



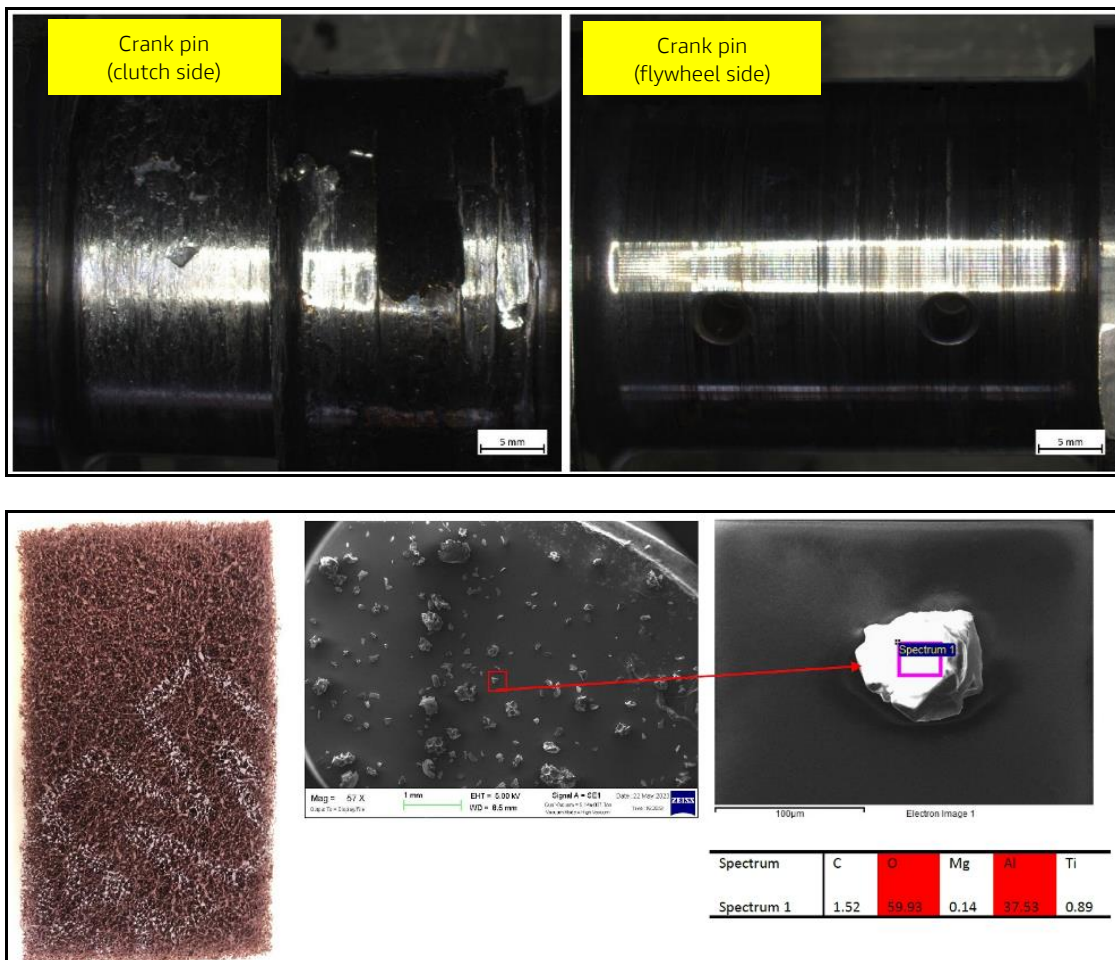
Precautions to Follow During Crankcase Cleaning All Models Service Repair Bulletin SRV-SRB-23-031

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

Dear Dealers,

This bulletin is to inform you about the precautions to follow for cleaning the engine component sealant, and in particular the crankcase covers.

In fact, we have found cases of engine breakage after workshop operations (such as water pump replacement) caused by the presence of abrasive material coming from the tools used for cleaning, such as 3M-Scotch Brite sponges, sandpaper, and/or abrasive stones.



Electron microscope images from Ducati laboratory

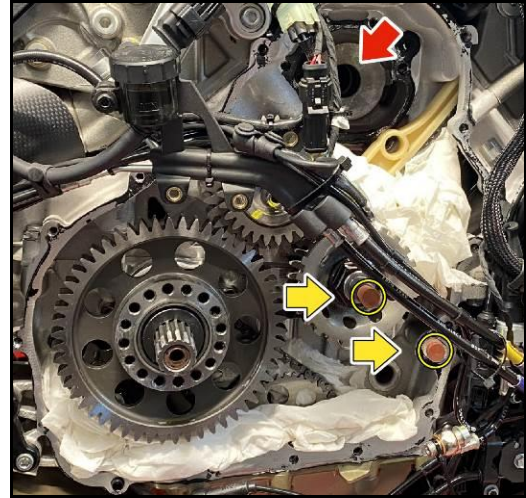


Precautions to Follow During Crankcase Cleaning

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The bulletin contains 3 main attention points:

1. Take care and practice cleanliness during the operation, and in particular protect the oil passages inside the crankcase and crankshaft. The ducts indicated by the yellow arrows, in fact, bring the oil to the bearings without passing through the paper filter. The red arrow, instead, indicates the duct to the water pump.
2. Use only the tools recommended by Ducati.
3. DO NOT USE abrasive materials (such as 3M-Scotch Brite).

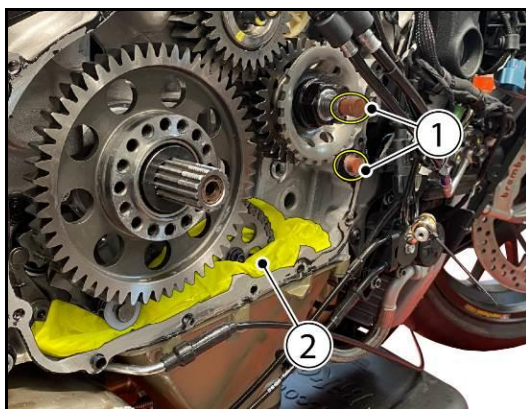


The instruction below describes the steps to follow for cleaning the mating surfaces of the crankcase to clutch cover, and of the crankcase and water pump, for V4 engines:

Clutch Cover

1. Before cleaning the sealant from contact surfaces, plug the indicated holes with **silicone blocks (1)**.

In addition, protect the indicated areas with a **lint-free cloth (2)**, preventing any debris or other items from falling into the engine.



Engine side



Clutch cover side



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2. Remove the sealant beads with a suitable plastic chisel, as shown in the figure.



Engine side



Clutch cover side

3. Use a commercial product (e.g. brake cleaner) for mechanical parts and a cloth to remove the sealant residues.





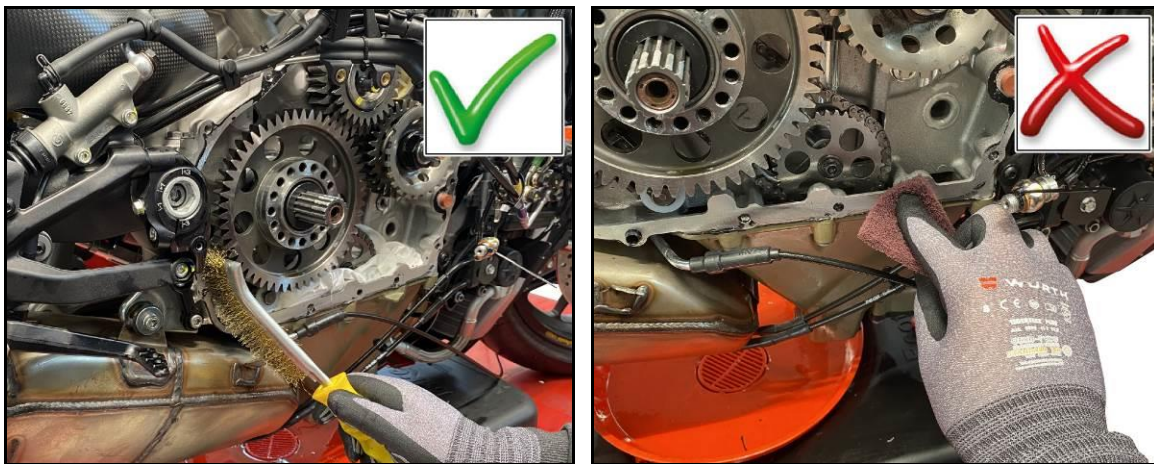
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- For any sealant residues not removed in the first step, use a brush with **brass bristles**.

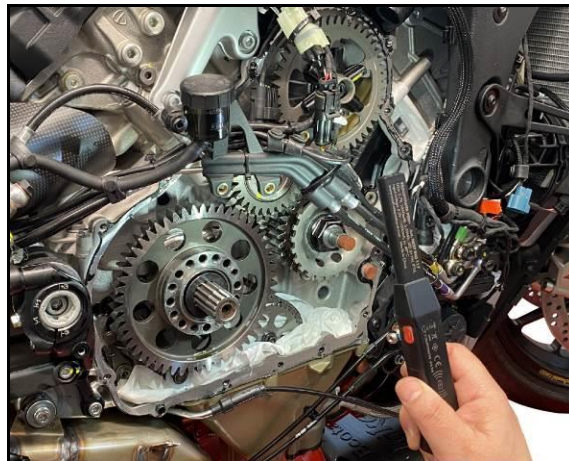


WARNING

Do not use a 3M-Scotch Brite type steel wool pad, as that shown in the image below, because it may leave residues of abrasive particles of alumina and silicates, not visible to the naked eye.



- Finally, check with a shop light for any possible presence of residues left by the brush.



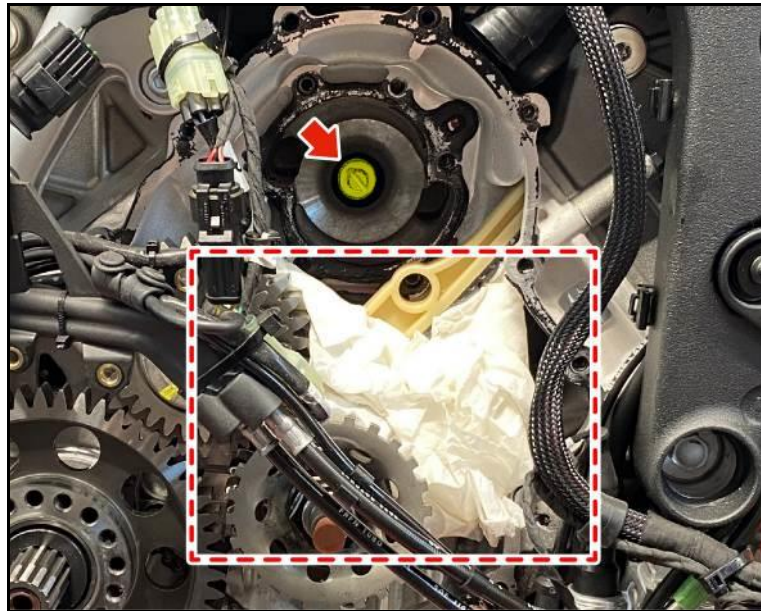


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Water Pump

1. Before removing the sealant from the contact surfaces, cover the coolant passage hole with a silicone block and a cloth below, as shown in the figure.



2. Remove the sealant beads with a suitable plastic chisel, as shown in the figure.



Engine side

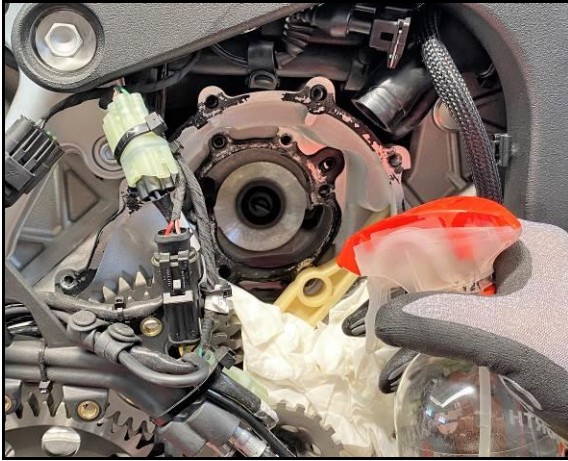


Water pump side



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3. Use a commercial product (e.g. brake cleaner) and a cloth to remove the sealant residues; do not exceed so as not to impair the sealing capacity of the oil seal.



Engine side



Water pump side



WARNING

Any engines replaced under warranty showing contaminant due to a wrong repair process can be charged back.

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