



SERVICE BULLETIN

Valve Timing Figures Desmo Single

Part Number: V2-03-001

NB: All figures checked with running clearances. Opening and closing figures checked at .5mm lift.

Inlet opening	54 degrees	BTDC
Inlet closing	71 degrees	ABDC
Exhaust opening	85 degrees	BBDC
Exhaust closing	38 degrees	ATDC
Lobe centres	inlet	98.5
	exhaust	113.5
Maximum lift	inlet	12mm
	exhaust	11mm
Running clearance	inlet	.1mm
	exhaust	.15mm

NB: When checking timing in desmo engines not using closing springs, ensure that the bottom rocker is held up against closing shim at position of taking cam timing figures.



SERVICE BULLETIN

Valve Timing Figures Spring Single

Part Number: V2-03-002

NB: All figures checked with running clearances. Opening and closing figures checked at .5mm lift.

Inlet opening	54 degrees	BTDC
Inlet closing	71 degrees	ABDC
Exhaust opening	85 degrees	BBDC
Exhaust closing	38 degrees	ATDC
Lobe centres	inlet	98.5
	exhaust	113.5
Maximum lift	inlet	12mm
	exhaust	11mm
Running clearance	inlet	.1mm
	exhaust	.15mm



SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts

Suit: Ducati Bevel Drive Spring Engines 860/900

Part Number: V2-03-051

NB: All figures checked with running clearance. Opening and closing figures checked at 1mm lift.

Inlet opening	42	BTDC
Inlet closing	45	ABDC
Exhaust opening	60	BBDC
Exhaust closing	26	ATDC
Maximum lift	inlet	8.4mm
	exhaust	8mm
Running clearance	inlet	.1mm
	exhaust	.15mm



SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts

Suit: Ducati Bevel Drive Spring Engines 750

Part Number: V2-03-052

NB: All figures checked with running clearance. Opening and closing figures checked at 1mm lift.

Inlet opening	42	BTDC
Inlet closing	45	ABDC
Exhaust opening	60	BBDC
Exhaust closing	26	ATDC
Maximum lift	inlet	8.4mm
	exhaust	8mm
Running clearance	inlet	.1mm
	exhaust	.15mm



SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts

Suit: Ducati Bevel Drive Desmo Engines - 750 / 900 / 1000

Part Number: V2-03-053

NB: All figures checked with running clearance. Opening and closing figures checked at .5mm lift.

Inlet opening	48 degrees	BTDC
Inlet closing	82 degrees	ABDC
Exhaust opening	80 degrees	BBDC
Exhaust closing	46 degrees	ATDC

Maximum lift	inlet	12mm
	exhaust	11mm

NB: When checking timing figures in desmo engines not using closing springs, ensure that the bottom rocker is held up against closing shim at position of taking cam timing figures.



SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts

Suit: Ducati Bevel Drive Desmo Engines 750 Roundcase

Part Number: V2-03-054

NB: All figures checked with running clearance. Opening and closing figures checked at 0.5mm lift.

Inlet opening	48	BTDC
Inlet closing	82	ABDC
Exhaust opening	80	BBDC
Exhaust closing	46	ATDC
Maximum lift	inlet	12mm
	exhaust	11mm
Running clearance	inlet	.1mm
	exhaust	.15mm

NB: When checking timing figures in Desmo engines not using closing springs, ensure that the bottom rocker is held up against closing shim at position of taking cam timing figures.

SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts

Ducati Belt Drive Engines: 900 SS, 906 / 907 PASO

Part Number: V2-03-210

NB: All figures checked with running clearance of:

Inlet	0.1mm
Exhaust	0.15mm

Opening and closing figures at 1.25mm lift:

Inlet opening	25	BTDC
Inlet closing	55	ABDC
Exhaust opening	45	BBDC
Exhaust closing	5	ATDC
Lobe centres	Inlet:	105 °
	Exhaust:	110 °

Maximum lift at valve:	Inlet:	13.1mm
	Exhaust:	11.5mm

Please Note: The underside of the closing rocker should also be checked for clearance on the valve stem seal. If necessary, grind enough off the rocker to allow sufficient stem seal clearance.

With V2 performance Cams, we endeavor to run 0 clearance through the opening and closing cycle to prolong closing shim collet and valve groove life. However it is important that binding does not occur. Due to errors and differences in rocker radii pin positions, etc, a slightly wider tappet clearance than specified may be necessary.

NB: When checking timing in Desmo engines, not using closed springs, ensure that the bottom rocker is held up against closing shim at position of taking cam timing figures.



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Cam Timing Figures for Vee Two Camshafts

Belt Drive Engines: Ducati 750 SS/SL 750 PASO

Pantah 750/650/600/500

Part Number: V2-03-211

NB: All figures checked with running clearance of:

Inlet	0.1mm
Exhaust	0.15mm

Opening and closing figures at 1mm lift:

Inlet opening	31	BTDC
Inlet closing	56	ABDC
Exhaust opening	45	BBDC
Exhaust closing	11	ATDC
Lobe centres	Inlet:	102.5 °
	Exhaust:	108 °

Maximum lift at valve:	Inlet:	13.1mm
	Exhaust:	11.5mm

Please Note: The underside of the closing rocker should also be checked for clearance on the valve stem seal. If necessary, grind enough off the rocker to allow sufficient stem seal clearance.

With V2 performance Cams, we endeavor to run 0 clearance through the opening and closing cycle to prolong closing shim collet and valve groove life. However it is important that binding does not occur. Due to errors and differences in rocker radii pin positions, etc, a slightly wider tappet clearance than specified may be necessary.

NB: When checking timing in Desmo engines, not using closed springs, ensure that the bottom rocker is held up against closing shim at position of taking cam timing figures.



SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts

Ducati Belt Drive Engines: 900 SS 906/907 PASO

Part Number: V2-03-213

NB: All figures checked with running clearance of:

Inlet	0.1mm
Exhaust	0.15mm

Opening and closing figures at 1mm lift

Inlet opening	32	BTDC
Inlet closing	66	ABDC
Exhaust opening	66	BBDC
Exhaust closing	29	ATDC
Lobe centres	Inlet:	108 °
	Exhaust:	109.5 °

Maximum lift at valve:	Inlet:	11.5mm
	Exhaust:	11.3mm

With V2 performance Cams, we endeavor to run 0 clearance through the opening and closing cycle to prolong closing shim collet and valve groove life. However it is important that binding does not occur. Due to errors and differences in rocker radii pin positions, etc, a slightly wider tappet clearance than specified may be necessary.

NB: When checking timing in Desmo engines, not using closed springs, ensure that the bottom rocker is held up against closing shim at position of taking cam timing figures.

SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts

Belt Drive Engines: Ducati 750 SS/SL 750 PASO

Pantah 750/650/600/500

Part Number: V2-03-214

NB: All figures checked with running clearance of:

Inlet	0.1mm
Exhaust	0.15mm

Opening and closing figures at 1mm lift:

Inlet opening	31	BTDC
Inlet closing	56	ABDC
Exhaust opening	45	BBDC
Exhaust closing	11	ATDC
Lobe centres	Inlet:	102.5 °
	Exhaust:	108 °

Maximum lift at valve:	Inlet:	13.1mm
	Exhaust:	11.5mm

Please Note: The underside of the closing rocker should also be checked for clearance on the valve stem seal. If necessary, grind enough off the rocker to allow sufficient stem seal clearance.

With V2 performance Cams, we endeavor to run 0 clearance through the opening and closing cycle to prolong closing shim collet and valve groove life. However it is important that binding does not occur. Due to errors and differences in rocker radii pin positions, etc, a slightly wider tappet clearance than specified may be necessary.

NB: When checking timing in Desmo engines, not using closed springs, ensure that the bottom rocker is held up against closing shim at position of taking cam timing figures.



SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts

Ducati Belt Drive Engines: DAYTONA/PANTAH

Part Number: V2-03-216

NB: All figures checked with running clearance of:

Inlet	0.1mm
Exhaust	0.15mm

Opening and closing figures at 1mm lift:

Inlet opening	20	BTDC
Inlet closing	65	ABDC
Exhaust opening	61	BBDC
Exhaust closing	27	ATDC

Maximum lift at valve:	Inlet:	13.1mm
	Exhaust:	11.4mm

Please Note: The underside of the closing rocker should also be checked for clearance on the valve stem seal. If necessary, grind enough off the rocker to allow sufficient stem seal clearance.

With V2 performance Cams, we endeavor to run 0 clearance through the opening and closing cycle to prolong closing shim collet and valve groove life. However it is important that binding does not occur. Due to errors and differences in rocker radii pin positions, etc, a slightly wider tappet clearance than specified may be necessary.

NB: When checking timing in Desmo engines, not using closed springs, ensure that the bottom rocker is held up against closing shim at position of taking cam timing figures.



SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts

Ducati Belt Drive Engines: DS1000 SS / M

Part Number: V2-03-300

NB: All figures checked with running clearance of:

Inlet	0.1mm
Exhaust	0.15mm

Opening and closing figures at 1mm lift:

Inlet opening	28	BTDC
Inlet closing	73	ABDC
Exhaust opening	63	BBDC
Exhaust closing	22	ATDC

Maximum lift at valve:	Inlet:	13mm
	Exhaust:	11.5mm

With V2 performance Cams, we endeavor to run 0 clearance through the opening and closing cycle to prolong closing shim collet and valve groove life. However it is important that binding does not occur. Due to errors and differences in rocker radii pin positions, etc., a slightly wider taper clearance than specified may be required.

NB: When checking timing in Desmo engines, not using closed springs, ensure that the bottom rocker is held up against closing shim at position of taking cam timing figures.



SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts “Drop In Type”

Suit: Ducati 996 Strada/Biposto

Part Number: V2-03-604 - Complete Camshaft Set

NB: All figures checked with running clearance of:

Kit Includes	Cam Part Number:	V2-03-604:1 -	V2-03-604:2 Inlet
		(1 x Front Inlet OA - 1 x Rear Inlet VA)	
		V2-03-604:3	V2-03-604:4 Exhaust
		(1 x Front Exhaust OS - 1 x Rear Exhaust VS)	

Cam Timing Figures

NB: Figures stated at 1mm lift with running clearances listed below.

Inlet	0.15mm top shim	.05mm bottom shim
Exhaust	0.20mm top shim	.05mm bottom shim
Inlet opening:	11 degrees BTDC	
Inlet closing:	70 degrees ABDC	
Exhaust opening:	53 degrees BBDC	
Exhaust closing:	20 degrees ATDC	

Note 1:

Inlet lift 10.8mm at valve. Exhaust lift 9.8mm at valve.

Note 2:

Belt tension should be **set at 12 for checking timing. This is to be done with Ducati factory tool.** Reset to original factory setting before running engine.



SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts

Part Number: V2-03-606

NB: All figures checked with running clearance of:

Kit Includes	Cam Part Number:	V2-03-606:1 -	V2-03-606:2 Inlet (1 x Front Inlet OA - 1 x Rear Inlet VA)
		V2-03-606:3	V2-03-606:4 Exhaust (1 x Front Exhaust OS - 1 x Rear Exhaust VS)

Cam Timing Figures

NB: Figures stated at 1mm lift with running clearances listed below.

Inlet	0.16mm – 0.18mm top shim	0.16mm – 0.18mm bottom shim
Exhaust	0.21mm - 0.23mm top shim	0.11mm – 0.13mm bottom shim
Inlet opening:	30 degrees BTDC	
Inlet closing:	62 degrees ABDC	
Exhaust opening:	74 degrees BBDC	
Exhaust closing:	38 degrees ATDC	

Note 1:

Inlet lift 12.3mm at valve. Exhaust lift 10.3mm at valve.

Note 2:

Belt tension should be **set at 12 for checking timing.**

This is to be done with Ducati factory tool. Reset to original factory setting before running engine.



SERVICE BULLETIN

Cam Timing Figures for Vee Two Camshafts

“Drop In Type Street/Race” Suit: Ducati 996 Strada/Biposto/S4

Part Number: **V2-03-607**

Kit Includes	Cam Part Number:	V2-03-607:1	V2-03-607:2 Inlet
		(1 x Front Inlet OA - 1 x Rear Inlet VA)	
		V2-03-607:3	V2-03-607:4 Exhaust
		(1 x Front Exhaust OS - 1 x Rear Exhaust VS)	

Cam Timing Figures

NB: Figures stated at 1mm lift with running clearances listed below - Cold.

Inlet	0.16mm – 0.18mm top shim	0.16mm – 0.18mm bottom shim
Exhaust	0.21mm - 0.23mm top shim	0.11mm – 0.13mm bottom shim
Inlet opening:	18 degrees BTDC	
Inlet closing:	58 degrees ABDC	
Exhaust opening:	60 degrees BBDC	
Exhaust closing:	36 degrees ATDC	

Note 1:

Inlet lift 12.3mm at valve. Exhaust lift 10.3mm at valve.

Note 2:

Belt tension should be **set at 12 for checking timing. This is to be done with ducati factory tool.**
Reset to original factory setting before running engine.



SERVICE BULLETIN

Steel Clutch Basket Standard

Suit: Ducati 748, 900 SS, 900 Monster, 916, 996

Part Number: V2-04-526

Installation Instructions

- 1 Remove clutch side cover, clutch pressure plate screws, pressure plate, clutch hub centre nut and clutch hub.
- 2 Remove the 8 bolts holding the clutch basket in place. Note these are loctited and may be difficult to remove. If the bolt becomes too difficult to remove, apply just enough heat to the head of the bolt to loosen loctite.
- 3 Ensure primary gear flange is clean and in good condition. Install Vee Two Clutch Basket onto primary gear, ensuring that the bolt holes are lined up. Use a soft face hammer on the bottom of the basket to seat it properly on the primary gear.
- 4 Apply Loctite 262 or similar to the threads of the 8 retaining bolts, and torque to manufactures specifications.
- 5 Reassemble clutch hub, clutch pack, pressure plate and screws in reverse order of disassembly, using Loctite 242 on hub centre nut and pressure plate screws.



SERVICE BULLETIN

Pickup Wiring Guide

Suit: S2 / SD / 900/GTS / MHR 900 / SSD Bosch ignition pickups

Part Number: V2-05-054

Front Cylinder

Yellow = **White**

Red = **White/Black**

Rear Cylinder

Pink = **White**

Black = **White/Black**



SERVICE BULLETIN

Ducati Gearbox Close Ratio's

Part Number: V2-08-100C

Formula = LS x MS Output Gears
 MS LS

Close Ratio (Bevel)

1st	$22/31 \times 24/30 = 1 \text{ to } 1.761$
2nd	$25/29 \times 24/30 = 1 \text{ to } 1.450$
3rd	$28/25 \times 24/30 = 1 \text{ to } 1.116$
4th	$30/24 \times 24/30 = 1 \text{ to } 1.000$
5th	$31/22 \times 24/30 = 1 \text{ to } 0.887$

SERVICE BULLETIN

Bevel Piston

Suit: 750/860/900 Air Cooled Iron Liner Engines

Part Number: V2-09-051 / V2-09-052 / V2-09-053 / V2-09-054

- 1 Assemble piston in bore using CRC 526, WD40 or a similar DWF (de-watering fluid).

Note: Do not use engine oil on pistons and rings.

- 2 Run engine for ½ to 1 minute on initial setup and leave to cool for 10 minutes.
Repeat this procedure one or two times.

Note: It is important that the engine is not operated under extreme load for the first 200 kms.

Piston to Bore clearance: 0.03mm – 0.05mm (measured at base of skirt)

Piston Ring gap: 0.1mm per 25mm diameter of piston
eg. 88 dia ÷ 25 = 3.25 x 0.1 = 0.352 ring gap

SERVICE BULLETIN

Clutch Slave Cylinder Assembly

Part Number: V2-12-225/226

- 1 Remove original equipment clutch slave cylinder from motorcycle. Care should be taken to minimize brake fluid coming into contact with any painted surface.
- 2 Remove V2-12-226 Clutch Slave Cylinder from its packaging. The V2-12-226 Clutch Slave Cylinder is pre-assembled and pre-lubed at our factory, and therefore does not require any further treatment prior to fitting.
- 3 Install V2-12-226 Clutch Slave Cylinder in the reverse order that you removed the original one.
- 4 Bleed all air from the clutch hydraulic line to ensure proper clutch function. Use only DOT 3 or 4 Brake Fluid from a sealed container when topping up the reservoir.

Assembly Diagram and Part Numbers

