



CR170 – Clutch Hose Replacement

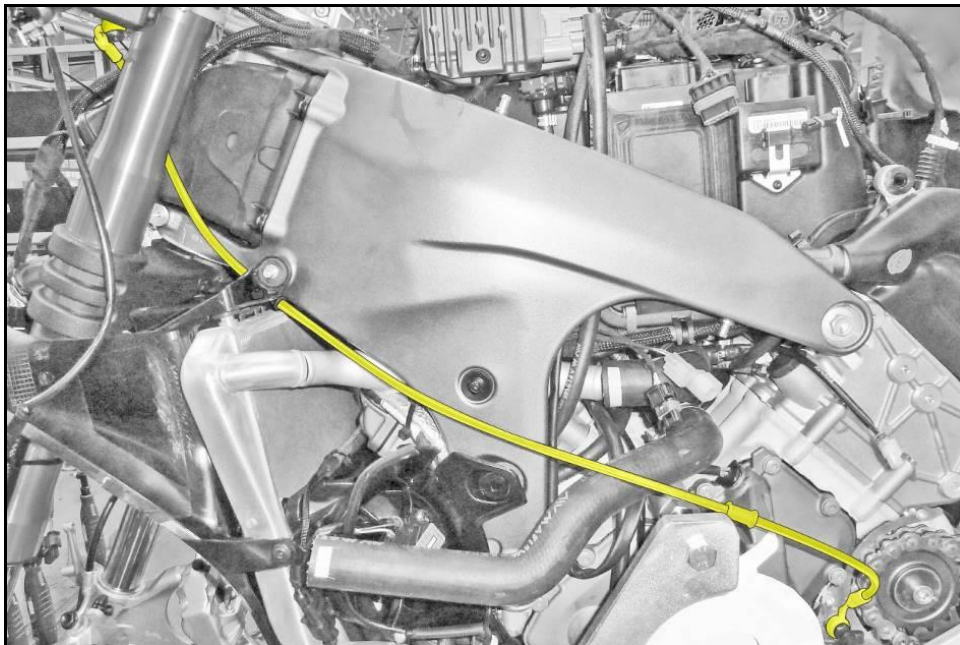
Panigale V4 - Panigale V4 S - Panigale V4 Speciale
Technical Service Bulletin SRV-TSB-18-019

Date: January 10, 2019
To: All required parties in descending order, Dealer Principal, General Manager, Service Manager, North American Dealer Network
From: Richard Kenton, Technical Director
Eric Bradley, Technical Training and Publications Manager

Dear Dealers,

Ongoing quality tests and the analysis of our supplier have detected a possible lengthening of clutch lever stroke.

To rectify the potential condition, it will be required to update the bikes involved in this Workshop Campaign by replacing the clutch hose with a new part no. 63210852A. This new clutch hose features an internal diameter of 2 mm (the previous one was 3 mm) and can prevent the phenomenon described above.





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Application

You can find the list of VIN numbers involved in CR170 on the DCS, in sections:

VIN HISTORY		You can consult the single frame number.
CAMPAIGN		You can consult all the VIN numbers that Ducati Motor Holding sent you.

PANIGALE V4 RED 2018 CAL DMH					
VIN #	ZMDMAGNW4JB00 XXX	ENGINE #	AGNJ0 XXX	WTY END DATE	03/30/2020
END CUSTOMER	Corsa Moto Transport, Inc.	MANUFACT DATE	02/14/2018	INVOICE	02/20/2018
WARRANTY TYPE	Standard Warranty	WTY START DATE	03/31/2018	LAST MILEAGE	0 MI

ATTENTION: YOU HAVE 1 PENDING RECALL CAMPAIGNS

N	TYPE	ID NUMBER	REPAIR DATE	DEFECT	CAUSAL PART	DEALER	MILEAGE
1	CAMPAIGN	CR 170		SRV-TSB-18-019 Clutch Hose Replacement PAN V4	Clutch Oil Hose	<input type="button" value="VIEW"/> <input type="button" value="APPLY"/>	

Customer Impact

All bikes in dealer stock ('to be registered' or 'already registered') and awaiting delivery to final customers will require this inspection during pre-delivery operations, before delivery to the final customer. All bikes already delivered to final customers must undergo the below procedure at the next service appointment. Note: this is not a safety recall.

Parts Distribution

The parts necessary to perform this Workshop Campaign CR170 **will not be auto shipped and must be ordered Individually by VIN**

Warranty reimbursement rules

Reimbursement for work associated with this Workshop Campaign will be made through the regular warranty claim procedure using the "VIN History" section of the DCS. The warranty claim is pre-filled and is identified as CR170



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You will be reimbursed for the Parts necessary to complete the operation (clutch fluid hose Part no. 63210852A, 4 copper washers Part no. 85250241A), and **minutes** (**labor units**) labor time that includes the time necessary for:

- Vehicle reception
- Disassembly of battery cover, side fairing and LH air extractor
- Removal of clutch fluid hose
- Installation of the new clutch fluid hose p/n 63210852A with the 4 copper washers p/n 85250241A
- Procedure for clutch system bleed;
- Compensation for the cost of Castrol REACT PERFORMANCE DOT 4 oil (or equivalent)
- Assembly of LH air extractor, side fairing and battery cover
- Soft cleaning of the motorcycle

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Spare Parts

The components to be used for this update are:

Part no.	Description	Photo	Quantity (pcs)
63210852A	Clutch fluid hose Ø 2 mm		1
85250241A	Copper washers		4
(Sourced locally)	Self-locking tie		2

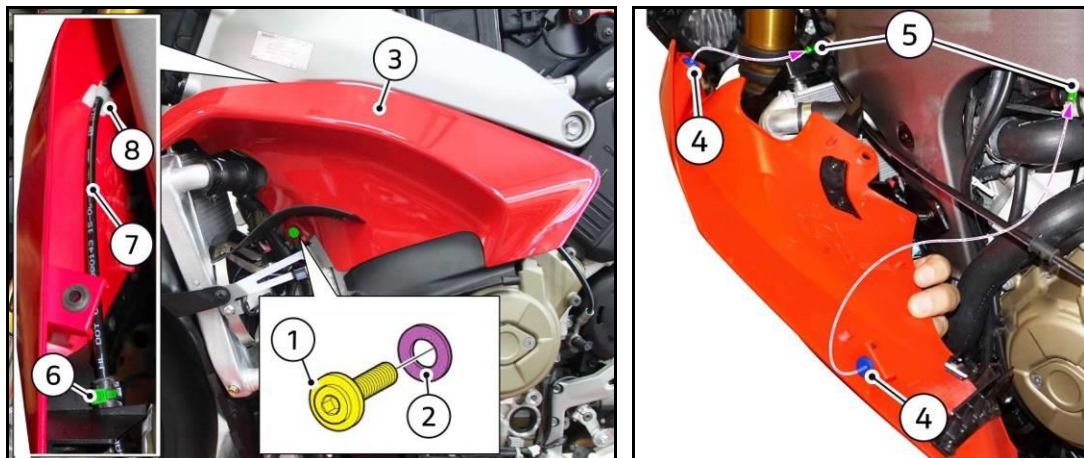
Service Solution



NOTE

To ensure the correct execution of the operation within the provided labor time to carry out the updates, it is necessary to follow the sequence indicated in the following instructions

1. Position the bike on the rear paddock stand
2. Remove battery cover and LH fairing (See Sec.5: "Fairing installation - Fairing" of the Workshop Manual)
3. Remove the M5x12 screw (1) with washer (2) and slide out LH air extractor (3) in order to disengage the 2 vibration dampers (4) from the pins (5) present on frame
4. Remove the self-locking tie (6) and release clutch cable (7) from the relevant cable guide (8) present on LH air extractor





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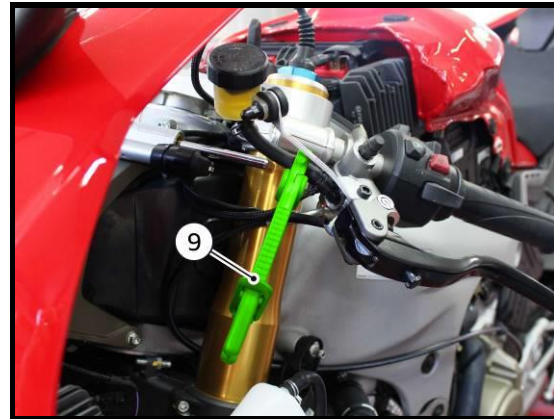
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5. Mark the clutch master cylinder unit with a felt-tip pen as shown in the figure to identify the correct position of clutch hose union upon assembly
6. Crimp the connection pipe between fluid reservoir and clutch master cylinder using **hose clamp pliers (9)** as shown in the figure

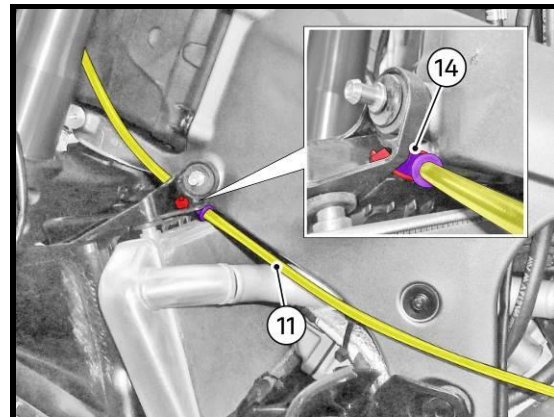
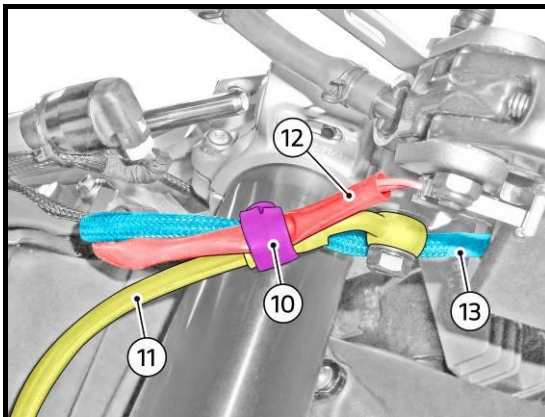


NOTE

This enables isolating the clutch fluid reservoir from the circuit, preventing all fluid from flowing out of the system



7. Remove the L.39 mm button **tie (10)** joining **clutch hose (11)** to **clutch switch cable (12)** and **wiring (13)** of left-hand switch
8. Remove self-locking **tie (14)** securing **clutch hose (11)** to the radiator duct





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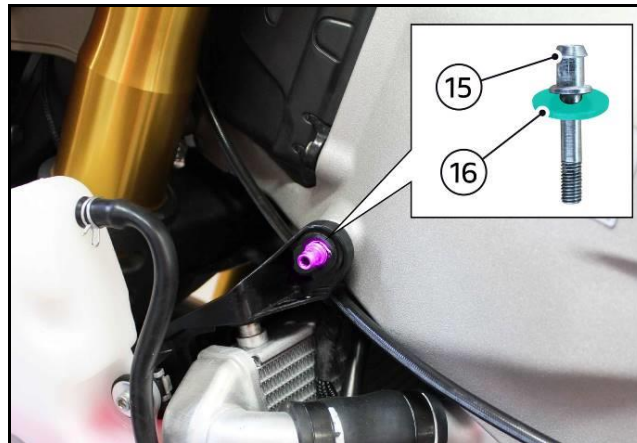
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9. Remove the **special screw (15)** with **washer (16)**



NOTE

This operation facilitates ease of removal and subsequent installation of the clutch hose on the vehicle



10. Remove **union screw (17)** and the **2 copper washers (18)** securing clutch hose to master cylinder body



NOTE

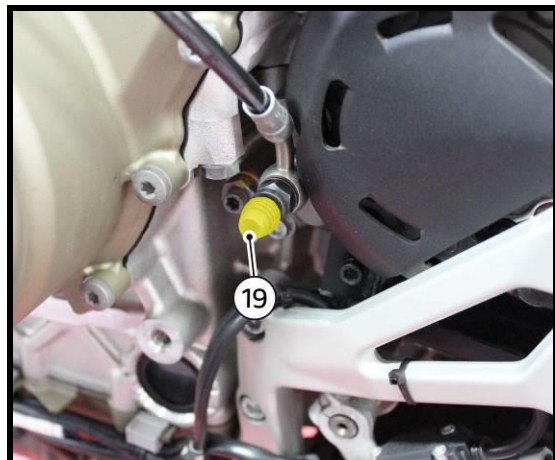
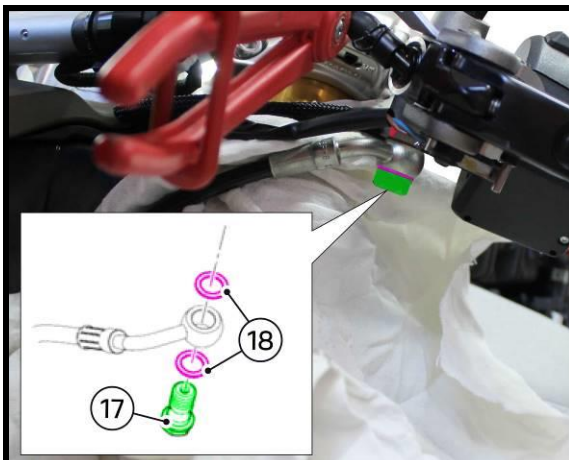
Protect the concerned areas with a cloth to prevent the fluid inside the circuit from touching the various components of the bike. Damage to other components due to brake fluid exposure resulting from improper repairs will not be covered by warranty.



WARNING

The clutch fluid is harmful in case of contact with your eyes or skin. Wash the affected area with plenty of water in case of accidental contact.

11. Remove **dust protection cap (19)** of bleed valve

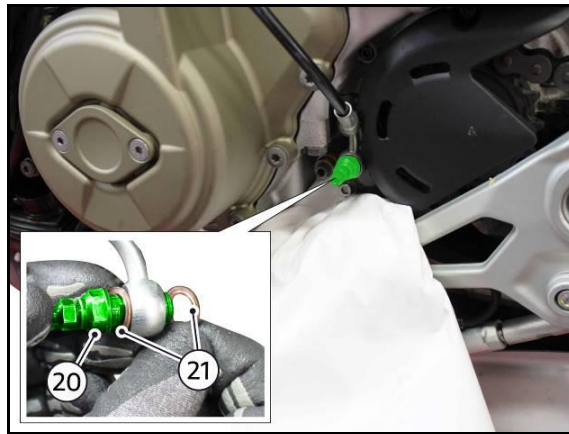




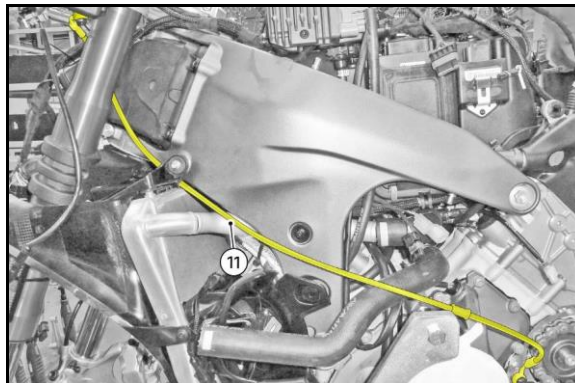
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12. Remove **union screw (20)** and the **2 copper washers (21)** securing clutch hose to clutch actuator unit



13. Remove **clutch hose (11)**

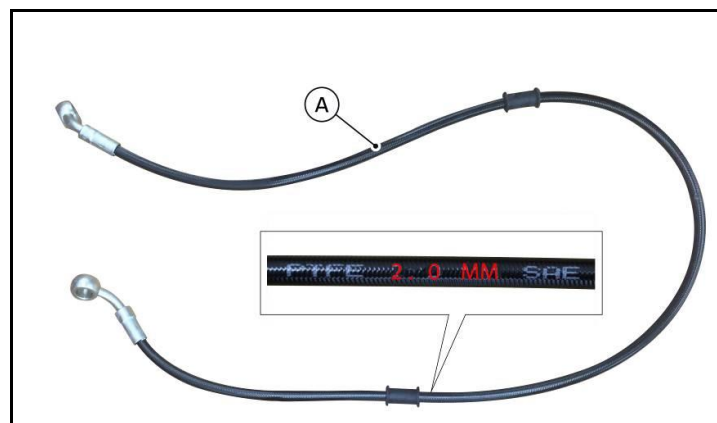


14. Bring the new **clutch hose (A)** Part no. **63210852A**



NOTE

The new **clutch hose (A)** P/n 63210852A differs from the old one for "2 mm" value of internal diameter stamped outside the hose itself as shown in the figure





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15. Install the **new clutch hose (A)** on the bike as shown in the figure

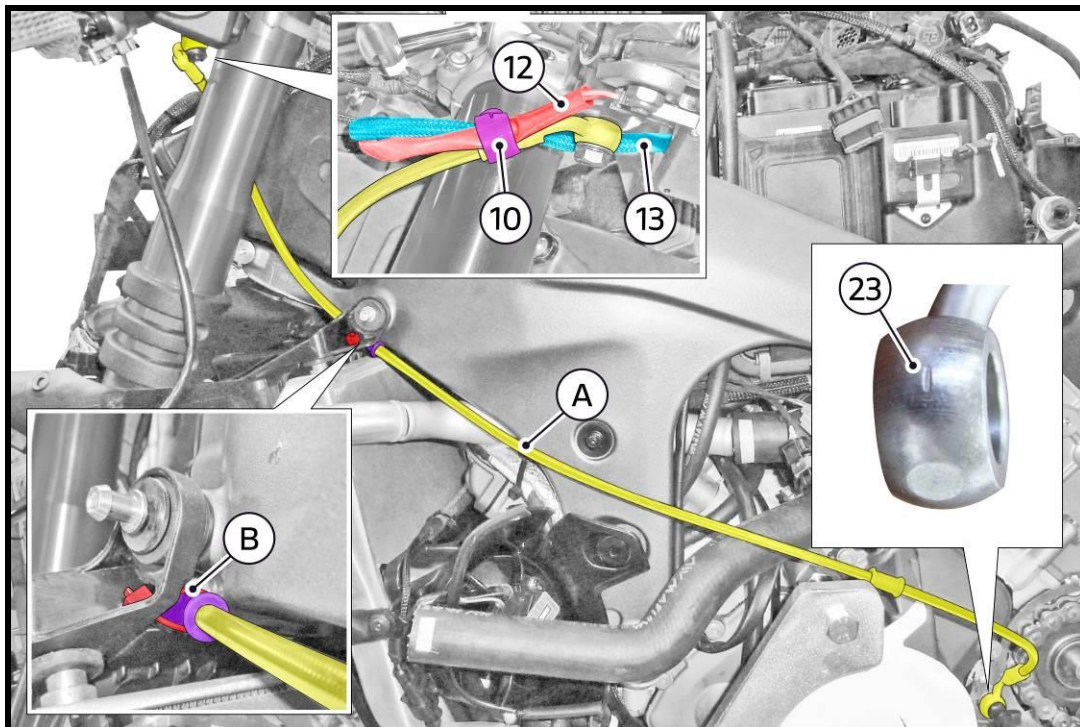


NOTE

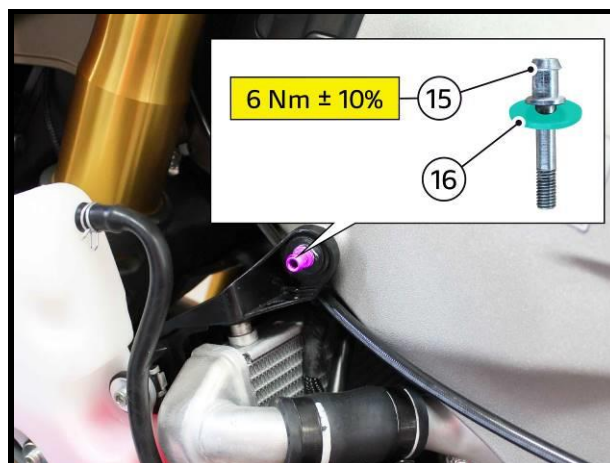
The union with the **notch (23)** must be positioned on the clutch actuator unit

16. Install the L.39 mm button **tie (10)** joining **clutch hose (A)** and **clutch switch cable (12)** and **wiring (13)** of left-hand switch

17. Install the **new self-locking tie (B)** joining **clutch hose (A)** to the radiator duct on the grommet present on the hose, as shown in the figure



18. Tighten the **special screw (15)** with the relevant **washer (16)** to **6 Nm \pm 10%**

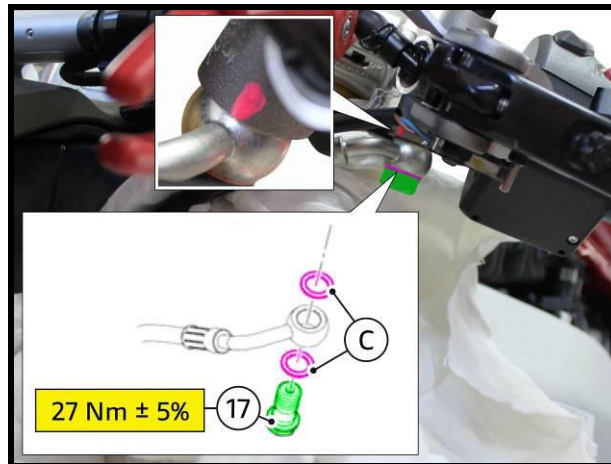




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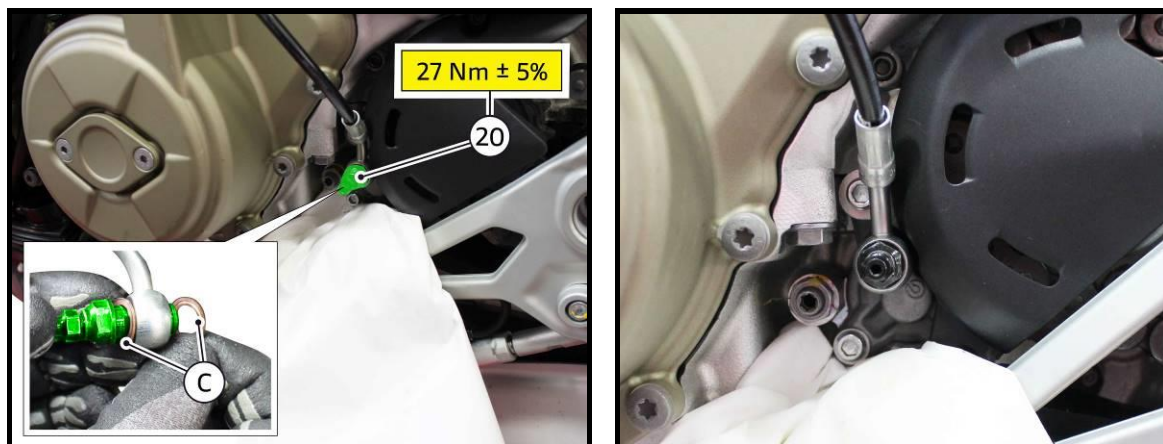
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19. Insert the **union screw (17)** with the **2 new copper washers (C)** on the clutch control hose union and position it on the previously marked point on the master cylinder body as shown in the figure



20. Tighten the **union screw (17)** to **27 Nm ± 5%** and delete the mark previously made with the felt-tip pen

21. Insert the **union screw (20)** with the **2 new copper washers (C)** on the clutch control hose union as shown in the figure and position it on the clutch actuator unit



22. Tighten the **bleed screw (20)** to **27 Nm ± 5%**



NOTE

Check that there is NO contact between the clutch control hose union and the sprocket cover as shown in the figure



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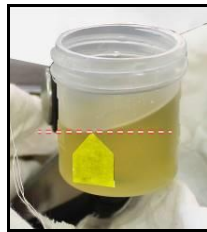
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23. Remove the **service pliers (9)**

24. Remove the **cap (24)** of clutch fluid reservoir, the **baffle (25)** and the **diaphragm (26)**



25. Mark the initial fluid level with a tap indicator as shown in the figure



26. Bleed the clutch system first at the bleed valve of the clutch actuator unit and then at the clutch master cylinder bleed valve

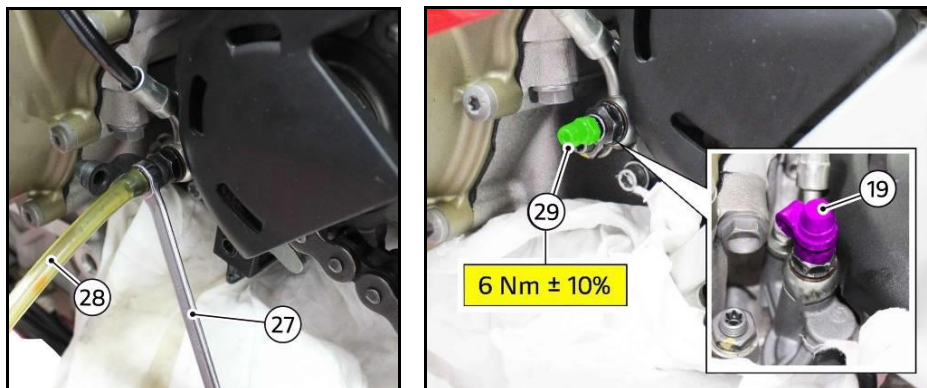
26.1 Insert the **wrench (27)** in the bleed valve key of the clutch actuator unit

26.2 Fit the **hose (28)** of the bleeder vessel on the bleed valve

26.3 Slacken the bleed valve and pump the clutch lever, while regularly filling the reservoir so that the fluid level never goes below the half of the reservoir

26.4 Pump the clutch lever until you no longer see air bubbles coming out of the bleeder hose

26.5 Remove the hose and the wrench, tighten the **bleed valve (29)** to **6 Nm ± 10%** and fit the **bleed cap (19)**

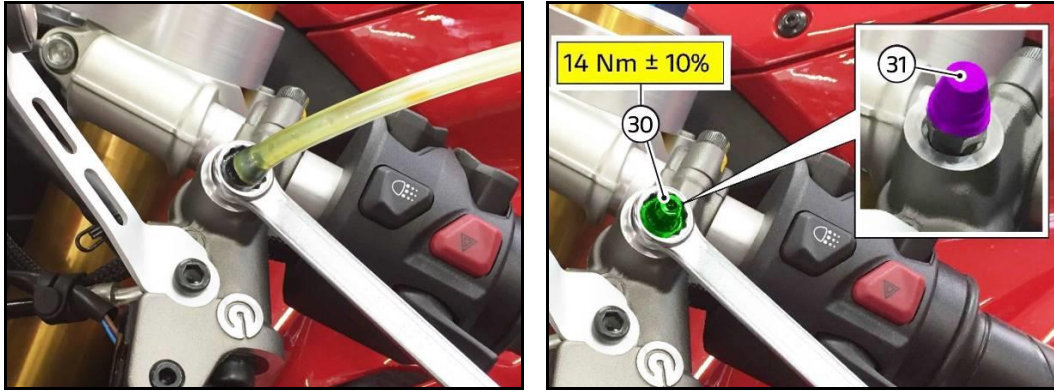




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27. Repeat the procedure by operating on the **bleed valve (30)** of the clutch master cylinder as explained previously



28. Tighten the **bleed valve (30)** to a torque of **14 Nm ± 10%** and fit the **bleed cap (31)**
29. Top up the clutch fluid reservoir until reaching the level indicated by the reference arrow and remove the adhesive tape



30. Flush the diaphragm, the baffle and the cap with WATER and dry with compressed air
31. Install in the following sequence

- 31.1 Install the **diaphragm (26)** aiming it as shown in the figure
- 31.2 Install the **baffle (25)** aiming it as shown in the figure
- 31.3 Install and turn the **cap (24)** clockwise
- 31.4 Tighten cap (24) to **1.5 Nm**

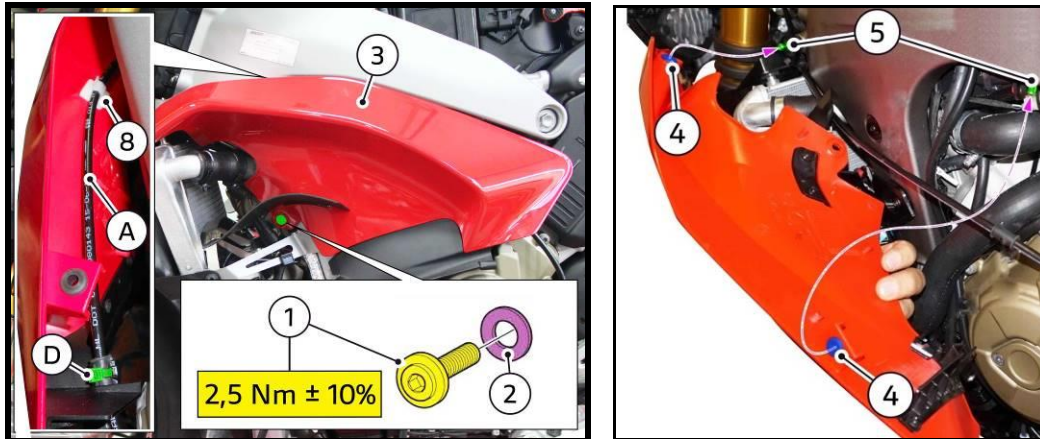




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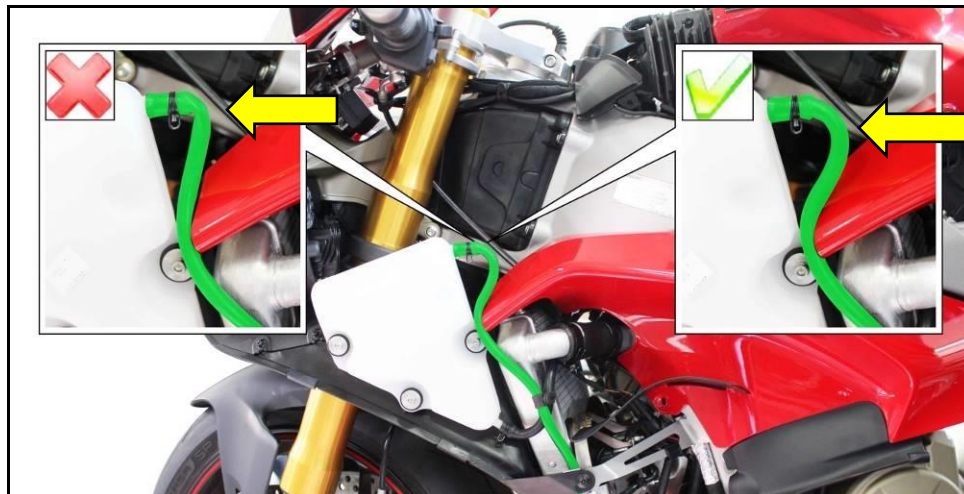
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32. Before assembling the LH air extractor (3), insert the clutch cable (A) inside the cable guide (8) and tie the clutch hose to the air extractor with a new self-locking tie (D) as shown in the figure
33. Install the LH air extractor (3) by inserting the 2 pins (5) present on frame inside the relevant vibration dampers (4) on the air extractor and tighten the M5x12 screw (1) with washer (2) to $2.5 \text{ Nm} \pm 10\%$



WARNING

Once the LH air extractor has been assembled, make sure that the expansion reservoir breather tube does NOT show any kinking, as shown in the figure





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34. Install LH side fairing and battery cover (See Sec.5: "Fairing installation - Fairing" of the Workshop Manual)
35. Remove the bike from the rear paddock stand

For Questions and information about this Technical Service Bulletin,
Contact your regional Service Area Manager