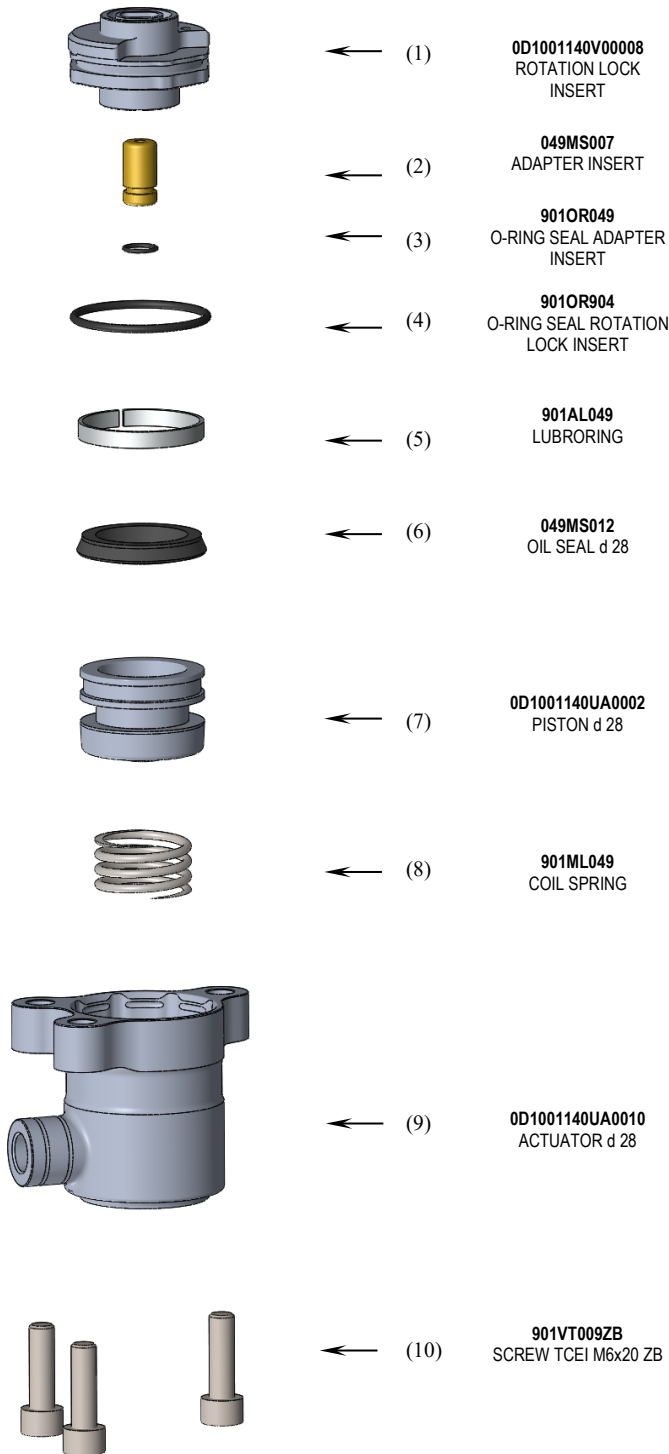


SDU-*700

HYDRAULIC CLUTCH ACTUATOR DUCATI

MOUNTING INSTRUCTION



Preassemble the piston (7), with the lubrring (5) and the lip seal (6), using silicone grease for hydraulic seals.

Insert the lip seal (6) into the seat with the smallest internal diameter, being careful to face the open part of the lip on the same side as the coil spring seat (8). Then insert the lubrring (5) in the seat with the larger diameter.

Position the coil spring (8) inside the actuator body (9) resting it in its seat. Insert the o-ring (3) in the groove present in the adapter insert (2). Insert the newly assembled assembly into the appropriate hole in the actuator piston (7) so that the gasket remains in the hole.

Position the coil spring (8) inside the actuator body (9) resting it in its seat. Grease the inside of the actuator body and then insert the preassembled group into the actuator body in the direction shown in the image, paying attention to inserting the gasket (6).

Insert the o-ring seal (4) in the groove in the rotation lock insert (1). Insert the newly pre-assembled unit with the direction shown in the figure into the actuator body (9) making the two centering shapes coincide.

Before bleeding the hydraulic clutch, it is best to contact highly qualified personnel.

The engine must be cold and before starting it is advisable to empty the system and replace the oil with that recommended by the manufacturer.

FILLING THE CIRCUIT - After having emptied the tank, connect a transparent tube to the bleeder making sure that it is in a vertical position for a few centimeters and insert the other free end inside a container for hydraulic oil.

Open the bleed screw by one turn and fill the oil tank to the maximum, helping the flow with light pressure on the clutch lever. The oil in the tank must be topped up continuously, always keeping it at the maximum level.

When the oil starts to come out of the tube you will notice air bubbles. As soon as the flow slows down, close the bleed screw.

Slowly press the clutch lever releasing it quickly 5-6 times. You will see air bubbles coming out of the bottom of the oil tank.

Continue the operation until the bubbles decrease significantly.

BLEEDING EXCESS AIR - After closing the tank, keep the lever pulled after having operated it several times and open the bleed screw a quarter turn. Wait for the oil to flow out and then close it again. Release the lever slowly and top up the oil level.

Repeat the operation until no more air bubbles can be seen coming out of the tube. After bleeding, bring the oil up to the level.

Once assembly is complete, activate the clutch lever repeatedly and check that it works correctly.

Good fun!

GENERAL SAFETY REGULATIONS

- IN THIS SHEET ARE REPORTED THE DIRECTIONS TO PERFORM CORRECTLY THE CLUTCH ASSEMBLY OPERATIONS
- STM RESERVES THE RIGHT, WITHOUT NOTICE, TO INTRODUCE ANY TECHNICAL CHANGE WHENEVER DEEMED IT TO BE NECESSARY TO IMPROVE FUNCTION AND QUALITY OF THE PRODUCTS.
- STM ITALY SRL PRODUCTS ARE EXCLUSIVELY INTENDED FOR COMPETITION, NOT SUITABLE ON MOTORBIKES ON PUBLIC ROADS.
- ASSEMBLY OPERATIONS MUST BE PERFORMED BY A SKILLED TECHNICIAN AND MUST BE SCRUPULOUSLY OBSERVED.
- BEFORE MOUNTING THE CLUTCH MAKE A COMPLETE INSPECTION OF THE MOTORBIKE COMPONENTS, IN ORDER TO VERIFY THE POSSIBLE PRESENCE OF FAULTS OR ANOMALIES ON THE VEHICLE.
- MAKE SURE THAT THERE ARE NO MISSING/DAMAGED PARTS IN THE CLUTCH KIT.
- SOME PARTS OF THE CLUTCH AND ITS COMPONENTS CAN HAVE SHARP SURFACE: HANDLE WITH CARE.
- SOME COMPONENTS OF THE CLUTCH, BECAUSE OF THEIR SMALL DIMENSIONS CAN BE SWALLOWED: KEEP AWAY FROM CHILDREN.

RULES FOR PRODUCT CARE AND CLEANING

ANODIZED and/or LEXAN PARTS: DO NOT USE on both glossy and matt anodized parts or on lexan components any type of acid or alkaline based degreaser. Use only neutral-based soaps. We recommend using a soft, non-abrasive, damp and clean microfiber cloth or synthetic sponge to avoid abrasions and scratches on surfaces. However, the use of detergents containing alcohol or aggressive chemical products, but also pickling agents or acids is prohibited. Always wash your motorcycle cold, never hot. Do not use pressure washers, steam cleaning machines or any type of high pressure washing system or with high operating temperatures, any type of washing of these types can damage or permanently ruin the anodized surfaces or lexan.

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