



ADVANCED, CLEVER, PRECISE

NEW DUCATI CLUTCH SLAVE CYLINDER

Newly designed slave cylinder with large bore, which improves clutch modulation and reduces lever effort by 25%.

Many advanced details give this TSS part an advantage over the competition.

- CNC made from Ergal 7075 with a smooth hard anodized surface reducing friction on all moving parts.
- The piston is kept under preload by the internal spring.
- There are two O-rings on piston to stabilize piston in the bore. It eliminates alloy-to-alloy contact, and improves overall durability. The double seal increases sealing durability.
- The removable cap is fitted to the cylinder, and is fully sealed with a standard O-ring to the crankcase. No more dust or dirt on push rod, no more oil leaking thru push rod O-rings
- Basic colour - black hard anodizing, red, gold, blue and silver colour coming soon.
- Basic application for all Ducatis from 2001. For older models with clutch slave cylinder on left side (all 4-valves engines and 900cc 2-valves engines from 1991) an additional spacer allows the use of the older short push rod from the early models

