Precautions for Carbon Fiber Wheels
Service Repair Bulletin SRV-SRB-20-029

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To: Dealer Principal, General Manager, Service Manager, North American Dealer Network
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Dear Dealers,

Carbon fiber wheels and components are installed standard on some special Ducati Models (1199 Superleggera, 1299 Superleggera, and Superleggera V4) or available as Ducati Performance accessories. This wheel construction provides significant handling benefits due to its inherent strength and lightness. This bulletin is to provide you with information about the technical and aesthetic features as well as the use and maintenance rules of carbon fiber components

This bulletin provides basic care and service guidelines for Ducati Carbon fiber wheels, including:

- **Aesthetic features**
- **Cleaning of carbon fiber components**
- **Tire Replacement**
- **Valve Stem Replacement**
- **Use of Tire Warmers**

WARNING
Damage to carbon components due to improper care and service practices is not a warrantable defect and is the sole responsibility of the dealer to correct

Aesthetic features

- Carbon fiber is a handcrafted product and for this reason any aesthetic imperfections are to be considered normal. Moreover, the use of resins resistant to high temperatures can lead to the formation of white marks or color alterations on the surface
- In case of a fall, the carbon may not deform, but its internal structure could get damaged. This damage might not be obvious from a visual inspection, and it is critical to carefully assess each component in the case of possible damage. Please contact your Service Area Manager for assistance if required.

Wheel Cleaning

For carbon fiber surfaces and components, use only water and neutral solvent-free detergents with a soft clean cloth. Ensure components are cooled prior to cleaning. (carefully read the instructions listed in the Owner's Manual)

WARNING
For Matte finishes, use a soft and clean microfiber cloth for cleaning. Do NOT use brushes or abrasive sponges. Do NOT scrub the surface as it may scuff or polish the finish, permanently damaging the Matte surface.

WARNING
Do NOT use solvents or other chemical products as they may damage the finish and/or the structure of the carbon fiber.

Please refer to the Service Memo dated April 30, 2020 **Cleaning your Ducati Motorcycle for Finish Maintenance and Personal Hygiene**, and **SRV-SRB-20-018 Instructions for proper sanitation of the motorcycle and workshop.**

Tire Replacement

Carbon fiber rims require some precautions in case of tire replacement. Tires must only be fitted with a specific tire changer. Do not use levers or similar tools as they can damage the rims.

WARNING

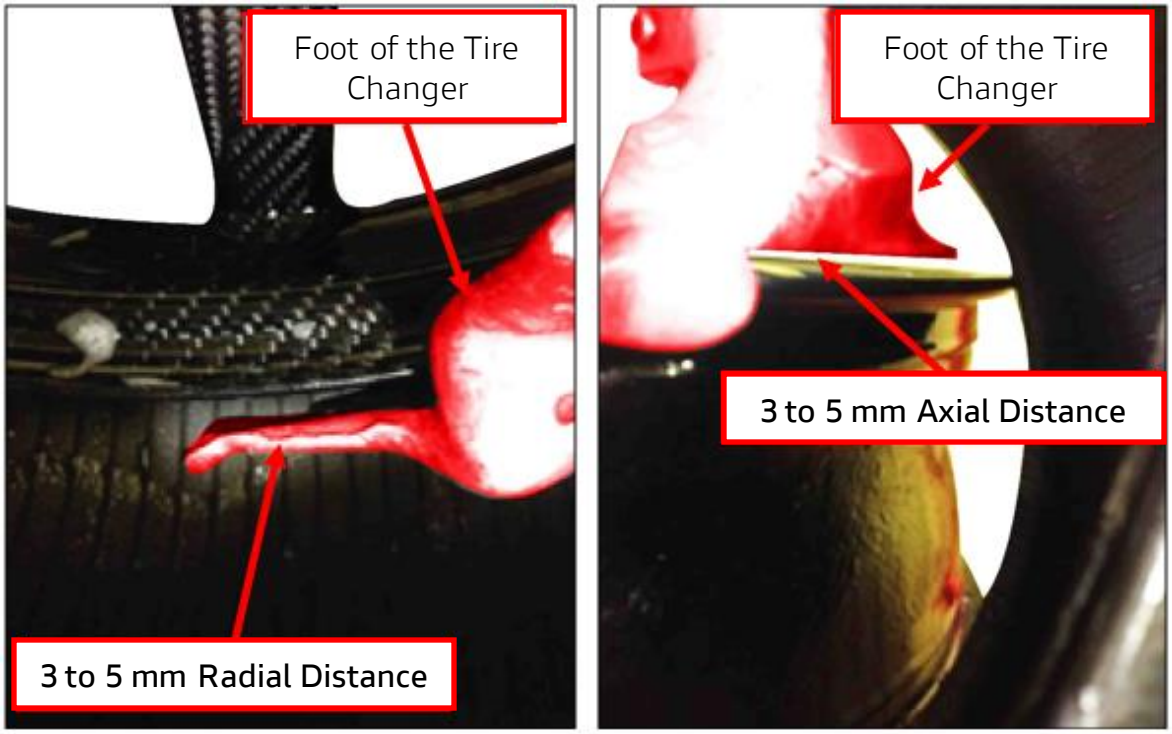
Prior to beginning work, ensure the tire replacement equipment is set up properly.

- Ensure all clamps and tooling have proper functional Plastic/ Rubber/ Silicone/ Delrin guards to prevent contact from metal tooling on the carbon surfaces
- Ensure the bead braking clamp has the proper soft guards installed on both the base and actuating arm, and the actuating arm does not contact the carbon rim during use
- Ensure mounting clamps are only applied inward to the rim lip and not outward into the rim face. Inspect the rim for damages prior to mounting a tire. Inspect the entire rim for visible signs of structural damage. Ensure there are no nicks, scrapes, or gouges to the exterior or the bead sealing surface of the rim
- Ensure the valve stem is properly torqued prior to tire installation (see service manual for appropriate torque settings)
- Set the pressure regulator on the tire machine to the specification defined by the wheel manufacturer prior to use

Please find below the procedure for the correct installation of the tire on the rim:

1. Position the tire in the clamps of the tire changer with the spokes facing upwards; this position is necessary to have the shortest distance between the depression (drop center) on rim inner profile and the edge of the lip of the rim itself.
2. Apply tire-specific lubricant or soap solution, ONLY on the inner and outer walls of the tire.
3. After positioning the tire in the rim, position the foot of the tire changer arm at a distance between 3 to 5 mm from the lip of the rim itself, both axially and radially, so that when the tire bead starts to apply a force to the foot, all the force is absorbed by the arm of the machine and not by the carbon rim.

WARNING
The foot must **NOT** be in contact with the rim during the installation process.



4. Position the tire on the foot of the tire changer so that it can slide over the foot itself and over the rim lip; then turn the tire changer plate, trying to keep the tire bead as much as possible in the depression of the rim. If the tire or rim begin to slip between them, reverse the direction of the plate and reposition most of the tire bead in the depression before turning the plate.
5. Repeat step 4 to slide the other part of the tire over the foot of the tire changer. This step proves easier if carried out by two people since it will thus be possible to keep most of the bead inside the rim depression with a consequent easier tire installation. If the tire or rim starts to slip, reverse the direction of the tire changer plate and reposition the bead in the rim depression.
6. Once both tire beads have been fitted to the rim lip, the tire can be inflated so that the beads go into place. The required pressure to achieve this result ranges between **2.8 to 3.2 bar (40-46 psi)**.

WARNING

- Apply the special lubricant EXCLUSIVELY on the tire and just as much as required to allow tire fitting. An excessive quantity of lubricant can lead to tire slipping on rim resulting in the loss of balance
- Do NOT apply the lubricant directly on wheel rim
- The foot of the guide arm must not contact the rim
- Do NOT exceed 40-46 psi (2.8-3.2 bar)to seat tire bead to rim
- Use only tools with a lower surface hardness than the resin used to impregnate the fiber (for example wood and teflon)

Valve Stem Replacement

Replace valve stems as required, only with Ducati approved components. Carbon surfaces are torque critical. Ensure the valve stem is tightened to the appropriate torque specified for the wheel in the latest workshop manual. (See Sec. 7: "Chassis – Front/Rear wheel - Overhauling of the Front/Rear wheel" of the Workshop Manual)

To replace pressure valves, follow the procedure below:

1. With the help of a knife or blade, remove the silicone from the side of the valve with the nut.
2. Loosen nut and then remove pressure valve.
3. Remove nut from valve.
4. Remove the new pressure valve and make sure that the O-Ring is present and that the hole, threads, and valve seat are free from dirt and/or obstructions.
5. Working on wheel inner side, insert the valve inside the relevant hole on the rim.
6. Apply **Loctite 2701** on the valve threads only.
7. Start nut on valve thread by hand.
8. Use the tool that holds valve firmly in place and the specific socket torque wrench to tighten nut on valve to a torque of **10 Nm**.
9. Make sure that valve is aimed correctly and apply silicone sealant to nut and carbon rim surface.

WARNING

- Do NOT apply sealant prior to installing the valve stem!
- Damage due to over-torque of the valve stem is not a warrantable defect and is the sole responsibility of the dealer to correct

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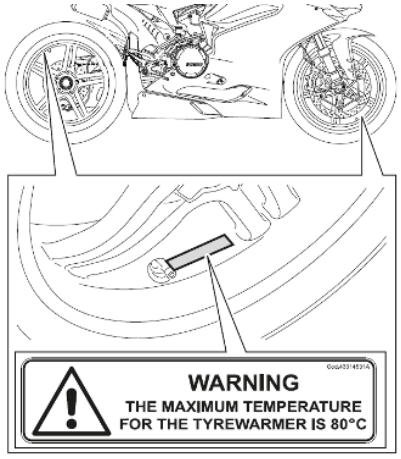
Use of Tire Warmers

Tire warmers can be used to preheat the tires when the motorcycle is used on the track. Only open type tire warmers that do not cover the rim can be used. The maximum temperature for tire warmer is 80°C/176°F.

WARNING

In case of tire warmers use for tires fitted on carbon fiber rims, it is necessary to:

- Test heaters and regulators to ensure they work correctly prior to use on the motorcycle
- Do not use closed tire warmers (side covers that cover the whole wheel)
- Do not exceed the heating temperature of 176°F / 80°C



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

Disclaimer: This document is provided as a general guide and cannot cover every eventuality to prevent damage or identify underlying damage to carbon components. This also does not guarantee finish damage will not occur if services are performed improperly. Always refer to cleaning and safety instructions in product manuals. Ducati is in no way responsible for harm due to the use or misuse of the information, suggestions, or practices contained herein.