



Installations, Tips and Tricks

(Leaflet E010 – Updated 28.08.2008)

Installation procedure for Ducati Clutch slave cylinder

The adapter kit comprises an aluminium part with an o-ring seal that is required for models manufactured before 2001 only. Please make sure to use this aluminium part only if required, i.e. for pre-2001 models. Do NOT use the part for models 2001-2004, as the part is not compatible. Note - the registration date is not necessarily identical with the year of production!

- Remove the oil pressure tube of the old Clutch slave cylinder
- Remove the Clutch slave cylinder (3 allen screws M6)
- Remove the old seals where applicable (dependant on model)
- Clean the rod and the surrounding area
- Find out which O-ring seal to use to attain an initial tension of 0.3 to 0.4 mm. Start with the thin one, lubricate it with some grease, insert it into the hole of the new Clutch slave cylinder and press it against the flange face. You've got the right O-ring if can feel backpressure from the O-ring seal. If not, try the thicker one.
- Using the correct O-ring, mount the new Clutch slave cylinder
- Use the syringe to fill in brake fluid up to the upper edge
- Mount the oil tube

Bleeding the hydraulic system as follows (a second person is helpful for this task):

- Make sure not to empty the reservoir completely!
- Attach a clear flexible hose to the bleeding valve of the Clutch slave cylinder
- Apply the clutch lever a couple of times to build up pressure
- While applying the clutch lever, open the bleeder valve shortly and close it
- Repeat this step until the leaking fluid is free of air bubbles
- Again: do not empty the reservoir completely

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