

Owner's manual

DIAVEL

DIAVEL
TITANIUM



This manual is an integral part of the motorcycle and must remain with it for its entire life.
The manual must accompany the motorcycle if it is sold or transferred to a new owner.
Please store this manual in a safe place. In case of damage or loss, request a new copy by contacting:

Ducati North America, Inc.
10443 Bandlely Drive
Cupertino, California, 95014
Tel: 001.408.253.0499
Fax: 001.408.253.4099
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Quality and safety standards of Ducati motorcycles are constantly being updated consequent to the development of new design solutions, equipment and accessories. Although the manual includes fully updated information at the time of print, Ducati Motor Holding S.p.A. therefore reserves the right to make changes without prior notification or without incurring obligations. For this reason, you may note discrepancies when comparing some illustrations with your motorcycle.

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Owner's manual

US/CANADA

DIAVEL

DIAVEL
TITANIUM

We'd like to welcome you among Ducati enthusiasts and congratulate you on your excellent choice of motorcycle. We imagine you'll be riding your Ducati motorcycle for long trips as well as short daily excursions. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.

Your motorcycle is the result of constant research and development by Ducati Motor Holding S.p.A., so it's important that the standard of quality is upheld through careful observance of the scheduled maintenance chart and the use of original spare parts. In the Owner's Manual you'll find instructions for performing small maintenance procedures. The most important servicing and maintenance procedures are contained in the Service Manual available at Authorized Service Centers of Ducati Motor Holding S.p.A..

In your own interest and safety, and in order to guarantee product reliability, we strongly recommend that you go to an Authorized Dealer or Service Center for any servicing included on the scheduled maintenance chart, see page 237.

Our highly skilled staff has access to the special tools and equipment needed to perform any servicing procedure with expertise. They use only Ducati original spare parts as the best guarantee for full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Booklet. The Warranty does not extend to motorcycles used in competitions or competitive trials. Any tampering or even partial modification of the components will result in automatic invalidation of Warranty rights. Incorrect or insufficient servicing procedures, use of non-original spare parts or parts not explicitly approved by Ducati may lead to the invalidation of the Warranty, besides potential damage and reduced performance.

Enjoy your ride!

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Routine maintenance record 257

Introduction

Safety guidelines

Your safety and that of others are very important. Ducati Motor Holding S.p.A. urges you to ride your motorcycle responsibly.

Before using your motorcycle for the first time, please read this manual carefully from start to finish and closely follow the guidelines. This will allow you to obtain all information regarding a correct use and maintenance. If you have any doubts or questions, consult a Dealer or Authorized Service Center.

Warning symbols used in the manual

Different forms of information regarding potential hazards that may affect you or others have been used. These include:

- Safety stickers on the motorcycle;
- Safety warnings preceded by a warning symbol and by one or the two words Caution or Important.



Attention

Failure to observe these instructions may lead to a hazardous situation and cause severe injury to the rider or others, or even death.



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

The terms RIGHT and LEFT are referred to the motorcycle viewed from the riding position.

Permitted use

This motorcycle must be used only on road surfaces with asphalt or flat and even pavement. This motorcycle may not be used on dirt roads or for off-road riding.



Attention

Using the bike off-road may cause the rider to lose control, which in turn may lead to vehicle damage, injury or death.



Attention

This motorcycle must not be used for towing or for the addition of a sidecar, since this may cause a loss of control and consequent accident.

This motorcycle carries the rider and can carry a passenger.



Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 882lb/ 400kg.

Rider's obligation

All riders must hold a driver's license.



Attention

Riding without a license is illegal and punishable by law. Make sure you always have your license on you when setting out on the motorcycle. Do not allow inexperienced riders or those not in possession of an authorized driver's license to ride the motorcycle.

Do not ride the motorcycle when under the influence of alcohol or drugs.



Attention

Riding under the influence of alcohol or drugs is illegal and punishable by law.

Avoid taking medication before riding the motorcycle if you have not consulted your doctor about potential side effects.



Attention

Some medications may induce sleepiness or other effects that impair reflexes and the ability of the rider to control the motorcycle, which may lead to accident.

Some countries require mandatory insurance coverage.



Attention

Check the laws applicable to your country. Take out an insurance policy and keep the policy in a safe place along with the other motorcycle documents.

To protect the safety of the rider and/or passenger, some countries have made it a law to wear a homologated helmet.



Attention

Check the laws applicable to your country. Riding without a helmet may be punishable by a fine.



Attention

Failure to be wearing a helmet in case of accident increases the chance of serious injury and even death.



Attention

Make sure that the helmet complies with safety specifications, provides excellent visibility, is the correct size for the head, and has the certification label affixed to the helmet surface conforming to the standards in force in your state. Road traffic laws differ from state to state. Check the laws in force in your country before riding the motorcycle and pay strict adherence to them .

Reporting of safety defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Ducati North America, 10443 Bandley Drive Cupertino, California, 95014, Tel: 001.408.253.0499, Fax: 001.408.253.4099. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles,

it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider education

Accidents are frequently due to inexperience. Riding, maneuvering and or braking are carried out differently from other vehicles.



Attention

A rider's lack of preparation or an inappropriate use of the vehicle may result in a loss of control, death or serious damage.

Clothing

Clothing in the use of the motorcycle plays an important role in safety, as the motorcycle provides a person no protection from impact in the same way as an automobile.

Suitable clothing includes: helmet, eye protection, gloves, boots, long-sleeved jacket and long pants.

- The helmet must have the requisites as listed on page 9, if the helmet model has no visor, use suitable goggles;
- Gloves must have five fingers and be made of leather or other abrasion-resistant material;
- Boots or shoes used for riding must have non-slip soles and ankle protection;
- Jacket and pants, or even riding suits, must be made of leather or abrasion-resistant material and in a color with inserts that are very visible.



Important

For the safety of the passenger, make sure that he or she also wears appropriate clothing.



Important

In any case, avoid wearing loose or floppy clothing that can become stuck in the motorcycle parts.



Important

For your safety this type of clothing must be used in both summer and winter.

"Best Practices" for safety

Before, during and after use, remember to follow some simple rules that are extremely important for safety and for maintaining the motorcycle at top efficiency.



Important

During the break-in period, carefully observe the instructions contained in section "Riding the motorcycle" of this Manual.

Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.



Attention

Do not ride the motorcycle unless you are well familiarized with the controls to be used during the ride.

Before starting the motorcycle, always perform the checks detailed in this manual (see page 183).



Attention

Failure to perform checks may cause damage to the vehicle and serious injury to the rider and/or passenger.



Attention

Start the engine when outdoors or in a well ventilated place. Never start the engine in a closed environment.

Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

During the ride, assume a correct body position and make sure the passenger does the same.



Important

The rider should ALWAYS keep both hands on the handlebar.



Important

Both rider and passenger should keep their feet on the footpegs when the motorcycle is in motion.



Important

The passenger should always hold on to the grab handle located inside the tail guard.

Refer to paragraph "Grab Handle" on page 183.



Important

Be very careful when maneuvering intersections or when riding in areas near exits from private grounds, parking lots or access roads to highways.



Important

Be sure you are clearly visible and do not ride in the blind spot of the vehicles ahead.



Important

ALWAYS signal your intention to turn or pull over to the next lane with due warning using the turn indicators.



Important

Park your motorcycle where no one is likely to hit it, and use the side stand. Never park on uneven or soft ground or your motorcycle may fall over.



Important

Visually inspect the tires at regular intervals for cracks and cuts, especially on sidewalls, bulges or large spots which are indicative of internal damage. Replace them if badly damaged. Remove any stones or other foreign bodies caught in the tread.



Attention

The engine, exhaust pipes and mufflers stay hot for a long time after the engine has been turned off. Be especially careful not to touch the exhaust system with any part of the body and never park the motorcycle near flammable materials (wood, leaves, etc.).



Attention

When you leave the motorcycle unattended, always remove the ignition key and make sure it is inaccessible to anyone unsuitable to ride the motorcycle.

Refueling

Refuel the motorcycle in an open area and with the engine switched off.

Do not smoke or ever use flames during refueling. Be careful never to drop fuel on the engine or exhaust pipe.

When refueling, do not fill the tank completely: fuel should never be touching the rim of filler recess.

When refueling, avoid inhaling fuel vapors and take care that they do not come in contact with eyes, skin or clothing.

Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10).

Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

Attention

In case of malaise caused by prolonged inhalation of fuel vapors, stay outdoors and consult a physician. In case of contact with eyes, rinse eyes thoroughly with water. In case of contact with skin, wash the area immediately with soap and water.

Attention

Fuel is highly flammable. If it accidentally spills onto clothes, change them.

Carrying the maximum load allowed

Your motorcycle is designed for long-distance riding with the maximum load allowed carried in full safety. Even weight distribution is critical to preserving these safety features and avoiding difficulties when performing sudden maneuvers or riding on bumpy roads.



Attention

Do not exceed the total permitted weight for the motorcycle and pay attention to the information below regarding load capacity.

Information about carrying capacity



Important

Arrange your luggage or heavy accessories in the lowest possible position and close to motorcycle center.



Important

Never fix bulky or heavy objects to the steering head or front mudguard, as this would affect stability and be dangerous.



Important

Be sure to secure the luggage to the supports provided on the motorcycle as firmly as possible. Improperly secured luggage may affect stability.



Important

Do not insert any objects you may need to carry into the gaps of the frame, as these may interfere with moving parts.



Attention

Make sure tires are inflated to the correct pressure and that they are in good condition.

Please refer to paragraph "Tires" on page 229.

Dangerous products - warnings

Used engine oil



Attention

Prolonged or repeated contact with used engine oil may cause skin cancer. If exposed to used engine oil on a daily basis, make it a rule to wash your hands thoroughly with soap immediately after use. Keep away from children.

Brake lining debris

Never attempt to clean the brake assembly using compressed air or a dry brush.

Brake fluid



Attention

Avoid spilling brake fluid onto plastic, rubber or painted parts of the motorcycle to avoid the risk of damage. Protect these parts with a clean shop rag before servicing the motorcycle. Keep away from children.



Attention

The brake fluid used in the brake system is corrosive. In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Coolant

Engine coolant contains ethylene glycol, which may ignite under particular conditions, producing invisible flames. Although the flames from burning ethylene glycol are not visible, they are still capable of causing severe burns.



Attention

Take care not to spill engine coolant on the exhaust system or engine parts.

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames. Coolant (ethylene glycol) is an irritant and is poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant will be scalding hot and is under high pressure.

The cooling fan operates automatically: keep hands well clear and make sure your clothing does not get caught in the fan.

Battery



Attention

The battery gives off explosive gases; keep it away from any source of ignition such as sparks, flames and cigarettes. Charge the battery in a well-ventilated area.

Vehicle ID number

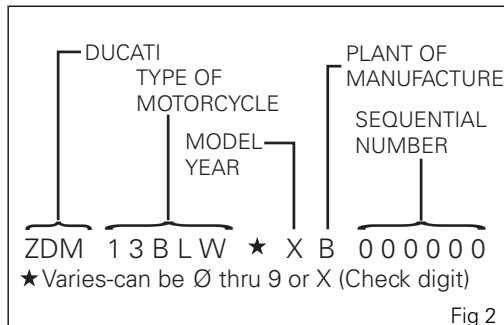
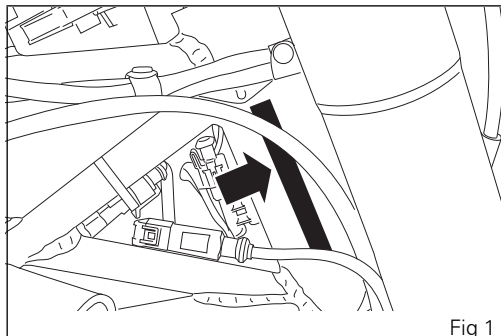


Note

These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

We recommend that you note the frame number of your motorcycle in the space below.

Frame number



Engine ID number



Note

These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

We recommend that you note the engine number of your motorcycle in the space below.

Engine number

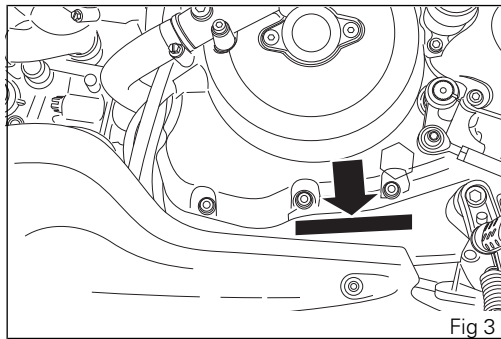


Fig 3

Diavel Titanium Limited Edition



Note

This exclusive model was produced in a limited edition of units. Each motorcycle has a silver-colored nameplate, located on the rear side of the tank, under the plug, which indicates the progressive serial number and the model.

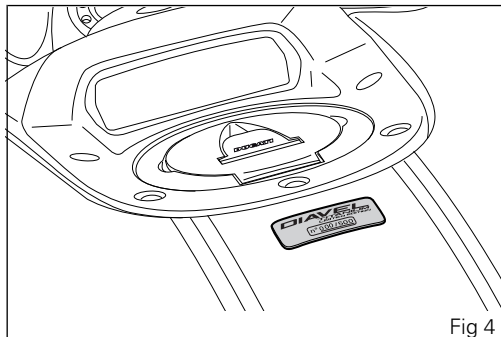


Plate positioning

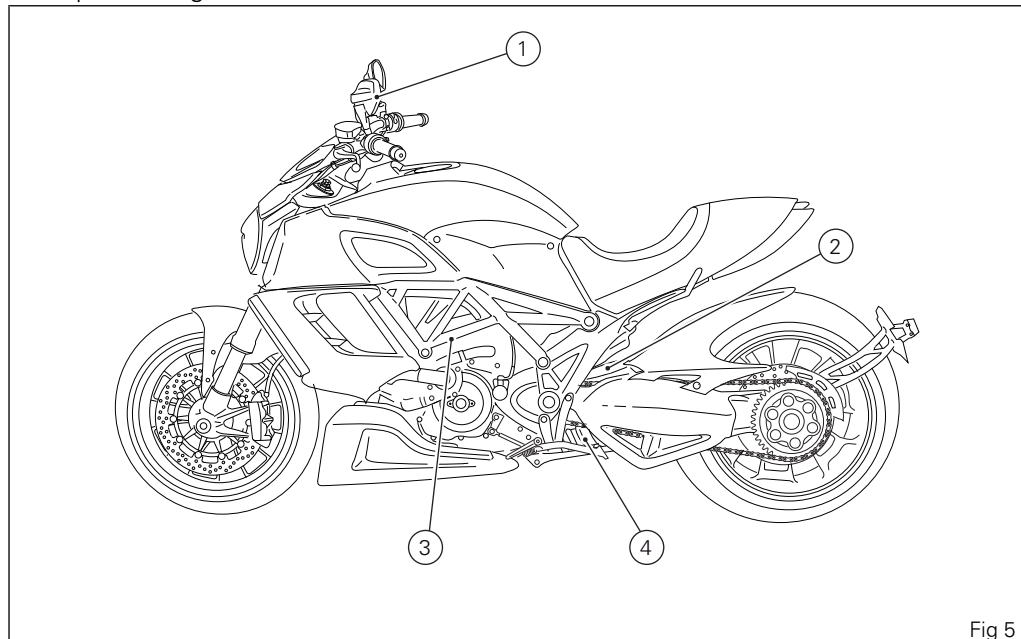


Fig 5

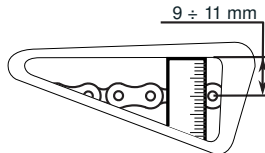
WARNING

DO NOT ATTEMPT TO LOOK THROUGH THIS FAIRING. THIS IS NOT A WINDSHIELD, BUT AN AERODYNAMIC FAIRING ONLY; FAILURE TO OBSERVE THIS WARNING COULD RESULT IN A COLLISION OR UPSET AND CONSEQUENT SERIOUS BODILY INJURY.

Cod. 433 1 165 1A

1

Tensione catena (sul cavalletto laterale)
Chain Tension Adjustment (on side stand)



2

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS [REDACTED] MOTORCYCLE, [REDACTED] MEETS EPA NOISE EMISSION REQUIREMENTS OF [REDACTED] dBA AT [REDACTED] RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL.

Cod. 432 1 233 1A

3

WARNING

CONTAINS HIGHLY COMPRESSED GAS. USE ONLY PERFECTLY DRY NITROGEN GAS. OTHER GASES MAY CAUSE EXPLOSION. DO NOT INCINERATE. REFER TO OWNER'S MANUAL FOR REGULATING GAS.

4

Fig 6

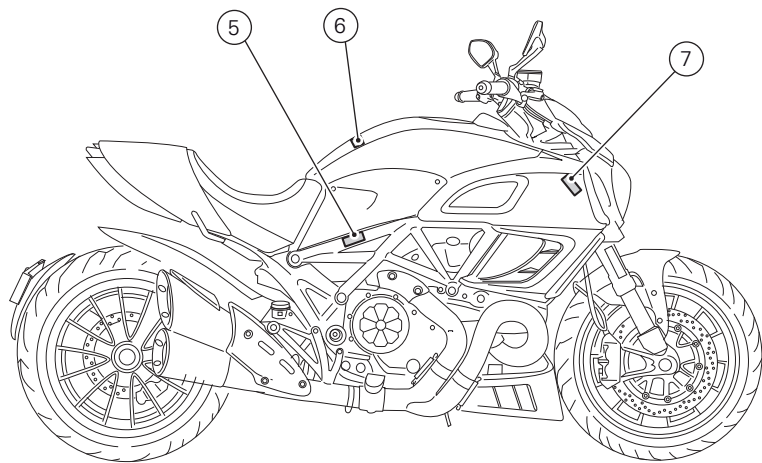


Fig 7

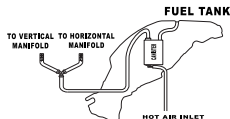
CAUTION

NEVER FILL TANK SO FUEL LEVEL RISES INTO FILLER NECK. IF TANK IS OVERFILLED, HEAT MAY CAUSE FUEL TO EXPAND AND FLOW INTO EVAPORATIVE EMISSION CONTROL SYSTEM RESULTING IN HARD STARTING AND ENGINE HESITATION.

6

VEHICLE EMISSION CONTROL LABEL

ENGINE DISPLACEMENT: 1198 cc ENGINE FAMILY: ADUCC1.20MTS
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS
APPLICABLE TO 2010 MODEL YEAR NEW MOTORCYCLES.
EVAP FAMILY: ADUCU0018234



DUCATI
Via A. C. Ducati, 3
40132 BOLOGNA
ITALY

432.1.594.1D

5

VEHICLE EMISSION CONTROL INFORMATION

Engine displacement: █ cc
Engine family: █
Engine exhaust control system: █

THIS VEHICLE CONFORMS TO U.S. EPA
REGULATIONS APPLICABLE TO █
MODEL YEAR NEW MOTORCYCLES

ENGINE TUNE-UP SPECIFICATIONS

ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	█ bTDC at idle speed	No adjustment
IDLE SPEED (RPM):	█ ± █ mm	No adjustment
IDLE MIXTURE:		No adjustment
	Opening █ ± █ mm	
VALVE CLEARANCE (in & ex):	Closing █ ± █ mm	See Service Manual
SPARK PLUG: CHAMPION █		
SPARK PLUG GAP (mm): █		
	OIL: █	
	FUEL: Unleaded gasoline	

DUCATIMOTORHOLDING spa - BOLOGNA - ITALY

7

Fig 8

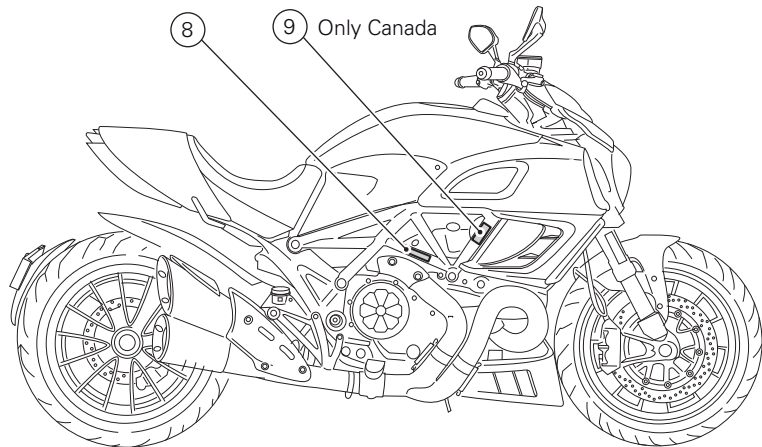


Fig 9

Manufactured by **DUCATI**MOTORHOLDING spa

DATE:

■/■

GVWR: ■ Lbs (■ kg)

GAWR front: ■ Lbs (■ kg) with ■ tire, ■ RIM at ■ PSI cold.

GAWR rear: ■ Lbs (■ kg) with ■ tire, ■ RIM at ■ PSI cold.

This vehicle conforms to all applicable Federal Motor Vehicle Safety standards in effect on the date of manufacture shown above. Type classification: Motorcycle

Vehicle I.D. No.: ■

Conf. 432 1 234 1A

8

MANUFACTURED BY / FABRIQUÉ PAR : **DUCATI**MOTORHOLDING spa

TYPE OF VEHICLE / TYPE DE VÉHICULE : MC

DATE : **/****

GVWR / PNBE *** KG. V.I.N. / N.I.V. : ZDM *****

GAWR / PNBE KG	TIRE/PNEU - DIMENSION - RIM/JANTE		COLD INFL. PRESS. PRESS DE GOLF. A FROID PSI/LPC KPA	
***	*** / *****	*****X**	***	***
***	*** / *****	*****X**	***	***

THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN
MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE.

CE VÉHICULE EST CONFORME À TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU
RÈGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR À LA
DATE DE SA FABRICATION.

*** ** *

9 (Only Canada)

Fig 10

Noise and exhaust emission control system information

Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight.

Carbon monoxide does not react in the same way, but is toxic. Ducati utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

Exhaust Emission Control System is controlled by an Electronic Control Unit (ECU), and no adjustments should be made except idle speed adjustments with the throttle stop screw. The Exhaust Emission Control System is separate from the crankcase emission control system.

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

The motorcycles are equipped with an evaporative emission control system which consists of a charcoal canister and associated piping. This system prevents the escape of fuel vapors from the engine and fuel tank.

Problems that may affect motorcycle emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Ducati dealer.

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (drivability) and poor economy.

California emission control warranty statement

Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2015 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

Your emission control system may include parts such as fuel-injection system, the ignition system, catalytic converter, and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies. Where a warrantable condition exists, Ducati North America, Inc. will repair your motorcycle at no cost to you including diagnosis, parts and labor.

Manufacturer's warranty coverage

Manufacturer's warranty coverage

- 5 years or 30,000 kilometers (18641 miles), whichever first occurs.

Owner's warranty responsibilities

- As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your owner's manual. Ducati North America, Inc. recommends that you retain all receipts covering maintenance on your motorcycle, but Ducati North America, Inc. cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.
- You are responsible for presenting your motorcycle to a Ducati dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.
- As the motorcycle owner, you should also be aware that Ducati North America, Inc. may deny you warranty coverage if your motorcycle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system

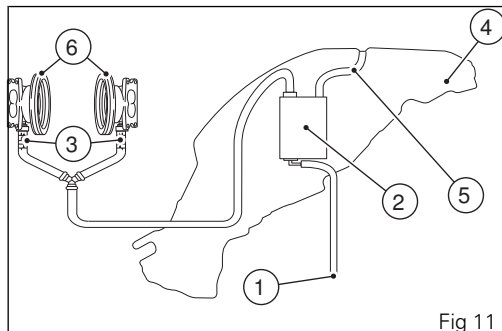
This system consists of:

- 1) Warm air inlet;
- 2) Canister;
- 3) Dell'Orto jet;
- 4) Fuel tank;
- 5) Breather pipe;
- 6) Intake manifolds.



Attention

In the event of fuel system malfunction, contact Ducati's authorized Service Centres.



Ducati limited warranty on emission control system

Ducati North America, Inc., 10443 Bandle Drive
Cupertino, California, 95014 warrants that each new
1998 and later Ducati motorcycle, that includes as
standard equipment a headlight, taillight and
stoplight, and is street legal:

A) is designed, built and equipped so as to conform
at the time of initial retail purchase with all applicable
regulations of the United States Environmental
Protection Agency, and the California Air Resources
Board; and

B) is free from defects in material and workmanship
which cause such motorcycle to fail to conform with
applicable regulations of the United States
Environmental Protection Agency or the California Air
Resources Board for a period of use of 30,000
kilometers (18,641 miles) or 5 (five) years from the
date of initial retail delivery, whichever first occurs.

I. Coverage

Warranty defects shall be remedied during
customary business hours at any authorized Ducati
motorcycle dealer located within the United States of
America in compliance with the Clean Air Act and

applicable regulations of the United States
Environmental Protection Agency and the California

Air Resources Board. Any part or parts replaced under
this warranty shall become the property of Ducati. In
the state of California only, emissions related
warranted parts are specifically defined by that
state's Emissions Warranty Parts List. These
warranted parts are: carburetor and internal parts;
intake manifold; fuel tank, fuel injection system; spark
advance mechanism; crankcase breather; air cutoff
valves; fuel tank cap for evaporative emission
controlled vehicles; oil filler cap; pressure control
valve; fuel/vapor separator; canister; igniters; breaker
governors; ignition coils; ignition wires; ignition
points, condensers, and spark plugs if failure occurs
prior to the first scheduled replacement, and hoses,
clamps, fittings and tubing used directly in these
parts. Since emission related parts may vary from
model to model, certain models may not contain all
of these parts and certain models may contain
functionally equivalent parts. In the state of California
only, Emission Control System emergency repairs, as
provided for in the California Administrative Code,
may be performed by other than an authorized Ducati
dealer. An emergency situation occurs when an

authorized Ducati dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. Ducati will reimburse the owner for the expenses, including diagnosis, not to exceed Ducati's suggested retail price for all warranted parts replaced and labor charges based on Ducati's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

II. Limitations

This Emission Control System Warranty shall not cover any of the following:

- A. Repair or replacement required as a result of
 - (1) accident,
 - (2) misuse,
 - (3) repairs improperly performed or replacements improperly installed,
 - (4) use of replacement parts or accessories not conforming to Ducati specifications which adversely affect performance and/or
 - (5) use in competitive racing or related events.

B. Inspections, replacement of parts and other services and adjustments required for routine maintenance.

C. Any motorcycle on which odometer mileage has been changed so that actual mileage cannot be readily determined.

III. Limited liability

A. The liability of Ducati under this Emission Control Systems Warranty is limited solely to the remedying of defects in material or workmanship by an authorized Ducati motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the Ducati dealer. Ducati shall not be liable for any other expenses, loss or damage, whether direct, incidental, consequential or exemplary arising in connection with the sale or use of or inability to use the Ducati motorcycle for any purpose. Some states do not allow the exclusion or limitation of any incidental or consequential damages, so the above limitations may not apply to you. B. No express emission control system warranty is given by Ducati except as specifically set forth herein. Any emission control system warranty implied by law, including any

warranty of merchantability or fitness for a particular purpose, is limited to the express emission control systems warranty terms stated in this warranty. The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow limitations on how long an implied warranty lasts so the above limitation may not apply to you. C. No dealer is authorized to modify this Ducati Limited Emission Control Systems Warranty.

IV. Legal rights

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

V. This warranty is in addition to the Ducati limited motorcycle warranty.

VI. Additional information

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, Ducati is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

Ducati North America, Inc..
10443 Bandle Drive
Cupertino, California, 95014
Tel: 001.408.253.0499
Fax: 001.408.253.4099
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Instrument Panel (Dashboard)

Dashboard on handlebar

The instrument panel on handlebar consists of a LCD display (1) where main indications are shown (speed, engine rpm, engine coolant temperature and clock).

1) LCD display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) HIGH BEAM LIGHT  (BLUE).

Comes on to indicate that the high beam lights are on.

4) ENGINE OIL PRESSURE LIGHT  (RED).

Comes on when engine oil pressure is too low. It must turn on at "Key-On", but must turn off a few seconds after the engine has started. May come on briefly when the engine is hot, but should go off as the engine revs up.

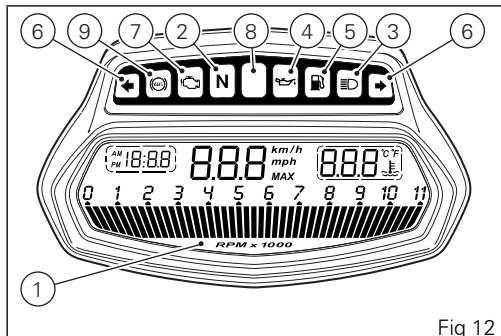


Fig 12



Important

If the ENGINE OIL light stays on, stop the engine or it may suffer severe damage.

5) FUEL WARNING LIGHT  (AMBER YELLOW).
Turns on when fuel is low and there are about 4 liters of fuel left in the tank.

6) TURN INDICATOR LIGHTS  (GREEN).
Illuminates and flashes when the turn indicator is in operation.

7) "ENGINE/VEHICLE DIAGNOSIS - EOBD" LIGHT  (AMBER YELLOW).
Turns on in the case of "engine" and/or "vehicle" errors and in some cases will lock the engine.

8) "OVER REV" LIMITER / "DTC" TRACTION CONTROL LIGHT (RED).

	Over rev light
No rev limitation	Off
1st threshold - no. RPM before the limiter threshold (*)	On - STEADY
Limiter (Overrev) kicks in (*)	On - Flashing

(*) Each calibration of the engine control unit, depending on the model, may have a different setting for the thresholds that precede the rev limiter and the rev limiter itself.

	DTC intervention light
No intervention	Off
Spark advance cut	On - STEADY
Injection cut	On - STEADY



Note
Should both lights for Over rev Function activation and DTC intervention come on, instrument panel will give priority to Over rev Function.

10) ABS LIGHT (AMBER YELLOW) (Fig 12).

Engine off/ speed below 3 mph (5 km/h)		
Light off	Light flashing	Light steady
-	ABS disabled with the menu function (**)	ABS enabled but not working yet
Engine on/ speed below 3 mph (5 km/h)		
Light off	Light flashing	Light steady
-	ABS disabled with the menu function	ABS enabled but not working yet
Engine on/ speed over 3 mph (5 km/h)		
Light off	Light flashing	Light steady
ABS enabled and functioning	ABS disabled with the menu function	ABS disabled and not functioning due to a problem

(**) the ABS can be considered as really disabled only when light continues flashing even after engine starting.

LCD unit functions

1) SPEEDOMETER.

Indicates road speed.

2) REV COUNTER.

Indicates engine revs per minute.

3) CLOCK.

4) WATER TEMPERATURE INDICATOR.

Indicates engine coolant temperature.



Important

Do not ride the motorcycle if temperature reaches the max. value as engine could suffer severe damage.

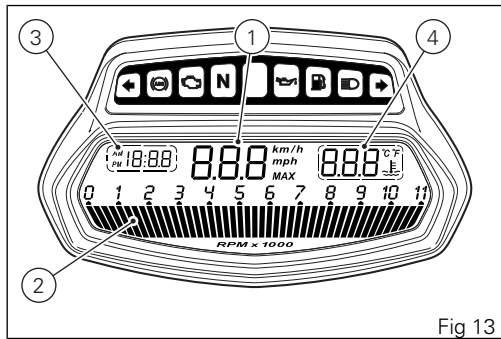


Fig 13

Vehicle speed indicator

This function displays vehicle speed (mph or km/h depending on the set measurement system).

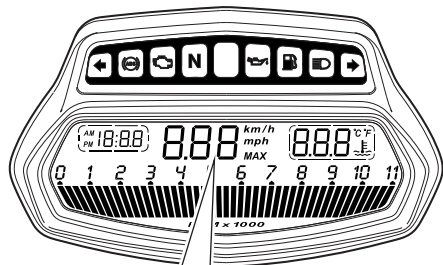
The instrument panel receives information about the actual speed (calculated in km/h) and displays the number increased by 5%.

Maximum speed displayed is 186 mph (299 km/h). Over 186 mph (299 km/h) a series of dashes will be displayed " - - - " (not flashing).



Note

If instrument panel does not receive any data, a string of dashes " - - - " (not flashing) will be displayed.



0 ^{km/h} → 160 ^{km/h} → 299 ^{km/h} → - - - ^{km/h}

0 ^{mph} → 99 ^{mph} → 186 ^{mph} → - - - ^{mph}

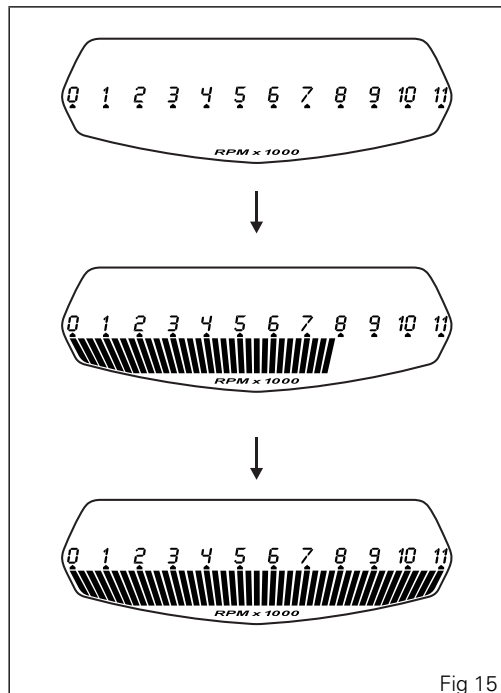
Fig 14

Engine rpm indicator (RPM)

This function displays the rpm.

The instrument panel receives the engine rpm information and displays it.

This information on rpm is displayed progressively from left to right.



Clock

This function allows displaying time indication.
Time is always displayed according to the following sequence:

- AM 0:00 to 11:59;
- PM 12:00 to 11:59.

In case of battery off (Batt-OFF), when the voltage is restored and upon next Key-On, clock will be reset and will automatically start counting from "0:00".

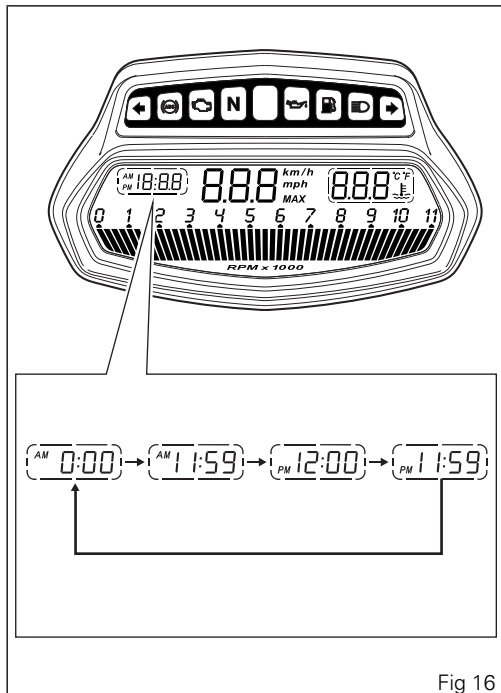


Fig 16

Coolant temperature

This function indicates engine coolant status.

The temperature unit of measure can be selected (°F or °C).

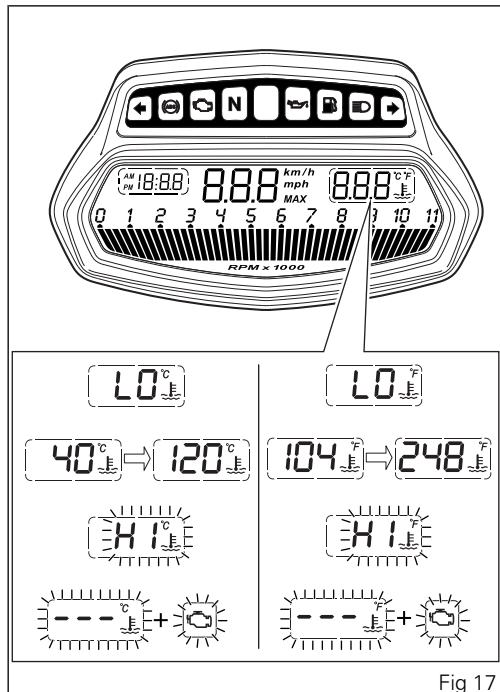
The reading is indicated as follows:

- if the reading is between -38°F and +102°F (-39°C and +39°C) "LO" is shown on the instrument panel (steady);
- if the reading is between +104°F and +248°F (+40°C and +120°C), the reading appears on the instrument panel (steady);
- if the reading is +250°F (+121°C) or higher, "HI" is shown flashing on the instrument panel.



Note

If the sensor is in fault, the three flashing dashes (" - - - ") will be displayed and, at the same time, the "Engine/Vehicle Diagnosis - EOBd" light will come on.



Display background color (Automatic adjustment)

Instrument panel background color is set automatically according to exterior lighting conditions.

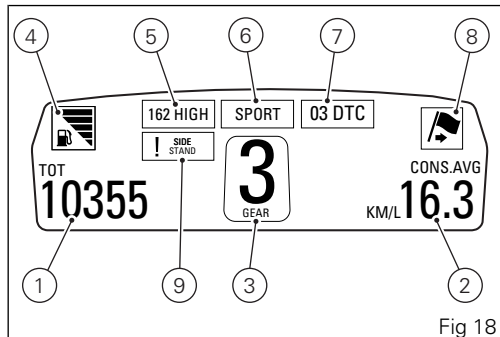
When the sensor detects "poor lighting" (night), it switches to black background mode; vice versa when "significant" lighting is detected (day), it switches to white background mode.

This function can also be customized using the "setting" menu function "BACK LIGHT - DASHBOARD 1", on page 103 by setting one of the two modes available, NIGHT or DAY as a permanent setting (or else returning to AUTO mode).

Dashboard on tank

Instrument panel on tank consists of a color TFT display housed inside tank fairing and displays trip information (set riding mode, odometer, fuel consumption, average speed, etc.) as well as the "setting" menus to be used to enable and adjust the different functions.

- 1) Menu 1 (TOT, TRIP1, TRIP2, RANGE).
- 2) Menu 2 (CONS.AVG., CONS., SPEED AVG, TRIP TIME and AIR) if active.
- 3) Gear / Neutral indication.
- 4) Icon indicating fuel level.
- 5) Engine setting indication for the currently set riding mode.
- 6) Currently set Riding Mode.
- 7) DTC (Traction Control) level indication for the currently set riding mode.
- 8) Icon referring to the function indicated under Menu 2.
- 9) Side stand open indication.



Function buttons

- 1) CONTROL BUTTON.
Button used to display and set instrument panel parameters with the position "▲".
- 2) CONTROL BUTTON.
Button used to display and set instrument panel parameters with the position "▼".
- 3) HIGH-BEAM FLASHER FLASH BUTTON
The high-beam flasher button may also be used for LAP functions.
- 4) DISABLE (RESET) BUTTON
The turn indicators disable button may also be used for the RESET/CONFIRM function of the instrument panel and for enabling the "Riding Mode".

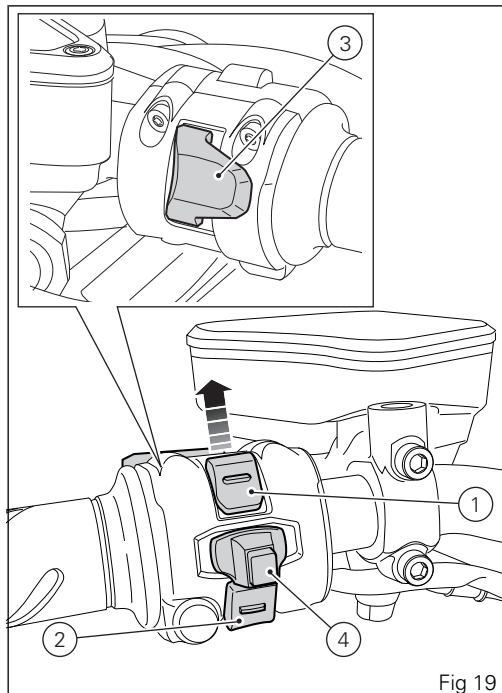


Fig 19

TFT - Parameter setting/display



Attention

Operate on instrument panel only when the motorcycle is stopped. Do not operate on instrument panel while you are riding the motorcycle under no circumstances.

Once check routine is over, instrument panel will always display the Odometer (TOT) on the left-hand side and the Average Consumption on the right-hand side as "main" indication (unless Menu 2 has been disabled).

"Main" displaying includes the following information:

- Set Riding Mode;
- Gear indication (GEAR);
- Menu 1: Odometer (TOT);
- Menu 2: Average fuel consumption (CONS. AVG).

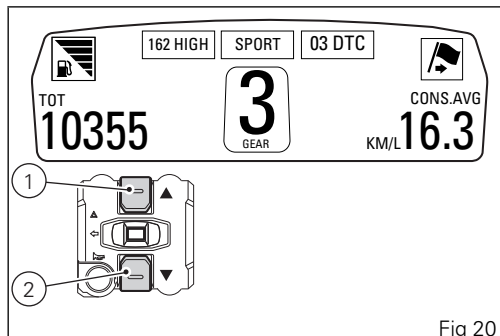


Fig 20

By pressing button (1) it is possible to toggle to the following functions of menu 1:

- TRIP1: Trip meter 1;
- TRIP2: Trip meter 2;
- RANGE: Indication of estimated distance that can be run.

By pressing button (2) it is possible to toggle to the following functions of menu 2:

- CONS. - Instantaneous fuel consumption;
- SPEED AVG - Average speed;

- TRIP TIME - Trip time;
- AIR - Air temperature.

Menu 2 displaying can be disabled through the "MENU 2" Function of the Setting menu.

Total distance covered indicator "Odometer"

This function allows displaying the indication of the total distance traveled (Km or miles according to the specific application).

Upon Key-On, system will automatically access this function.

The value is saved permanently and cannot be reset.

If the value exceeds 199999 miles (or 199999 km)

"199999" will be displayed permanently.

The reading is not lost in case of a power off (Battery Off).

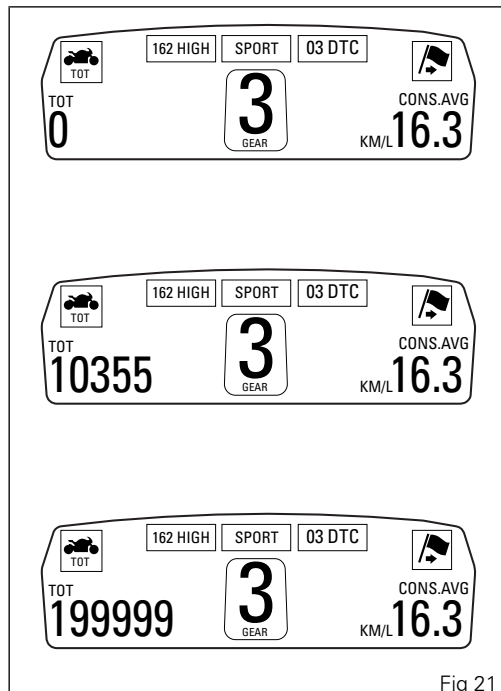


Fig 21

"Trip 1" meter

This function allows displaying the indication of the partial distance traveled (Km or miles according to the specific application). When this function is accessed and button (1) is kept pressed for 3 seconds, trip meter will be reset. When the reading exceeds 9999.9, distance traveled is reset and the meter automatically starts again.



Note

When this reading is reset, also "Average Consumption", "Average Speed" and "Trip Time" functions are reset.



Note

Whenever the system unit of measurement is changed from the "SET UNITS" function of the Setting menu or in case of power off (Battery Off), the distance travelled is reset and the meter starts counting from zero again (considering the new set units of measurement).

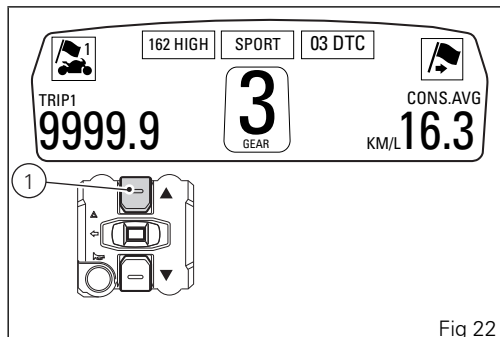


Fig 22

"Trip 2" meter

This function allows displaying the indication of the partial distance traveled (Km or miles according to the specific application). When this function is accessed and button (1) is kept pressed for 3 seconds, trip meter will be reset. When the reading exceeds 9999.9, distance traveled is reset and the meter automatically starts again.



Note

Whenever the system unit of measurement is changed from the "SET UNITS" function of the Setting menu or in case of power off (Battery Off), the distance travelled is reset and the meter starts counting from zero again (considering the new set units of measurement).

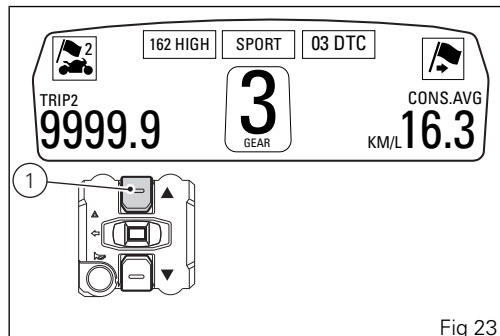


Fig 23

"RANGE" indicator - Estimate of the distance that can be covered

This function estimates the distance that can be run depending on the quantity of fuel measured by the probe in the tank and on the average consumption measured in the last period.

This indication can be a value between 0 mph (0 km) and 210 mph (340 km) (approximate value) for the EU versions, or between 0 mph (0 km) and 199 mph (320 km) (approximate value) for the US versions.

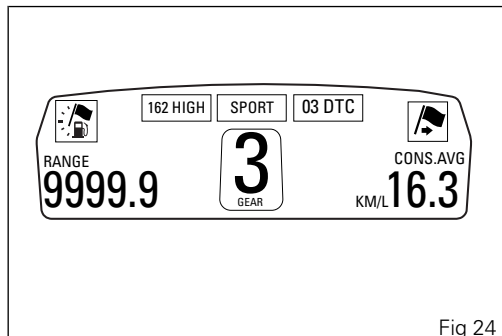


Fig 24

Indicator "CONS. AVG" - Average fuel consumption

This function indicates vehicle average fuel consumption.

The calculation is made considering the quantity of fuel used and the distance traveled since Trip 1 was last reset. When Trip 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of dashes "-.-".

Value is indicated in "L / 100" (liters / 100 Km).

The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered).



Note

It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) from L/100 to km/L through the Setting menu, using the "SET UNITS" function.

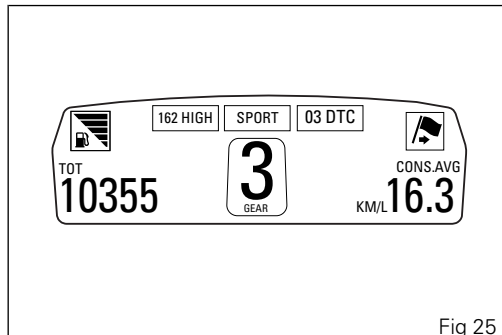


Fig 25

Indicator "CONS." - Instantaneous fuel consumption

This function indicates vehicle instantaneous fuel consumption.

The calculation is made considering the quantity of fuel used and the distance traveled during the last second. Value is indicated in "L / 100" (liters / 100 Km). The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). When the calculation is not made, a string of dashes is displayed "-.-".

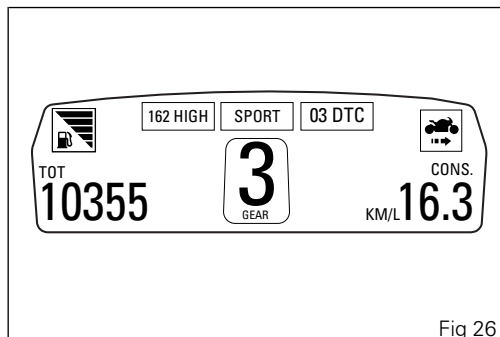


Fig 26



Note

It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) from L/100 to km/L through the Setting menu, using the "SET UNITS" function.

Indicator "SPEED AVG" - Average speed

This function indicates vehicle average speed. The calculation considers the distance and time since Trip1 was last reset. When Trip 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of dashes "-.-".

The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered). The calculated value is then displayed increased by 5% to be aligned with vehicle speed indication.



Note

You may change the units of measurement of speed (and distance traveled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the "SET UNITS" Function.

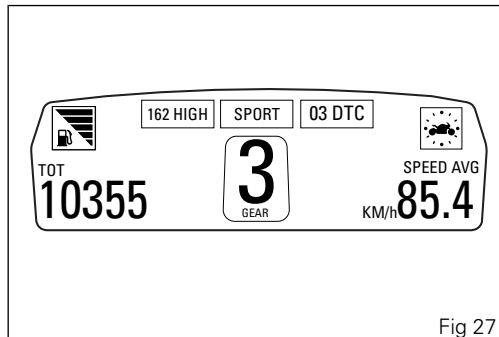


Fig 27

Indicator "TRIP TIME" - Trip time

This function indicates vehicle trip time. The calculation considers the time since Trip 1 was last reset. When Trip 1 is reset, this value is reset as well. The count active phase occurs when the engine is running and the vehicle is stopped (the time is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again).

When the reading exceeds 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.



Note

If you change the unit of measurement for an item connected to "speed" (and distance) or "consumption" using the "SET UNITS" function of the Setting menu, the trip time value will be automatically reset.

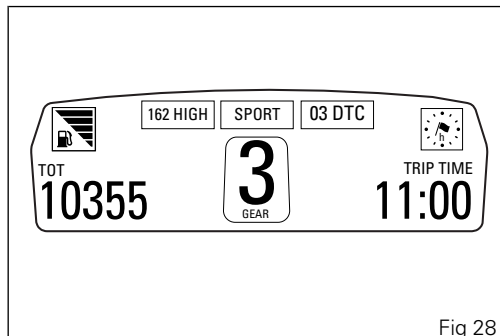


Fig 28

Indicator "AIR" - Air temperature

This function allows displaying ambient temperature.

Displaying range: $-39^{\circ}\text{C} \div +124^{\circ}\text{C}$.

In case of sensor FAULT (-40°C , $+125^{\circ}\text{C}$ or disconnected) a string of steady dashes " - - - " will be displayed and the "Engine/Vehicle Diagnosis - EOBD" light will come on.



Note

When the vehicle is stopped, the engine heat may influence the displayed temperature.

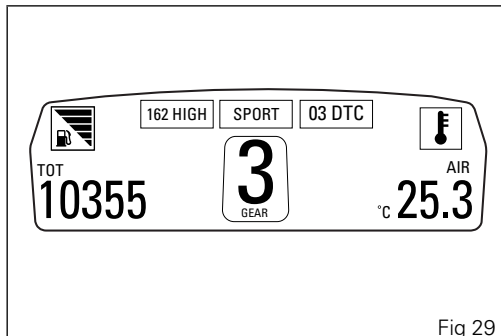


Fig 29

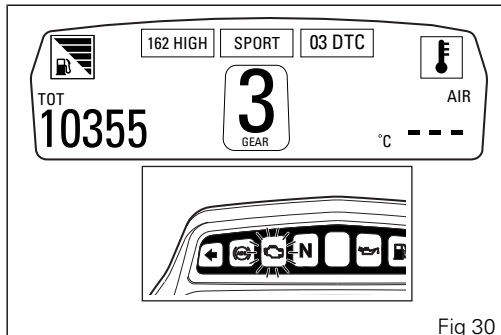


Fig 30

When temperature reading drops until reaching 39°F (4°C), the ice warning will be enabled. This indication will be disabled as soon as temperature rises up to 43°F (6°C).



Attention

This warning does not exclude the possibility of icy road sections even at temperatures above 39°F (4°C); when external temperatures are "low" it is always recommended to ride carefully, particularly on sections that are not exposed to the sun and/or on bridges.

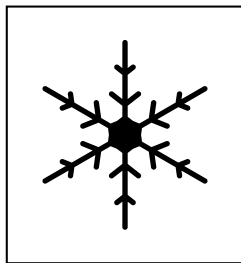


Fig 31

Engaged gear indicator

This function allows displaying gears (A).
Instrument panel receives the information and indicates the engaged gear or "N" for neutral.



Note

In case of gear sensor "error", a dash "-" (not flashing) will be displayed.

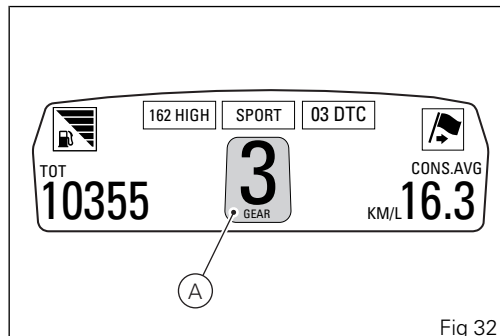


Fig 32

"Riding Mode set" indication

This function indicates the "Riding mode" set on vehicle.

THREE different "Riding modes" are available: SPORT, TOURING and URBAN.

Each riding mode can be changed through the "RIDING MODE" function.

The "background" indicating the riding mode (SPORT, TOURING or URBAN) (A) is blue if the parameters connected to the currently-set riding mode are the default ones (set by Ducati) or yellow if one or more parameters have been changed (customized) through the Setting menu, using "RIDING MODE" function.

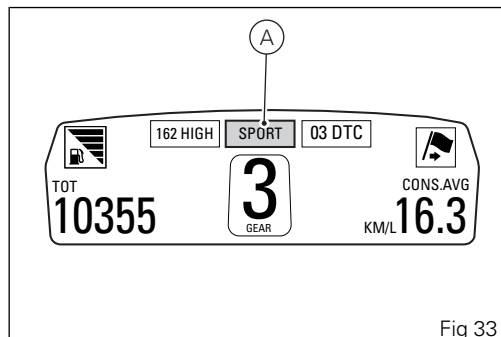


Fig 33

Indication if the "LAP" function is active/not active

This function indicates if the "LAP" (Lap time) function is enabled.

When "LAP" is off, function is disabled.

"LAP" Function can be enabled through the "LAP" Function of the Setting menu.

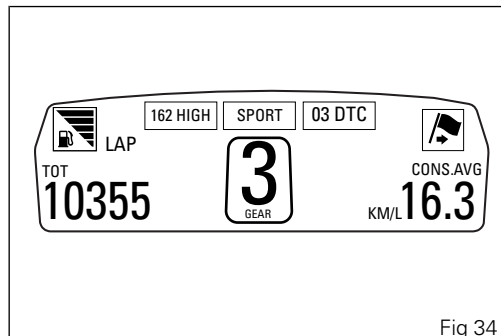


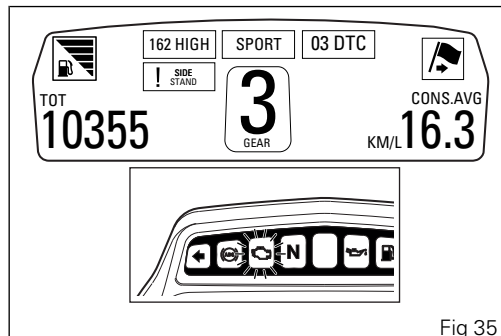
Fig 34

"SIDE STAND" indication

This indication warns the rider that the side stand is open.

If side stand Sensor error is present on the CAN line, the display shows a stand down/open warning "SIDE STAND", turns on the EOBD light and displays the corresponding error "Side stand sensor".

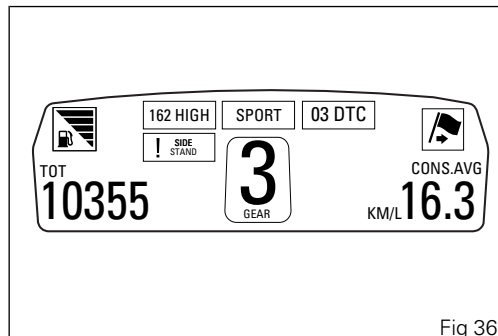
If instrument panel does not receive side stand status (no frame), the indication will flash to indicate an undefined status.



"FUEL LEVEL" indication

Suitable icons inform the rider of the quantity of fuel in the tank.

This indication is only present if MENU 2 is active. With MENU 2 active, if a level sensor error is triggered, no matter the fuel level output or calculated, as well as in case of CAN no frame or BUS-Off, the display will still show the level icon in the fixed status "off" (and sensor error warning will be displayed as well).



Icon	Icon backlighting color	Level	Fuel quantity- EU version	Fuel quantity- US version
	Green	Level 5	≈ 6 gallons (≈ 3.6 L)	≈ 3.3 gallons (≈ 2.5 L)
	Green	Level 4	≈ 7 gallons (≈ 0.1 L)	≈ 5 gallons (≈ 4 L)
	Green	Level 3	≈ 7 gallons (≈ 6 L)	≈ 7 gallons (≈ 3 L)
	Green	Level 2	≈ 8 gallons (≈ 1 L)	≈ 8 gallons (≈ 1 L)
	Yellow	Level 1 (reserve)	≈ 3 gallons (≈ 1 L)	≈ 3 gallons (≈ 1 L)
 / 	Yellow / White	"Refueling necessary" Night mode (blink)	< 0.3 gallons (< 1.1 L)	< 0.3 gallons (< 1.1 L)

 / 	Yellow / Black	"Refueling necessary" Day mode (blink)	< 0.3 gallons (<1.1 L)	< 0.3 gallons (<1.1 L)
	Black	Fuel level sensor error – Day mode		
	White	Fuel level sensor error – Night mode		

"Riding Mode" function (riding style change)

This function allows changing vehicle riding mode. A different traction control (DTC - Ducati Traction Control) intervention level and a different engine power delivery (Engine) are associated to each riding mode.

To change motorcycle riding mode, simply press reset button (4) once and the "RIDING MODE" menu will be displayed.

Press the same reset button (4) several times to select the desired riding mode. To confirm the selected riding mode, keep the same button pressed for 3 seconds.

If throttle twistgrip is closed (vehicle stopped) the riding mode is immediately changed; while if throttle twistgrip is open (vehicle moving) the "CLOSE THROTTLE TO ACTIVATE" message will be displayed, asking you to close the throttle. This message stays on for 5 seconds, during which you will have to close the throttle to enable the new riding mode.

Once the 5 seconds have elapsed, if throttle twistgrip is not closed, the procedure will be aborted (riding mode will not be changed).

If the "RIDING MODE" menu is enabled and the reset button (4) is not pressed for 10 consecutive seconds, instrument panel will automatically quit the page, and no change will be made.



Attention

Ducati recommends changing the Riding mode when the vehicle is stopped. If the riding mode is changed while riding, be very careful (it is recommended to change the Riding mode at a low speed).

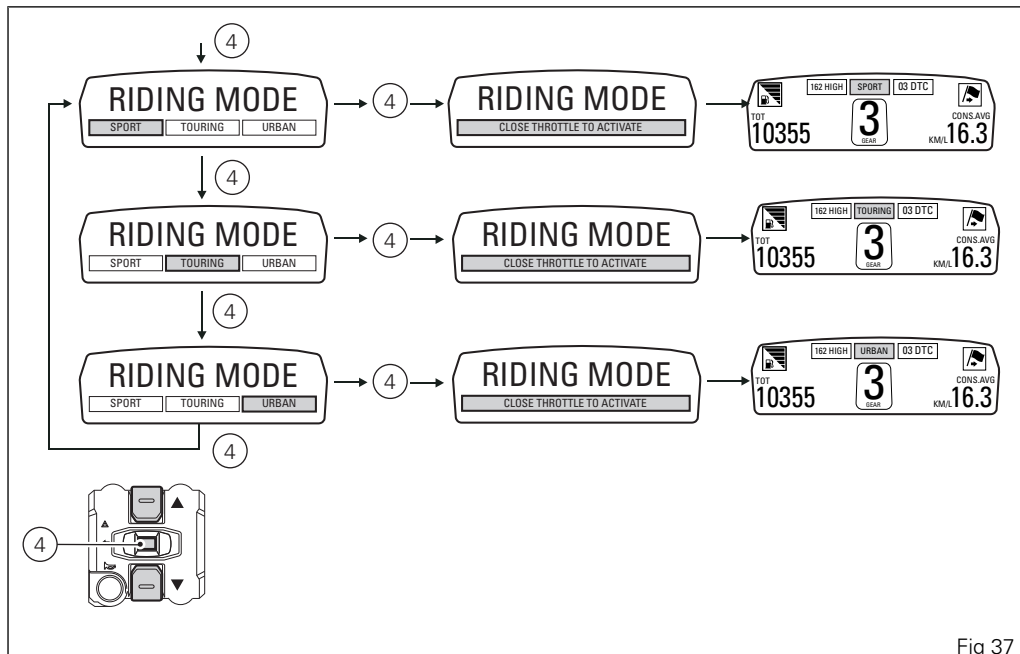


Fig 37

Maintenance indicator

This function indicates that the vehicle is about to or has traveled a distance for which an Authorized Ducati Service Center should be contacted to have the general maintenance or oil change performed.

Maintenance table

Indicator	Mileage traveled	Miles traveled	count down -1000 Desmo service	count down -1000 Oil service	Desmo service	Oil service
1	1000	621				•
2	11000	6835		•		
	12000	7456				•
3	23000	14291	•			
	24000	14912			•	
4	35000	21748		•		
	36000	22369				•
5	47000	29204	•			
	48000	29826			•	
6	59000	36661		•		
	60000	37282				•
7	71000	44117	•			

Indicator	Mileage traveled	Miles traveled	count down -1000 Desmo service	count down -1000 Oil service	Desmo service	Oil service
	72000	44739			●	
8	83000	51574		●		
	84000	52195				●
9	95000	59030	●			
	96000	59651			●	

First warning - OIL SERVICE 1000 Km

The first indication is enabled when the odometer counter reaches the first 600 miles (1000 km).

The (red) indication is enabled upon each Key-On for 10 seconds in the "large" size (A), and then continues being displayed in the small size (B) until "reset".



Attention

Indication can be reset only by the Ducati Dealer or Authorized Service Center carrying out the maintenance operations.

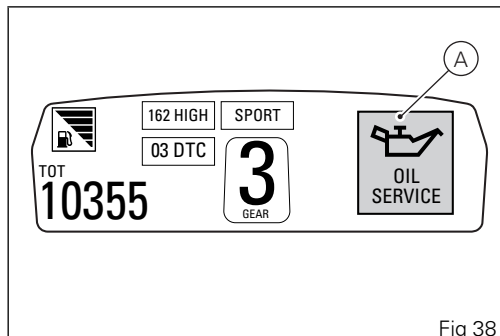


Fig 38

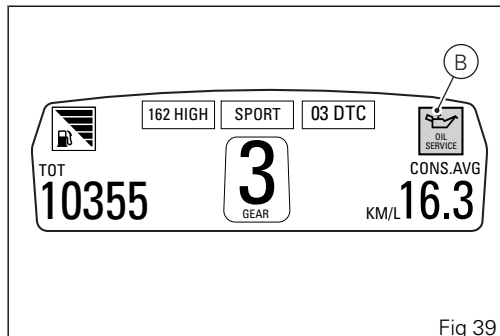


Fig 39

Residual range indication when the SERVICE is due

After having reset the "first" OIL SERVICE indication (1000 km), upon each Key-On, system will display the indication relating to the next service (OIL SERVICE "A" and "B" or DESMO SERVICE "C" and "D") and the distance left.

The (A) and (C) (green) indication is enabled upon each Key-On for 2 seconds; while when 1000 km are left before threshold is reached, (B) and (D) (amber yellow) indication is enabled upon each Key-On for 5 seconds.



Attention

Indication can be reset only by the Ducati Dealer or Authorized Service Center carrying out the maintenance operations.

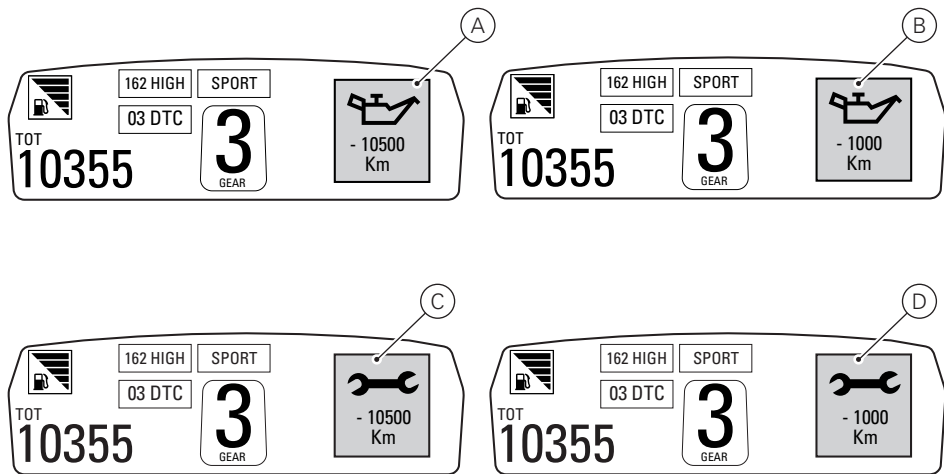


Fig 40

Indication of range reached for SERVICE

When the distance threshold requiring a service is reached, upon every Key-On system displays the indication relating to the service required (OIL SERVICE "A" and "B" or DESMO SERVICE "C" and "D"). The (red) indication is enabled upon each Key-On for 10 seconds in the "large" size (A) and (C), and then continues being displayed in the small size (B) and (D) until "reset".

After reset, system will display the next service indication and the residual distance (as described in previous paragraph).



Attention

Indication can be reset only by the Ducati Dealer or Authorized Service Center carrying out the maintenance operations.

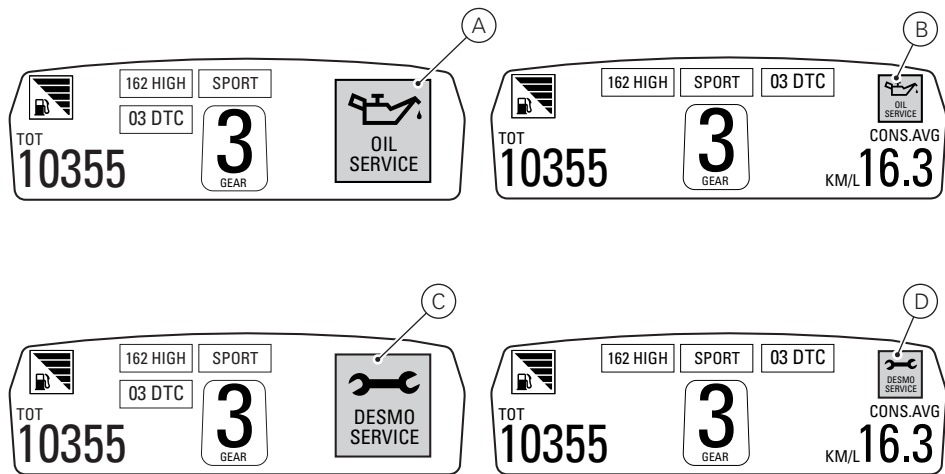


Fig 41

Warning indication (Alarms/Signals)

Instrument panel activates, in real time, some warnings / malfunctions which do not nevertheless affect motorcycle correct and safe operation.

Upon Key-On (once check routine is completed) one or more "warnings" are displayed, if active. As soon as one "warning" is activated, the (amber yellow) indication is clearly displayed (A) for 10 seconds, and it is then minimized (B).

If several warnings are present, they are displayed in "rolling" mode every 3 seconds.



Note

When one or more "warnings" are activated, no warning light will come on.

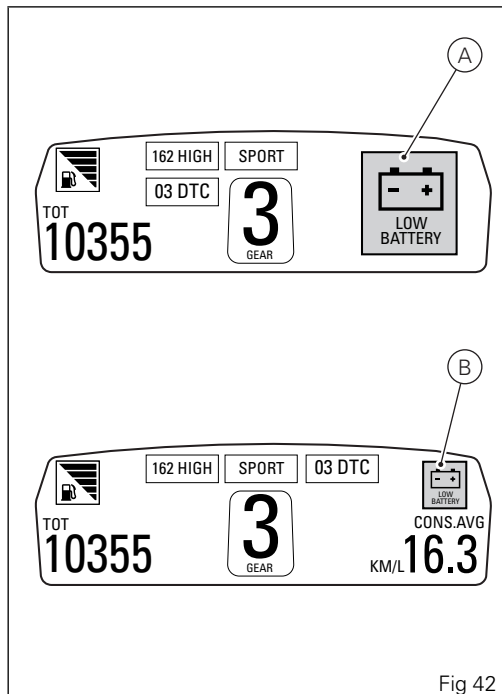


Fig 42

The following "warnings" could be displayed:

- "Low" battery level (LOW BATTERY);
- "Disabled" Traction Control (DTC OFF);
- Hands Free (HF) Key "not acknowledged";
- "Low" battery level of Hands Free (HF) key;
- "High" engine coolant temperature (HIGH TEMP);
- Steering unlock error;
- Steering still locked (Unlock error).

"Low" battery level

The activation of this (amber yellow) "warning" indicates that the status of the vehicle battery is low. It is activated when the battery voltage is equal to or less than 11.0 Volt.



Note

In this case, Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

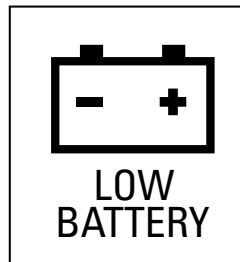


Fig 43

Traction Control (DTC) deactivated

The activation of this (amber yellow) “warning” indicates that DTC (Ducati Traction Control) has been turned off.



Note

In this case, Ducati recommends paying special attention while riding as vehicle behaves differently from when the Traction Control is active.

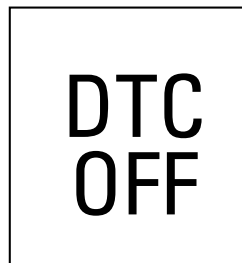


Fig 44

Hands Free key (HF) not recognised

The activation of this (amber yellow) "warning" indicates that the Hands Free system does not detect the active key near the vehicle.



Note

In this case, Ducati recommends making sure that the active key is nearby (and that it was not lost) or that it works properly.



Fig 45

"Low" Hands Free key (HF) battery level

The activation of this (amber yellow) "warning" indicates that the Hands Free system has detected that the battery that permits the active key to communicate and turn the vehicle on is almost discharged.



Note

In this case, Ducati recommends changing battery in the shortest delay.

Replace the battery as described in the paragraph "Replacing the active key battery" page 130.

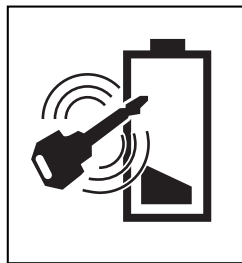


Fig 46

"High" engine coolant temperature

The activation of this "warning" (amber yellow) indicates that engine coolant temperature is high. Warning is activated when temperature reaches 250°F (121°C).



Note

In this case, Ducati recommends stopping and shutting off the engine immediately; ensure that fans are on.

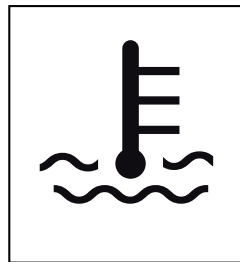


Fig 47

Steering release error - Steering still locked

The activation of this (amber yellow) "warning" indicates that the Hands Free System was not able to extract the steering lock.



Attention

In this case, Ducati recommends switching vehicle off and on again (Key-Off / Key-On), keeping handlebar fully turned. If warning is still present (and steering does not "unlock"), contact a Ducati Dealer or Authorised Service Centre.



**UNLOCK
ERROR**

Fig 48

Instrument panel diagnosis

This function allows detecting any vehicle abnormal behavior. Instrument panel activates, in real time, any vehicle abnormal behavior (ERRORS).

Upon Key-On (once check routine is completed) one or more "ERRORS" are displayed in red (if active, only). As soon as one "error" is activated, the (red) indication is clearly displayed (A) for 10 seconds, and it is then minimized (B).

If several errors are present, they are displayed in "rolling" mode every 3 seconds; when one or more errors are activated, the "Engine/Vehicle Diagnosis - EOB" warning light comes on as well on handlebar instrument panel.

Hereinafter is the table of the possible displayed errors.

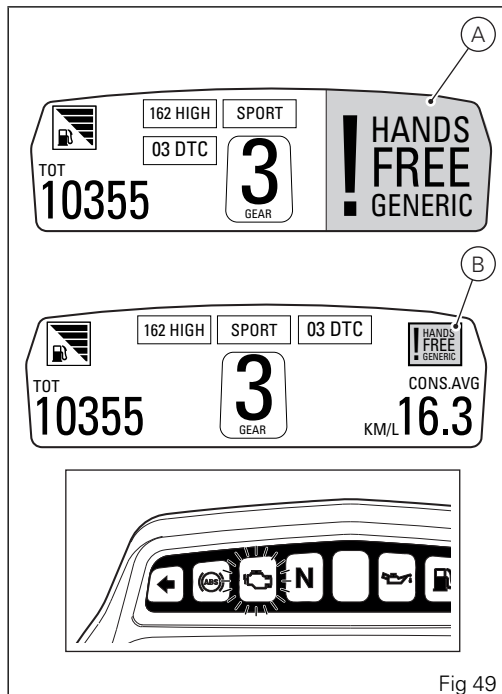


Fig 49



Attention

When one or more errors are displayed, always contact a Ducati Dealer or Authorized Service Center.

WARNING LIGHT	ERROR MESSAGE	ERROR
	BBS/DTC	Black Box / Traction Control Control Unit
	GEAR SENSOR	Gear sensor
	FUEL SENSOR	Fuel level sensor
	SPEED SENSOR	Speed sensor
	UNKNOWN DEVICE	Unknown control unit

WARNING LIGHT	ERROR MESSAGE	ERROR
	SIDE STAND	Side stand switch error
	DEVICE DSB SLAVE	Handlebar instrument panel not working
	DEVICE DDA	DDA error
	DEVICE DBS MASTER	Tank instrument panel not working
	FAN	Fan relay
	CAN LINE	CAN communication line

WARNING LIGHT	ERROR MESSAGE	ERROR
	BATTERY	Battery voltage (HIGH or LOW)
	DEVICE ABS	ABS control unit not working
	STOP LIGHT	Rear stop light
	DEVICE ECU	ECU not working
	ACCELER POSITION	Wrong accelerator position
	ETV	Motor relay or throttle motor not working

WARNING LIGHT	ERROR MESSAGE	ERROR
 ECU	PRESSURE SENSOR	Pressure sensor
 ECU	ENGINE TEMP.	Engine temperature sensor
 ECU	T-AIR SENSOR	Air temperature sensor
 ECU	FUEL INJECT.	Injection relay
 ECU	COIL	Coil
 ECU	INJECTOR	Injector

WARNING LIGHT	ERROR MESSAGE	ERROR
	PICK UP	Timing/rpm sensor
	LAMBDA	Lambda sensor
	ECU GENERIC	ECU error
	KEY	HF communication problem
	HANDS FREE GENERIC	Hands Free Control Unit error

"Setting" menu

This menu is used to enable/disable and set some motorcycle functions.

To access the "setting menu" press button (2) for 3 seconds.

When inside this menu no other function can be displayed.

- SET UNITS
- ABS
- EXIT

To quit the setting menu, use button (1) or button (2) to select the "EXIT" indication and press the reset button (4).



Important

For safety reasons, the setting menu can be accessed only when vehicle speed is below or equal to 20 Km/h; if this menu is accessed and vehicle speed is above 20 Km/h, instrument panel will automatically quit it and shift back to "main" screen.

The setting menu contains the following "items":

- RIDING MODE
- MENU 2
- BACK LIGHT
- RPM
- PIN CODE
- LAP
- BATTERY
- CLOCK

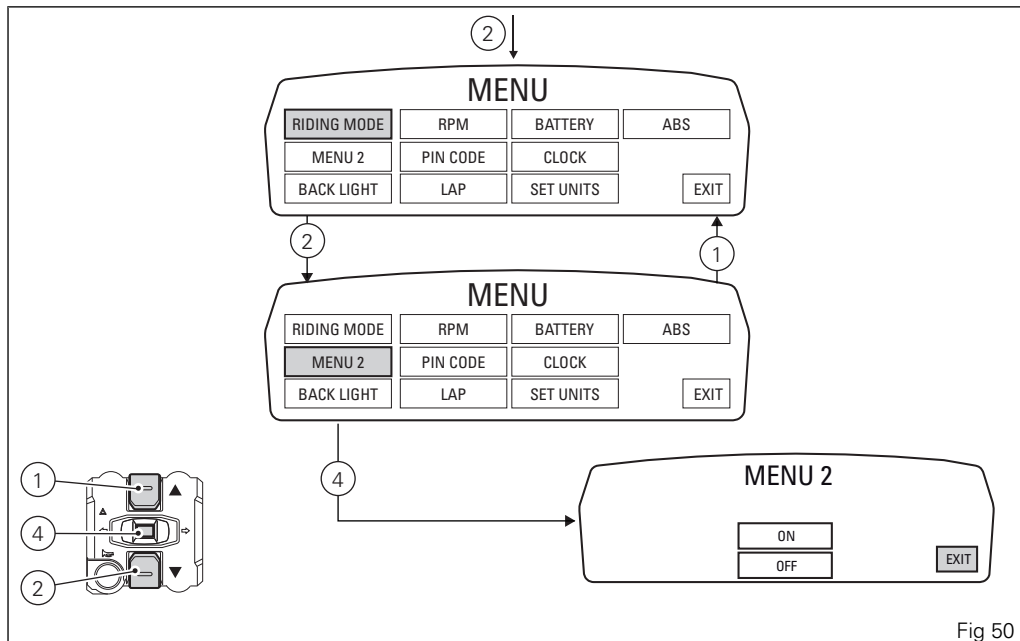


Fig 50

"Riding Mode" customisation

This function allows customizing each single riding mode.

To gain access to this function display the "setting" menu page 87, use buttons (1) or (2) to select the "RIDING MODE" function and press the reset button (4) to shift to next page.

Once function is accessed, the three riding modes are displayed; to customize parameters, use buttons (1) or (2) to select the riding mode you want to change and press the reset button (4) to confirm.

Customizable parameters are "DTC" (Ducati Traction Control) and "ENGINE".

Any parameter change made is saved and remains in the memory also after a Battery-Off.

To change DTC parameters, refer to "DTC (Ducati Traction Control)" paragraph page 92.

To change Engine parameters, refer to "ENGINE (Engine power control)" paragraph page 97.

The parameters set by Ducati for each individual riding style can be restored with the "DEFAULT" function.

To restore the parameters set by Ducati, see "DEFAULT (Restoring Ducati default parameters)" paragraph page 99.



Note

If one or more parameters have been customized, when quitting the Setting menu, in the "main" screen, the "background" of the riding mode indication (SPORT, TOURING or URBAN) becomes yellow.

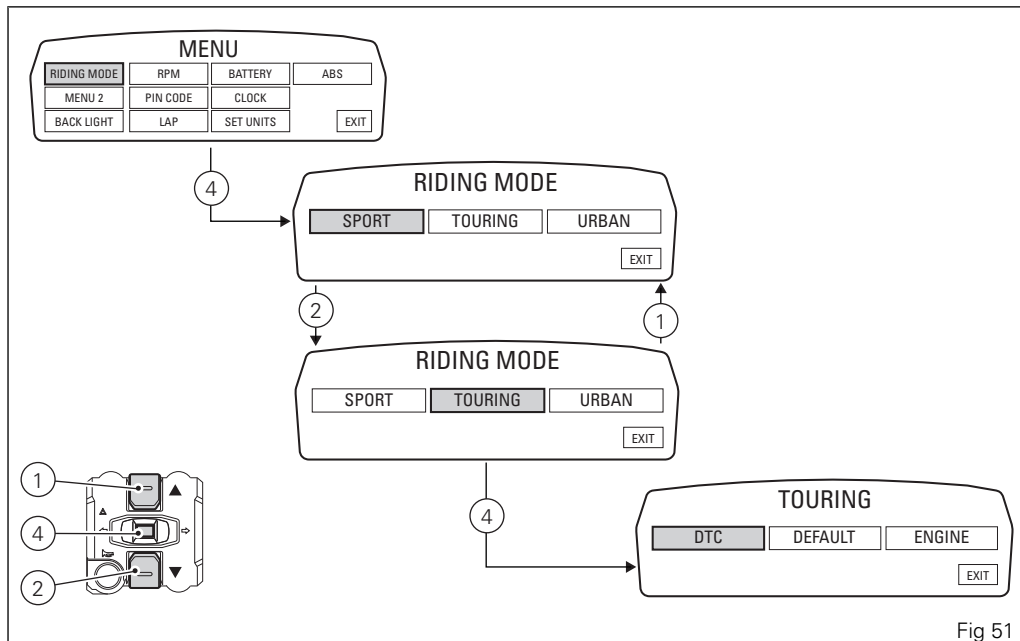


Fig 51



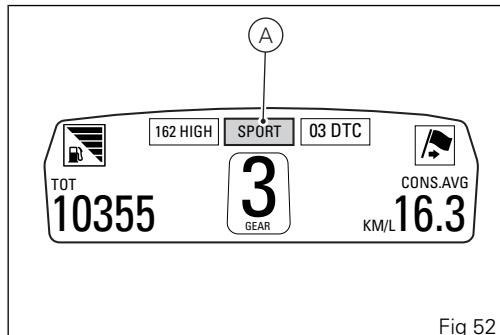
Note

If parameters were not changed (customised) or if parameters are restored through the "DEFAULT" function, once Setting menu is quitted, the "background" indicating riding mode (SPORT, TOURING or URBAN) of "main" screen will turn blue.



Attention

Changes should only be made to the parameters by people who are experts in motorcycle setup; If the parameters are changed accidentally, use the "DEFAULT" function to reset the parameters.



DTC (Ducati Traction Control) setting function

This function allows you to customize the level of DTC intervention (Ducati Traction Control) or disable it for every riding mode.

To access the function it is necessary to view the "setting" menu page 87; using button (1) or (2) select the "RIDING MODE" function and press the reset button (4) to go to next page.

Use button (1) or (2) to select the riding mode to be changed and press the reset button (4).

To go to next page, use button (1) or (2) to select the "DTC" indication and press the reset button (4) again to confirm selection.

When accessing the function, the currently set DTC level appears at the left-hand side of the display inside a rectangle (e.g. DTC 1).

Use button (1) or (2) to select the new intervention level (1 to 8) or OFF to disable the Traction Control; after selecting the new setting, press the reset button (4) to highlight "MEMORY" indication.

At this point, store the new setting by holding the reset button (4) for 3 seconds with "MEMORY" displayed.

If the setting has been stored successfully, the display will show "MEMORIZED" in green for 2 seconds and the EXIT option will be highlighted automatically.

To exit the setting function, press the reset button (4) when "EXIT" is highlighted.

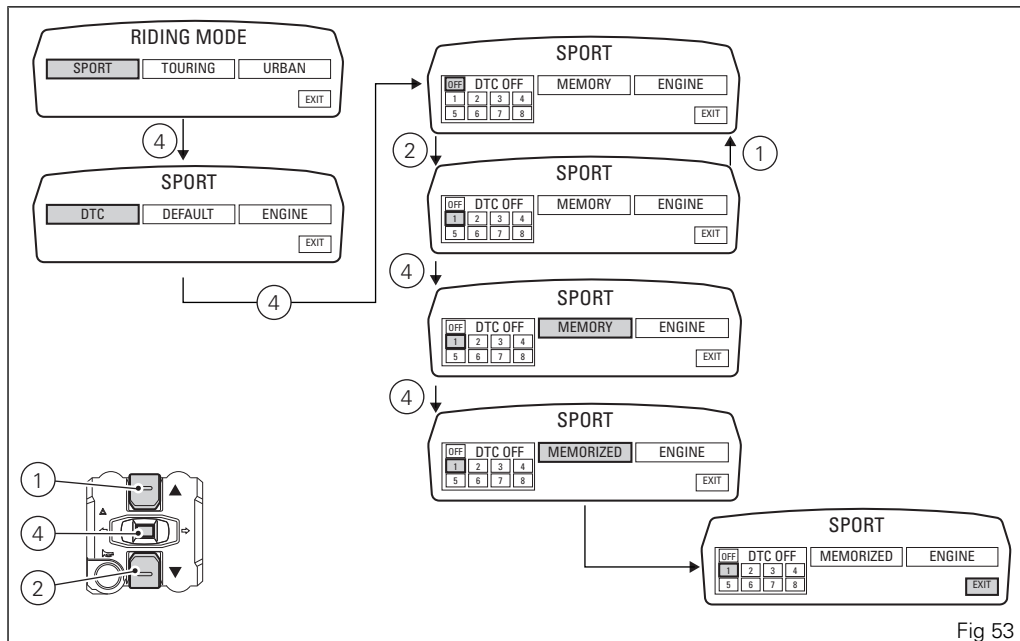


Fig 53

The DTC intervention increases, passing from level 1 to level 8. The following table indicates the most suitable level of DTC intervention for the various riding types as well as the default settings in the "RIDING MODE" that can be selected by the rider:

DTC LEVEL	RIDING MODE	USE	DEFAULT?
1	Sport	Sporty riding on a road for expert users and on track	Default setting of the SPORT RIDING MODE
2	Sport Touring	Riding on a road for expert users	/
3	Touring	Normal riding on a road	Default setting of the TOURING RIDING MODE
4	Touring 2	Normal riding on a road for less expert users	/
5	Urban	Town and city riding	Default setting of the URBAN RIDING MODE
6	Urban 2	Town and city riding for less expert users	/
7	Wet	Riding on damp asphalt	/
8	Rain	Riding on wet asphalt	/

Tips on how to select the sensitivity level



Attention

The 8 levels of the DTC system your motorcycle is equipped with were calibrated with original equipment tyres (make, model and size). The use of tyres of different size to the original tyres may alter the operating characteristics of the system.

OE tires: (front 120/70-17 - rear 240/45-17).

In the case of minor differences, such as tires of a different make and/or model than the original, but with the same dimensions (rear = 240/45-17; front = 120/70-17), it may be sufficient to select the most suitable level setting from those available to restore optimal system operation. If tires of a different size class are used or if the tire dimensions differ significantly from the original tires, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system. If level 8 is selected, the DTC control unit will kick in at the slightest hint that the rear wheel is starting to spin.

Between level 8 and level 1 there are an additional 6 intermediate levels. The level of DTC intervention decreases in equal steps from level 8 to level 1. Levels 1 and 2 are specifically designed for OFF-ROAD conditions and do not ensure a suitable control with poor grip on asphalt.

When level 3 or 4 is selected the DTC control unit will allow the rear wheel to spin and also slide sideways on exiting a corner; we recommend that this setting is only used by very experienced riders on the track. The choice of the correct level depends on 3 main variables:

- 1) The grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.);
- 2) The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds);
- 3) The riding style (whether the rider has a "smooth" or a "rough" style).

The relation of the DTC intervention level to grip conditions:

The choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the track and on the road).

The relation of the DTC intervention level to the circuit characteristics:

If all the corners on the track/circuit can be taken at a similar speed, it will be easier to find an intervention level that is satisfactory for every bend; on the other hand, if the track has, for example, one corner that is much slower than all the others, it will be necessary to find a compromise level (on the slow corner the DTC will tend to control more than on the faster corners).

The relation of the DTC intervention level to riding mode:

The DTC will tend to kick in more with a "smooth" riding mode, where the bike is leaned over further, rather than with a "rough" style, where the bike is straightened up as quickly as possible when exiting a turn.

Tips for use on the track

We recommend that level 8 be used for a couple of full laps (to allow the tires to warm up) in order to get used to the system. Then try levels 7, 6, etc., in succession until you identify the DTC sensitivity level that suits you best (always try each level for at least two laps to allow the tires to warm up).

Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a "rougher" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

Tips for use on the road

Activate the DTC, select level 8 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try reducing the setting to level 7, 6, etc., until you find the level that suits you best.

If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DTC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DTC intervention, switch to level 8).

ENGINE setting function (Engine Power Control)

This function allows customizing ENGINE power and delivery.

To gain access to this function display the "setting" menu page 87, use buttons (1) or (2) to select the "RIDING MODE" function and press the reset button (4) to shift to next page.

Select the riding mode you wish to change using button (1) or (2) and press the reset button (4) to shift to next page; now use buttons (1) or (2) to select the "ENGINE" indication and press the reset button (4) again to confirm selection.

Once function is accessed, engine setting (ENGINE 162 HIGH, 162 LOW or 100 HP) will be displayed on the right side inside a rectangle.



Note

In France and Japan versions, display will show settings (ENGINE HIGH, MIDDLE or LOW).

Use buttons (1) or (2) to select one of the three engine settings; once the new setting has been selected, press the reset button (4) to highlight "MEMORY".

Now store the new setting by keeping the reset button (4) pressed for 3 seconds with "MEMORY" highlighted.

If setting has been stored successfully, "MEMORIZED" will appear in green for 2 seconds, and "EXIT" will be automatically highlighted.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

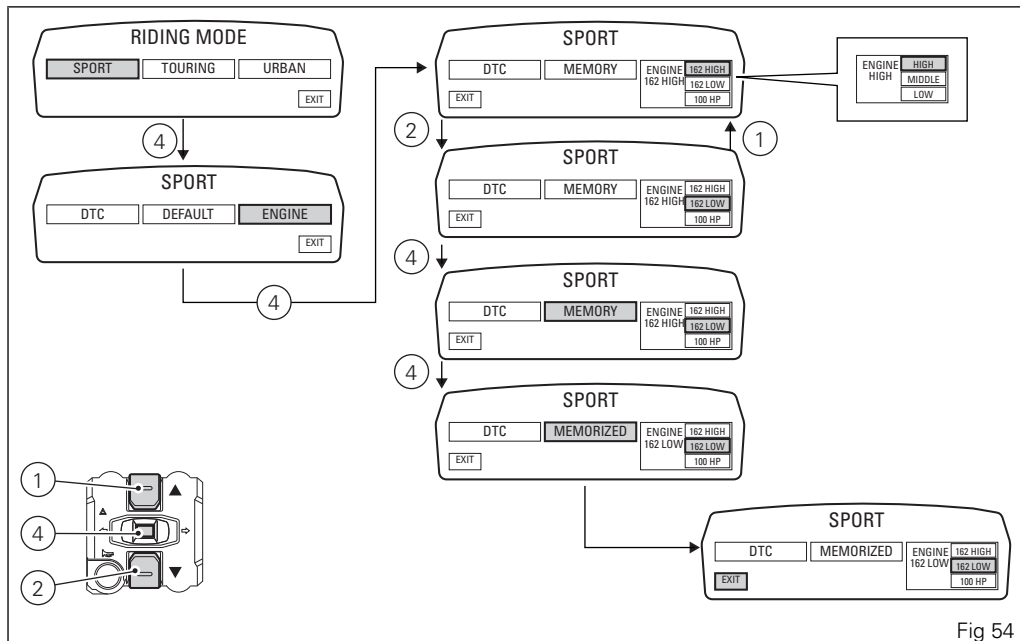


Fig 54

DEFAULT function (Resetting Ducati default parameters)

This function resets the parameters set by Ducati for each riding mode. To access the function it is necessary to view the "setting" menu page 87; using button (1) or (2) select the "RIDING MODE" function and press the reset button (4) to go to next page. Use button (1) or (2) to select the riding mode to be reset to default (initial) parameters and press the button (4) to access the next page. Now, using button (1) or (2) select "DEFAULT" indication.

To restore original default parameters, press and hold the reset button (4) for 3 seconds. For the parameter reset, approx. 3 seconds are needed during which "PLEASE WAIT..." will appear on the display; at the end of the procedure, "DEFAULT OK" will appear on the display to indicate that the parameters were reset.

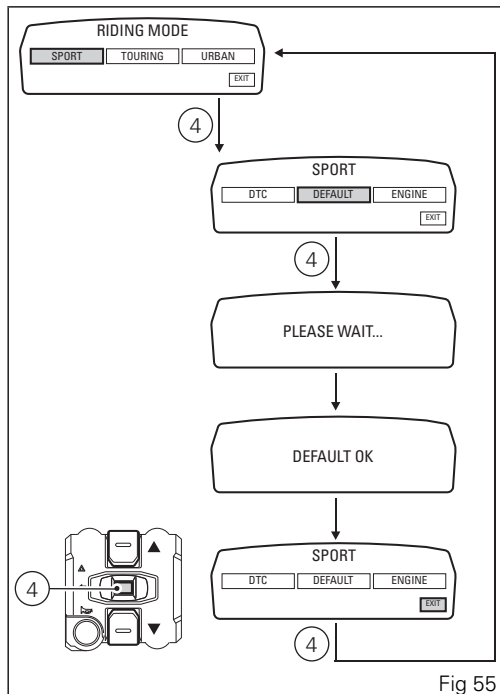


Fig 55



Important

This procedure restores the parameters of all riding modes.

To exit the setting function, press the reset button (4) when "EXIT" is highlighted.

Menu 2 On/Off function

This function allows disabling "OFF" Menu 2 (B) / re-enabling "ON" Menu 2 (A).

When Menu 2 is disabled, the average consumption (CONS.AVG), the instant consumption (CONS.), the average speed (SPEED AVG), the trip time (TRIP TIME) and the air temperature (AIR) functions will no longer be displayed on "main screen".

Meters will nevertheless continue calculating all these functions so that, once Menu 2 is activated again, all data will be updated and consistent.

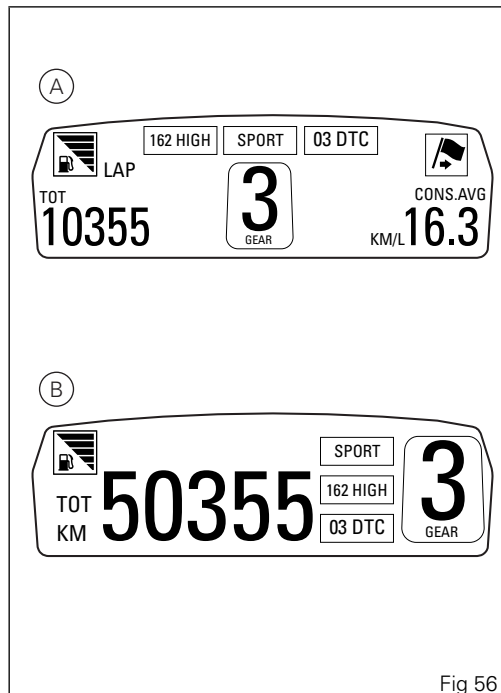


Fig 56

To gain access to this function display the "setting" menu page 87, use buttons (1) or (2) to select the "MENU 2" function and press the reset button (4) to shift to next page.

Function status is highlighted on the display (green if ON or yellow if OFF).

Use buttons (1) or (2) to move left arrow on the new setting, and press the reset button (4) to confirm it.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

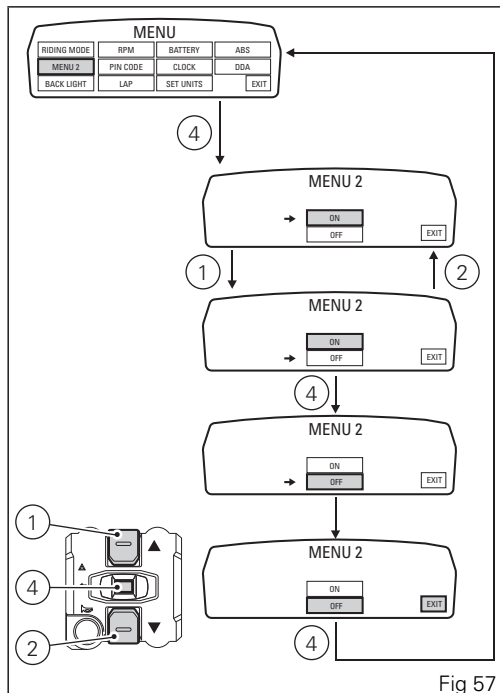


Fig 57

Background setting function for the dashboard on tank - DASHBOARD 1

This function allows setting the "background" of the instrument panel on tank.

To access the function it is necessary to view the "setting" menu page 87; using button (1) or (2) select the "BACK LIGHT" function and press the reset button (4) to go to next page.

Use button (1) or (2) to select the "DASHBOARD 1" function and confirm by pressing the reset button (4). Once you enter the "DASHBOARD 1" function, setting is highlighted on the display (DAY, NIGHT or AUTO in green); use button (1) or (2) to shift the arrow on the left onto the new setting and confirm by pressing the reset button (4).

To exit the setting function, press the reset button (4) when "EXIT" is highlighted.

"DAY" setting: instrument panel background becomes permanently "white" to improve readout view - recommended with bright exterior lighting.

"NIGHT" setting: instrument panel background becomes permanently "black" for a more dimmed visibility - recommended with poor exterior lighting and/or dark.

"AUTO" setting: instrument panel background is set automatically according to exterior lighting conditions (detected by a sensor) and will be "black" for a more dimmed visibility with poor exterior lighting and "white" for an improved readout view with bright exterior lighting.



Note

In case of battery off, when the voltage is restored and upon next Key-On, back lighting will always be set on "AUTO" mode.

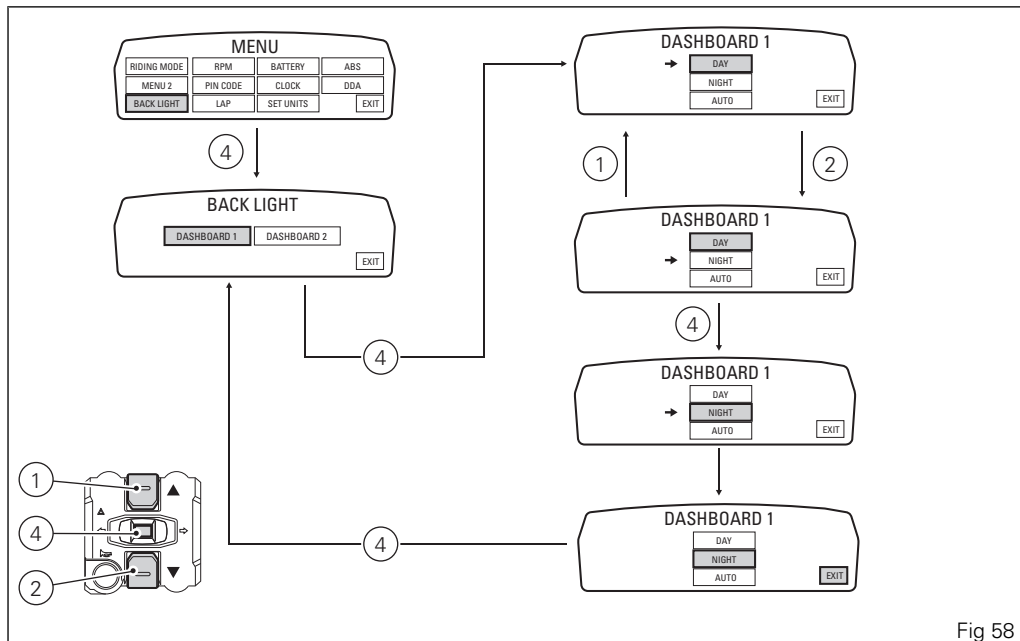


Fig 58

Backlighting setting function for the dashboard on handlebar - DASHBOARD 2

This function allows backlighting setting of the instrument panel on handlebar.

To access the function it is necessary to view the "setting" menu page 87; using button (1) or (2) select the "BACK LIGHT" function and press the reset button (4) to go to next page.

Use button (1) or (2) to select the "DASHBOARD 2" function and confirm by pressing the reset button (4).

Once you enter the "DASHBOARD 2" function, setting is highlighted on the display (MAX, MIDDLE or MIN in green); use button (1) or (2) to shift the arrow on the left onto the new setting and confirm by pressing the reset button (4).

To exit the setting function, press the reset button (4) when "EXIT" is highlighted.

Select "MAX" setting and the background of the instrument panel on handlebar permanently sets backlighting to maximum power to improve readout view - recommended with bright exterior lighting.

Select "MIDDLE" setting and the background of the instrument panel on handlebar permanently sets reduced backlighting to 30% of its maximum power

for dimmed visibility - recommended with poor exterior lighting.

Select "MIN" setting and the background of the instrument panel on handlebar permanently sets reduced backlighting to 50% of its maximum power for dimmed visibility - recommended with very poor exterior lighting and/or dark.

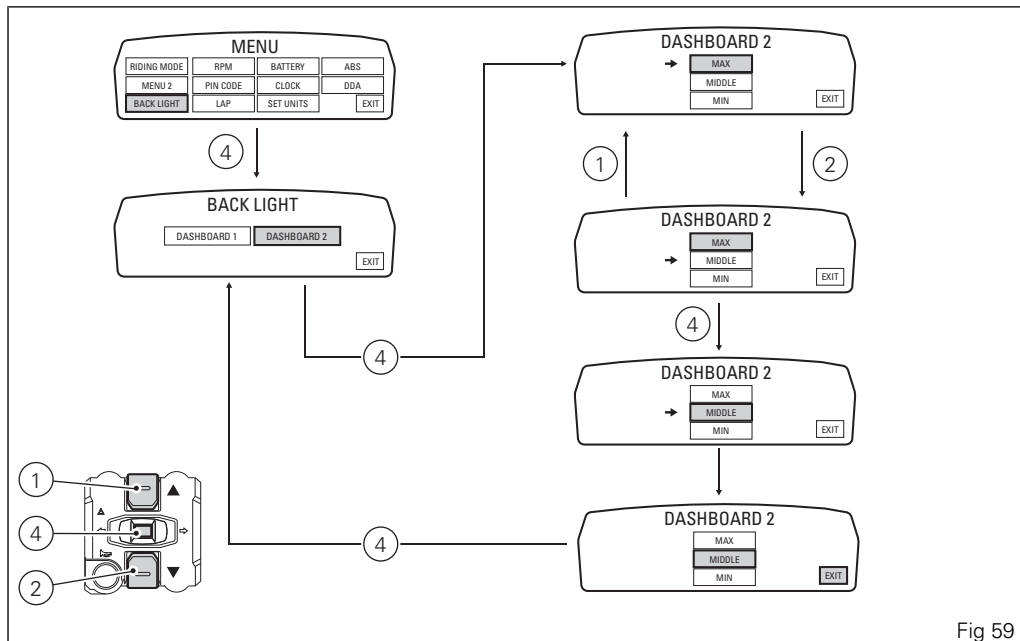


Fig 59

Digital RPM indication function

This function displays the number of RPM for improved accuracy when setting idle rpm.

To access the function it is necessary to view the "setting" menu page 87; using button (1) or (2) select the "RPM" function and press the reset button (4) to confirm.

The display shows the numerical value of the RPM with a precision of 50 rpm.

To exit the setting function, press the reset button (4) when "EXIT" is highlighted.

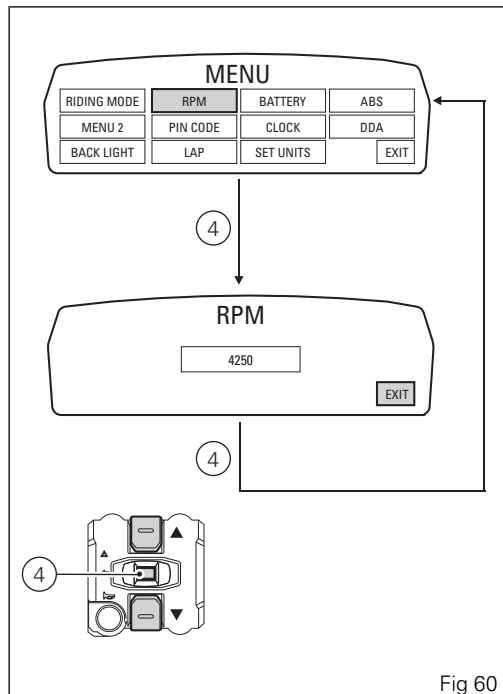


Fig 60

LAP Activation/Deactivation function (lap time)

This function allows enabling/disabling LAP (lap time) function.

To gain access to this function display the "setting" menu page 87, use buttons (1) or (2) to select the "LAP" function and press the reset button (4) to shift to next page.

Function status is highlighted on the display (green if ON or yellow if OFF); use buttons (1) or (2) to move the left arrow on the new setting, and press the reset button (4) to confirm.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

If "OFF" is saved, LAP function will be disabled. If "ON" is saved, LAP function will be enabled (see "LAP Recording" paragraph page 110).



Note

When "LAP" function is active, flash button (3) takes on the dual function of high beam "FLASH" and LAP timer Start / Stop.

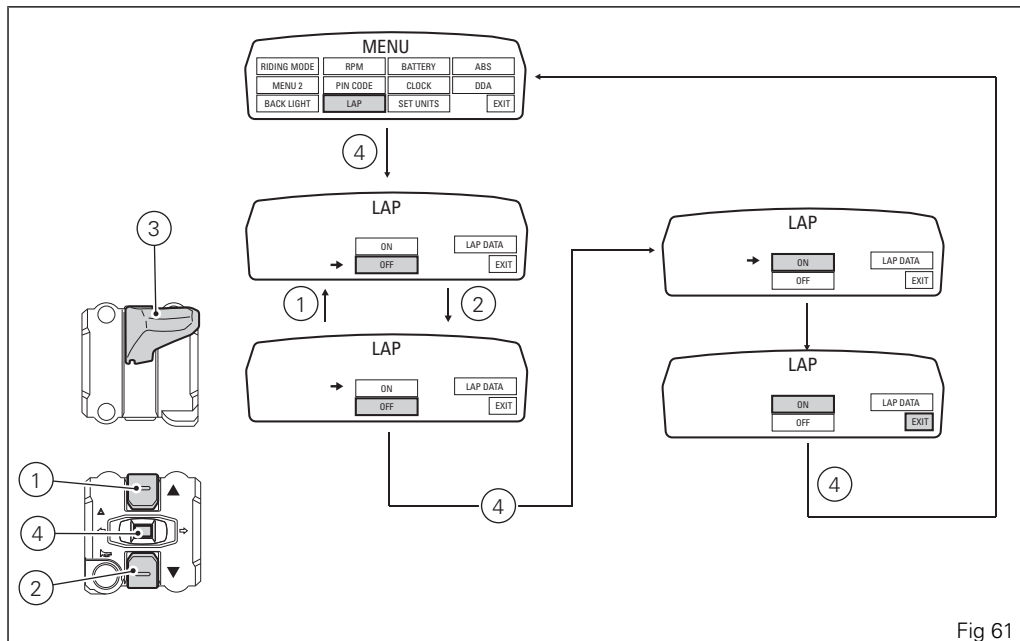


Fig 61

LAP registration function

This function describes the "LAP" time recording procedure.

If the function was Enabled (see "LAP enabling / disabling" page 108) lap time can be recorded as follows:

- the first time rider presses the flash (3) button, the "timer" of the first lap starts and "LAP START" will be displayed flashing on the instrument panel for 4 seconds, then the "previous" screen will appear again;
- from this moment onwards, every time the flash button (3) is pressed, the display automatically shows for 10 seconds the number and time of the lap, then goes back to the "previous" screen.

30 laps max. can be recorded. If memory is full, whenever the flash button (3) is pressed, the instrument panel does not record any lap time and "LAP FULL" will be displayed flashing for 4 seconds until lap times are reset.

When the "LAP" function is disabled, the current "lap" is not recorded. If the LAP function is enabled and vehicle is suddenly stopped (Key-Off), the function will be automatically disabled (even if timer was

active, the current "lap" will not be recorded). If the time is never "stopped", it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from 0 (zero) and will keep running until the recording function is disabled. If, on the contrary, the LAP function is enabled and "memory" was not reset, but recorded laps are less than 30 (example: 18 recorded laps) the Instrument Panel records any left lap until memory is full (in this case 12 further laps can be recorded). In this function only the lap times being recorded are displayed; other data are anyway recorded (MAX speed and MAX rpm), which can be later displayed in the "LAP DATA" (recorded LAP displaying) function.

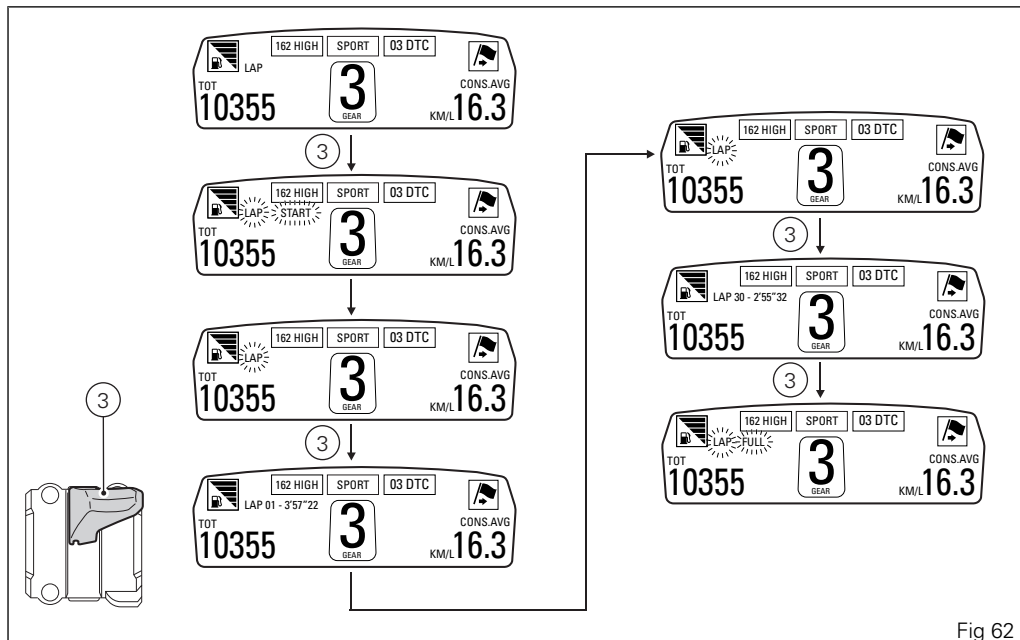


Fig 62

Stored LAP display function

This function displays the stored LAPs. To access the function it is necessary to view the "setting" menu page page 87; using button (1) or (2) select the "LAP" function and press the reset button (4) to go to next page.

Use button (1) or (2) to select "LAP DATA" indication and press the reset button (4) again to enter the page showing the previously recorded lap times.

The instrument panel displays the information as follows:

- at top left, the number of the displayed lap (e.g. LAP N.01);
- at bottom left, a rectangle inside which is the lap time (TIME), top speed in that lap (SPEED MAX) and top rpm in the same lap (RPM MAX);
- on the right, use button (1) or (2) to select "NEXT" (so that every time the reset button (4) is pressed the next lap is displayed) or "PREV" (so that every time the reset button (4) is pressed the previous lap is displayed);

To exit, select "EXIT" and press the reset button (4).



Note

The MAX stored speed is the one shown on the display (increased by 5%).

If no lap times are saved in memory, "NO LAP" indication is displayed and lap timer will indicate "-.-.-.-", MAX rpm will be = - - - - - and MAX speed = - - - - -.



Note

If the stored times are deleted while the LAP function is active, it will be automatically deactivated.

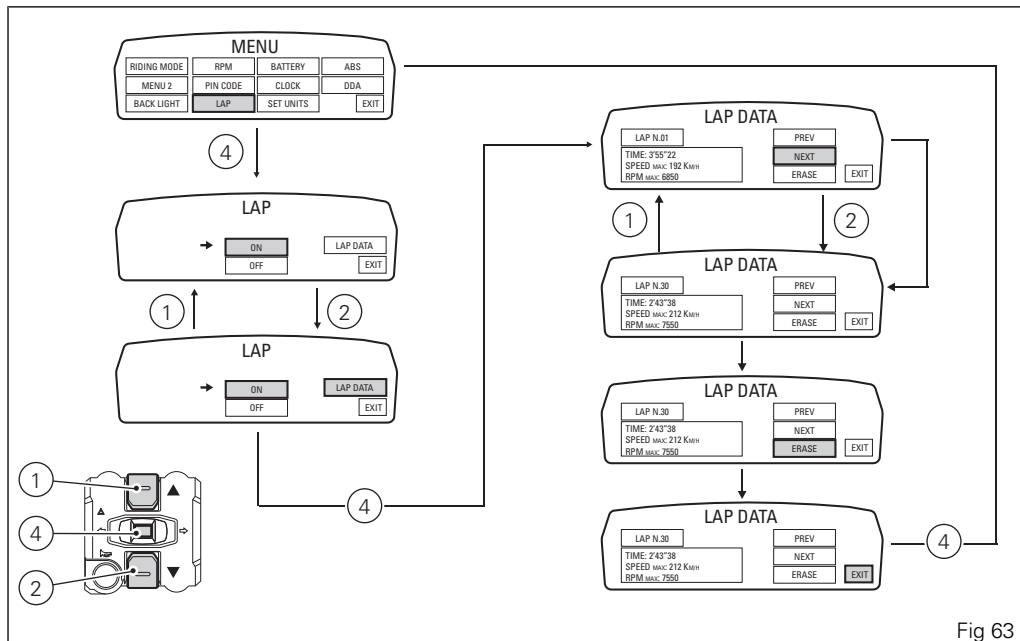


Fig 63

Stored LAP erase function

This function erases the stored LAPs. To access the function it is necessary to view the "setting" menu page 87; using button (1) or (2) select the "LAP" function and press the reset button (4) to go to next page.

Use button (1) or (2) to select "LAP DATA" indication and press the reset button (4) again to enter the page showing the previously recorded lap times.

Highlight the "ERASE" item, use button "(1) or (2) to scroll through the stored LAPs to erase and press the reset button (4) for 3 seconds.

Now, on the left-hand side of the display you have "PLEASE WAIT..." and then, to confirm deletion, "ERASE OK" appears for 2 seconds. You will notice that no stored data will be present any more and "NO LAP" message will be displayed.

To exit, select "EXIT" and press the reset button (4).

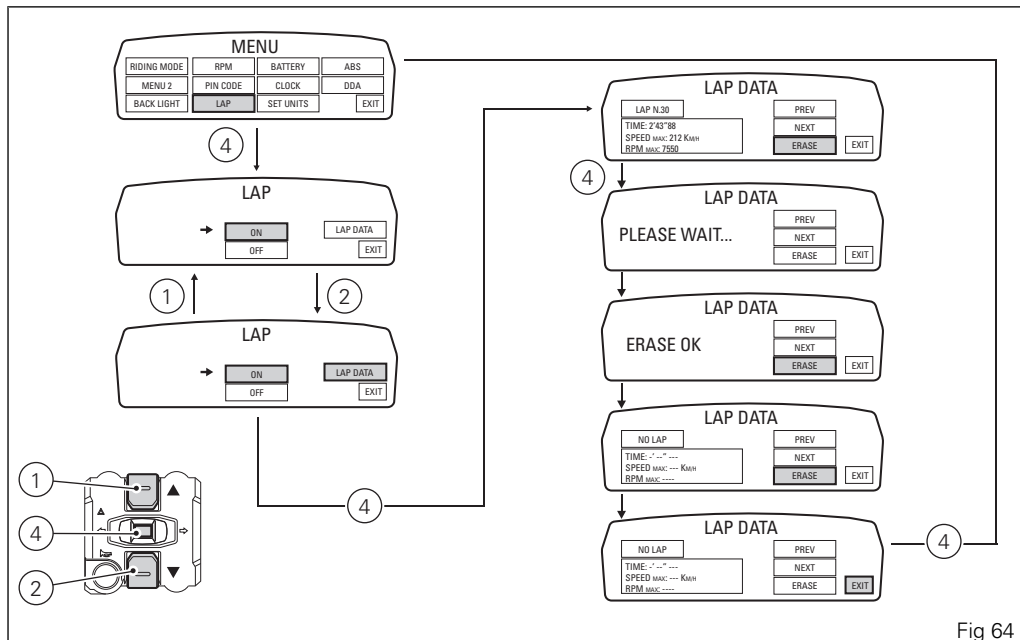


Fig 64

Battery voltage indicator (BATTERY)

This function describes the battery voltage indicator.

To access the function it is necessary to view the "setting" menu page 87; using button (1) or (2) select the "BATTERY" function and press the reset button (4) to confirm.

The information will be displayed as follows:

- if battery voltage is between 11.8 and 14.9 Volt the reading will be displayed steady;
- if battery voltage is between 11.0 and 11.7 Volt the reading will be displayed flashing;
- if battery voltage is between 15.0 and 16.0 Volt the reading will be displayed flashing;

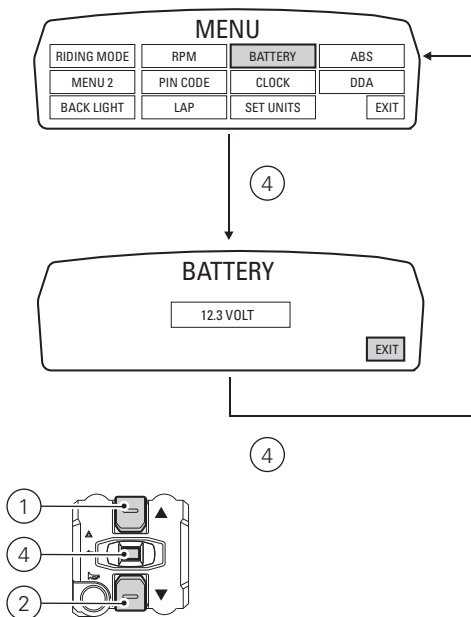


Fig 65

- if battery voltage is equal to or less than 10.9 Volt, "LOW" is shown flashing and the "Vehicle/Engine Diagnosis - EOBD" light comes on;
- if battery voltage is equal to or greater than 16.1 Volt, "HIGH" is shown flashing and the "Vehicle/Engine Diagnosis - EOBD" light comes on.



Note

- If the value is not available, a string of dashes "--" will be displayed.

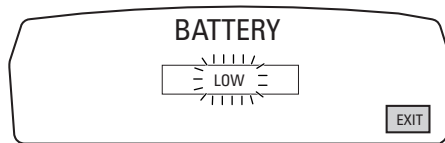
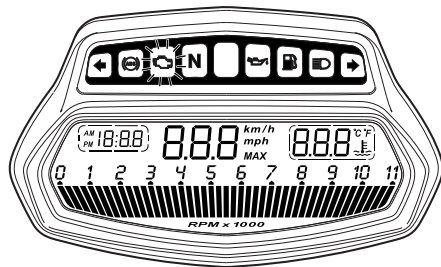


Fig 66

Clock setting function

This function sets the clock. To access the function it is necessary to view the "setting" menu page 87; using button (1) or (2) select the "CLOCK" function and press the reset button (4) to confirm.

In the following screen the message "SETTING" is highlighted in green (A); now, press the reset button (4) for 3 seconds to edit the time displayed on the instrument panel on handlebar and the "SETTING" indication highlighting turns gray (B).

Clock setting

On entering this mode, the message "AM" will flash; if you press the button (2) "PM" flashes; if you press the button (2) you will return to the previous step (if it is 00:00, when switching between "AM" to "PM", 12:00 will be displayed). Pressing button (1) gives access to the hour setting mode; hours start to flash. Each time you press button (2), the digit will increase by 1 hour. If you hold button (2) down, the count increases cyclically in steps of 1 hour every second (during prolonged pressing of the button the hours will not flash).

Pressing button (1) gives access to the minute setting mode; minutes start to flash. Each time you press button (2), the digit will increase by 1 minute. If you

hold button (2) down, the count increases cyclically in steps of 1 minute every second.

if the button (2) is held down for more than 5 seconds the steps increase by 1 every 100 m (during prolonged pressing of the button (2) the seconds will not flash).

If you press button (1) setting is completed and the display of instrument panel on tank shows the "SETTING" item again highlighted in green (C).

To exit, select "EXIT" and press the reset button (4).



Note

In case of battery off, when the Voltage is restored and upon next Key-On, clock will have to be set again (it will automatically start counting from 00:00).

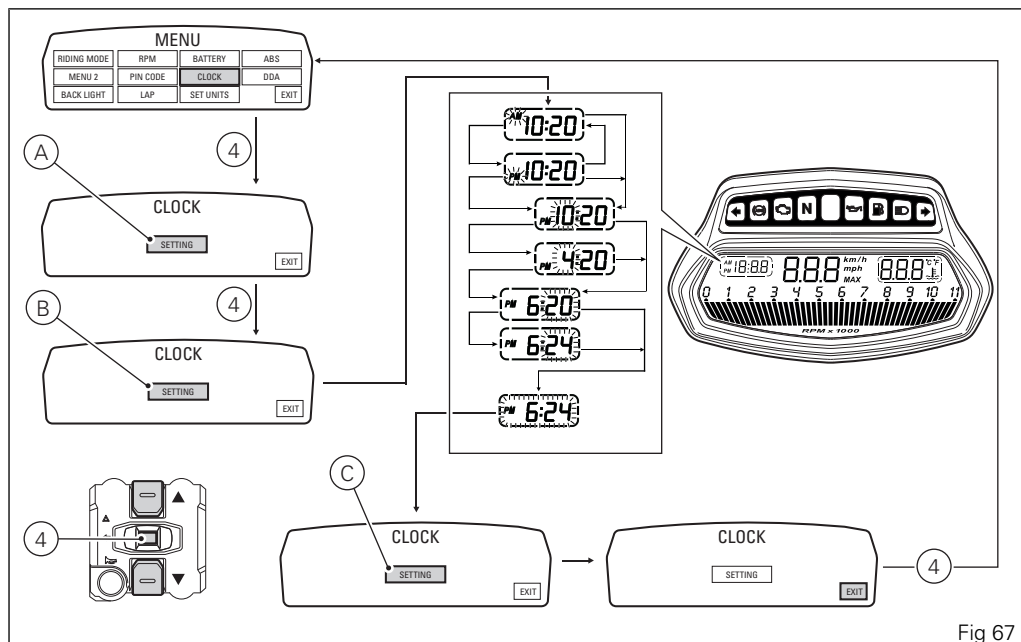


Fig 67

Units of measurement modification function

This function allows changing the units of measurement of the displayed values.

To gain access to this function display the "setting" menu page 87, use buttons (1) or (2) to select the "SET UNITS" function and press the reset button (4) to shift to next page.

Use buttons (1) or (2) to select the value for which you wish to change the unit of measurement and press the reset button (4) again.

Instrument panel displays the values that can be changed; use buttons (1) or (2) to select the value you wish to change, and press the reset button (4) again.

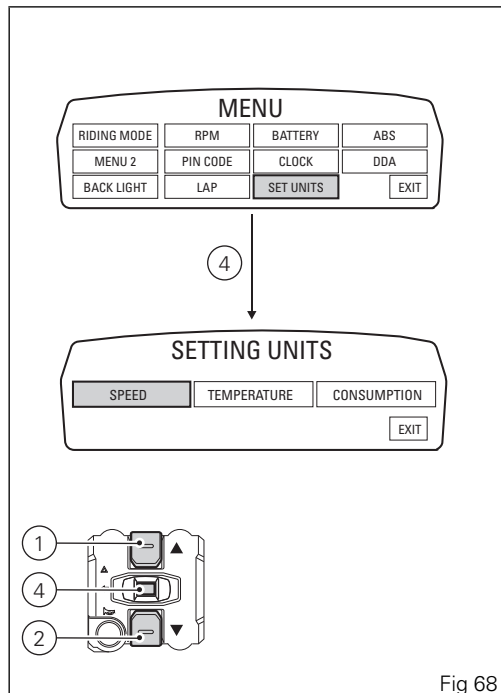


Fig 68

"SPEED" setting

This function allows you to change the speed measurement units (and therefore those of distance traveled).

The currently set unit of measurement is highlighted in green on the display; use buttons (1) or (2) to move the left arrow on the new setting, and press the reset button (4) to confirm.

If setting is stored, when main screen is displayed again, the new units of measurement (if any) will be shown.

1) Km/h: if this unit is set, the following values will have the same units of measurement:

- TOT, TRIP1, TRIP2, TRIP FUEL: km
- Vehicle Speed and AVERAGE Speed (SPEED AVG): km/h

2) mph: if this unit is set, the following values will have the same units of measurement:

- TOT, TRIP1, TRIP2, TRIP FUEL: miles
- Vehicle Speed and AVERAGE Speed (SPEED AVG): mph.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

"TEMP" setting

This function allows you to change the units of measurement of the temperature.

The currently set unit of measurement is highlighted in green on the display; use buttons (1) or (2) to move the left arrow on the new setting, and press the reset button (4) to confirm.

If setting is stored, when main screen is displayed again, the new units of measurement (if any) will be shown.

3) °C: if this unit is set, the following values will have the same units of measurement:

- Engine coolant temperature and T_AIR: °C

4) °F: if this unit is set, the following values will have the same units of measurement:

- Engine coolant temperature and T_AIR: °F

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

"CONS." setting

This function allows changing the units of measurement of the Average and Instant Fuel Consumption.

The currently set unit of measurement is highlighted in green on the display; use buttons (1) or (2) to move the left arrow on the new setting, and press the reset button (4) to confirm.

If setting is stored, when main screen is displayed again, the new units of measurement (if any) will be shown.

5) Km/L: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS. AVG.: Km/L

6) L/100: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS. AVG: L/100

7) mpg UK: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS. AVG: mpg UK

8) mpg USA: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS. AVG: mpg USA

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

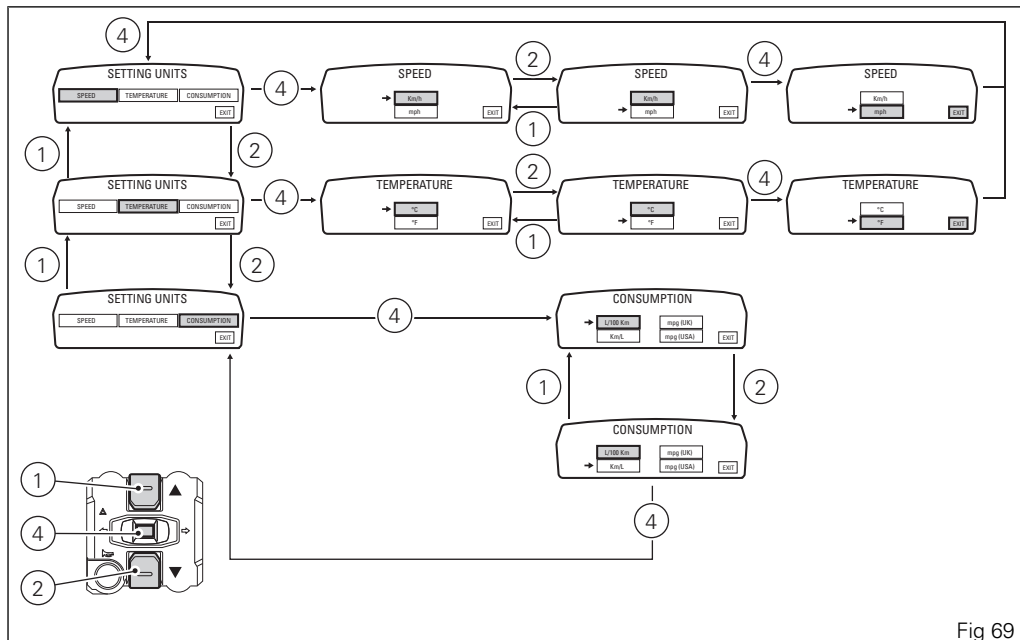


Fig 69

ABS disabling function

This function disables or enables the ABS.

To access the function it is necessary to view the "setting" menu page 87; using button (1) or (2) select the "ABS" function and press the reset button (4) to go to next page.

Function state is highlighted on the display (ON in green or OFF in yellow); use button (1) or (2) to shift the arrow on the left onto the new setting and confirm by pressing the reset button (4) for 3 seconds.

After these 3 seconds the system checks whether the request was actually complied with; during the check the display will show the message "PLEASE WAIT...".

The new condition will be displayed after check time.



Note

If the disabling request was not completed successfully, repeat the procedure. If the problem persists, contact a Ducati Dealer or Authorised Service Centre.

To exit the setting function, press the reset button (4) when "EXIT" is highlighted.

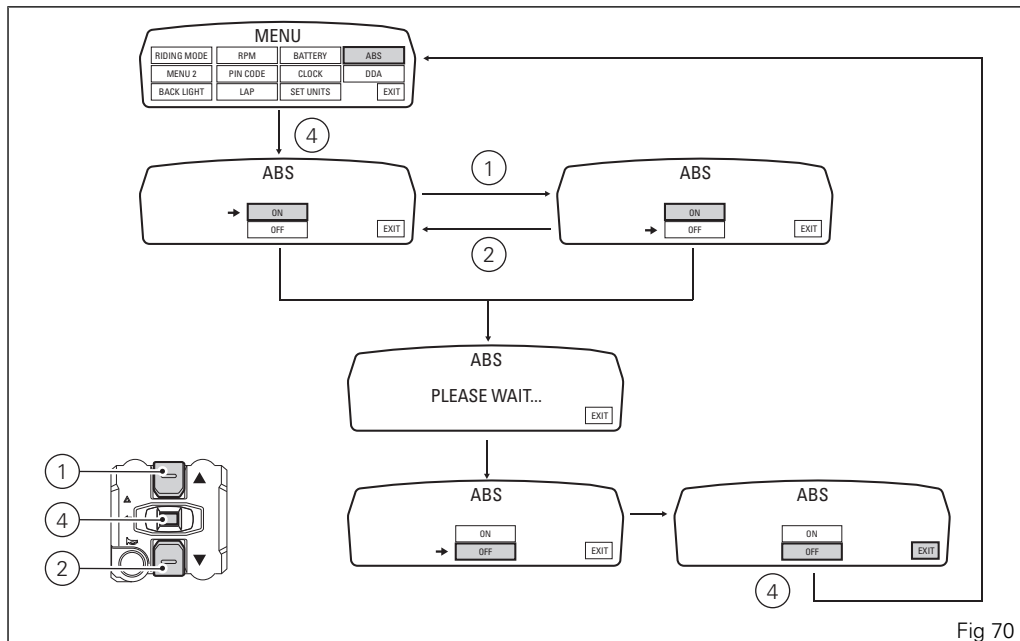


Fig 70

The Immobilizer system

For improved anti-theft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.

The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna located under the seat when the ignition is switched On.

The modulated signal represents the “password” (which is changed at each start-up) by which the ECU recognizes the ignition key. The ECU will only allow the engine to start if it recognizes this password.

Keys

The Owner receives a set of keys comprising:

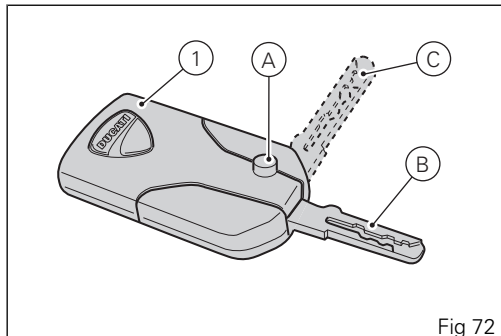
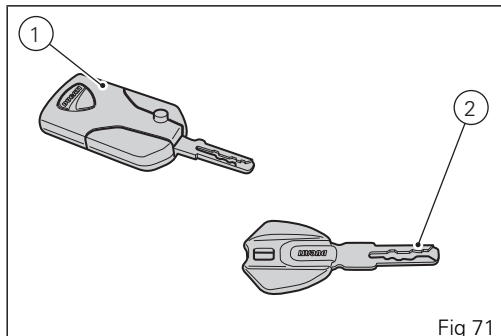
- 1 active key (1).
- 1 passive key (2).

The keys contain the code used by the "Hands Free" system for the Key-On, in different modes.

The active key (1) is the one that is normally used: press button (A) to fully open the metal part, i.e. position (B).

Hold depressed button (A) to move the metal part and set it to the middle position (C); once in place, release button to lock.

The metal part returns inside the grip by pushing it in.



The key contains a battery that must be replaced when the low key battery "warning" is displayed as soon as the instrument panel is turned on.



Note

In this case, replace the battery as soon as possible.

When the charge level goes below a certain limit, the key can only work in passive mode, like the passive key: in this case, the instrument panel will not display any message.



Fig 73



Attention

Do not ride with the (active or passive) key inserted in the lock of the tank cap or in the seat lock as it could come out and represent a potential danger. Furthermore, if bumped, the key mechanism and the integrated circuit could be damaged. Also riding in poor weather conditions with the key inserted could cause damage to its integrated circuit. Do not leave the key on the motorcycle when washing it as it could be damaged, not being watertight.

Replacing the battery in the active key

Only use 3 Volt CR 2032 lithium ion batteries.



Note

The keys do not need to be reprogrammed after replacing the battery.

Remove the metal part of the battery.

Use a large sized coin to pry open the shells of the plastic grip (2 Euro coin) as shown in the figure.



Important

Insert the coil only in the indicated point. Do not other use other objects inserted in points that are different than what is shown, as it could damage the integrated circuit and/or the protective gasket.

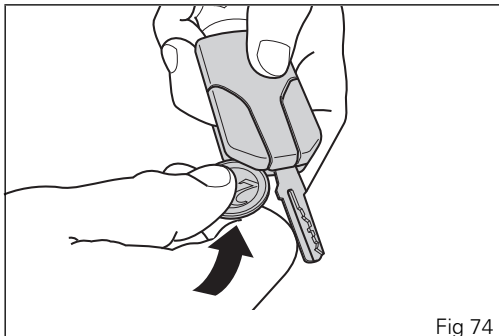


Fig 74

Once the plastic shells have been separated, remove the printed circuit board (1) prying it up GENTLY with a small flat screwdriver, as shown in the figure.



Important

Insert the point of the flat screwdriver just under the printed circuit board, being very careful not to damage it. Do not apply force on the battery or battery holder.

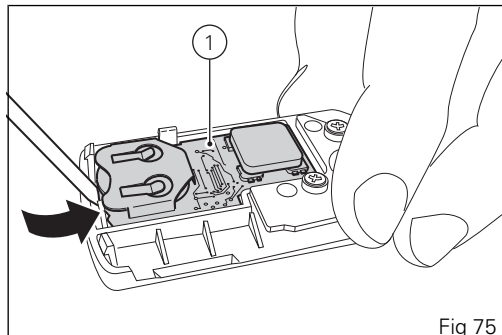


Fig 75

Remove the battery (2) from the printed circuit board (1) and replace it with a new one.
Pay attention to polarity: the positive pole (+) must face upward.



Important

Only use the required type of battery.

Reinsert the printed circuit board (1) from the side with the battery (2) into the plastic shell.

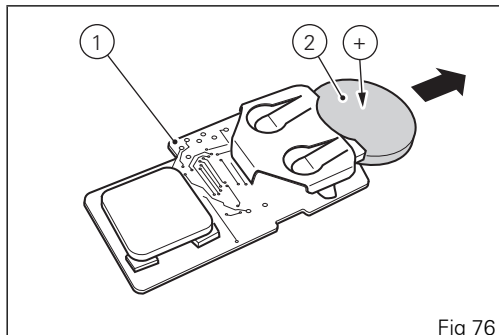


Fig 76

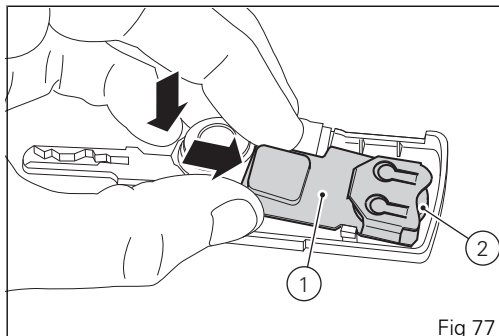


Fig 77

Apply slight pressure on the antenna (3) of the printed circuit board until you hear a click.

Align the two shells of the grip and press on the area indicated by the arrows to close them.

Make sure that you hear a "click" upon closing and that the key is well closed.

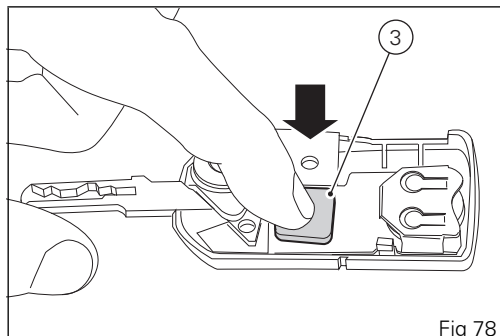


Fig 78

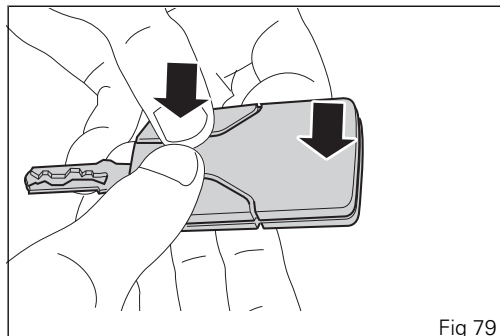


Fig 79

Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left.

The Ducati Service Center will program all the new keys as well as any keys you already have.

You may be asked to provide proof that you are the legitimate owner of the motorcycle.

The codes of any keys not submitted will be wiped off from the memory to make those keys unserviceable in case they have been lost.

Immobilizer override procedure

This procedure makes it possible to "temporarily" turn on the motorcycle if the HF (Hands Free) System is not working.



Note

The PIN CODE function must be activated by the user by entering your 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.



Attention

The motorcycle owner must activate (store) the PIN code; if there is already a stored PIN, contact an Authorized Ducati Dealer to have the function "reset". To perform this procedure, the Authorized Ducati Dealer may ask you to demonstrate that you are the owner of the motorcycle.

PIN CODE activation function

To access the function it is necessary to view the "setting" menu page 87; using button (1) or (2) select the "PIN CODE" function and press the reset button (4) to go to next page.



Note

If "MODIFY PIN CODE" appears when accessing this function, this means that there is already a stored PIN and therefore the function is already active.

When accessing the function, "INSERT NEW PIN CODE" with four dashes "- - - -" in the bottom line will appear on the circular display highlighted in green, this means that there is no PIN CODE; now enter a 4 digit code.

Entering the code:

Press the reset button (4).

each time you press the button (2) the displayed number increases from "0" to "9" and then returns to "0"; to confirm the number, press the reset button (4). Repeat the procedure until inserting the fourth digit. To highlight the "MEMORY" indication, press the reset button (4) again.

To store the entered PIN, press the reset button (4) for 3 seconds with "MEMORY" indication highlighted in green. As a confirmation of PIN storage, the display will show the message "MEMORIZED" for about 2 seconds and then automatically highlight "EXIT" option.

From this moment, "MODIFY PIN CODE" will be displayed when accessing the "PIN CODE" function and the PIN can be changed again as many times as necessary (without limits).

To exit the setting function, press the reset button (4) when "EXIT" is highlighted.

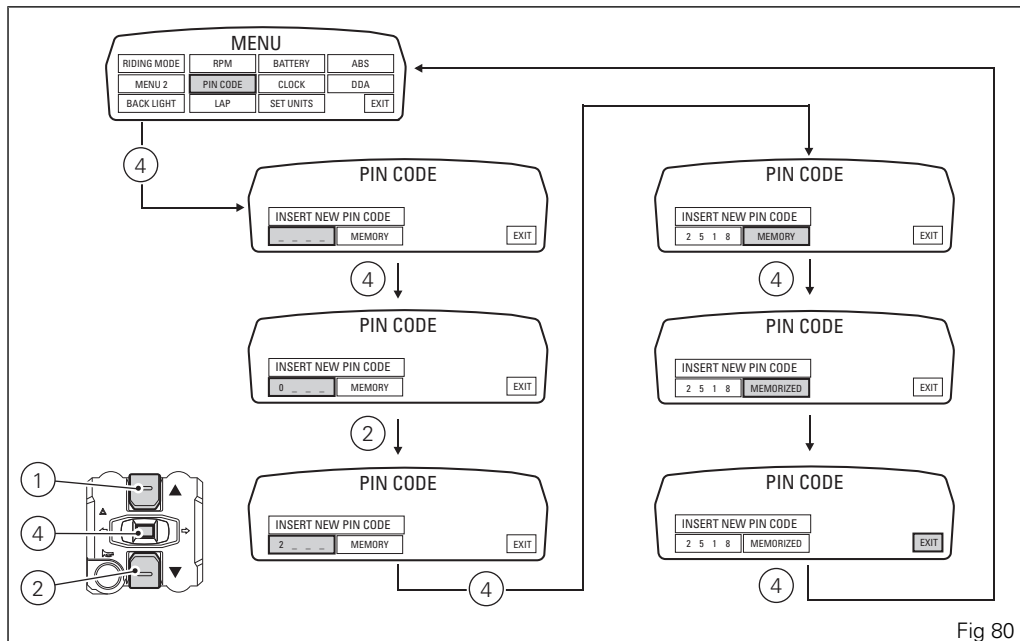


Fig 80

PIN CODE change function

This function changes your four number PIN CODE. To access the function it is necessary to view the "setting" menu page 87; using button (1) or (2) select the "PIN CODE" function and press the reset button (4) to go to next page.



Note

If, when accessing this function, "INSERT NEW PIN" and a string of dashes "----" are displayed, function is not active as PIN CODE has never been entered. Enter your PIN code with the "PIN enabling" function.

When accessing the function, "MODIFY PIN CODE" with "OLD PIN" and four dashes "----" in the bottom line will appear on the circular display highlighted in green, this means that a PIN CODE is already present; now enter the 4 digit code.



Note

To change the PIN code, you must remember the already stored PIN.

Now enter the "old" PIN code (OLD PIN).

Press the reset button (4); each time you press the button (2) the displayed number increases from "0" to "9" and then returns to "0"; to confirm the number, press the reset button (4).

Repeat the procedure until inserting the fourth digit. Press the reset button (4) again to confirm. If the entered code is incorrect, the instrument panel will return to the four dashes "----" in order to enter the code again. If the entered code is correct, "CORRECT" is automatically highlighted in green for about 2 seconds and then the four dashes "----" next to "NEW PIN" indication are automatically highlighted; now enter the "new" 4 digit code.

Press the reset button (4); each time you press the button (2) the displayed number increases from "0" to "9" and then returns to "0"; to confirm the number, press the reset button (4).

Repeat the procedure until inserting the fourth digit. Press the reset button (4) again to confirm. Item "MEMORY" is automatically highlighted.

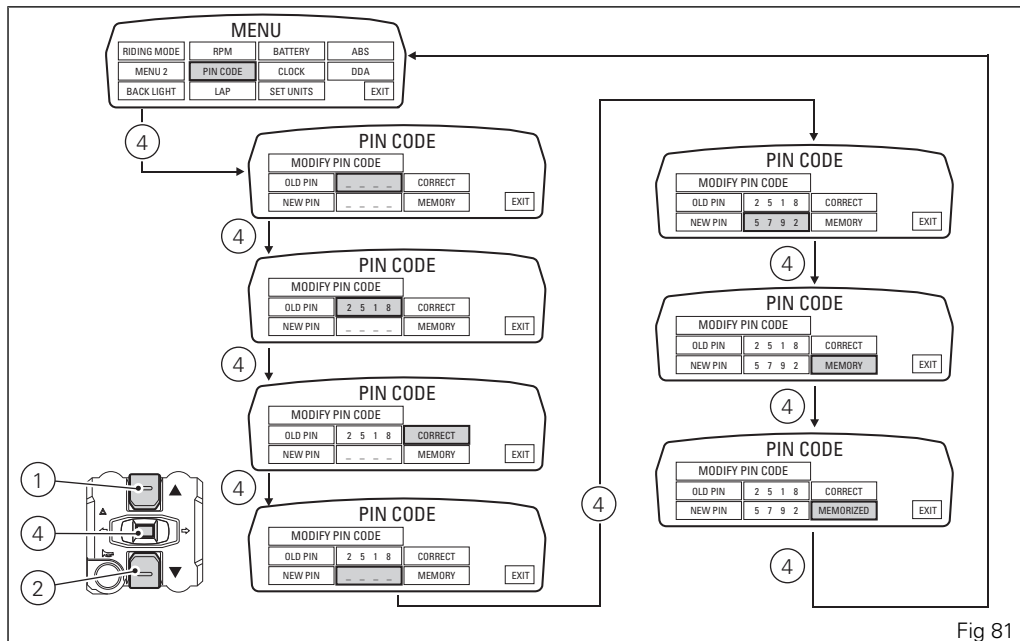


Fig 81

To store the new entered PIN, press the reset button (4) for 3 seconds with "MEMORY" indication highlighted in green.

As a confirmation of the new PIN storage, the display will show message "MEMORIZED" for about 2 seconds, then "EXIT" is automatically highlighted.

To exit the setting function, press the reset button (4) when "EXIT" is highlighted.



Note

You can change your PIN CODE for an unlimited number of times.

Light control

Headlight control

This function allows you to reduce current consumption from the battery by automatically managing headlight switching-off.

At Key-On, the high beam and low beam lights are off. When the engine is started, the low beam lights turn on automatically; from this moment, "normal" operation is activated: it will be possible to switch from low beam to high beam (using button (3)) or operate the "FLASH" signal (using button (3)).

If engine is not started at Key-On, the lights can be switched on anyway by pushing the button on the LH high/low beam switch (button (3)); the low beam lights are turned on the first time it is pressed; from this moment, the same button can be used to switch on (and off) the high beam light (if the engine is not started within 60 seconds, the low beam or high beam light that was turned on will turn off).

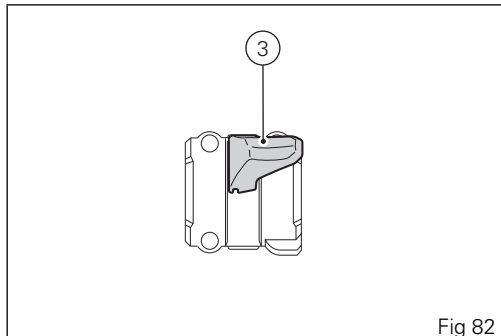


Fig 82

If the headlight was turned on before starting the engine with the procedure described above, the headlight turns off automatically when starting the vehicle and will turn on again when the engine has been completely started.

Turn indicators (automatic reset)

The instrument panel controls the automatic reset of the turn indicators.

After activating one of the two turn indicators, they can be deactivated using the reset button (4). If the turn indicator is not "reset" manually, the instrument panel will automatically switch it off after the motorcycle has traveled 0.3 miles (500 m) from the time the turn indicator was activated. The counter for the distance traveled for automatic deactivation is activated at speeds below 50 mph (80 km/h).

If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 50 mph (80 km/h), the calculation is interrupted and will restart when the speed returns below the indicated threshold.

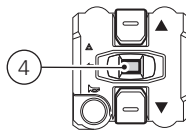


Fig 83

“Parking” function

This function activates the “PARKING” mode. The “PARKING” function activates the front and rear parking lights when the vehicle is turned off so it is visible when parked. The function is activated by pressing the button (2) for 3 seconds during the first 60 seconds after the motorcycle was turned off. Once the function is activated, the indication will remain on the circular display for 5 seconds and the lights will remain on for 2 hours. After 2 hours, they will turn off automatically. To interrupt the function, turn the vehicle on and off (Key-On / Key-Off).



Note

If there is a sudden interruption in the battery while the function is active, the instrument panel will disable the function when the voltage is restored.



Fig 84

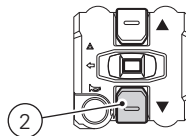


Fig 85



Important

The frequent use of this function can considerably reduce the battery charge. We recommend using this function only when really necessary.

Ducati recommends using this function only when really necessary.

Warning reading “Press the ignition button to lock the steering”.

This indicates that rider must hold button depressed to engage the steering lock.

Indication is active if button (8) is pressed for 1 second.

**KEEP
PRESSED
TO
LOCK**

Fig 86

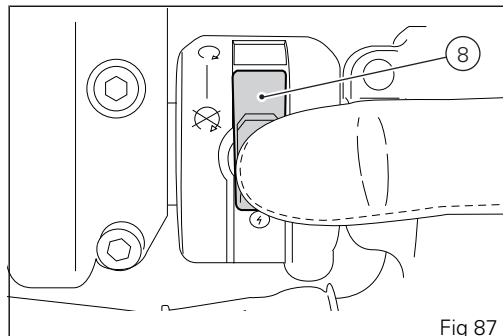


Fig 87

“Steering lock” on indication

This function tells you that the steering lock was turned on.

The steering lock can be turned on during the first 60 seconds after turning off the vehicle by pressing down the “RUN” button.

If the steering lock was enabled correctly, the instrument panel will show the indication in the display for 5 seconds.



Note

The steering lock can only be activated when the steering is in position.

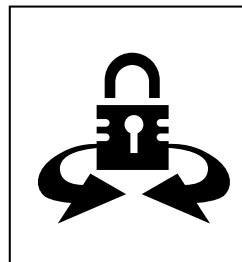


Fig 88

Indication of incorrect position of the red button.

This message tells you that the button should be returned to the "top" position in order to ensure that there is not an excessive current absorption by the system.



Important

This could lead to battery discharge within a short time.

Any incorrect position is detected within the first 60 seconds after vehicle switch-off (Key-Off).

If you press the starter button (8) for over 1 second to switch off (Key-Off), system activates the warning "RED SWITCH NOT RELEASED" as a flashing message.

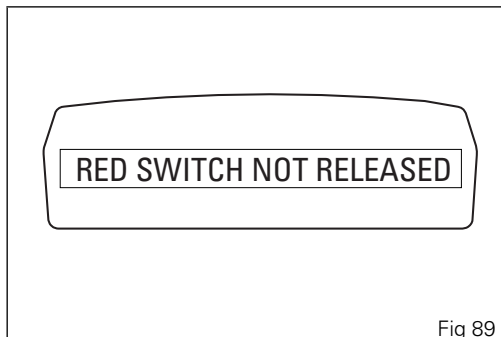


Fig 89

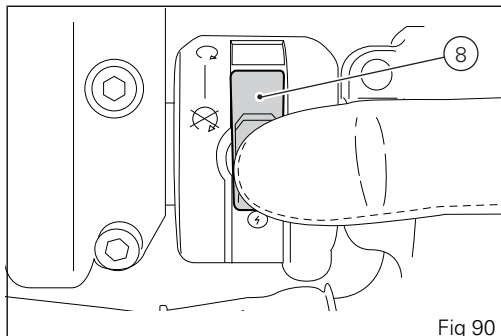


Fig 90

If the warning remains active once button (8) is no longer depressed, you shall take button (8) to “top” position.
In this case, report the fault to Dealer or Authorized Service Center.

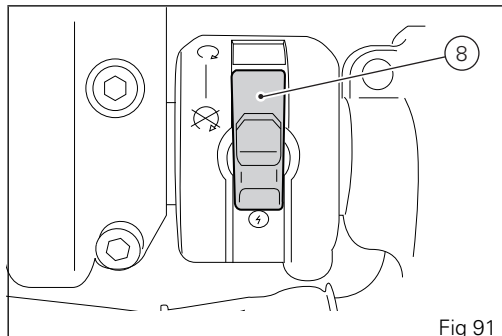


Fig 91

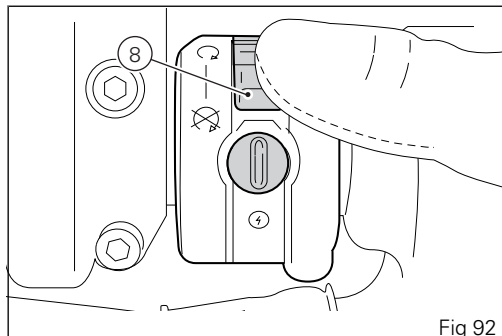


Fig 92

Other functions

This function allows enabling and adjusting the heated handgrips.

To enable the "H.GRIPS" control menu for the heated handgrips, press the Start button (5) on the RH switch.



Note

The Start button (12) controls the heated handgrips only when the engine is running.

The display layout could be of two types:

- with Menu 2 enabled (Fig 93);
- with Menu 2 disabled (Fig 94);

Once the menu is activated, press the same button several times to select the desired indication ("OFF", "LOW", "MEDIUM" or "HIGH") which is zoomed.

If "OFF" indication is zoomed, the heated handgrips are switched off.

If "LOW" indication is zoomed, the heated handgrips are activated in their lowest setting.

If "MEDIUM" indication is zoomed, the heated handgrips are activated in their intermediate setting.

If "HIGH" indication is zoomed, the heated handgrips are activated in their highest setting.

Select the desired setting then leave button (5) undisturbed; after 3 seconds with no controls, the instrument panel automatically quits the indication and maintains the last stored condition.

When quitting the handgrips setting menu, the instrument panel warns the user if heated grips have been activated by turning the specific icon yellow (at the top RH side if Menu 2 is enabled or at the top LH side if Menu 2 is disabled), and showing the setting ("LOW", "MEDIUM" or "HIGH").

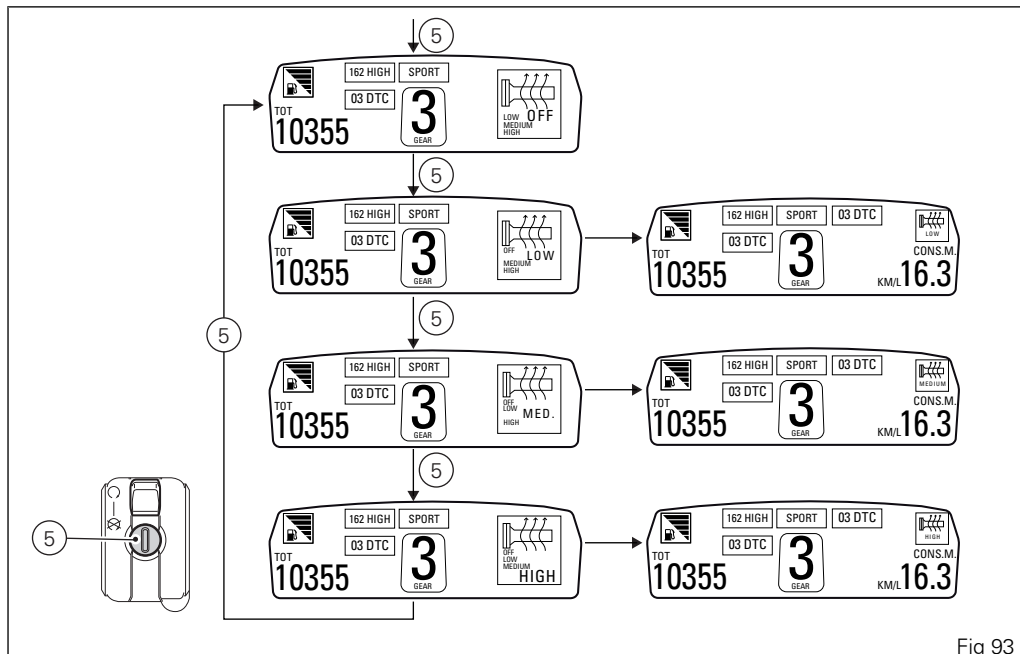


Fig 93

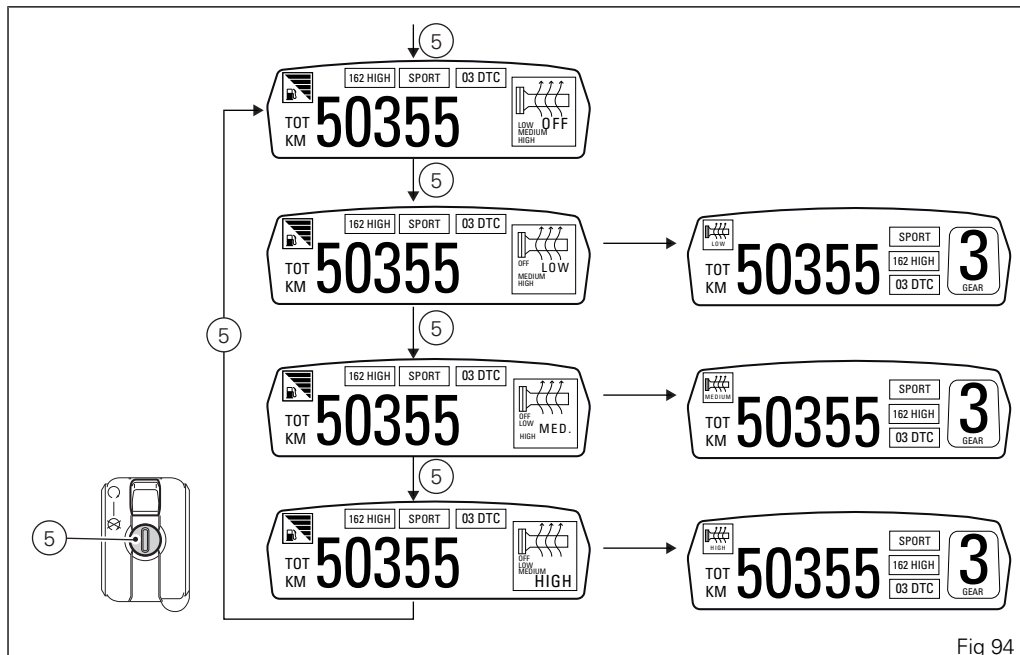


Fig 94



Note

The heated handgrips actually activate and warm up only with engine running.



Note

This means that if heated handgrips are enabled and engine stops, the heating is "temporarily" disabled but the ON indication is still active. Heating will automatically turn on when engine is started again.



Attention

Ducati recommends NOT to use the heated handgrips when ambient temperature is above 15° ÷ 20°C since they might get damaged.



Note

Handgrip heating requires a high current draw which, at low engine rpm, might result in the battery getting soon flat. If the battery is not fully charged (voltage below 11.9 V) handgrip heating is disabled to ensure engine start-up ability; it will automatically activate again when battery voltage is above the specified value.

Controls

Position of motorcycle controls



Attention

This section shows the position and function of the controls used to ride the motorcycle. Be sure to read this information carefully before you use the controls.

- 1) Instrument panel on handlebar.
- 2) "Hands free" system.
- 3) Instrument panel on tank.
- 4) LH switch.
- 5) Clutch lever.
- 6) Rear brake pedal.
- 7) RH switch.
- 8) Throttle twistgrip.
- 9) Front brake lever.
- 10) Gear change pedal.

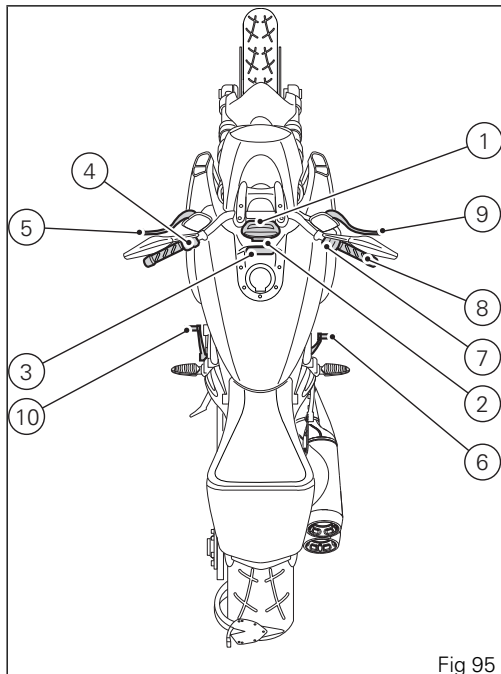


Fig 95

Hands Free" system

The Hands free system consists of:

- 1) Hands free lock;
- 2) Antenna;
- 3) Active key;
- 4) Passive key;
- 5) Tank filler plug.

The "Hands free" button (7, Fig 98) is located on the tank front end.

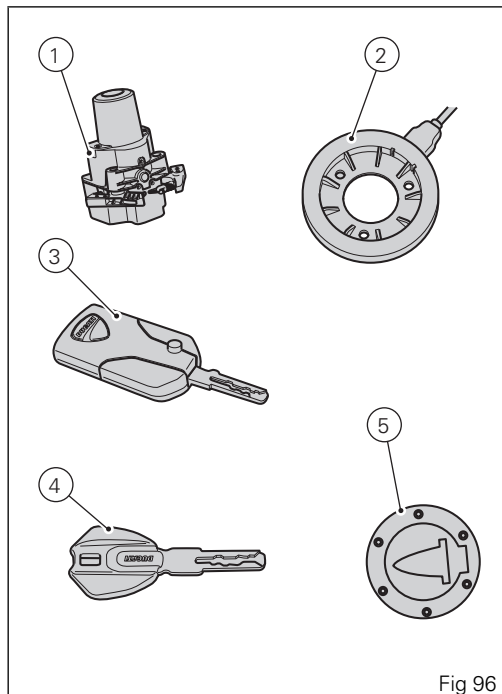


Fig 96

Hands free system "Key-On" and "Key-Off"

Key-On consists in turning on the hands free system and all electronic devices. Key-Off consists in turning off the hands free system and all electronic devices, and ensures engine is turned off. Key-On is done using button (6) on the right switch on the handlebar or using the emergency button (7) on the Hands free lock. Key-Off is done using button (6) on the right switch on the handlebar or using button (7) on the Hands free lock.



Note

The use of one of the two buttons (6) or (7) does not exclude the other, e.g.: if you use one for switch-on, you can switch off with the other and vice versa.

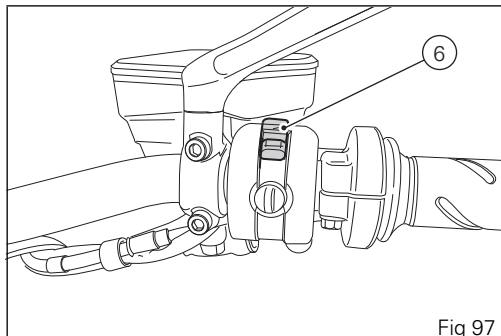


Fig 97

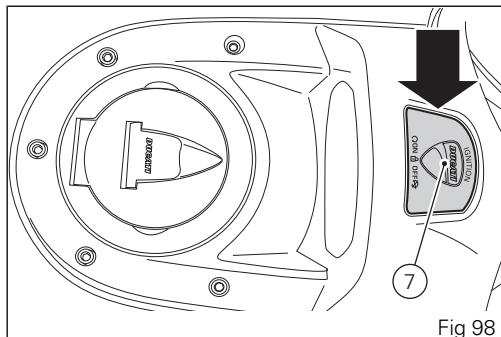


Fig 98

Key-On can only occur in the presence of one of the two keys (3) or (4) or using the pin code. Key-Off can also occur without any key (3) or (4). Key-Off occurs when the speed of the motorcycle is equal to zero, by pressing button (6) on the handlebar or by pressing the Hands free button (7). When speed is not equal to zero, perform key-off by pressing the Hands free button (7). When speed is not equal to zero, perform key-off by pressing the Hands free button (7).

The mechanical part (A) of the key (3) is used to open the fuel filler cap, the seat latch and bag locks. The metal part (A) of the key (3) remains hidden inside its housing, you can take it out by pressing button (B).



Note

With the vehicle in "Key-On" and "engine off" condition, if the presence of the active key (3) is not detected for thirty consecutive seconds, the motorcycle will turn off automatically without any action by the rider.

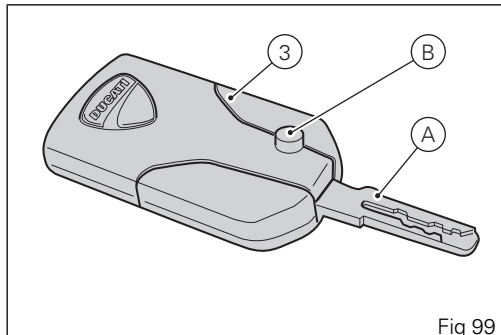


Fig 99

Key-On/Key-Off using the red button on the handlebar with the active key

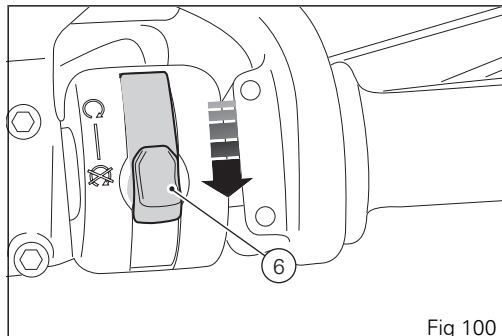
A Key-On can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position and in the presence of the active key (3, Fig 96).



Note

The active key (3) has a range of approx. 1.5 m, therefore it must be located within this range to be detected by the system.

Key-Off can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position. It can also be performed without the key (3, Fig 96) only if motorcycle speed is equal to zero.



Key-On/Key-Off using the button on the Hands free lock

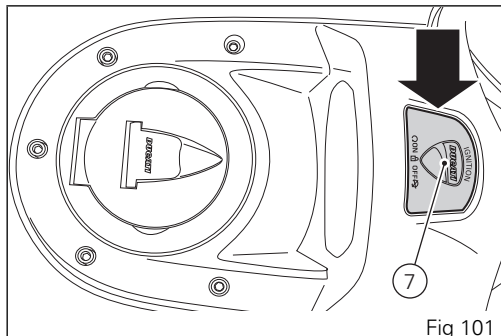
with active key. Key-On can be performed by pressing button (7) on the Hands free lock (1, Fig 96) and with the presence of the active key (3, Fig 96).



Note

The active key (3) has a range of approx. 1.5 m, therefore it must be located within this range to be detected by the system.

Key-Off can be performed by pressing button (7) on the Hands free lock (1, Fig 96), also without the key (3, Fig 96).



Key-On/Key-Off using the red button on the handlebar with the passive key

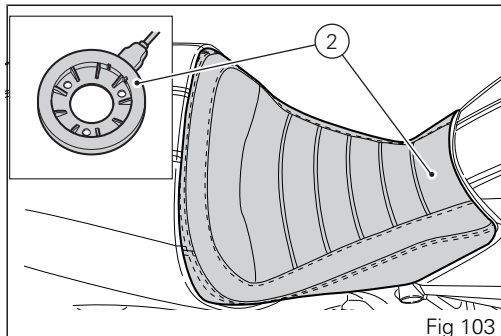
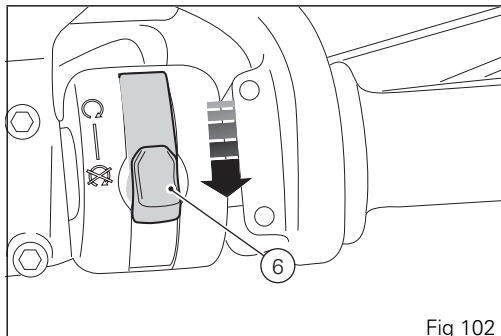
A Key-On can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position and in the presence of the passive key (4, Fig 96).



Note

The passive key has a range of a few cm, therefore the key must be positioned near the antenna. Remove the seat to reach the antenna.

Key-Off can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position. It can also be performed without the key (4, Fig 96) only if motorcycle speed is equal to zero.



Key-On/Key-Off using the button on the Hands free lock with the passive key

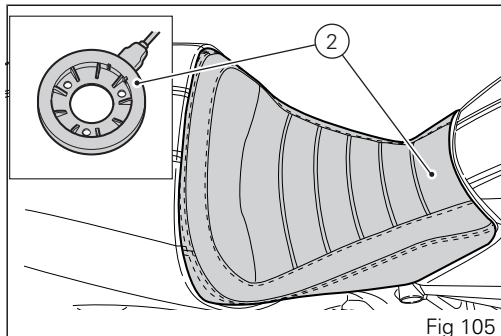
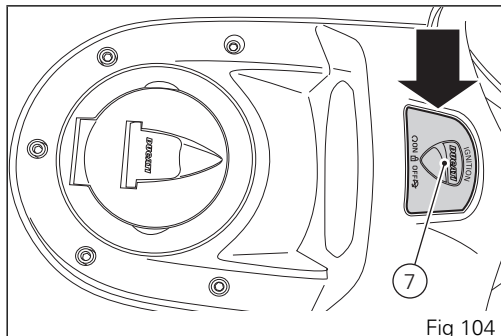
Key-On can be performed by pressing button (7) on the Hands free lock and with the presence of the passive key (4, Fig 96).



Note

The passive key has a range of a few cm, therefore the key must be positioned near the antenna. Remove the seat to reach the antenna.

Key-Off can be performed by pressing button (7) on the Hands free lock (1, Fig 96), also without the key (4, Fig 96).



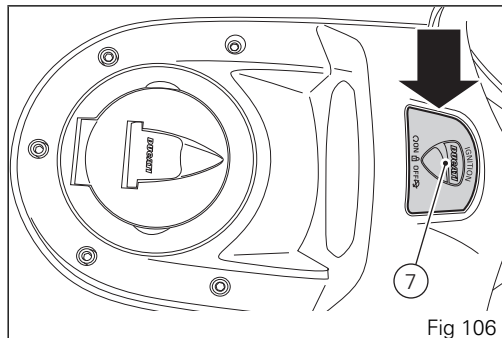
Key-On/Key-Off using the pin code (immobilizer override)

Key-On can be performed by pressing button (7) on the hands free lock (1, Fig 96) without the presence of the keys (3, Fig 96) and (4, Fig 96) and entering the pin code on the instrument panel.

Key-Off can be performed by pressing button (6) on the handlebar / Hands Free button (7) / engine off, no key in the range.

After each Key-Off, if the key is not present upon next Key-On, the pin code must be entered. The pin code is set by the customer upon delivery of the motorcycle. The function is not enabled unless a pin code has been set. When the Hands Free button (7) is pressed, the instrument panel activates the backlighting and the round display to allow the rider to enter the four-digit pin code. Entering the correct pin turns on the instrument panel and enables engine starting.

The pin must be entered within 120 sec, after which a Key-Off occurs automatically.



Entering PIN CODE function for overriding purposes

This function allows the rider to "temporarily" turn on the motorcycle in case of HF (Hands Free) system "malfunction".

If the motorcycle cannot be turned on using the normal starter button, press the "emergency" Hands Free button (7) to activate the function.

After pressing the button, the instrument panel activates the "INSERT PIN CODE" indication on the display with four dashes "----" in the bottom line, highlighted in green, for you to enter the 4 digit PIN code.

Entering the code:

Press the reset button (4).

Each time you press button (2), the displayed number increases from "0" to "9" and then returns to "0".

Press the reset button (4) to confirm each number.

Repeat the procedure until entering the fourth digit.

Press the reset button (4) again to confirm.

If the code is incorrect, the instrument panel will return to the four dashes "----" indication to allow you to enter the code again.



Note

There is no limit to the number of times the code can be re-entered; the instrument panel will turn off automatically 120 seconds after any attempt to enter the code.

If the entered code is correct, the message "CORRECT" will flash on the display for 3 seconds. After 3 seconds, the instrument panel will return to the "normal" view (with all indications active). From this moment, the vehicle can be started using the start button (Key-On).



Note

The vehicle can be started until a Key-Off is performed. If the problem still persists upon the next starting attempt, repeat the procedure from the beginning in order to start the motorcycle "temporarily" again.



Important

If this procedure is necessary in order to start the vehicle, contact an Authorized Ducati Service Center as soon as possible to fix the problem.

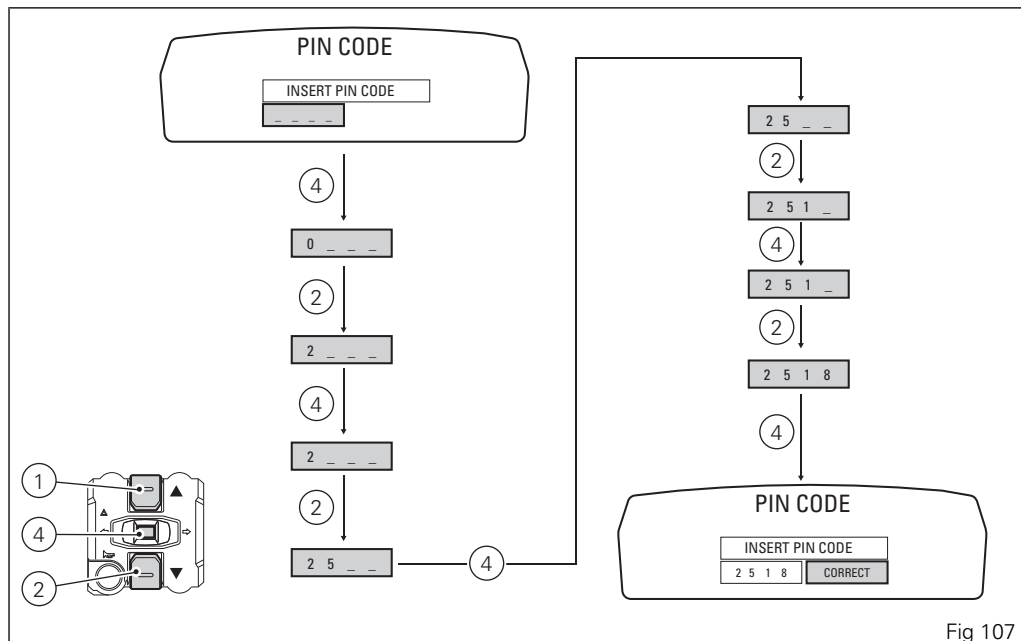


Fig 107

Left-hand switch

- 1) Dip switch, two-position light selector switch:
(A) any time it is pressed down light switch from low beam on  to low beam and high beam on  .
(B) pushed to the side  = high beam flasher (FLASH), "Start-Stop lap" function.
- 2) Button  = 3-position turn indicator switch:
central position = off;
position  = left turn;
position  = right turn.
- 3) Turn indicator off, "Riding mode" activation and menu navigation button.
- 4) Button  = warning horn.
- 5) Navigation menu, display scroll and TRIP1 and TRIP2 reset button.
- 6) Navigation menu, display scroll button.

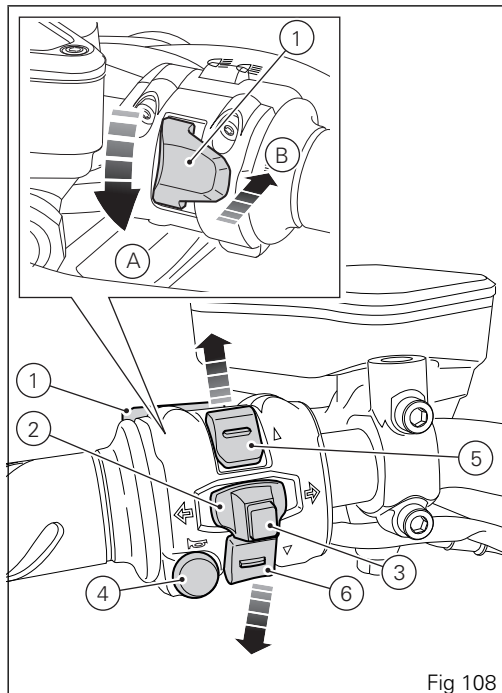


Fig 108

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the twistgrip on handlebar. The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counterclockwise to decrease lever distance. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.



Attention

Set clutch lever when motorcycle is stopped.



Important

Using the clutch properly will avoid damage to transmission parts and spare the engine.

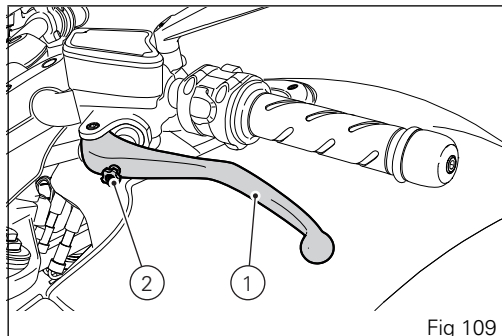


Fig 109



Note

The engine can be started with the side stand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the side stand must be up).

Right-hand switch

1) Red ON/OFF switch.

2) Black ENGINE START button.

The switch (1) has three positions:

A) center: RUN OFF. In this position, the engine cannot be started and all electronic devices are off.

B) pushed down: ON/OFF. In this position, the system can be turned on (key-on) and off (key-off).

C) pushed up: RUN ON. The engine can only be started in this position, pushing the black button (2).

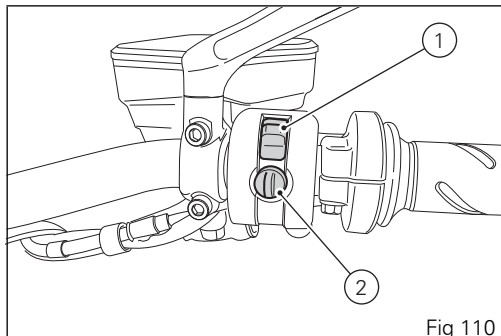


Fig 110

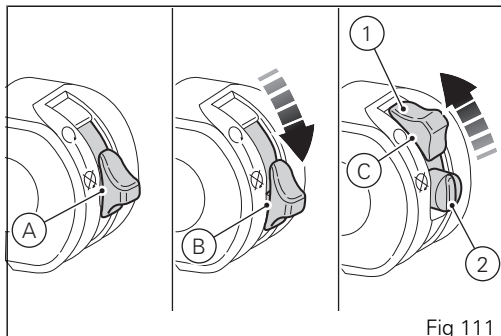


Fig 111

Throttle twistgrip

The twistgrip (1) on the right handlebar opens the throttles.

When released, it will spring back to the initial position (idling speed).

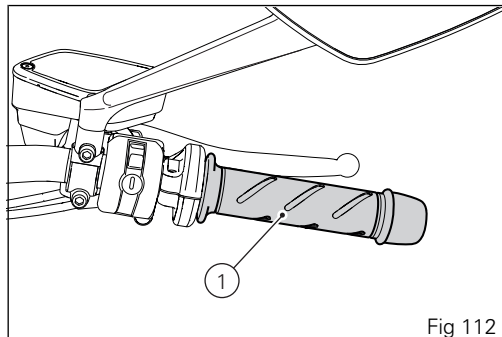


Fig 112

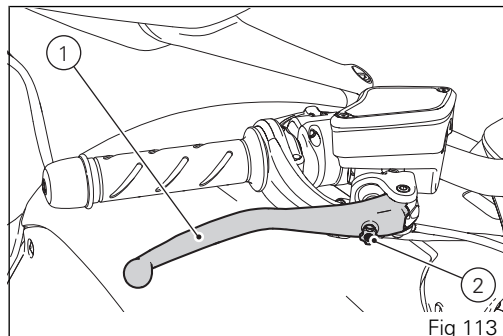
Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.

The control lever (1) features a dial adjuster (2) for lever distance from the twistgrip on handlebar adjustment.

The lever distance can be adjusted through 10 clicks of the dial (2).

Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counterclockwise to decrease lever distance.



Rear brake pedal

Push down the pedal (1) to operate the rear brake.
The system is hydraulically operated.

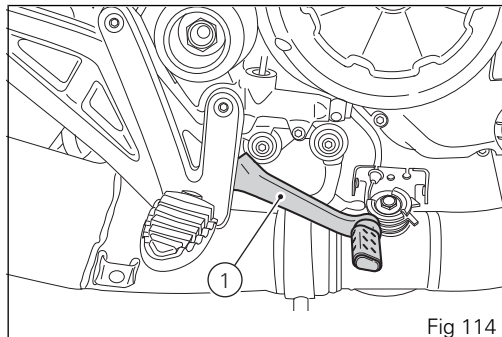


Fig 114

Gear change pedal

When released, the gear change pedal (1) automatically returns to rest position N in the center. This is indicated by the instrument panel light N (2, Fig 12) coming on.

The pedal can be moved:

- down = press down the pedal to engage the 1st gear and to shift down. The N light will go out;
- upwards= lift the pedal to engage 2nd gear and then 3rd, 4th, 5th and 6th gears.

Each time you move the pedal you will engage the next gear.

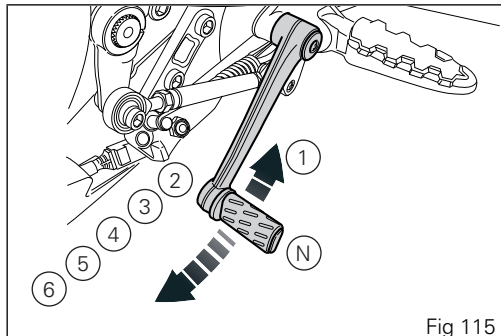


Fig 115

Adjusting the position of the gearchange and rear brake pedals

The position of the gearchange and rear brake pedals in relation to the footrests can be adjusted to suit the requirements of the rider.

Adjust the pedals as follows:

Gear change pedal

hold the linkage (1) and slacken the lock nuts (2) and (3).



Note

Nut (2) features a left-hand threading.

Fit an open-end wrench to hexagonal element of linkage (1) and rotate until setting pedal in the desired position.

Tighten both check nuts onto linkage.

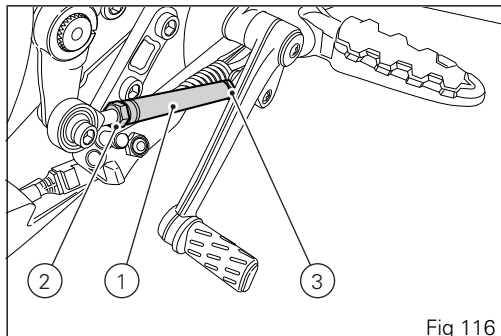


Fig 116

Rear brake pedal

Loosen counter nut (7).

Turn pedal stroke adjusting screw (6) until pedal is in the desired position.

Tighten the counter nut (7).

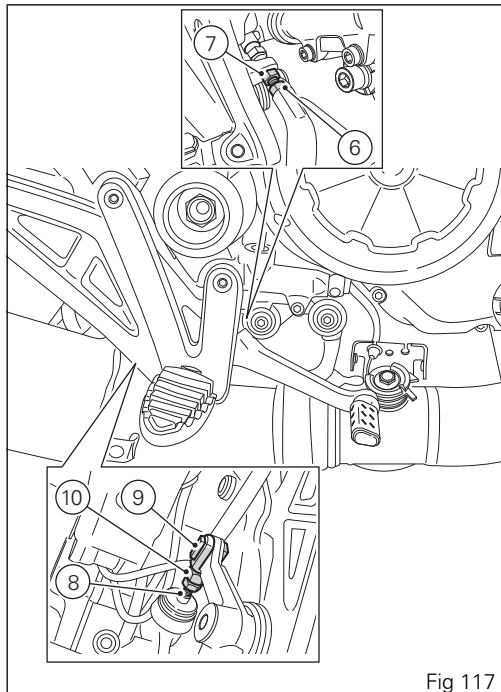
Operate the pedal by hand to check that there is $0.12 \div 0.24$ in ($3 \div 6$ mm) of free play before the brake bites.

If not, adjust the length of the master cylinder pushrod as follows.

Slacken the counter nut (10) on the pushrod.

Screw the pushrod (8) into the front fork (9) to increase the freeplay, or screw it out to reduce it.

Tighten the counter nut (10) and recheck the pedal freeplay.



Main components and devices

Position on the vehicle

- 1) Tank filler plug.
- 2) Seat lock.
- 3) Side stand.
- 4) Rear-view mirrors.
- 5) Front fork adjusters.
- 6) Rear shock absorber adjusters.
- 7) Catalytic converter.
- 8) Exhaust silencer.

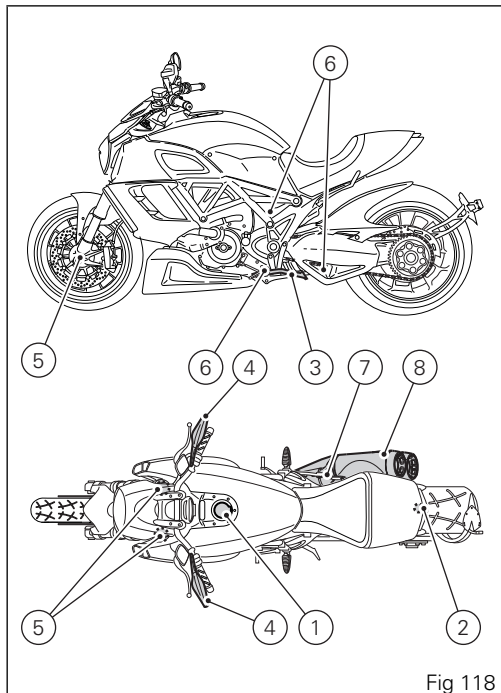


Fig 118

Tank filler plug



Note

To open or close the tank filler plug using the active key, set the metal part in the middle position.

Opening

Lift the cover (1) and insert the active or passive key into the lock.

Turn the key clockwise 1/4 turn to unlock.

Lift the plug (2).

Closing

Close the cap (2) with the key inserted and press it into its seat.

Remove the key and replace the lock cover (1).

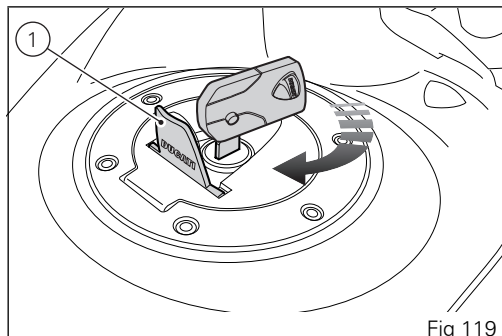


Fig 119

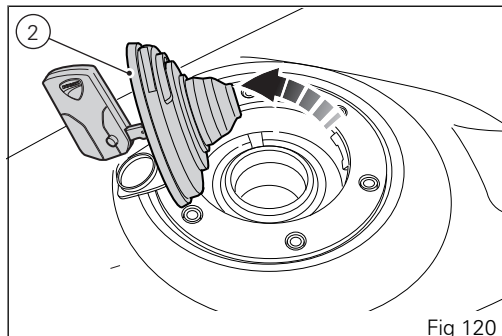


Fig 120



Note

The plug can only be closed with the key in.



Attention

Always make sure you have properly refitted and closed the plug after refueling.

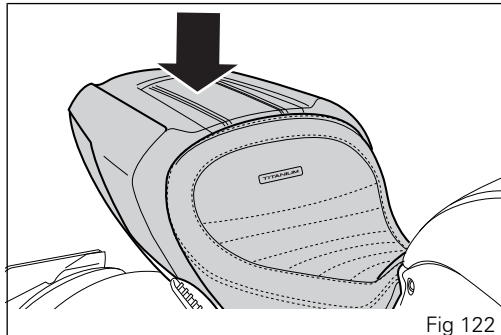
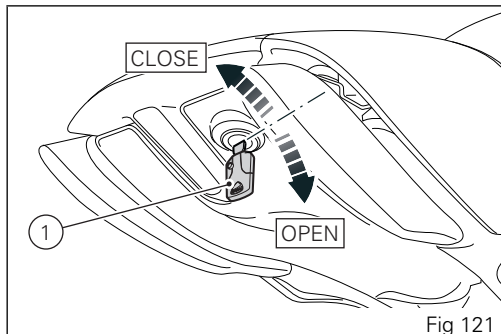
Seat lock

Work latch (1) to remove the seat and access the underseat compartment and reach any other device under it.

Removing the seat

Insert the active or passive key in the lock (1), turn clockwise while pressing down at the latch to help release the pin.

Remove the seat pulling it backwards until sliding it out of the front retainers.



Helmet cable



Note

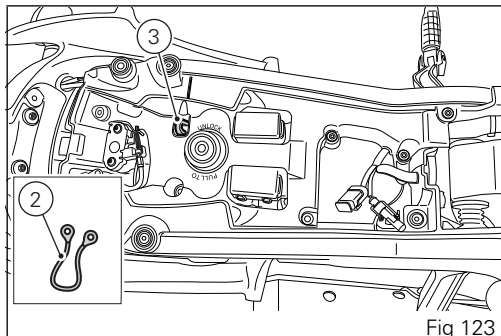
The helmet cable is inside the tool box.

Route cable through helmet and engage cable end into pin (3). Leave the helmet hanging and refit the seat to hold it in place.



Attention

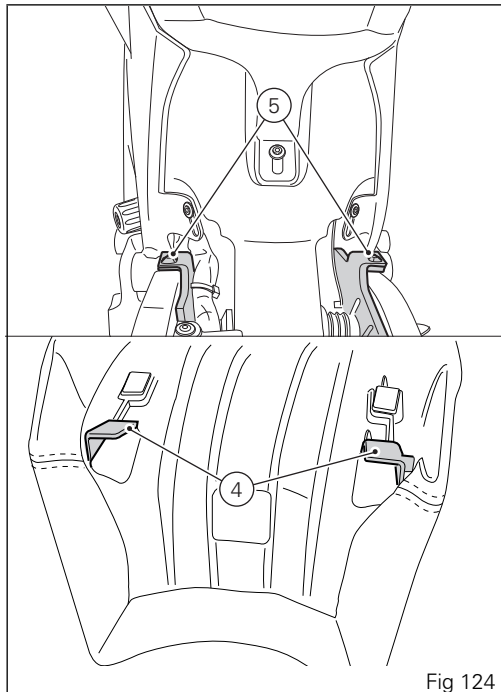
This device protects the helmet against theft when the motorcycle is parked. Do not leave the helmet attached when riding the motorcycle; it could interfere with your movements and cause loss of control of the motorcycle.



Refitting the seat

Make sure that all elements are correctly positioned and fastened to the compartment under the seat. Insert the brackets (4) of the seat base in the projecting parts (5) of the frame, then push the rear end of the seat until you hear the bolt in the lock click into place.

Make sure the seat is safely secured to the frame and remove the key from the lock.



Seat maintenance

This motorcycle model is provided with seat in Alcantara® (registered mark of the new-generation material produced exclusively by Alcantara S.p.A.) which must be maintained as indicated below.

Ordinary maintenance: to preserve the beauty of Alcantara® over time, we recommend cleaning it regularly without rubbing too strongly or using vapor devices. Daily cleaning: dust Alcantara® using a soft brush, a dry cloth, or a vacuum cleaner.

Weekly cleaning: after dusting Alcantara®, pass a slightly wet cotton white cloth on it. Avoid using printed absorbing cloths/paper since they could release ink on the material.

Annual cleaning: since the seat covering can not be removed, to clean Alcantara® it is possible to use specific products indicated on the website www.alcantara.com. If the specified products are not available, observe the following indications: thoroughly dust the material, moisten a soft cloth or sponge with clean water, wring it out and pass it on Alcantara® having care not to dampen it too much. Do this operation twice and then leave Alcantara® dry (overnight). Once dry, revive the material by gently brushing it with a soft-bristle brush.

General rules for stains removal

In case of stains and if the specific products to clean Alcantara® are not available (see website www.alcantara.com) it is possible to clean the coating as follows:

- intervene immediately (within 30 minutes) and reduce the spot from the edge to the central point to avoid spreading it;
- never pour the cleaning product directly on Alcantara®;
- before intervening, remove the substance spilled on the coating: use a spoon or a plastic spatula if the substance is dense (yoghurt, jam etc.) or non-printed absorbing paper or a sponge in case of liquid substances;
- avoid rubbing to prevent the spot from spreading or penetrate deeper;
- use a well-wrung sponge or white cloth to remove the spots;
- when using a sponge, rinse it in clean water and wring it out properly between a rub and the other.

As far as the specific treatment of different types of spot and the relevant materials to be used are concerned, follow the instructions below.

Water-soluble spots

It is recommended using cleaning products specific for Alcantara® of which you can find a list on the website www.alcantara.com. If none of these products is available, we recommend using water, lemon juice or pure ethyl alcohol (for spirits) according to the case, following the procedure below:

- Fruit juice, jam, jelly, syrup, ketchup: use lukewarm water and rinse with a cloth moistened in clean water.
- Blood, eggs, excrements and urine: use cold water; avoid warm water since it makes these substances coagulate; rinse with a cloth moistened in clean water.
- Spirits, wine, beer, coke and tea: use lukewarm water; if a color spot remains, treat it with lemon juice and then rinse it properly.
- Copying-pencil, cocoa, chocolate, cream and chocolate sweets, ice-cream, mustard: use lukewarm water; rinse with a cloth moistened in clean water.
- Vinegar, hair gel, tomato sauce, coffee with sugar: use lemon juice first and then lukewarm water; finally rinse with a cloth moistened in clean water.

Non water-soluble spots

It is recommended using cleaning products specific for Alcantara® of which you can find a list on the website www.alcantara.com. If none of these products is available, we recommend using water, lemon juice or pure ethyl alcohol (for spirits) according to the case, following the procedure below.

- Lipstick, foundation, mascara, eye shadow, perfume, shoe polish, oil and grease in general, spots of grass and felt-tip pen in general (even the washable types): rinse with a cloth moistened in clean water.
- For grass and felt-tip pen spots which prove hard to be removed, especially on light colors, it is necessary to intervene as soon as possible to prevent them from "drying" too much.
- Chewing-gum and wax: put ice inside a plastic bag; when the substance is hard, remove it piece after piece and then treat it with ethyl alcohol.

Spots difficult to be removed

Repeat the described operations more times. Even non water-soluble solutions often require to be treated with water.

Old spots of unknown origin

First treat them with lukewarm water, then rinse with a cloth moistened in clean water. If the spot starts to dissolve with water, repeat the treatment several times; then leave it dry and, if necessary, treat with ethyl alcohol.

Side stand

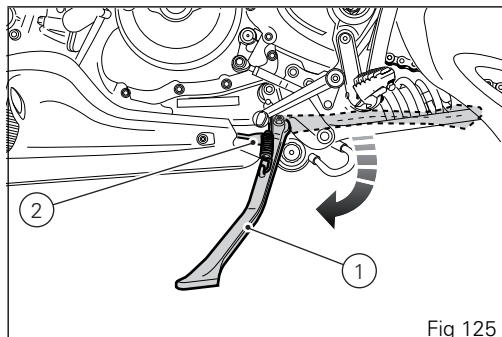
Important

Use the side stand to support the motorcycle only during short stops. Before lowering the side stand, make sure that the supporting surface is hard and flat.

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.

To pull down the side stand, hold the motorcycle handlebars with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

To move the side stand to its rest position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.



Attention

Do not sit on the motorcycle when it is supported on the side stand.

Note

Check for proper operation of the stand mechanism (two springs, one into the other) and the safety sensor (2) at regular intervals.



Note

The engine can be started with the side stand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the side stand must be up).

Passenger grabhandle

Passenger grab handle (1, Fig 126) is located inside the tail guard; to take it out, remove the seat (see "Removing the seat" on page page 175), pull knob (2, Fig 126) while taking out the grab handle (1, Fig 126) from its housing until it is fully extended.



Attention

Before use, pull grab handle back and forth to ensure that it is locked in the correct position.

To put it back, pull knob (2, Fig 126), push grab handle (1, Fig 126) in its housing until it is completely flush with the tail guard (1, Fig 127) and refit the seat (see "Refitting the seat" on page page 175).

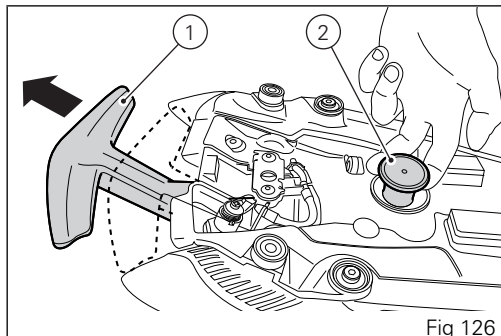


Fig 126

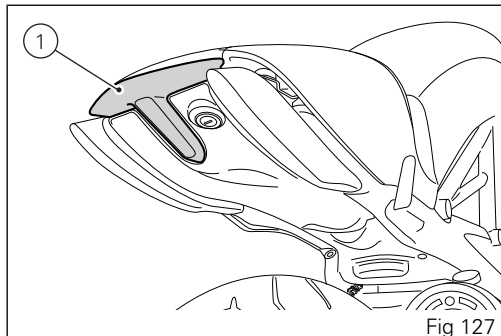


Fig 127

Adjusting the front fork

The front fork used on this motorcycle has rebound, compression and spring preload adjustment.

Use the external screw adjusters:

- 1) to adjust the rebound damping (Fig 128);
- 2) to adjust the preload of the inner springs (Fig 128);
- 3) to adjust the compression damping (Fig 129).

Position the motorcycle on its side stand so that it is stable. Turn the knob (1) at the top end of each fork leg to adjust rebound damping. Turn the adjuster (3) at the bottom of each fork leg with a flat screwdriver to adjust compression damping. Turn knob (1) and the adjusting screws (3) to adjust damping. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. Starting from this position and by rotating counterclockwise, you can count the turns.

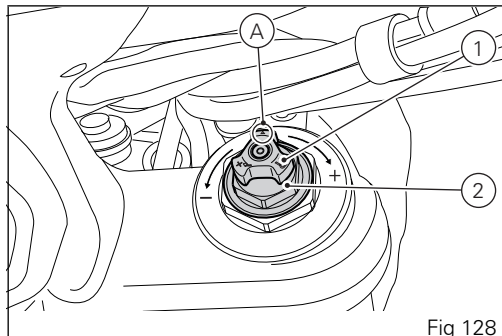


Fig 128

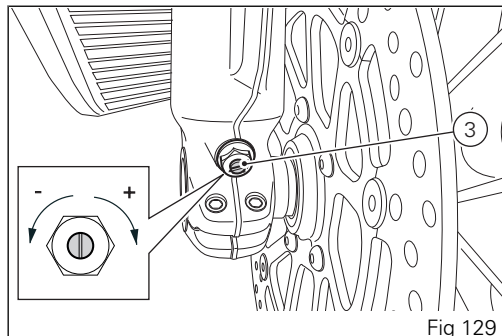


Fig 129

To change preload of the spring inside each fork leg, turn the hex. adjuster (2, Fig 128) with a hexagon wrench of 0.87 in (22 mm), starting from the fully open (clockwise) position.

From reference (A, Fig 128), every full turn clockwise corresponds to 0.04 in (1 mm) of preload of the spring, up to a maximum of 0.59 in (15 mm), corresponding to 15 full turns.

STANDARD settings from completely closed are as follows:

- compression: 1 and a half turns;
- rebound: 1 and a half turns;
- spring preload: FULLY OPEN.



Attention

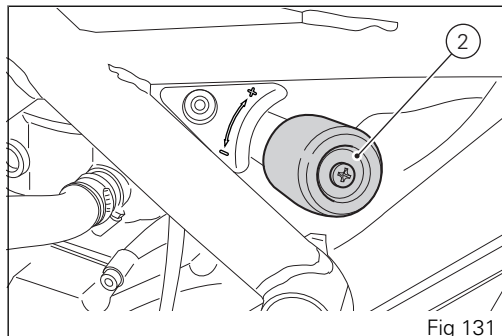
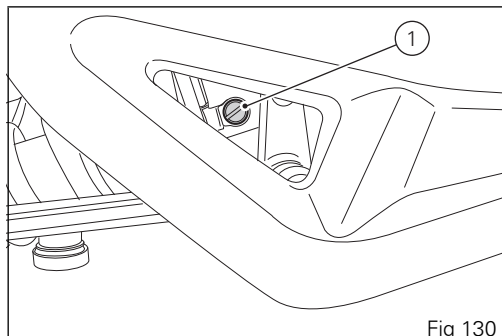
Regulate the adjusters on both legs to the same positions.

Adjusting the rear shock absorber

The rear shock absorber has external controls that enable you to adjust the setting to suit the load on the motorcycle.

The adjuster (1, Fig 130), located on the lower mount which fastens the shock absorber to the swinging arm, adjusts the damping during the rebound phase (return).

The knob (2, Fig 131) located on the left side of the motorcycle, adjusts the preload of the shock absorber external spring.



The knob (3, Fig 132), located on the expansion reservoir of the shock absorber, adjusts the damping during the compression phase. Turn the adjusters (1) with a screwdriver or the knobs (2) and (3) clockwise to obtain a harder setting or increase preload. Turn them counter-clockwise to obtain the opposite setting.

STANDARD calibration; from the fully closed position (clockwise) unscrew:

- rebound: open adjuster (1) by 12 clicks from fully closed position;
- preload: knob (2) FULLY OPEN;
- compression: open knob (3) by 25 clicks from fully closed position.

When carrying full load, set the rear shock absorber spring to maximum preload to improve motorcycle handling and keep safe clearance from the ground.



Note

When carrying full load, set the rear shock absorber spring to maximum preload to improve motorcycle handling and keep safe clearance from the ground.

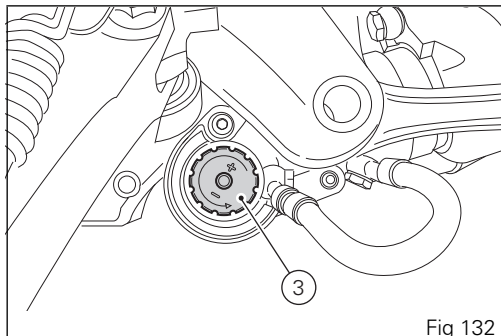


Fig 132



Attention

The shock absorber is filled with gas under pressure and may cause severe damage if taken apart by someone who is unskilled.

CHOOSING THE SUSPENSION SETTING

The values in the table are indicative. They have been calculated considering a dressed rider weighing 176 - 198 lb (80-90kg) and a dressed passenger weighing 154 - 176 lb (70-80kg).

Front fork					
	Range	Standard	Sport use	Comfort use	Rider + Passenger
Compression	0 ÷ 3 turns	1.5 turns	1 turn	2 turns	1.5 turns
Rebound	0 ÷ 3 turns	1.5 turns	1 turn	2 turns	1.5 turns
Preload	0 ÷ 15 turns	0 turns	7 turns	0 turns	10 turns

Rear shock absorber					
	Range	Standard	Sport use	Comfort use	Rider + Passenger
Compression	0 ÷ 40 clicks	25 clicks	6 clicks	35 clicks	20 clicks
Rebound	0 ÷ 24 clicks	12 clicks	2 clicks	12 clicks	12 clicks
Preload	0 ÷ 54 clicks	0 clicks	25 clicks	0 clicks	40 clicks

Riding the motorcycle

Break-in recommendations

Maximum rpm

Rotation speed for Break-in period and during standard use (rpm):

- 1) Up to 600 mi (1000 km);
- 2) 600 mi (1000 km) to 1553 mi (2500 km).

Up to 600 mi (1000 km)

During the first 600 mi (1000 km) keep an eye on the rev counter, it should never exceed 5,500÷6,000 ^{rpm}. During the first few hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

To achieve this, roads with plenty of bends and even slightly hilly areas are ideal for the most efficient break-in of the engine, brakes and suspensions. For the first 60 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.

For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.

It is also advisable to inspect the drive chain frequently and lubricate as required.

600 mi (1000 km) to 1553 mi (2500 km)

At this point, you can ask for more power from the engine. However, never exceed 7,000 rpm.



Important

During the entire Break-in period, carefully observe the indications on the scheduled maintenance chart and servicing recommendations in the Warranty Booklet. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Strict observance of Break-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.

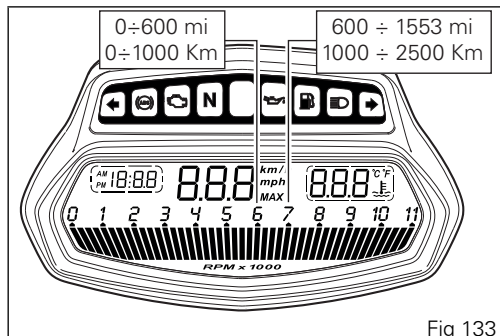


Fig 133

Pre-ride checks



Attention

Failure to carry out these checks before riding may lead to motorcycle damage and injury to rider and passenger.

Before riding, perform a thorough check-up on your bike as follows:

- **FUEL LEVEL IN THE TANK**
Check the fuel level in the tank. Fill tank if needed (page 203).
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if needed (page 231).
- **BRAKE AND CLUTCH FLUID**
Check fluid level in the relevant reservoirs (page 205).
- **COOLANT**
Check coolant level in the expansion reservoir. Top up if needed (page 205).
- **TIRE CONDITION**
Check tire pressure and condition (page 229).

- **CONTROLS**
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- **LIGHTS AND INDICATORS**
Make sure lights, indicators and horn work properly. In case of light malfunction, contact a Ducati Dealer or Authorized Service Center.
- **KEY LOCKS**
Ensure that fuel filler plug (page 173) and seat (page 175) are locked.
- **SIDE STAND**
Make sure side stand operates smoothly and is in the correct position (page 181).

ABS light

After Key-On, the ABS light (9) stays on.
When the vehicle speed exceeds 5 km/h, the warning light switches off to indicate the correct operation of the ABS system.



Attention

In case of malfunction, do not ride the motorcycle and contact a Ducati Dealer or Authorized Service Center.

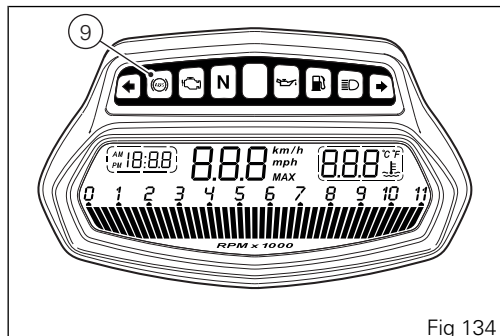


Fig 134

ABS

Check that the front (1) and rear (2) phonic wheels are clean.



Attention

Clogged reading slots would compromise system proper operation. It is advisable to disable ABS in case of very muddy road surfaces, as in these conditions the system might be subject to sudden failure.



Attention

Prolonged wheelies could deactivate the ABS system.

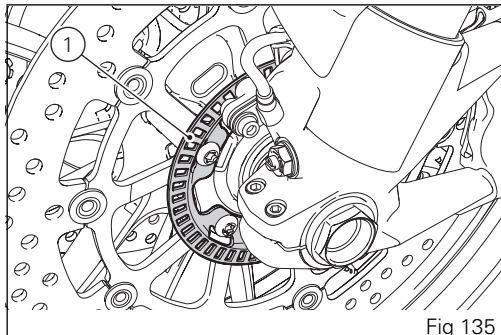


Fig 135

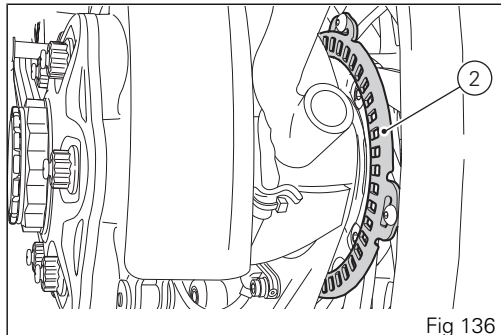


Fig 136

Engine on/off



Attention

Before starting the engine, become familiar with the controls you will need to use when riding.



Attention

Never start or run the engine indoors. Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

In the presence of the active or passive key, perform a Key-On (turning on the "Hands Free" system and all onboard electronic devices) by pushing downward on the red switch (1) on the right side of the handlebar. The instrument panel on handlebar will perform the initialization and will control the onboard systems by turning on all lights in sequence, from outside to inside, for a few seconds. After this control, only the green light N (2), and the red light (3) must remain on.

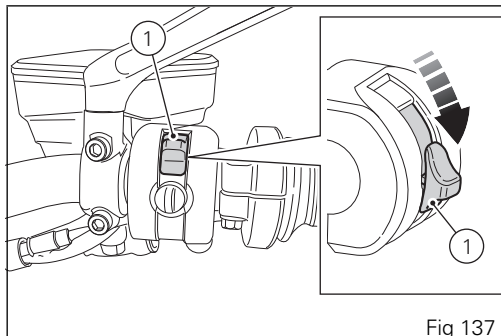


Fig 137

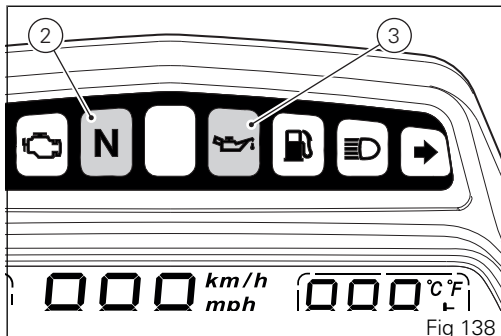


Fig 138



Attention

The side stand must be fully up (in a horizontal position), as its safety sensor prevents engine start when down.

After Key-On, but with the engine not yet started, the system will perform a Key-Off automatically if the presence of the active key is not detected within 10 seconds.



Note

The engine can be started with side stand down and the gearbox in neutral. When starting the bike with a gear engaged, pull the clutch lever (in this case the side stand must be up).

Move the red switch (1) up to uncover the black button (4).

Push the button (4) to start the engine.

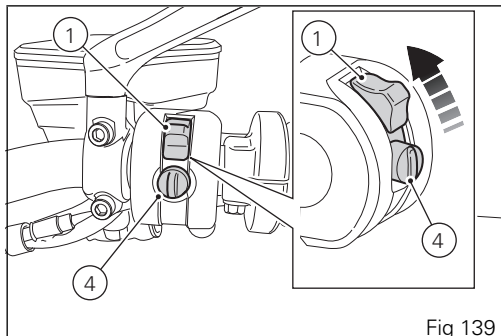


Fig 139



Important

Do not rev up the engine when it is cold. Allow some time for oil to be heated and reach all points that need lubricating.

The red oil pressure warning light should go out a few seconds after the engine has started.

Set the red button (1) on the handlebar to RUN OFF to kill the engine.



Note

To turn on the “Hands Free” system and all electronic onboard systems, refer to “Hands Free System”.

Moving off

- 1) Disengage the clutch by squeezing the clutch lever.
- 2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
- 3) Raise the engine revs by turning the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift up, close the throttle to slow down engine, disengage the clutch, lift the gear change lever and let go of clutch lever. To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronize, shift down (engage next lower gear) and release the clutch.

The controls should be used correctly and with promptness. When riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down. This will avoid undue stress on the engine and motorcycle.



Attention

Avoid harsh accelerations, as this may lead to misfiring and transmission snatching. The clutch lever should not be pulled longer than necessary after gear is engaged or else friction parts may overheat and wear out.



Attention

Prolonged rearing could deactivate the ABS.

Braking

Slow down in time, shift down to engine-brake first and then brake applying both brakes. Pull the clutch lever before stopping the motorcycle, to avoid sudden engine stop.

ABS system

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider.

Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control. The Anti-lock Brake System (ABS) has been developed to enable riders to use the vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised. ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel signals the electronic control unit that the wheel is about to lock up. This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system

and does not control both the front and rear brake at the same time. If desired, the system can be deactivated from the instrument panel by using the "ABS disabling function" page 125.



Attention

Use both brake lever and pedal for effective braking. Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

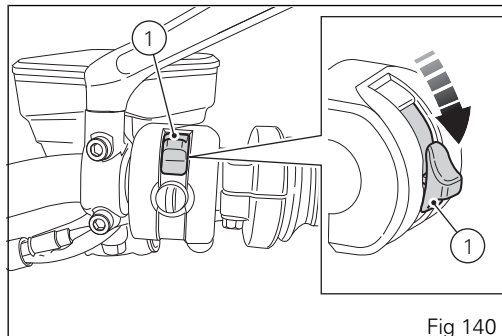
Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip.

Shift down to engage first gear and then neutral.

Apply the brakes and bring the motorcycle to a complete stop.

Turn off the engine moving the red switch downward (1).



Parking

Park the stopped motorcycle on the side stand. Turn the handle completely to the left or right. The steering lock can be engaged if this is done within 60 seconds from engine stop.

If you wish to lock the steering during this period of time, move down the red switch (1) again and hold it pressed for 3 seconds with the steering fully turned to the left or right.

After one second, the instrument panel reads "KEEP PRESSED FOR LOCK", this message will stay displayed for 2 seconds and the steering lock engages after this time. If the steering lock is correctly engaged, the instrument panel displays the message: "STEERING LOCKED".

While if it fails to engage, after 5 seconds the instrument panel displays the message: "RED SWITCH NOT RELEASED".

If this is the case, release the switch and try locking the steering again within 60 seconds from Key-off.

In case of failed locking, contact a Ducati authorized Service Center.

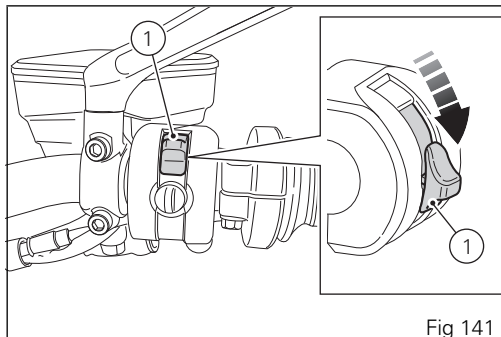


Fig 141

Press button (2, Fig 142) for at least 3 seconds: the indication of the activated function (Fig 143) will appear on the round display of the instrument panel for 5 seconds and the lights will remain on for 2 hours. After this period of time, they will turn off automatically.



Note

If there is a sudden interruption in the battery voltage during the "Parking" function, the instrument panel will disable this function when the voltage is restored.



Important

The frequent use of this function can considerably reduce the battery charge. We recommend using this function only when really necessary.

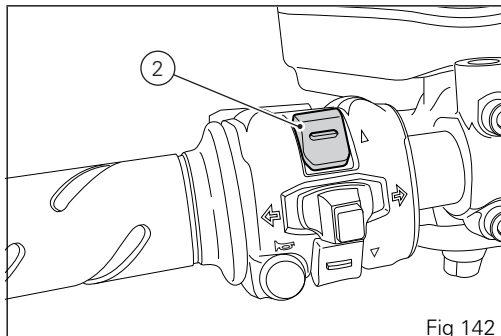


Fig 142



Fig 143



Attention

The exhaust system might be hot, even after engine is switched OFF; pay particular attention not to touch exhaust system with any body part and do not park the motorcycle next to inflammable material (wood, leaves etc.).



Attention

Using padlocks or other locks designed to prevent motorcycle motion, such as brake disk locks, rear sprocket locks, etc. is dangerous and may impair motorcycle operation and affect the safety of rider and passenger.

Refueling

Never overfill the tank when refueling. Fuel should never be touching the rim of filler recess.



Attention

Use fuel with the lowest octane rating 90 (RON +MON)/2



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

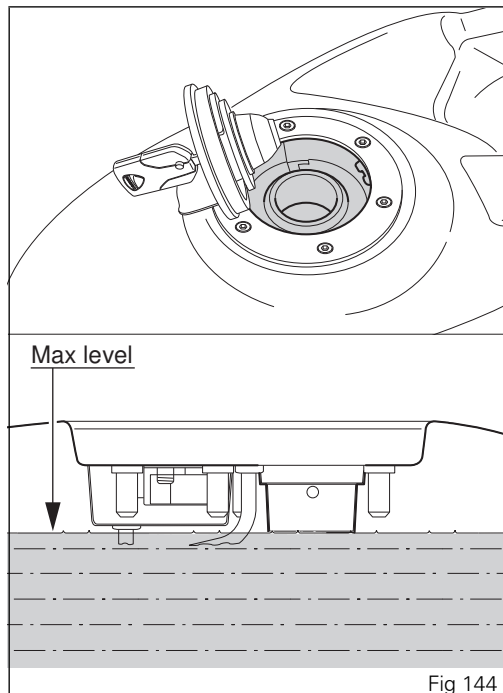


Fig 144

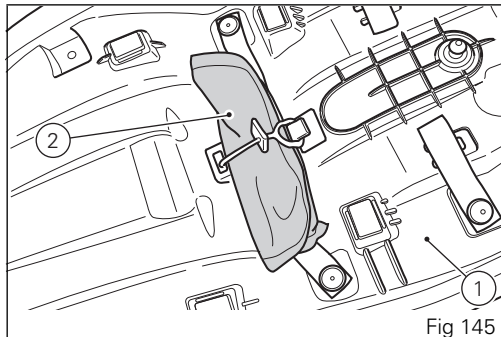
Tool kit and accessories

The tool kit (2) is located under the seat (1) while the Owner's Manual is housed in the compartment under the seat.

The tool kit includes:

- fuse pliers;
- two helmet anti-theft cables;
- screwdriver;;
- screwdriver handle;
- 0.55/0.62 in (14/16 mm) box wrench;
- 0.31/0.39 in (8/10 mm) wrench;
- 0.23 in (6 mm) rod;
- 0.11 in (3 mm) Allen wrench;
- 0.15 in (4 mm) Allen wrench;
- 0.19 in (5 mm) Allen wrench.
- 0.23 in (6 mm) Allen wrench.

To access the underseat compartment, remove the seat (see "Removal of the seat" on page 175).



Main maintenance operations

Change the air filter



Important

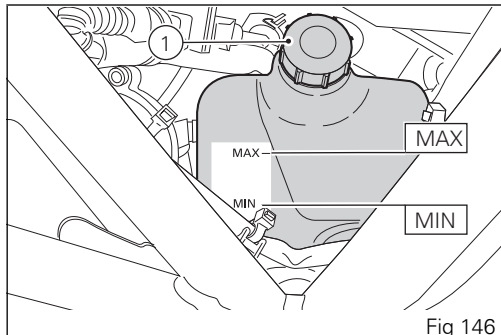
Have the air filter maintenance performed at a Ducati Dealer or Authorized Service Center.

Check and top up the coolant level

Check coolant level in the expansion tank on the right side of the vehicle. Steer the handlebar completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir. Top up if the level is below the MIN mark. Loosen the filler plug (1) and top up antifreeze fluid ENI Agip Permanent Spezial (without diluting it) until the fluid reaches the required MAX. level. Refit the plug (1).

This type of mixture ensures the best operating conditions (the coolant starts to freeze at $-4^{\circ}\text{F}/-20^{\circ}\text{C}$).

Cooling circuit capacity: 0.61 gallons (2.5 cu. dm (liters)).



Attention

Place the motorcycle upright on a flat surface and make sure the engine is cold before proceeding.

Check brake and clutch fluid level

The levels should not fall below the MIN marks on the respective reservoirs.

If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled

maintenance table contained in the Warranty Booklet; please contact a Ducati Dealer or Authorized Service Center.



Important

All brake and clutch lines should be changed every four years.

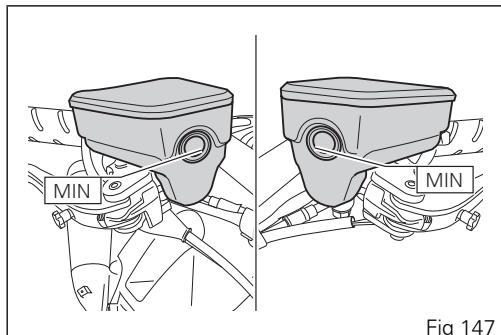


Fig 147

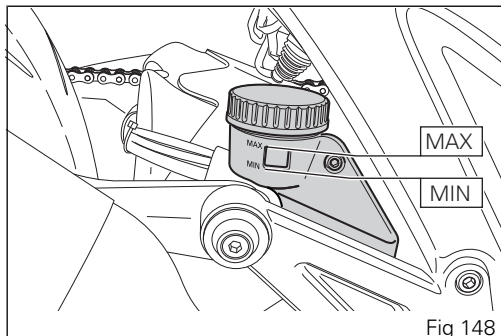


Fig 148

Brake system

If you note too much play on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or Authorized Service Center to have the system inspected and any air drained out of the circuit.



Attention

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact. Hydraulic oil is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.



Attention

Hydraulic oil is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Clutch system

If the control lever has too much play and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or Authorized Service

Center to have the system inspected and air drained out.



Attention

Clutch fluid level will increase as clutch plate friction material wears down. Do not exceed the specified level (3 mm above the minimum level).

Check brake pads for wear

Check brake pads wear through the inspection hole in the calipers.

If the thickness of the friction material, even in just one pad, is about 0.04 in (1 mm) replace both pads.



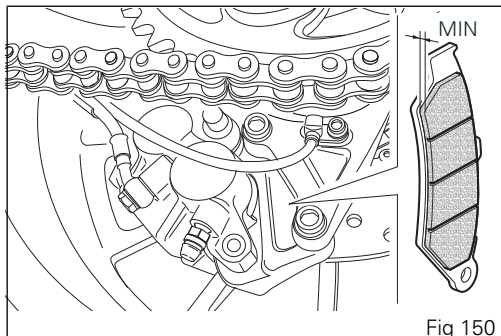
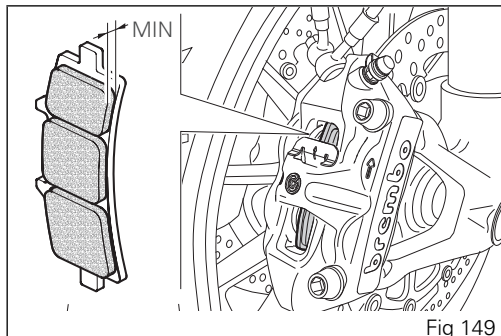
Attention

Friction material wear beyond this limit would lead to metal support contact with the brake disk and compromise braking efficiency, disk integrity and rider safety.



Important

Have the brake pads replaced at a Ducati Dealer or Authorized Service Center.



Lubricate cables and joints

Check the outer sheath of the throttle control cables for damage at regular intervals. The outer plastic cover should not be flattened or cracked.

Operate the controls to make sure the inner cables slide smoothly inside the outer sheath: if you feel any friction or catching, have the cable replaced by a Ducati Dealer or Authorized Service Center.

To avoid this kind of problem with the throttle cable, unscrew the two retaining screws (1), to open the case and then grease cable ends and pulley (2) with SHELL Advance Grease or Retinax LX2 grease.



Attention

Carefully close the control after engaging the cable in the pulley.

Refit the housing and tighten the screws (1) to 10 Nm.

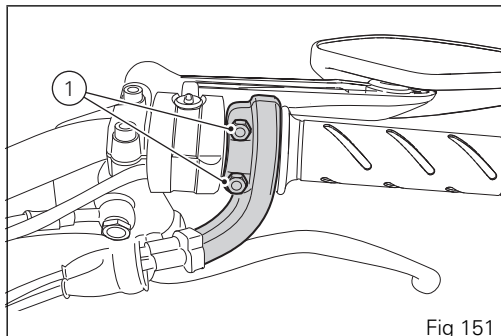


Fig 151

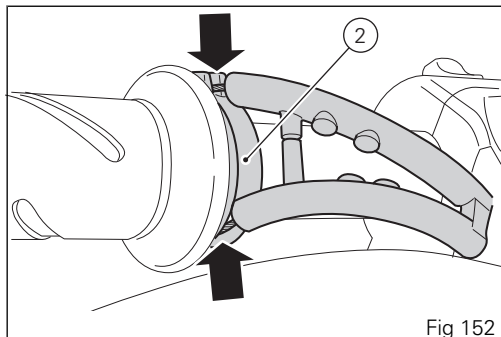


Fig 152

To ensure smooth operation of the side stand pivot, remove dirt and apply SHELL Alvania R3 grease to all friction points.

Adjust throttle control free play

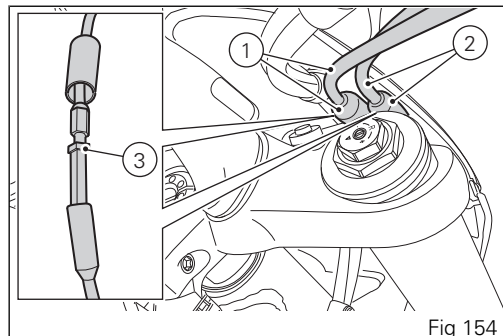
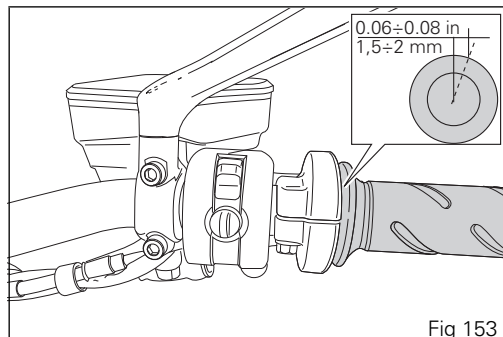
The throttle twistgrip must have a free play of 0.06-0.08 in (1.5-2.0 mm) in all steering positions, measured on the outer edge of the twistgrip. If necessary, adjust it using the adjusters (1 and 2) located on the steering tube on the right-hand side of the vehicle.

Adjuster (1) is for throttle opening, and adjuster (2) is for throttle closing.

Slip the rubber gaiters off the adjusters and loosen the counter nuts (3).

Adjust both adjusters by the same amount: turn clockwise to increase free play and counterclockwise to reduce free play.

When finished, tighten the counter nuts (3) and refit the rubber gaiters to the adjusters.



Charge the battery

Before charging the battery, it is best to remove it from the motorcycle.



Important

The battery is housed in the cowl, ALWAYS contact a Ducati Dealer or an Authorized Service Center for its removal.

Remove the left cowl (1) by loosening:

- side screw (2) retaining the electrical components compartment;
- top screw (3) retaining the electrical components compartment;
- bottom screw (4) retaining the central cowl;

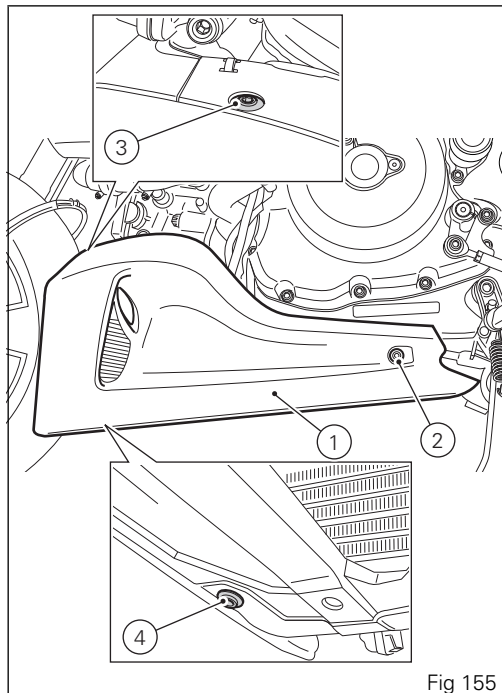
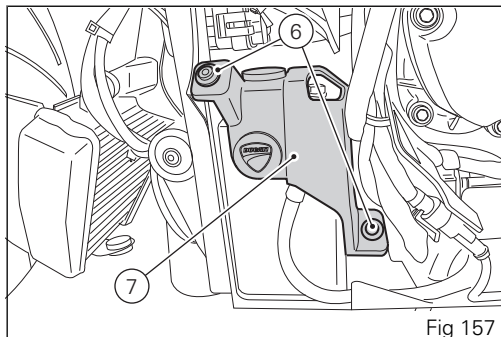
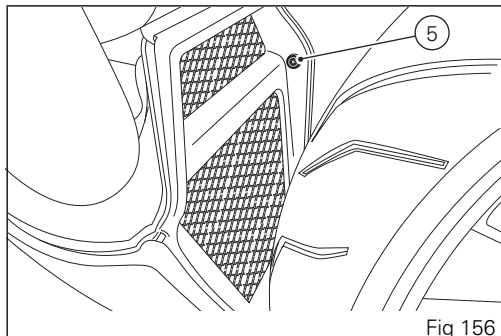


Fig 155

- screw (5) retaining the central cowling to left cowlings;
- screws (6) and remove the battery mounting cover (7).



Slide out the battery (8) from its housing and, always starting from the negative terminal (-), loosen the screws (9).

Remove the positive cable (10), the ABS positive cable (11) from the positive terminal and the negative cable (12) from the negative terminal.



Attention

The battery produces explosive gases: keep it away from heat sources



Attention

Keep the battery out of the reach of children.

Charge the battery at 0.9 A for 5-10 hours.

Charge the battery in a ventilated room. Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).

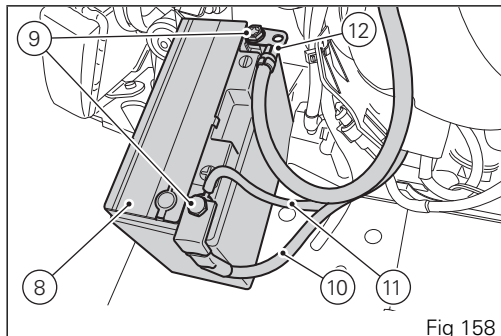


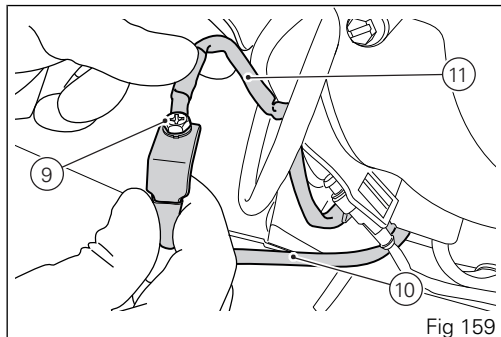
Fig 158



Important

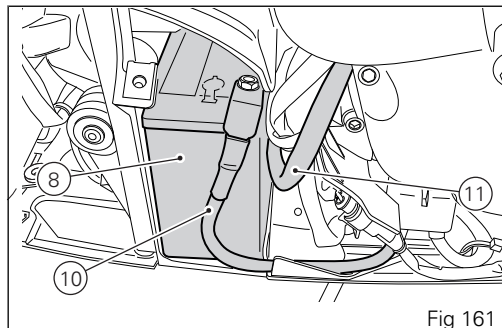
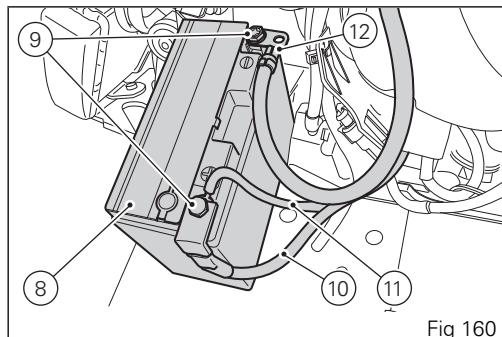
Make sure the charger is off when you connect the battery to it, or you might get sparks at the battery terminals that could ignite the gases inside the cells. Always connect the red positive (+) terminal first.

Lay down the ABS positive cable (11), onto positive cable (10) and start screw (9) in its thread on these cables.

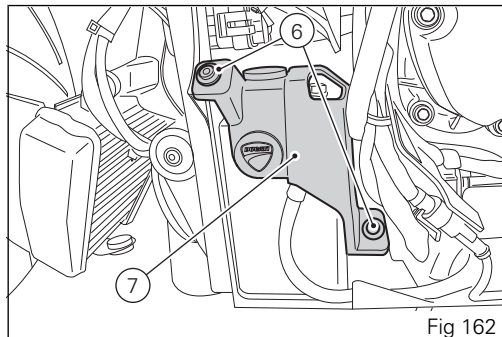


Connect the positive cable (10), previously assembled to ABS cable (11), to battery positive terminal, and negative cable (12) to battery negative terminal by starting the other screw (9) in its thread. Tighten the terminal screws (9) to a torque of $5 \text{ Nm} \pm 10\%$ and apply grease onto the battery terminals to prevent oxidation.

Reposition the battery (8) in the support, positioning the cables (10) and (11) as shown in (Fig 161).



Refit battery mounting cover (7) and fasten tightening the screws (6) to a torque of $10\text{ Nm} \pm 10\%$.



Refit the left cowling (1) as follows:

- start the side screw (2) retaining the electrical components compartment in its thread;
- start the top screw (3) retaining the electrical components compartment in its thread;
- start the bottom screw (4) retaining the central cowling in its thread;

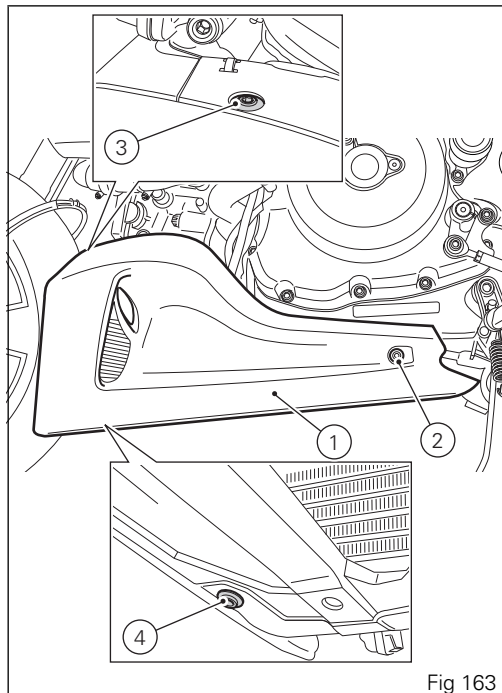


Fig 163

- start the screw (5) retaining the central cowling to left cowling in its thread.

Tighten the screws (2, Fig 163), (3, Fig 163), (4, Fig 163) and (5, Fig 164) to a torque of 10 Nm $\pm 10\%$.

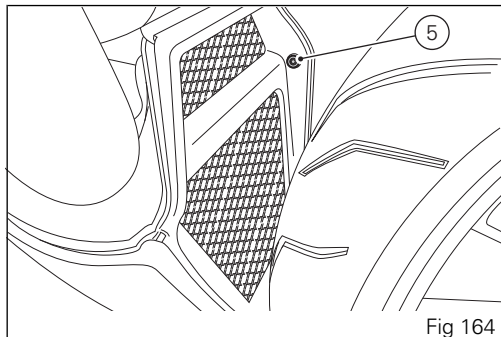


Fig 164

Charge and maintenance of the battery during winter storage

Your motorcycle is equipped with a connector (1) to which you can connect a special battery charger (2) (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) available from our sales network.



Note

The electric system of this model is designed so as to ensure there is a very low power drain when the motorcycle is off. Nevertheless, the battery features a certain self-discharge rate that is normal and depends on ambient conditions as well as on "non-use" time.

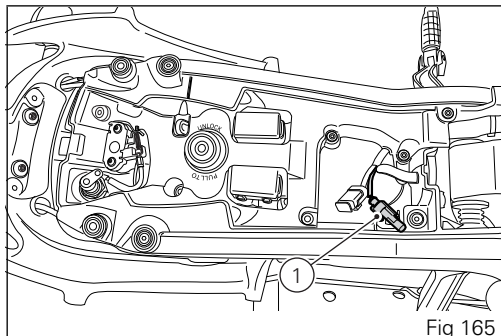


Fig 165

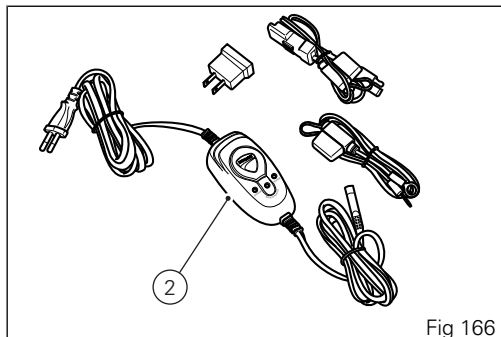


Fig 166



Important

If battery minimum voltage is not ensured by a suitable battery charge maintainer, sulfation may occur. This is irreversible and will lead to decreasing battery performance.



Note

When the motorcycle is left unused (approximately for more than 30 days) we recommend owners to use the Ducati battery charge maintainer (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) since its electronics monitors the battery voltage and features a maximum charge current of 1.5 Ah. Connect the maintainer to the diagnostics socket located in the tail of the bike.



Note

Using charge maintainers not approved by Ducati could damage the electric system; vehicle warranty does not cover the battery if damaged due to failure to comply with the above indications, since it is considered incorrect maintenance.

Check drive chain tension



Important

Have chain tension adjusted by a Ducati Dealer or Authorized Service Center.

Turn the rear wheel until you find the position where chain is tightest.

Set the vehicle on the side stand. Push down the chain at the point of measurement and release.

Measure the distance between the "aperture" upper profile and pin center.

The read distance must be: 0.35 - 0.43 in (9 - 11 mm).



Important

If drive chain is too tight or slack, adjust tension so as to bring values back to the specified range.

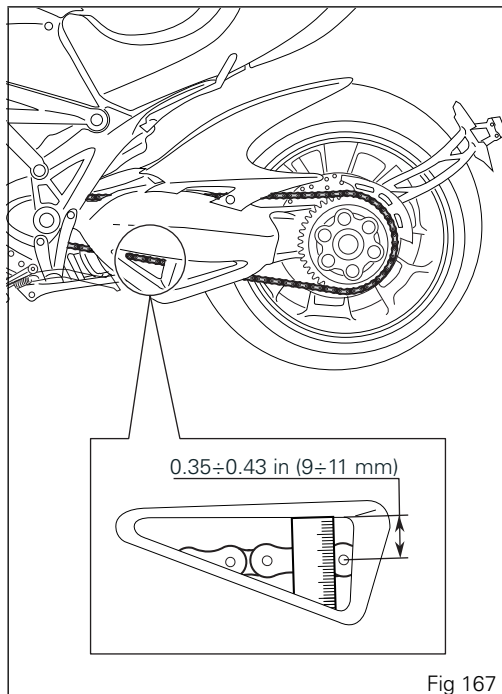


Fig 167



Attention

Correct tightening of swinging arm screws (1) is critical to rider and passenger safety.



Important

Improper chain tension will lead to rapid wear of transmission parts.



Fig 168

Chain lubrication

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt and to hold the lubricant inside.

The seals might be irreparably damaged if the chain is cleaned using any solvent other than those specific for O-ring chains or washed using steam or water cleaners.

After cleaning, blow the chain dry or dry it using absorbent material and apply SHELL Advance Chain or Advance Teflon Chain on each link.



Important

Using non-specific lubricants may lead to severe damage to chain, front and rear sprocket.

Replace the high and low beam bulbs

Before replacing a blown bulb, make sure that the replacement bulb has the same voltage and power as that specified in the paragraph "Electrical System" on page 251.

Always check that the bulb functions before reassembling removed parts.

Figure shows the locations of the low beam (LO), high beam (HI) and parking lights (1).

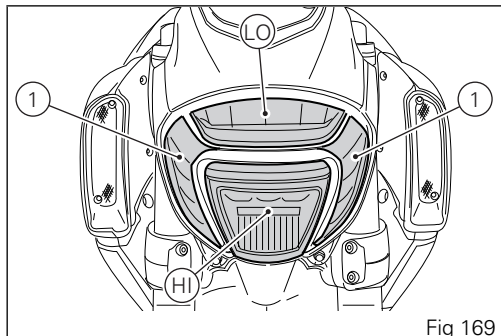
Headlight

The headlight is a full LED unit.



Important

Have the headlight bulbs replaced at a Ducati Dealer or Authorized Service Center.



Attention

The headlight might fog up if the vehicle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.

Beam setting

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). Draw a horizontal line corresponding to the center of the headlamp and a vertical one in line with the longitudinal axis of motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust the aiming of the left and right-hand beams. The height of the upper limit between the dark area and the lit area must not be more than nine tenths of the height from ground of headlight center.

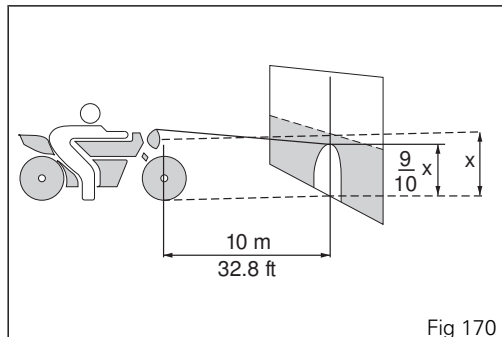


Fig 170



Note

The procedure described here is in compliance with the Italian Standard establishing the maximum height of the light beam. Owners in other countries will adapt said procedure to the provisions in force in their countries.

To vertically align the low beam, turn the screws (1).
To vertically align the high beam, turn the screw (2).

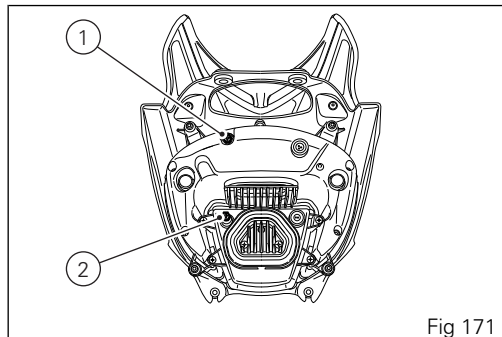
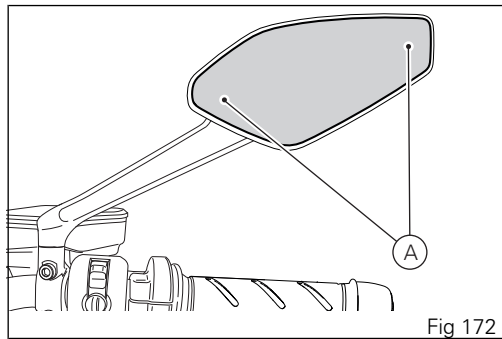


Fig 171

Adjust rear-view mirrors

The rear-view mirror can be adjusted manually by pressing on points (A).



Tubeless tyres

Front tire pressure:

2.50 bar (36.26 PSI - 250 KPa) (rider only) - 2.6 bar (37.70 PSI - 260 KPa) (with passenger and/or bags).

Rear tire pressure:

2.50 bar (36.26 PSI - 250 KPa) (rider only) - 2.9 bar (42.06 PSI - 290 KPa) (with passenger and/or bags).

As tire pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.



Important

Check and set tire pressure when tires are cold. When traveling very bumpy roads, increase tire pressure by 0.2÷0.3 bar to preserve the roundness of the front rim.

Tire repair or change (Tubeless tires)

In the event of a tiny puncture, tubeless tires will take a long time to deflate, as they tend to keep air inside. If you find the pressure low in one tire, check the tire for punctures.



Attention

Punctured tires must be replaced. Replace tires with recommended standard tires only. Be sure to tighten the valve caps securely to avoid leaks when riding. Never use tube type tires. Failure to heed this warning may lead to sudden tire blowout and serious danger to rider and passenger.

After replacing a tire, the wheel must be balanced.



Attention

Do not remove or shift the wheel balancing weights.



Note

Have the tires replaced at a Ducati Dealer or Authorized Service Center. Correct removal and installation of the wheels is essential. Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.

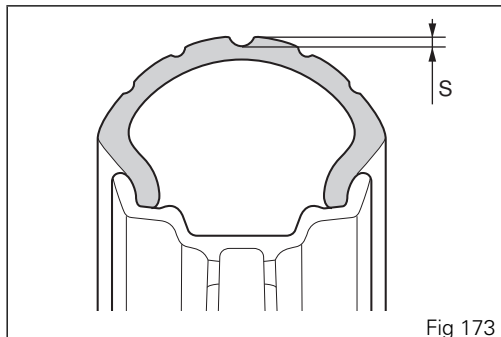
Minimum tread depth

Measure tread depth (S, Fig 173) at the point where tread is most worn down: It should not be less than 0.08 in (2 mm), and in any case not less than the legal limit.



Important

Visually inspect the tires at regular intervals for cracks and cuts, especially on sidewalls, bulges or large spots which are indicative of internal damage. Replace them if badly damaged. Remove any stones or other foreign bodies caught in the tread.



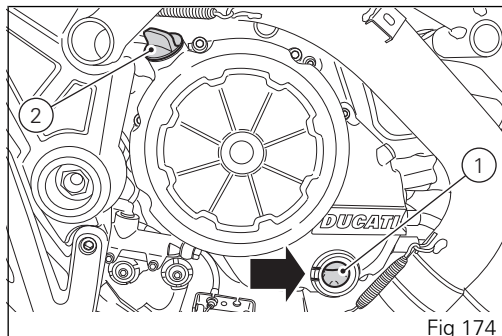
Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover. Oil level must be checked with the motorcycle perfectly upright and the engine cold. Oil level should be between the marks on the sight glass. If the level is low, top up with SHELL Advance 4T Ultra engine oil. Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.



Important

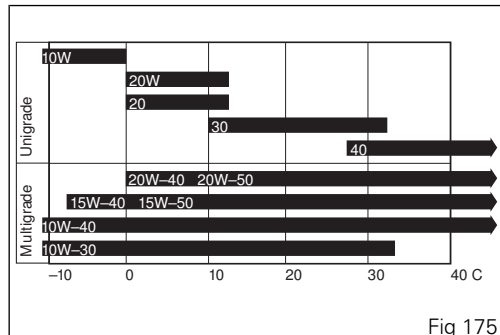
Engine oil and oil filters must be changed by a Ducati Dealer or Authorized Service Center at the intervals specified in the scheduled maintenance chart contained in the Warranty Booklet.



Viscosity

SAE 15W-50

The other viscosity degrees indicated in the table can be used if the local average temperature is within the limits specified for that oil viscosity.



Clean and replace the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals.

The condition of the spark plugs provides a good indication of how well the engine is running.

Have the spark plugs inspected or replaced at a Ducati Dealer or Authorized Service Center.

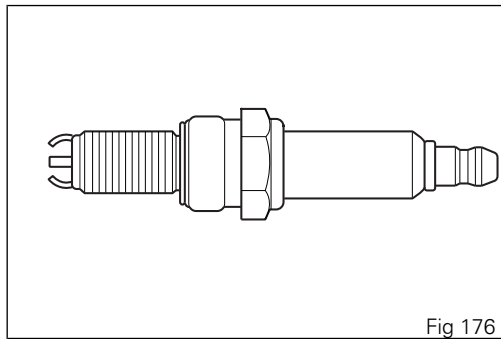


Fig 176

Clean the motorcycle



Note

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals according to the road conditions you ride in. Use specific products only. Prefer biodegradable products. Avoid harsh detergents or solvents. Only use water and neutral soap to clean the Plexiglas and the seat.

Periodically manually clean all aluminum components. Use special detergents, suitable for aluminum parts FREE of abrasives or caustic soda.



Note

Do not use sponges with abrasive parts or steel wool; only use soft cloths.

In any case, the Warranty does not apply to motorcycles whenever poor maintenance status is ascertained.



Important

This motorcycle model is provided with seat in Alcantara® (registered mark of the new-generation material produced exclusively by Alcantara S.p.A.) which must be maintained as indicated in the relevant paragraph.

The seat maintenance is described in paragraph "Seat maintenance" page 175.



Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces. Never clean the motorcycle using hot or high-pressure water jets.

Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust mufflers, with resulting loss of compliance with safety requirements.

Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.



Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake disks. Loss of braking and further accidents may occur. Clean the disks with an oil-free solvent.



Attention

The headlight might fog up due to washing, rain or moisture. Switch headlight on for a short time to dry up any condensate.

Carefully clean the phonic wheels of the ABS to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and sensors.



Note

Do not use alcohol or alcohol-derived products to clean the dashboard.

Take special care in regularly cleaning the wheel rims since they contain some machined aluminum parts; clean and dry them any time you use the motorcycle.



Attention

To clean the side panniers, sue warm water, neutral soap and a soft cloth. Soap and soft brushes are suitable to clean the zips; rinse them with clean water. Do not use aggressive detergents and too hard cleaning tools. Zips that prove hard to be moved can be loosened using a bit of talcum powder.

Storing the motorcycle

If the motorcycle is to be left unriden over long periods, you should perform the following procedures before storing it away:

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug bores, then turn the engine over by hand a few times to form a protective film of oil on the inner walls of the cylinder;
- place the motorcycle on a service stand;
- disconnect and remove the battery.

If the motorcycle has been left unused for more than a month, the battery should be checked and recharged if necessary.

Protect the motorcycle with a specific motorcycle cover that will not damage the paintwork or retain moisture.

The canvas is available from Ducati Performance.

Important notes

Some countries, such as France, Germany, Great Britain, Switzerland, etc. have compulsory emission

and noise standards that include mandatory inspections at regular intervals.

Periodically carry out the required checks and replace parts as necessary using Ducati original spare parts to be in compliance with regulations in the given country.

Scheduled maintenance chart

Scheduled maintenance chart: operations to be performed by the Dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Reading of the error memory with DDS and check of software version update on control units		●	●	●	●	●	12
Check whether there are technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12
Clean the engine oil mesh filter assembly		●					-
Check and/or adjust valve clearance				●		●	-
Change timing belts				●		●	60
Replace the spark plugs				●		●	-
Clean the air filter			●		●		-
Change the air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							36
Check brake disk and pad wear. Replace, if necessary		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Check the proper tightening of brake caliper bolts and brake disk carrier bolts		•	•	•	•	•	12
Check front and rear wheel nuts tightening		•	•	•	•	•	12
Check frame-to-engine fasteners tightening			•	•	•	•	-
Check wheel hub bearings				•		•	-
Check and lubricate the rear wheel shaft				•		•	-
Check the cush drive damper on rear sprocket				•		•	-
Check the proper tightening of secondary drive front and rear sprocket nuts		•	•	•	•	•	12
Check final drive (chain, front and rear sprocket) and sliding shoes wear			•	•	•	•	12
Check final drive chain tension and lubrication		•	•	•	•	•	12
Check steering bearings and lubricate, if necessary				•		•	-
Change the front fork fluid				•		•	-
Visual check of front fork and rear shock absorber seals		•	•	•	•	•	12
Check the freedom of movement and tightening of the side and central stand (if any)		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1	15	30	45	60	Time (months)
		0.6	9	18	27	36	
Visual check of the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant					●		48
Check the coolant level and circuit for damage		●	●	●	●	●	12
Check tire pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check the operation of the safety electrical devices (side stand switch, front and rear brake switches, engine stop switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

Scheduled maintenance chart: operations to be performed by the customer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1000	0.6
	Months	6
Check engine oil level		●
Check brake and clutch fluid level		●
Check tire pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace pads		●

Technical data

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC):

515.89 lb - 234 Kg.

Overall weight (in running order without fluids and battery)

451.95 lb. - 205 kg.

Maximum allowed weight (carrying full load):

881.85 lb. - 400 kg.



Attention

Failure to observe weight limits could result in poor handling and impair the performance of your motorcycle and may cause you to lose control of the motorcycle.

Overall dimensions

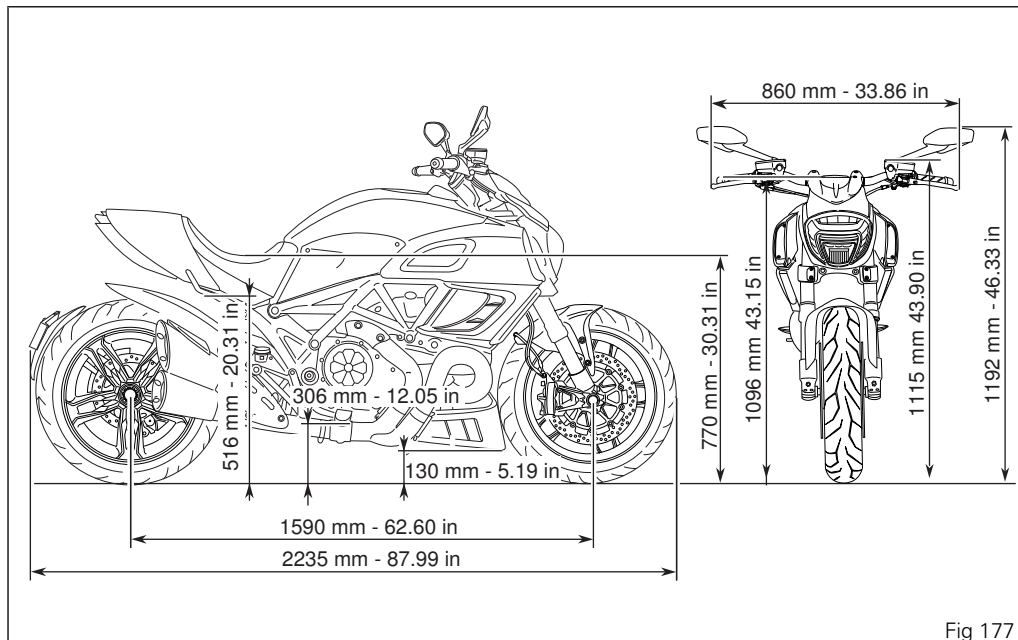


Fig 177

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.32 gallons (4 cu. dm)	Unleaded fuel with a minimum octane rating of 90 (RON+MON)/2.	16 cu. dm (liters). 3.5 gallons
Oil sump and filter	SHELL - Advance 4T Ultra	4 cu. dm (liters). 1.6 gallons
Front/rear brake and clutch circuits	SHELL Advance Brake DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems SHELL Advance Contact Cleaner	-
Front fork	SHELL Advance Fork 7.5 or Donax TA	720 cc (per leg) 43.94 cu in
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.5 cu. dm (liters). 0.66 gallons



Important

Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

Engine

Testastretta 11°, "L" twin cylinder with 4 valves per cylinder, liquid cooling.

Bore:

4.17 in (106 mm)

Stroke:

2.67 in (67.9 mm)

Total displacement, cu. cm:

1198.4

Compression ratio:

12.5±0.5:1

Max. crankshaft power (95/1/EC), kW/HP:

119 kW/162 HP at 9250 rpm

Max. torque at crankshaft (95/1/EC):

13.3 kgm/130.5 Nm at 8,000 rpm

Maximum rpm:

10,800



Important

Do not exceed the specified rpm limits in any running conditions.

Timing system

DESMODROMIC with four valves per cylinder, operated by eight rocker arms (4 opening rockers and 4 closing rockers) and two overhead camshafts. It is operated by the crankshaft through spur gears, belt rollers and toothed belts.

Desmodromic timing system

- 1) Opening (or upper) rocker;
- 2) Opening rocker shim;
- 3) Closing (or lower) rocker shim;
- 4) Return spring for lower rocker;
- 5) Closing (or lower) rocker;
- 6) Camshaft;
- 7) Valve.

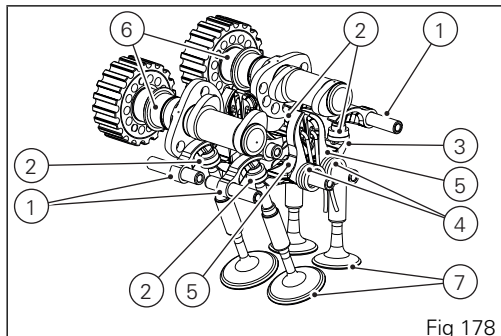


Fig 178

Performance data

Maximum speed in any gear should be reached only after a correct running-in period with the motorcycle properly serviced at the recommended intervals.



Important

Failure to follow these instructions will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Spark plugs

Make: NGK

Type: MAR10A-J

Fuel system

MITSUBISHI indirect electronic injection. Oval throttle body (corresponding diameter):

2.2 in (56 mm).

Injectors per cylinder: 1

Firing points per injector: 12

Fuel with a minimum octane rating of 90 (RON +MON)/2.



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

Brakes

Separate-action anti-lock braking system operated by hall-type sensors mounted to each wheel with phonic wheel detection:

ABS can be disabled.

Front

Semi-floating drilled twin-disk.

Braking material: steel.

Carrier material: aluminum

Disk diameter: 12.6 in (320 mm).

Hydraulically operated by a control lever on handlebar right hand side.

Brake caliper make: BREMBO.

Type: M4.34a (4-piston caliper, Ø 34)

Friction material: TT 2182 FF TOSHIBA

Cylinder type: PR18/19.

Rear

With fixed drilled steel disk.

Disk diameter: 10.1 in (265 mm).

Hydraulically operated by a pedal on RH side.

Make: BREMBO

Type: PF 30/32a (floating 2-piston caliper, Ø 30 / Ø 32).

Friction material: TT2181 FF.

Cylinder type: PS 13.



Attention

The brake fluid used in the brake system is corrosive.

In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Transmission

Wet clutch controlled by the lever on left-hand side of the handlebar.

Drive is transmitted from engine to gearbox main shaft via spur gears.

Front chain sprocket/clutch gearwheel ratio: 33/61
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/43

Total gear ratios:

1st gear 15/37

2nd gear 17/30

3rd gear 20/27

4th gear 22/24

5th gear 24/23

6th gear 25/22

Drive chain from gearbox to rear wheel:

Make: DID

Type: HV2 525

Size: 5/8"x1/16"

Links: 118



Important

The above gear ratios are the homologated ones and under no circumstances must they be modified.

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding S.p.A. will be pleased to provide information about the special ratios available. Contact a Ducati Dealer or Authorized Service Center.



Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or Authorized Service Center. If improperly replaced, this component could seriously endanger your safety and that of your passenger, and cause irreparable damage to your motorcycle.

Frame

Steel tubular trellis with Dark Chrome treatment.

Aluminum rear subframe.

Steering head angle: 28°.

Steering angle: 34° on the left / 34° on the right.

Trail: 5.1 in (130 mm).

Wheels

10-spoke, aluminum light alloy forged rims.

Front

Size: MT 3.50x17".

Rear

Size: MT 8.00x17".

Tires

Front

Pirelli Diablo Rosso II "tubeless" radial type.

Size: 120/70-ZR17

Rear

Pirelli Diablo Rosso II "tubeless" radial type.

Size: 240/45-ZR17

Suspensions

Front

Marzocchi hydraulic upside-down fork, 1.9 in (50 mm) with DLC coating and external adjusters for rebound and compression damping and preload (for inner springs of fork legs).

Stanchion diameter: 1.9 in (50 mm) DLC-coated.

Wheel travel: 4.7 in (120 mm).

Rear

Shock absorber features adjustable rebound and compression damping, a spring preload remote adjuster; it pivots onto frame at the top and onto a light alloy swinging arm at the bottom. The swinging arm is connected to the pivot shaft going through the frame and the engine.

The whole system gives the bike excellent stability.

Wheel travel: 4.7 in (120 mm).

Exhaust system

Stainless steel muffler with aluminum endcap.

Built-in catalytic converter and two lambda sensors.

Available colors

Titanium

Primer (Varnish) Black 601 code 462102 (AKZO)

Primer 2K Pur Clearcoat code ESB 534 (AKZO)

Ducati, dark chrome frame code 73471114 (AKZO)

Rear subframe, graphite gray code 36.345 (Inver)

Rims, Glossy Black code 90 C RAL

Electrical system

Basic electric items are:

Headlight:

LED low beam light type: No. 4 LEDs (13.5V - 24.3W);

LED high beam light type: No. 5 LEDs (13.5V - 18.9W);

LED parking light type: No. 5 LEDs (13.5V - 6.2W).

Electrical controls on handlebars.

Turn indicators: front ones: LED (13.5V - 4.7W).

Horn.

Stop light switches.

Sealed battery, 12V-10 Ah.

GENERATOR 14V-490W - 35A.

MASTER FUSE, protected by a 30A fuse, of the Automotive type, not including ABS which has two specific ones, located on solenoid starter, behind the battery (C, Fig 181).

Starter motor: 12V-0.7 kW.

Tail light, stop light and rear turn indicators:

parking light: (13.5V-0.3W);

stop light: LED (13.5V-1.4W);

rear turn indicators: LED (13.5V-2.06W).

Number plate light: LED (13.5V-0.7W).



Note

For bulb replacement instructions, please read "Replacing the high and low beam bulbs".

Fuses

There are twelve fuses that protect the electric components located inside the front and rear fuse boxes, and one on the electric solenoid starter. There are three spare fuses (S) in every box.

Refer to the table below to identify the circuits protected by the various fuses and their ratings.

The rear left fuse box (A, Fig 179) and the rear right one (B, Fig 180) are located under the seat, inside the underseat compartment.

To access the fuses, remove the seat (see "Removing the seat" on page page 175).

To expose the fuses, lift the box protective cover.

Mounting position and ampere capacity are marked on box cover.

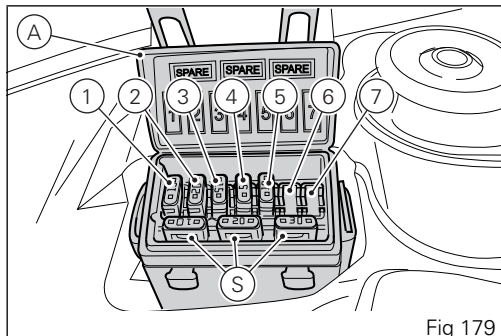


Fig 179

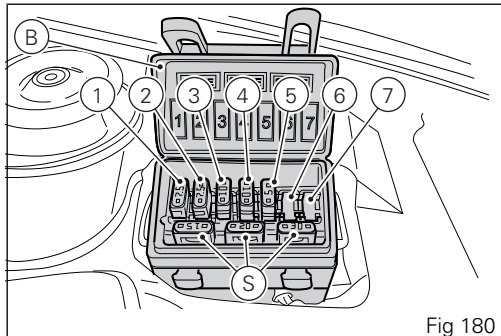


Fig 180

Rear left fuse box key (A)		
Pos	El. item	Rat.
1	Throttle opening relay (ETV)	15 A
2	Injection relay	20 A
3	Key-sense	15 A
4	ECU	10 A
5	Instrument panel	10 A
6	-	-
7	-	-

Rear right fuse box key (B)		
Pos	El. item	Rat.
1	Diagnosis/Recharge	7.5 A
2	Navigator/Alarm	7.5 A
3	Black Box System (BBS)	15 A
4	Black Box System (BBS) KEY	10 A
5	Heated handgrips	5 A
6	-	-
7	-	-



Note

To access the main fuse, remove the left belly fairing.

The main fuse (C, Fig 181), is positioned next to the battery, on the solenoid starter (D, Fig 181). Remove the fuse cap (E, Fig 181), to reach it.

A blown fuse is identified by the interrupted center link (F, Fig 182).



Important

Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.



Attention

Never use a fuse with a rating other than the specified value. Failure to observe this rule may damage the electric system or even cause fire.

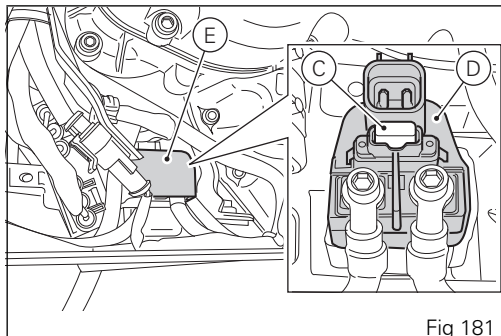


Fig 181

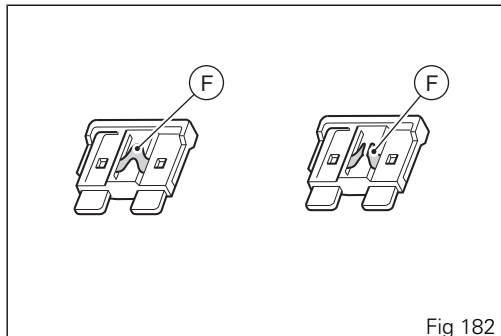


Fig 182

Injection /electric system diagram key

- 1) Right-hand switch
- 2) Immobilizer
- 3) Hands Free relay
- 4) Hands free
- 5) LH fuse box
- 6) RH fan
- 7) LH fan
- 8) Fuel pump relay
- 9) Ride-by-wire relay (ETV)
- 10) Injection control unit (EMS)
- 11) RH fuse box
- 12) Data Acquisition / Diagnosis
- 13) Starter motor
- 14) Fused solenoid
- 15) Battery
- 16) Wiring ground
- 17) Regulator
- 18) Generator
- 19) Fuel pump
- 20) Fuel level
- 21) Rear right turn indicator
- 22) Rear light
- 23) Rear left turn indicator
- 24) Vehicle control unit (BBS)

- 25) Anti-theft system alarm
- 26) Exhaust valve actuator
- 27) Gear sensor
- 28) Rear speed sensor
- 29) ABS control unit
- 30) Accelerator position sensor (APS)
- 31) Potentiometer motor / ride-by-wire (TPS/ETV)
- 32) Timing/rpm sensor
- 33) Vertical MAP sensor
- 34) Horizontal MAP sensor
- 35) Engine temperature
- 36) Air temperature sensor
- 37) Vertical lambda sensor
- 38) Horizontal lambda sensor
- 39) Oil pressure switch
- 40) Rear stop light
- 41) Side stand switch
- 42) Clutch switch
- 43) Front stop light
- 44) Main vertical injector
- 45) Main horizontal injector
- 46) Horizontal coil
- 47) Vertical coil
- 48) Secondary air actuator
- 49) Left-hand switch
- 50) Horn

- 51) Front speed sensor
- 52) Front left turn indicator
- 53) Instrument panel on handlebar
- 54) Instrument panel on tank
- 55) Front right turn indicator
- 56) Heated handgrip control unit (optional)
- 57) High / Low beam
- 58) Parking light
- 59) Heated handgrips (optional)



Note

The electric system wiring diagram is at the end of this manual.

Wire color coding

B Blue
W White
V Violet
BK Black
Y Yellow
R Red
LB Light blue
GR Gray
G Green
BN Brown
O Orange
P Pink

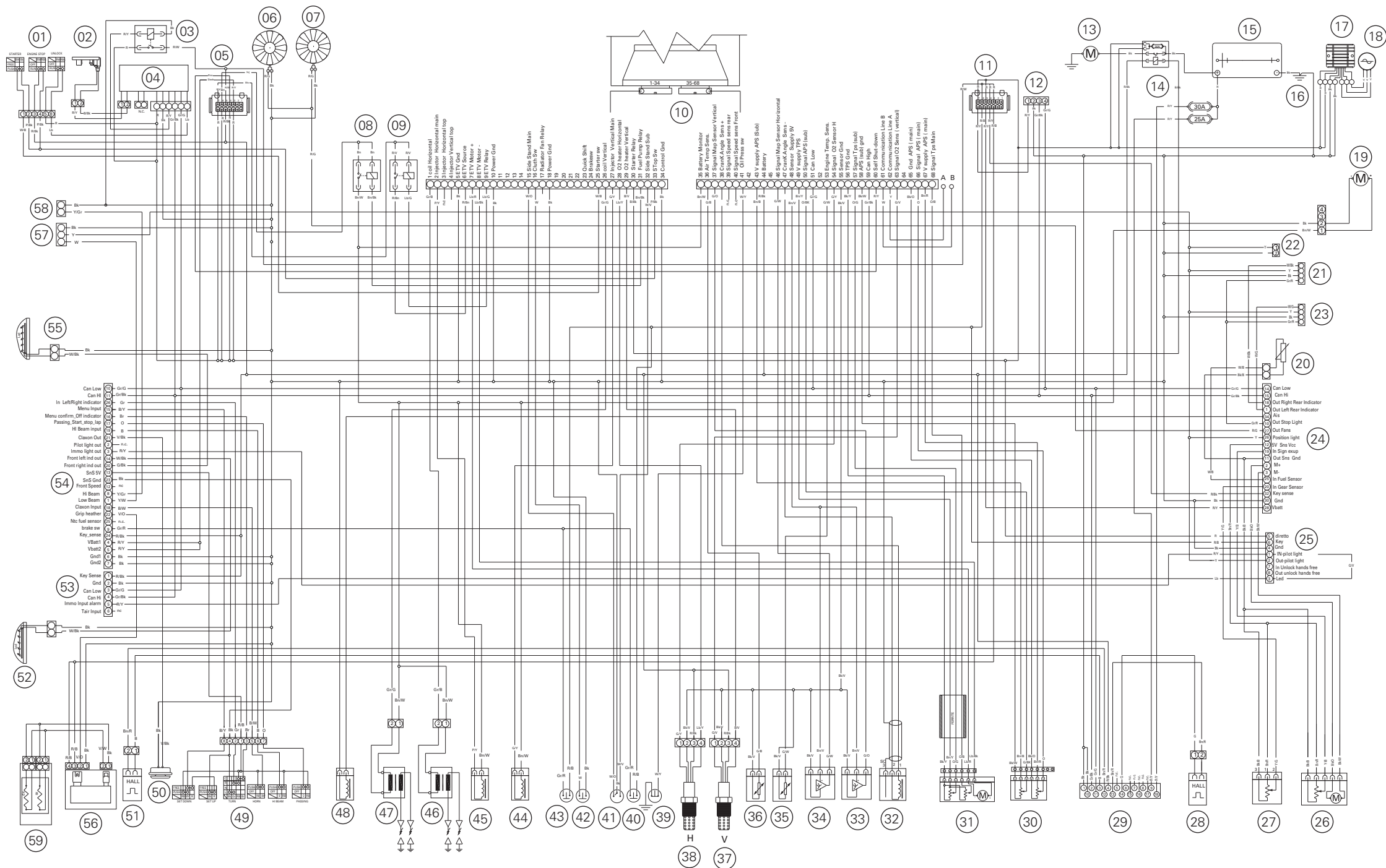
Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
15000	9000			
30000	18000			
45000	27000			
60000	36000			

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Ducati Motor Holding spa
www.ducati.com

Via Cavalieri Ducati, 3
40132 Bologna, Italy
Ph. +39 051 6413111
Fax +39 051 406580

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