

Note

Read the attached instructions carefully before proceeding.

REMOVING THE ORIGINAL COMPONENTS



Warning

The operations below must be carried out by a skilled technician or by an authorized DUCATI workshop.



Warning

If not perfectly carried out, the operations below could lead to severe engine breakage and endanger rider safety.



Note

Documents necessary to assemble the Kit: **Workshop Manual** of the bike you are working on.

SPECIAL TOOLS TO ASSEMBLE THE KIT

Part No.
20C0005

Description
Clutch drum locking wrench



Note

To make any kind of operation on the clutch unit, remove the side fairings and, to work easily, remove engine from frame. To perform this operation, take the max. care and follow the instructions given in the a.m. workshop manual.

DISASSEMBLY PROCEDURE

Following the instructions given in the a.m. workshop manual, look for **ENGINE Section** and, in particular, chapter:

"Clutch". Remove the following parts:

- Clutch cover (A). Keep screws and gasket.
- Remove the clutch unit as described in the a.m. manual.

Follow the sequence below:

- 6 screws, retainers and clutch springs (B).
- Plate pusher (C).
- Clutch plate pack (D).
- Clutch pushrod (E).
- Nut, washer, bushing with O-ring, pin and safety washer (F).
- Drum with rubber cush drive damper pad (G).
- Clutch housing with screws (H).



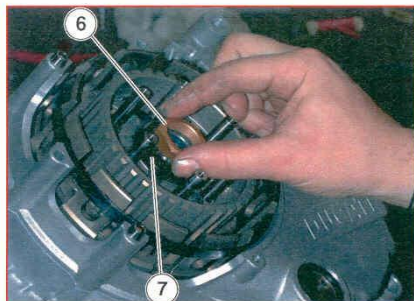
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Fitting instruction

Slipper clutch kit

01K0002 - 01K0002E

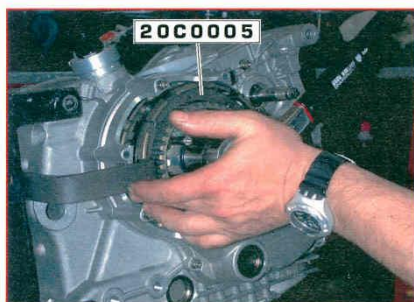


- ▲ Install the safety washer (7) **(for Racing version only)** and snug nut (6) by hand.
- Apply tool part no. **20C0005** on drum and tighten nut to the specified torque.
- ▲ Bend safety washer on nut **(for Racing version only)**.
- ▲ Insert the clutch plate pack (14) or (15), depending on the kit you are using ("Racing" or "Road" version respectively).

ROAD VERSION

Following the sequence shown, install the clutch plate pack inside clutch housing. In particular:

- (A) 7 drive plates thick. = 3 mm
- (B) 7 driven plates thick. = 2 mm
- (C) 1 convex plate thick. = 1.5 mm



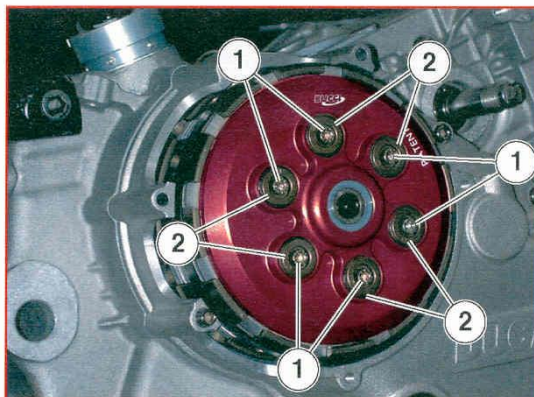
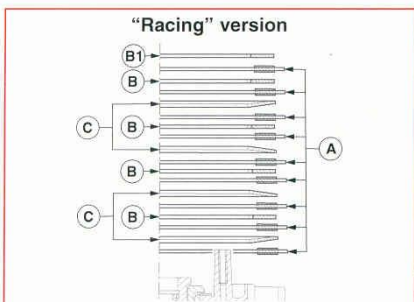
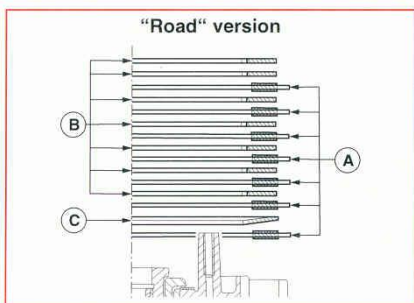
RACING VERSION

Following the sequence shown, install the clutch plate pack inside clutch housing. In particular:

- (A) 9 sintered plates
- (B) 4 flat plates thick. = 1.5 mm
- (B1) 1 flat plate thick. = 2 mm
- (C) 4 convex plates

- ▲ Install driving pin (5) inside plate pusher bearing (4).
- ▲ Working from the opposite side, install the clutch pushrod with new and duly greased O-rings, inside alternator cover hole with the O-ring side facing outwards. Then install springs (3), new spring retainers (2) and screws (1) on plate pusher (4).
- ▲ To fit plate pusher on flange, snug the six screws (1) by hand.
- ▲ Working crossways, tighten screws to 5 Nm.
- ▲ Install inspection cover (A) using the special screws.

Tighten screws to 10Nm±1.





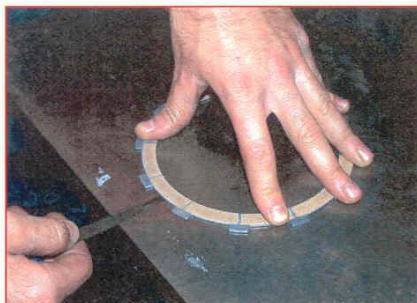
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Fitting instruction

Slipper clutch kit

01K0002 - 01K0002E



PRELIMINARY CHECKS

PLATES

The clutch plates must show no signs of burning, grooves or deformation. Place the plate on a flat surface and check the amount of deformation with a feeler gauge:

- Max. flatness error:
0.2 mm.

RACING VERSION

To check drive plates for wear, measure the sintered plate pack.

If the total thickness is equal to or above **22 mm**, fit the following:

- 4 driven plates, thickness **1.5 mm**
- 1 driven plate, thickness **2 mm**
- 4 convex plates
- 9 sintered plates

(for plate correct order, refer to "Clutch and clutch cover reassembly" in section "**Engine Reassembly**").

- If total thickness is below **22 mm**, install a **2 mm** plate (supplied) instead of a **1.5 mm** plate.
- If total thickness is below **21.5 mm**, install 2 plates with a thickness of **2 mm** (supplied) instead of two plates of **1.5 mm**.
- If total thickness is below **21 mm**, change the plate pack.

Four plates of **2 mm** are supplied to allow plate pack adjustment.

CLUTCH REASSEMBLY

Caution

Before assembling, make sure that all parts are clean and in perfect condition.

Take all the necessary actions to avoid damages to engine inner surfaces.

▲ Rest clutch housing (13) on the primary drive gear inner ring. Apply LOCTITE 510 on screw (14) threads. Snug screws by hand.

▲ Tighten screws (14) to $35 \text{ Nm} \pm 2$.

▲ To fit O-ring (17) on primary shaft, drive seal by hand on shaft threaded end.

▲ Then install bushing (16) and Belleville washer (15), with the concave side facing the flange.

• Grease slipper device ramps on flange (12) and drum (10), then position the six balls (11) into their seats.

▲ Fit flange (12) and drum (10) to primary shaft.

• Grease slipper spring (9) end races on drum, then install spring with centering spacer (8) as shown in the figure.

