

DUCATI MOTORHOLDING



After-Sales Service
TECHNICAL TRAINING

Year 2000 - 2001



Model Year 2001

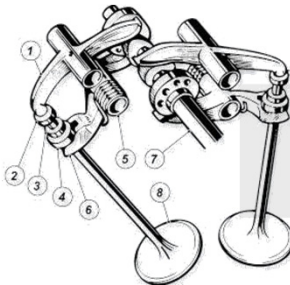
Diagnostic Procedures

Maintenance Procedures

Repair Procedures

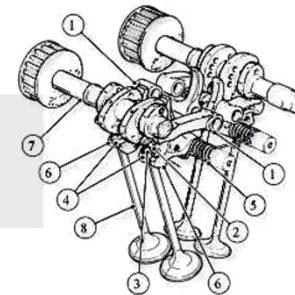


2V



Engine changes affecting all models

4V



New-ratio oil pump and primary drive gears

New starting gear ratio

New clutch transmission unit

Split timing belt roller (only 2-V engines and 996 R)

Timing belts

New fork selector drum and neutral light switch

Sturdier engine casings to accommodate 12-mm engine mounting linkages

Taller main bearings shells for 2-mm shims

No O-ring on vertical cylinder and new cylinder foot gasket

BOSCH engine sensor for fuel-injected models

New mesh filter and larger oil intake duct

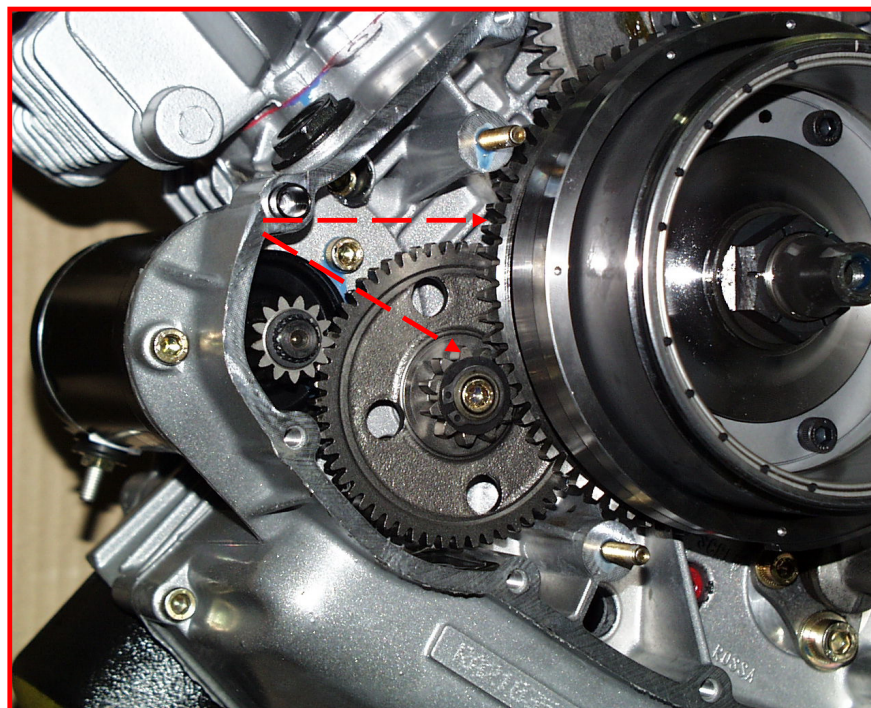
Modified oil nipples to fit TWIN SEAL fittings

New coolant pump seal

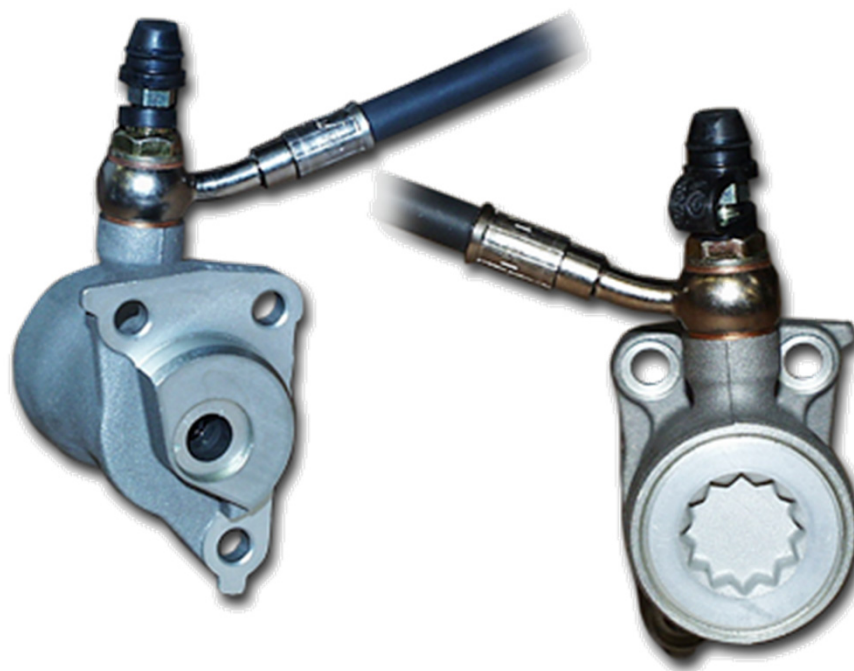
New engine colour



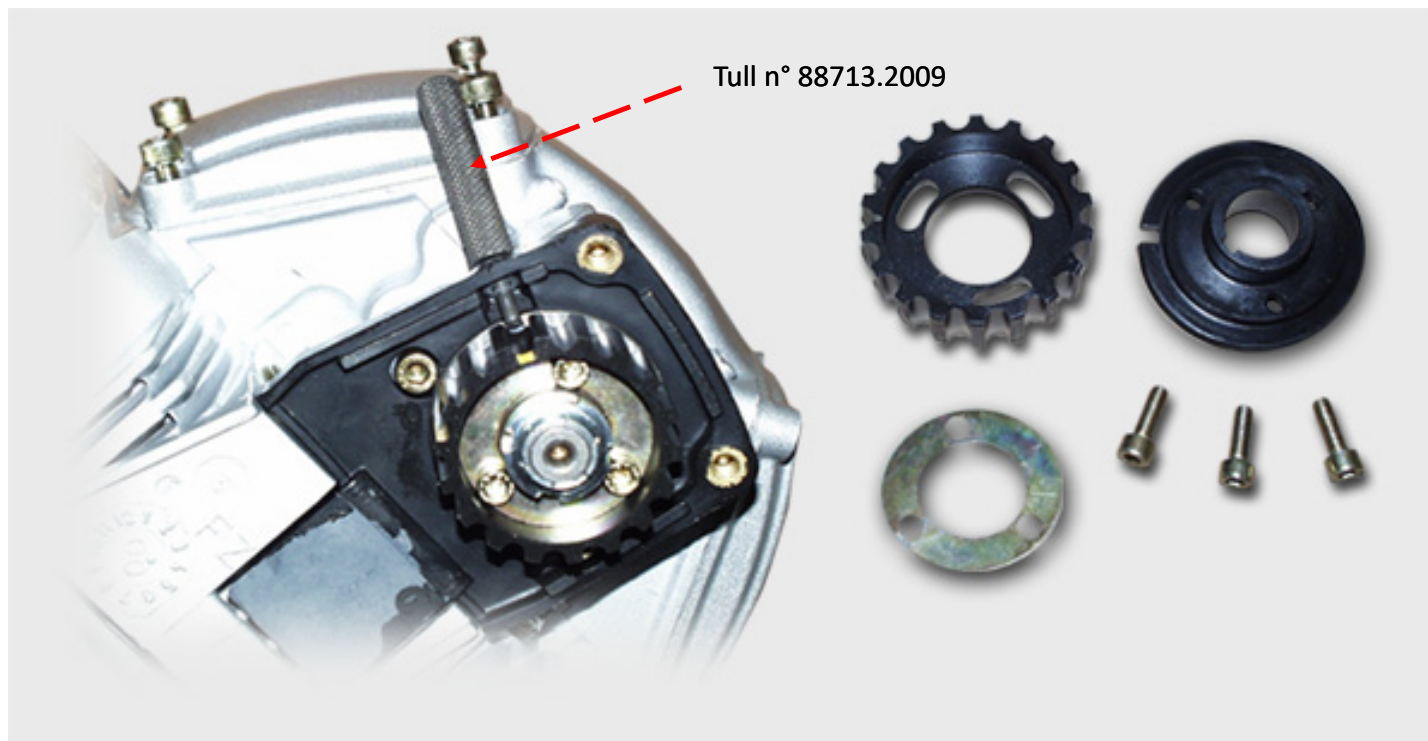
New-ratio oil pump and primary drive gears
(standardisation)



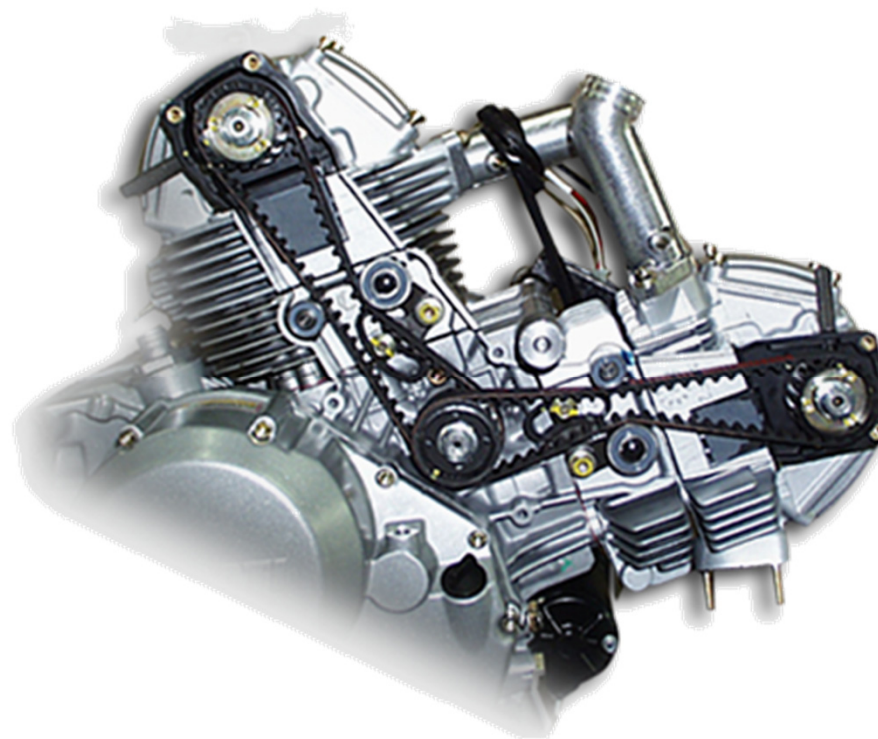
New starting gear ratio
for greater pull torque



Re-designed clutch transmission unit
for improved reliability



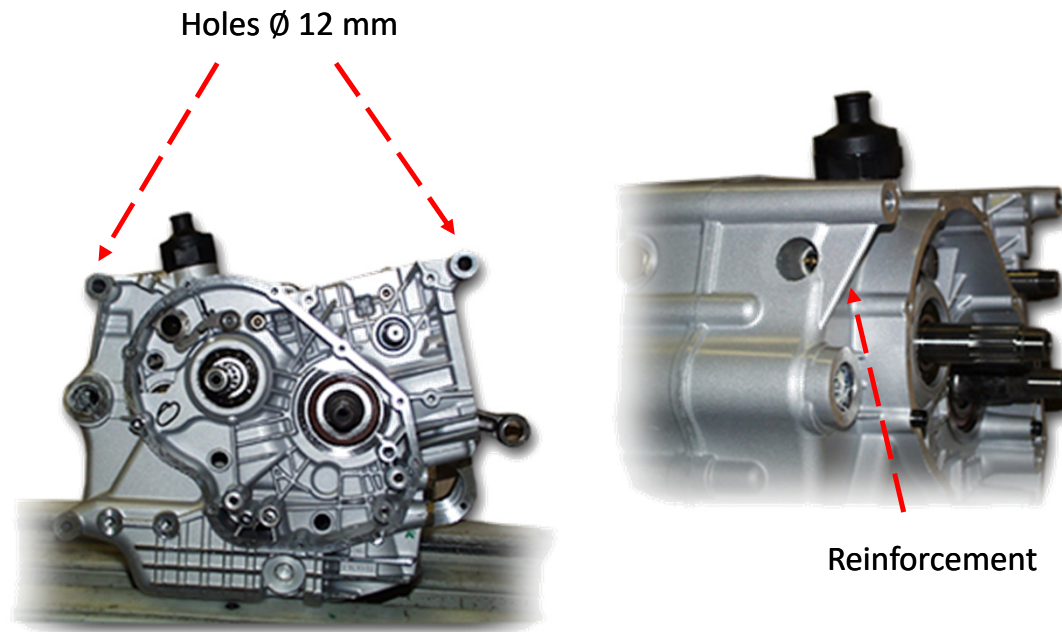
Split timing belt rollers
for simple, fast timing



New, more reliable timing belts



New fork selector drum and neutral light switch
for improved signal accuracy



Modified, sturdier engine casings to accommodate
12-mm (formerly 10-mm) engine mounting linkages
and repositioned neutral light switch

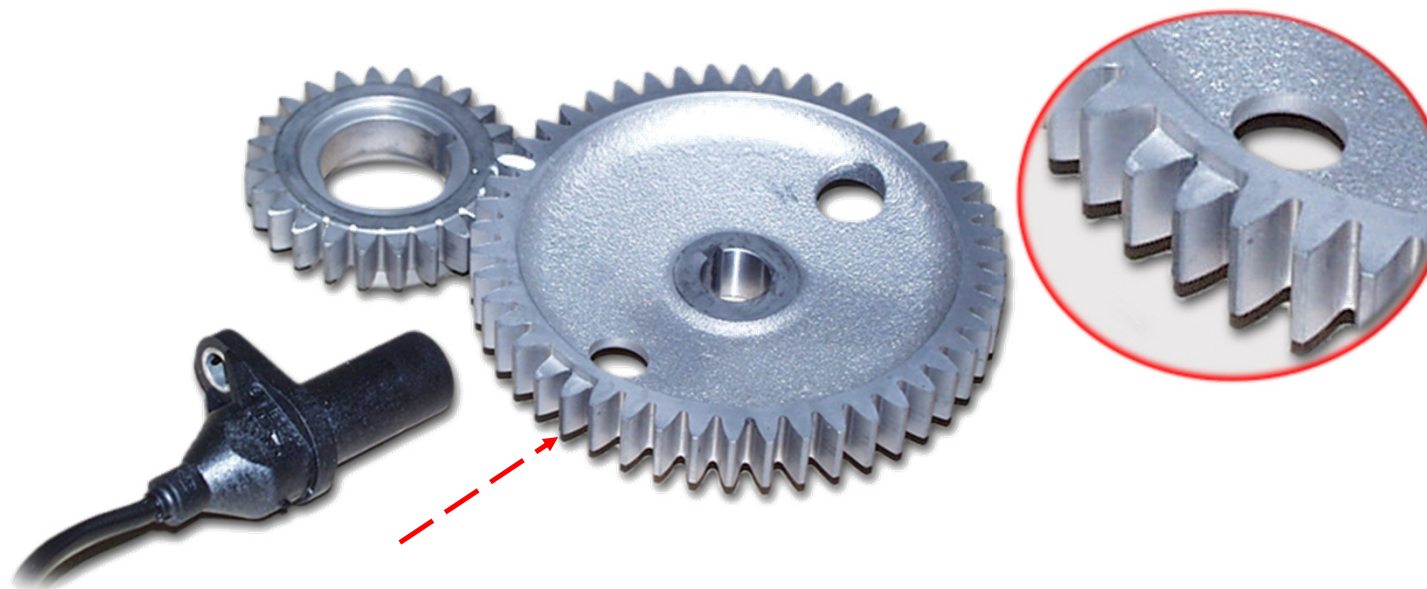


Taller main bearing shells
to fit 2-mm shims



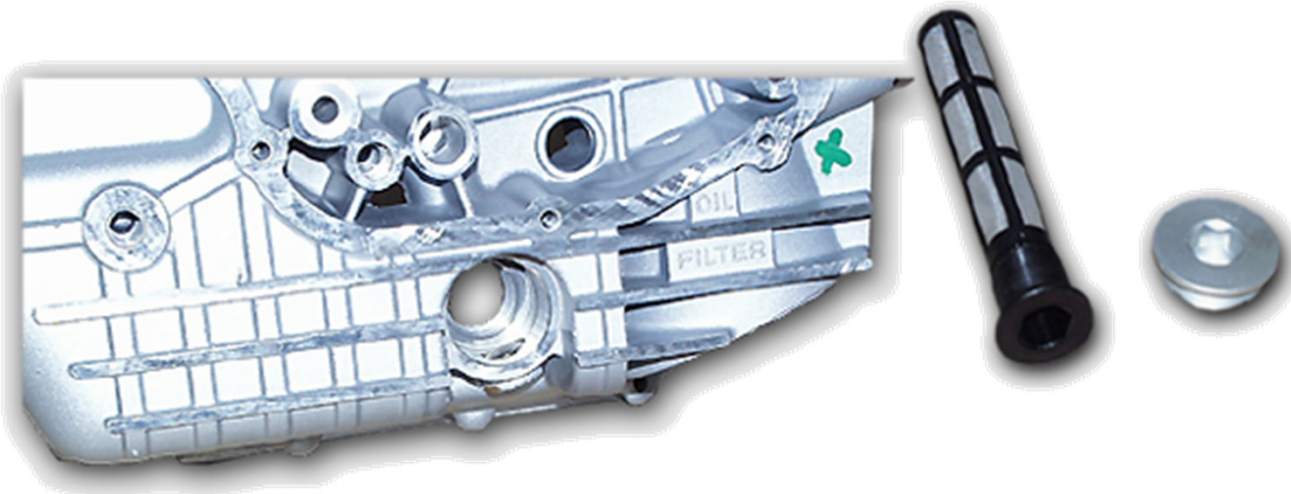
No O-ring between vertical cylinder and crankcase

Gasket has been modified accordingly



New, more reliable BOSCH sensor

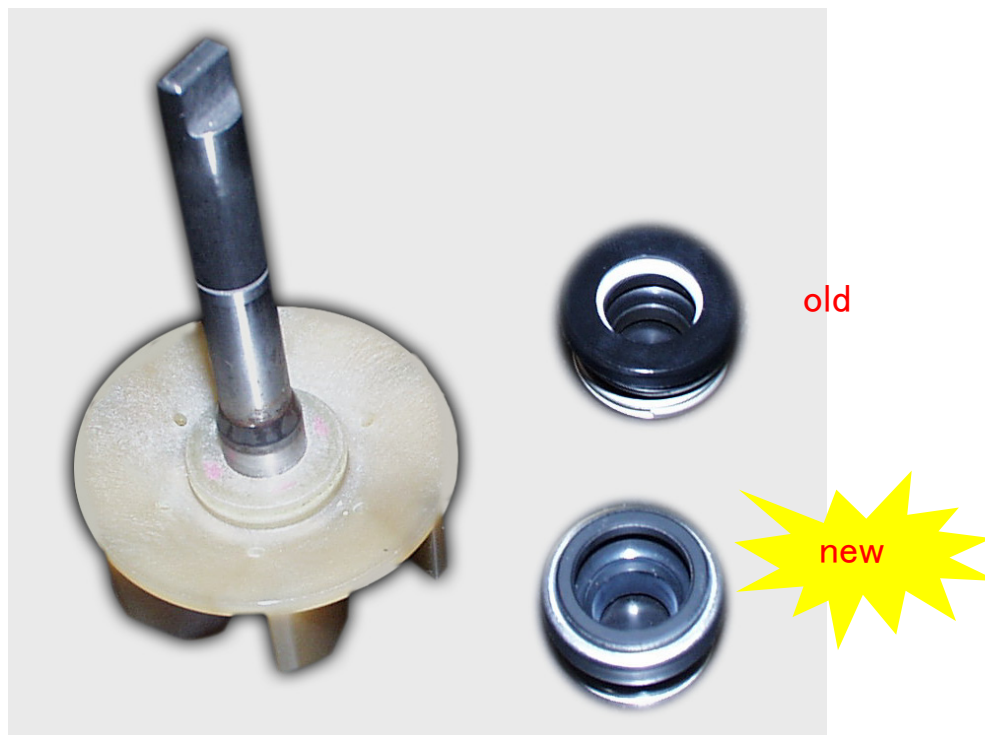
Timing gears have been modified accordingly



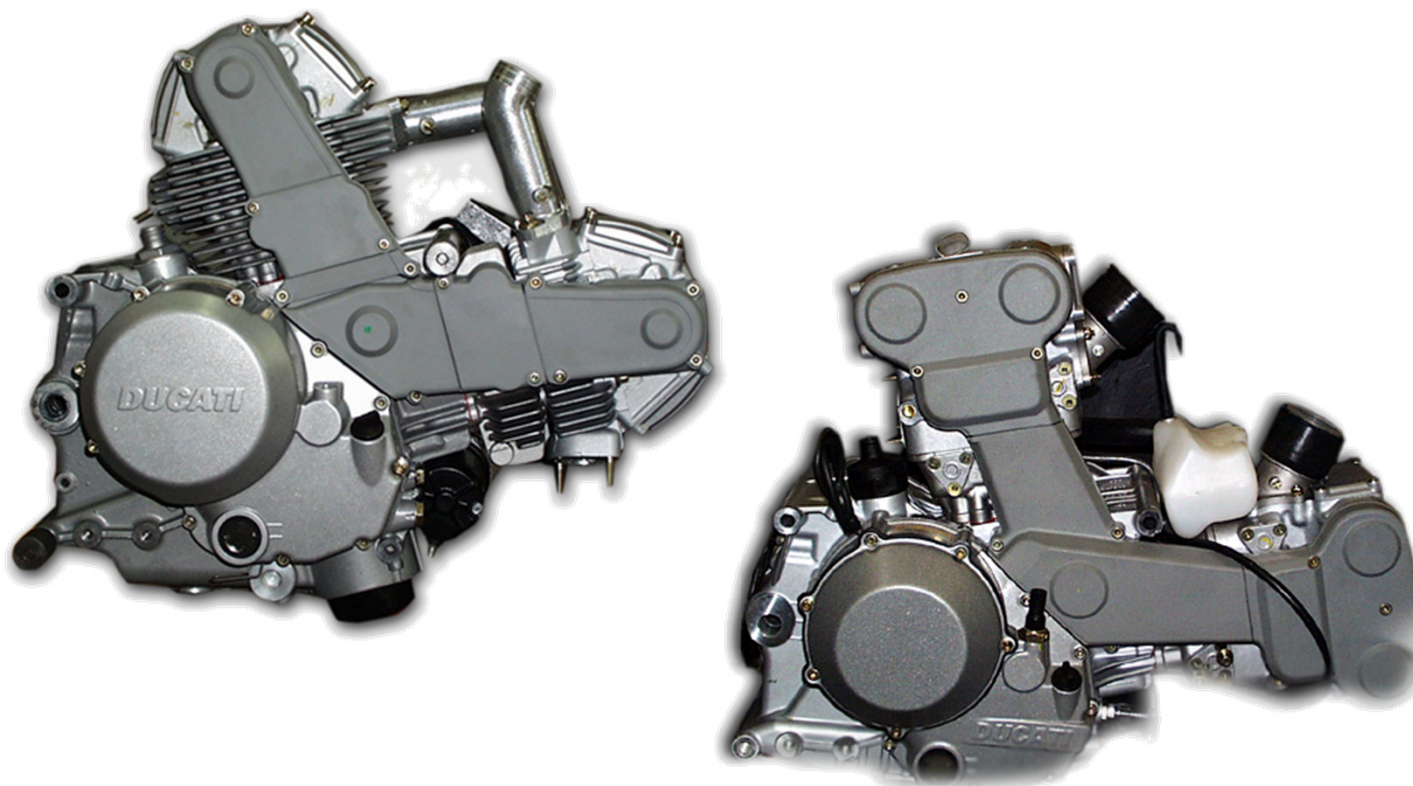
New mesh filter and larger oil intake duct
in crankcase for more efficient lubrication and greater reliability



Modified oil nipples to fit TWIN SEAL fittings



New coolant pump seal to prevent coolant leakage

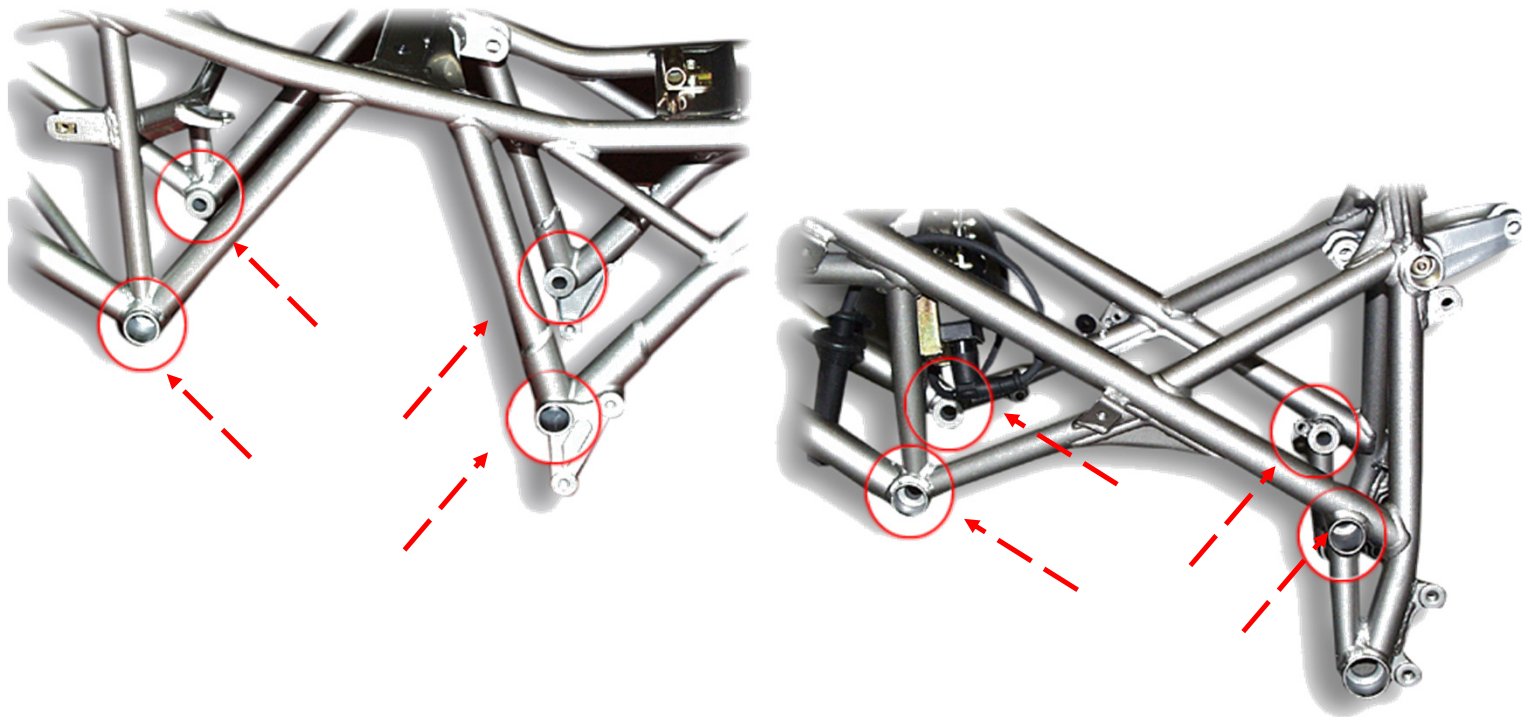


New engine colour to improve appearance

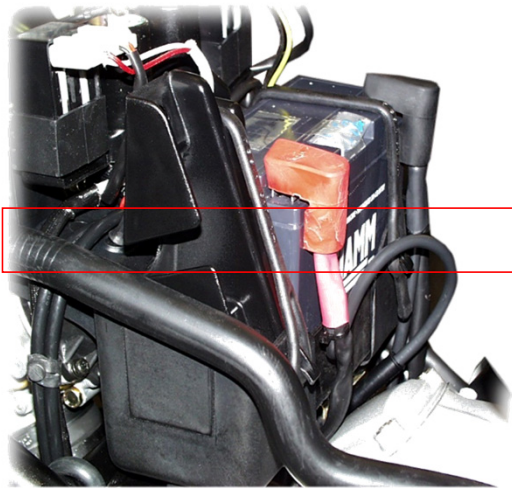


Chassis changes affecting all models

	Frame has enlarged holes to fit 12-mm engine mounting linkages
	New pre-charged sealed-for-life battery
	Electric items have been repositioned
	New wiring



*Frame with holes to fit 12-mm engine mounting linkages
lends greater stiffness to the assembly*



Pre-charged sealed-for-life battery is maintenance free and prevents acid leakage

Electric items have been repositioned to fit new battery

New modified wiring to fit new battery

DUCATI MOTORHOLDING



● **996 R**

new
model



Only available in RED with METAL wheel rims and frame

Only available as FAIRED

Engine

see



998 cc ENGINE for 996 R model

forward



2001

Technical Training



996 R

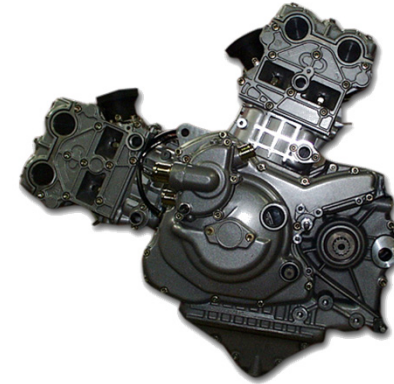


2001

Technical Training



New 998 cc Engine for 996 R model



Modified starting gear ratio

New clutch transmission unit

Split timing belt rollers

New fork selector drum and neutral light switch

BOSCH engine sensor for fuel-injected models

Modified oil nipples to fit TWIN SEAL fittings

Loam-cast engine casing with low sump and vertical mesh filter

New fastening system for secondary drive pinion

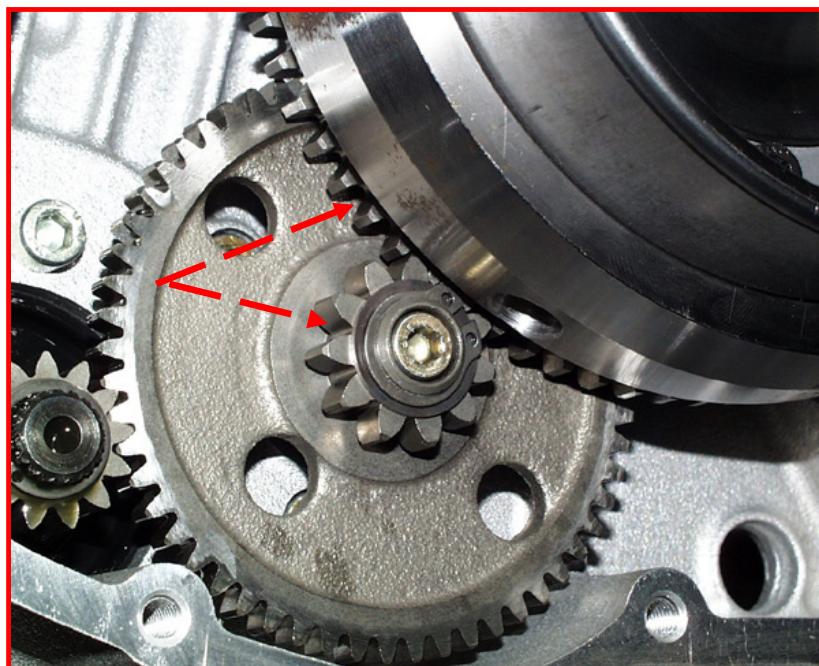
Splined primary drive pinion

Totally re-designed piston-and-cylinder assembly with 100-mm bore and 63.5-mm stroke

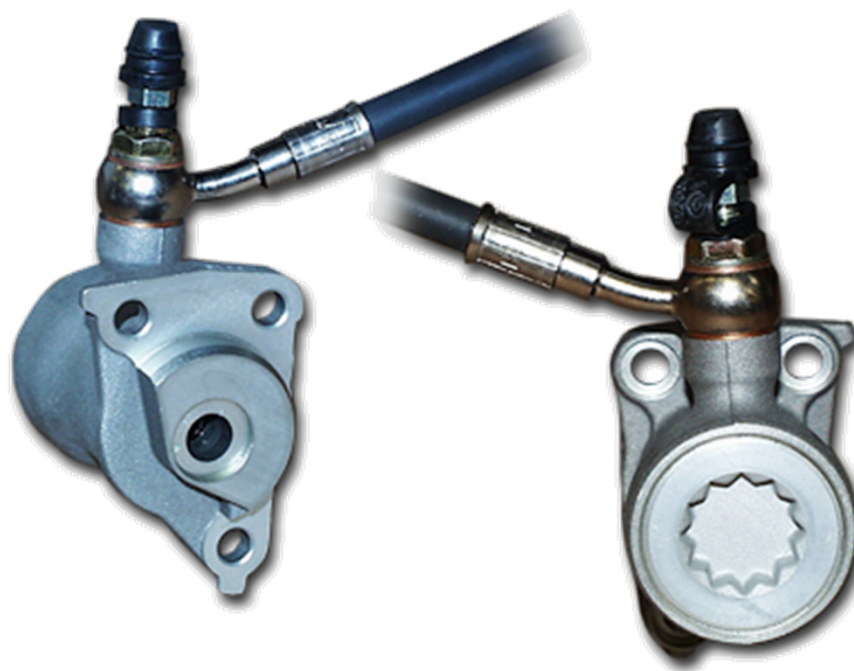
Totally re-designed head with steeper valve angle (25°)

Large-size valves (40-mm intake valves – 33-mm exhaust valves)

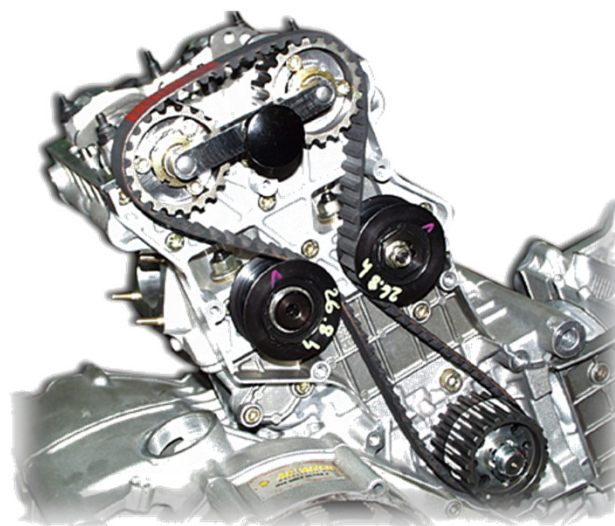
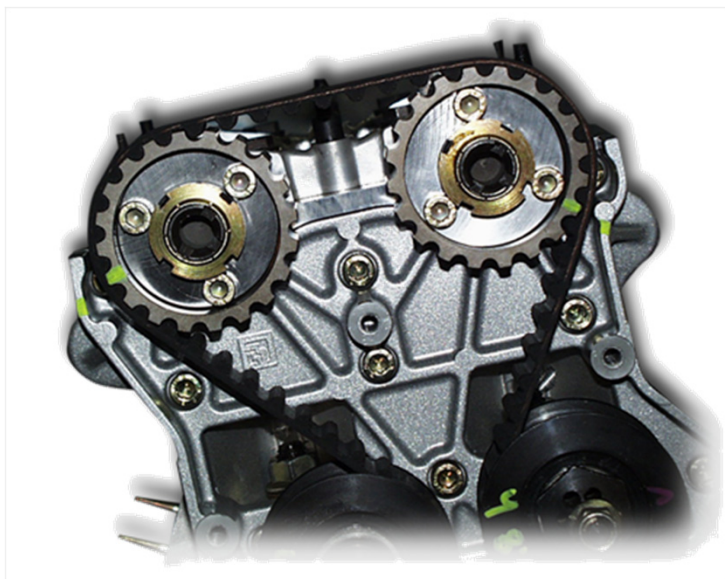
New timing belt routing, re-designed tensioner rollers and back covers



Modified starting gear ratio
for greater pull



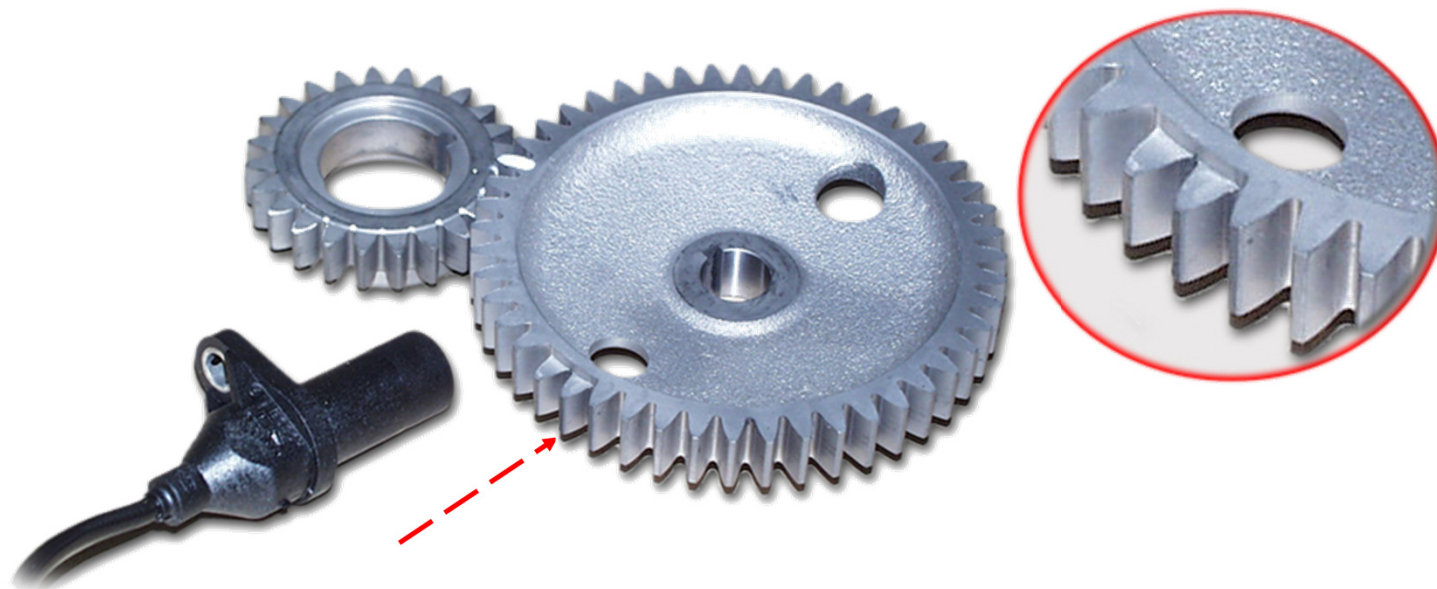
Re-designed clutch transmission unit
for greater reliability



Split timing belt rollers
for simple, fast timing



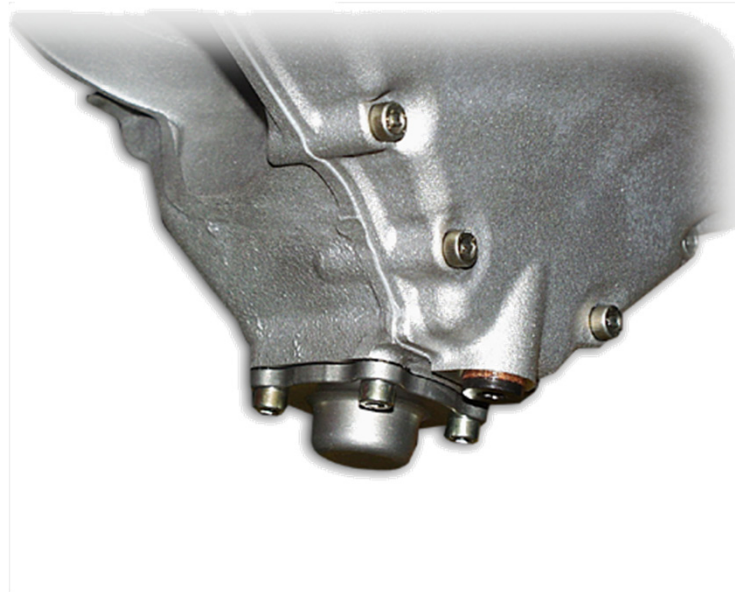
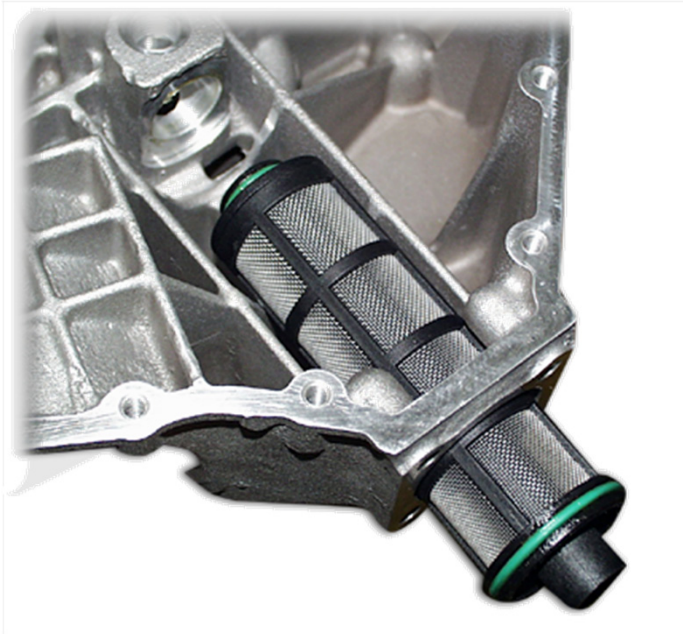
New fork selector drum and neutral light switch
for improved signal accuracy



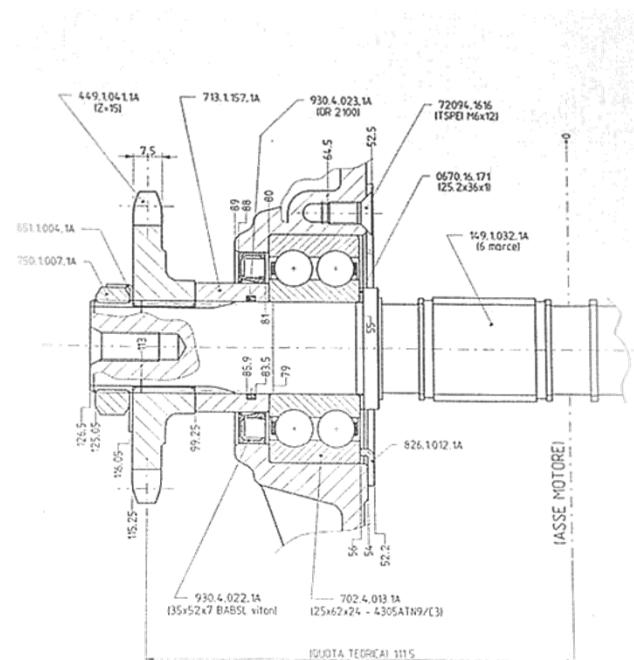
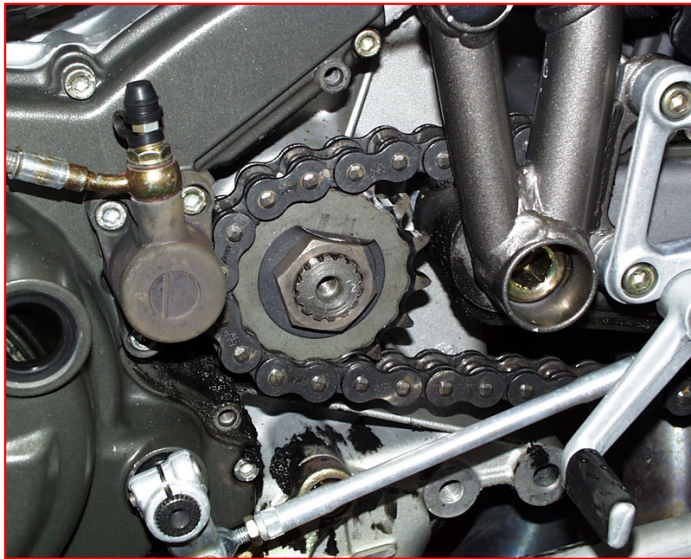
New, more reliable BOSCH sensor and modified timing gears



Modified oil nipples to fit TWIN SEAL fittings



Loam-cast engine casings with low sump and vertical mesh filter
so that pump stays primed under any usage conditions



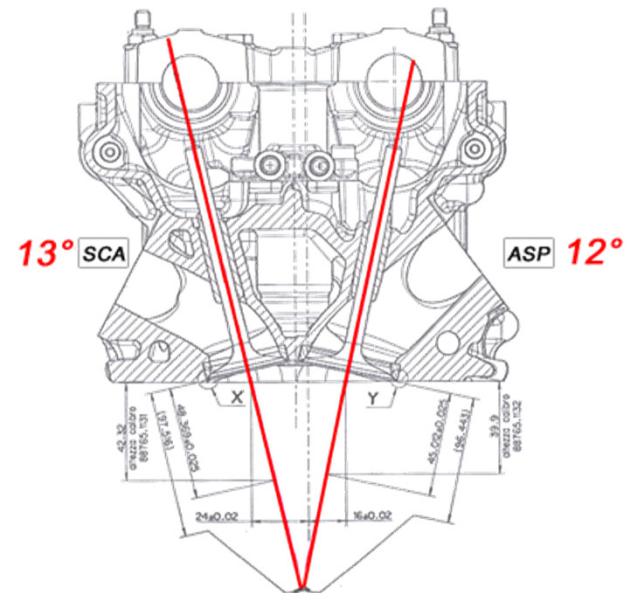
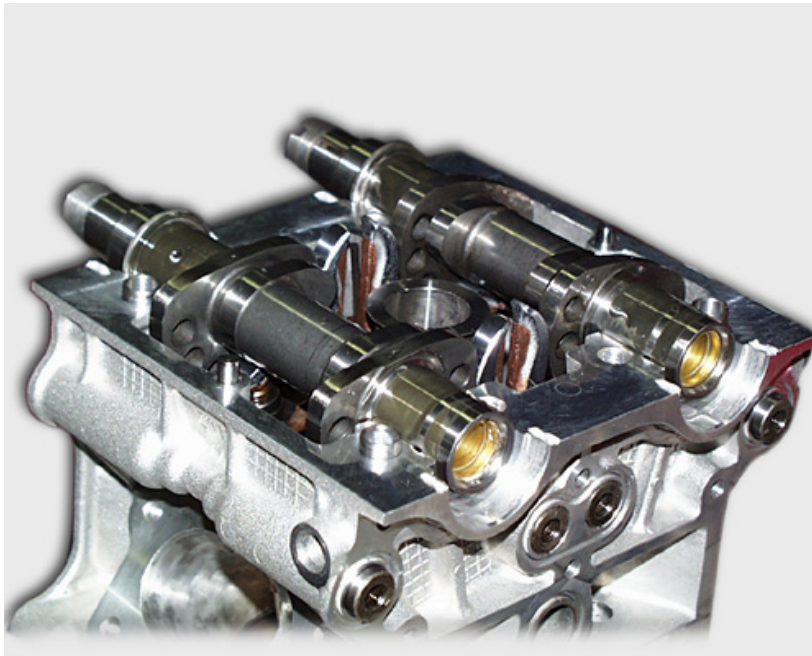
Secondary drive pinion is screwed to the threaded end of the gearbox secondary shaft and secured with a nut. The pinion thus sits firmly in place against the inner ring of the new dual ball-ring thrust bearing, making the assembly more efficient



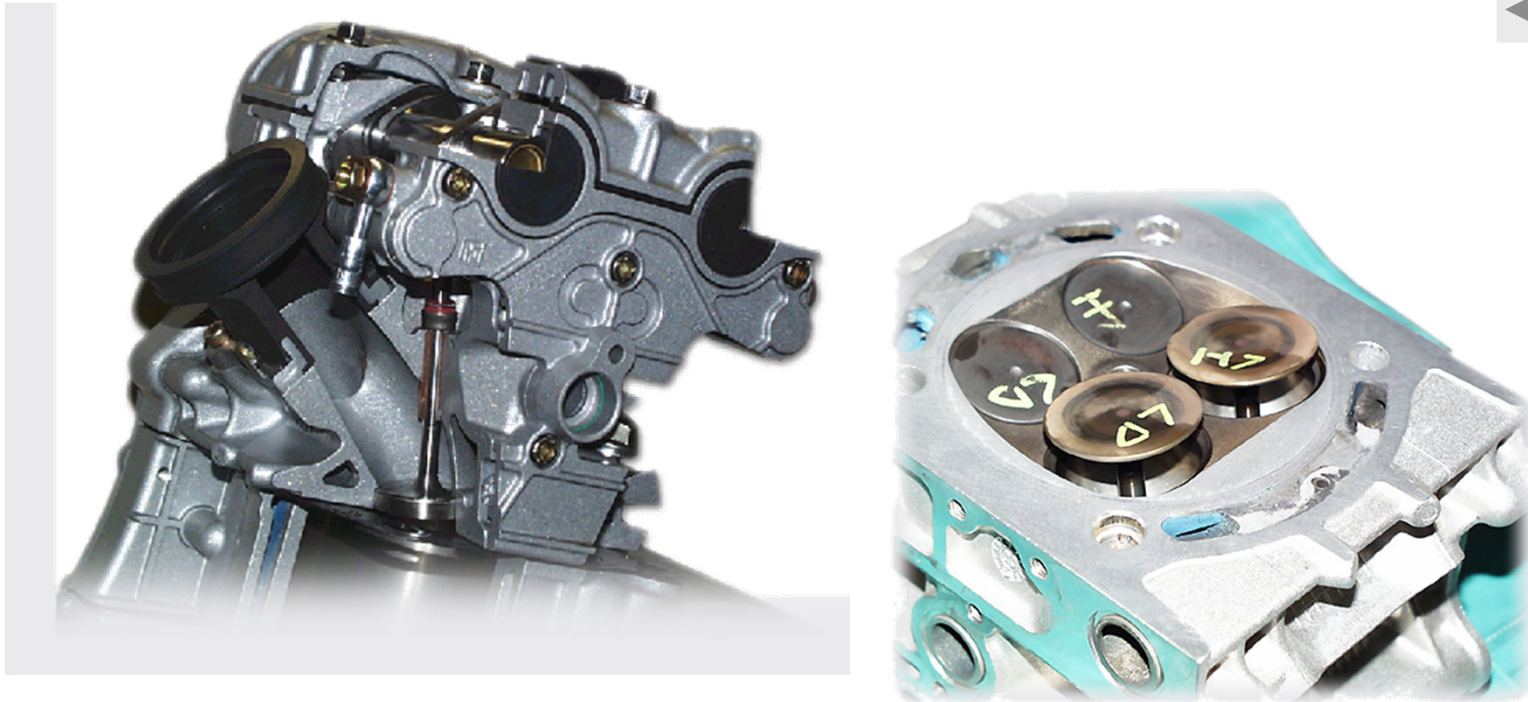
Splined primary drive pinion
facilitates installation to
crankshaft and improves fit



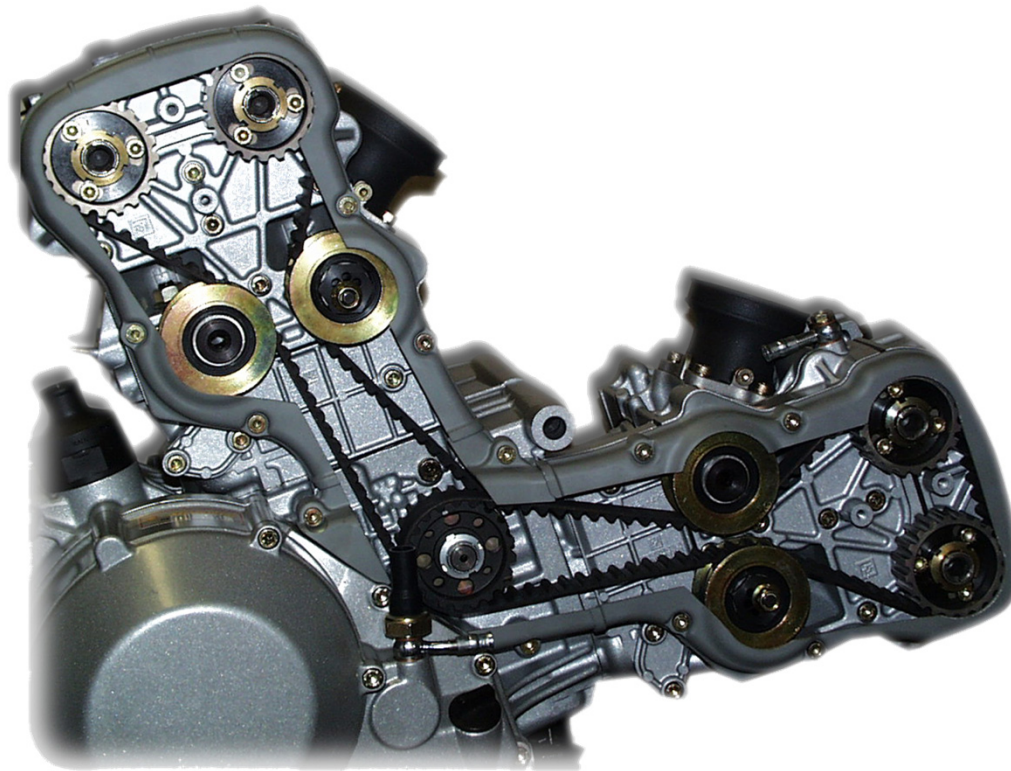
Totally re-designed piston-and-cylinder assemblies
with 100-mm bore and 63.5-mm stroke
for more efficient thermodynamics



Totally re-designed head with steeper 25° valve overlap angle
Intake valve angle 12°, exhaust valve angle 13°



Engine breathes through large-size valves
(40-mm intake, 33-mm exhaust)
for more efficient air intake



Modified routing of timing belts with re-designed tensioner rollers
and back covers (technical improvement)

**996 R**nuovo
modello**Chassis**

(Derived from 996 SPS M.Y.'00)

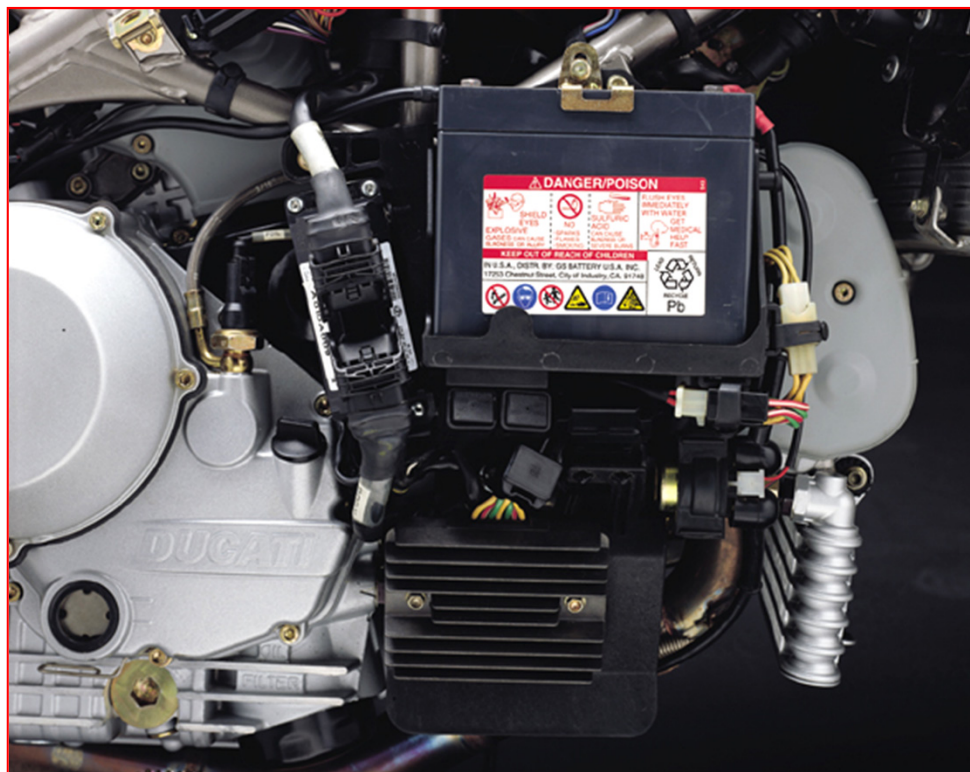
Chassis changes – all models

Specific chassis changes

	5.9 M CPU with dedicated wiring
	New battery mount and electric items
	Throttle body has a single injector placed above the throttles
	4-pad front brake callipers P4-34 with new friction material
	Lighter front brake discs
	Front brake master cylinder PSC 15
	Smooth fairing with improved streamlined design
	Modified silencers and exhaust pipes to fit new engine
	Carbon underpan
	Lighter frame bushes
	Integrated air pressure and temperature sensor
	New air box
	New blow-by tank and new fluid recovery reservoir



996 R



5.9 M CPU with dedicated wiring - New battery mount and electric items

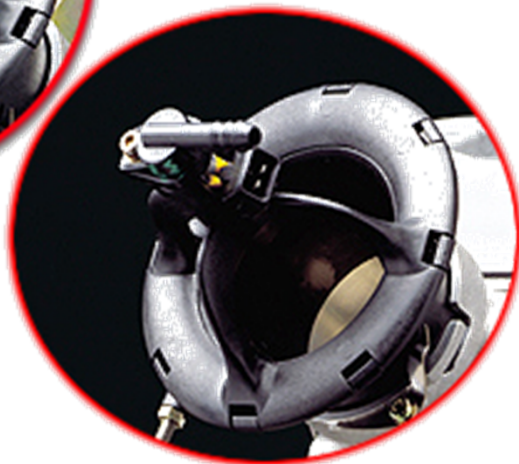
2001

Technical Training



996 R

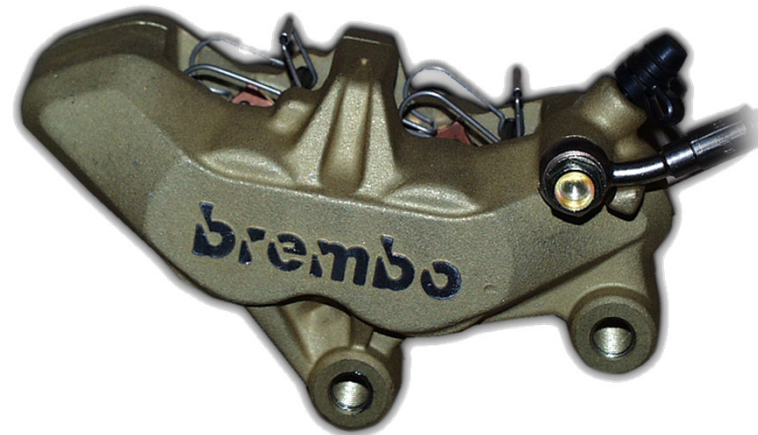
*Throttle body has a single
injector placed above
the throttles*



996 R



Lighter front brake discs



*4-pad front brake callipers P4-34
with new friction material*



996 R

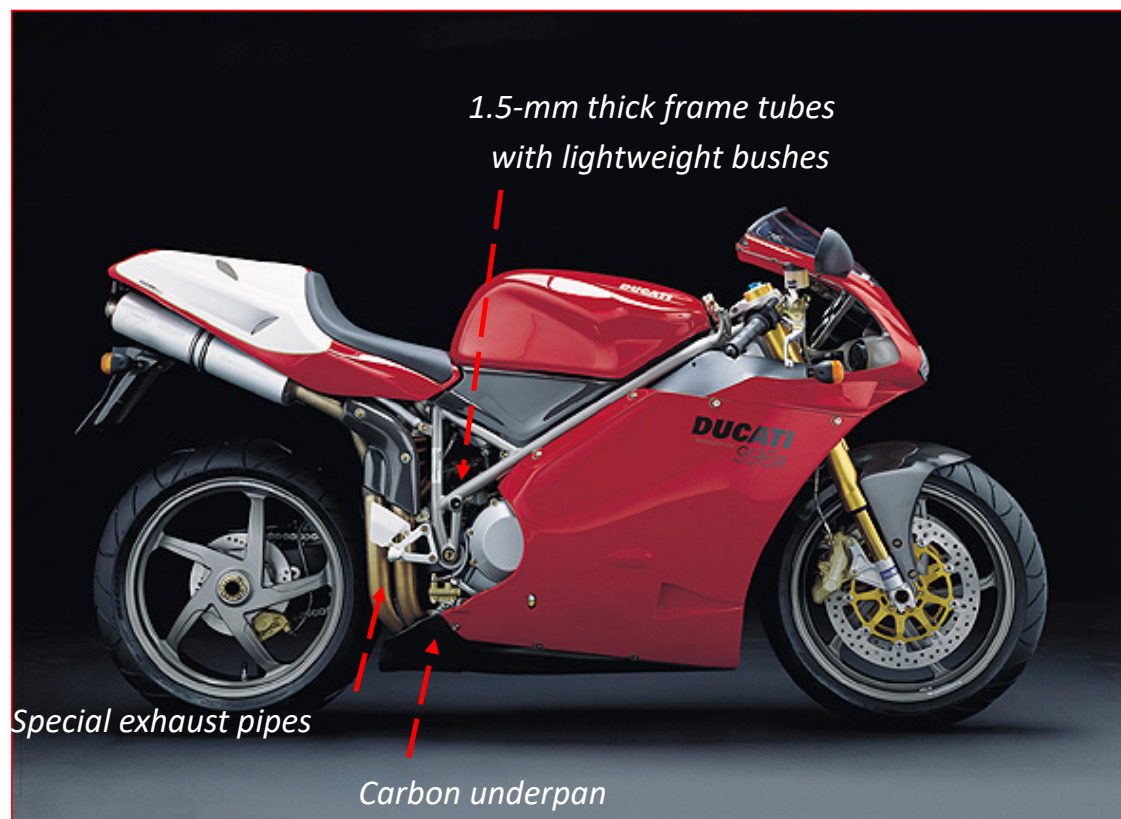
*Front brake master cylinder PSC 15
with 25 mm centre distance*

*Smooth fairing with improved
streamlined design*





996 R





996 R



Integrated air pressure and temperature sensor

2001

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