



## ***Installations, Tips and Tricks***

(Leaflet E001 – Updated 28.08.2008)

### **Installation procedure of the antihopping clutch “TITAN” for the 1098**

**The clutch control pin Pos 13,18 ( support of the clutch control rod inside the pressure plate Pos 10) must be used from the stock Ducati pressure plate!**

Please remove your clutch completely (the basket only if it should be exchanged as well), also the black bush on the shaft rear containing an O-ring. Remove the O-ring and push it on the shaft again after it has been cleaned and lightly greased.

Afterwards, lightly grease the outside of pos. 1 and push it on the shaft as well.

If a new basket is to be used as well, now follows the installation of the clutch basket, the screws have to be tightened with a screw locking device and a torque of 30-34 nm. In case of a clutch kit without basket, the original basket must be continued to use, of course.

Now, the balls pos. 17 are **lightly** moistened with grease and placed into the cavities of the adjusting plate pos. 7, then, the kernel pos. 12 is carefully put on so that the kernel can be easily turned clockwise on the balls.

This complete unit is now placed on the shaft (none of the balls may be off center), to make this easier 2 springs can be mounted. Then place positions 9 and 4 and finally nut 6 which you should glue in with a screw locking device and tighten with a torque of approx. 190 Nm.

Concerning the clutch kit, you have steel plates and clutch plates. The steel plates are available in gage 1.5mm and 2mm as well as curved steel plates with a gage of 1.5mm, to be recognized if you place a straight object flat on the plate.

First, a **clutch plate** is placed into the clutch. Then, a **straight steel plate** followed by a **clutch plate**, then the **curved** steel plate, a clutch plate again, a straight steel plate and so on until there are no clutch plates left. Finally a steel plate has to be placed at the end of the. Please only use **one curved**, two curved steel plates as a maximum.

Now, place the cover pos. 10 and determine the distance between cover and kernel by means of reducing scale at the vernier. In this connection, you can measure through a borehole in the cover to the kernel, subtract 4 mm from the result (cover thickness) to achieve the distance which has to be between 0.6mm and 1.2mm, optimum is 1mm.

**This has to be adjusted without fail!!!**



You can perform adjustment by changing the steel plates, e.g. in case of a distance which is too short, remove a 1.5mm steel plate and place a 2mm steel plate. This enlarges the distance by 0.5mm.

Subsequently, you can install the cover pos. 16 with the 6 spacers pos. 20 and the old springs of your clutch and the thrust piece pos. 2 the screws should be locked with approx. 5Nm.

After a test run, measure the distance between cover pos. 10 and kernel pos. 12 again as the coating may have subsided.

***Have fun and a successful installation, yours MPL-Team!!!***