



# Procedure for Analysis and Control of Oil and Coolant Leaks from Engine

All Models

Service Repair Bulletin SRV-SRB-23-018

Date: May 16, 2023  
To: Dealer Principal, General Manager, Service Manager, North American Dealer Network  
From: Richard Kenton, Technical Director  
Dan Schwartz, Service Area Manager

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Dear Dealers,

This bulletin is to help you manage possible client concerns relating to engine oil or coolant leaks, and to guide you through the leak analysis and search steps, to identify the cause more easily.

Before working on the motorcycle and performing the necessary tests, please check for correct engine oil or coolant level according to the instructions given in the Owner's Manual of the motorcycle or the Workshop Manual.

A flow chart has been prepared, and attached to the Service Bulletin, titled "SRV-SRB-23-018 ENGLISH\_Annex", showing the sequence of operations to be followed to carry out the correct analysis of an engine leak, depending on whether it is visible or not.

This Service Bulletin is divided into 2 steps:

- Step 1: Management of client concerns and checking for oil or coolant leak(s)
- Step 2: Leak detection procedure
  - Visible leak point
  - Difficult to locate leak point



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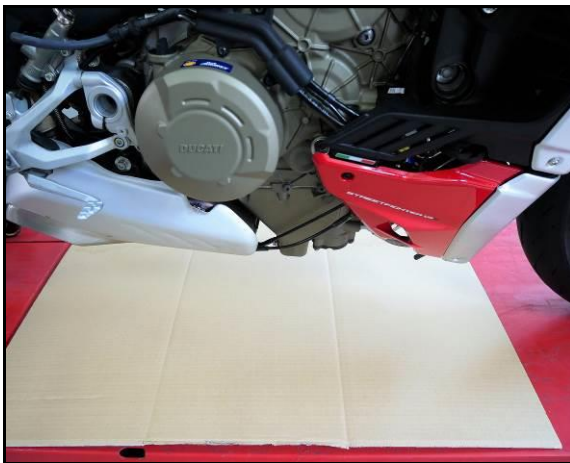
## STEP 1



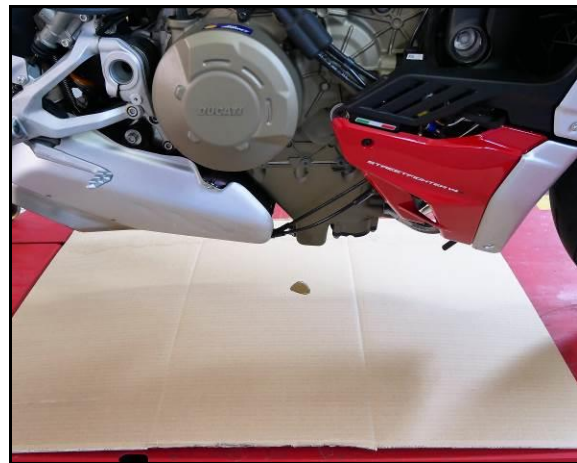
### NOTE

During the first 600 mi (1000 km) of use, there may be excessive chain grease (e.g. final drive sprocket area), which the Client could mistake as an oil leak.

1. Remove fairings (if any) or the engine sump guard (if any).
2. Thoroughly clean the engine.
3. Dry the washed area with compressed air.
4. Perform engine warm-up cycles:
  - for liquid-cooled engines → up to two fan activations
  - for air-cooled engines → until reaching an engine temperature of 230°F (110°C).
5. Identify a suitable clean area where to park the motorcycle and wait at least 12 hours.



*Before*



*After*

6. If traces of engine oil or coolant are found, proceed with **Step 2**.
7. If there are no traces of engine oil or coolant, return the motorcycle back to the Client, explaining the possible cause of the condition found and the check performed.



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## STEP 2

After checking the presence of oil or coolant leak from the engine, proceed as follows:

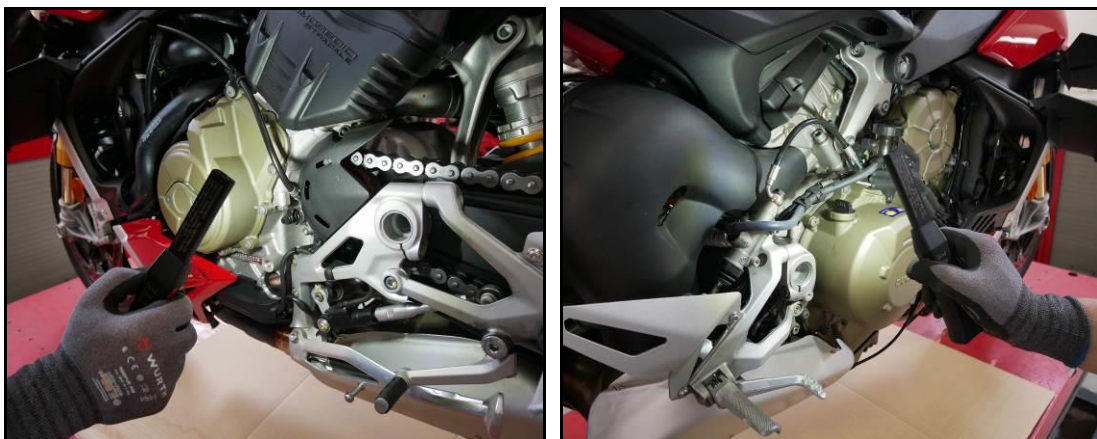
1. Using suitable protections, cover the area of wirings and control units near the engine area.
2. Thoroughly clean the engine.



### WARNING

Do not wash your motorcycle immediately after use, as marks can form due to evaporation of the water on hot surfaces. Never clean the motorcycle using hot or high-pressure water jets. Cleaning the motorcycle with a high-pressure water jet may lead to seizure or serious faults in the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust silencers, with consequent loss of safety. If parts of the engine are unusually dirty or greasy, use a degreasing agent, avoiding contact with transmission components (chain, front and rear sprockets, etc.).

3. Dry the washed area with compressed air.
4. With engine running, carefully analyze the area involved in the leak.





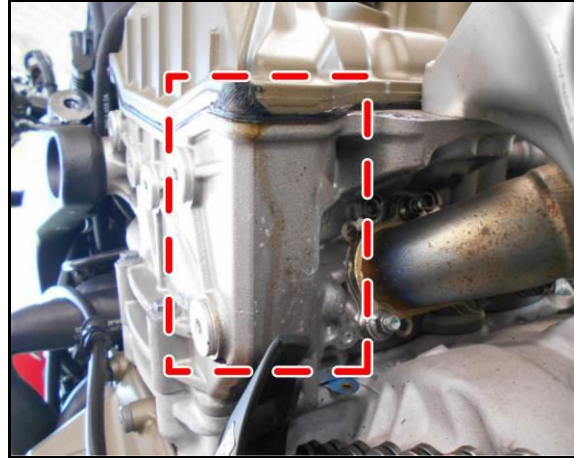
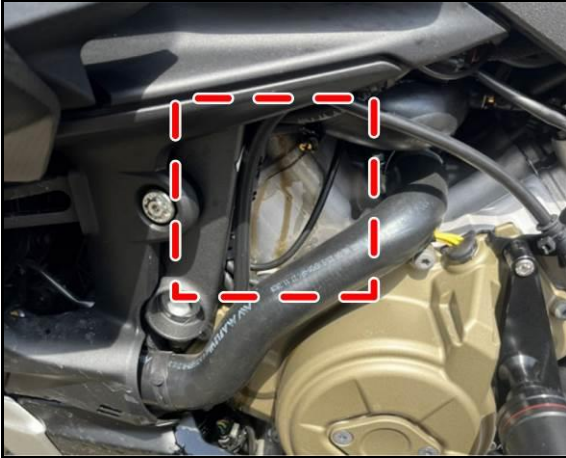
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### Visible Leak Point:

1. Follow the oil or coolant trace and identify the leak point.



2. Open a **Youtech** service request and attach detailed photos of the leak along with notes describing your analysis.
3. Once the SAM responds in Youtech with the go ahead, perform the necessary repair to eliminate the leak.
4. Verify there are no more engine leaks by performing the following:
  - a) Perform engine warm-up cycles
    - for liquid-cooled engines → up to two fan activations
    - for air-cooled engines → until reaching an engine temperature of 230°F (110°C).
  - b) Perform a road test
  - c) Let the motorcycle cool down and make sure that there are no engine oil leaks



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## Difficult to Locate Leak Point:

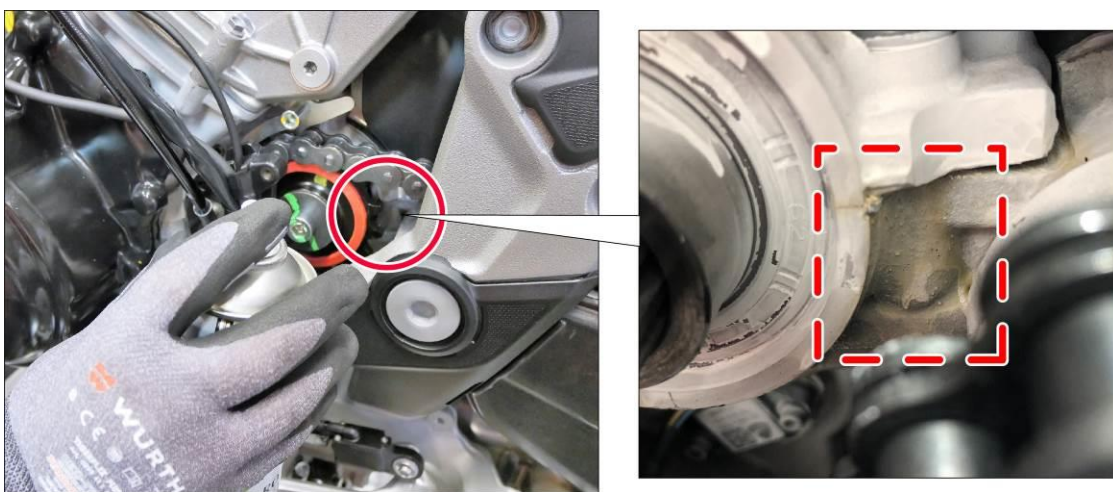
1. If the leak origination point is difficult to find, it is advisable to use a tracer, such as a spray powder like what shown in the figure.



*Wurth - Leak Tracing Powder*  
(or similar product)

2. Before applying the tracer, make sure that the components unrelated to the leak near the tracer application area are properly covered (e.g. wirings, fairings, etc.).
3. Apply the tracer on the engine and perform an engine warm-up cycle.

For example, the image below shows how an oil leak from crankcase coupling has been identified, after it was wrongly attributed to the secondary shaft oil seal.





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5. Open a **Youtech** service request and attach detailed photos of the leak along with notes describing your analysis.
4. Thoroughly clean the motorcycle and remove any tracer residue.
5. Once the SAM responds in Youtech with the go ahead, perform the necessary repair to eliminate the leak.
6. Verify there are no more engine leaks by performing the following:
  - a) Perform engine warm-up cycles
    - for liquid-cooled engines → up to two fan activations
    - for air-cooled engines → until reaching an engine temperature of 230°F (110°C).
  - b) Perform a road test
  - c) Let the motorcycle cool down and make sure that there are no engine oil leaks

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