

Owner's manual

MONSTER

MONSTER 1100^{EVO} ABS



MONSTER

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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. 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, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorized Dealers and Service Centers for any operations listed in the scheduled maintenance chart, see page 167.

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 Card. The warranty does not apply to motorcycles used in racing competitions. 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.

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Routine maintenance record 184

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.

Intended 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 after the supplied kit is installed. It can only be installed at a Ducati Dealer or authorized Service Center.



Attention

The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed 390 kg/859 lb.

Rider's obligations

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 is in compliance with safety specifications, provides excellent visibility, is the correct size for the head, and has the DOT (Department of Transportation) label affixed to the helmet surface. Laws regulating traffic vary from country to country. Check the laws in force in your country before riding the motorcycle and pay strict adherence to them .



Attention

Tampering with Noise Control System Prohibited. Federal Law prohibits the following acts or causing thereof:

- 1) the removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or
- 2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among the acts presumed to constitute tampering are those listed below:

- 1) Removal of, or puncturing the muffler, baffles, header pipes or any other component that conducts exhaust gases.
- 2) Removal or puncturing of any part of the intake system.
- 3) Lack of proper maintenance.
- 4) Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

This product should be checked for repair or replacement if the motorcycle noise has increased

significantly through use. Otherwise, the owner may become subject to penalties under state and local ordinances.

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 Bandle 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's training

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.

Be sure you know the "RULES OF THE ROAD", carefully read and familiarize with the contents of the M.O.M. (Motorcycle Operator Manual) for information on your State and which can be viewed on the M.S.F. (Motorcycle Safety Foundation) website (www.msf-usa.org).

You are strongly recommended to take a riding course approved by the M.S.F. (Motorcycle Safety Foundation).

Apparel

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

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.



Important

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

Safety “Best Practices”

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

Closely follow the indications provided in chapter "Riding the Motorcycle" during the running-in period.

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 performs the checks detailed in this manual (see page 119).



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 pillion passenger should always hold on to the grab handles on the frame under the seat with both hands.



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 silencers remain hot for a long time after engine is switched off; pay particular attention not to touch exhaust system with any body part and do not park the vehicle next to inflammable material (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.

Refuelling

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 content of ethanol 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 the tires are inflated to the proper pressure and that they are in good condition.

Please, refer to paragraph "Tires" in page 157.

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 identification 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

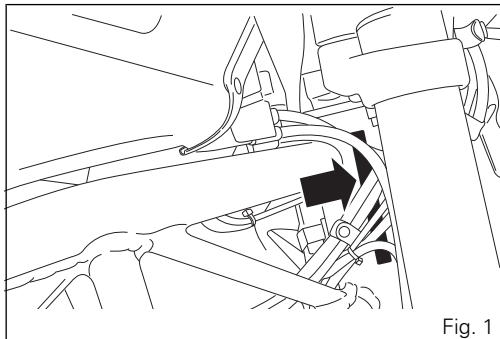


Fig. 1

Engine identification 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.

Frame number

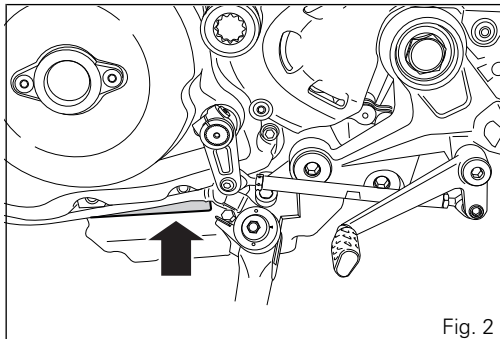


Fig. 2

Nameplate position

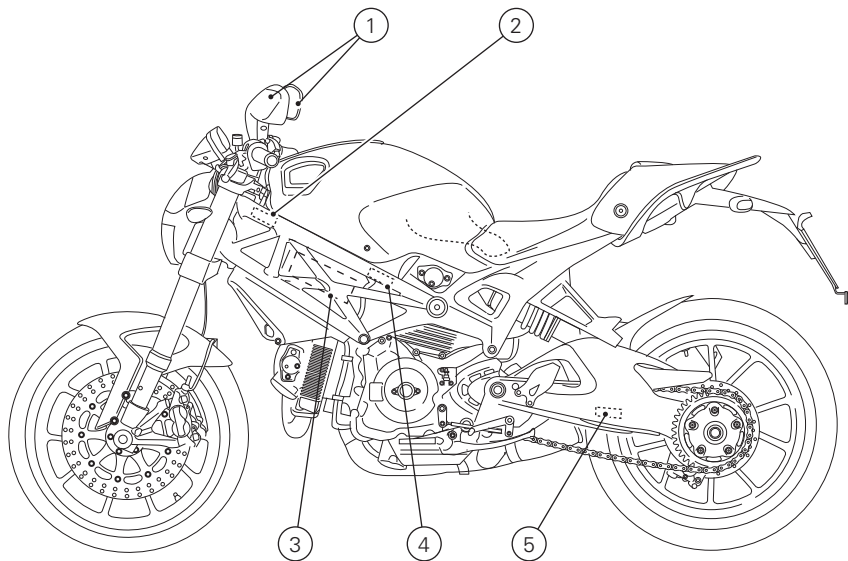


Fig. 3

OBJECT IN MIRROR ARE CLOSER THAN THEY APPEAR

C06, 633 1 198 1A

1

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

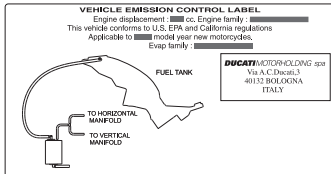
THIS [REDACTED] MOTORCYCLE, [REDACTED] MEETS EPA NOISE EMISSION REQUIREMENTS OF [REDACTED] dBA AT [REDACTED] RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL.

C06, 402 1 229 1A

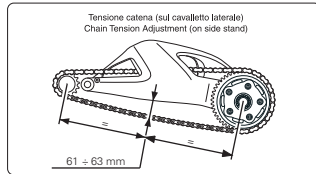
2

VEHICLE EMISSION CONTROL INFORMATION		
Engine displacement: _____cc	THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO _____	
Engine family: _____	MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 1.4 HC/GKM ENGINE FAMILY	
Engine exhaust control system: _____	EXHAUST EMISSION STANDARD IN CALIFORNIA	
Evap family: _____		
ENGINE TUNE-UP SPECIFICATIONS		
ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING: _____	• $\pm$ BTDC at idle speed	No adjustment
IDLE SPEED (RPM): _____	_____ - _____ mm	No adjustment
IDLE MIXTURE: _____	Opening _____ - _____ mm	No adjustment
VALVE CLEARANCE (in & ex): _____	Closing _____ - _____ mm	See Service Manual
SPARK PLUG: CHAMPION _____	OIL: _____	
SPARK PLUG GAP (mm): _____	FUEL: Unleaded gasoline	
DUCATI MOTORHOLDING spa - BOLOGNA - ITALY		

3



4



5

Fig. 4

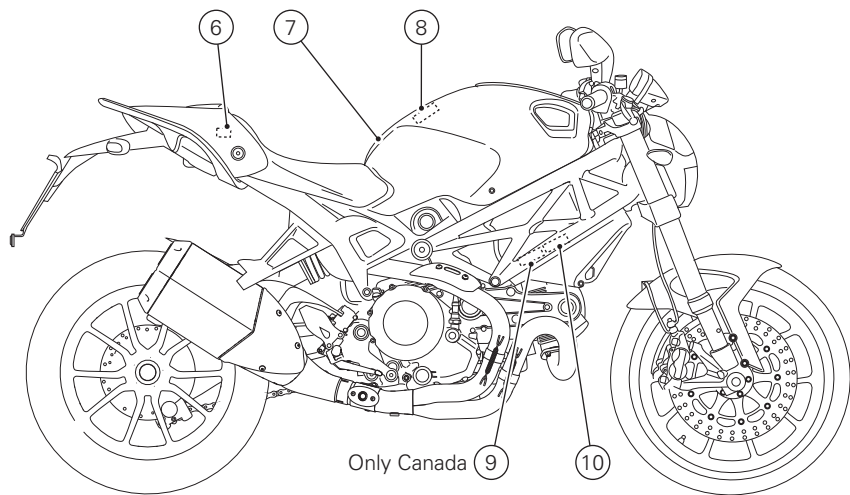


Fig. 5

HELMET HOLDER UNDER THE SEAT

6

ATTENZIONE! Per evitare perdite di carburante dal tubo di sfiato, evitate di sollevare il serbatoio quando questo è pieno oltre la metà.

ATTENTION! To avoid fuel leaks from the breather pipe, do not lift the tank when it is more than half full.

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.

8

MANUFACTURED BY / FABRIQUÉ PAR: **DUCATI MOTORHOLDING spa**
TYPE OF VEHICLE / TYPE DE VÉHICULE: MC DATE: ** / ** / **
GVWR / PNBV *** KG. V.IN. / N.I.V.: ZDM*****

GAWR / PNB KG	TYPE / SPÉC - DIMENSION - DIMENSION	COLD INFL. PRESS. / PRESS DE GOUFL. A FROID
***	*** / *****	PSI / LBS. / KG.
***	*** / *****	***

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)

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.: ***

Doc. 001.001.16

10

Fig. 6

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 2012 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 18641 miles (30,000 kilometers), 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.

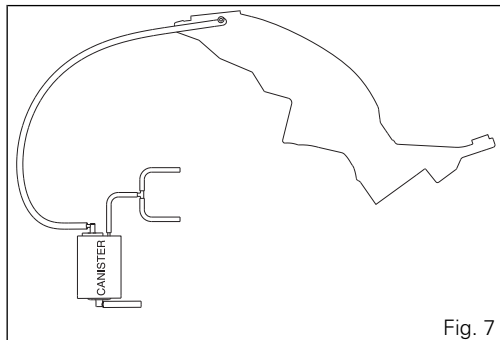
If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system



Attention

In the event of a fuel system malfunction, contact a Ducati Authorized Service Center.



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 18,641 miles (30,000 kilometers) 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.

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Instrument Panel (Dashboard)

Instrument panel

1) LCD.

2) REVOLUTION COUNTER (min⁻¹).

Shows the engine rotation speed/minute (rpm).

3) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

4) FUEL WARNING LIGHT  (AMBER YELLOW).
Comes on when fuel is low and there is about a gallon (3.5 liters) of fuel left in the tank.

5) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

If a turn signal does not work (ex. burnt out bulb) its incorrect operation is signaled by making the light flash twice as fast as in comparison to correct operation.

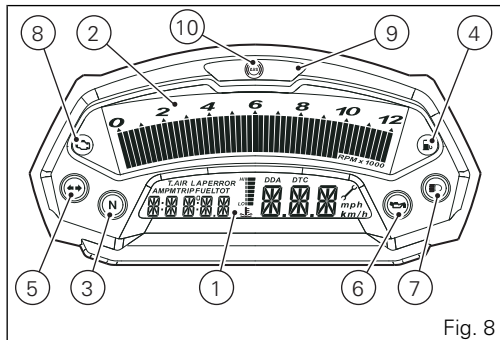


Fig. 8



Important

If this light (6) stays on, stop the engine or it may suffer severe damage.

6) ENGINE OIL PRESSURE LIGHT  (RED).

Comes on when engine oil pressure is too low. It briefly comes on when the ignition is switched to ON and normally goes out a few seconds after engine starts.

May come on briefly when the engine is hot, but should go off as the engine revs up.

7) HIGH BEAM LIGHT  (BLUE)(Fig. 8).

Comes on when high beam is on.

8) "ENGINE/VEHICLE DIAGNOSIS - EOBD"  LIGHT (AMBER YELLOW)(Fig. 8).

Turns on in the case of engine or vehicle errors and in some cases will lock the engine.

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

	Over rev light
No limiter	Off
1st threshold - no. RPM before limiter kicks in (*)	On - STEADY
Rev limiter (limiter engaged due to overrevving) (*)	On - Flashing

(*) depending on the model, each calibration of the Engine Control Unit may have a different "setting" for the thresholds that precede the rev limiter and the rev limiter itself.

	DTC intervention light
No intervention	Off

DTC intervention	On - STEADY
------------------	-------------



Note

If the Over rev function light and the DTC intervention light should both come on at the same time, the dashboard gives priority to the Over rev function.

10) ABS LIGHTS (AMBER YELLOW)(Fig. 8).

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

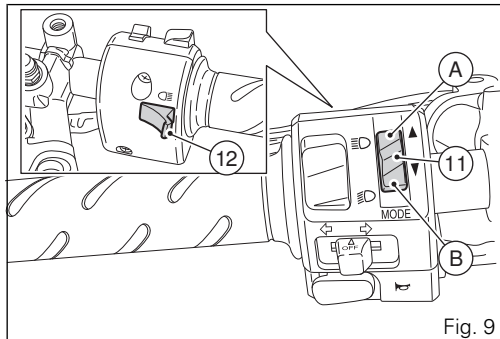
(**) The ABS should be considered actually disabled only if the light continues to flash after starting the engine.

11) CONTROL SWITCH

Button used to display and set dashboard parameters with two positions A "▲" and B "▼".

12) HIGH-BEAM FLASH BUTTON FLASH

The high-beam flash button may also be used to control the LAP functions and the instrument panel USB data logger.



LCD - Main functions



Attention

Stop the motorcycle before using the instrument panel controls. Never operate the instrument panel controls while riding.

1) SPEEDOMETER.

Indicates road speed

2) ODOMETER.

Gives total distance covered.

3) TRIP METER.

Indicates distance covered since the meter (TRIP) was last reset.

4) TRIP FUEL METER.

Gives total distance traveled on fuel reserve.

5) CLOCK.

6) AIR TEMPERATURE INDICATOR.

7) LAP TIMER.

8) ENGINE RPM INDICATOR (RPM).

9) LAP TIME (LAP).

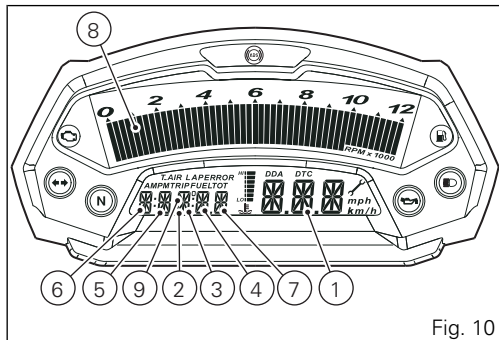


Fig. 10

10) SERVICE WARNING

This indication shows the user that the bike is due for scheduled service.

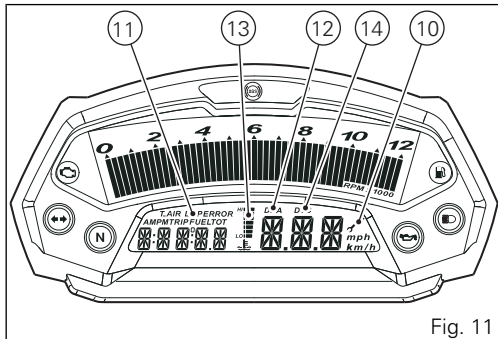
The indication will stay displayed until system is reset by a Ducati Dealer or authorized Service Center during servicing.

11) LAP FUNCTION. Indicates activation of the lap function.

12) DDA FUNCTION. Indicates activation of the DDA function.



 **Important** The instrument panel allows the diagnosis of the electronic ignition/injection system. Never use the menus reserved for trained personnel for any reason. If this function is accidentally accessed, turn the key to OFF and contact a Ducati Dealer or Authorized Service center for the necessary checks.



13) ENGINE COOLANT TEMPERATURE INDICATOR



 **Important** Never use the vehicle when the temperature reaches max. value or the engine might damage.

14) TRACTION CONTROL (DTC).

Indicates activation of the DTC system control unit.

LCD - How to set/display parameters

At key-on (key turned from OFF to ON) the Dashboard activates all the digits of the LCD for 1 second and switches on the indicator lights in sequence.

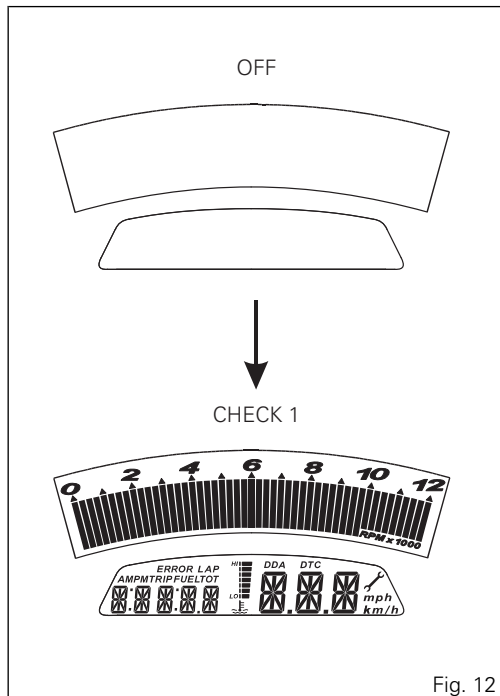


Fig. 12

It then switches to "normal" display mode showing the model indication in place of the odometer readout and the version (EU, UK, USA, CND, FRA, JAP) for 2 seconds, in place of the road speed readout. Model is displayed as "scrolling" text just once.

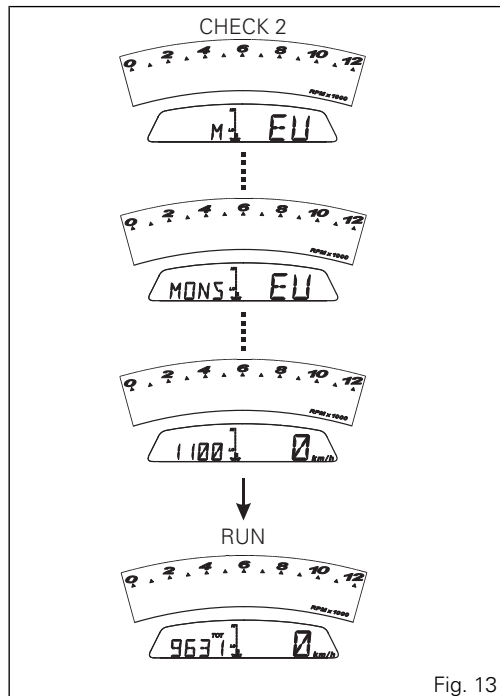


Fig. 13

At Key-On, the Dashboard always shows the following information (de-activating any previously activated functions):

ODOMETER

SPEED

RPM BAR GRAPH

BARGRAPH ENGINE COOLANT TEMPERATURE

With the button (1, Fig. 14) in the position B "▼" the Odometer readout (TOT) will cycle through the following functions:

TRIP

TRIP FUEL

CLOCK

until cycling back to the TOT function.

Pressing button (1, Fig. 14) in the position A "▲" gives access to the MENU and the following functions are displayed one after another:

ERROR (only if active)

BATT

RPM

LIGHT SET

LAP (OFF or ON)

LAP MEM

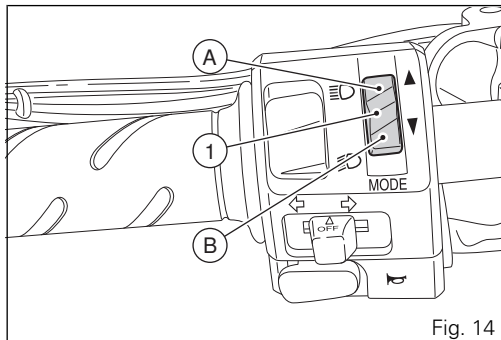


Fig. 14

DDA (OFF or ON)

ERASE DDA

DISAB ABS

DTC (OFF or ON)

DTC SET

CLOCK SETTING

CODE (only if active)



Important

This menu is active only if the speed of the motorcycle is less than 20 km/h. If this MENU is open and the speed of the motorcycle exceeds 20 km/h, the instrument panel automatically exits the menu and returns to the initial display.

It is possible to exit the MENU at any time, however, by pressing button (1, Fig. 14) in position A "▲", for 3 seconds.

"Odometer" total mileage indicator

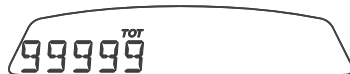
This function shows the total distance covered by the vehicle.

Upon Key-On, the system automatically enters this function.

The odometer reading is stored permanently and cannot be reset for any reason.

If the distance traveled exceeds 99999 mi (or 99999 km), the value "99999" will be displayed permanently.

EU, CND, FRA, JAP versions



UK, USA versions



Fig. 15

"Speed" indicator

This function shows vehicle speed.

The instrument panel receives the actual speed value (expressed in km/h) from the ECU and displays the value increased by 8%.

Maximum speed displayed is 186 mph (299 km/h).

Over 186 mph (299 km/h) the display shows the dashes "--" (not flashing).

EU, CND, FRA, JAP versions



UK, USA versions

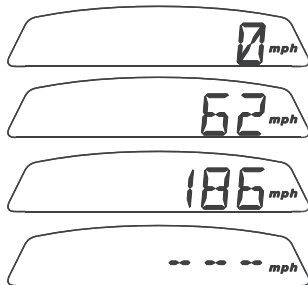


Fig. 16

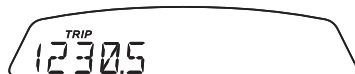
"TRIP" mileage indicator

This function shows the partial distance covered by the vehicle.

Holding the (1, Fig. 14) button pressed in the position B "▼" for 3 seconds when this function is displayed resets the trip meter.

When the reading exceeds 999.9, distance traveled is reset and the meter automatically starts counting from 0 again.

EU, CND, FRA, JAP versions



UK, USA versions

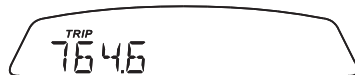


Fig. 17

"TRIP FUEL" mileage on reserve indicator

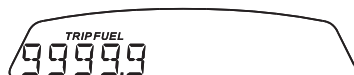
This function shows the distance traveled on fuel reserve.

When the fuel light comes on, the display automatically switches to the "TRIP FUEL" indicator. Trip fuel reading remains stored even after Key-Off until the vehicle is refueled.

Count is interrupted automatically as soon as fuel is topped up to above minimum level.

When the reading exceeds 999.9, the counter is reset and the count restarts automatically.

EU, CND, FRA, JAP versions



UK, USA versions

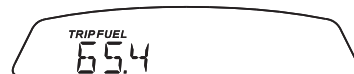


Fig. 18

Clock indicator

This function displays the time.

Time is always displayed as follows:

AM from 0:00 to 11:59

PM from 12:00 to 11:59

If battery power is suddenly cut off (Batt-OFF): when battery power is restored and upon next Key-On, the clock is reset and restarts operating from "0:00".

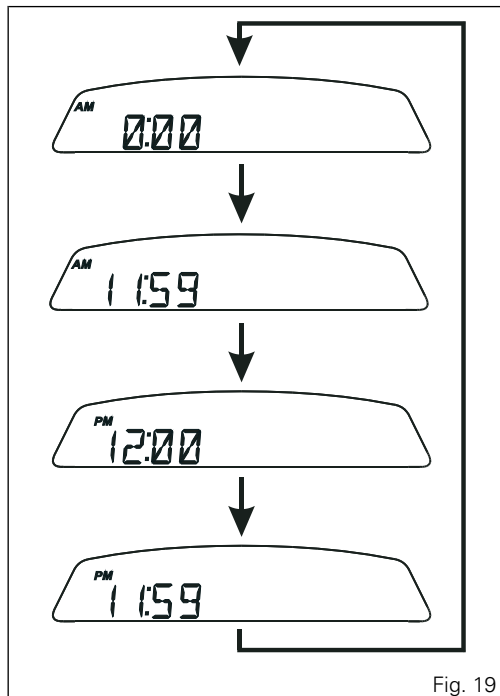


Fig. 19

Engine oil temperature indicator

This function describes the engine oil temperature indicator.

Indications:

- if the reading is between -80°F and 176°F (-40°C and $+80^{\circ}\text{C}$) the display shows "STATUS 2";
- if the reading is between 178°F and 230°F ($+81^{\circ}\text{C}$ and $+110^{\circ}\text{C}$) the display shows "STATUS 3";
- if the reading is between 231°F and 275°F ($+111^{\circ}\text{C}$ and $+135^{\circ}\text{C}$) the display shows "STATUS 4";

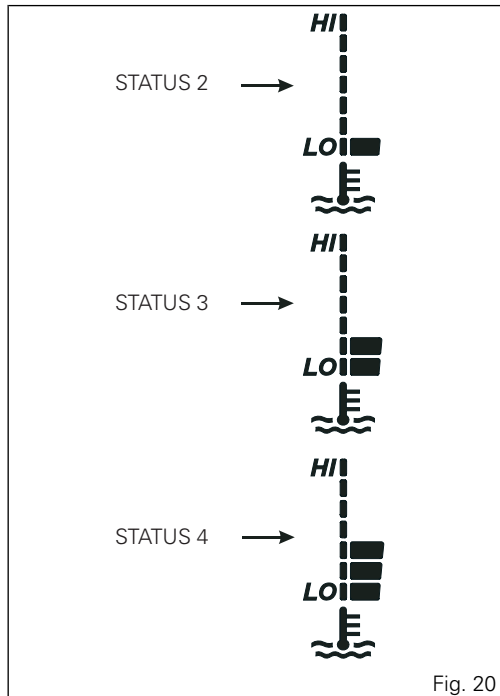


Fig. 20

- if the reading is between 277°F and 320°F (+136°C and +160°C) the display shows "STATUS 5";
- if the reading is between 322°F and 347°F (+161°C and +175°C) the display shows "STATUS 6";
- if the reading is between 349°F and 347°F (+176°C and +190°C) the display shows "STATUS 7";

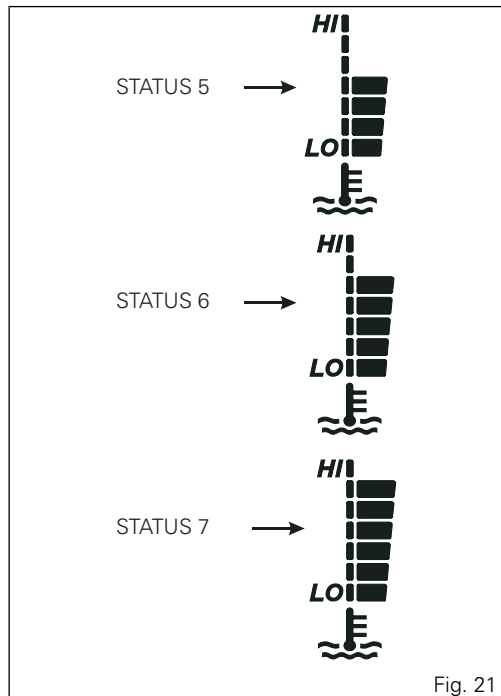
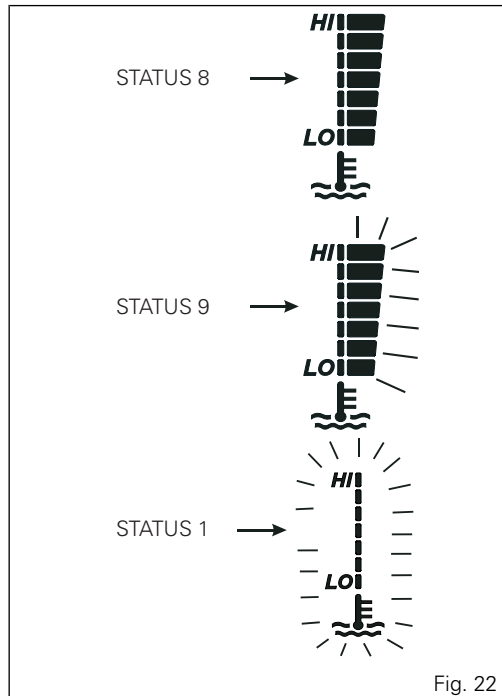


Fig. 21

- if the reading is between 375°F and 178°F (+191°C and +200°C) the display shows "STATUS 8";
- if the reading is above 393 °F (201°C) the instrument panel displays "STATUS 9" with the notches flashing;
- In case of sensor FAULT, "STATUS 1" is displayed and blinks.



Service indicator

It shows service intervals (service).

This indication () shows the user that the bike is due for scheduled service.

The display shows the service reminder at the following intervals:

- after the first 621 mi (1000 km) on the odometer;
 - every 7456 mi (12000 km) on the odometer.
- The service indicator will remain on the display until reset.



Attention

This message can only be reset by the Ducati Dealer or Authorized Service Center that performs the maintenance.

EU, CND, FRA, JAP versions



↓ Reset



IGNITION
(MAINT)

IGNITION
(MAINT)

UK, USA versions



↓ Reset



IGNITION
(MAINT)

IGNITION
(MAINT)

Fig. 23

Battery voltage indicator (BATT)

This function describes the battery voltage indicator. To display the function, go into the menu "BATT" page.

The dashboard displays the battery voltage information as follows:

if voltage is between 12.1 and 14.9 Volt, the reading is on steady;

if voltage is between 10.0 and 12.0 Volt or between 15.0 and 16.0 Volt, the reading will be flashing.

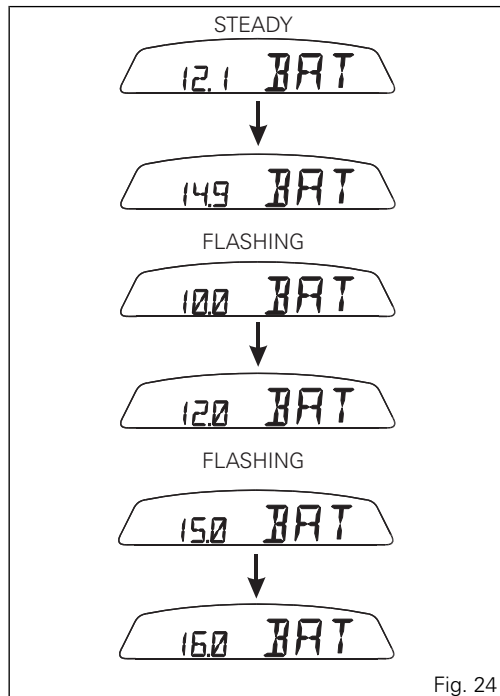
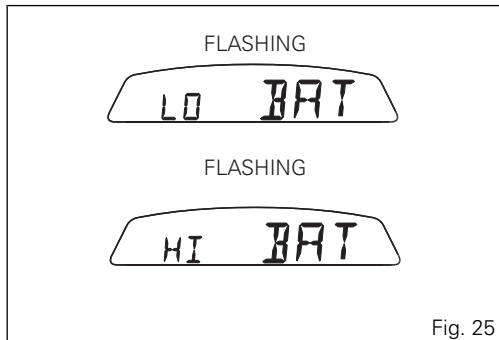


Fig. 24

If battery voltage is equal or less than 9.9 Volt, "LOW" is shown flashing and the "Vehicle/Engine Diagnosis-EOBD" light comes on (8, Fig. 8);

if battery voltage is equal or greater than 16.1 Volt, "HI" is shown flashing and the "Vehicle/Engine Diagnosis - EOBD" light comes on (8, Fig. 8).



Engine idling setting (RPM)

This function describes engine idle setup.

To display this function, go into the menu and select the "RPM" page.

In addition to the upper rev counter scale, the instrument panel also displays engine rpm numerically so that you can adjust the idle speed more precisely.

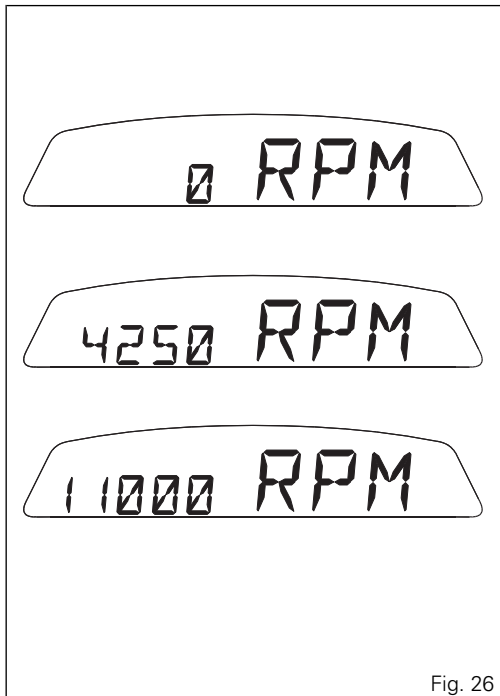


Fig. 26

Back-lighting setting

This function allows backlighting setting of the dashboard.

To set backlighting, go into the menu "LIGHT SET" page.

Holding button (1, Fig. 14) pressed in position b "▼" for 3 seconds in this menu page gives access to the setup mode and the following pages are displayed, one after the other.

- Page 1 - "LIGHT MAX" set up:
Within this page backlighting is set to maximum power; press button (1, Fig. 14) in position B "▼" to go to page 2.
- page 2 - "LIGHT MID" set up:
Within this page backlighting is reduced by approximately 30% compared to its maximum power; press button (1, Fig. 14) in position B "▼" to go to page 3.
- page 3 - "LIGHT MIN" set up:
Within this page backlighting is reduced by approximately 70% compared to its maximum power; press button (1, Fig. 14) in position B "▼" to go to page 1.

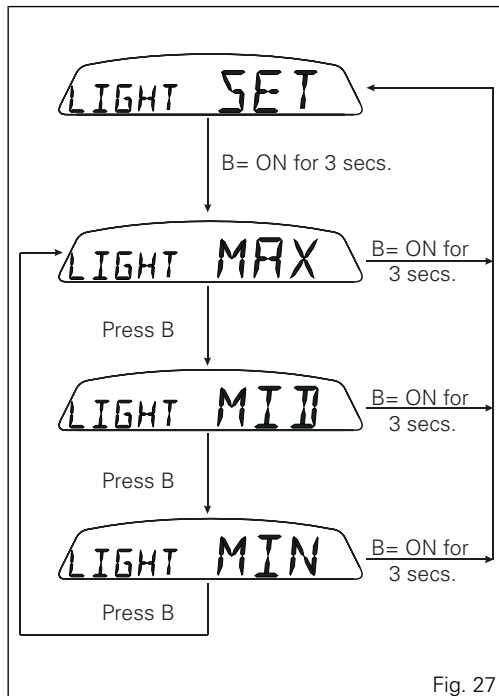


Fig. 27

If the reset button (1, Fig. 14) in position B " ▼ " is pressed for 3 seconds from one of these three pages, the instrument panel goes back to "LIGHT SET" main page and selected backlighting setting is saved.

In the event of an interruption of the power supply from the battery, when power is restored at the next Key-On, the backlighting will always be set by default to its maximum power.

Lap timer display (LAP)

This function lets you display lap times.

To enable this function, enter the menu and set the "LAP" function to "On" by holding reset button (1, Fig. 14) in position B "▼" pressed for 3 seconds. The lap timer is started and stopped using the high-beam flasher button FLASH (12, Fig. 9) on the LH switch.

When the LAP function is active, each time you press the FLASH button, the display will show the lap time for 10 seconds, before reverting to normal mode. Up to 30 lap times can be stored. Once the memory is full, the display no longer stores lap times when the FLASH headlight button is pressed, and the flashing message "FULL" is shown on the display for 3 seconds until the times are reset.

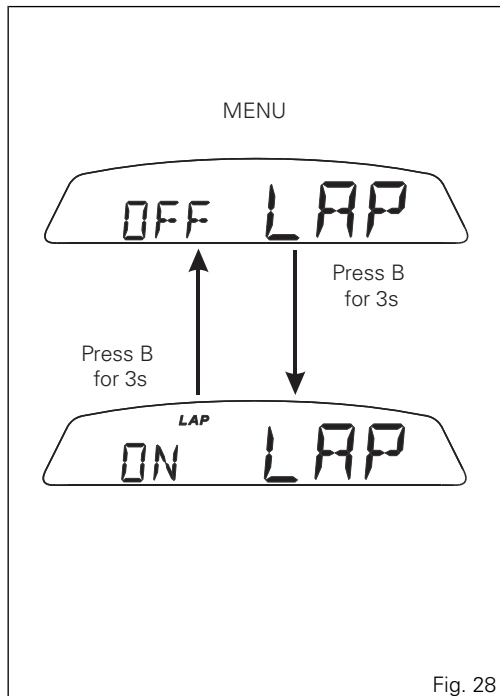


Fig. 28

When the LAP function is set to Off in the menu, the current "lap" is not stored.

If the LAP function is active and the display is suddenly turned off (Key-Off), the LAP function will be automatically disabled (even if the lap timer was active, the current "lap" is not stored). 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 function is disabled. If however the LAP function is switched on and the memory has not been cleared, but fewer than 30 laps have been saved (e.g. 18 laps), the instrument panel will store any remaining laps until the memory is full (in this case, it will store an additional 12 laps). This function only displays lap times; but other data are also saved for viewing at a later date in the Lap Memory function.

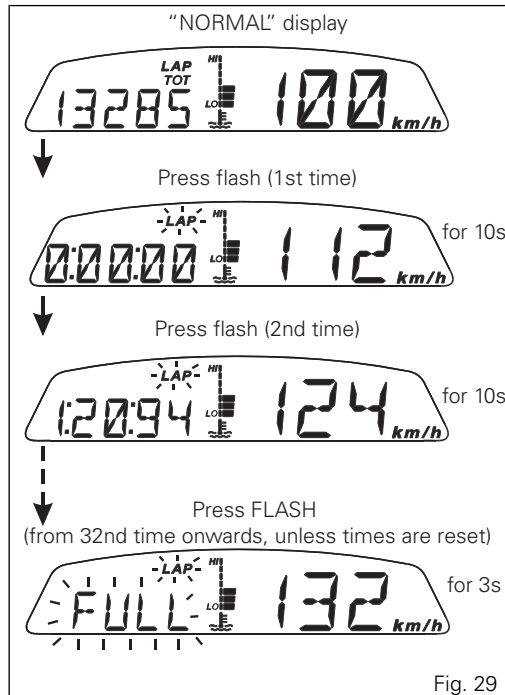


Fig. 29

Saved data display (LAP Memory)

This function displays data stored using the LAP function: lap number and time.

To view stored lap times, enter the menu and go to page "LAP MEM".

Holding reset button (1, Fig. 14) in position B "▼" pressed for 3 seconds in this menu page accesses the "1st lap" view mode. The instrument panel will show the lap number, lap time, and the MAX rpm reached for the lap in question.

Press button (1, Fig. 14) in position B "▼" to scroll through the 30 laps stored until returning to the 1st lap.

If you hold button (1, Fig. 14) in position B for ▼ 3 seconds while the saved times are displayed, the instrument panel immediately resets all the saved times and the LAP function is disabled automatically, if active.

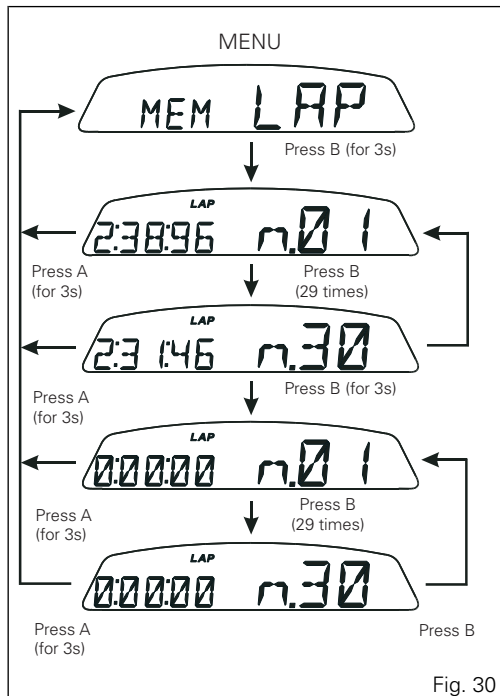


Fig. 30

The MAX speed saved is the maximum speed indicated on the display in Lap function. To exit display of the lap times memory press switch (1, Fig. 14) in position A " ▲ ". If no data are saved in the memory, all 30 lap times are displayed and lap timer will indicate "0.00.00". If the engine trips the rev limiter during a lap, the "REV LIMITER- OVER REV." (9, Fig. 8) light will come on during the display of the lap time.

DDA data logger

This function allows activating the DDA (Ducati Data Analyzer): data logger must be connected to vehicle wiring.

To enable this function, enter the menu and set the "DDA" data acquisition to "On" by holding the button (1, Fig. 14) pressed in position B "▼" for 3 seconds. The START/STOP control for the data logger lap separator is the high-beam flash button FLASH (12, Fig. 9) on the LH switch. If the DDA function is active and the display is suddenly switched off (Key-Off), the function is switched off automatically.



Note

Online assistance is available to Ducati Data Analyzer (DDA) owners (<http://dda.prosa.com>). This service will provide anything necessary to correctly use the DDA with your PC: both for the device and the software for analyzing the recorded data.

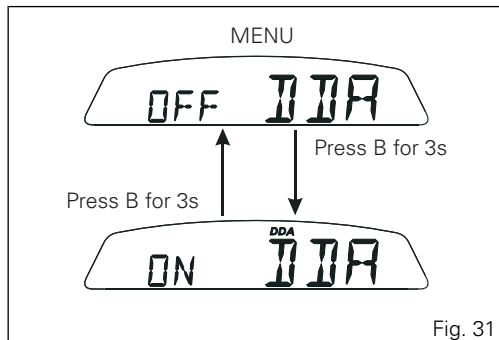


Fig. 31



Attention

After use, disconnect the DDA from the main wiring harness.

Erase DDA

This function deletes all data from the DDA: the data logger must be connected to vehicle wiring.

To erase data, enter the menu page "Erase DDA".

If you press button (1, Fig. 14) in position B "▼" for 3 seconds and the DDA is not acquiring data, the message "WAIT..." is shown on the instrument panel for 10 seconds; after these 10 seconds, message "ERASE OK" is displayed for 3 seconds to confirm that the data in the DDA data logger have been erased.

If button (1, Fig. 14) is pressed in position B "▼" for 3 seconds while the DDA data logger is acquiring data, the data logger memory is not erased and the instrument panel displays message "FAIL" for 3 seconds.

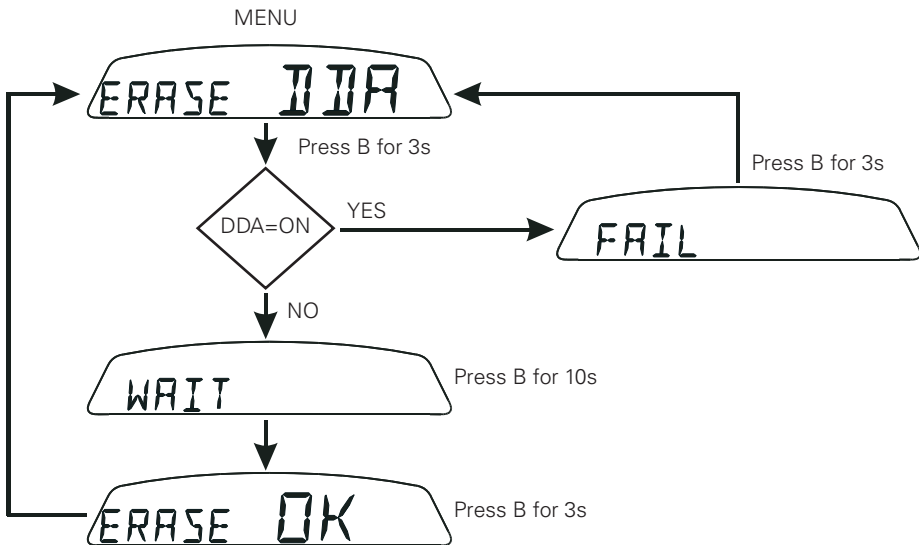


Fig. 32

ABS disabling

This function deactivates the ABS control unit.



Attention

This operation must be carried out with the vehicle stopped (key ON).

To disable the ABS control unit, enter the menu at "DISAB ABS" page and hold button (1, Fig. 14) pressed in position B "▼" for 3 seconds.

At the end of the 3 seconds, the flashing ABS light (10, Fig. 8) on the instrument panel indicates the disabling.

From this moment, the ABS control unit is disabled; it is automatically restarted at the next Key-Off / Key-On.

At the next Key-On the instrument panel indicates that it is operative by keeping the ABS light (10, Fig. 8) off.

If there are problems with the ABS system, the instrument panel indicates its malfunction by keeping the ABS light (10, Fig. 8) on steady, the EOBD light (8, Fig. 8) on steady and the ABS error in the menu.

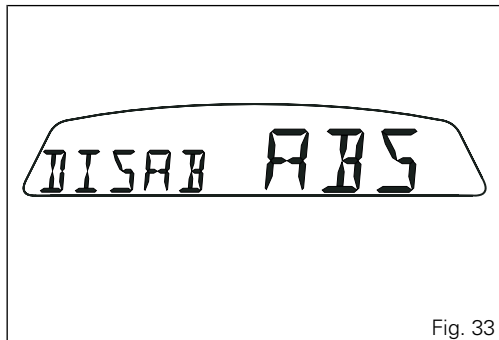


Fig. 33



Important

This indicator is activated only at a speed above or equal to 10 km/h; at a speed lower than 10 km/h the ABS control unit does not perform the diagnostics.

Ducati Traction Control enabling/disabling

This function is used to activate the Ducati Traction Control system: DTC.

Purpose of the system



Attention

DTC is a rider aid that can be used both on the track and the road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accident or force emergency maneuvers, whether caused by his own errors or those of other road users.

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with road conditions, the laws of physics, good riding standards and traffic laws.

Activation of the system

To activate the system, the motorcycle must be stationary and safely parked.

To enable Traction Control, enter the menu and set "DTC" to "On" by pressing button (1, Fig. 14) in position B "▼" for 3 seconds; once the 3 seconds have elapsed, the message "DTC" will appear on the display to indicate activation of the Ducati Traction Control system. When activated, the message "DTC" is visible both on the normal display and also within the menu pages.

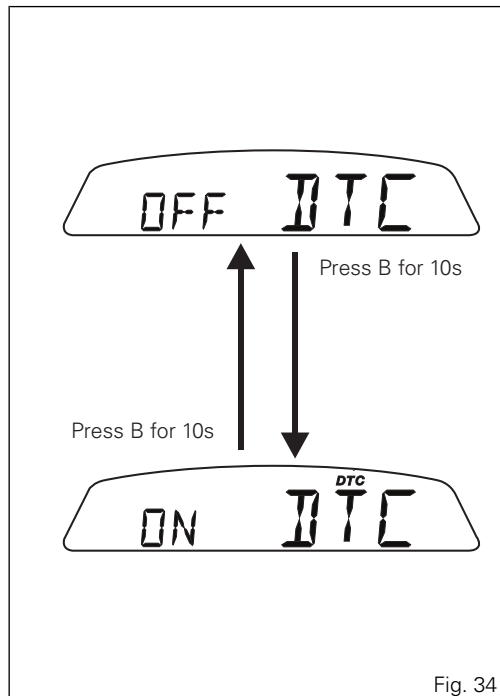


Fig. 34

System functions



Note

To operate on the system, the motorcycle must be stationary and safely parked.

Each time DTC is activated, the Traction Control ECU will save the last sensitivity level; the level may then be adjusted using the function "Traction Control Sensitivity Level Setting (DTC SETUP)".

To disable Traction Control, enter the menu and set "DTC" to "OFF" by pressing again button (1, Fig. 14) in position B "▼" for 3 seconds; once the 3 seconds have elapsed, the message "DTC" will disappear from the display, thereby indicating deactivation of the Ducati Traction Control system. If the engine suddenly stops or is switched off (Key-Off) while Traction Control is activated, the function will not be disabled but will still be active (DTC On) at the next Key-ON.

If, however, battery power is suddenly cut off (Batt-OFF), when battery power is restored and upon next Key-On, the Traction Control will no longer be activated (DTC OFF).

Periodic maintenance

To ensure that the system continues to function correctly it is necessary to observe the manufacturer's programmed maintenance schedule.

Ducati Traction Control (DTC) setting

This function serves to set the sensitivity level for the DTC (Ducati Traction Control).

To set the Traction Control sensitivity level, with the motorcycle stationary, enter the "Setup DTC" menu page. The Traction Control sensitivity level setting (L. 1.....L.4) is indicated on the right-hand side of the display. The sensitivity levels range from "1" to "4"; the higher the number, the greater the intervention of the Traction Control system (see following paragraph). Within this menu page, press button (1, Fig. 14) in position B "▼" for 3 seconds to access the level setting function.

page 1: the display will show "Setup LEV. 1". If you wish to set this level, press button (1, Fig. 14) in position B "▼" for 3 seconds; the instrument panel will automatically quit this page and return to the initial display, with the level setting indicated on the right. If instead you wish to set the next highest level, press button (1, Fig. 14) in position B "▼".

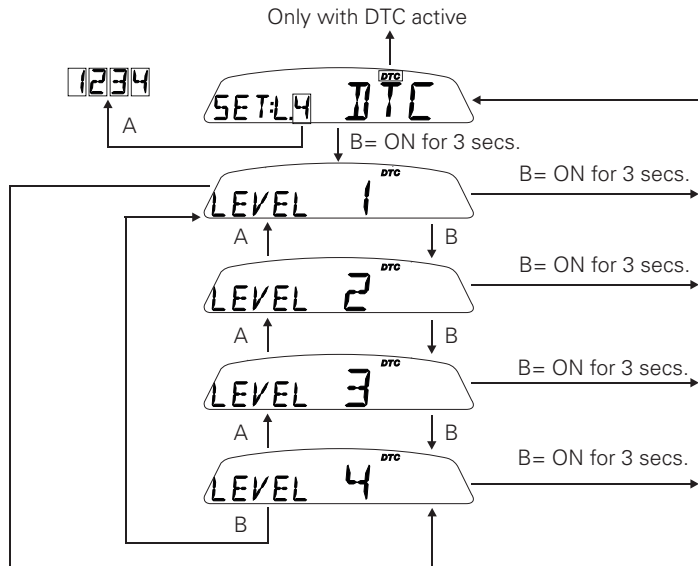


Fig. 35

page 2: the display will show "Setup LEV. 2".

If you wish to set this level, press button (1, Fig. 14) in position B "▼" for 3 seconds; the instrument panel will automatically quit this page and return to the initial display, with the level setting indicated on the right.

To move instead to the next level, press the button (1, Fig. 14) in position B "▼"; to return to the previous level, press button (1, Fig. 14) in position A "▲".

page 3: the display will show "Setup LEV. 3".

If you wish to set this level, press button (1, Fig. 14) in position B "▼" for 3 seconds; the instrument panel will automatically quit this page and return to the initial display, with the level setting indicated on the right.

To move instead to the next level, press the button (1, Fig. 14) in position B "▼"; to return to the previous level, press button (1, Fig. 14) in position A "▲".

page 4: the display will show "Setup LEV. 4".

If you wish to set this level, press button (1, Fig. 14) in position B "▼" for 3 seconds; the instrument panel will automatically quit this page and return to the initial display, with the level setting indicated on the right.

To move instead to the next level, press the button (1, Fig. 14) in position B "▼"; to return to the previous level, press button (1, Fig. 14) in position A "▲". The level setting will remain in memory even after Key-Off.

If, however, battery power is suddenly cut off (Batt-OFF), when battery power is restored and upon next Key-On, the Traction Control will no longer be activated (DTC OFF) and the setting is always on L4.

Tips on how to select the sensitivity level



Attention

The 4 DTC level settings have been calibrated using the same tires as those originally supplied with your motorcycle (same make, model and size).

Using tires of a different size from the original tires may alter the operating characteristics of the system. 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 = 180/55-17; 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 4 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

If level 4 is selected, the DTC control unit will kick in at the slightest hint that the rear wheel is starting to spin.

Between level 4 and level 1 there are an additional 2 intermediate levels. The level of DTC sensitivity decreases in equal steps from level 4 to level 1.

When level , 1 or 2 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)

Relation of the DTC sensitivity 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).

Relation of the DTC sensitivity level to the path 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 style, 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 4 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 3, 2, 1, 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 mode slightly to a more “rough” 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 4 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try reducing the setting to level 3, 2, 1, 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 3 the DTC intervention seems excessive, switch to level 2; alternatively, if on level 3 you cannot perceive any DTC intervention, switch to level 4).

Clock setup

This function is used to set the clock time.

To set the clock, select the "SET" page from the menu.

SETTING THE TIME

Holding button (1, Fig. 14) pressed in position B "▼" for 3 seconds in this menu page gives access to the setup mode.

When you access this function, the text "AM" flashes; if you press button (1, Fig. 14) in position B "▼" the text "PM" flashes; if you press button (1, Fig. 14) in position B "▼" mode will go back to previous setting (if it is 00:00, when toggling from "AM" to "PM", 12:00 will be displayed).

- Pressing button (1, Fig. 14) in position A "▲" accesses the hour setting mode; the hours start to flash. Each time you press the button in position B "▼" the digit will increase by 1 hour; if the button is held pressed down in position B "▼", the digit will increase by 1 hour every second (when the button is held pressed, the hours do not flash).

- pressing button (1, Fig. 14) in position A " ▲ " accesses the minute setting mode; the minutes start to flash. Each time you press the button in position B " ▼ ", the digit will increase by 1 minute. If you hold the switch down in position B " ▼ ", the count increases cyclically in steps of 1 minute every second. If the button is held depressed in position B " ▼ " for over 5 seconds, minutes will increase by 1 minute every 100 ms (while the button is held depressed in position B " ▼ " seconds do not flash).
- pressing the button in position A " ▲ " exits setup mode and the new time is displayed.

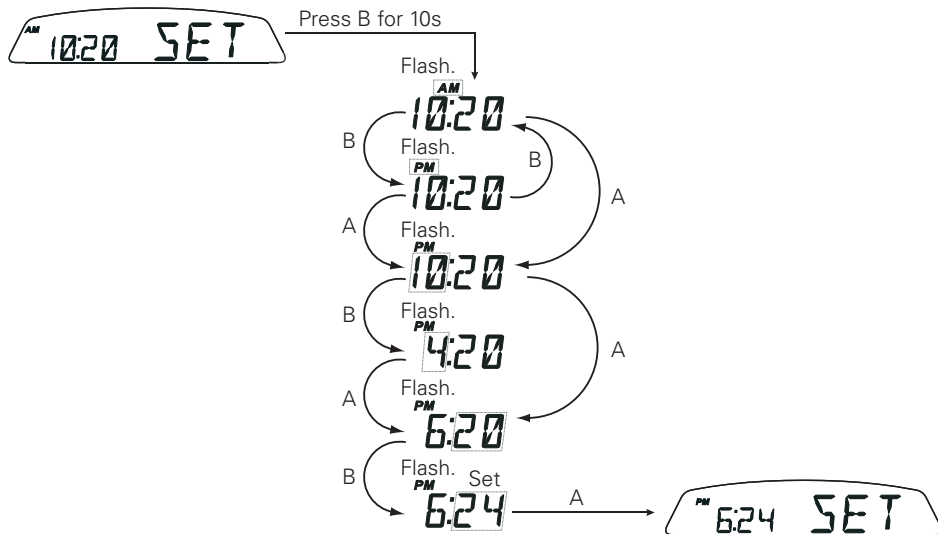


Fig. 36

Instrument panel diagnostics



Important

The instrument panel runs system diagnostics after 60 seconds from the last Key-Off.

This function allows you to display and identify malfunctions of the motorcycle and, where possible, renew components identified as faulty. To display the function, go into the menu “Error” page.

This menu is only active when at least one error is present, otherwise this page is NOT displayed. If more errors are present, they are displayed one by one every 3 seconds. In any case, a more detailed diagnosis can be obtained using the Ducati Diagnostic System.



Attention

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

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ERROR MESSAGE

ERROR

 TPS	01	Throttle position sensor short circuit Volt DC or AC
 TPS	01	Throttle position sensor short circuit GND
 PRESS	02	Pressure Sensor short circuit Volt DC
 PRESS	02	Pressure Sensor short circuit GND or AC

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ERROR MESSAGE

ERROR

	OIL	03	Oil NTC sensor short circuit Volt DC or AC
	OIL	03	Oil NTC sensor short circuit GND
	T AIR	04	Air temperature sensor short circuit GND or AC
	T AIR	04	Air temperature sensor short circuit Volt AC
	BATT	05	LOW battery voltage level
	BATT	05	HIGH battery voltage level
	LAMB	06	Lambda sensor (rim runout)
	LAMB	06	Lambda sensor heater short circuit Volt DC
	LAMB	06	Lambda sensor heater short circuit GND or AC

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ERROR MESSAGE

ERROR

	FUEL	07	Fuel reserve NTC sensor short circuit Volt DC or AC
	FUEL	07	Fuel reserve NTC sensor short circuit GND
	DTC	08	Traction Control
	COIL	09	Vertical coil (2) short circuit Volt DC
	COIL	09	Vertical coil (2) short circuit GND or AC
	COIL	09	Horizontal coil (1) short circuit Volt DC
	COIL	09	Horizontal coil (1) short circuit GND or AC
	INJE	10	Vertical injector (2) short circuit Volt DC
	INJE	10	Vertical injector (2) short circuit GND or AC

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ERROR MESSAGE

ERROR

 INJE	10	Horizontal injector (1) short circuit Volt DC
 INJE	10	Horizontal injector (1) short circuit GND or AC
 FAN	11	Fan relay AC
 START	12	Solenoid starter short circuit Volt DC
 START	12	Solenoid starter short circuit GND or AC
 R INJ	13	Injection relay AC
 STEPP	14	Stepper motor AC
 STEPP	14	Stepper motor short circuit Volt DC
 STEPP	14	Stepper motor short circuit GND

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ERROR MESSAGE

ERROR

	EXVL	15	Seek Fail or Position Error Exhaust Valve Motor
	EXVL	15	Position sensor short circuit GND or AC
	EXVL	15	Position sensor short circuit Volt AC
	EXVL	15	Starter motor damaged / not functioning
	ECU	16	ECU (generic error)
	PKUP	17	Pick-up sensor
	SPEED	18	Speed sensor
	IMMO	19	Immobilizer (key missing)
	IMMO	19	Immobilizer (antenna disconnected)

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T****ERROR MESSAGE****ERROR**

 IMMO	19	Immobilizer (key not recognized)
 CAN	20	CAN Line
 LIGHT	21	Light relay
 ABS	22	ABS system error

Headlight “smart” switch-off

This function allows you to reduce current consumption from the battery by automatically managing headlight switching-off. The device is enabled in three instances:

- In case 1, when the key is turned from OFF to ON and the engine is not started within 60 seconds, the headlight is turned off and will be turned back on next time you start the engine.
- In case 2, after the vehicle has been running with the headlights on and the engine is stopped using the RUN-STOP button on the RH switch. In this case, 60 seconds after stopping the engine, the headlight is turned off and will be turned back on next time you start the engine.
- In case 3, when starting up the engine, the headlight is turned off and back on as soon as the engine is started.

Headlight “smart” switch-on

This function allows programmed activation of the headlight even with the motorcycle off (Key-Off). The instrument panel stays active for 60 seconds soon after Key-Off, and the headlight can be switched on by pressing switch (1, Fig. 14) in position A “▲” or B “▼”.

During these 60 seconds, each time the button (1, Fig. 14) is pressed in position A “▲” or B “▼”, the instrument panel allows to activate the headlight for 30 seconds; each time the button is pressed, the activation time will be added up, up to a maximum of 180 seconds, corresponding to pressing the button 1 for 6 times.

After the first time you press switch (1, Fig. 14) in position A “▲” or B “▼”, the period of 30 seconds starts, thus switching on the headlight. Further switch-on time can be added only if you press the switch again within these 30 seconds. If the 30 seconds have elapsed, no further time can be added, and the instrument panel will switch off the headlight. To reset this function, you must perform at least one Key-On/ Key-Off cycle.

If there is a sudden battery cutoff while the function is active, the instrument panel will disable the

function when the voltage is restored (the instrument panel is disabled for 60 seconds).

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.

Accommodated in the handgrip of each ignition key is an electronic device that modulates an output signal. When the ignition is turned on this signal is generated by a special antenna incorporated in the switch and changes every time. The modulated signal represents the “password” (which is changed at each startup) 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 2 B keys (black) with the vehicle. These keys contain the "immobilizer system code".



Note

Your Ducati dealer may ask you to produce your Code Card in order to carry out certain servicing operations.

The black keys (B) are regular ignition keys and are used to:

- start up the engine.
- open the fuel tank filler plug.
- open the seat lock.



Note

The two keys have a small plate (1) attached that reports their identification number.



Attention

Separate the keys and use only one of the two black keys to start the motorcycle.

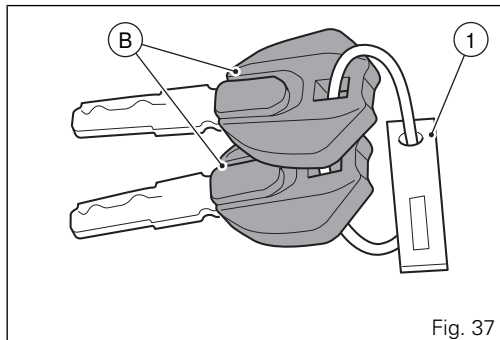


Fig. 37

Code card

The CODE CARD supplied with the keys reports an electronic code (A, Fig. 39) to start the engine in the event it fails to start after KEY-ON because the immobilizer system inhibited the ignition.



Attention

Keep the CODE CARD in a safe place. However, it is advisable to keep the electronic code printed on the CODE CARD handy when you ride your motorcycle, in case it is necessary to enable the engine through the procedure described below. This procedure lets you disable the "engine block" function - indicated by the amber "Vehicle/Engine diagnosis - EOBD" light coming on - in the event of problems with the immobilizer system. This operation is only possible if the electronic code indicated on the code card is known.



Attention

Your dealer will ask you to produce the Code Card in order to reprogram or replace a key.

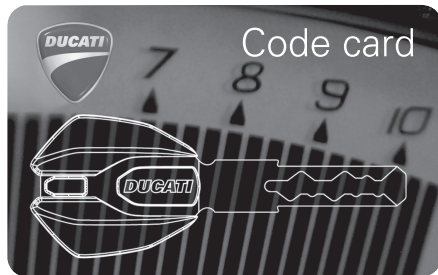


Fig. 38

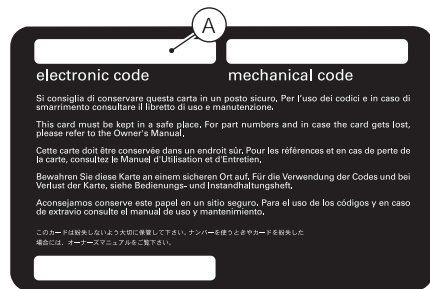


Fig. 39

Immobilizer override procedure

Should the immobilizer become locked, you can perform the "Immobilizer Override" procedure from the instrument panel by entering the relevant function as described below.

Enter the menu and go to page "COD".



Note

This menu should only be active when at least one Immobilizer error is present.

This menu page shows a default "00000" code. If you hold button (1, Fig. 14) depressed in position B "▼" for 3 seconds, you will access the procedure for entering the electronic code given on the Code Card.

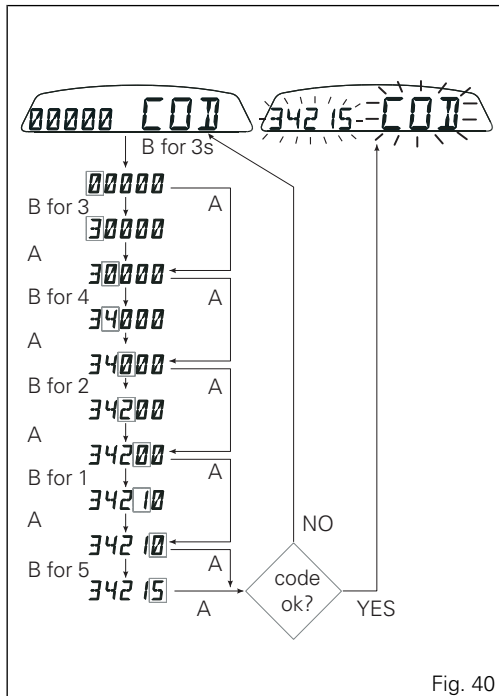


Fig. 40

Entering the code:

when you access this function, the first digit on the left will flash.

Button (1, Fig. 14): Each time you press the button in position B "▼" the count will increase cyclically in steps of one digit every second; if you press the switch in position A "▲", you will move to the second digit, which will start to flash. Each time you press the button in position B "▼" the digit will increase by one unit every second;

pressing the button in position A "▲" accesses setting mode of the third digit which will start to flash.

Each time you press the button in position B "▼" the digit will increase by one unit every second;

pressing the button in position A "▲" accesses setting mode of the fourth digit which will start to flash.

Each time you press the button in position B "▼" the digit will increase by one unit every second;

pressing the button in position A, "▲" accesses setting mode of the fifth digit which will start to flash.

Each time you press the button in position B "▼" the digit will increase by one unit every second;

press in position A "▲" to confirm the code.

If the code has been entered correctly, the word "COD" and the code you just entered will flash for 4 seconds. The "Vehicle/Engine diagnosis - EOBD" light (8, Fig. 8) will turn off; the instrument panel automatically exits the menu and the engine start-up inhibition is temporarily overridden.

If the error is still present, at the next Key-On the instrument panel error and the inhibited status will persist. If the code is not entered correctly, the instrument panel reverts to the "COD" menu and displays the default "00000" code.

Operation

When the ignition key is turned to OFF, the immobilizer inhibits engine operation.

When the ignition key is turned back to ON to start the engine, the following happens:

- 1) if the code is recognized, the immobilizer enables engine ignition. Press the START button to start the engine;
- 2) if the "Vehicle/Engine diagnosis - EOBD" light , comes on and the page with the message "Error" is displayed when you press button in position B " ▼ " it means that the code was not recognized. When this is the case, turn the ignition key back to OFF and then to ON again. If the engine still does not start, try with another black key. If the other key does not work out either, contact the Ducati Service network.



Attention

Any important shock might damage the electronic components fitted into the key. Use only one key during the procedure. Failure to do so might prevent the system from recognizing the code of the key in use.

Duplicate keys

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

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.



Note

If you sell your motorcycle, do not forget to give all keys and the CODE CARD to the new owner.

Service menu - unit of measurement (UNIT SET)

This function allows you to select the units of measurement displayed on the instrument panel. To enter the service menu, push button (1, Fig. 14) in position A "▲" while turning the key from "Off" to "On".



Note

Within this menu all other functions are excluded and motorcycle starting is disabled.

The first function displayed is the "Immobilizer Reprogramming" procedure (00000 PRO); press the button (1, Fig. 14) in position A "▲" to display the other service menu function "UNIT SET".

Now press button (1, Fig. 14) in position B "▼" for 3 seconds.

Each time you press button (1, Fig. 14) in position B "▼" the instrument panel scrolls through the following sequence of options, which flash on the display:

UNIT OF MEASUREMENT			
Country standard	Speed	Air temperature.	Odometer/ trip meters
EU	km/h	°C	km
EN	Mph	°C	miles
USA	Mph	°F	miles
CND	km/h	°C	km
FRA	km/h	°C	km
JAP	km/h	°C	km
ECU Id.	The instrument panel sets units of measurement according to ECU information.		

If you press the button (1, Fig. 14) in position B "▼" for 3 seconds, the option currently displayed will be saved to memory and the word "MEM" will appear. Upon the following Key-On the instrument panel will be set to the new settings.

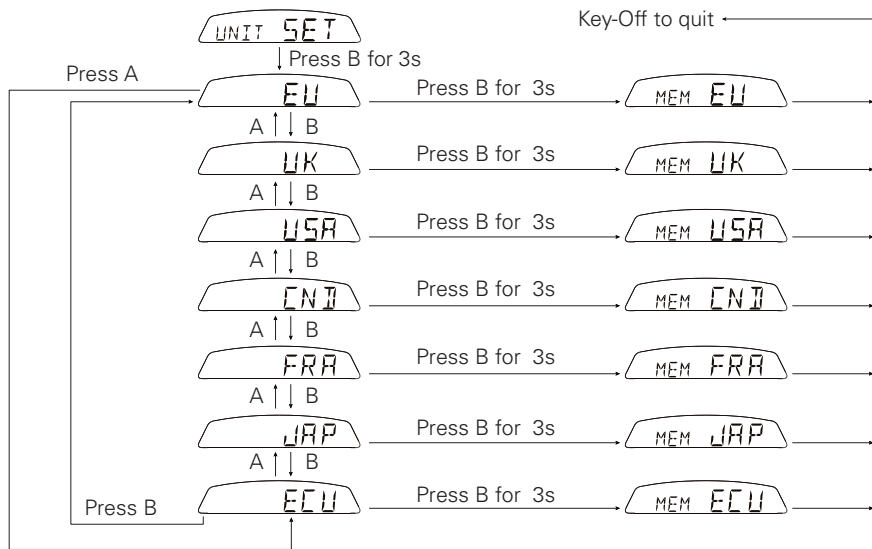


Fig. 41

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.
- 2) Key-operated ignition switch and steering lock.
- 3) LH switch ()
- 4) Clutch lever.
- 5) Righthand handlebar switch.
- 6) Throttle twistgrip
- 7) Front brake lever
- 8) Gear change pedal.
- 9) Rear brake pedal.

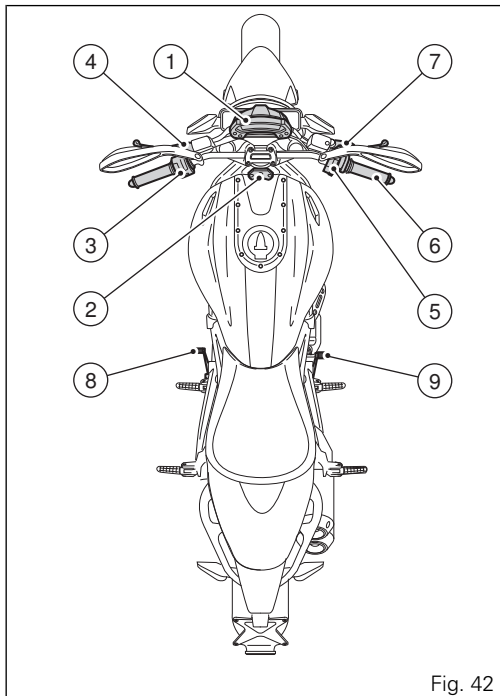


Fig. 42

Key-operated ignition switch and steering lock

It is located in front of the fuel tank and has four positions:

- A): enables lights and engine operation;
- ⊗ B) : disables lights and engine operation;
- 🔒 C) : the steering is locked;
- P⌞ D) : parking light and steering lock.



Note

To move the key to the last two positions, press it down before turning it. The key can be removed in positions (B), (C) and (D).

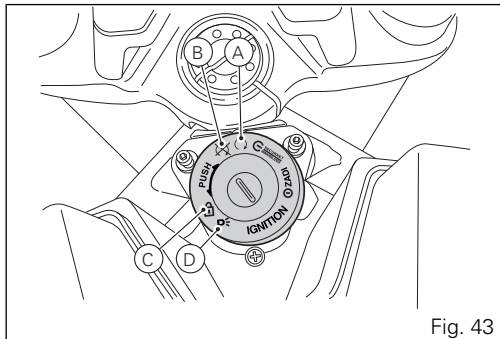


Fig. 43

Left-hand switch

- 1) dip switch, two-position light selector switch:
position  = low beam on;
position  = high beam on.
- 2) Button  = three-position turn indicator:
central position = off;
position  = left turn;
position  = right turn.
To cancel turn indicators, push in once switch returns to central position.
- 3) Button  = warning horn.
- 4) Button  = high beam flasher.
- 5) Two-position instrument panel control switch:
position "▲";
position "▼";

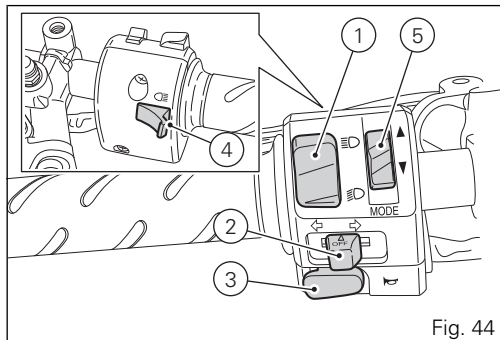


Fig. 44

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 counter clockwise 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.

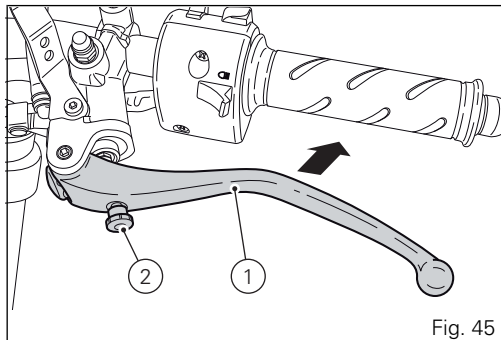


Fig. 45



Note

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

Right-hand switch

1) ENGINE STOP switch, two positions:

- position " O " (RUN) = run;
- position " X " (OFF) = stop.



Attention

This switch is mainly intended for use in emergency cases when you need to stop the engine quickly. After stopping the engine, take the switch back to the " O " position to enable starting.



Important

Riding with the lights on, stopping the engine using switch (1) and leaving the ignition key in the ON position may run the battery flat as the lights will remain on.

2) Button  = engine start.

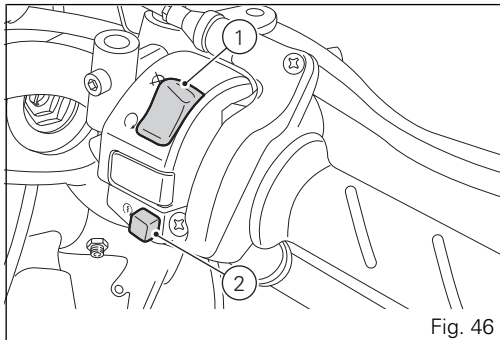


Fig. 46

Throttle twistgrip

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

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

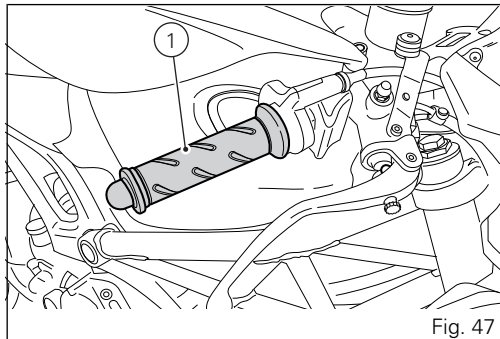


Fig. 47

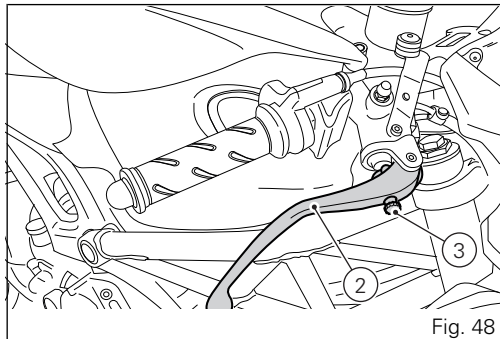
Front brake lever

Pull in the lever (2) 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 features a dial adjuster (3) for lever distance from the twistgrip on handlebar adjustment. The lever distance can be adjusted through 10 clicks of the dial (3). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counter clockwise to decrease lever distance.

 **Attention**
Before using these controls, read the instructions in "Moving off".

 **Attention**
Set front clutch lever when motorcycle is stopped.



Rear brake pedal

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

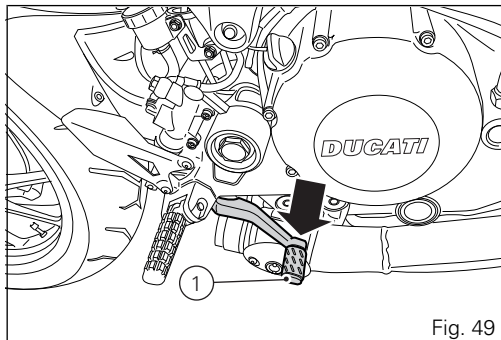


Fig. 49

Gear change pedal

The gearchange pedal has a central position N, with automatic return, and two directions of movement: 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.

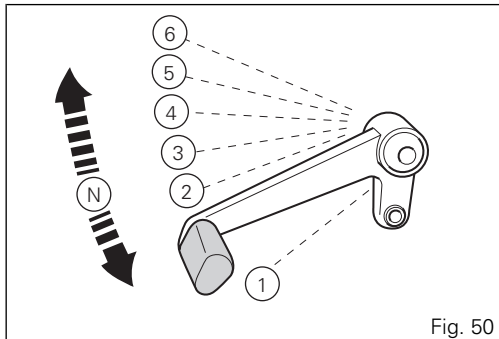


Fig. 50

Adjusting the position of the gearchange and rear brake pedals

The gear change and rear brake pedals can be adjusted to suit the preferred riding position of each rider. To adjust the position, proceed as follows: hold the rod (1) and slacken the counter nuts (2) and (3).



Note

Nut (2) has a lefthand thread.

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. To set the rear brake pedal, loosen the counter nut (4), turn the pedal stroke adjusting screw (5) until pedal is in the desired position. Tighten the counter nut (4). Operate the pedal by hand to check that there is 0.06÷0.08 in (1.5÷2 mm) of freeplay before the brake bites.

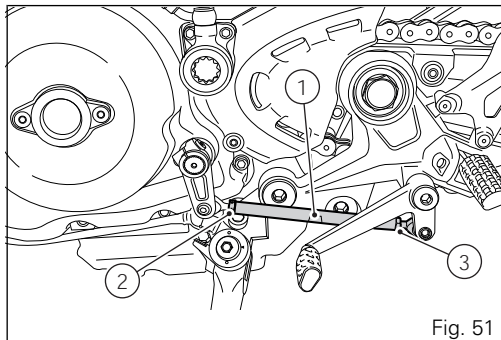


Fig. 51

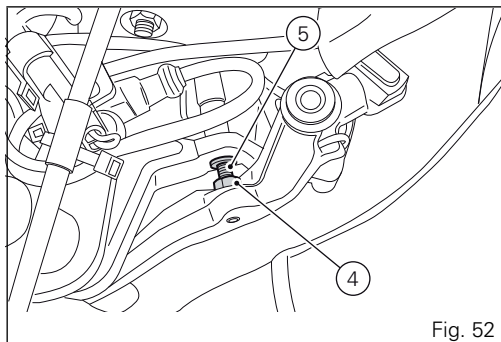


Fig. 52

If not, adjust the length of the master cylinder pushrod as follows.
Slacken the counter nut (6) on the pushrod.
Tighten linkage into fork (7) to increase play, or
unscrew linkage to reduce it.
Tighten the counter nut (6) and recheck the pedal
freeplay.



Note

Should the heel guard (8) somehow hinder rear brake adjustment operations, contact a Ducati Dealer or Authorized Service Center to perform the maintenance.

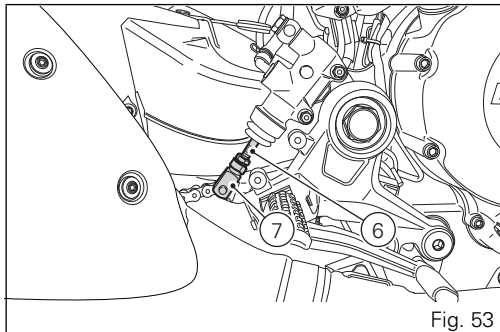


Fig. 53

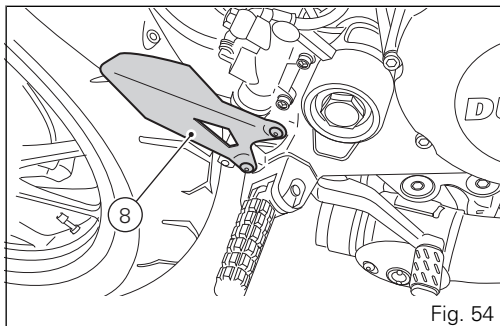


Fig. 54

Main components and devices

Position on the vehicle

- 1) Tank filler plug.
- 2) Seat lock.
- 3) Helmet cable pin.
- 4) Sidestand.
- 5) Rear view mirrors.
- 6) Rear shock absorber adjusters.
- 7) Catalytic converter

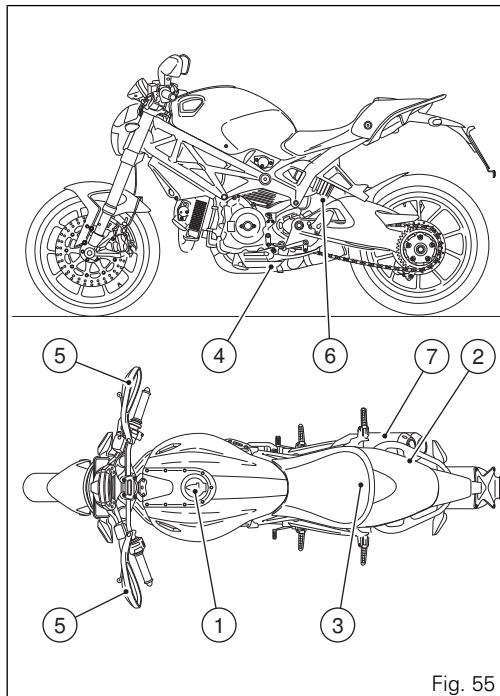


Fig. 55

Tank filler plug

OPENING

Lift the protection lid (1) and fit the ignition key into the lock. Turn the key clockwise 1/4 turn to unlock.

CLOSING

Refit the plug with the key in it and push it down into its seat. Turn the key counter-clockwise to the initial position and remove it. Close the lock protection lid (1).



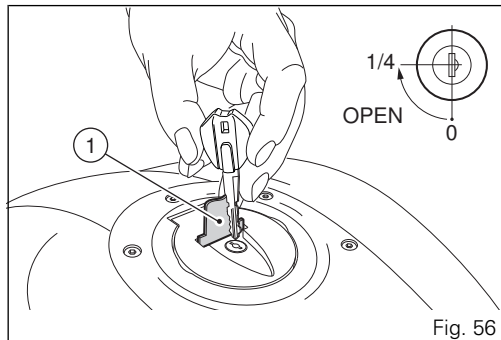
Note

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

OPENING

Insert the key into the lock, turn it clockwise and simultaneously apply downward pressure in the area of the bolt to release the pin. Pull the seat backwards to release it from the front catches.

CLOSING

Make sure all parts are correctly arranged and secured in the underseat compartment. Insert the front ends of the seat base under the U bolt in the frame, then push the rear end of the seat until you hear the bolt in the lock click into place. Make sure that the seat is firmly secured to the frame and remove the key from the lock.

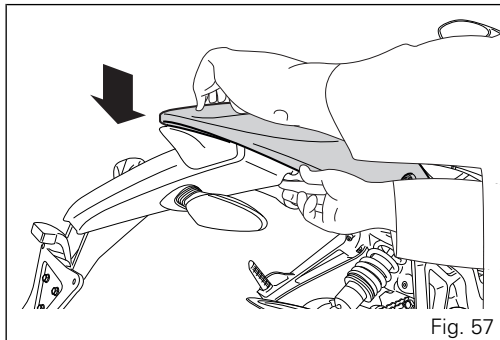


Fig. 57

Helmet holder cable

Helmet cable (1) can be found inside the tool kit, see "Tool kit and accessories" page 0 . Pass the cable through the helmet and insert the end of the cable in pin (2).

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.

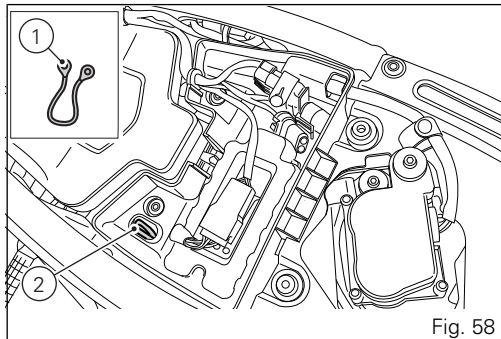


Fig. 58

Side stand



Attention

Before lowering the sidestand, 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 sidestand, hold the motorcycle handlebar with both hands and push down on the sidestand (1) with your foot until it is fully extended. Tilt the motorcycle until the sidestand is resting on the ground.



Attention

Do not sit on the motorcycle when it is supported on the sidestand.

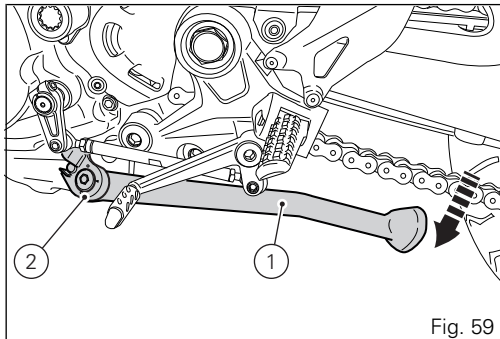


Fig. 59

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.



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 sidestand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the sidestand must be up).

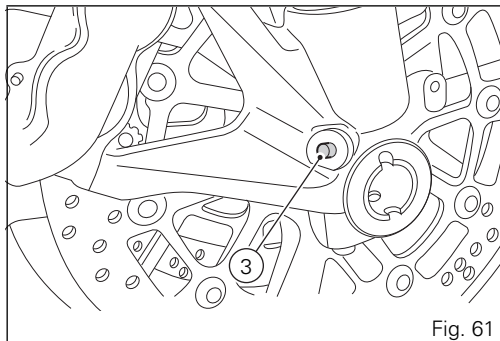
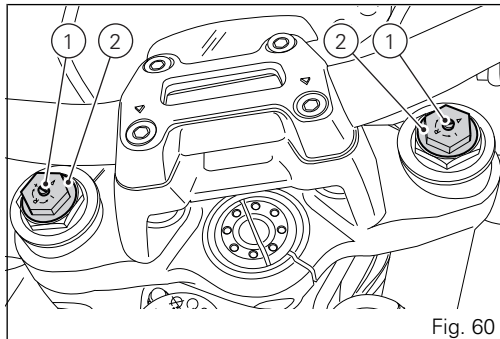
Front fork adjusters

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

This adjustment is done using the outer adjusters:

- 1) for rebound adjustment;
- 2) for spring preload adjustment;
- 3) for compression adjustment.

Put the motorcycle on the side stand and make sure it is stable. Turn the adjuster (1) at the top end of each fork leg with a flat screwdriver to adjust rebound damping. Turn the adjuster (3) at the rear end of the wheel shaft pinch bolts with a flat screwdriver to adjust compression damping. To change the preload of the spring inside each fork leg, turn the hex. adjuster (2) with a 0.87 in (22 mm) hexagon wrench. As you turn the adjusters (1 and 3), you will hear them click. Each click identifies a setting. Tighten the adjuster fully to achieve the hardest damping.



Start with this position and turn counter-clockwise. Count the clicks, which correspond to position 1, 2 and so forth.

STANDARD factory setting is as follows:

- compression: 1 and a half turns from Max. (fully closed);
- rebound: 1 turn from Max. (fully closed);
- spring preload: 7 turns more from Min. (all unpreloaded).

Every full turn corresponds to 0.4 in (1 mm) of spring preload (total 0.6 in - 15 mm).



Attention

Regulate the adjusters on both legs to the same positions.

Rear shock absorber adjusters

The rear shock absorber has outer adjusters that enable you to adjust your motorcycle to the load. The adjuster (1) located on the left-hand side, where the upper end of the shock absorber is attached to the rear subframe, controls rebound damping.

Turn the adjuster (1) clockwise to increase damping, or counter-clockwise to reduce damping.

Two ring nuts (2) located on the top section of the shock absorber are used to adjust the outer spring preload.

To adjust the spring preload, loosen the top ring nut. SCREWING or UNSCREWING the bottom ring nut will INCREASE or DECREASE the preload.

STANDARD calibration from the fully closed position (clockwise):

- rebound: unscrew the adjuster (1) by 8 clicks from Max (fully closed);
- spring preload: 0.79 in (20 mm) from Min (all unpreloaded).

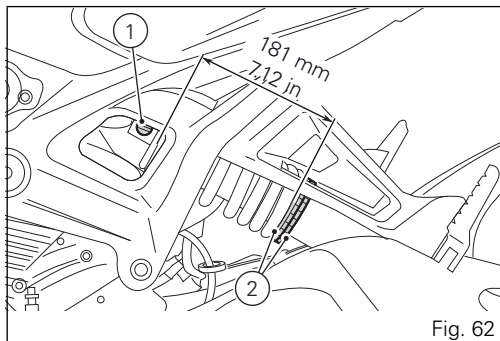


Fig. 62



Attention

When adjusting the spring preload, do not exceed a spring length of 7.12 in (181 mm) to avoid damaging the swinging arm



Attention

Use a specific pin wrench to turn the preload adjusting nut. Be careful when turning the nut with the wrench, as the pin may slip out of the ring nut recess and you may hurt your hand hitting motorcycle parts.



Attention

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

If you intend to transport a passenger and baggage, preload the shock absorber spring to the maximum to improve the dynamic performance of the motorcycle and to avoid possible interference with ground. You may find that rebound damping needs adjusting as well.

Riding the motorcycle

Running-in recommendations

Maximum rpm

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

- 1) Up to 621 mi (1000 km);
- 2) 621 mi (1000 km) to 1553 mi (2500 km)

Up to 621 mi (1000 km)

During the first 621 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 62 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 disks.

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.

621 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.

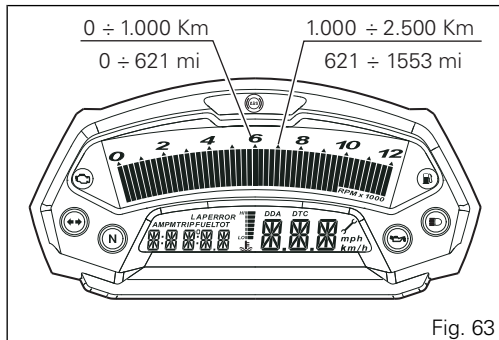


Fig. 63

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 0).

ENGINE OIL LEVEL

Check oil level in the sump through the sight glass. Top up if needed (page 160).

BRAKE AND CLUTCH FLUID

Check fluid level in the relevant reservoirs (page 126).

TIRE CONDITION

Check tire pressure and condition (page 0).

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. Replace any burnt-out bulbs (page 154).

KEY LOCKS

Ensure that fuel filler plug (page 104) and seat (page 105).

SIDESTAND

Make sure sidestand operates smoothly and is in the correct position (page 107).

ABS LIGHT

After key-on, the ABS light (10, Fig. 8) remains on when the vehicle speed exceeds 5 km/h; the light turns off to indicate that the ABS system is functioning properly.



Attention

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

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 faults.



Attention

Prolonged rearing could deactivate the ABS system.

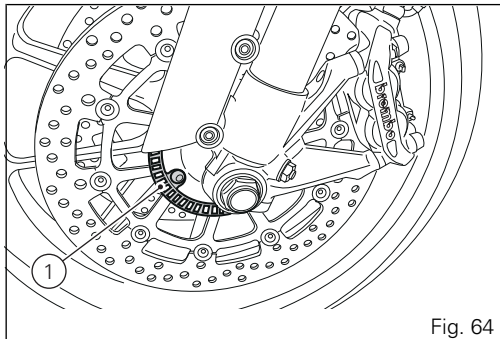


Fig. 64

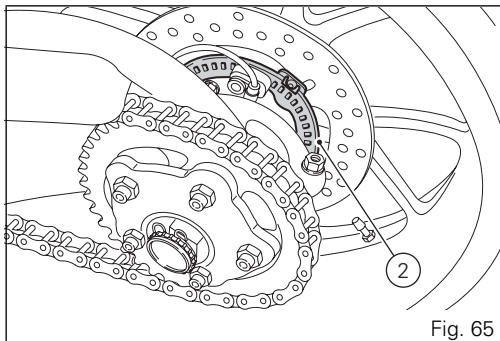


Fig. 65

Starting the engine



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.

Move the ignition key to position (1, Fig. 66). Make sure both the green light N and the red light  on the instrument panel come on.



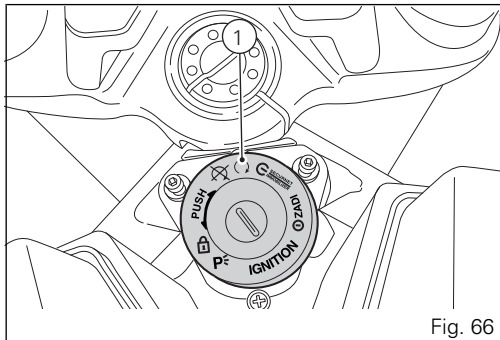
Important

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



Attention

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



Note

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

Check that the stop switch (2, Fig. 67) is positioned to  (RUN), then press the starter button (3, Fig. 67).

Allow the engine to start on its own, without turning the throttle twistgrip.



Note

If the battery is flat, the system automatically disables operation of the starter motor.



Important

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

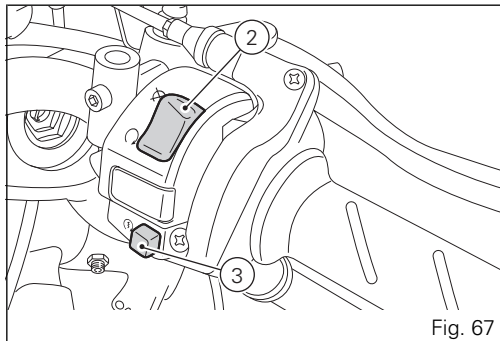


Fig. 67

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 off.
- 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 system.

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 dashboard by using the “ABS disabling function” (see page 64).



Attention

With the ABS system deactivated, the vehicle maintains the characteristics of the standard braking system, therefore the use of only one of the brakes reduces the motorcycle's braking efficiency. 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 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.

To switch the engine off, simply turn the key to position (2).



Important

Do not leave the key turned to ON, position (1), if engine is off since the electric components could get damaged.

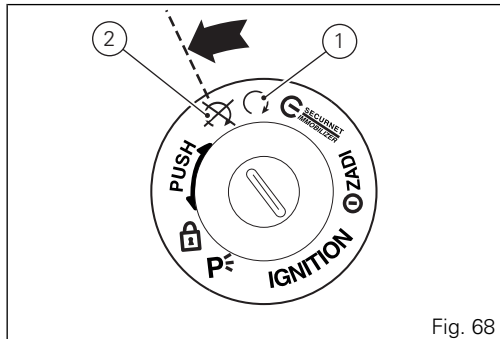


Fig. 68

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



 Use fuel with a minimum octane rating of 90 (RON+MON)/2.



 The vehicle is compatible only with fuel having a maximum content of ethanol 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.

Refer to the "Top-ups" table (page 173).
Be sure there is no fuel trapped in the filler recess.

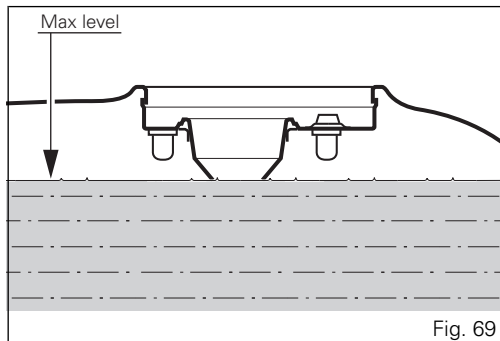


Fig. 69

Parking

Park the stopped motorcycle on the sidestand (page 107).

Steer the handlebar completely to the left and bring the key to position (3) to prevent thefts.

If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.

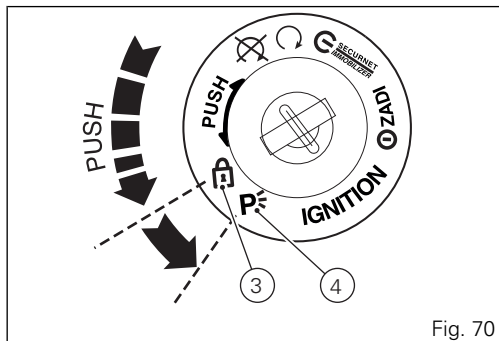
You may leave the parking lights on by turning the key to position (4).

Important

Do not leave the key turned to position (4) for long periods or the battery will run down. Never leave the ignition key in the switch when you are leaving your bike unattended.

Attention

The exhaust system might be hot, even after engine is switched off; take special care not to touch the exhaust system with any body part and do not park the vehicle next to flammable 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.

Tool kit and accessories

The tool kit (2) is located under the seat (1).

The tool kit includes:

- fuse pliers;
- 8/10 double-ended wrench;
- helmet anti-theft cable;
- screwdriver;
- screwdriver handle;
- 0.63 in (16 mm) box wrench;
- 0.31 in (8 mm) rod;
- 0.12 in (3 mm) Allen wrench;
- 0.20 in (5 mm) Allen wrench;
- 0.24 in (6 mm) Allen wrench;

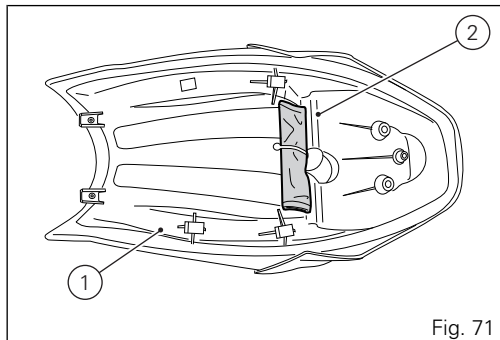


Fig. 71

Main maintenance operations

Changing the air filter



Important

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

Checking 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.

Fluids must be topped up and changed at the intervals specified in the scheduled maintenance table reported 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.

CLUTCH SYSTEM

If the control lever has too much play and the transmission snatches or jams as you try to engage a gear, there is air in the circuit. Contact your Ducati Dealer or authorized Service Center to have the system inspected and air bled 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).

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 bled 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.

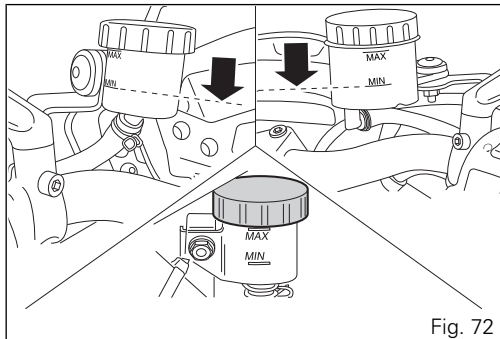


Fig. 72

Checking 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.



Attention

Close the case carefully after threading the cable onto the pulley.

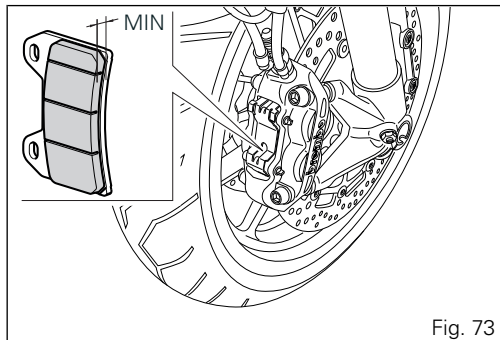


Fig. 73

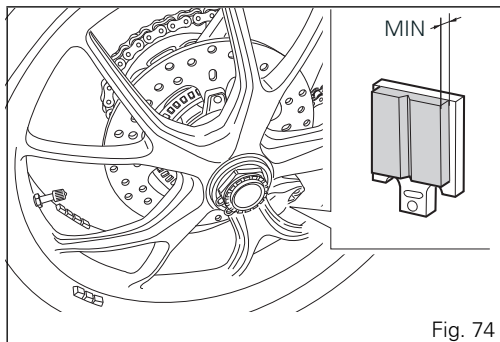


Fig. 74

Lubricating joints

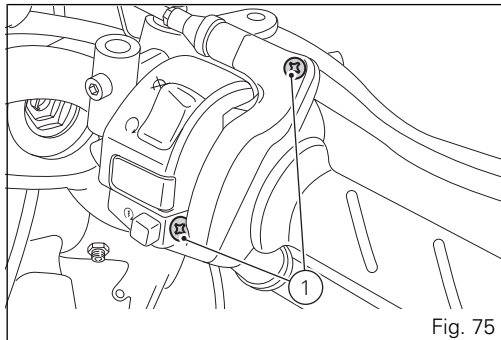
The condition of the throttle cables and choke cable sheaths should be checked at regular intervals. There should be no signs of pinching or cracking on the outer plastic sheath. Operate the controls to make sure the inner cable slides smoothly inside the outer sheath: if you feel any friction or catching, have the cable replaced by a Ducati Dealer or Authorized Service Center.

To avoid this kind of problem, periodically lubricate the ends of each control cable with SHELL Advance Grease or Retinax LX2.

Concerning the throttle cable, it is advised to open the housing, unscrewing the two fastening screws (1) and then grease the cable end and the pulley.



Attention Close the case carefully after threading the cable onto the pulley.

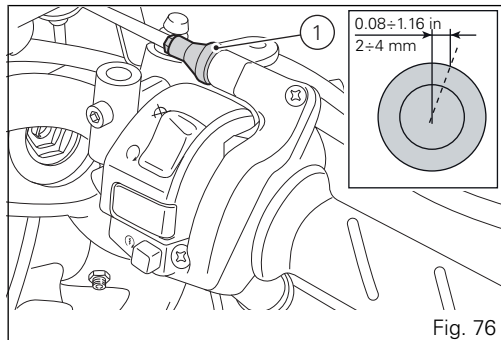


Refit the cover and tighten the screws (1) to 1.33 lbf-ft (1.8 Nm).

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

Adjusting the throttle cable

In all steering positions, the throttle twistgrip should have about 0.08÷0.16 in (2÷4 mm) of free travel, measured at the outer edge of the twistgrip housing. If necessary, adjust it with the adjuster (1) located on the twistgrip.



Charging 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.



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.

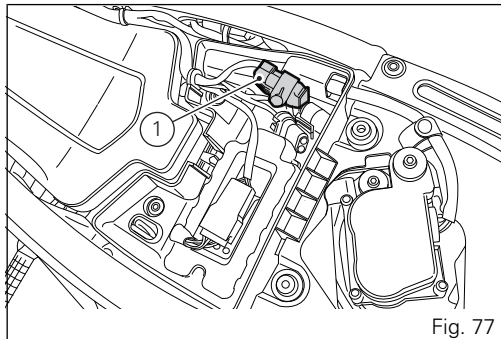


Fig. 77

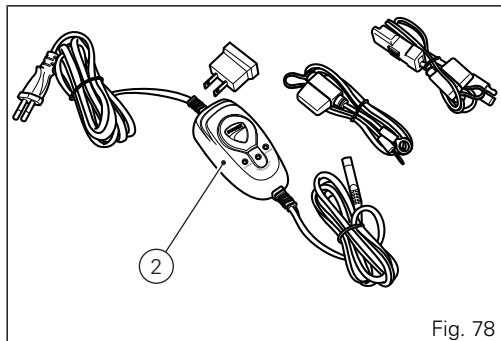


Fig. 78



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

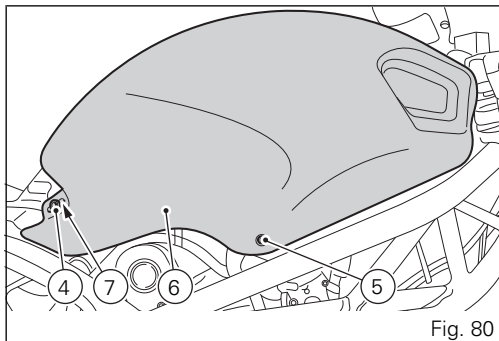
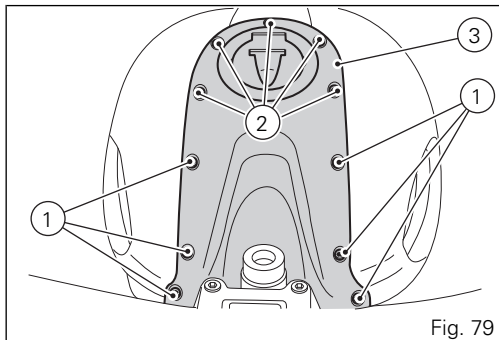
Using charge maintainers not approved by Ducati could damage the electric system; vehicle warranty does not cover the battery if damaged due to failure to comply with the above indications, since it is considered as wrong maintenance.

Removing the battery

For battery removal, ALWAYS contact a Ducati Dealer or authorized Service Center.

Remove the seatpage 105.

Unscrew the screws (1) and (2) securing the front tank cover (3) but do not remove the cover.
Unscrew the screws (4) and (5) and recover the nylon washers (7).



Slide off the right-hand tank cover (6), releasing the tabs (A) in the corresponding slots (B) in the rear cover.

Repeat the above operations to remove the left-hand tank cover.

Remove the front tank cover (3) and recover the bushes (C) and the spacers (D).

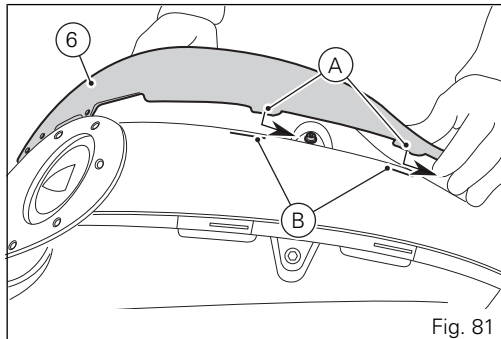


Fig. 81

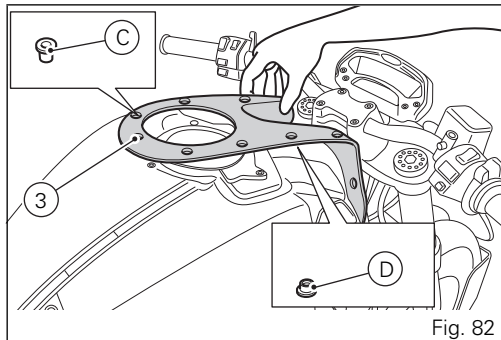


Fig. 82

Unscrew the retaining screw (E).
Release the oil hoses from the clips (F).
Unscrew the two retaining screws (9) and release the cover (8).
Withdraw the breather hose (10) from the cover (8).
Withdraw the hose (10) upwards, leaving it attached to the tank breather and drain hose unions.

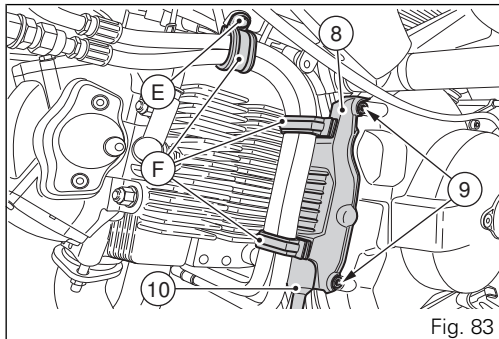


Fig. 83

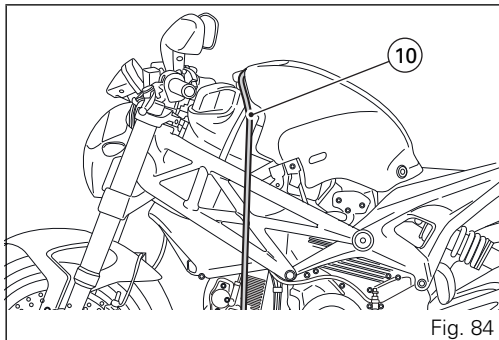


Fig. 84

Working on the right-hand side of the motorcycle, disconnect the wiring connector (11) of the fuel level sensor from the main wiring harness, unscrew the screw (12) securing the side of the tank to the frame and recover the washer (13).

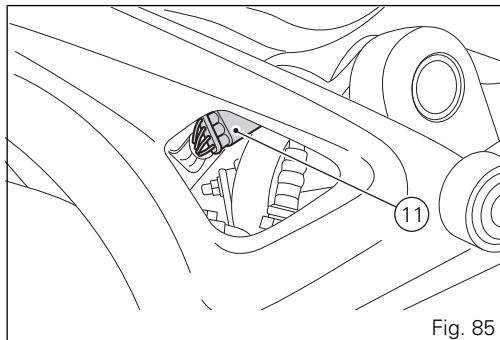


Fig. 85

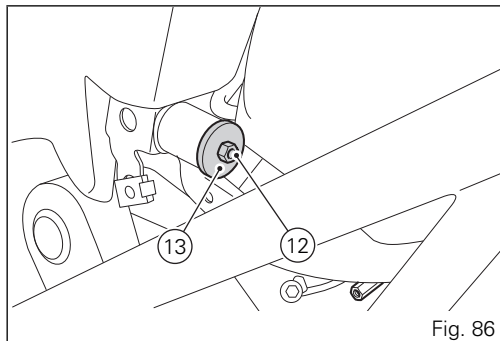
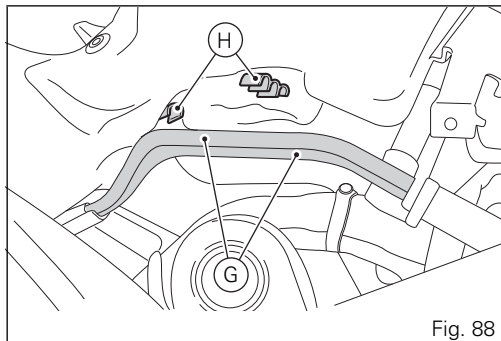
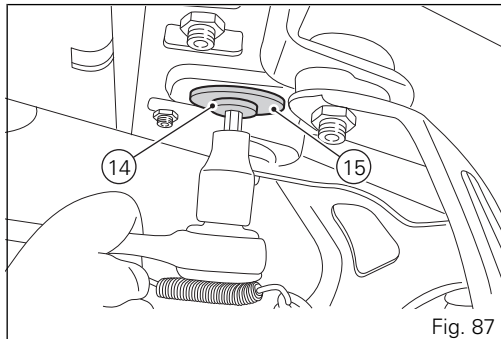


Fig. 86

Unscrew the screw (14) and recover the washer (15).
Release the fuel hoses (G) from the clips (H).



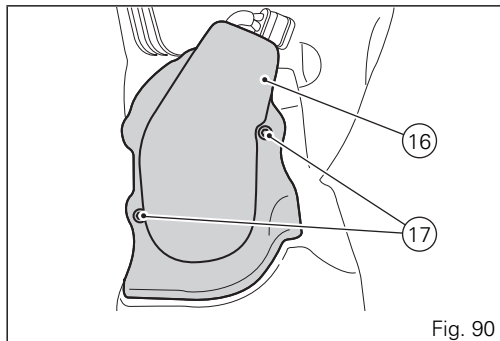
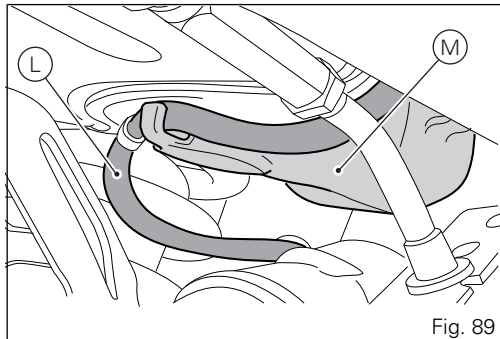
Release the lambda sensor cable (L) from the tab (M) on the tank flange cover.



Attention

Before removing the flange cover (16), make sure the tank is empty and position a rag to collect any spilled fuel.

Hold the fuel tank in a raised position and remove the flange cover (16) by unscrewing the nuts (17).



Disconnect the quick-release fittings (18) from the flange.

Remove the elastic retaining strap (19), remove the caps from the terminals, unscrew the screws (22) on terminal clamps (20) and (21), always starting with the negative terminal, then remove the battery from its seating.

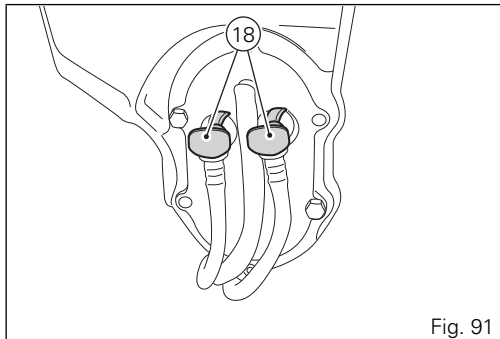


Fig. 91

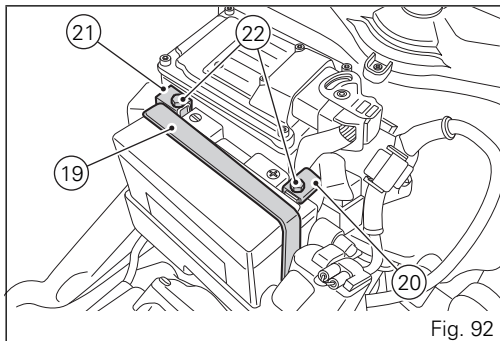


Fig. 92

Refitting the battery



Important

For battery reassembly, ALWAYS contact a Ducati Dealer or authorized Service Center.

Install the battery in the battery support and secure it with the elastic retaining strap (19).



Attention

Connect the positive lead (20) to the positive terminal and the negative lead (21) to the negative terminal, as shown in the figure

Insert the screws (22) in the terminals (20) and (21), always starting with the positive terminal (red lead).



Attention

Position the leads (20) and (21) as shown in the photo.

Tighten the screws (22) to a torque of 7.38 lbf-ft (10 Nm) $\pm$ 10%.

Apply grease around the battery terminal clamps to prevent oxidation.

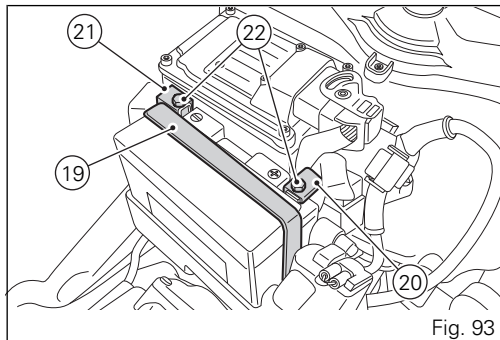


Fig. 93



Attention

If it was necessary to remove the tank from the vehicle, refit it by inserting the front pins (N) into their seats in the frame.



Attention

To refit the tank, ALWAYS contact a Ducati Dealer or authorized Service Center.

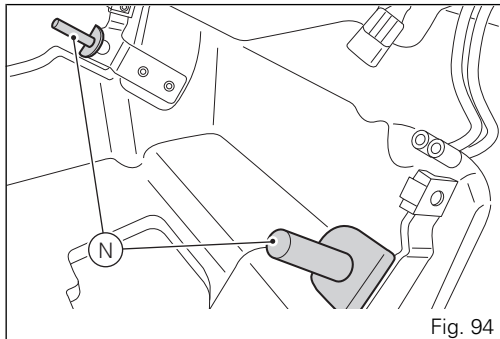


Fig. 94

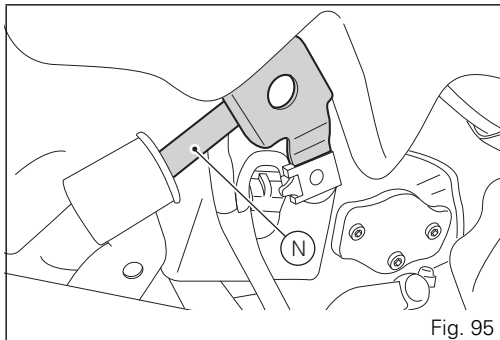
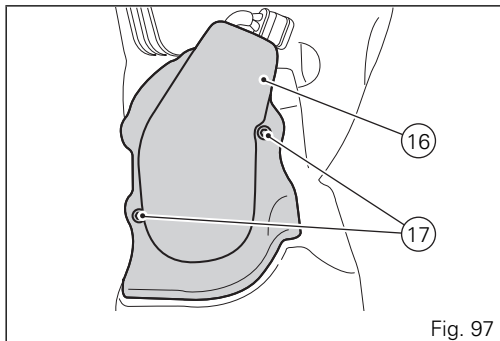
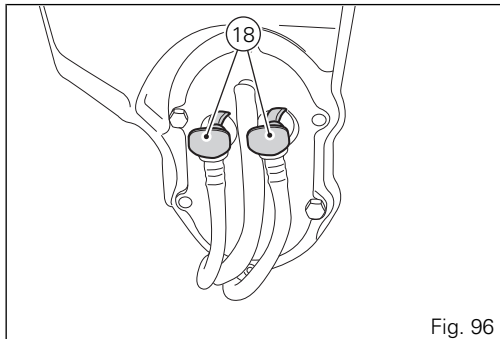


Fig. 95

While holding the tank in the raised position, connect the quick-release fittings (18) to the flange and refit the flange cover (16) inserting and tightening the nuts (17) to a torque of 2.21 lbf-ft (3 Nm) $\pm$ 0.3%.



Connect the fuel sensor (11) to the main wiring harness.
Position the lambda sensor cable (L) in the specific tab (M) on the tank flange cover and secure it with a clamp.



Important

With the fuel tank lowered, the fuel level sensor connector (11) should rest on the vertical cylinder head, as shown in the figure.

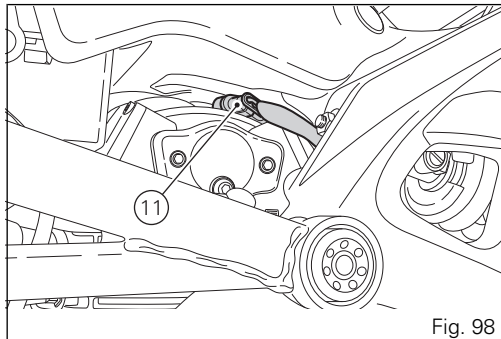


Fig. 98

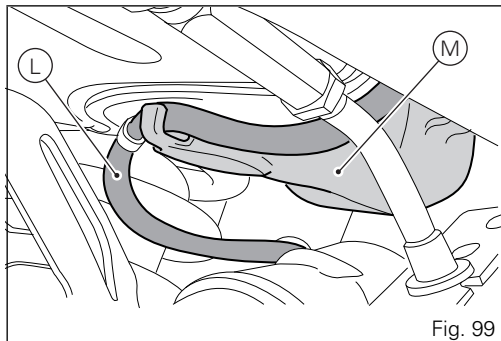
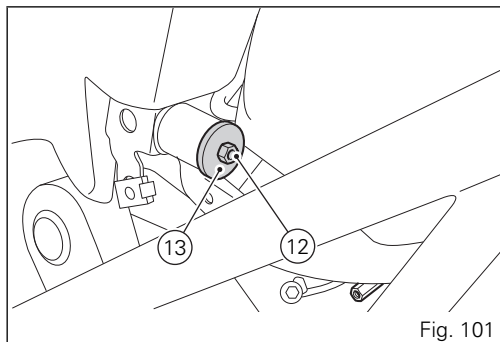
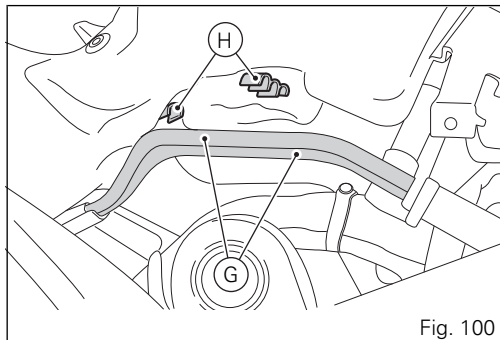


Fig. 99

Attach the fuel hoses (G) to the clips (H).
Secure the tank to the frame with the screw (12) and the washer (13).
Tighten the screw (12) to a torque of 7.38 lbf-ft (10 Nm) $\pm$ 10%.



Secure the tank to the subframe starting the screw (14) and the washer (15).

Tighten the screw (14) to a torque of 7.38 lbf-ft (10 Nm) $\pm$ 10%, using a 5 mm Allen wrench to counterhold the threaded insert (P) located on the upper part of the tank.



Important

The threaded insert (P) is not present in the USA version.

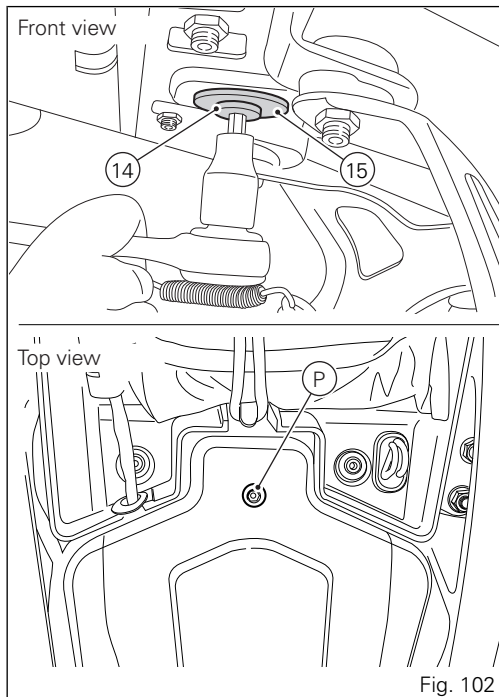


Fig. 102

Locate the breather/drain hose (10) on the motorcycle and secure it in position by refitting the cover (8). Fit the two screws (9), remembering to fit the longest screw in the lower hole, and tighten to a torque of 7.38 lbf-ft (10 Nm). Secure the oil hoses with the clips (F) and tighten the screw (E) to a torque of 7.38 lbf-ft (10 Nm) $\pm 10\%$.

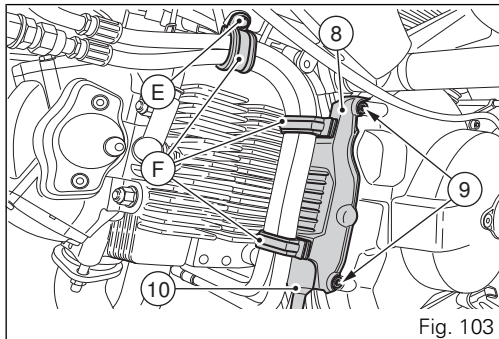
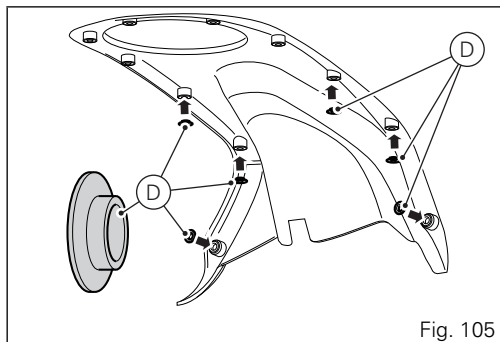
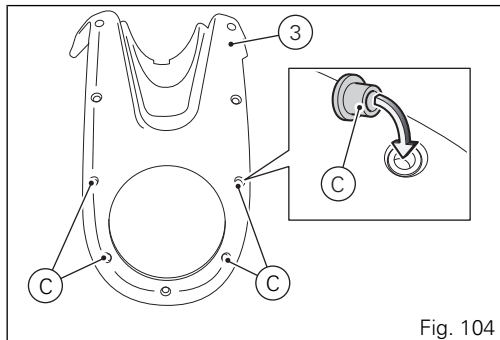
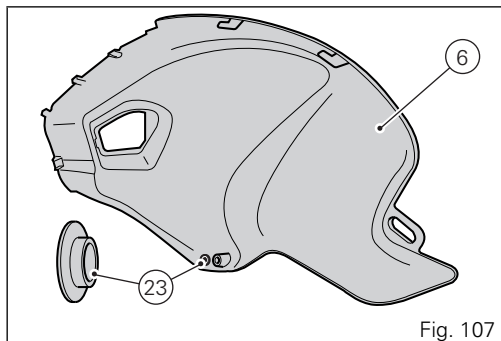
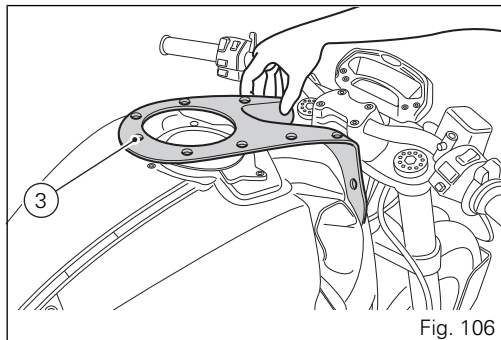


Fig. 103

Check that the four bushes (C) are installed on the front tank cover (3) with the larger diameter side facing upwards and the spacers (D).



Locate the front tank cover (3) on the fuel tank. Insert the spacer (23) in the holes in the right tank cover (6).



Refit the right-hand tank cover (6), inserting the tabs (A) in the corresponding slots (B) in the rear cover.



Note

Insert the lugs (O) under the front tank cover (3).

Repeat the above operations to refit the left-hand tank cover.

Insert the screws (1) and (2) in the front tank cover (3), starting with the front screws (1).

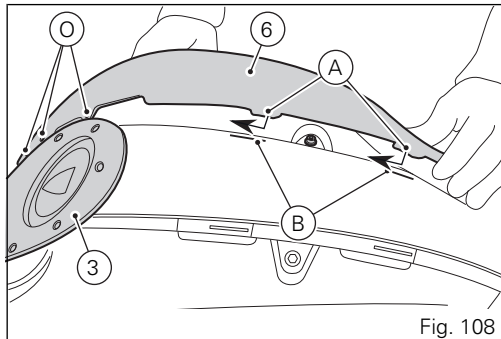


Fig. 108

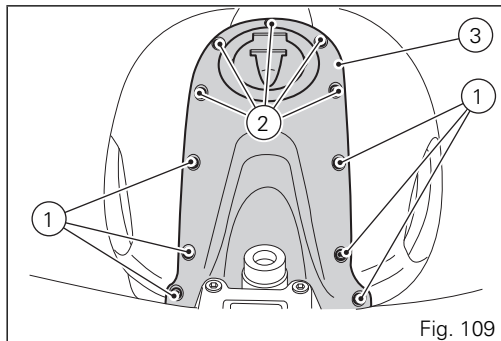


Fig. 109

Insert the right (6) and left tank retaining screws (4), with nylon washers (7), and (5).

Tighten the screws (1) and (2) to a torque of 1.48 lbf-ft (2 Nm) $\pm$ 10%, starting from the screws (2) around the cap.

Tighten the screws (4) and (5) to a torque of 1.48 lbf-ft (2 Nm) $\pm$ 10%.

Refit the seatpage 105.

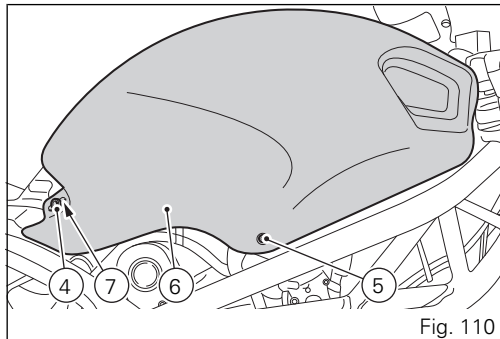


Fig. 110

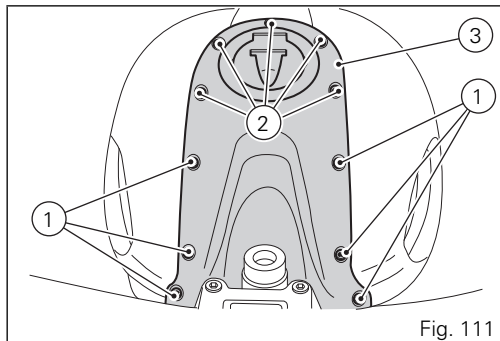


Fig. 111

Checking 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 sidestand. With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the center of the chain pins and the aluminum section of the swingarm. Must equal: A = 2.40 ÷ 2.48 in (61 ÷ 63 mm)



Important

If the drive chain is too tight or too slack, adjust it so that tension reading will fall within specified range.

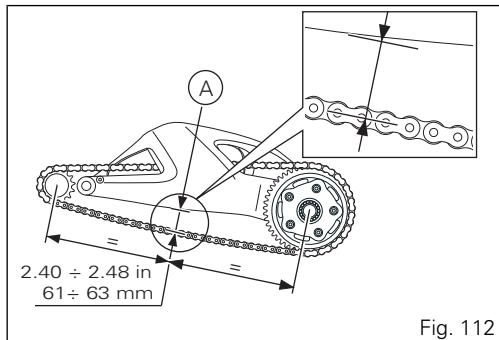


Fig. 112



Attention

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



Important

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

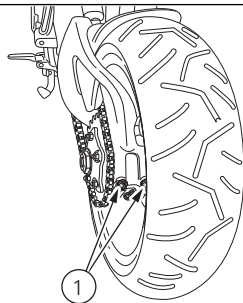


Fig. 113

Chain lubrication

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

So as not to damage these seals when cleaning the chain, use special solvents and avoid aggressive washing with high-pressure steam 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.

Replacing the 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" page 179.



Important

Have the bulbs changed at a Ducati Dealer or authorized Service Center.

Loosen screw (1) and separate the lens (2) from turn indicator mount.

The bulb is of the banjo-type: press and rotate anticlockwise to remove. Fit the spare bulb by pressing and turning clockwise until it clicks. Refit the lens inserting the tab in the relevant slot on turn indicator mount. Refit and tighten the screw (1).

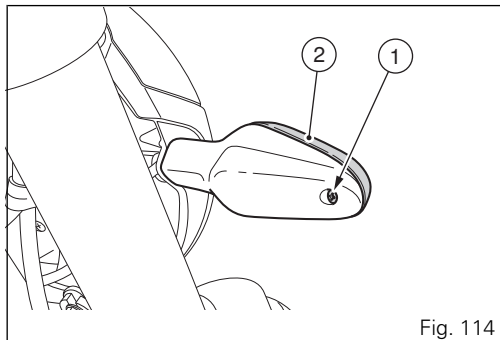


Fig. 114

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 38.8 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. The height of the upper limit between the dark area and the lit area must not be more than nine tenths of the height of the center of the headlight from the ground.



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.

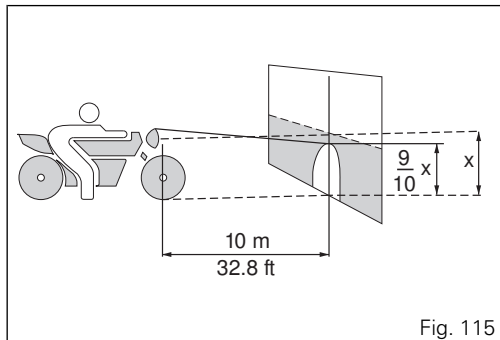


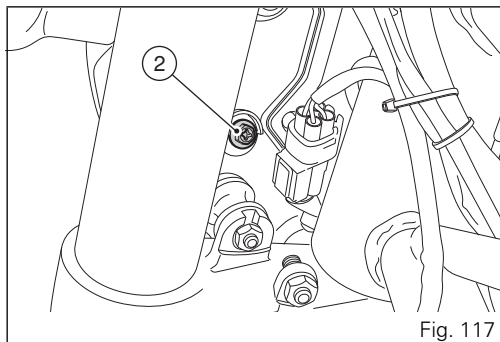
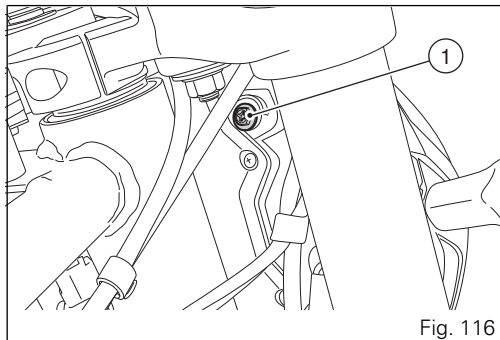
Fig. 115

To adjust the headlight beam vertically, turn the screws (1); for horizontal adjustment, turn the screw (2).



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.



Tyres

Front tire pressure:

225 kPa - 32.63 PSI (2.25 bar - 2.29 kg/cm²).

Rear tire pressure:

250 kPa - 30.46 PSI (2.50 bar - 2.55 kg/cm²).

Because tire pressure is affected by 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. To avoid front wheel rim distortion, when riding on bumpy roads, increase tire pressure by 0.2 - 0.3 bar.

REPAIRING OR REPLACING 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 (ABS version) and require specific adjustment.

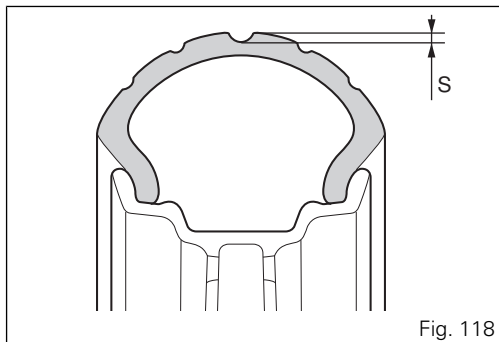
MINIMUM TREAD DEPTH

Measure tread depth (S) 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 filler plug (2).



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.

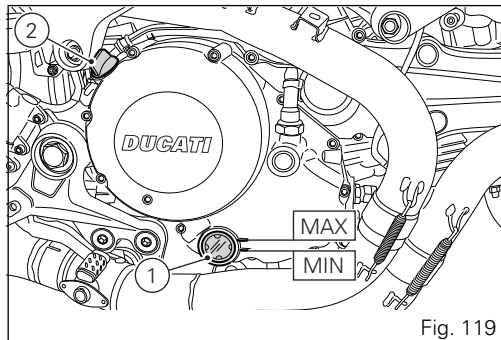
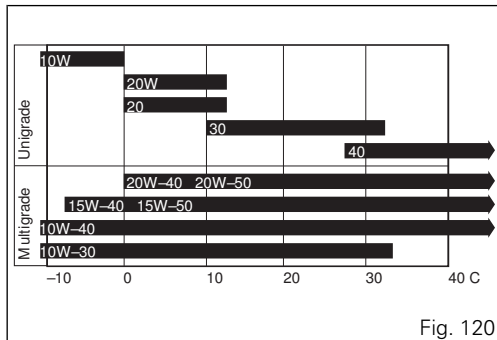


Fig. 119

VISCOSITY

SAE 15W-50

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



Cleaning and replacing the spark plugs

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

This is a relatively simple operation and provides a good indication of how well the engine is running. Pull the spark plug caps off the spark plugs and remove the plugs from the cylinder heads using the wrench supplied in the toolkit.

Check the color of the ceramic insulator around the central electrode: a uniform light brown color indicates good engine condition.

If the insulation is any other color, or if there are dark deposits, replace the spark plug and describe the condition of the old plug to a Ducati dealer or Authorized Service Center.

Also check the central electrode; if it is worn or glazed, replace the spark plug.

Check the distance between the electrodes, which must be: 0.03÷0.04 in (0.7÷0.8 mm).

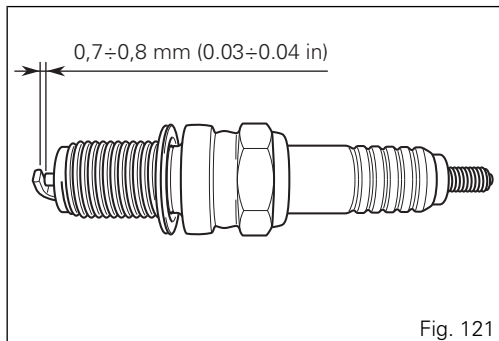


Fig. 121



Important

If adjustment is required, bend the side electrode carefully. A gap outside the specified limits will adversely affect engine performance and may lead to difficult starting or erratic idling.

Thoroughly clean the electrode and insulation using a wire brush, and check the condition of the gasket. Carefully clean the seat in the cylinder head and be careful not to let any foreign material fall into the combustion chamber.

Insert the spark plug in the cylinder head and screw in fully by hand.

Tighten to a torque of 14.75 lbf-ft (20 Nm).

If you do not have a torque wrench, after hand-tightening the spark plug, turn it an additional half turn with the wrench provided in the tool kit.



Important

Do not use spark plugs with an unsuitable heat rating or incorrect reach. The spark plug must be tightened correctly.

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway 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

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 help 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.

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.

Battery should be checked and charged whenever the motorcycle has been left unriden for over a month.

Protect the motorcycle with a suitable canvas. This will protect paintwork and let condensate breathe out. The canvas is available from Ducati Performance.

Important notes

The legislation in some countries (France, Germany, Great Britain, Switzerland, etc.) sets certain noise and pollution standards.

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.

Maintenance

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	12	23	36	48	60
	mi. x1000	0.6	7.5	15	22.5	30	37.5
	Months	6	12	24	36	48	60
Change the engine oil		●	●	●	●	●	●
Change the engine oil filter		●	●	●	●	●	●
Clean engine oil filter at intake					●		
Check engine oil level				●		●	
Check and/or adjust valve clearance (1)			●	●	●	●	●
Check the tension of the timing belts (1)			●		●		●
Replace the timing belts				●		●	
Check and clean the spark plugs. Replace if necessary				●		●	
Check and clean air filter (1)			●		●		●
Change the air filter				●		●	
Check throttle body synchronization and idling (1)			●	●	●	●	●
Check brake and clutch fluid level		●	●	●	●	●	●
Change brake and clutch fluid					●		
Check and adjust brake and clutch controls			●	●	●	●	●

List of operations and type of intervention [set mileage (km/mi) or time interval *]	km x1000	1	12	23	36	48	60
	mi. x1000	0.6	7.5	15	22.5	30	37.5
	Months	6	12	24	36	48	60
Check/lubricate throttle/cold start controls			●	●	●	●	●
Check tire pressure and wear		●	●	●	●	●	●
Check brake pads. Replace if necessary		●	●	●	●	●	●
Check steering bearings				●		●	
Check the chain tension, alignment and lubrication		●	●	●	●	●	●
Check clutch plates pack. Replace if necessary (1)			●	●	●	●	●
Check rear wheel flexible coupling				●		●	
Check wheel hub bearings				●		●	
Check the indicators and lighting			●	●	●	●	●
Check tightening of nuts securing engine-to-frame screw			●	●	●	●	●
Check of side stand.			●	●	●	●	●
Check front wheel nut tightening			●	●	●	●	●
Check rear wheel nut tightening			●	●	●	●	●
Check the external fuel lines			●	●	●	●	●
Change the front fork fluid					●		
Check front fork and rear shock absorber for leakage			●	●	●	●	●

List of operations and type of intervention [set mileage (km/mi) or time interval *]	km x1000	1	12	23	36	48	60
	mi. x1000	0.6	7.5	15	22.5	30	37.5
	Months	6	12	24	36	48	60
Check front sprocket fasteners			●	●	●	●	●
Lubricate and grease			●	●	●	●	●
Check and recharge battery			●	●	●	●	●
Road test of the motorcycle		●	●	●	●	●	●
Cleaning the motorcycle			●	●	●	●	●

* Service on the set interval, whichever comes first (mileage or months)

(1) Operation to be performed only if set mileage (km/mi) is reached

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		•

* Service on the set interval, whichever comes first (mileage or months)

Technical data

Weights

Dry weight in running order without fluids and battery: 372.59 lb (169 kg).

Dry weight in running order without fuel: 394.63 lb (179 kg).

Carrying full load: 859.80 lb (390 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 (mm)

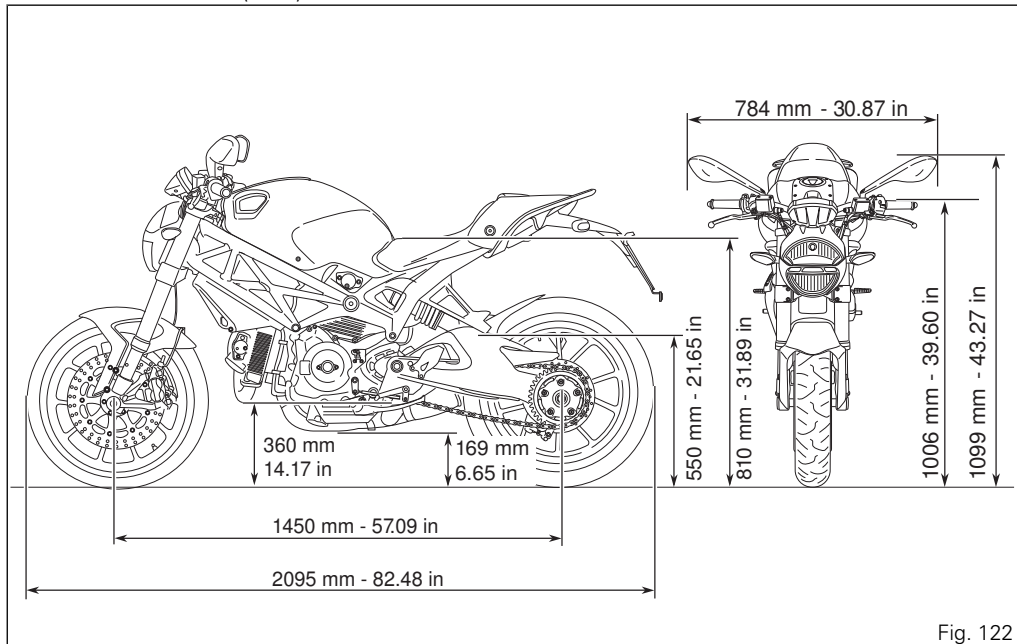


Fig. 122

TOP-UPS	TYPE	
Fuel tank, including a reserve of 0.92 gal- lon (3.5 cu. dm liters)	Unleaded fuel with a minimum octane rat- ing of 90 (RON+MON)/2.	13.5 (liters) 3.6 gallons
Sump and filter	SHELL - Advance 4T Ultra	3.8 1 (gallon)
Front/rear brake and clutch circuits	SHELL Advance Brake DOT 4	-
Protectant for electric contacts	SHELL Advance Contact Cleaner	-
Front fork	SHELL Advance Fork 7.5 or Donax TA	0.11 gallon (445 cc), for leg



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 content of ethanol 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

Longitudinal 90° "L" twin cylinder, four-stroke.

Bore 3.85 in (98 mm)

Stroke 2.81 in (71.5 mm)

Total displacement, cu. cm: 1079

Compression ratio: 11.3±0.5:1

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

73.5 kW - 100 CV at 7,500 rpm

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

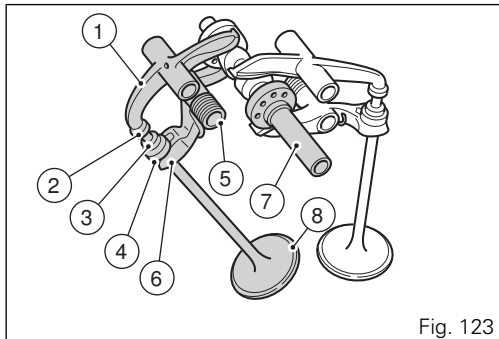
103 Nm - 10.5 Kgm at 6,000 rpm

Timing system

Desmodromic with two valves per cylinder, operated by four rocker arms (2 opening rockers and 2 closing rockers) and one overhead camshaft. 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) split rings;
- 4) closing (or lower) rocker shim;
- 5) Return spring for lower rocker.
- 6) Closing (or lower) rocker.
- 7) Camshaft.
- 8) Valve.



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: DCPR8E.

Fuel system

SIEMENS indirect electronic injection.

Throttle body diameter: 1.77 in (45 mm)

Injectors per cylinder: 1

Firing points per injector: 8

Fuel with a minimum octane rating of 90 (RON +MON)/2.



Attention

The vehicle is compatible only with fuel having a maximum content of ethanol 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 brake system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

Front

Type: with drilled steel disc.

2 discs.

Disc diameter: 12.6 in (320 mm).

Hydraulically operated by a control lever on handlebar right-hand side.

Differential bore brake calipers.

Make and type: BREMBO P4.32 K 4 Pistons.

Friction material: FERIT I/D 450 FF.

Master cylinder type: PR 18/19.

Master cylinder Ø: 0.70 in (18 mm).

Rear

Type: with fixed drilled steel disk.

Disc diameter: 9.64 in (245 mm).

Hydraulically operated by a pedal on RH side.

Brake caliper: cylinder Ø 1.33 in (34 mm).

Make and type: P 34 C

Friction material: FERIT I/D 450 FF.

Master cylinder type: PS 11.

Master cylinder Ø: 0.43 in (11 mm).



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: 15/39

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 28/24

Drive chain from gearbox to rear wheel.

Make: REGINA

Type: 525 ZRPK

Size: 5/8" x 1/4"

Links: 104



Important

The above gear ratios are the homologated ones and under no circumstances must they be modified.



Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or authorized Service Center. Incorrect replacement of this component could seriously endanger rider and passenger safety and cause irreparable damage to the motorcycle.

Frame

Chromium-molybdenum tubular trellis frame, cast aluminum rear subframe

Steering angle (on each side): 32°

Steering head angle: 24°

Trail: 3.42 in (87 mm)

Wheels

Wheel rims in light alloy with ten Y-shaped spokes.

Front

Size: MT3.50x17"

Rear

Size: MT5.50x17"

Both wheel shafts can be removed.

Tyres

Front

Tubeless, radial tire.

Size: 120/70-ZR17

Rear

Tubeless, radial tire.

Size: 180/55-ZR17

Suspensions

Front

Marzocchi fully-adjustable hydraulic upside-down fork:

Stanchion (leg) diameter 1.69 in (43 mm).

Travel along leg axis: 5.11 in (130 mm).

Rear

Sachs progressive monoshock with adjustable rebound and spring preload.

Shock absorber stroke 2.3 in (59.5 mm).

Rear wheel travel: 5.82 in (148 mm).

Exhaust system

Equipped with catalytic converter.

Available colours

Ducati Anniversary red part no. 473.1010 (PPG), White Band;

Clear coat code 228.880 (PPG);

Red frame and black rims.

Diamond Black code 57E22714 (AKZO), Racing Gray band;

Enamel code 54M22705 (AKZO);

Clear coat code 228.880 (PPG);

Racing Gray frame and black wheel rims.

Electrical system

The main components of the electric system are:

HEADLIGHT WITH:

low beam: H7 (12 V-55 W).

high beam: H1 (12 V-55 W).

parking light type: LED 13.5V 3.2W/0.1W.

Electrical controls on handlebars:

Turn indicators:

bulb type: 12 V-10 W.

Horn.

Stop light switches.

Battery 12V-10 Ah.

Generator 12V -360W.

ELECTRONIC VOLTAGE REGULATOR, protected with a 30 A fuse located to the side of the control unit (10, fig. 117).

Starter motor: 12V-0.7 kW.

Tail light and brake signal: LED.

Number plate light

bulb type: C5W (12 V-5W).



Note

To replace the bulbs, refer to the paragraph "Changing bulbs".

Fuses

Electrical parts are protected by eight fuses housed inside special fuse boxes. Only 6 fuses are connected. There are two spare fuses.

Refer to the table below to identify the circuits protected by the various fuses and their ratings.

Legend to fuse box

Pos	El. item	Rat.
1	Key ON	10 A
2	Side lights, high/low beam	15 A
3	El. item	15 A
4	Dashboard	5 A
5	Injection	20 A
6	ECU	5 A
7	Spare	20 A
8	Spare	15 A

The main fuse box (9) is located on the right side of the frame.

To expose the fuses, remove the box protective cover (A).

In addition to the fuse box, the two ABS fuses (10) are located near the regulator fuse.

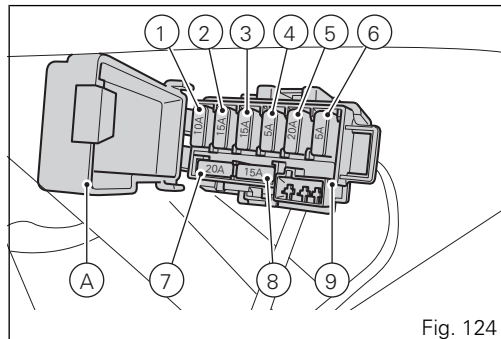


Fig. 124

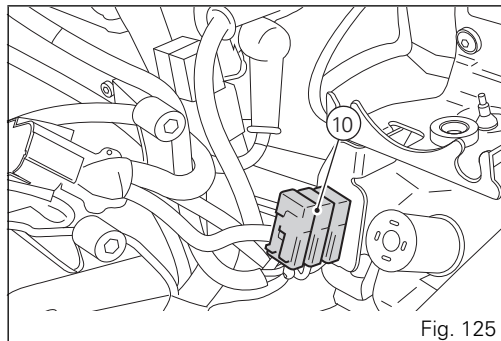


Fig. 125

A blown fuse is identified by a broken filament (11).



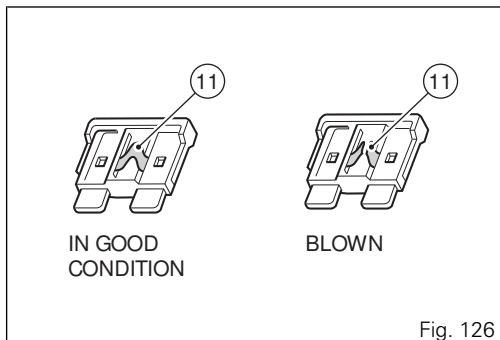
Important

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 specified. Failure to observe this rule may damage the electric system or even cause fire.



Injection /electric system diagram key

- | | |
|---|---|
| 1) Right-hand switch | 25) Throttle position sensor |
| 2) Ignition switch | 26) Timing/rpm sensor |
| 3) Horizontal cylinder spark plug | 27) Cylinder temperature sensor |
| 4) Vertical cylinder spark plug | 28) Rear speed sensor |
| 5) Starter motor | 29) Side stand |
| 6) Solenoid starter | 30) Horn |
| 7) Battery | 31) Neutral switch |
| 8) Main fuse | 32) Oil pressure switch |
| 9) Regulator | 33) Rear stop switch |
| 10) Generator | 34) ECU |
| 11) RH rear turn indicator | 35) Fuses |
| 12) Tail light | 36) Clutch switch |
| 13) Number plate light | 37) Front stop switch |
| 14) LH rear turn indicator | 38) Left-hand switch |
| 15) Fuel tank | 39) Transponder antenna |
| 16) Horizontal cylinder exhaust lambda sensor | 40) Air temperature sensor |
| 17) Injection relay | 41) Vertical cylinder exhaust lambda sensor |
| 18) Self-diagnosis/DDA | 42) Dashboard |
| 19) Horizontal cylinder coil | 43) Light relay |
| 20) Vertical cylinder coil | 44) LH front turn indicator |
| 21) Headlight | 45) RH front turn indicator |
| 22) MAP sensor | 46) Valve motor |
| 23) Horizontal cylinder injector | 47) Stepper motor |
| 24) Vertical cylinder injector | 48) ABS Fuses |
| | 49) ABS ECU |
| | 50) Front speed sensor |

51) DTC

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



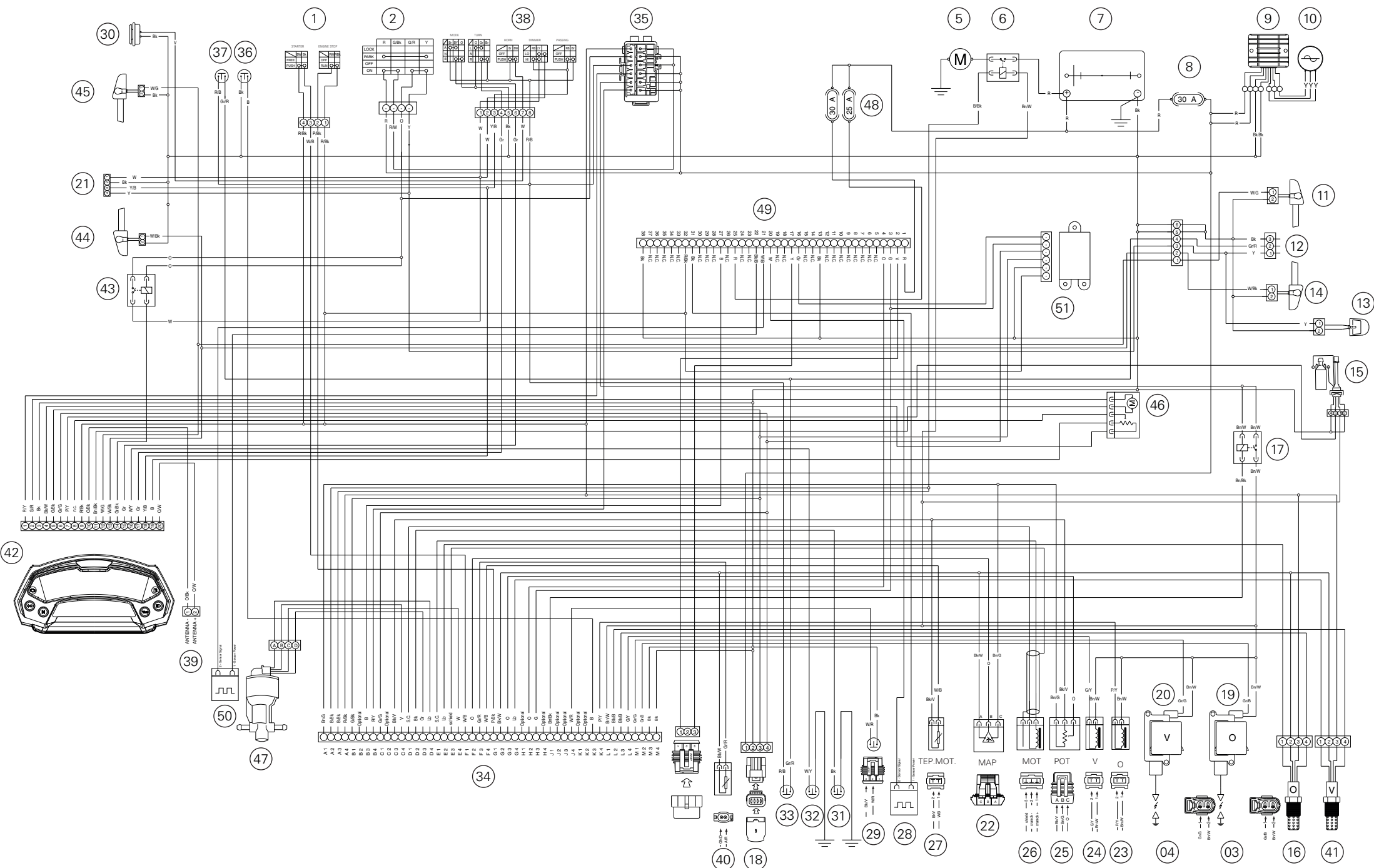
Note

The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	NAME	MILEAGE	DATE
	DUCATI SERVICE		
1000			
12000			
24000			
36000			
48000			
60000			



MONSTER 1100 EVO ABS

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