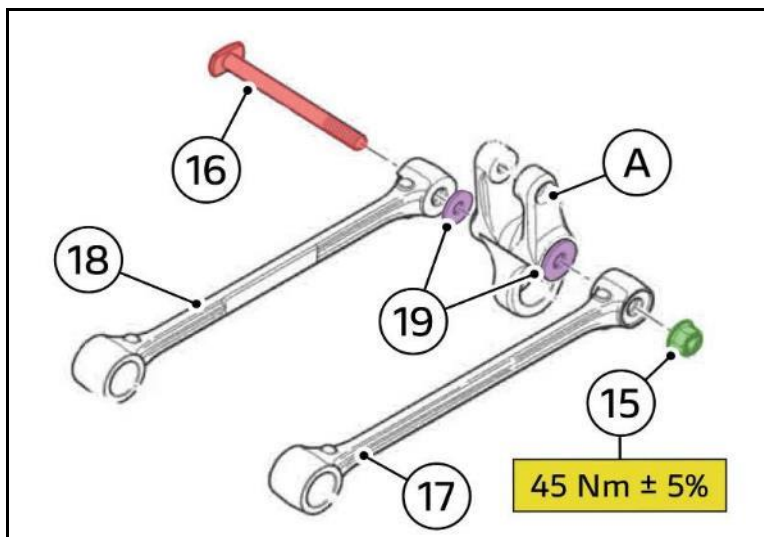


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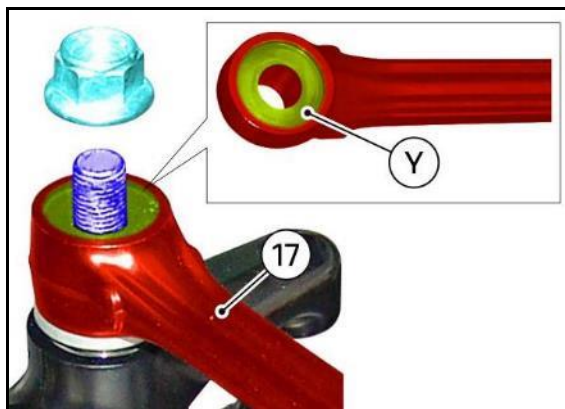
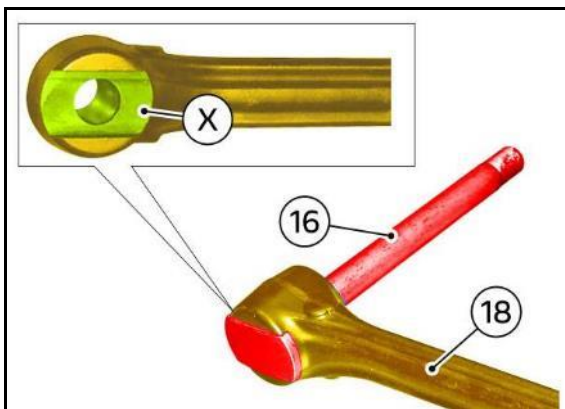
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15. Apply Shell GADUS S2 V220AD (or equivalent) grease on the thread of the **special screw (16)** and on the joint plate of **nut (15)**
16. Install the **linkages (17)** and **(18)** and the **2 spacers (19)** on the **rocker arm (A)** as shown in the figure by tightening the **special screw (16)**. Start **nut (15)** and then tighten to **45 Nm $\pm$ 5%** and **certify**



NOTE

The **linkage (18)** must be positioned so that the head of the **special screw (16)** remains in the relevant **seat (X)** of the linkage. The **linkage (17)** must be oriented with the **seat (Y)** facing upwards.





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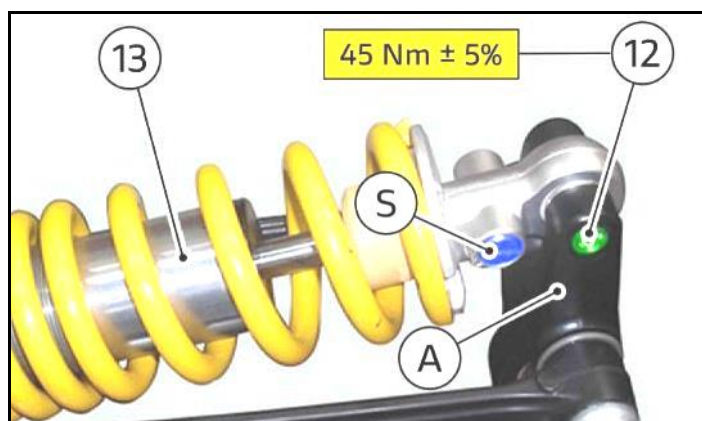
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17. Apply Shell GADUS S2 V220AD grease (or equivalent) on the thread and underhead of the **M10x50 screw (12)** fastening the upper part of the **shock absorber (13)** to the **rocker arm (A)** and start it
18. Tighten the **M10x50 screw (12)** to **45 Nm $\pm$ 5%** and certify

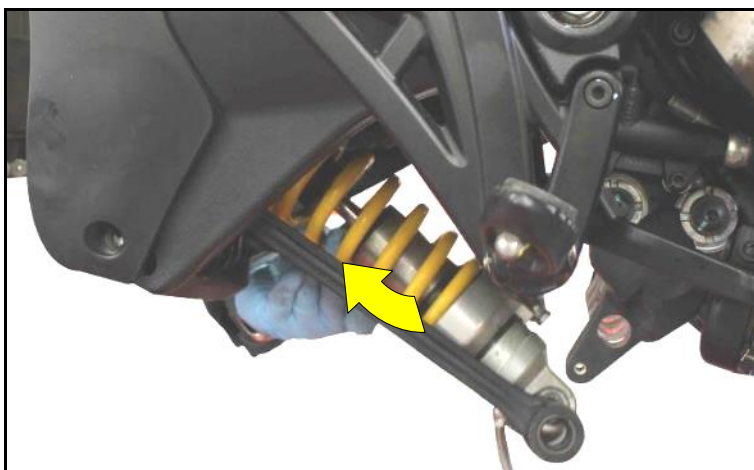


NOTE

Position the **shock absorber (13)** on the **rocker arm (A)** orienting the **adjustment screw (S)** as shown in the figure.



19. Remove the block used to support the swinging arm, release the front part of the shock absorber assembly from the 2 bushings previously started and insert the rear part of the shock absorber assembly on the swingarm



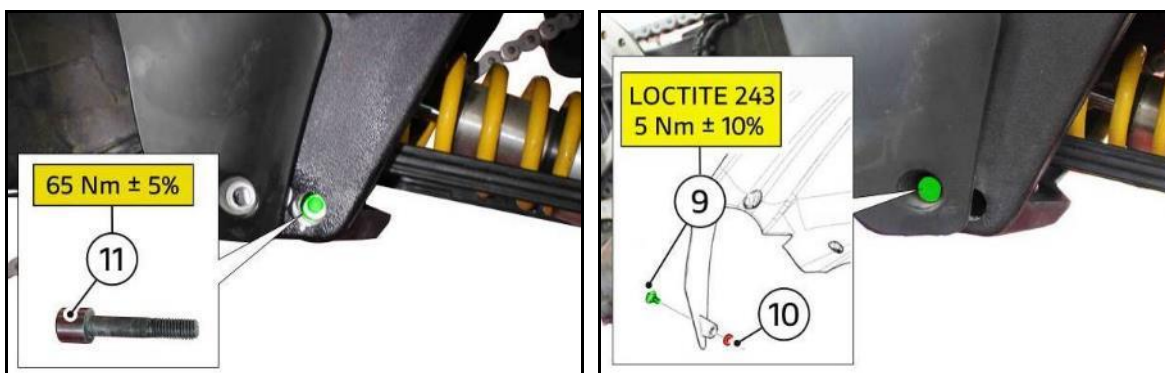


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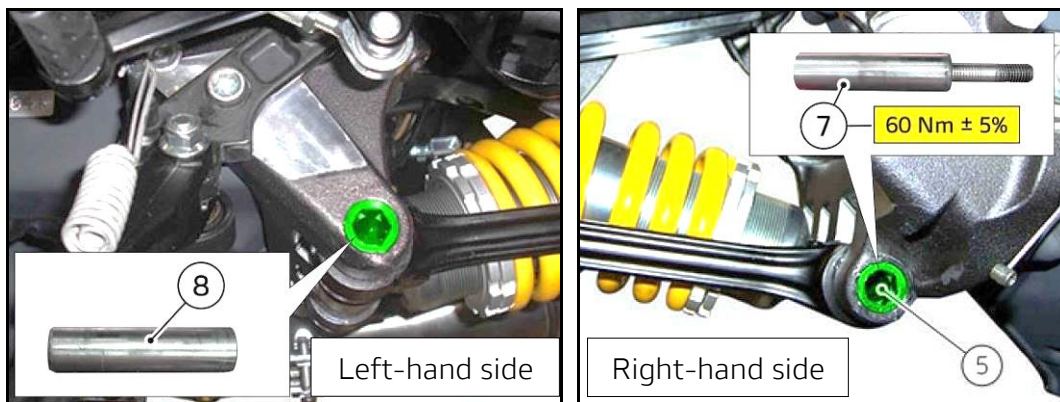
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20. After thoroughly cleaning the area, apply Shell GADUS S2 V220AD grease (or equivalent) on the thread and underhead of the **special screw (11)** fixing the rear shock absorber rocker arm to the swingarm
21. Start the **special screw (11)** and tighten it to **65 Nm $\pm$ 5%**
22. Apply LOCTITE 243 on the thread of the **M5x10.5 screw (9)**. Tighten the **M5x10.5 screw (9)** with the relevant **spring washer (10)** retaining the lower part of the mudguard to the swingarm and tighten to **5 Nm $\pm$ 10%**



23. Apply Shell GADUS S2 V220AD grease (or equivalent) on the **right (7) and left (8) bushing**
24. Position the front part of the shock absorber assembly on the shock absorber support by starting the **left bushing (8)** on the left side of the bike and the **right bushing (7)** on the right side
25. Tighten the **bushing (7)** to **60 Nm $\pm$ 5%** by counter-holding **bushing (8)**



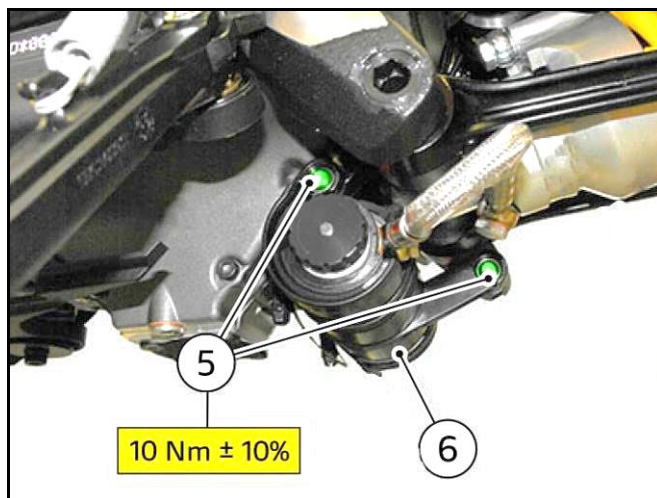


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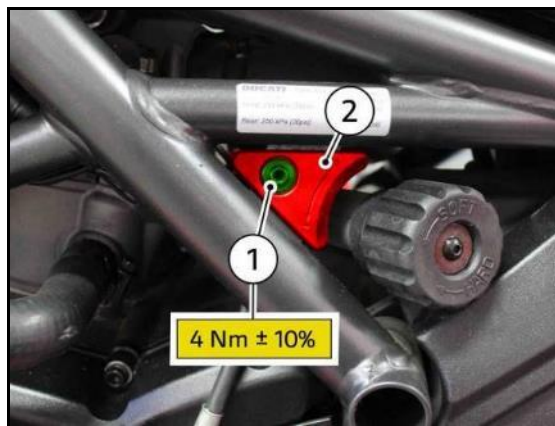
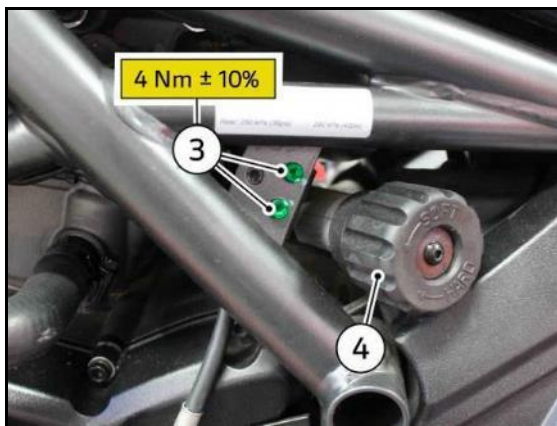
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26. Reposition the rear shock absorber tank assembly as shown in the figure
27. Tighten the 2 **M6x20 screws (5)** that retain the rear shock absorber reservoir **support (6)** to **10 Nm ± 10%**



28. Working on the left side of the motorcycle, fix the **preload adjuster support (4)** of the rear shock absorber to the frame by tightening the 2 **M5x10 screws (3)** to **4 Nm ± 10%**
29. Install the **plate (2)** as shown in the figure and tighten the **M5x10.5 screw (1)** to **4 Nm ± 10%**



30. Install the silencer and the central exhaust manifold (see Section 8: "Supply/exhaust system – Exhaust system" of the Workshop Manual)
31. Refit the rear wheel (See Sec. 7: "Chassis – Rear wheel" of the Workshop Manual)
32. Release the motorcycle from the wheel clamp and from the various supports used



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The instructions set forth in this document replace all the previous documents issued on the same subject matter. The workshop manuals available on DCS will be updated with these contents as soon as possible.



NOTE

If, after checking the rear shock absorber rocker arm clearance, it is necessary to replace the rocker arm, please talk to your Area Manager **in order to evaluate a possible contribution in the form of Goodwill**, it will then be necessary to collect all the information on the service history of the bike for an accurate evaluation.

The operation to check the rear shock absorber rocker arm clearance is included in the scheduled maintenance time while the possible replacement of the rocker arm requires a time equal to . For replacement, use the following operation code present in flat rate tables:

Operation Code

For questions about this Service Bulletin,
please contact your Service Area Manager.