

Clutch slave cylinder mounting procedure for Ducati.

PLEASE READ COMPLETELY BEFORE STARTING INSTALLTION



Only use with brake fluid type DOT3, DOT4 and DOT5.1

For models up to the year 2000 (incl.), insert the adapter (aluminum part with O-ring) into the slave cylinder from the back !!!

- Remove the oil pressure line from the old slave cylinder.
- Remove the slave cylinder (3 hexagon socket screws M6).
- Remove the seals (model-dependent).
- Clean the push rod and the area around the push rod.
- Lightly grease the O-ring and insert it into the groove of the new slave cylinder.
- Install the slave cylinder.
- Use the syringe to fill in brake fluid up to the upper edge
- Reinstall the oil pressure line with new copper seals.
- Bleed the hydraulic system.

Bleed the system as follows:

A second person may be helpful in this process.

Take care to not pump the reservoir empty!

Connect a transparent plastic tube to the bleeder valve of the clutch slave cylinder.

Actuate the clutch lever several times until pressure has built up.

With the lever pulled, shortly open and immediately close the bleeder screw.

Repeat this procedure until the fluid escapes without bubbles.

Always make sure that the reservoir doesn't get empty, permanently control the reservoir!

[Additional Updated Notes from MPL!](#)

Troubleshooting:

What to do if after installing the slave cylinder and bleeding the system the

clutch doesn't separate correctly or closes after just a few millimeters when taking up drive.

- On models with adjustable clutch levers (level 1-4), select level 2. Selecting a higher level reduces the lever range and thus the lifting of the clutch pressure plate.
- Another cause may be residual air in the system. On some models the bleeding is easier than on other models. Due to the installation of some lines, air may accumulate in a tube leading upwards which is difficult to remove. The system is well bleed when the clutch pressure plate under the clutch cover lifts off about 1.5 mm when the clutch lever is pulled.
- If the problem still is not resolved, the only solution left is that more than **one wavy** clutch friction disk is installed in the clutch kit. To check this, the complete clutch kit must be removed and each steel disk must be checked for straightness. This procedure is described in the motorcycle repair manual.

We are certain that with these checks 98% of all problems can be resolved.

Enjoy the installation and have a good trip!

Your MPL Team

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