

Owner's manual

MONSTER 1200

MONSTER 1200 S



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

Ducati North America, Inc.
448 E. Middlefield Road
Mountain View, CA 94043 USA
Tel: 001.888.391.5446
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

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

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WARNING: Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.

For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

Owner's manual

US/CANADA

MONSTER 1200
MONSTER 1200 S

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

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

In your own interest and safety, and in order to guarantee product reliability, we strongly recommend that you go to an Authorized Dealer or Service Center for any servicing included on the scheduled maintenance chart, see page 328.

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

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

Enjoy your ride!

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Routine maintenance record 350

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.

Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 859lb/ 390kg.

Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

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 your vehicle has a defect that could cause a crash or cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying Ducati North America, Inc., 448 E. Middlefield Road, Mountain View, CA 94043, Tel.: 001.888.391.5446. 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.

Check your knowledge of current "TRAFFIC LAWS"; read carefully and familiarize yourself with the contents of the M.O.M (Motorcycle Operator Manual) pertinent to your state available at the M.S.F. (Motorcycle Safety Foundation) (www.msf-usa.org) website.

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 meet the requirements listed at page 10; if your helmet does not have a visor, use suitable eye wear;
- 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

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

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

Attention

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

Before starting the motorcycle, always perform the checks detailed in this manual (see page 273).

Attention

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

Attention

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

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

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

Important

The rider should ALWAYS keep both hands on the handlebar.

Important

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



Important

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



Attention

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

Refueling

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

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

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

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

Attention

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

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

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Attention

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

Please refer to paragraph "Tires" on page 318.

Hazardous 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.

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

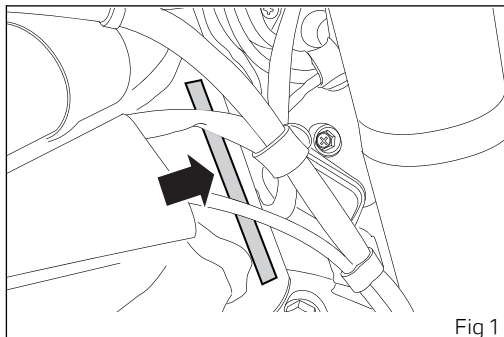


Note

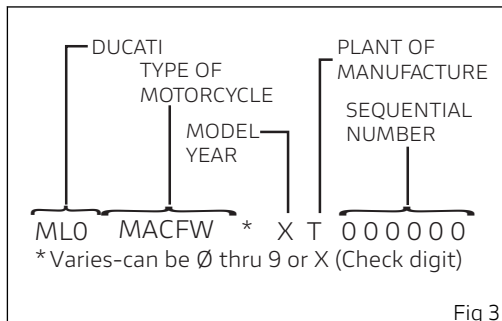
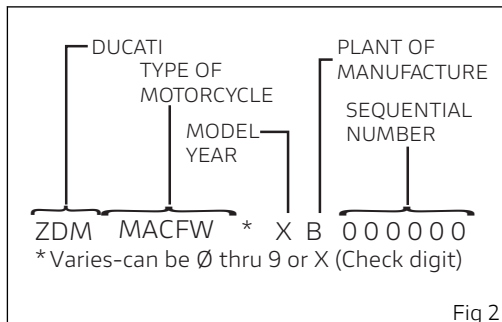
These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

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

Frame number



There are two types of VIN number: VIN (refers to vehicles produced in the Italian factory, whereas VIN (refers to vehicles produced in the Thai factory.



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.

Engine number

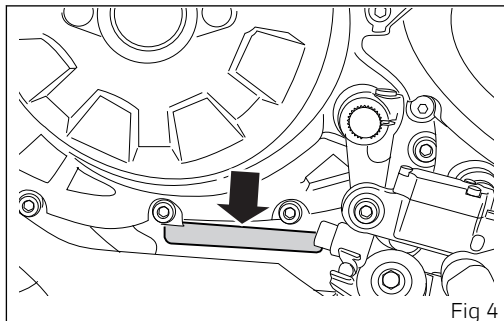


Fig 4

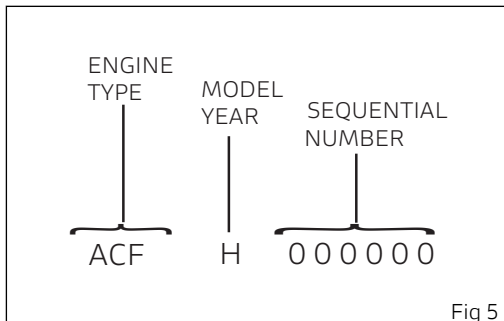


Fig 5

Plate position

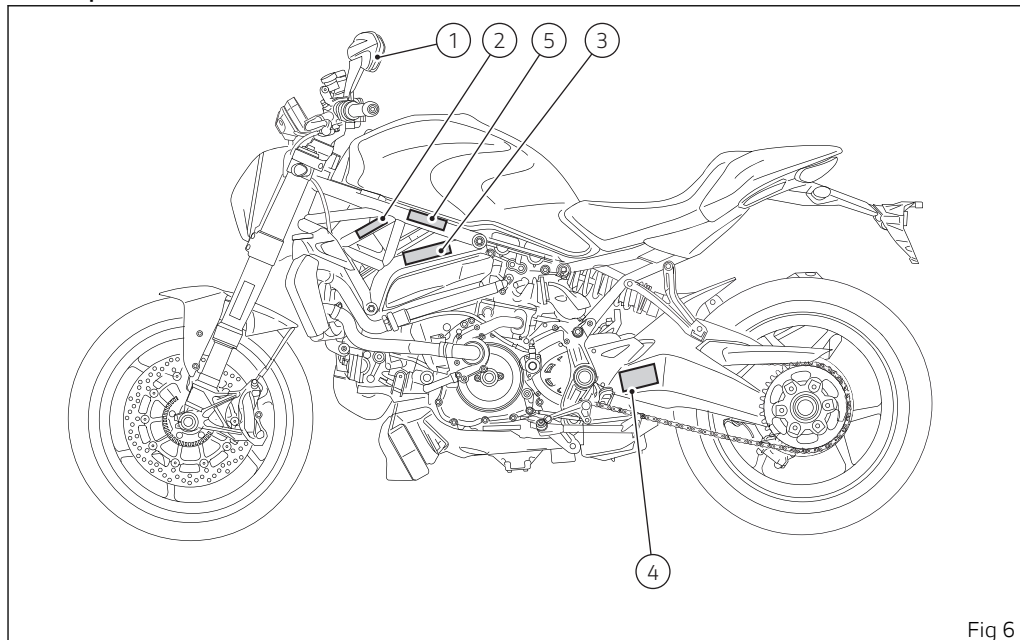
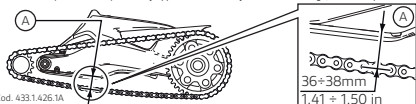


Fig 6

Girare la ruota posteriore per trovare la posizione in cui la catena risulta più tesa. Appoggiare il veicolo sulla stampella laterale. Con la sola pressione del dito, spingere verso il basso la catena nel punto di misura indicato e poi rilasciarla. Misurare la distanza (A) tra il centro dei perni della catena e l'alluminio del forcellone. Deverisultare: $A = 36 \pm 38 \text{ mm}$ ($1.41 \pm 1.50 \text{ in}$). Questa indicazione è valida solo con i settaggi standard con cui la moto viene consegnata.

Make the rear wheel turn until you find the position where chain is tightest. Set the vehicle on the side stand. Push down the chain with one finger at the indicated point of measurement and release. Measure the distance (A) between the chain pins centre and swingarm aluminium edge. Reading must be $A = 36 \pm 38 \text{ mm}$ ($1.41 \pm 1.50 \text{ in}$). This only applies to the motorcycle standard settings, available upon delivery.



Cod. 433.1.426.1A

4

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS xxxx xxxxxxxxxxxx MOTORCYCLE xxxxxxxxxxxxxxxxxxxx MEETS EPA NOISE EMISSION REQUIREMENTS OF xx dB(A) AT xxxx 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

432.x.xxx.xx

2

VEHICLE EMISSION CONTROL INFORMATION

ES3-0-000-01

Engine displacement: xxxcc
Engine family: xxxxxxxxxx
Engine exhaust control system:
x xxx, xxxxx, x xxxxx, xxx
Evep family: xxxxxxxxxxxx
Permeation family: xxxxxxxxxxxx

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO xxxx MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO x.x HC+N.Ox GAKM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA

ENGINE TUNEUP SPECIFICATIONS

ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	x° bTDC at idle speed	No adjustments
IDLE SPEED (RPM):	xxxx ± xxx	No adjustments
IDLE MIXTURE:		No adjustments
VALVE CLEARANCE (In & ex):	Opening x.xx + x.xx mm	See Service Manual
SPARK PLUG: xxx xxxxx-x	Closing x.xx + x.xx mm	OIL: SAE xxxxx
SPARK PLUG GAP (mm): x.x + x.x		FUEL: Unleaded gasoline

DUCATI MOTORHOLDING spa - Bologna - ITALY - Importer: DUCATI North America Inc. - Cupertino - California

3

Manufactured by: DUCATI MOTORHOLDING spa date: xx/xxxx

ES3-0-000-01

GVWR: xxx Lbs (xxx kg); GAWR FRONT: xxx Lbs (xxx kg); GAWR REAR: xxx Lbs (xxx kg)

WITH TIRES: FRONT xxx/xxxxxx REAR xxx/xxxxxx

WITH RIMS: FRONT xxx.xx x xx REAR xxx.xx x xx

RECOMMENDED TIRE COLD INFLATION PRESSURE

DRIVER ONLY, FRONT xx.x PSI (xxxkPa) REAR xx.x PSI (xxxkPa)

DRIVER AND PASSENGER, FRONT xx.x PSI (xxxkPa) REAR xx.x PSI (xxxkPa)

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE

STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE

Vehicle I.D. No. xxxxxxxxxxxxxxxxxxxx Type Classification: MOTORCYCLE

OBJECT IN MIRROR ARE
CLOSER THAN THEY APPEAR

Cod. 433.1.166.1A

1

5 (Only USA)

Fig 7

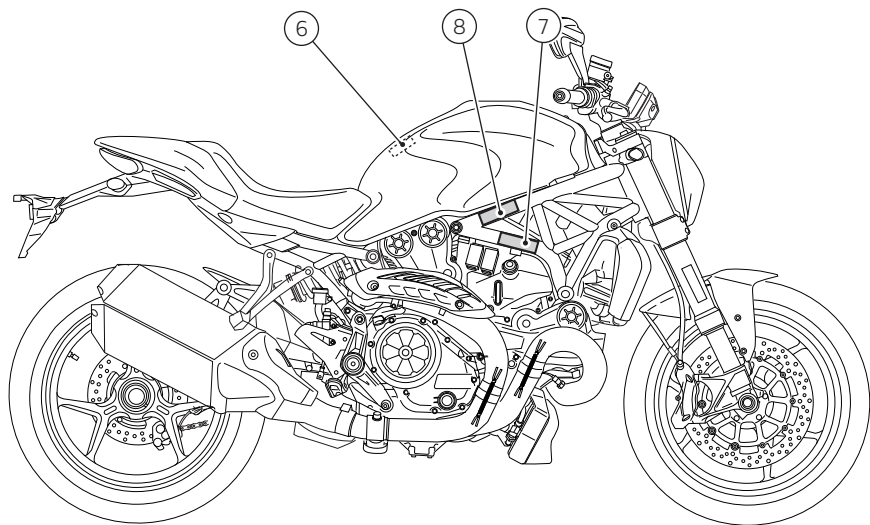


Fig 8

CAUTION

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

6

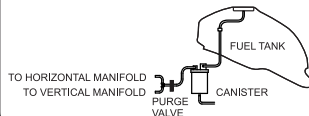
VEHICLE EMISSION CONTROL LABEL

432.x.xxxx.xx

ENGINE DISPLACEMENT: xxxxx CC

ENGINE FAMILY: xxxxxxxx . xxxxx

**THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA
REGULATIONS APPLICABLE TO xxxxx MODEL YEAR NEW
MOTORCYCLES EVAP FAMILY: xxxxxxxxxxxxxx**



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

7

MANUFACTURED BY/FABRIQUÉ PAR : DUCATIMOTORHOLDING spa
TYPE OF VEHICLE / TYPE DE VÉHICULE : MC DATE: xx/xxxx
GVWR / PNBV: xxx KG. V.I.N. / N.I.V.: xxxxxxxxxxxxxx

GAWR PNBE KG	DIMENSION		COLD INFLATION PRESSURE - PRESSION DE GONFLAGE A FROID		
	TIRE/PNEU	RIM/JANTE	CONDITION	PSI-LPC	kPa
xxx	xxx/xxxxxx	MT x.xx X xx	Driver only / Driver only (M+S): Driver and passenger / Driver and passenger (M+S):	xx.x / xx.x xx.x / xx.x	xxx / xxx xxx / xxx
xxx	xxx/xxxxxx	MT x.xx X xx	Driver only / Driver only (M+S): Driver and passenger / Driver and passenger (M+S):	xx.x / xx.x xx.x / xx.x	xxx / xxx xxx / xxx

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 A' TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU RÈGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR A' LA DATE DE SA FABRICATION

432.x.xxxx.xx

8 (Only Canada)

Fig 9

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 (driveability) 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 2019 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.

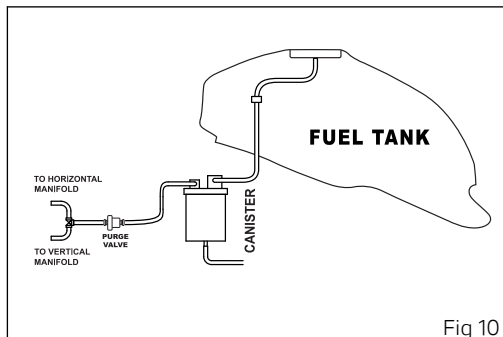
If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

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., 448 E. Middlefield Road, Mountain View, CA 94043 warrants that each new 1998 and later Ducati motorcycle, that includes as standard equipment a headlight, tail-light 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.

Ducati North America, Inc.

448 E. Middlefield Road
Mountain View, CA 94043 USA

Tel.: 001.888.391.5446

E-mail: customerservice@ducatiusa.com

Web site: www.ducatiusa.com

Instrument panel (Dashboard)

Instrument panel

1) Display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) HIGH BEAM LIGHT  (BLUE).

Turns on to indicate that the high beam lights are on and when the flasher is activated.

4) ENGINE OIL PRESSURE LIGHT  (RED).

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



Important

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

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Comes on when fuel is low (see chapter "Top-ups").

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

7) "ENGINE DIAGNOSIS - EOBD" LIGHT

 (AMBER YELLOW).

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

8) GENERAL WARNING LIGHTS (RED).

The lights turn on when RPM value reaches the first threshold before the rpm limiter kicks in;

9) ABS LIGHTS (AMBER YELLOW).

This turns on to indicate that ABS is disabled or not functioning.

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

10) GENERIC ERROR WARNING LIGHT (AMBER YELLOW).

It turns on when there are any "vehicle" errors, i.e. active errors triggered by any control unit other than the engine control unit.

11) DTC STATUS LIGHT (AMBER YELLOW).

This light indicates DTC system enabling/disabling status.

Speed below or equal to 3 mph (5 km/h)		
Light off	Light flashing	Light steady
DTC/DWC enabled and functioning	DTC/DWC enabled, but not functioning yet	DTC/DWC disabled and/or not functioning due to a fault in the BBS control unit
Speed above 3 mph (5 km/h)		
Light off	Light flashing	Light steady
DTC/DWC enabled and functioning	DTC/DWC enabled but there is a fault in the system causing inhibited performance	DTC/DWC disabled and/or not functioning due to a fault in the BBS control unit

12) DTC INTERVENTION (AMBER YELLOW).

	DTC
No intervention	Light OFF
Spark advance cut	Light steady ON
Injection cut	Light steady ON

13) OVER REV / IMMOBILIZER / ANTI-THEFT SYSTEM (RED)

	Over rev
No intervention	Light OFF
First threshold (N RPM before the limiter kicks in)	Light steady ON
Limiter	Light ON flashing



Note

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.

	Immobilizer
--	--------------------

Key-on status	Light OFF
Key-off status	Light ON flashing
Key-off status for over 12 hours	Light OFF

14) DRL LIGHT WARNING LIGHT (GREEN)

Indicates DRL light status.

	DRL
Function not active	Light OFF
Function active	Light steady ON
Function active but with an error	Light ON flashing



Important

If the display shows the message "TRANSPORT MODE", immediately contact your Ducati Dealer that will delete this message and ensure the full operation of the motorcycle.

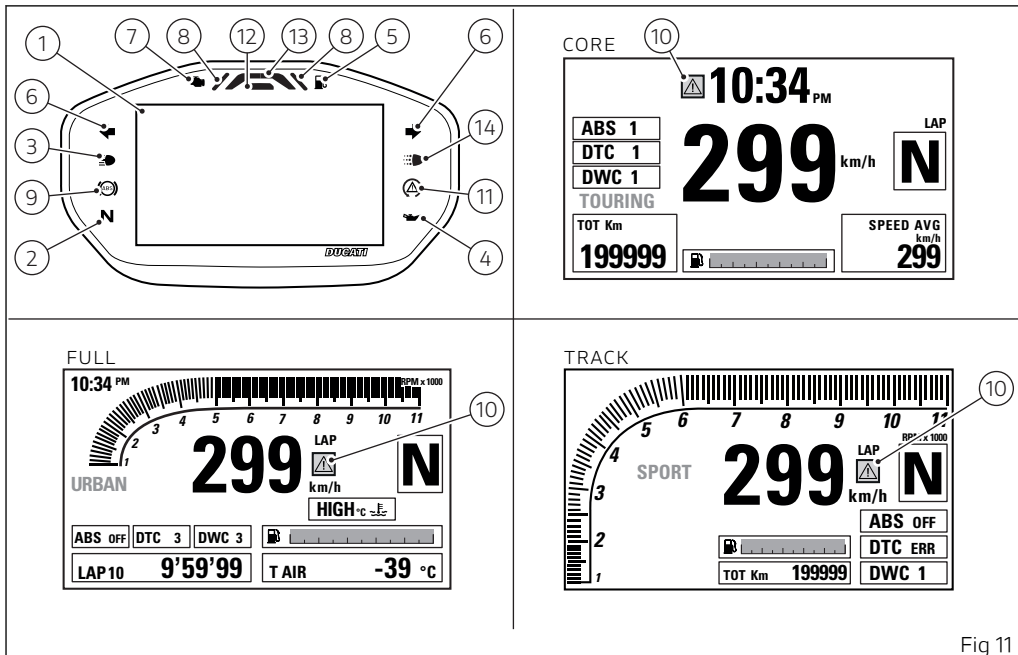


Fig 11

Acronyms and abbreviations used in the Manual

ABS
Anti-lock Braking System
BBS
Black Box System
CAN
Controller Area Network
DDA
DUCATI Data Acquisition
DQS
DUCATI Quick Shift
DRL
Daytime Running Light
DSB
Instrument panel
DTC
DUCATI Traction Control
DWC
DUCATI Wheelie Control
EBC
DUCATI Engine Brake Control
ECU
Engine Control Unit
GPS

Global Positioning System

Technological Dictionary

Riding Mode

The rider can choose from 3 different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. The Riding Modes allow the user to instantly change the engine power delivery (Power Mode), the ABS and DTC settings, and instrument panel graphics. Available Riding Modes: Sport, Touring and Urban. Within every Riding Mode, the rider can customize any setting.

Power Mode

The Power Modes are the different engine maps the rider can select to change power level and delivery to suit his/her own riding style and surface conditions. There are three Power Modes, one for each Riding Mode:

- LOW, with "smooth" delivery;
- MED, with "smooth" delivery;
- HIGH with "instant" power delivery.

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust power delivery by directly affecting throttle opening angle.

The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Power Mode), but even to accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through eight different levels that are programmed to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a preset intervention level.

Level eight indicates system intervention whenever a slight slipping is detected, while level one is for very expert riders because it is less sensitive to slipping and intervention is thus rarer.

Anti-lock Braking System (ABS)

The ABS system fitted to the Monster 1200 is a safety system preventing wheel lockup while riding with the motorcycle not leaning over. The Monster ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

The Monster 1200 ABS implements rear wheel lift-up control in order to ensure not only smaller stopping distance under braking, but also the best possible stability.

These functions are divided into 3 different levels, each associated with a Riding Mode. ABS can be disabled.

Ducati Wheelie Control (DWC)

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a preset intervention level. Level eight indicates a setting that minimizes motorcycle tendency to shift up in a wheelie and maximizes reaction to the same,

if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

Inertial Measurement Unit (IMU)

The motorcycle is fitted with a Bosch inertial platform, equipped with inertial measurement unit (IMU). The IMU constantly monitors motorcycle incidence and lean angle, matching them with ABS signals, thereby optimizing the efficiency of all these systems, regardless of motorcycle position.

Ducati Quick Shift (DQS)

The Ducati Quick Shift (DQS) is the electronic shifter control system (for Monster 1200 S only) that allows the rider to shift up under acceleration without using the clutch and keeping the throttle open: this results in lower shifting time and hence faster lap time.

Function buttons

1) CONTROL SWITCH UP "▲"

Button used to display and set instrument panel parameters with the position "▲".

2) CONTROL SWITCH DOWN "▼"

Button used to display and set instrument panel parameters with the position "▼".

3) HIGH-BEAM FLASH BUTTON FLASH

The high-beam flash button may also be used for LAP functions.

4) TURN INDICATORS CANCEL BUTTON

The turn indicators cancel button may also be used for the CONFIRM MENU function, for selecting the riding style.

5) DRL BUTTON

Button used to switch on/off the DRL.

6) HAZARD BUTTON

Button used to switch on/off all four turn indicators (Hazard function).

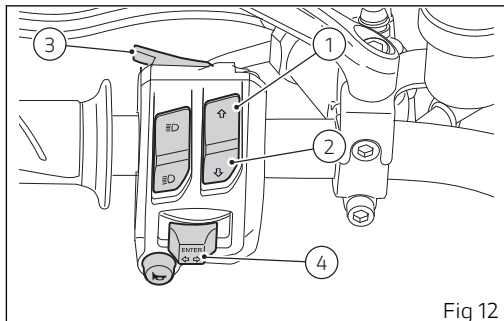


Fig 12

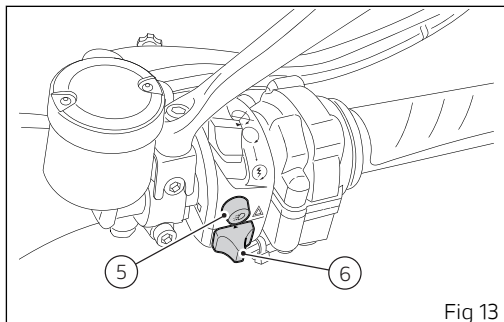


Fig 13

Parameter setting and displaying

When it is switched on, the instrument panel displays the DUCATI Logo and turns on the LED warning lights in two steps ("initial check").

At the end of the check, the instrument panel displays the main screen in one of the available layout modes (CORE, FULL or TRACK) depending on the last configuration in use before the KEY-OFF.

During this check stage, if the vehicle speed exceeds 6 mph (10 km/h) (actual speed), the instrument panel will stop:

- the display check routine and display the standard screen containing updated information;
- the warning light check routine and leave on only the warning lights that are actually active at the moment.

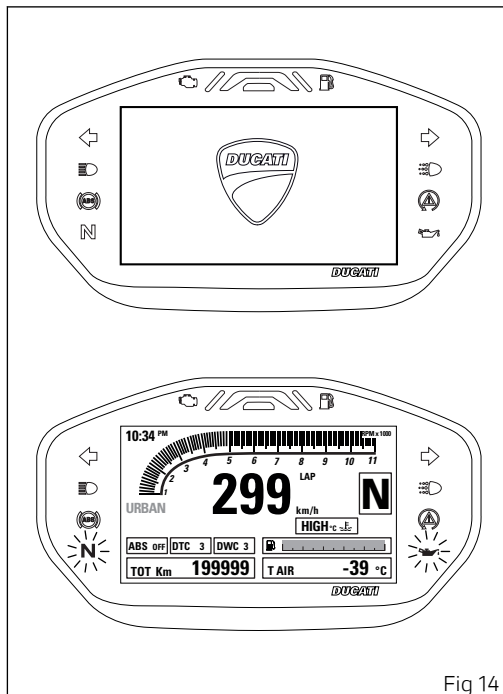
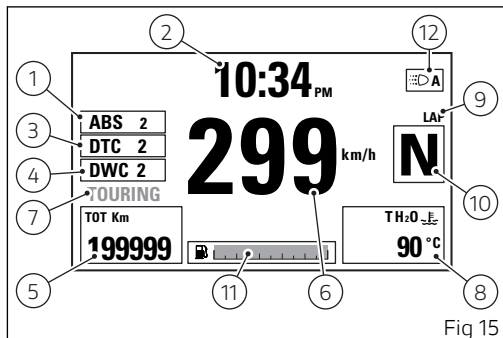


Fig 14

Three different main page layouts are available:
CORE, FULL and TRACK.

Data displayed on the main screen for CORE layout are as follows:

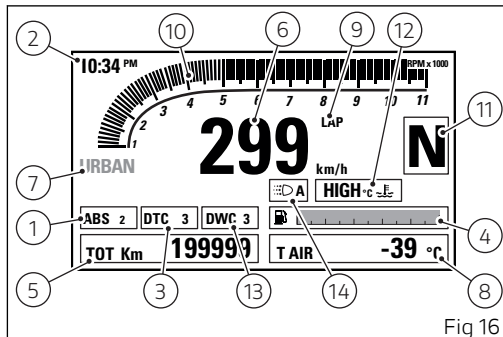
- 1) ABS level indication (ON) or ABS OFF indication.
- 2) Clock.
- 3) DTC level indication (ON) or DTC OFF indication.
- 4) DWC level indication or DWC off indication.
- 5) Menu 1 (Odometer, Trip 1, Trip 2, Player On / Off - active only if the Bluetooth module is available and at least one Smartphone is connected - Range, Trip time, Lap time - only if active, Heated handgrips - active only if present).
- 6) Vehicle speed.
- 7) Set Riding Mode.
- 8) Menu 2 (Ambient air temperature, Engine temperature, Average consumption, Instant fuel consumption, Average speed).
- 9) LAP indication (only if active).
- 10) Gear indication.
- 11) Fuel level.



- 12) DRL light status (Auto / Manual).

Data displayed on the main screen for FULL layout are as follows:

- 1) ABS level indication (ON) or ABS OFF indication.
- 2) Clock.
- 3) DTC level indication (ON) or DTC OFF indication.
- 4) Fuel level.
- 5) Menu 1 (Odometer, Trip 1, Trip 2, Player On / Off - active only if the Bluetooth module is available and at least one Smartphone is connected - Range, Trip time, Lap time - only if active, Heated handgrips - active only if present).
- 6) Vehicle speed.
- 7) Set Riding Mode.
- 8) Menu 2 (Ambient air temperature, Instantaneous fuel consumption, Average fuel consumption, Average speed).
- 9) LAP indication (only if active).
- 10) Rpm bar graph.
- 11) Gear indication.
- 12) Engine coolant temperature indication.
- 13) DWC level indication or DWC off indication.



14) DRL status (Auto / Manual)

Data displayed on the main screen for TRACK layout are as follows:

- 1) ABS level indication (ON) or ABS OFF indication.
- 2) Menu 1 (Odometer, Trip meter 1, Trip meter 2, Range, Average consumption, Instant consumption, Average speed, Trip time, Clock, Lap time - only if active, Ambient air temperature, Engine temperature, Heated handgrips - active only if present).
- 3) DTC level indication (ON) or DTC OFF indication.
- 4) DRL light status (Auto / Manual).
- 5) Set Riding Mode.
- 6) Vehicle speed.
- 7) LAP indication (only if active).
- 8) Rpm bar graph.
- 9) Gear indication.
- 10) Fuel level.
- 11) DWC level indication or DWC off indication.

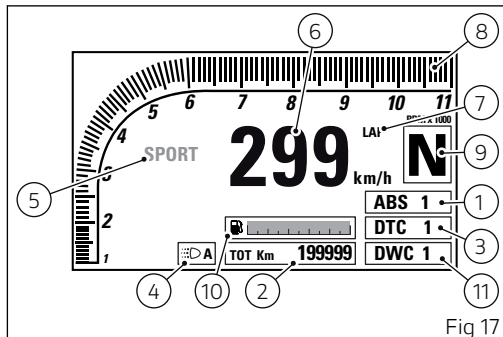


Fig 17

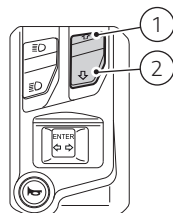
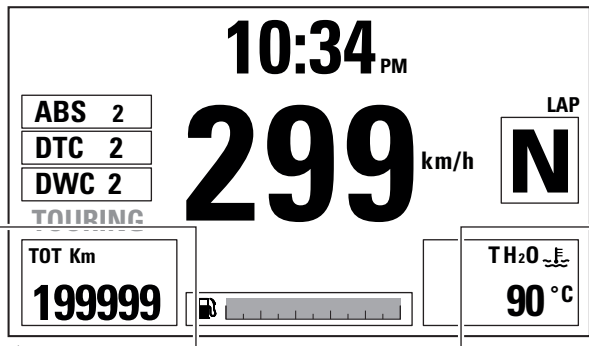
From the main screen of the CORE mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- Odometer (TOT);
- TRIP 1 (Trip meter 1);
- TRIP 2 (Trip meter 2);
- Player On / Off – active only if the Bluetooth module is available and at least one Smartphone is connected;
- RANGE;
- TRIP TIME;
- LAP time (only if active) – displayed for 6s;
- Heated handgrips - active only if present (H.Grips).

Pressing button (2) on the left-hand switch allows displaying Menu 2 information.

- Air temperature;
- Engine Coolant temperature;
- Average fuel consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.I);
- Average speed (SPEED AVG).

CORE



①

TRIP 1 → TRIP 2 → RANGE → TRIP TIME → LAP

②

T AIR → T H₂O → CONS. AVG → CONS. I → SPEED AVG

Fig 18

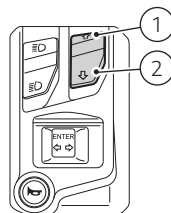
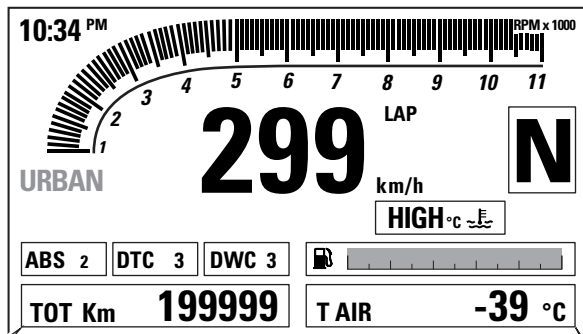
From the main screen of the FULL mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- Player On / Off – active only if the Bluetooth module is available and at least one Smartphone is connected;
- RANGE;
- TRIP TIME;
- Lap time (LAP) (if function is active);
- Heated handgrips - active only if present (H.Grips).

Pressing button (2) on the left-hand switch allows displaying Menu 2 information.

- Air temperature;
- Instantaneous fuel consumption (CONS.I);
- Average fuel consumption (CONS. AVG);
- Average speed (SPEED AVG).

FULL



①

TRIP 1 → TRIP 2 → RANGE → TRIP TIME → LAP

②

T AIR → CONS. I → CONS. AVG → SPEED AVG

Fig 19

From the main screen of the TRACK mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- RANGE;
- Average fuel consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.I);
- Average speed (SPEED AVG);
- TRIP TIME;
- Clock;
- Lap time (LAP) (if function is active);
- Air temperature;
- Engine Coolant temperature;
- Heated handgrips - active only if present (H.Grips).

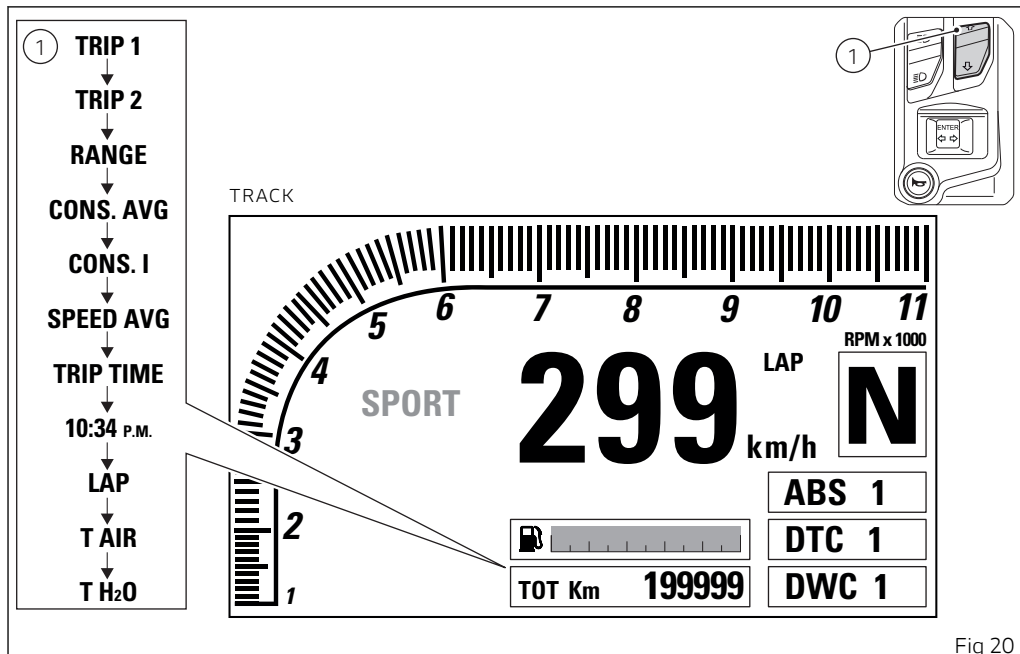


Fig 20

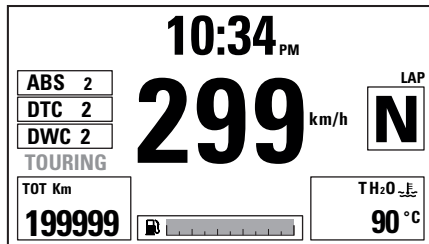
The instrument panel stores Menu 1 and Menu 2 current settings upon KEY-OFF. Upon the following KEY-ON, the previously stored Menu 1 and Menu 2 screens are displayed.

In case of sudden and unexpected power off, the instrument panel displays the Menu 1 and Menu 2 default settings upon the following KEY-ON:

- Menu 1 default screen = Odometer;
- Menu 2 default screen (Core and Full modes only) = Average Fuel Consumption.

Upon KEY-ON, for each layout mode, the instrument panel displays Menu 1 "Odometer" screen for 10 seconds and then displays the page saved upon previous KEY-OFF.

CORE



FULL



TRACK

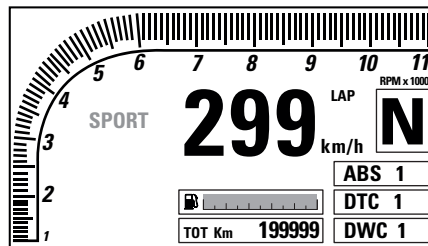


Fig 21

When the standard screen of the set mode is displayed, hold the button (2) for 3 seconds with the actual vehicle speed lower than or equal to 12 mph (20 km/h) to gain access to the Setting Menu, where you can set any function.



Important

You can enter the SETTING MENU only when the actual vehicle speed is lower than or equal to 12 mph (20 km/h). If you are inside the Setting MENU and the actual vehicle speed exceeds 12 mph (20 km/h), the instrument panel automatically exits from this Menu and displays the Standard Screen.

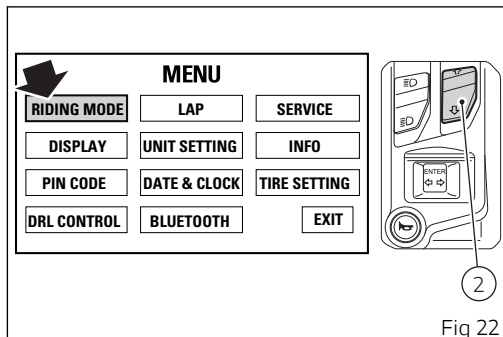


Fig 22

If the key is not acknowledged upon KEY-ON and once the check routine is over, the following will happen:

- if the PIN CODE function is not active, the initial lights check routine is skipped, the standard screen is displayed with an E-LOCK error warning and access to the Setting Menu is not allowed;
- if the PIN CODE function is active, the PIN CODE function page is displayed, allowing the rider to enter the personal code.

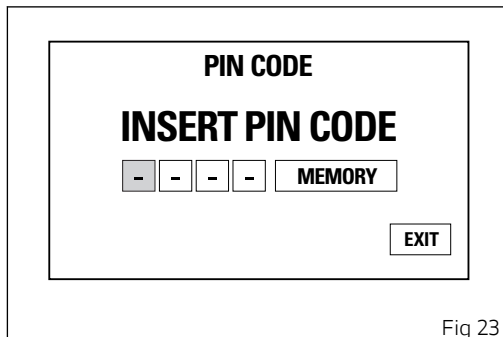


Fig 23

Main functions

Information displayed in the standard screen of the selected display layout (CORE, FULL or TRACK) are the following:

Main information

- Engine rpm indication (RPM)
- Vehicle speed
- Gear indication
- Fuel level
- Riding Mode
- DTC
- ABS
- DWC

- the menus display the following functions:
 - Odometer (TOT)
 - Trip meter 1 (TRIP1)
 - Trip meter 2 (TRIP2)
 - Residual range (RANGE)
 - LAP time
 - Engine coolant temperature
 - Instantaneous fuel consumption (CONS.)
 - Average fuel consumption (CONS. AVG)
 - Average speed (SPEED AVG)
 - Trip time (TRIP TIME)
 - External air temperature
 - Clock

Additional information

- Infotainment (presetting)
- LAP
- Service warning (SERVICE)
- Warning/Alarm indication (Warning)
- ERROR indication
- Viewing side stand status
- Light mode indication (DRL)

The functions within the Setting Menu that can be modified by the user are the following:

- RIDING MODE customization: within this menu, rider can customize the following:
 - ABS setting (ABS)
 - DTC level (DTC)
 - DWC level (DWC)
 - Engine setting (ENGINE)
 - Reset to default factory settings (DEFAULT)
- DISPLAY: this menu allows the following settings:
 - Display mode setting
 - Display backlighting (BACK LIGHT)
- PIN CODE (enter/change)
- DRL mode setting (DRL CONTROL)
- LAP (view/delete/reset automatic settings)
- UNIT SETTING: Speed - Temperature - Fuel consumption
- Date and time setting (DATE & CLOCK)
- Bluetooth device setting (BLUETOOTH)
- Threshold information of the Service function (SERVICE): Oil Service - Desmo Service - Annual Service
- Info (INFO): Battery - RPM - Bluetooth version

- Tire setting and drive ratio (TIRE SETTING)

Engine rpm indication (RPM)

The instrument panel receives the engine rpm information and displays it on the relevant bargraph (in FULL and TRACK display modes only). The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the enlargement of the numerical digit of the relevant miles (if the RPM value is "8,000" or higher, number "8" is displayed bigger).

When reaching 12,000 rpm no numerical digit is "zoomed": number "12" is not displayed in a bigger size and returns to the standard size of number "11").

The area for the 9,500-10,500 rpm range (pre-warning area) is indicated on the display in orange, used both for filling the bar graph and indicating the corresponding figure 10 ("orange area").

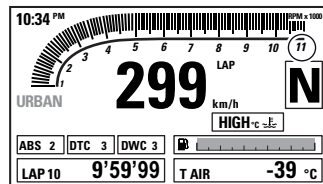
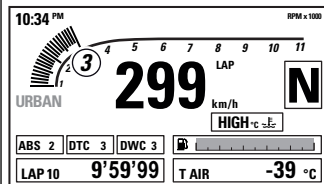
The area for the 10,500-11,000 rpm range (warning area) is indicated on the display in red, used both for filling the bar graph and indicating the corresponding figure 11 ("red area").



Important

During the first 600 mi (1000 km) (Break-in period), i.e. as long as the Odometer displays a value lower than or equal to 600 mi (1000 km), the "orange area" (pre-warning area on the display with orange used for bar graph filling and to indicate the corresponding figure) is displayed when engine reaches 6000 rpm. During this break-in period, it is not advisable to exceed 6000 rpm, so make sure the instrument panel does not display the "orange area" of the bar graph.

FULL



TRACK

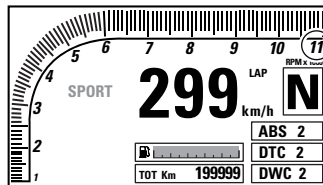
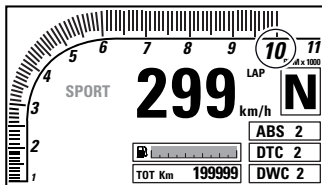
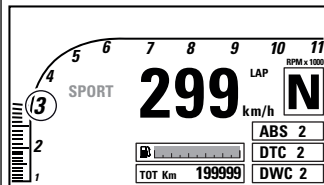


Fig 24

After the break-in period, the "orange area" indicates and advises the rider to ride at lower revs when the engine is cold; the "orange area" position changes according to engine temperature as follows:

- from 7000 rpm with engine temperature lower than or equal to 122 °F (50 °C)
- from 9500 rpm with engine temperature upper than 122 °F (50 °C)

The rpm limiter kick-in threshold is 9750 rpm.

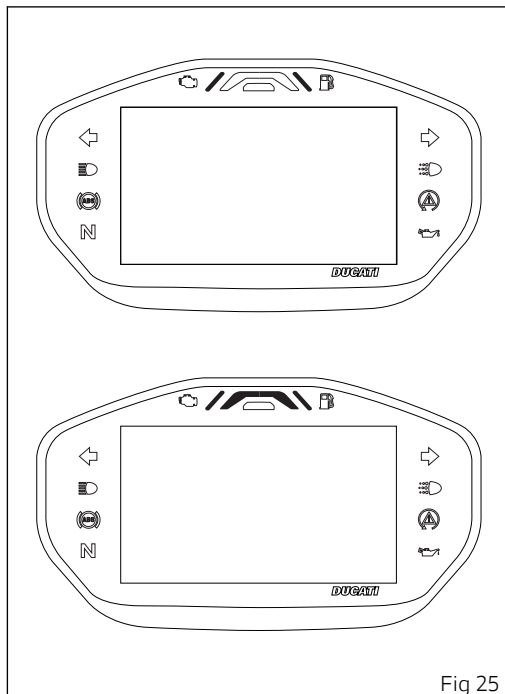


Fig 25

Vehicle speed

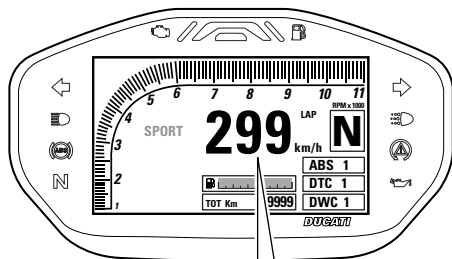
The instrument panel receives information about the actual vehicle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (mph or km/h).

A string of dashes "- - -" is displayed with the set unit of measurement if:

- speed is equal to 186 mph or 299 km/h or if instrument panel is not receiving the speed value ("- - -" steady on);
- the rear speed sensor is in fault (flashing "- - -").

The following page shows the function in TRACK layout. For CORE and FULL layouts, values for these functions are indicated in the same way as for the TRACK mode.

TRACK



186_{mph}

TRACK

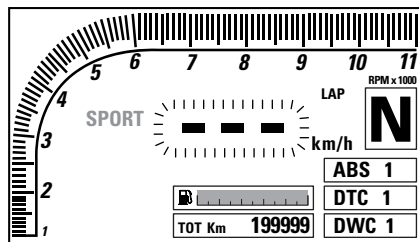
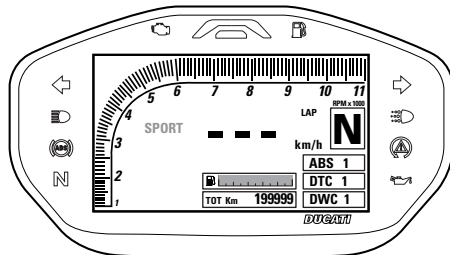


Fig 26

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value.

If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed.

Letter "C" flashes on the instrument panel if the gear teach-in procedure has not been performed yet.

"-" is displayed if:

- the gear sensor is in fault ("- " steady on);
- the instrument panel is not receiving the gear data ("- " flashing).

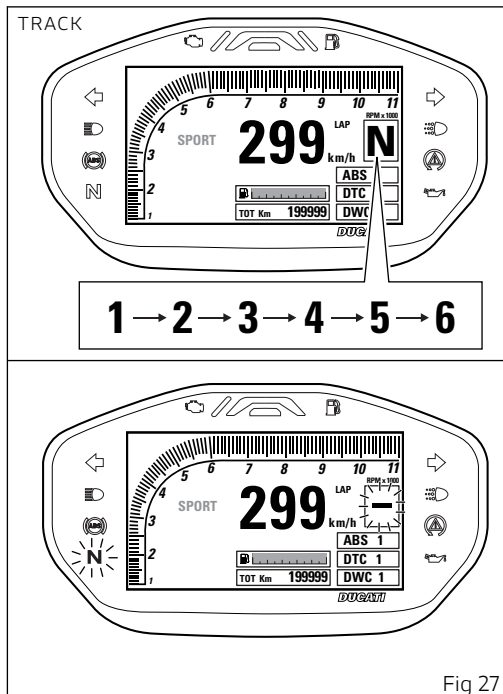


Fig 27

Riding Mode (RIDING MODE)

The Riding Mode can be selected from the instrument panel. Preset riding modes are three: SPORT, TOURING and URBAN.

The selected and active riding mode is displayed on the bottom part of the instrument panel display, in CORE layout, or next to speed indication in FULL and TRACK layouts.

Every Riding Mode contains the following parameters set by Ducati or customized by the user through the setting function pages:

- a specific ABS calibration (1, 2, 3, OFF);
- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific level of intervention for the DWC (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific engine power that will change throttle behavior (MAP1, MAP2, MAP3);
- if the DQS function is present, a specific status of the quick shifter "DQS" (UP, DOWN, UP/DOWN, off).

Every Riding Mode also features a different standard screen layout (CORE, FULL and TRACK),

set by Ducati or customized by the rider through the setting function pages.



Attention

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

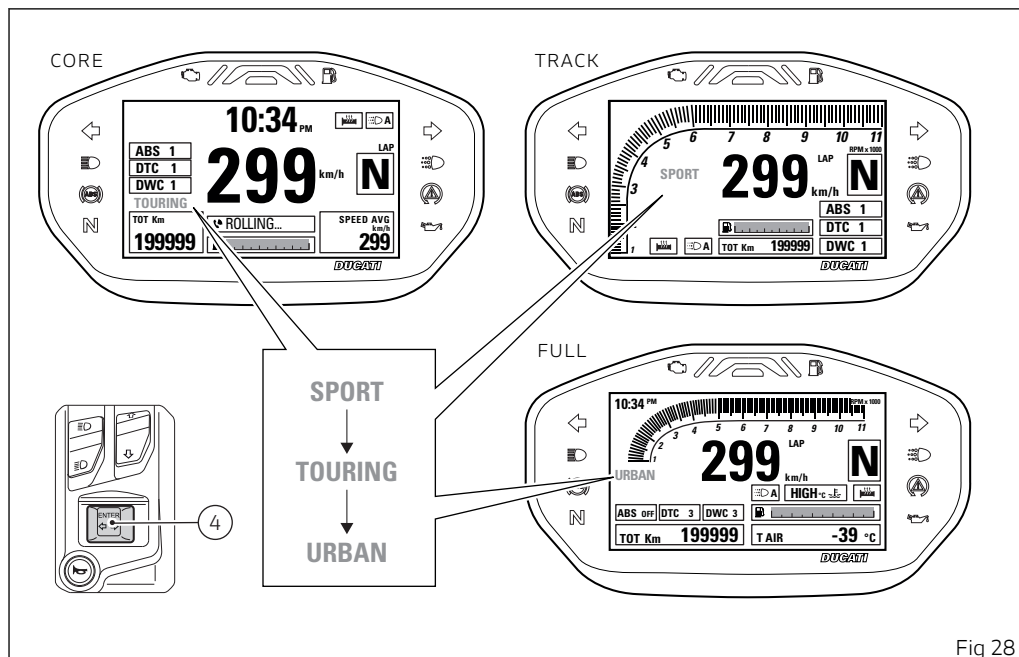


Fig 28

Selecting the Riding Mode

Press CONFIRM MENU button (4) to enter the menu for selecting the Riding Mode (A). The instrument panel displays the speed indication (on the right) and riding mode name (on the left):

- SPORT
- TOURING
- URBAN

One of these will be highlighted to indicate that it was the last memorized setting and is currently in use.



Attention

It is not possible to open the menu for selecting the riding mode, if button (4) is in the position for activating the turn indicators (to the left or right).

For the highlighted Riding Mode some of the parameter settings are displayed:

- ABS: the ABS text followed by the level of calibration set (1, 2, 3) in case the ABS is active or by OFF in case the ABS is disabled.

- DTC: the DTC text followed by the level of intervention set (1, 2, 3, 4, 5, 6, 7, 8) in case the DTC is active or by OFF in case the DTC is disabled;
- DWC: the DWC text followed by the level of intervention set (1, 2, 3, 4, 5, 6, 7, 8) in case the DWC is active or by OFF in case the DWC is disabled;
- engine power (ENGINE): ENG lettering followed by set engine power (HIGH, MED or LOW).
- if the DQS is present: the DQS indication followed by the set calibration level ("UP", "DOWN", "UP/DOWN" or "OFF").

The displayed information is the settings stored in every single Riding Mode. The stored settings may be the factory ones (Ducati default settings) or the ones customized by the owner. Any time the CONFIRM MENU button (4) is pressed, the riding mode is highlighted and the associated parameters are displayed (A).

Once the desired riding mode is highlighted, confirm the selection by holding down the CONFIRM MENU button (4) for 2 seconds: the new riding mode selection is saved and the standard screen is displayed (B).

Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 5 seconds, the new riding mode selection is not stored and the standard screen is displayed (C).

The figure shows the function with TRACK layout. For CORE and FULL layouts, values for these functions are indicated in the same way as for the TRACK mode.

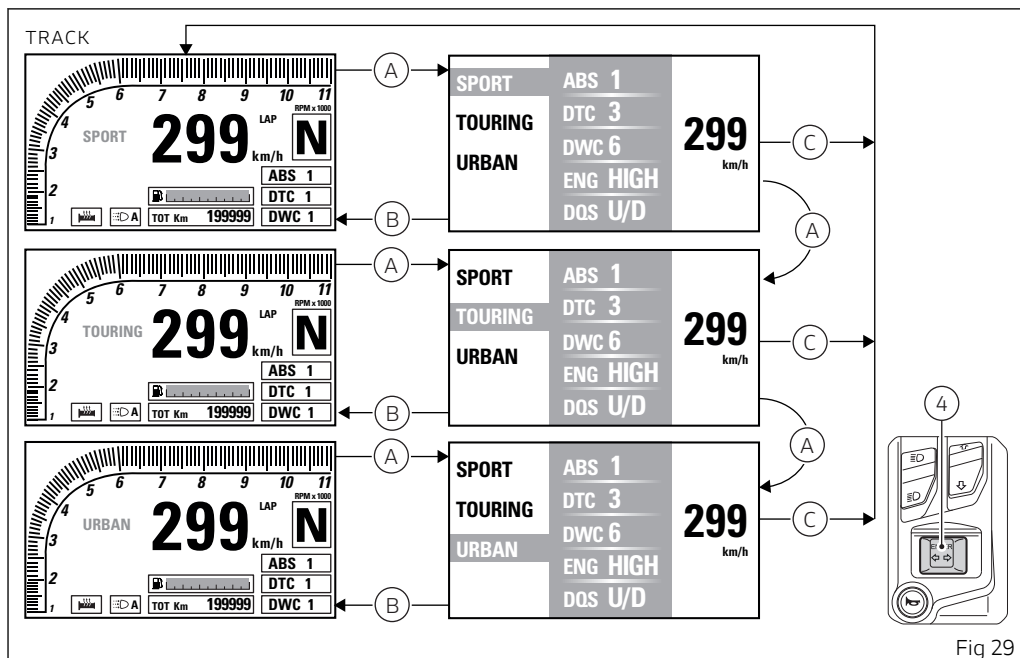


Fig 29

When the system requests rider to confirm the riding mode change, the procedure will output an error if:

- the throttle twistgrip is open, brakes are activated and the vehicle is in motion; in this case CLOSE THROTTLE AND RELEASE BRAKES error is displayed and the procedure for changing riding mode will not be completed unless the rider closes the throttle and releases the brakes or the vehicle is stopped (zero speed) within 5 seconds. When the procedure is not successful the standard screen is displayed.



Note

If the change of riding mode is associated with the ABS change of state from "ON" to "OFF" or vice-versa, the instrument panel also starts the procedure for disabling or activating the ABS, respectively, upon confirmation of the selected riding mode.

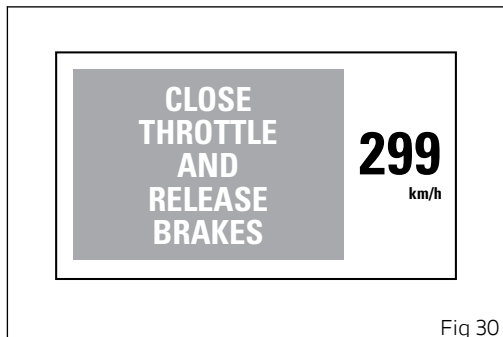


Fig 30

DTC

The instrument panel displays DTC status as follows:

- if DTC is active, DTC indication and intervention level number (1 to 8);
- if DTC is not active, DTC OFF lettering and the DTC Status warning light on display turns on;
- if DTC or the Black Box is in fault, the indication DTC ERR and the DTC status warning light on the instrument panel will turn on.

The function is displayed with TRACK layout. For CORE and FULL layouts, values for these functions are indicated in the same way as for the TRACK mode.



Attention

In case of BBS error, the instrument panel automatically sets ENGINE parameter (engine power setting) to LOW.

TRACK

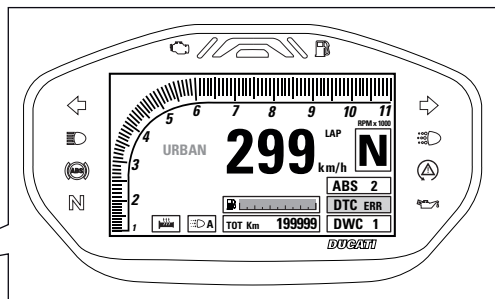
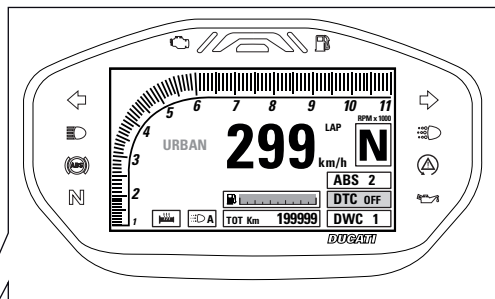
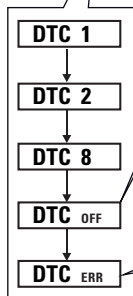
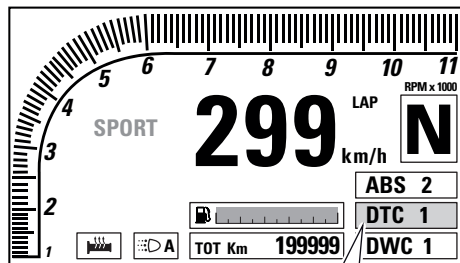


Fig 31



Attention

The DTC is a rider assist system. 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.

The following table indicates the most suitable level of DTC intervention for the various riding modes, as well as the default settings in the "Riding Mode" that can be selected by the rider.

DTC	RIDING MODE	USE	DEFAULT
1	SPORT	Sport style for very expert riders. System permits sliding sideways.	NO
2	SPORT	Sport style for expert riders. System permits sliding sideways.	NO
3	SPORT	Sport style for medium-expert riders. System permits sliding sideways.	It is the default level for the "SPORT" Riding Mode
4	TOURING	Fast touring style.	It is the default level for the "TOURING" Riding Mode
5	TOURING	Touring style.	NO
6	URBAN	"Very safe" style on any kind of path.	It is the default level for the "URBAN" Riding Mode
7	RAIN	For riding on slightly wet or moist road. ENGINE LOW setting recommended.	NO
8	HEAVY RAIN	For riding on wet road. ENGINE LOW setting recommended.	NO

Tips on how to select the sensitivity level



Attention

All levels of the DTC system of your vehicle have been calibrated with original equipment tires (Pirelli Diablo Rosso III 120/70 ZR 17 M/C (58W) TL (D) front and Pirelli TL Diablo Rosso III 190/55 ZR 17 M/C (75W) TL (D) rear). Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system.

In the case of minor differences, such as for example, tires of a different make and/or model than the OE ones, but with the same size (front = 120/70 - 17, rear = 190/55 - 17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation. If tires of a different size class are used or if the tire dimensions differ significantly from the original tires, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

If level 8 is selected, the DTC system will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are further intermediate levels. DTC intervention decreases from level 8 to level 1. Levels 1, 2 and 3 allow both spinning and skidding of the rear wheel out of a corner: these levels are recommended only for expert riders.

The choice of the correct level mainly depends on the following parameters:

- 1) The tire/asphalt 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 mode (whether the rider has a "smooth" or a "rough" style).

Level depends on grip conditions

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

Level depends on type of track

If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.

Level depends on riding style

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

Tips for use on dry road

Activate the DTC, select level 6 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try reducing the setting to level 5, 4, 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 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on

level 5 you cannot perceive any DTC intervention, switch to level 6).

Tips for use on wet road

Level 7 is recommended when road is slightly wet or damp and level 8 on wet road. It is also recommended to select ENGINE LOW in these conditions.

ABS

The motorcycle is equipped with ABS, the instrument panel indicates ABS status (on or off) by switching off, on or flashing the ABS warning light.

The instrument panel displays:

- if ABS is active, ABS indication and intervention level number (1 to 3);
- if ABS is disabled, ABS OFF indication and ABS light turns on;
- if ABS is in fault or instrument panel is not receiving information from the ABS; the ABS ERR lettering and the ABS warning light ON.

The function is displayed with TRACK layout. For CORE and FULL layouts, values for these functions are indicated in the same way as for the TRACK mode.

TRACK

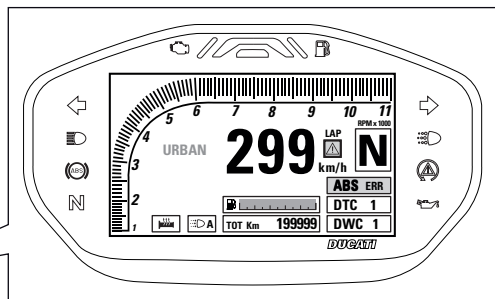
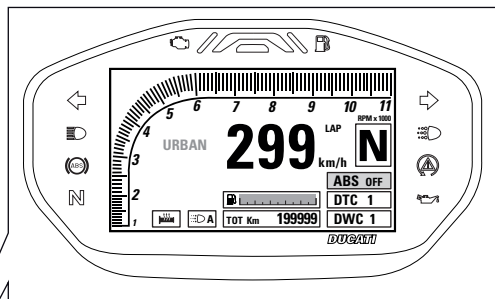
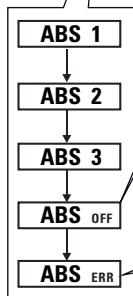
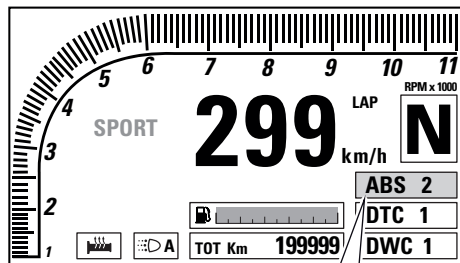


Fig 32

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 is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. 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.

The Monster ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.



Attention

Using the two brake controls separately reduces the motorcycle braking power.

Never use the front brake control harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle (if the ABS is enabled). 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 as well as a possible generation of vapor lock (brake fluid boiling) with a considerable reduction of the braking power. Underinflated or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

The following table indicates the most suitable level of ABS intervention for the various riding types, as well as the default settings in the "Riding Mode" that can be selected by the rider:

ABS	RIDING MODE	FEATURE	DEFAULT
OFF		The ABS is disabled	NO
1	SPORT	This level is thought for extremely expert users. ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control lift-up and the cornering feature is NOT active. This calibration focuses on braking power.	
2	TOURING	This level is designed for use with good grip conditions. ABS in this level controls both wheels and the cornering function is active. The system in this level features active cornering and anti-lift-up functions. This calibration focuses on braking power and yet keeps good stability under braking and lift-up control.	It is the default level for the "SPORT" Riding Mode

ABS	RIDING MODE	FEATURE	DEFAULT
3	URBAN/WET	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active.	It is the default level for the "TOURING" and "URBAN" riding modes.

Tips on how to select the sensitivity level



Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are PIRELLI DIABLO ROSSO III in the following sizes: front 120/70 ZR 17 M/C (58W) TL (D), rear 190/55 ZR 17 M/C (75W) TL (D). Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

Selecting level 3, the ABS will ensure a very stable braking thanks to lift-up control, and the motorcycle will keep a good alignment during the whole braking action. ABS level 3 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

Selecting level 2, the ABS will privilege more and more the braking power and lift-up control, which is disabled in level 2. ABS level 2 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

ABS level 1 is conceived for very expert riders and ABS is active only on the front wheel to help performance. In this level there is no lift-up control nor cornering feature.

The choice of the correct level mainly depends on the following parameters:

- 1) The tire/road grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.).
- 2) The rider's experience and sensitivity: expert riders can tackle a lift-up in trying to reduce the stopping distance to a minimum, while less expert riders are recommended to use settings 3, that will help them keeping the vehicle more stable even in emergency braking.

DWC

The instrument panel displays DWC status as follows:

- if DWC is active, DWC lettering and the currently set Wheelie Control intervention level number (1 to 8) (steadily);
- if DWC is active, but system is in degraded operation due to a fault, DWC lettering and the DWC intervention level number, 1 to 8 (flashing); also the DTC/DWC warning light starts flashing;
- if DWC is disabled, DWC OFF lettering and DTC/DWC warning light steady on: if DWC is disabled, also DTC feature is disabled;
- if DWC or the Black Box is in fault, the indication DWC ERR and DTC/DWC light will be on.



Attention

In case of system fault, contact a Ducati Dealer or Authorized Service Center.

TRACK

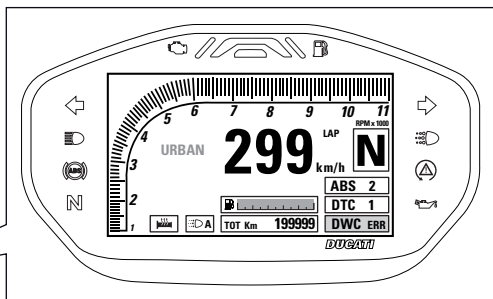
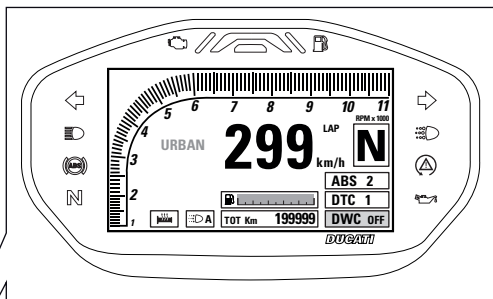
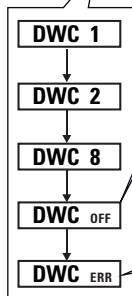
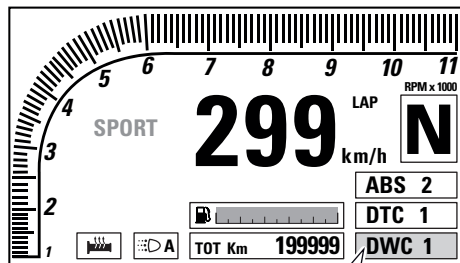


Fig 33

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a preset intervention level. Level eight indicates a setting that minimizes motorcycle tendency to shift up in a wheelie and maximizes reaction to the same, if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

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.



Attention

The DWC is a rider assist system. 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,

The following table indicates the most suitable level of DWC intervention for the various riding modes, as well as the default settings in the "Riding Mode" that can be selected by the rider:

DWC	USE		DEFAULT
OFF		The DWC is disabled.	NO
1	SPORT	Sport style for very expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
2	SPORT	Sport style for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
3	SPORT	Sport style for medium-expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	It is the default level for the "SPORT" Riding Mode
4	TOURING	Touring style for all kinds of riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
5	TOURING	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "TOURING" Riding Mode

DWC	USE		DEFAULT
6	TOURING	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "URBAN" Riding Mode
7	MEDIUM SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
8	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie.	NO

Tips on how to select the sensitivity level



Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the OE final drive ratio and with OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are PIRELLI DIABLO ROSSO III in the following sizes: front 120/70 ZR 17 M/C (58W) TL (D), rear 190/55 ZR 17 M/C (75W) TL (D). Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

At level 8 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 8 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended for expert riders who can control wheelies on their own and exploit the system

feature that reduces the speed at which the front wheel tends to lift.

The choice of the correct level mainly depends on the following parameters:

- 1) The rider's experience.
- 2) The characteristics of the path/circuit (bend exit with low or high gear engaged).

The rider's experience

The choice of level setting depends greatly on the riders' experience and ability to control wheelies on their own. Levels 1, 2 and 3 require a great experience to ensure proper control.

Level depends on type of track

If the path allows exiting a turn with strong acceleration a high level will be necessary (the highest level is 8); while a path that requires exiting a turn with low acceleration will allow to set a lower level (the lowest level is 1).

Tips for use on the road

Activate the DWC, select level 8 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try reducing the setting

to level 7, 6, etc., until you find the level that suits you best.

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

DQS

The instrument panel displays DQS status as follows:

- if DQS is enabled, DQS indication followed by U (upshifting) or U/D (both upshifting and downshifting);
- if DQS is disabled, DQS OFF indication;
- if the DQS system or the control unit is in fault, the DQS - indication;
- if the DQS is not present on the motorcycle, no DQS indication is shown.

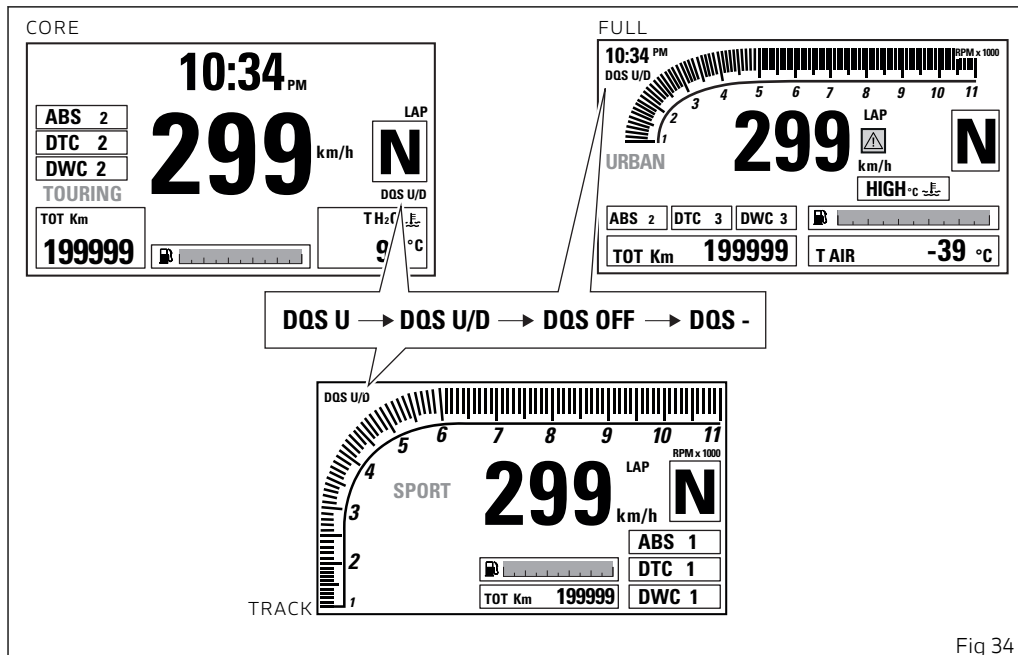


Fig 34

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated. The system works in a different way when upshifting and downshifting.

Here below are some tips that will ensure you properly exploit this feature:

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gearshift request (up or down) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider doesn't move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- Ducati Quick Shift will shift down only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy doesn't work it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 30 seconds (even if just by accident) a plausibility error can be memorized in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, a simple key-off and key-on cycle will reactivate the system.
- Ducati Quick Shift is designed to operate above 2,500 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift only works below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

Menu functions

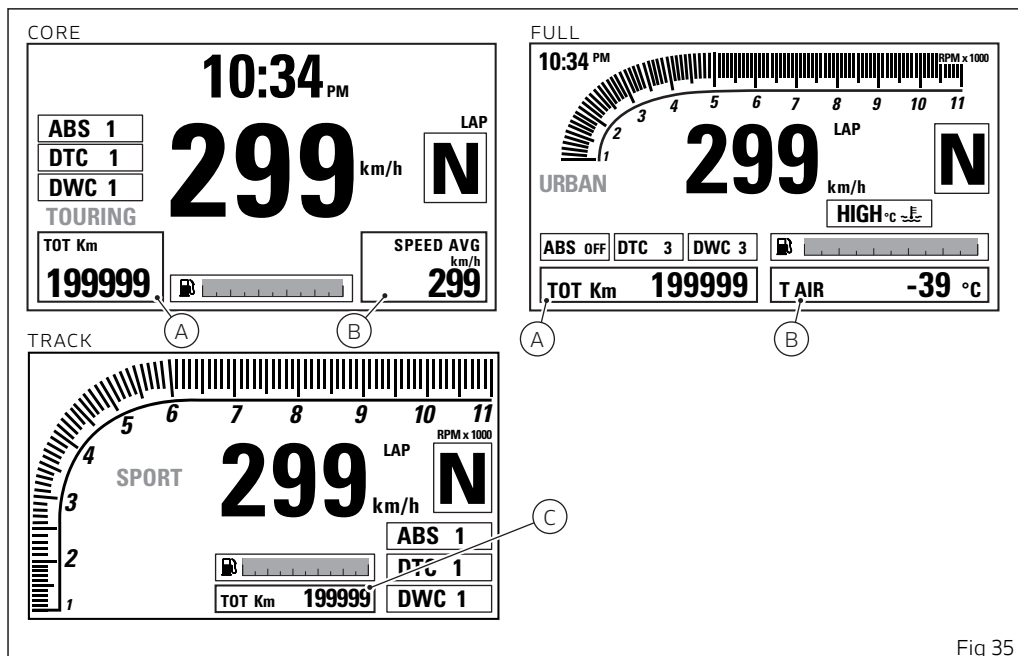
Menu functions can be displayed for every riding mode (SPORT, TOURING and URBAN) in one of the three following modes:

- CORE;
- FULL;
- TRACK.

CORE and FULL modes display them in menu (A) on the left and in menu (B) on the right. TRACK mode displays them only in menu (C).

The functions are:

- Odometer (TOT);
- Trip meter 1 (TRIP1);
- Trip meter 2 (TRIP2);
- Residual range (RANGE);
- LAP time (only if active);
- Coolant temperature;
- Instantaneous fuel consumption;
- Average fuel consumption;
- Average speed;
- Trip time;
- External air temperature;
- Clock.



Odometer (TOT)

The odometer counts and displays the total distance covered by the vehicle with the set unit of measurement (mi or km).

The odometer number of mi or km is displayed with the TOT indication and unit of measurement. When the maximum value is reached (199999 mi or 199999 km) the instrument panel will permanently display said value.

The odometer value is saved permanently and cannot be reset under any circumstances.

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

The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.



Note

Upon Key-On, the instrument panel always shows the Odometer indication for 10 seconds, then shows the user's settings page.

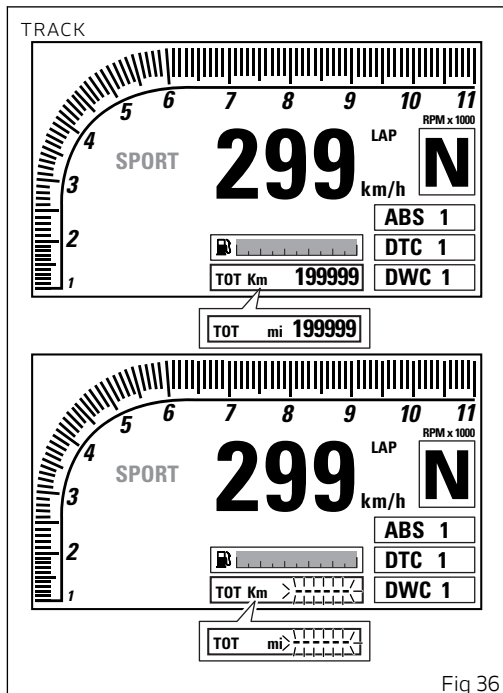


Fig 36



Note

If a string of flashing dashes " ---- " is displayed within odometer function, please contact a Ducati Dealer or Authorized Service Center.

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km) and is used as a basis to calculate average fuel consumption, average speed and trip time. The TRIP1 number of mi or km is displayed with the TRIP1 indication and unit of measurement.

When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance traveled is reset and the meter automatically starts counting from 0 again.

While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP 1. When TRIP1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

TRIP1 counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement.

The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.

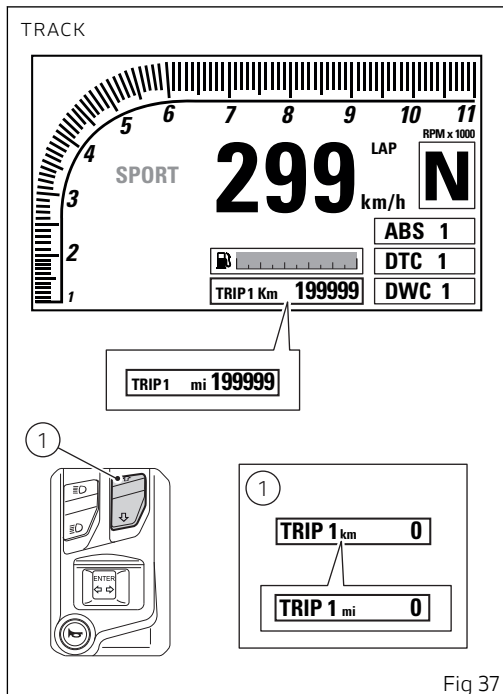


Fig 37

Trip meter 2 (TRIP 2)

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km).

The TRIP2 number of mi or km is displayed with the TRIP2 indication and unit of measurement.

When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance traveled is reset and the meter automatically starts counting from 0 again.

While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP 2.

TRIP2 counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement.

The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.

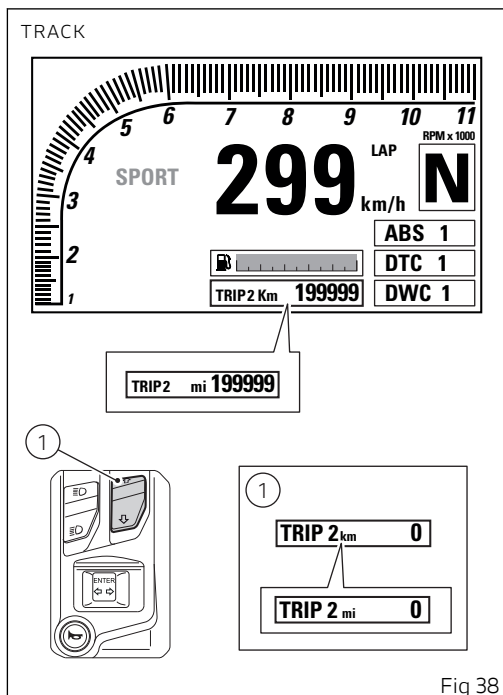


Fig 38

Residual range (RANGE)

This function displays the range according to the remaining fuel in the tank.

Information is indicated as RANGE, in the set unit of measurement.

If there is any function fault, the instrument panel will display three flashing dashes "- - -".

If the instrument panel is not receiving RANGE information, a string of three steady dashes "- - -" is displayed, followed by the unit of measurement.



Note

If the instrument panel does not receive any information on the unit of measurement, the last unit of measurement set is displayed flashing.

Considering that the TRACK and FULL layouts show the values for this function in a similar way to the CORE layout, the example shown depicts the function in CORE layout.

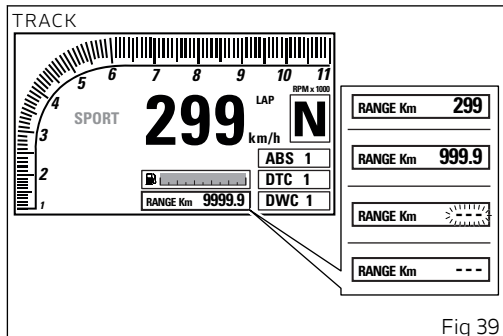


Fig 39

LAP TIME

The LAP function is available for the CORE and FULL display modes on the LH menu, while for the TRACK display mode it is in the central menu.

LAP function information is available when the function is active.

When the LAP function is active, upon the first press on FLASH button (3) menu displays LAP 01 message and START (A) flashing for 4 seconds and then the time measured with a resolution of one tenth of a second (" 0'00'0 ") for another 2 seconds. Upon any further press of the FLASH button (3), the just ended lap number and time are displayed with a resolution of one hundredth of a second ("0'00''00") for 6 seconds and then lap timer is displayed again together with the number of new current lap (if LAP function is selected from the menu).

If the LAP function is not selected from the menu, the instrument panel will go back to the functions present before the FLASH button (3) was pressed. It is possible to scroll the other menu functions at any time.

When storing the 30th LAP, the LAP function is stopped and upon any further press on the FLASH button (3), the instrument panel will display flashing

FULL message warning that the storage space for lap times is full.

The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.

TRACK

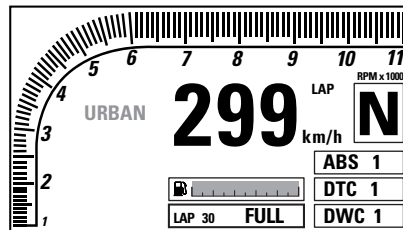
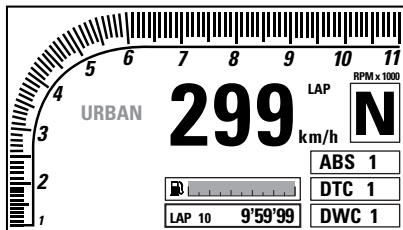
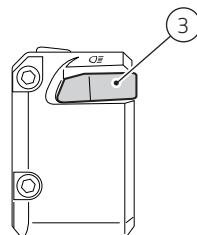
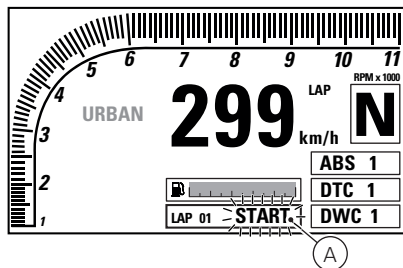


Fig 40



Note

When the LAP function is active, the FLASH button takes on the dual function of high beam flasher and finish line memorization control of the LAP timer (new lap start indication).



Note

The TRIP FUEL function always has top priority over the LAP function: in case of activation of the TRIP FUEL function with active LAP function, the LAP timer view is automatically removed and TRIP FUEL information is displayed instead.

LAP recording

If the LAP function is active, the lap time can be recorded for a total of 30 consecutive laps.

Operation:

- with every successive crossing of the finish line the number and time for the lap just completed is displayed for 5 seconds and with the tenth-of-a-second resolution;
- after these 5 seconds, the instrument panel goes back to lap timer page referred to the new current lap.

- on the 30th lap, when the FLASH button (3) is pressed, and every time it is pressed, current lap is stored and the message FULL is displayed to indicate that available storage space is full.

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 zero and will keep running until the lap is stopped or the recording function is disabled.

During every lap, the following data are stored:

- no. 30 lap times (time between consecutive start and stop);
- no. 30 values for max. RPM (maximum RPM value reached in every lap);
- no. 30 values for max. speed (maximum speed value reached in every lap).

Engine coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°F or °C), followed by the unit of measurement and the engine temperature symbol. The temperature display range goes from +104 °F to +248 °F (40 °C to +120 °C).

If reading is:

- ≤ (lower than or equal to) -40 °F (-40 °C), a string of flashing dashes " - - - " is displayed;
- included within the interval -38 °F (-39 °C) and +102 °F (+39 °C) "LOW" is displayed steadily;
- included within the interval +104 °F (+40 °C) and +248 °F (+120 °C) the value is displayed steadily;
- ≥ (higher than or equal to) +250 °F (+121 °C), "HIGH" is displayed flashing.

If coolant temperature exceeds:

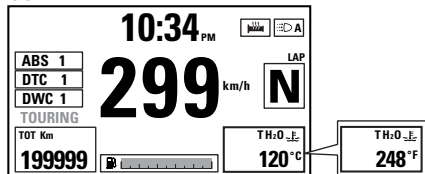
- +212 °F (100 °C), the temperature reading is immediately displayed in the menu, regardless of any other function displayed in the menu; the other menu functions can still be displayed;

- +250 °F (121 °C), the temperature reading is immediately displayed in the menu, regardless of any other function displayed in the menu; it is not possible to view the other menu functions. The alarm icon is also displayed.

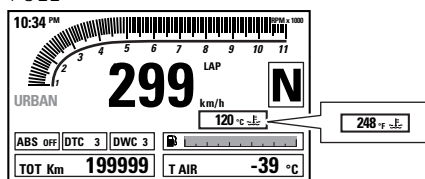
If the coolant temperature sensor is in fault, a string of flashing dashes " - - - " is displayed with the set unit of measurement; the EOBD light turns on together with the error ENGINE SENSOR.

If the instrument panel is not receiving coolant temperature value, a string of steady dashes " - - - " is displayed, followed by the unit of measurement.

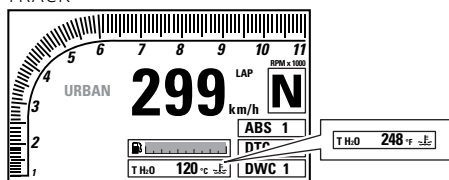
CORE



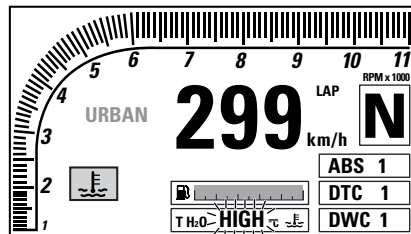
FULL



TRACK



TRACK



TRACK

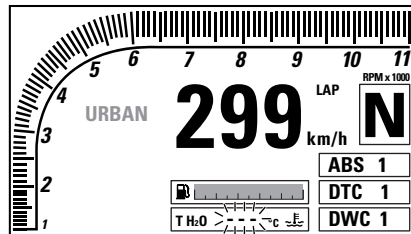


Fig 41

Instantaneous fuel consumption

The instrument panel calculates and displays the vehicle instantaneous fuel consumption, the set unit of measurement and CONS.I text.

The calculation is made considering the quantity of fuel used and the distance traveled during the last second. Value is expressed in the set unit of measurement: liters / 100 km or mpg UK or mpg USA.

The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). During the phase when no calculation is performed on the display, three steady dashes " - - - " are displayed as a value of instantaneous consumption.



Note

You may change the units of measurement of Speed (and distance traveled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the UNITS SETTING function.

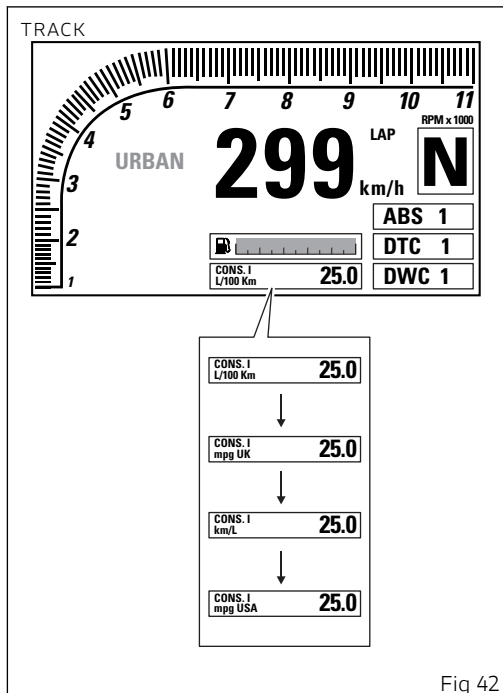


Fig 42

Average fuel consumption

The instrument panel calculates and displays the vehicle average fuel consumption, the set unit of measurement and CONS. AVG.

The calculation is made considering the quantity of fuel used and the distance traveled since TRIP1 was last reset.

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.

During the first 10 seconds when the value is not available on the display, three steady dashes "- - -" are displayed as a value of average consumption. Value is expressed in the set unit of measurement: (liters / 100 km or mpg UK or mpg USA).

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

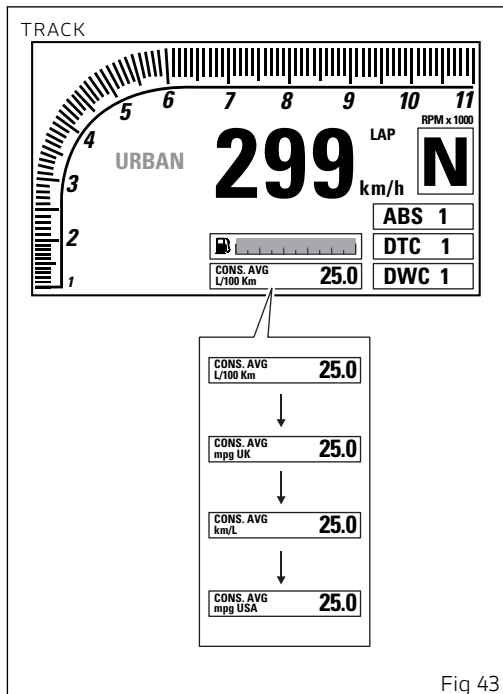


Fig 43



Note

You may change the units of measurement of Speed (and distance traveled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the UNITS SETTING function.

Average speed

The instrument panel calculates and displays the vehicle average speed, the set unit of measurement and SPEED AVG text.

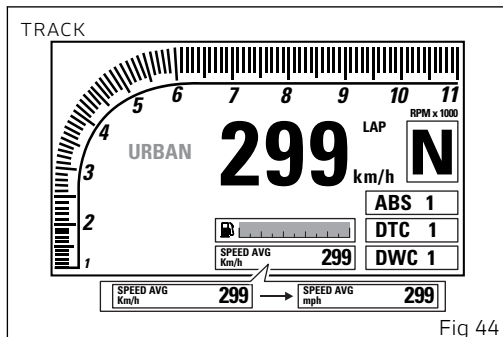
The calculation considers the distance and time since TRIP1 was last reset.

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.

During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes " - - - " steadily as average speed.

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

The average speed value displayed is calculated by adding 5% in order to be consistent with vehicle speed indication.



Note

You may change the units of measurement of Speed (and distance traveled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the UNITS SETTING function.

Trip time

The instrument panel calculates and displays the trip time as hhh:mm followed by TRIP TIME. The calculation considers the time since TRIP1 was last reset. When TRIP1 is reset, this value is reset as well. The time count active phase occurs when the engine is running and the vehicle is stopped (the time is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again). When the reading exceeds 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.



Note

If you change the unit of measurement for an item connected to Speed (and distance) or Consumption, the trip time value will be automatically reset.

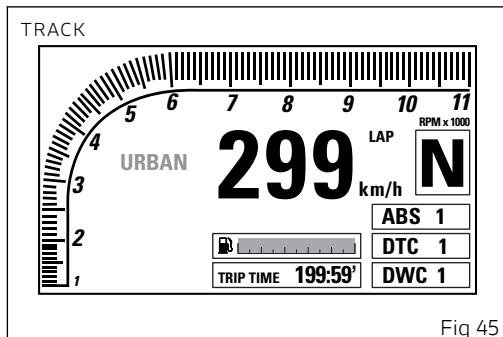


Fig 45

External air temperature

The instrument panel displays the ambient temperature in the set unit of measurement ($^{\circ}\text{C}$ or $^{\circ}\text{F}$), followed by the set unit of measurement, AIR text and the thermometer symbol. The temperature value is displayed when ranging from -38°F to $+255^{\circ}\text{F}$ (or -39°C to $+124^{\circ}\text{C}$). For different temperature values (lower than -38°F (-39°C) or higher than $+255^{\circ}\text{F}$ ($+124^{\circ}\text{C}$)) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement and the Generic Error light on display will turn on. If the instrument panel is not receiving air temperature value, a string of three steady dashes " - - - " is displayed followed by the unit of measurement.



Note

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

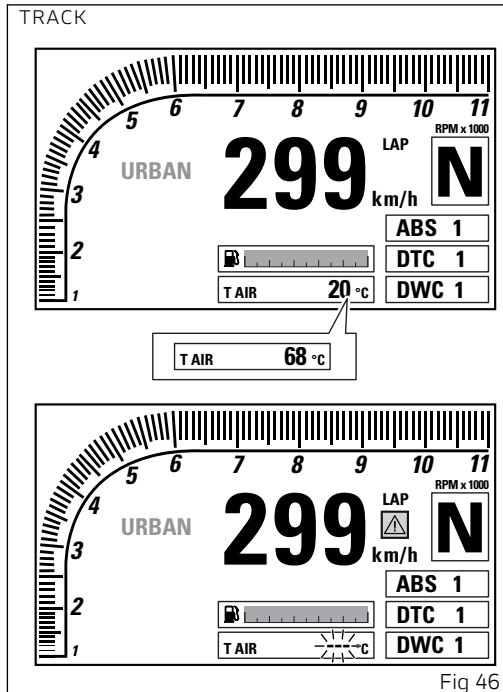


Fig 46

Clock

The instrument panel receives information about the time to be displayed.

The time indication is displayed in different ways depending on the display mode in use (CORE, FULL or TRACK).

The instrument panel shows the time in the following format:

- hh (hours) : mm (minutes);
- followed by a.m. (from 01:00 to 11:59) or p.m. (from 12:00 to 12:59 and from 1:00 to 11:59).

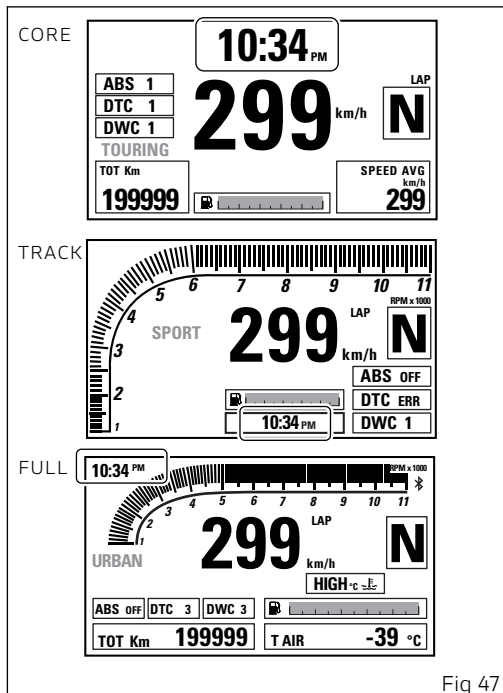


Fig 47

Auxiliary functions

LAP

The instrument panel displays the LAP function status (LAP recording on or off).

"LAP" message is on if LAP is ON (i.e. timer recording) or off if LAP is OFF.

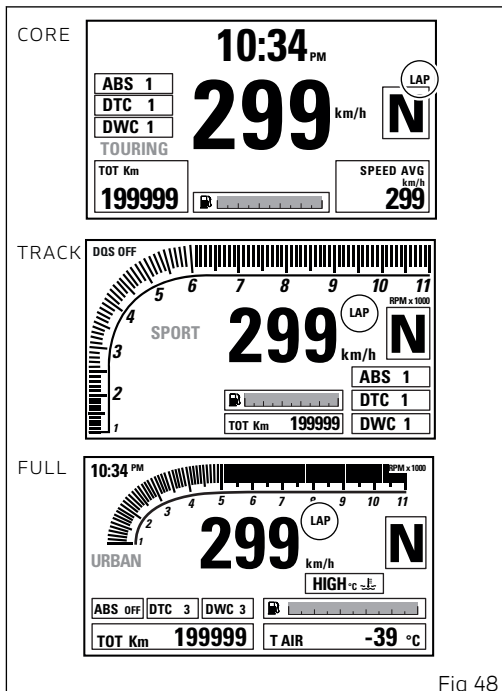


Fig 48

Infotainment

Monster 1200 fits the Ducati Multimedia System (DMS) as standard, thanks to which the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.

The instrument panel displays the Infotainment function status: Bluetooth activation and any connected devices (smartphone, earphones, navigator).

When the Bluetooth is active, the main screen displays the Bluetooth icon (A).

Moreover, in the FULL and CORE layouts, the Infotainment functions are visible within the dedicated menus (B).

In the TRACK layout, the Infotainment functions concerning player are not visible on the instrument panel, but calls can nevertheless be answered/rejected/terminated using the function buttons.



Attention

All data concerning the Infotainment (Player, access to Contact List, Name of devices, etc.) are managed for use of Western character sets.

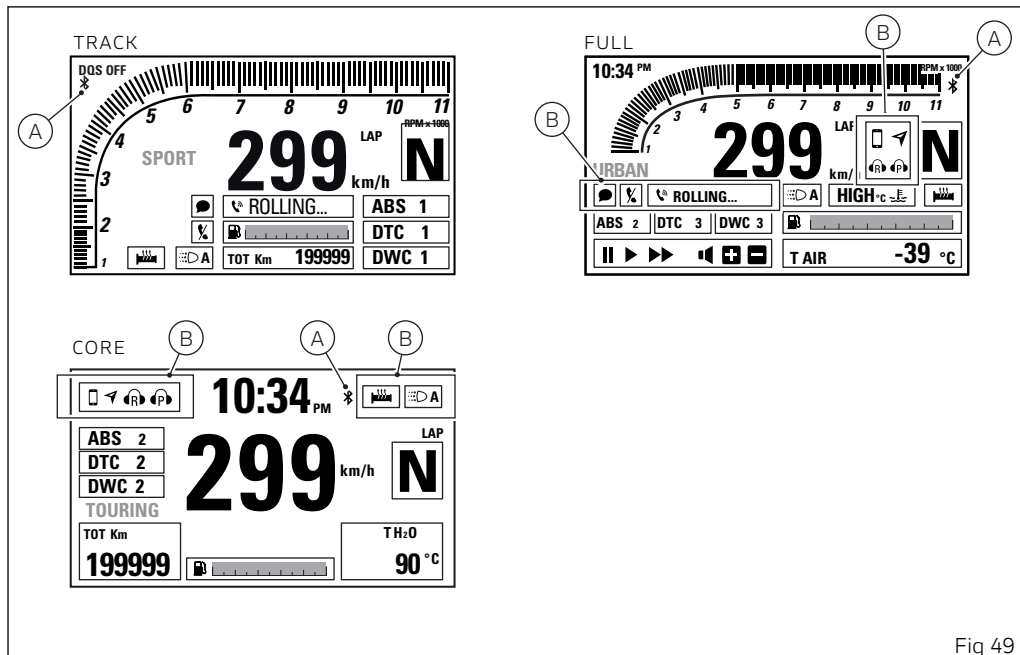


Fig 49

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as smartphone, rider and passenger helmet earphones, Ducati GPS navigator. It is possible to connect up to a maximum of 4 devices.

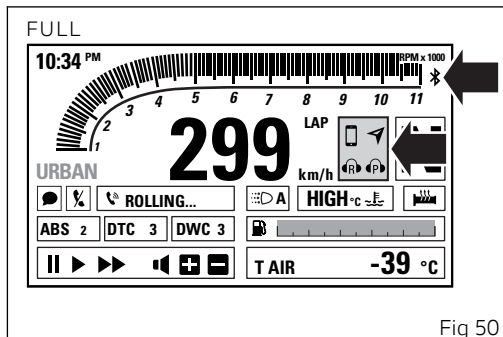


Fig 50

Phone

Use the PHONE function:

- to manage incoming calls by means of button (1) and button (2);
- to recall the last calling number within 5 seconds from call interruption (RECALL function).

After this 5 second time, the rectangle for the recall function is disabled.

To activate the Recall function within the 5 seconds, press button (2).



Note

It is not possible to make a call by selecting the name/number from the contact list through the function buttons.

When there is an incoming call (B) the blue color filling the rectangle is flashing; while, when you answer the call, the blue background stops flashing. If there is an incoming call while the Player (A) is active, the latter is paused throughout the phone call and will resume operation when call is over. To answer the call, press button (2). To terminate the call, keep button (1) pressed for 2 seconds.

During 5 seconds after hang-up, the rectangle corresponding to the Recall function (C) is activated to allow the recall.

FULL

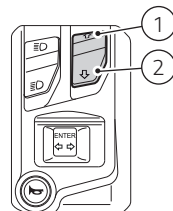
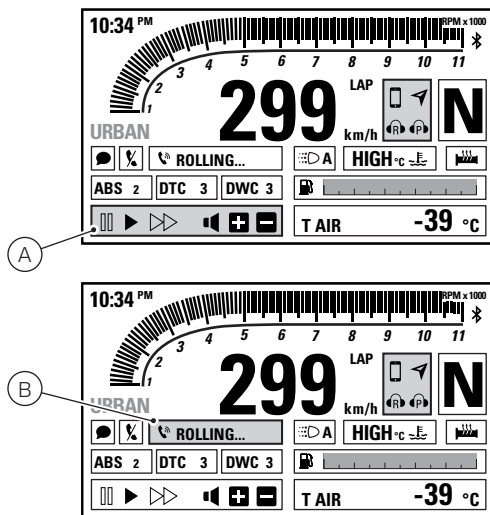


Fig 51

In case there is at least one SMS/MMS/EMAIL not read from the moment the smartphone is connected to the bike to the moment it is disconnected, the unread message symbol will be displayed. The number of unread messages is not displayed.



Player

The Player can be activated only in FULL or CORE riding mode.

If at least one Smartphone device is connected (blue icon on main screen), Menu 1 in the FULL and CORE layouts will include PLAYER OFF option.

The Player is activated by pressing button (1) for 2 seconds.

On instrument panel, Menu 1 includes PLAYER ON option and the Player controls are activated. If the Player is turned on, button (1), button (2) and button (4) can only be used to control the PLAYER.

If the Player is ON, but instrument panel is not receiving track name, it pauses the track being played and the message "NOT AVAILABLE" is displayed within the track name box.

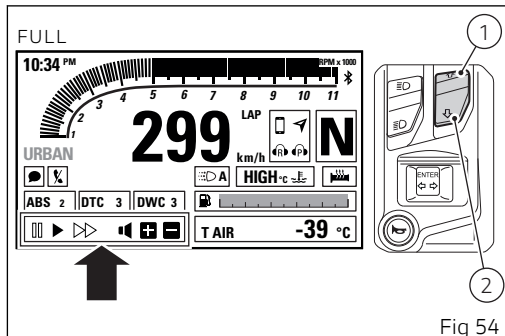


Fig 54



Important

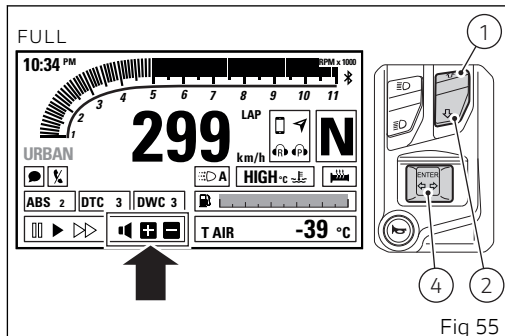
The Player function can not be activated through Menu 1 when a call is incoming, in progress or in recall.

Adjust volume as follows:

- increase volume: press button (1);
- decrease volume: press button (2).

The Player can be cyclically set to pause/play by pressing button (4) for 2 seconds.

It is possible to skip to next track, pressing button (4): system will skip forward once every time button is pressed.



The Player can be turned off by quitting the player control and pressing, within three seconds, button (1) for two seconds in correspondence of the PLAYER ON item: Menu 1 will show PLAYER OFF option.

Press button (2) for 2 seconds to quit Player controls, although maintaining Player ON, in the current status.

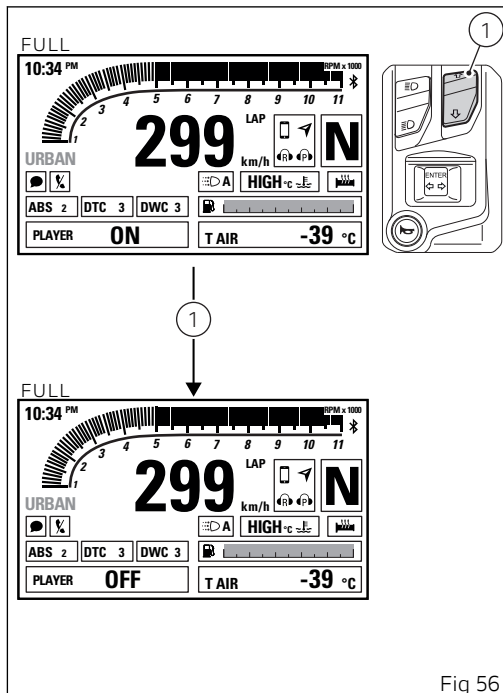


Fig 56

F.A.Q.

1) Why don't I receive any notification of received e-mails?

E-mails are notified only if configured on the telephone source application. Check also that your phone supports the MAP profile.

If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to message notifications.

2) Why don't I receive any notification of received messages?

Check that your phone supports the MAP profile. If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to message notifications.

3) Earphones do not connect. Why?

If they have been already paired once, we recommend resetting the earphones and pair them again with the motorcycle (see earphones instruction manual).

4) When I receive a call, the instrument panel displays the caller number but not the name (despite being saved in the contact list).

Check that the phone supports the PBAP profile. If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to the phone contact list.

5) By activating the Player through the instrument panel, music does not start.

The activation depends on the phone settings. In this case, after activating the Player through the instrument panel, also start the music application on your Smartphone.

6) It happens that the music is played with continuous interruptions.

If the devices have just been connected, it may be that the Bluetooth control unit is still completing the connection phase with the concerned devices. It is furthermore necessary to activate the PBAP and MAP profiles. Therefore, in case of iOS, please refer to point 7). In case of Android, please refer to points 2)4)

7) I do not receive any message notification on my iPhone. Why?

Select Bluetooth in the Setting Menu. In the list "My devices" select "i" next to "Ducati Media System". Flag "Show notifications".

Service warning (SERVICE)

This indication shows the user that the bike is due for service and must be taken to a Ducati Authorized Service Center.

The service warning indication can be reset only by the Authorized Ducati Service Center during servicing.

Icons are displayed according to the Warnings/Alarms displaying rules ("page 129").



Note

Shown display mode is the FULL layout, icon indication procedure is the same for the CORE and TRACK modes.

FULL

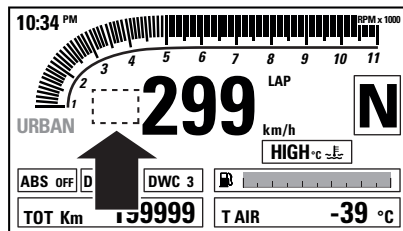
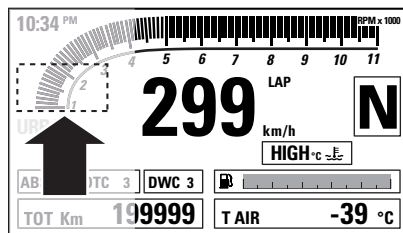


Fig 57

OIL SERVICE zero warning

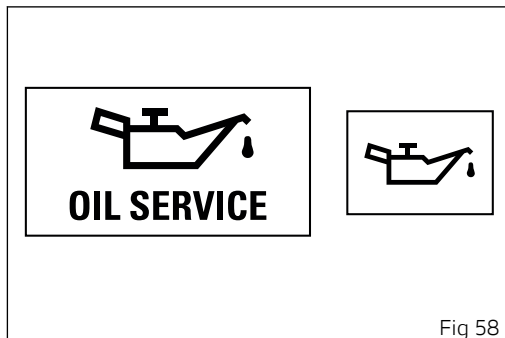
The first service warning is the OIL SERVICE zero (red icon) and is triggered upon every Key-On for 5 seconds, as soon as the odometer reaches the first 1000 km (600 mi). Warning is displayed in the "large" size and then continues being displayed in the small size until "Reset" by the Ducati authorized service center, during maintenance.

Icons are displayed according to the Warnings/Alarms displaying rules ("page 129").



Note

Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.



OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE COUNTDOWN indication

After Oil Service zero indication first reset (at 600 mi - 1,000 km), the instrument panel activates the following indications in yellow for 5 seconds upon Key-ON:

- the count of the mileage in miles (kilometers) remaining before the next OIL SERVICE (A) 600 mi (1000 km) earlier than the service threshold;
- the count of the days remaining before the next ANNUAL SERVICE (B) 30 days earlier than the service threshold;
- the count of the mileage in miles (kilometers) remaining before the next DESMO SERVICE (C) 600 mi (1000 km) earlier than the service threshold.

To know exactly the kilometers left before the service threshold or maintenance date, it is possible to access the Setting menu and select the "SERVICE" page 213 function.

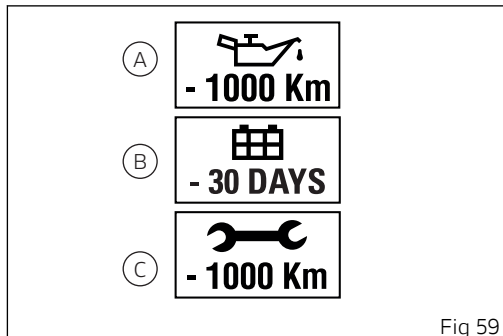


Fig 59

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE indication

When the service threshold is reached, the warning for the type of service required is triggered:

- Oil Service (A):
- Annual Service (B);
- Desmo Service (C).

The red icon of the due service is triggered upon every Key-On for 5 seconds and is displayed in the "large" size, and then continues being displayed in the small size until "Reset" by the Ducati authorized service center, during maintenance.

To know the kilometers left before the service threshold or maintenance date, access the Setting menu and select the "SERVICE" page 213 function. Icons are displayed according to the Warnings/Alarms displaying rules ("page 129").

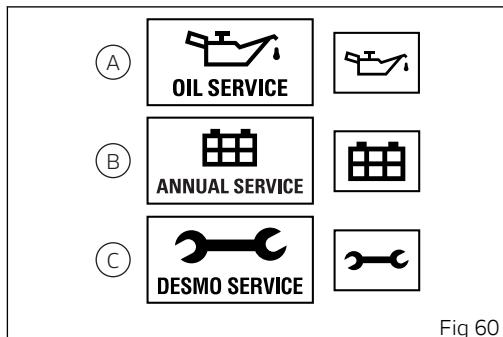


Fig 60

Warnings/Alarms (WARNING)

The instrument panel manages several warnings / alarms (warnings), in order to give useful information to the rider when he/she is using the vehicle.

Upon Key-On, if there are active warnings the instrument panel displays the indication of the present warnings.

During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning. When a warning is triggered, the indication remains well visible for 5 seconds ("large" icon) then becomes smaller ("small" icon).

If several live warnings are present, the corresponding icons will be displayed one after the other and every one will stay on for 3 seconds.

No special signal light turns on if any warning is activated.

High coolant temperature (High temperature)

This function warns the rider when the engine coolant temperature reaches 250°F (121°C).



Note

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



Note

Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.

TRACK

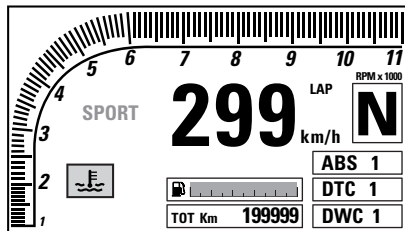
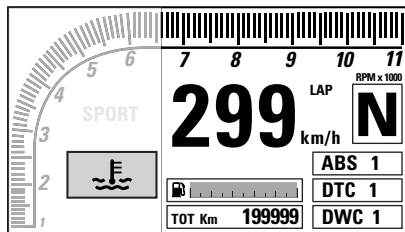


Fig 61

Ice

This function warns the rider about the possible presence of ice on the road, due to a low external temperature.

The message is displayed when the temperature goes down to 39°F (4°C), and is disabled when temperature goes up to 43°F (6°C).

Attention

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

Note

Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.

TRACK

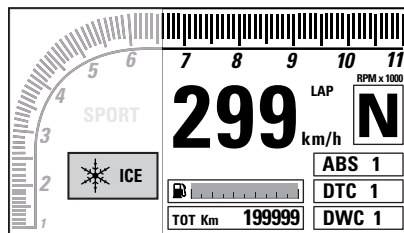


Fig 62

Date setting

This function prompts the user to enter the date via the Setting Menu.



Note

In this case Ducati recommends to stop and enter the calendar date using the function "DATESET".

TRACK

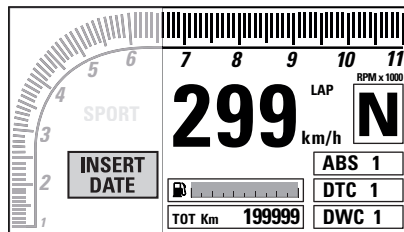


Fig 63

Low battery indication (LOW Battery)

This function warns the user that the status of the vehicle battery is low.

Warning is activated when battery voltage is approx. lower than/equal to 11.0 Volt.



Note

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

TRACK

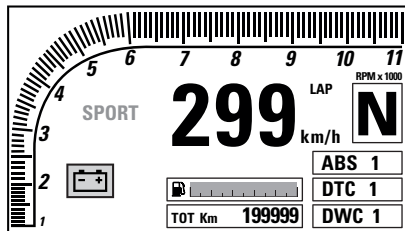
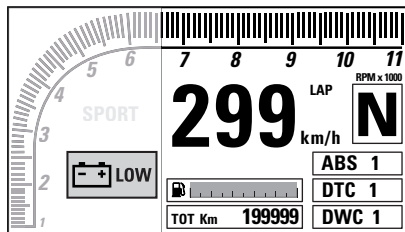


Fig 64

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal vehicle behavior in real time.

Upon Key-On, in case of errors, the instrument panel turns on the MIL light (B) (in case of errors directly connected to the engine control unit) or the Generic Error light (A) (in case of any other errors).

During normal operation, when an error is triggered, the instrument panel turns on the MIL light (B) or the Generic Error light (A).



Attention

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

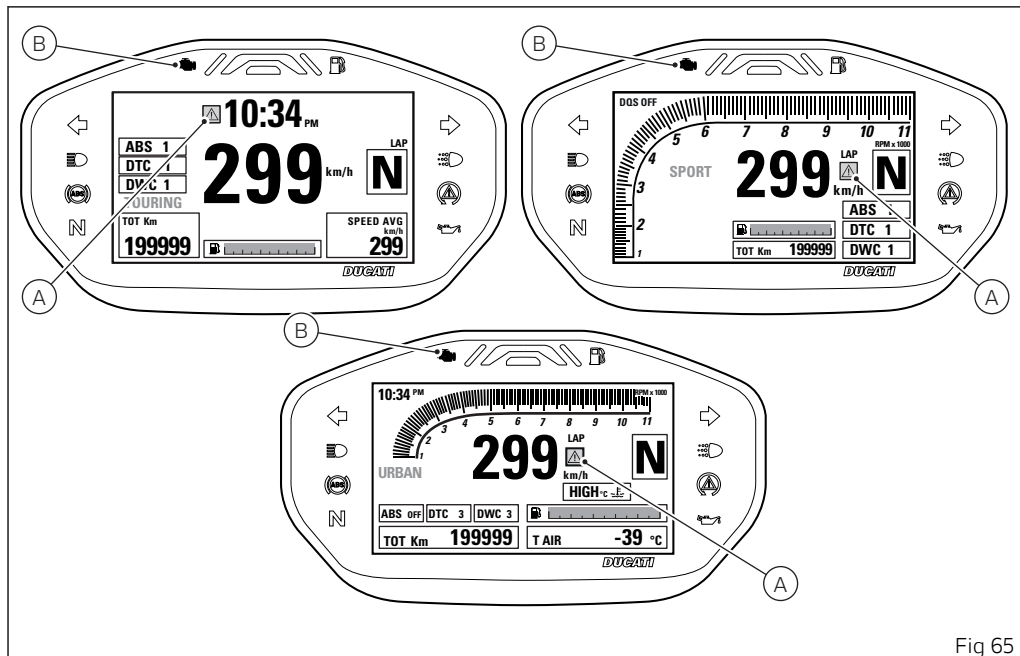


Fig 65

Viewing side stand status

The instrument panel shows the side stand status and if side stand is down/open, the icon SIDE STAND is displayed on a red background.

In case of Side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light on.

If instrument panel does not receive side stand status, stand down/open SIDE STAND indication will flash to indicate an undefined status.



Note

With side stand down and gear engaged it is not possible to start the motorcycle. If you start with gearbox in neutral and then engage a gear with side stand down, the motorcycle turns off.

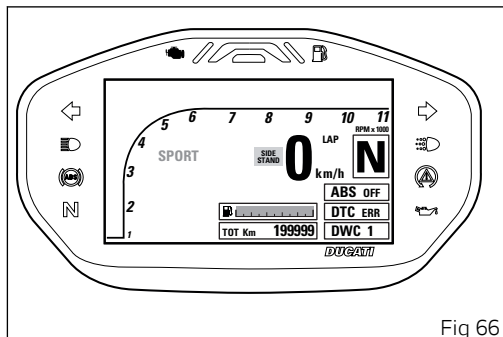


Fig 66

Setting menu

This menu allows enabling, disabling and setting some vehicle functions.

To enter the Setting Menu hold button (2) for three seconds, with Key-On and vehicle actual speed $\leq$ (lower than or equal to) 3 mph (5 km/h): once inside this menu, you may no longer view any other function.

The Setting MENU displays the following functions:

- RIDING MODE
- DISPLAY
- PIN CODE
- DRL CONTROL
- LAP
- UNIT SETTING
- DATE & CLOCK
- BLUETOOTH
- SERVICE
- INFO
- TIRE SETTING



Important

For safety reasons, you are recommended to use this Menu with the bike at a standstill.

TRACK

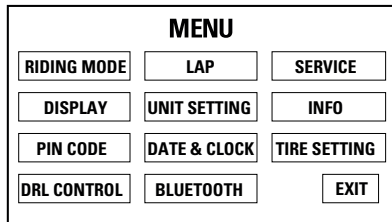
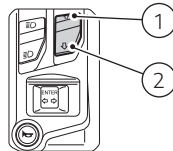
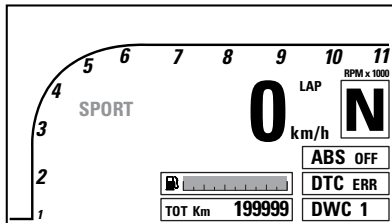


Fig 67

Press buttons (1) and (2) to highlight the customizable parameters one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. After highlighting the required parameter, press button (4) to open the corresponding menu page. If function is not available or temporarily disabled, the menu page can not be opened. To exit the Setting Menu, highlight "EXIT" and press CONFIRM MENU button 4.

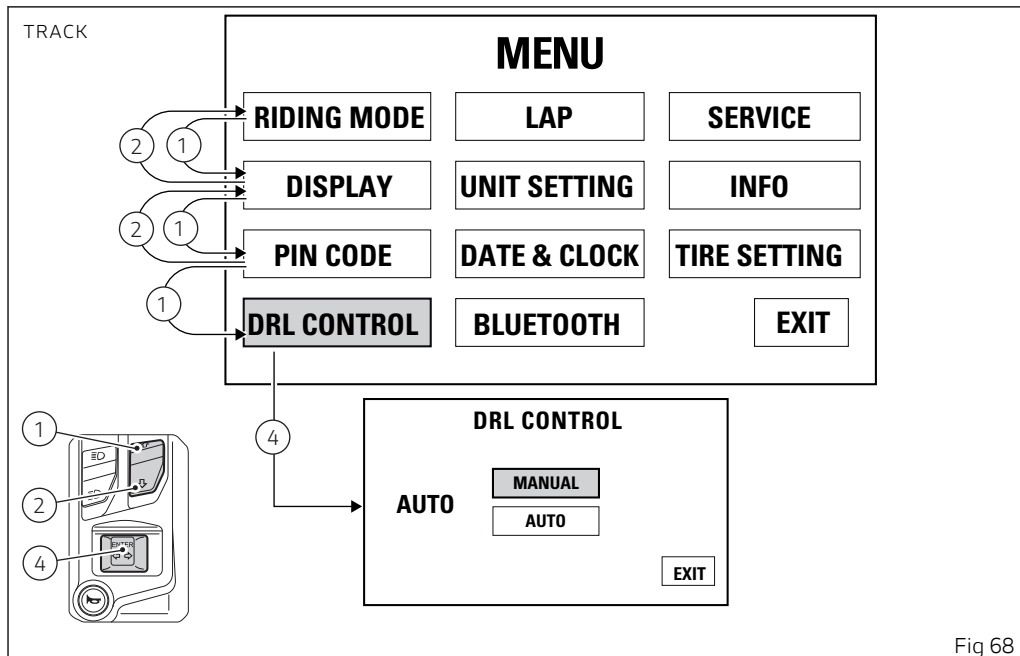


Fig 68

Customizing the Riding Mode (RIDING MODE)

All settings of every riding mode can be customized. Enter the Setting Menu.

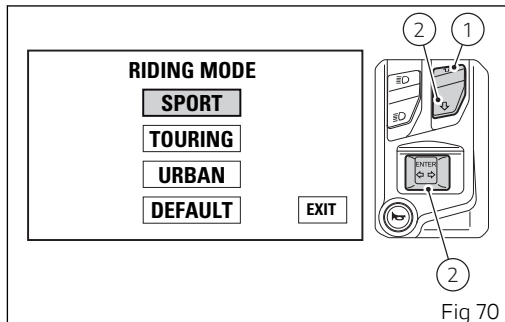
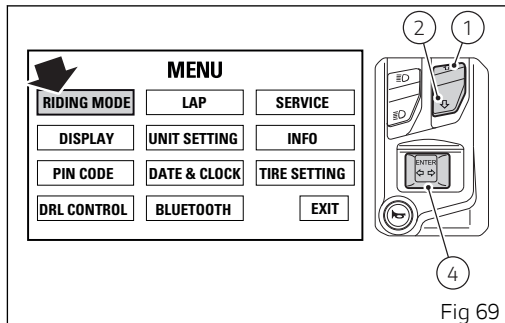
Select "RIDING MODE" option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2). Once desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customization Menu. While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

The parameters that can be customized for every riding mode are the following:

- ABS
- DTC
- DWC
- ENGINE
- DQS (if available)
- DEFAULT

Press buttons (1) and (2) to highlight the customizable parameters one by one: in particular,



use button (1) to highlight the following item and button (2) to highlight the previous item. After highlighting the required parameter, press button (4) to open the corresponding menu page. Any parameter change made is saved and remains in the memory also after a Battery-Off. The parameters set by Ducati for each individual riding style can be restored with the DEFAULT function. If you highlight "EXIT" and press button (4) you exit the sub-menu and go back to previous page.



Attention

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

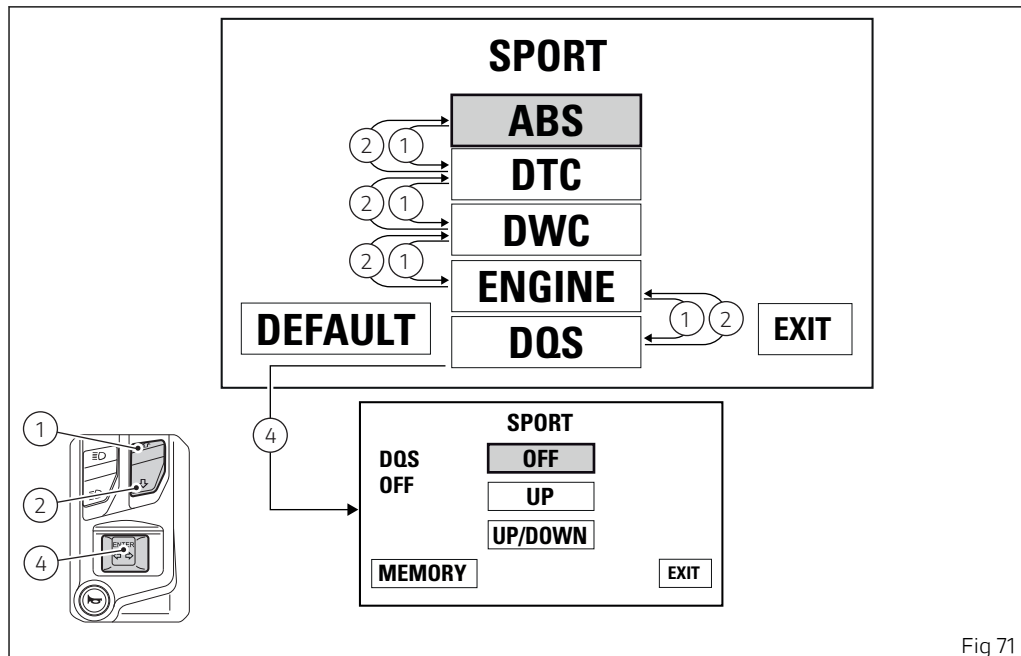


Fig 71

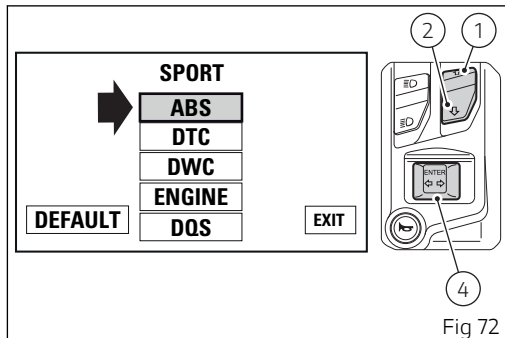
Customizing the Riding Mode: ABS adjustment

This function disables or sets ABS level for the selected riding mode. Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2).

Once desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customization Menu. Select the parameter to be customized (ABS), by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).



When you open the function, the currently set ABS level or status is shown on the left (e.g.: ABS 1). Customization options are listed on the middle: levels from 1 to 3 and status OFF.

Press buttons (1) and (2) to highlight the levels one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

Once desired level is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for one second, the set level or status will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green.

To exit the menu and go back to previous page, select EXIT and press button (4).



Note

When you enable or disable the ABS through this function, i.e. toggling from disabled to enabled system or vice-versa, the procedure for activating or deactivating the ABS is carried out: the change of status of the ABS control unit is not instantaneous.

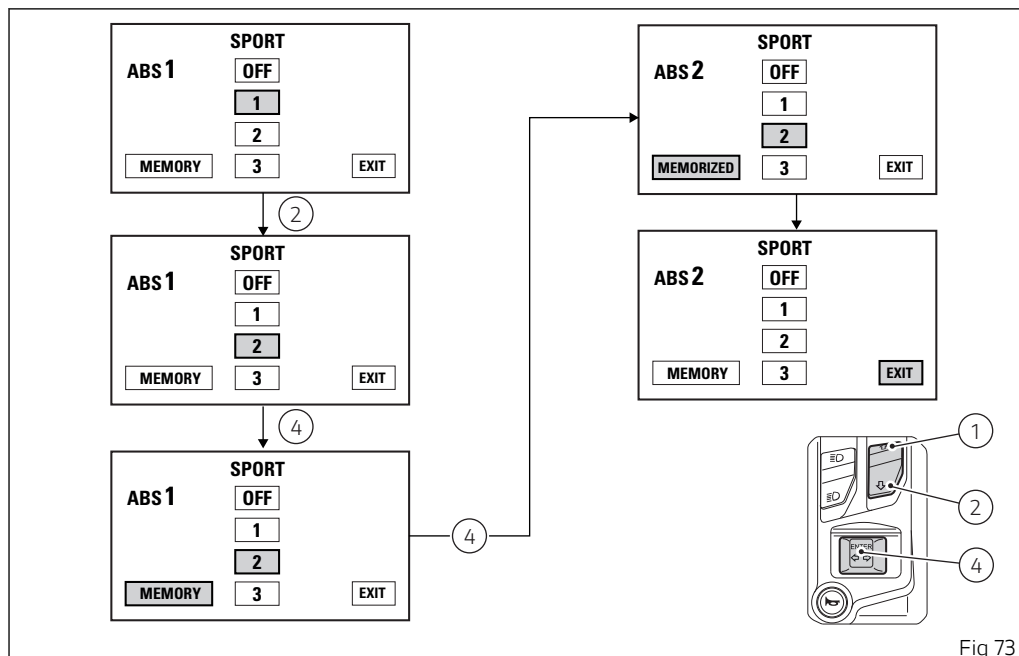


Fig 73

Customizing the Riding Mode: setting the DTC level

This function disables or sets DTC level for the selected riding mode.

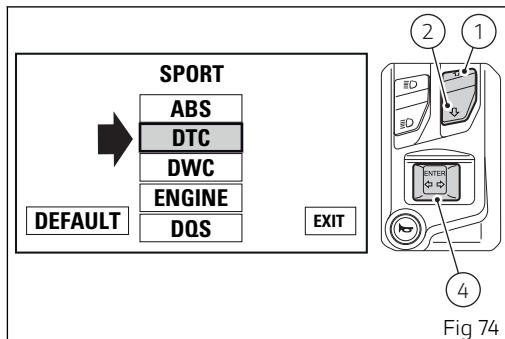
Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2).

Once desired mode is highlighted, press CONFIRM MENU button (4).

You open the selected riding mode customization Menu.



When you open the function, the currently set DTC level or status is shown on the left (e.g.: DTC 3). Customization options are listed on the middle: levels from 1 to 8 and status OFF. Select the parameter to be customized (DTC) by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4). To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange.

If new settings have been saved, MEMORIZED will be shown in green for one second, the set level or status will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green. To exit the menu and go back to previous page, select EXIT and press button (4).

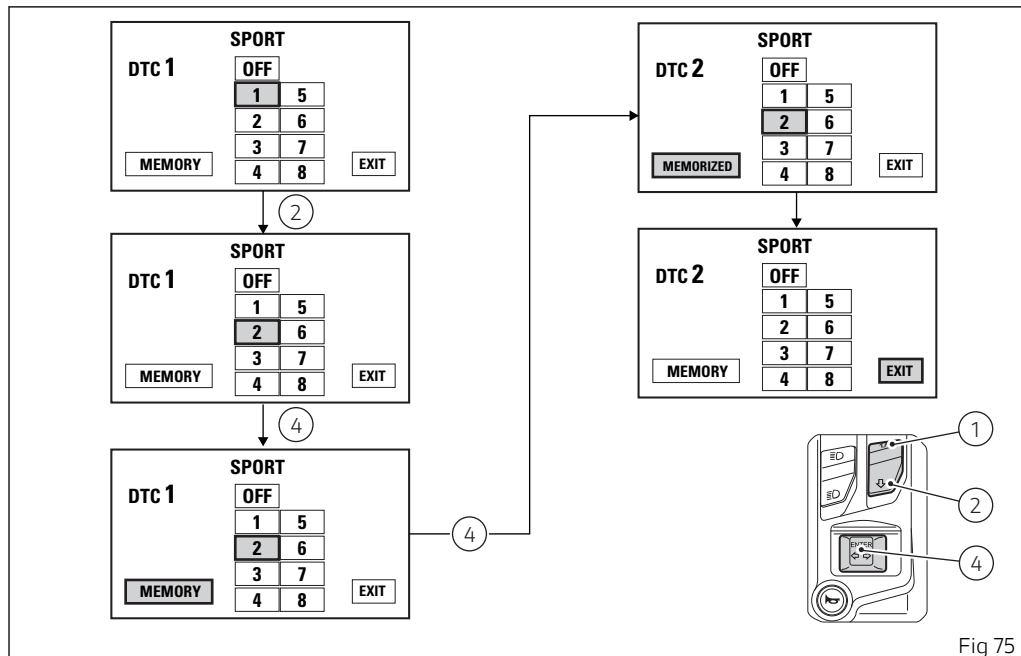


Fig 75

Customizing the Riding Mode: setting the DWC level

This function disables or sets DWC level for the selected riding mode.

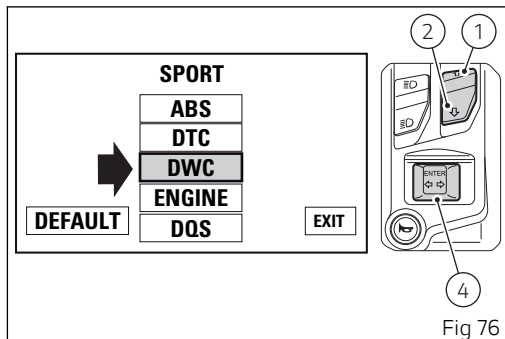
Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2).

Once desired mode is highlighted, press CONFIRM MENU button (4).

You open the selected riding mode customization Menu.



When you open the function, the currently set DWC level or status is shown on the left. Customization options are listed on the middle: levels from 1 to 8 and status OFF.

Use buttons (1) and (2) to select the new desired intervention level or the "OFF" indication and press button (4) to confirm and highlight "MEMORY".

If you do not want to memorize the selected level, press button (1) or (2) once to toggle to the previous or next box, thus removing the amber highlighting from the "MEMORY" box.

To save the new setting, hold button (4) for two seconds while the message "MEMORY" is highlighted in orange, it will change to "MEMORIZED" and become green.

If storage is successful, the "MEMORY" box returns to its initial status (not highlighted and with MEMORIZ indication), the set level or status will be refreshed and then "EXIT" will be highlighted in green.

To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous menu level and it will be possible to start the "Parameter storage" procedure.

If the DTC is disabled (set to OFF), the DWC parameter cannot be changed and is forced to level OFF and therefore the relevant setting menu is not available.

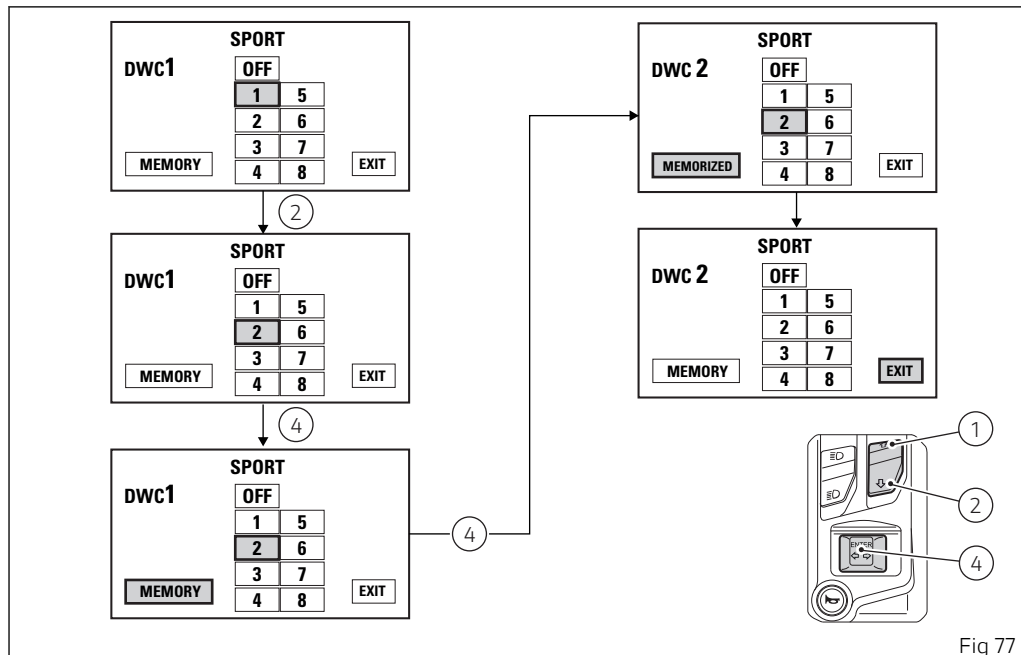


Fig 77

Customizing the Riding Mode: engine adjustment

This function customizes engine power associated with each riding mode.

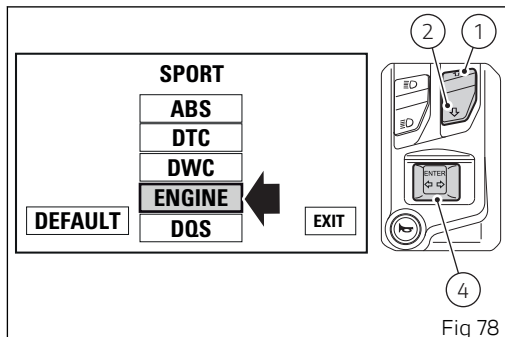
Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4). You open the "RIDING MODE" menu.

Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2). Once desired mode is highlighted, press CONFIRM MENU button (4).

You open the selected riding mode customization Menu.

Select the parameter to be customized (ENGINE) by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).



When opening this function, the currently set engine power is shown on the left (e.g.: ENGINE HIGH). Customization options are listed in the middle:

- HIGH.
- MED.
- LOW.

Press buttons (1) and (2) to highlight the engine power values one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

Once desired engine power is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange.

If new settings have been saved, MEMORIZED will be shown in green for one second, the set engine power will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green.

To exit the menu and go back to previous page, select EXIT and press button (4).

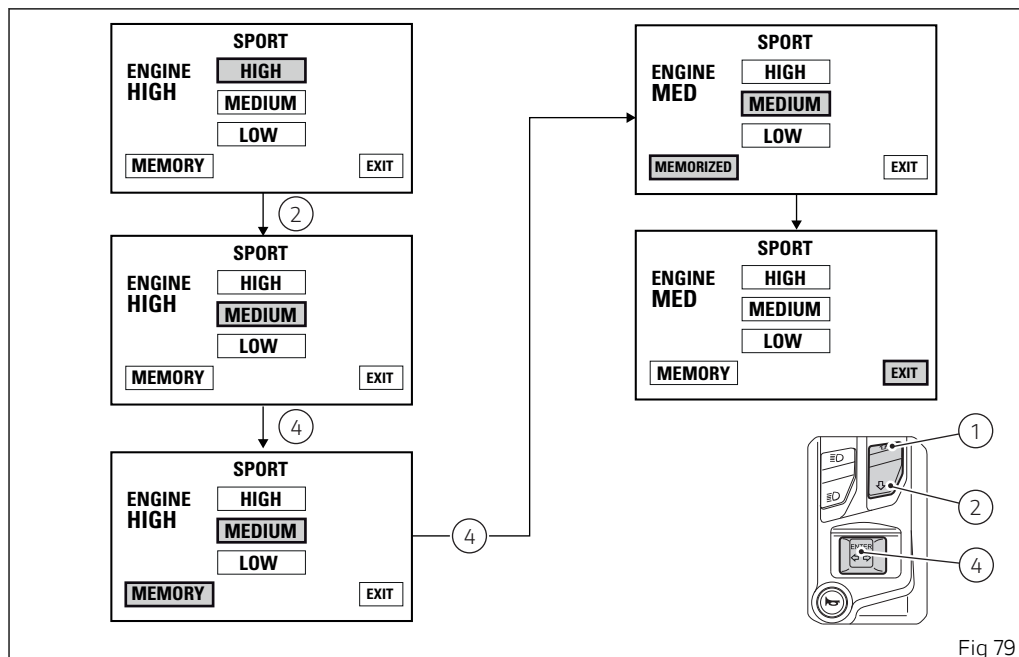


Fig 79

Customizing the riding mode: DQS enabling/disabling

The ABS customization page is only available for the bikes equipped with the DQS.

This function disables or enables the DQS for the selected riding mode.

Enter the Setting MENU. Select "RIDING MODE" option by pressing button (1) or (2).

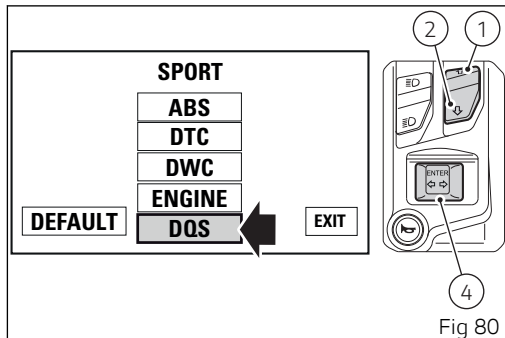
Once function is highlighted, press CONFIRM MENU button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2).

Once desired mode is highlighted, press CONFIRM MENU button (4).

You open the selected riding mode customization Menu. Select the parameter to be customized (DQS) by pressing button (1) or (2).

Once desired parameter is highlighted, press CONFIRM MENU button (4).



When opening this function, DQS currently set status is shown on the left (e.g.: DQS ON). Customization options are listed in the middle: status UP, status UP-DOWN and OFF. Press buttons (1) and (2) to highlight the statuses one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Once desired status is selected, press CONFIRM MENU button (4) to highlight MEMORY item. To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for one second, the set status will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green. To exit the menu and go back to previous page, select EXIT and press button (4).

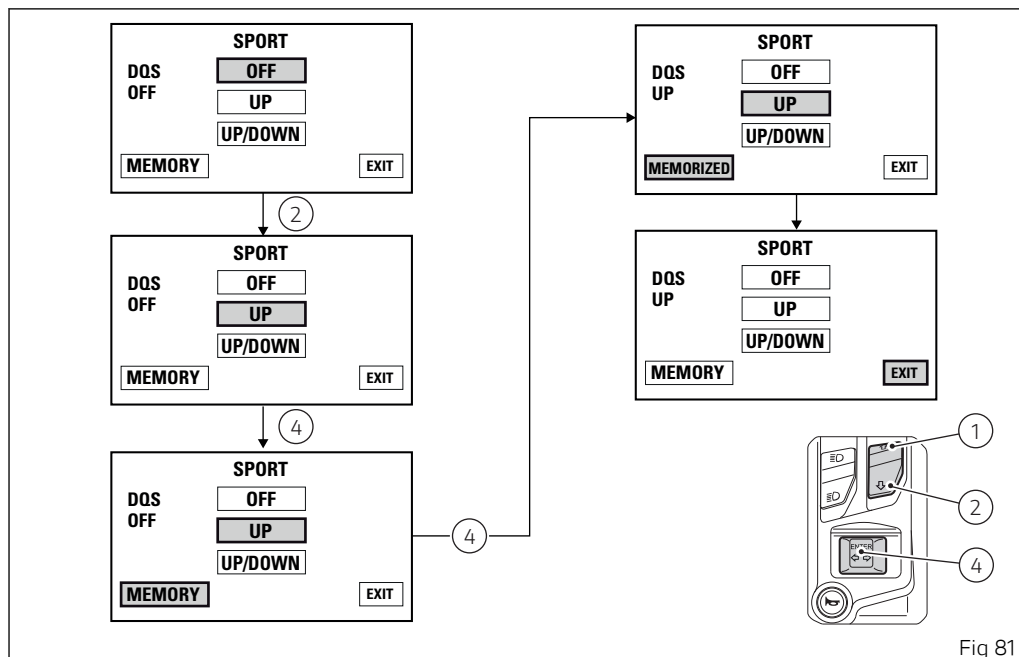


Fig 81

Customizing the Riding Mode: restoring default settings

This function allows restoring the default values set by Ducati for the parameters relating to each riding mode. Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2). Once desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customization Menu. Select the parameter to be customized (DEFAULT), by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).

To restore parameters, the system needs three seconds; meanwhile, PLEASE WAIT... indication is displayed.

Once procedure is completed, the display shows DEFAULT OK for two seconds to confirm that parameters have been reset to factory settings. The display then goes automatically back to the Riding mode customization menu page, highlighting EXIT option.

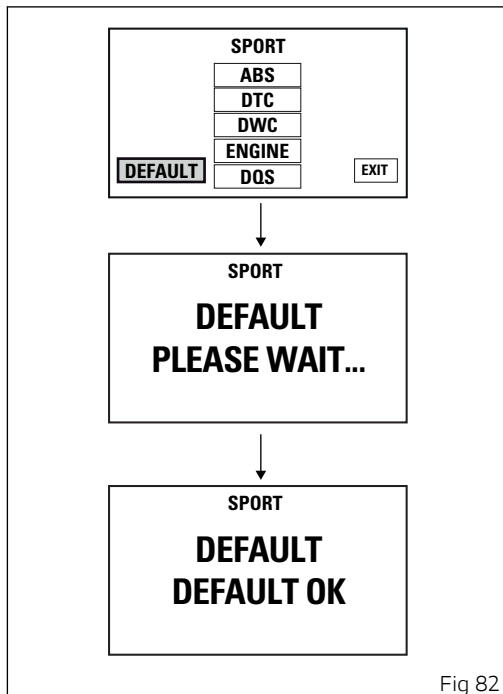


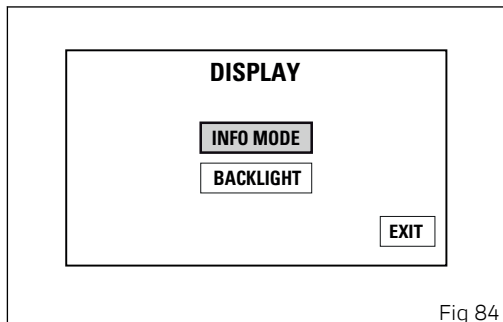
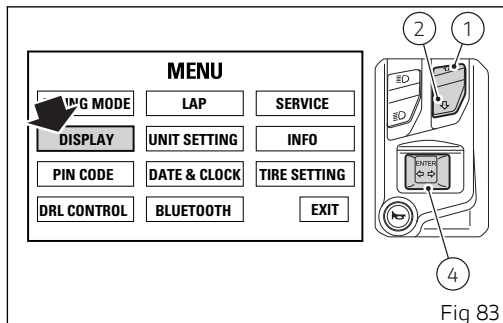
Fig 82

To exit the menu and go back to Setting Menu main page, select EXIT and press button (4).

Display mode setting

The display mode can be customized by selecting one of the three available display modes: CORE, FULL and TRACK. Every mode is associated to a Riding Mode and in "Default" mode, when the Riding Mode changes, also the display mode changes. "Urban" Riding Mode is associated to the "Core" mode, "Touring" Riding Mode to the "Full" mode and "Sport" Riding Mode to the "Track" mode. Nevertheless, it is possible to select a specific display mode so that the instrument panel layout stays the same, regardless of the selected Riding Mode.

Enter the Setting Menu. Select "DISPLAY" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). Select "INFO MODE" option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).



When opening this function, the currently set display mode is shown on the left. The possible display layouts are shown in the middle: CORE, FULL, TRACK, DEFAULT.

Select the desired display mode (CORE, FULL or TRACK), by pressing button (1) or (2). Once mode is highlighted, press CONFIRM MENU button (4). The selected option is stored, current mode indication is refreshed and the EXIT option is automatically highlighted. Press button (4) to go back to previous display mode.

By selecting the "DEFAULT" layout, the instrument panel will apply to each selected Riding Mode the default display layout. While if you select a specific display layout, this will be kept regardless of the selected Riding Mode.

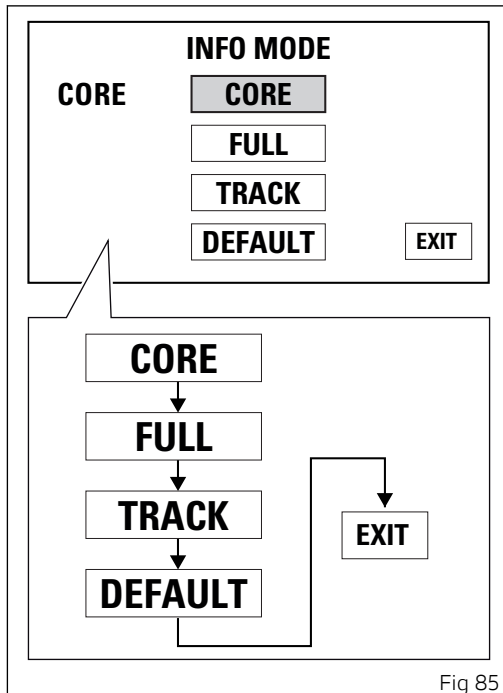
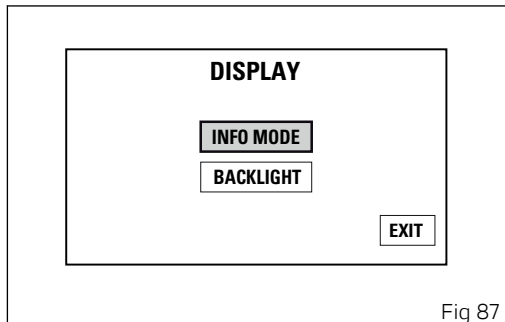
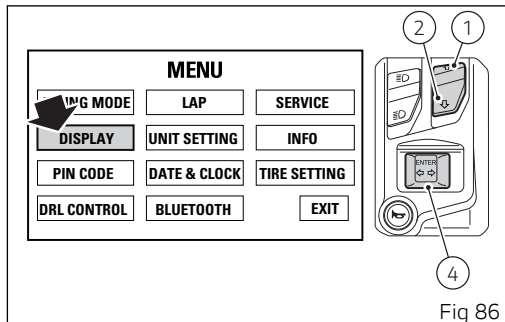


Fig 85

Display backlighting setting

This function allows the user to choose the background of the instrument panel.

Enter the Setting Menu. Select "DISPLAY" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). Select "BACKLIGHT" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).



When opening this function, currently set background status is shown on the left. The possible background settings are shown in the middle: DAY, NIGHT, AUTO

Press buttons (1) and (2) to highlight the instrument panel backlighting options one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Once desired backlighting option is selected, press CONFIRM MENU button (4) to confirm. The instrument panel immediately activates the selected backlighting and highlights the corresponding option.

Selecting the DAY option you permanently activate the display "white" background to improve the readout view: recommended with strong external light.

Selecting the NIGHT option you permanently activate the display black background for a dimmed readout view: recommended with poor external light and/or darkness.

Selecting the AUTO option (automatic mode) the color of the background is automatically adjusted according to the external lighting conditions (as detected by a sensor).

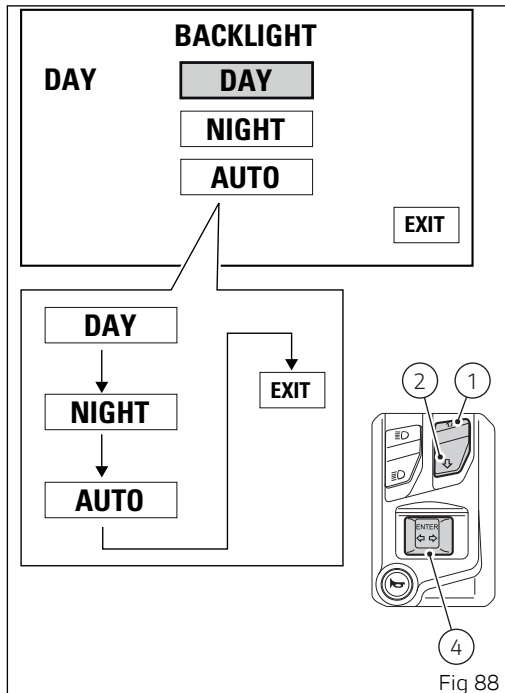


Fig 88

If the external lighting is strong, the display will switch to white background; if the external lighting is poor, the display will switch to black background. To exit the menu and go back to previous page, select EXIT and press button (4).

PIN CODE

This function makes it possible to "temporarily" turn on the motorcycle if the E-Lock system is not working (if the steering unlock is disabled and there are problems to the ELock system).

The PIN CODE is initially not present in the vehicle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the vehicle cannot be started temporarily in the case of a malfunction. To activate this function, refer to "Entering the PIN CODE" procedure.

To change the PIN refer to "Changing the PIN CODE" procedure.

In order to temporarily start the vehicle in case of malfunction of the E-Lock system, please refer to the Vehicle Release procedure.



Attention

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

Entering the PIN CODE

To activate the PIN CODE function and enter your own PIN CODE you must open the Setting Menu. Select "PIN CODE" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the "PIN CODE" menu.

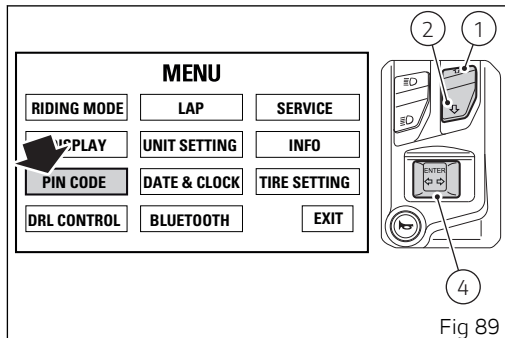


Fig 89

When accessing the function, "INSERT PIN CODE" with four dashes " - - - -" below highlighted in green indicating "0";

Entering the code:

- 1) Press button (4), only one digit is highlighted in green indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

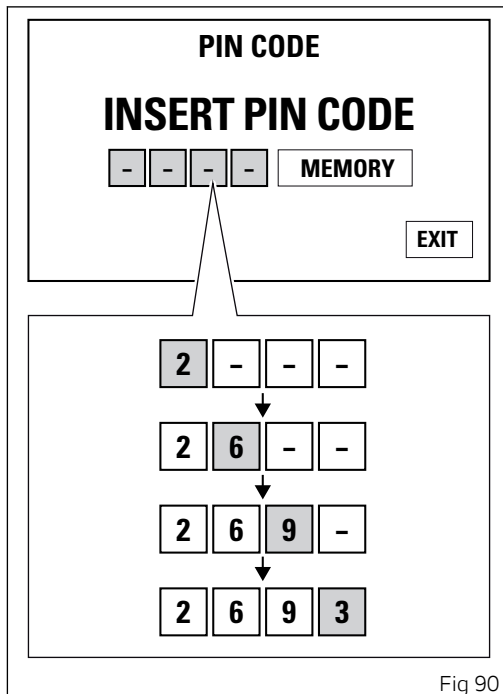


Fig 90

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights MEMORY item.

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If settings have been saved, MEMORIZED will be shown in green for 1 second, and then the EXIT item will be highlighted in green.

Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE. The page for entering the very first PIN CODE is active and available again only in case the PIN CODE function is reset (but this is only possible at a DUCATI Authorized Service Center).

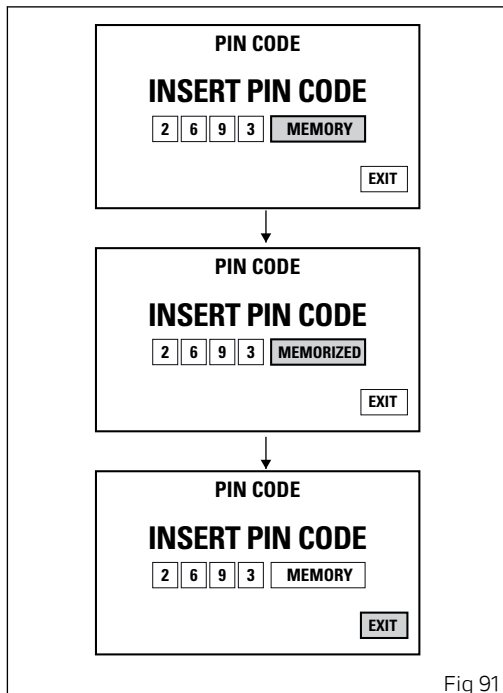


Fig 91

Changing the PIN CODE

To change the existing PIN CODE and activate a new one, you must open the Setting Menu.

Select "PIN CODE" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "PIN CODE" menu. When accessing the function, OLD CODE with four dashes "- - - -" will appear on the display highlighted in green with NEW CODE in line below.

Entering the "old" code:

- 1) Press button (4), only one digit is highlighted in green indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

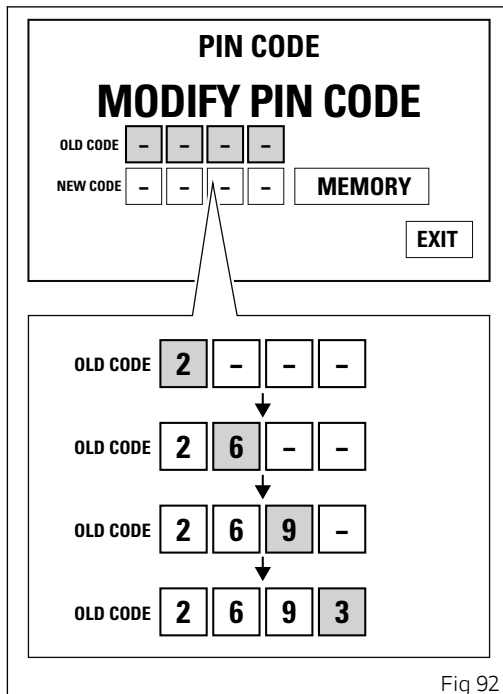
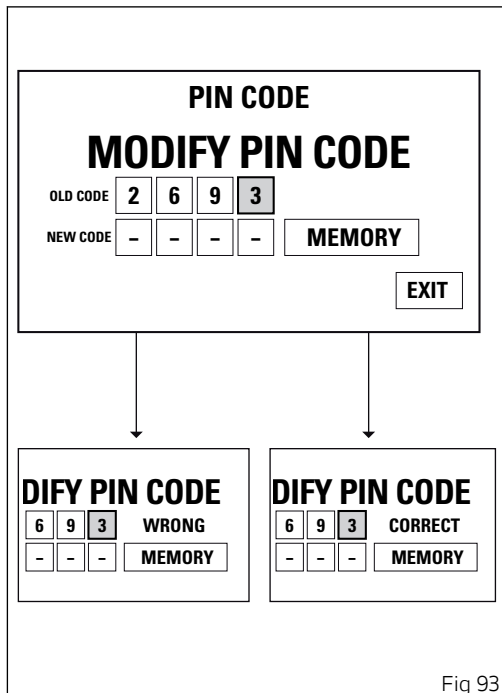


Fig 92

When you press button (4) to confirm the fourth and last digit:

- if the PIN is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "----" for the OLD PIN to allow you to try again;
- if there is a problem during the PIN check, the instrument panel displays ERROR for 3 seconds and then highlights the EXIT item;
- if the PIN code is correct, the instrument panel displays CORRECT for 3 seconds and then highlights the string of four dashes "----" of the NEW PIN.



Entering the "new" code:

- 1) Press button (4), only one digit is highlighted in green indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4)

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

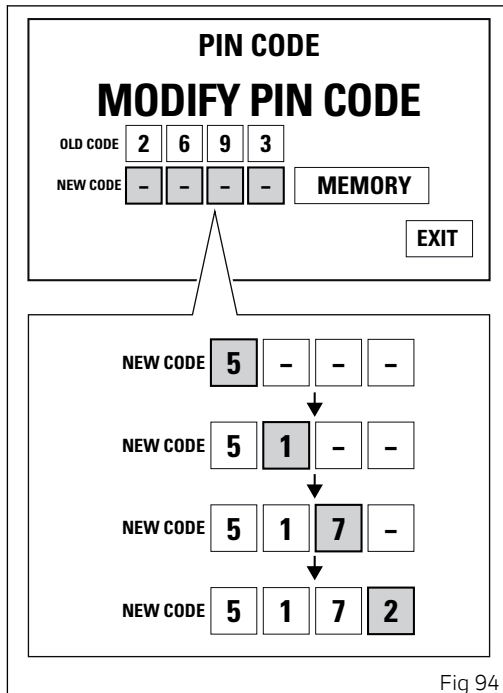


Fig 94

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights MEMORY item.

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange.

If settings have been saved, MEMORIZED will be shown in green for 1 second, and then the EXIT item will be highlighted in green.

If settings have not been saved, the instrument panel highlights again the string of four dashes "- - - -" of the NEW PIN to allow the rider to try again and enter a new code.

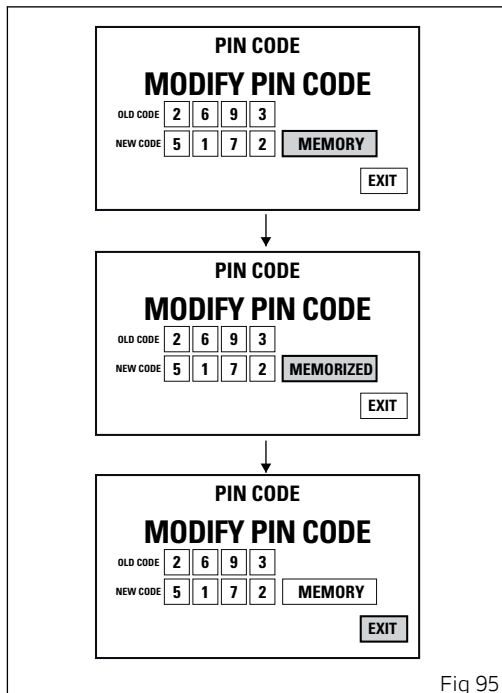


Fig 95

DRL light mode setting

This function, active only if the DRL is available, allows the user to choose the DRL status: AUTO or MANUAL.

Enter the Setting Menu. Select "DRL CONTROL" option, by pressing button (1) or (2). Once function is highlighted, press button (4).

Enter the "DRL CONTROL" menu.

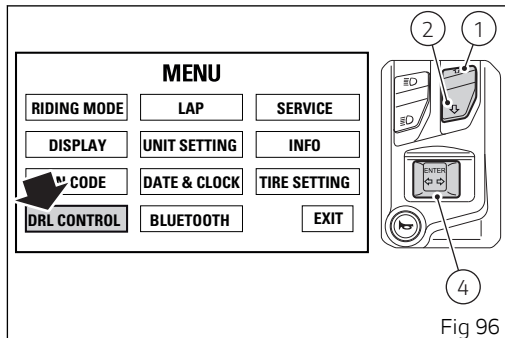


Fig 96

When opening this function, the currently set DRL status is indicated on the left. Customization options are listed in the middle: AUTO and MANUAL. Press buttons (1) and (2) to highlight the available DRL status: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item. Once the desired mode is selected, press button (4) to confirm. The instrument panel activates the selected mode and highlights the corresponding name.

When choosing the AUTO mode of the DRL lights, the high and/or low beams are automatically switched from the DAY mode to the NIGHT mode and vice versa according to the ambient light. To exit the menu and go back to previous page, select EXIT and press button (4).

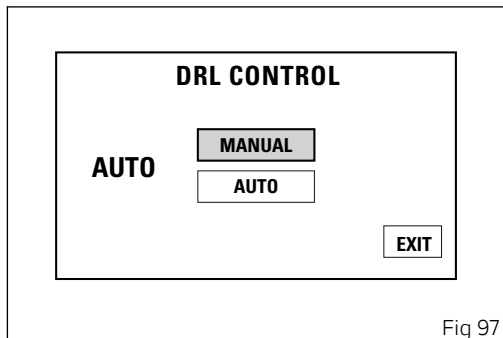


Fig 97

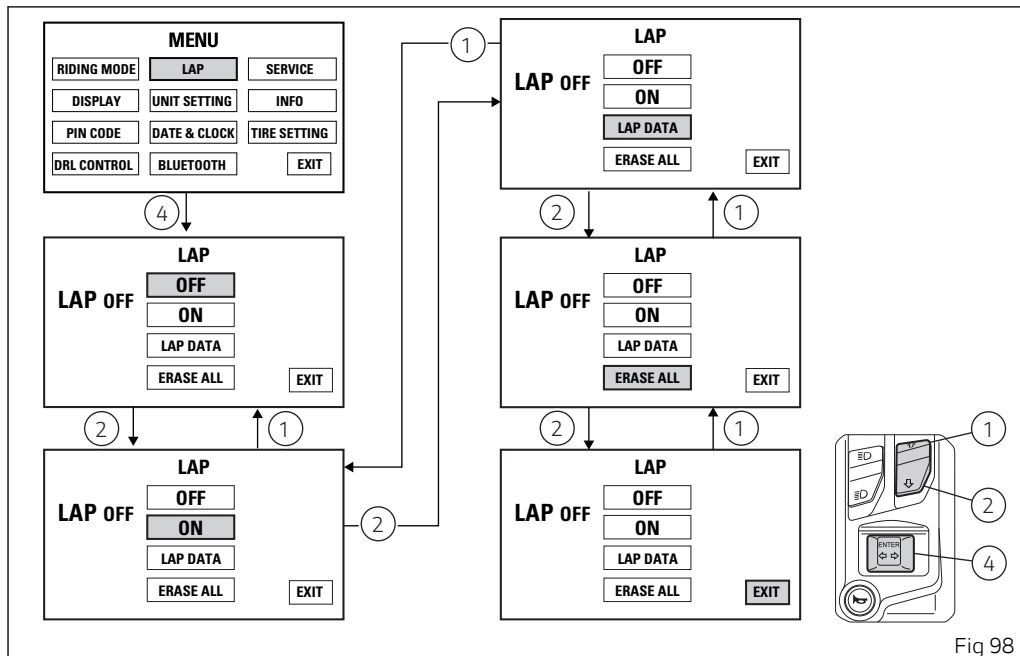
LAP

To open the LAP function menu, enter the Setting Menu. Select LAP option, by pressing button (1) or (2). Once function is highlighted, press button (4).

You open the LAP Menu.

The menu allows you to:

- disable the LAP function using the OFF button;
- enable the LAP function using the ON button;
- view previously recorded LAPs ("LAP recording" function) using the LAP DATA button;
- delete recorded LAPs using the ERASE ALL button.



Displaying the stored LAPs

To view the stored LAPs, you must enter the LAP menu.

Select "LAP DATA" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

When you enter the function, the following is displayed:

- LAP indication followed by the number of the LAP (e.g.: LAP 01);
- TIME indication followed by the recorded lap time;
- SPEEDMAX indication followed by the top speed recorded during the lap;
- RPMMAX indication followed by the RPM value recorded during the lap.

Press buttons (1) and (2) to highlight stored LAPs one by one; in particular: use button (2) to view next lap (laps are displayed in increasing order, i.e. LAP 01 ... LAP 02 ... LAP 03 LAP 30), and then highlight EXIT; use button (1) to view the previous lap (laps are displayed in decreasing order, i.e. LAP 30 ... LAP 29 ... LAP 28 LAP 01), and then highlight EXIT.

To exit the menu and go back to previous page, select EXIT and press button (4).



Note

The MAX stored speed is reached during lap (increased by 5%).



Note

If the memory is empty, the display shows the lap timer reading "-.-.-.-", MAX RPM = ----- and MAX speed = -----.

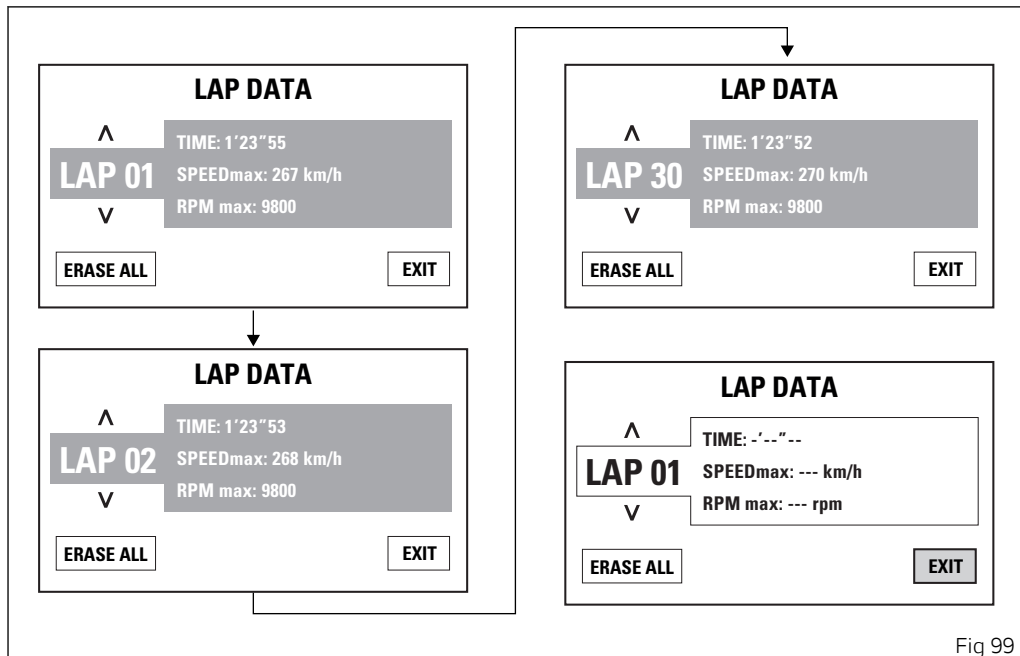


Fig 99

Erasing stored LAPs

To delete the stored LAPs, you must enter the LAP menu.

LAPs can be erased from the LAP menu or from the LAP viewing page (LAP DATA).

Select "ERASE ALL" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

User must confirm deletion by pressing button (4) for 3 seconds.

After 3 seconds, the instrument panel will display the indication:

- ERASE LAP PLEASE WAIT... for 3 seconds;
- ERASE OK for 2 seconds to inform about the result of the deletion process.

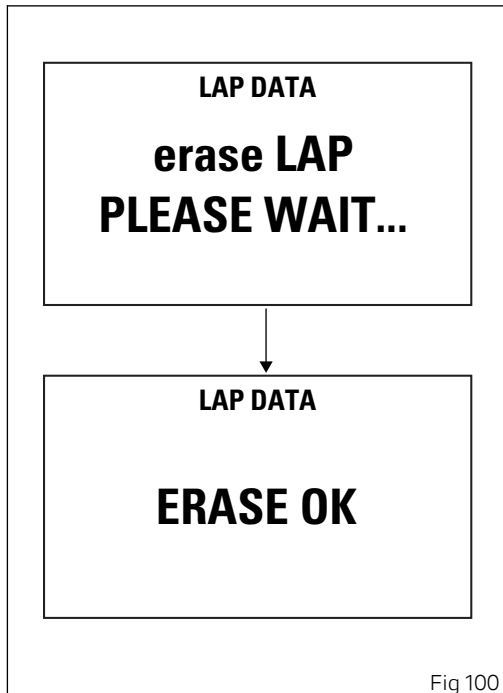


Fig 100

Deletion is one single command that erases all stored laps.

After deletion, the Laps 01 to 30 are displayed with all parameters showing an indefinite value "-" (time = -'--"- -- , rpm = - - - - - , speed = - - -).

To exit the menu and go back to previous page, select EXIT and press button (4).

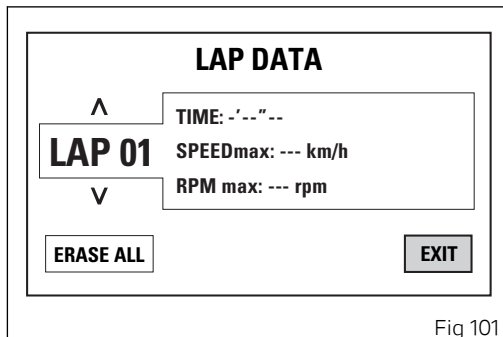


Fig 101

Setting the unit of measurement

This function allows you to change the units of measurement of the displayed values, regardless of the Country configuration.

To manually set the units of measurement, you must enter the Setting Menu.

Select "UNIT SETTING" option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You open the "UNITS SETTING" menu.

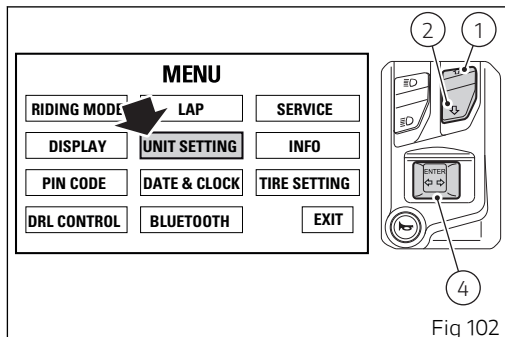


Fig 102

When you enter the function, the list of items for which unit of measurement can be set is shown on the left:

- SPEED;
- TEMPERATURE;
- fuel CONSUMPTION;
- reset to automatic settings (DEFAULT).

To exit the menu and go back to previous page, select EXIT and press button (4).

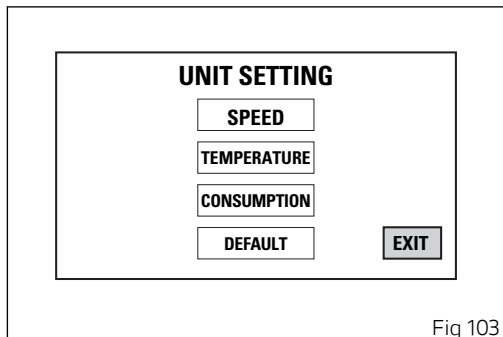


Fig 103

Setting the unit of measurement: Speed

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

You open the "UNITS SETTING" menu, as described in the previous pages.

Select "SPEED" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4). You open the "SPEED" menu.

When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: mph, km/h.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:

- Vehicle speed and Average speed (mph or km/h);
- Odometer, Trip1, Trip2 and Trip Fuel (mi or km).

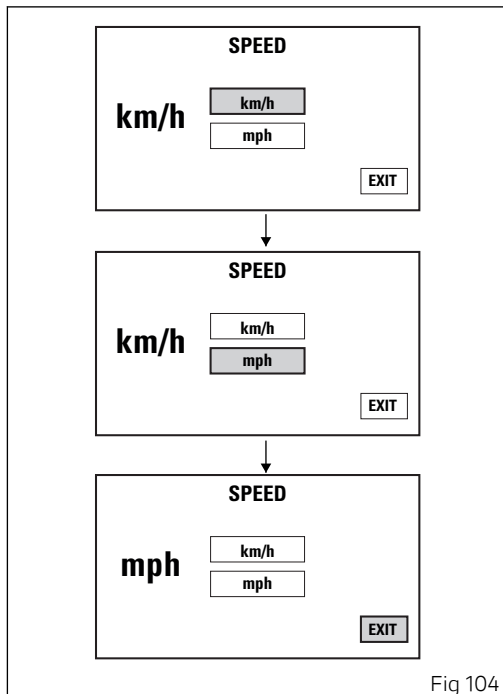


Fig 104

Setting the unit of measurement: Temperature

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

You open the "UNITS SETTING" menu, as described in the previous pages.

Select "TEMPERATURE" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the "TEMPERATURE" menu. When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: °C, °F.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:

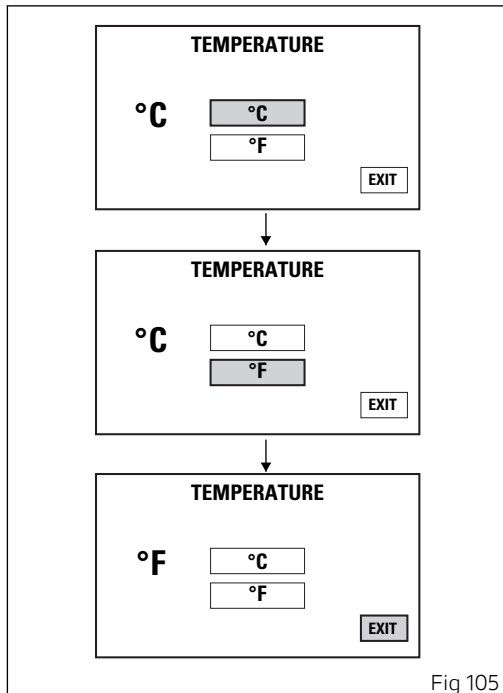


Fig 105

- Engine coolant temperature and Ambient air temperature.

Setting the unit of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.

You open the "UNITS SETTING" menu, as described in the previous pages.

Select "CONSUMPTION" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4). You open the "CONSUMPTION" Menu.

When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: L / 100km, km / L, mpg (UK), mpg (USA).

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:

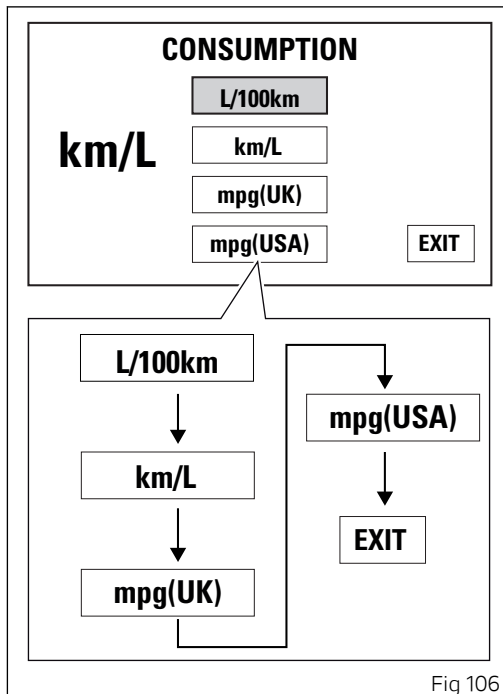


Fig 106

- Instantaneous fuel consumption and Average fuel consumption.

Setting the unit of measurement: Reset to automatic settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel. You open the "UNITS SETTING" menu, as described in the previous pages. Select "DEFAULT" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4) for 2 seconds. The display will read PLEASE WAIT... for 3 seconds, and then DEFAULT OK for 2 seconds, and at last the page of the UNITS SETTING menu will be displayed with the EXIT option highlighted.

To exit the menu and go back to previous page, select EXIT and press button (4).

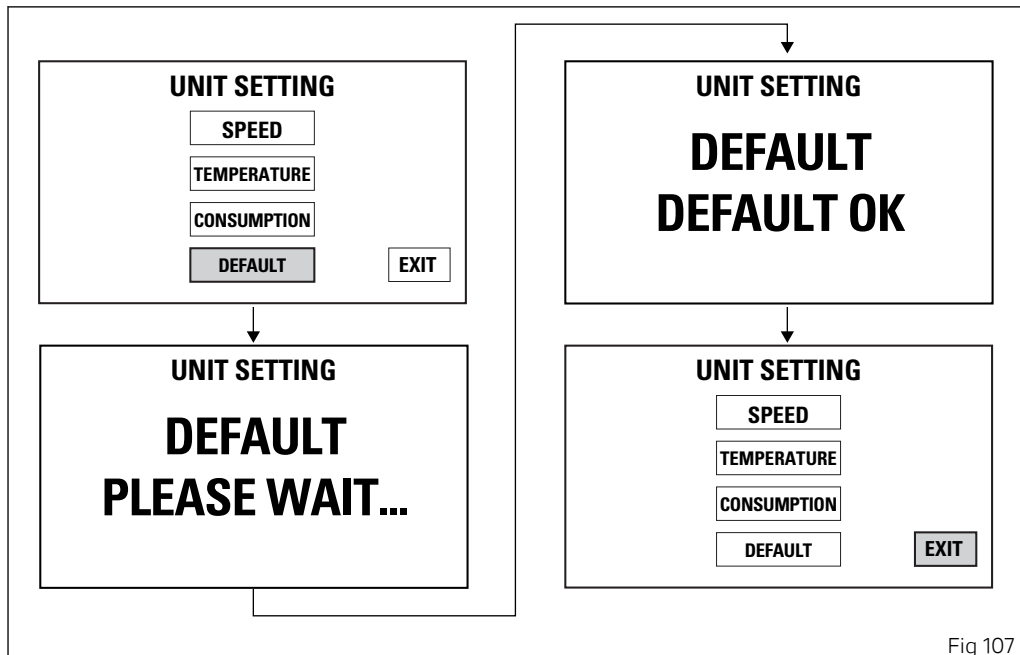


Fig 107

Date setting

This function allows user to set or change the date. Enter the Setting MENU.

Select "DATE & CLOCK" option, by pressing button (1) or (2).

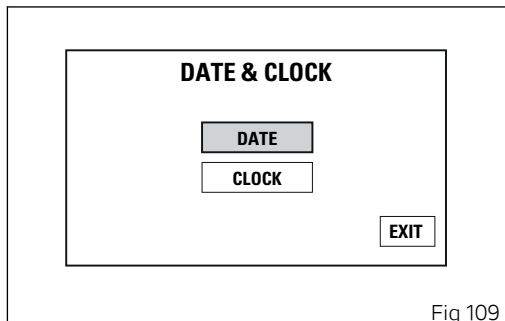
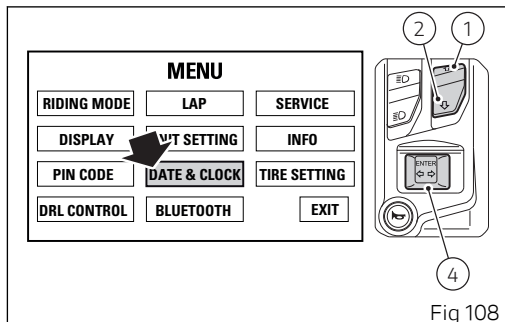
Once function is highlighted, press CONFIRM MENU button (4).

Select "DATE" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).



Important

Every time the battery is disconnected, the date is reset and must be set again.



When entering the function, available settings are indicated on the left: YEAR, MONTH, DAY, while current date is indicated on the right (e.g.: 2014/08/02).

Setting the year

Select "YEAR" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

The year value starts flashing.

Press button (1) to decrease year value by 1: 2099, 2098, 2000, 2099.

Press button (2) to increase year value by 1: 2000, 2001, 2099, 2000.

Once you reach the value to be set, press button (4) and the set year will stop flashing.

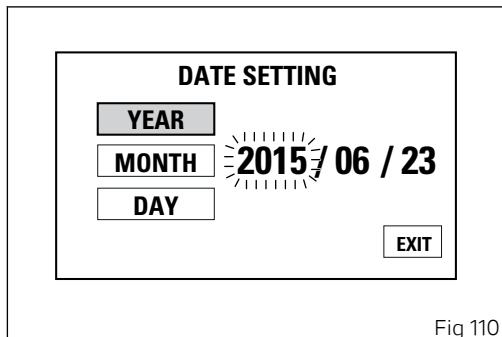


Fig 110

Setting the month

Select "MONTH" option, by pressing button (1) or (2).

Once option is highlighted, press button (4).

The month value starts flashing.

Press button (1) to decrease month value by 1: 12, 11, 01, 12.

Press button (2) to increase month value by 1: 01, 02, 12, 01.

Once you reach the value to be set, press button (4) and the set month will stop flashing.

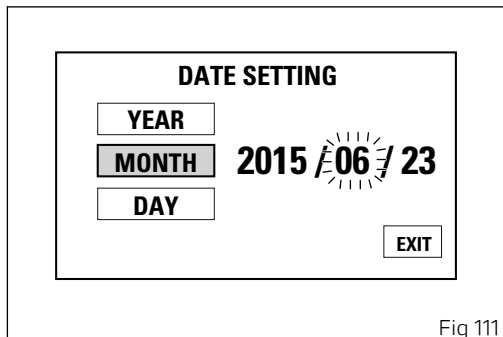


Fig 111

Setting the day

Select "DAY" option, by pressing button (1) or (2).

Once option is highlighted, press button (4).

The day value starts flashing.

Press button (1) to decrease day value by 1: 31, 30, 01, 31.

Press button (2) to increase day value by 1: 01, 02, 31, 01.

Once you reach the value to be set, press button (4) and the set day will stop flashing.

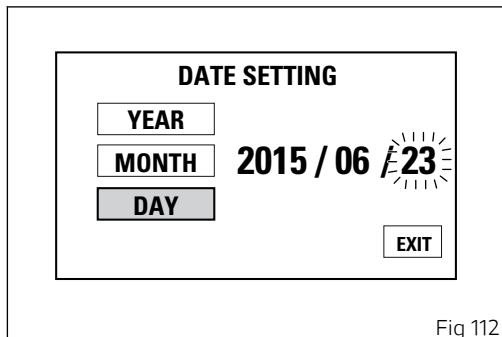


Fig 112

Storing the date

To store set/modified date, select **MEMORY** using buttons (1) and (2) and press button (4) for 2 seconds. The instrument panel will display **MEMORIZED** for two seconds and then automatically highlight **EXIT**.

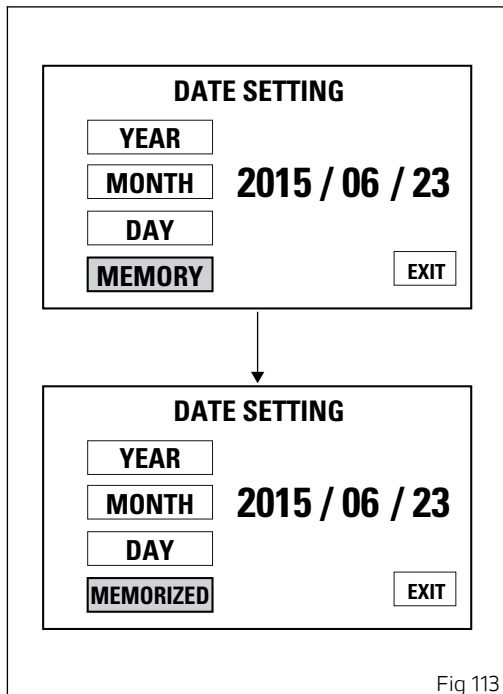


Fig 113

If date is not correct, the instrument panel will display "WRONG DATE" flashing for three seconds and then will automatically highlight EXIT, while date is indicated as "---- / -- / --" steady. It is still possible to set a new date.

To go back to previous page (setting menu page), press button (4) when EXIT is highlighted.

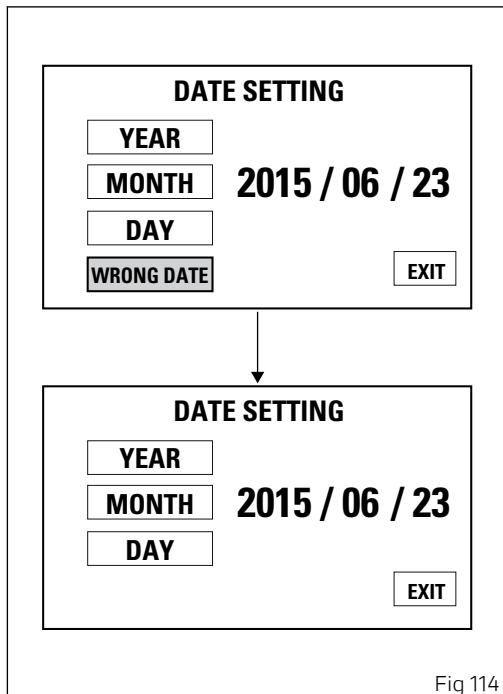


Fig 114

Clock setting

This function allows user to set or change the date.
Enter the Setting MENU.

Select "DATE & CLOCK" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

Select "CLOCK" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).

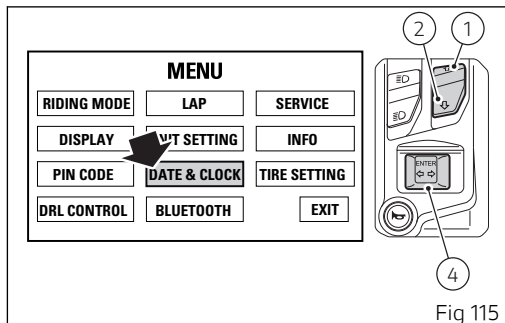


Fig 115

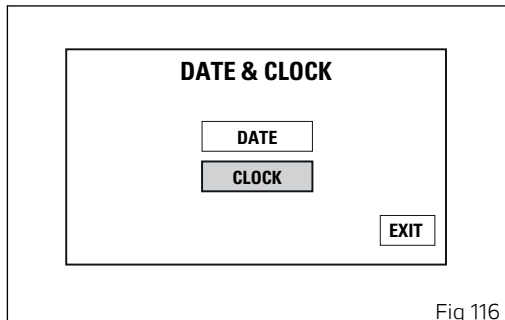


Fig 116

When entering the function, available settings are indicated on the left: HOUR, MINUTE, AM / PM, while current time is indicated on the right (e.g.: 10:57 a.m.).

Setting the hours

Select "HOUR" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). The hour value starts flashing. Press button (1) to decrease hour value by 1 unit: 12 to 01 and then again from 12. Press button (2) to increase hour value by 1 unit: 01 to 12 and then again from 01. Hold down button (1) or (2) for over a second to automatically decrease or increase units until button is released. Once you reach the value to be set, press CONFIRM MENU button (4) and the set hour will stop flashing.

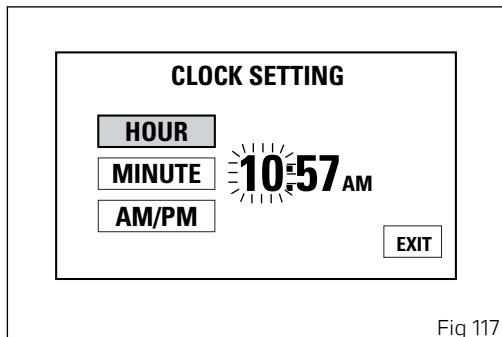


Fig 117

Setting the minutes

Select "MINUTE" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

The minute value starts flashing.

Press button (1) to decrease minute value by 1: 59, 58, 00, 59.

Press button (2) to increase minute value by 1: 00, 01, 59, 00.

Hold down button (1) or (2) for over a second to automatically decrease or increase units until button is released.

Once you reach the value to be set, press CONFIRM MENU button (4) and the set minutes will stop flashing.

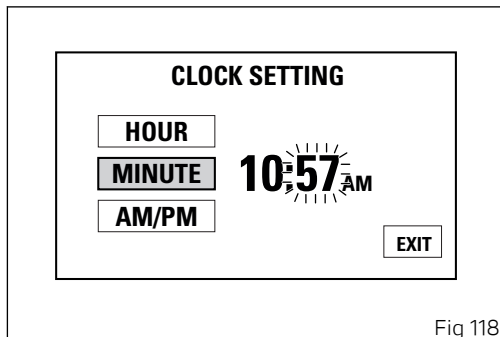


Fig 118

Setting AM/PM

Select "AM/PM" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

The indication starts flashing.

Select AM or PM, by pressing button (1) or (2), respectively.

Once you reach the value to be set, press CONFIRM MENU button (4) and the setting will stop flashing.

To exit the menu and go back to previous page, select EXIT and press button (4).



Note

Every time the battery is disconnected, the clock is reset and must be set again by the user.

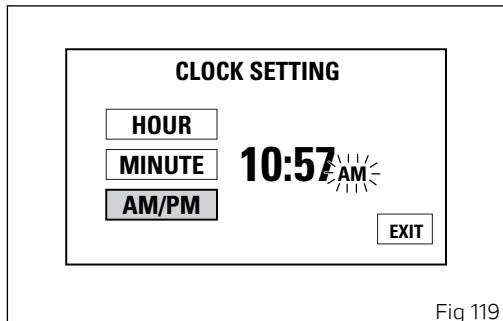


Fig 119

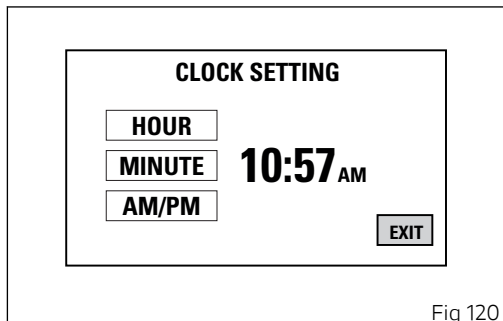


Fig 120

Bluetooth device setting

This function allows pairing and/or deleting any paired Bluetooth devices.

To do this, you must enter the Setting Menu.

Select "BLUETOOTH" option, by pressing button (1) or (2). Once function is highlighted, press button (4). You enter the "BLUETOOTH" menu, which is active only if the Bluetooth function is active.

The BLUETOOTH menu is not available if the player is active or being used, or when there is an incoming call, a call is in progress or during recall.

To carry out the pairing procedure, refer to "Pairing of a new device".

To delete any paired devices, refer to "Deleting a paired device".

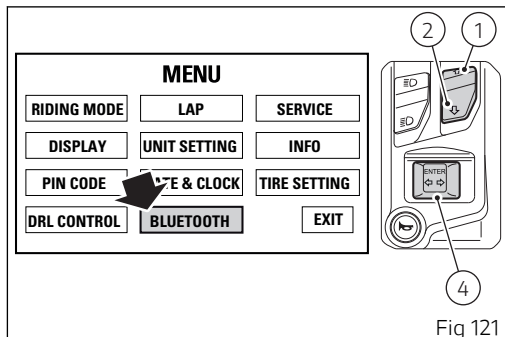


Fig 121

Pairing of a new device

This function allows user to associate (pair) one or several Bluetooth devices by running the "PAIRING" control.

Set the Bluetooth device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices.

A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.

The motorcycle is equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

Attention

Bluetooth Headset device manufacturers may incorporate certain changes within the standard protocols over the course of the lifecycle of the device (Smartphones and Earphones).



Attention

These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").



Attention

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).



Note

The Ducati kit no. 981029498 can be purchased separately at a Ducati Dealer or Authorized Service Center.

Upon the first access to the BLUETOOTH Setting Menu, the first default displayed label will be "PAIRING" and the list of the devices already paired will be shown on the left side.

The Pairing function is activated by pressing button (4): this runs a search for all Bluetooth devices present within a certain range. Device search symbol is activated and message "WAIT..." is displayed.

The pairing ends automatically when devices are detected within the range and shown in the list on the right.

If Pairing is not successful, "PAIRING LOST. PLEASE EXIT" message will be displayed. Now you can only quit the BLUETOOTH Setting Menu, and then go back in to run a new Pairing procedure.

If Pairing is successful, as soon as Bluetooth devices are detected, their names are displayed in the device list on the right.

The list of devices found within the range during the Pairing stage does not include already paired devices, that are displayed in the list on the left.

If two or more Bluetooth devices have the same name, the list of devices detected will include two or more labels with the same name.

If one of the devices detected has no name, it is not included in the list of devices detected.

During the search it is possible to scroll through the device list on the right by pressing buttons (1) and (2).

In correspondence of the device that is to be paired, select "CONNECT" and press button (4) to pair it.

To quit the Pairing stage, select EXIT and press button (4).

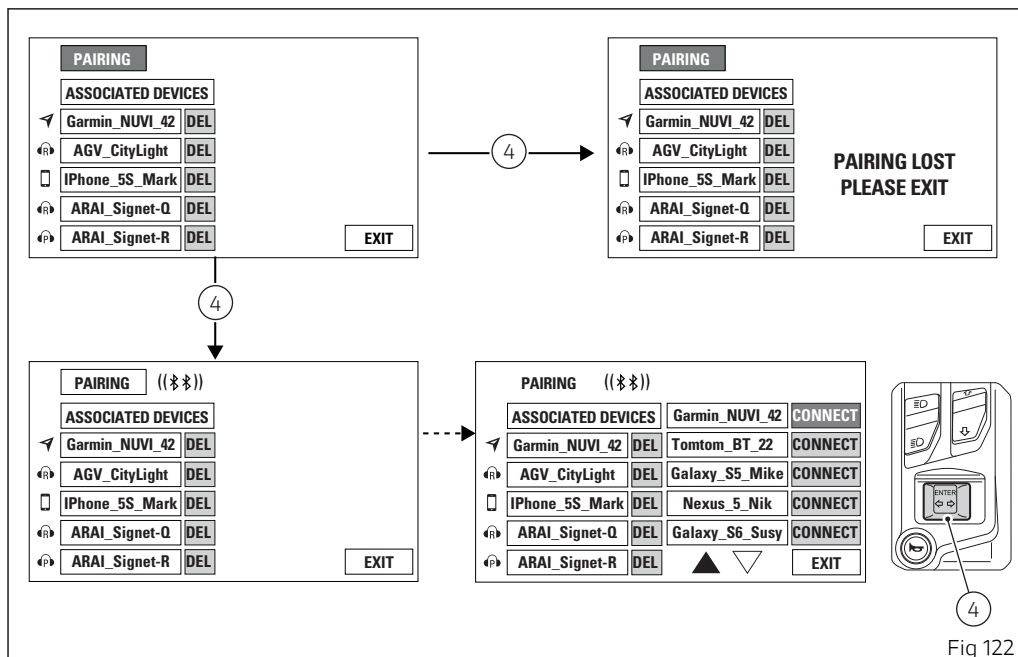
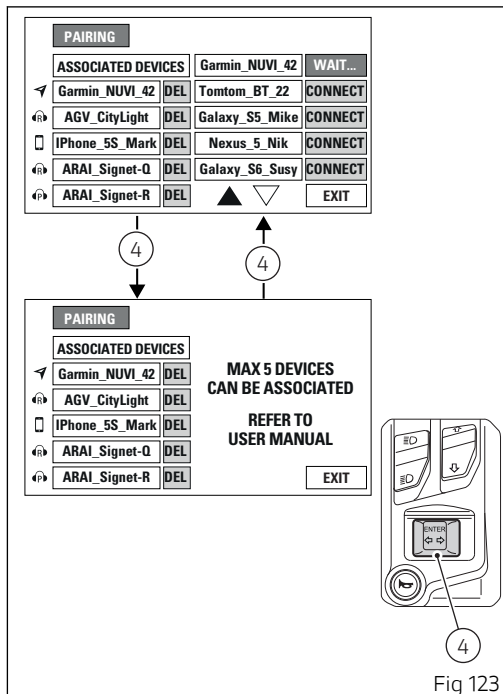


Fig 122

It is possible to pair up to:

- 2 smartphones;
- 1 navigator;
- 1 rider helmet;
- 1 passenger helmet.

If at least 5 devices have already been paired and the user attempts to run the Pairing, the following message will be displayed: "MAX 5 DEVICES CAN BE ASSOCIATED" and "REFER TO USER MANUAL". System automatically highlights DELETE indication for the first paired device and user can delete one or several devices (refer to Deleting associated devices) or quit the Bluetooth Setting Menu, by pressing EXIT.



When the device to be paired has been selected, the label in correspondence of that device replaces the word "CONNECTED" with "WAIT" and the type of device to be paired has to be selected. The display shows four icons that represent the available types. Types of devices can be:

- Smartphone;
- Rider helmet;
- Passenger helmet;
- GPS navigation system.

Use buttons (1) and (2) to select the type and press button (4) to confirm.

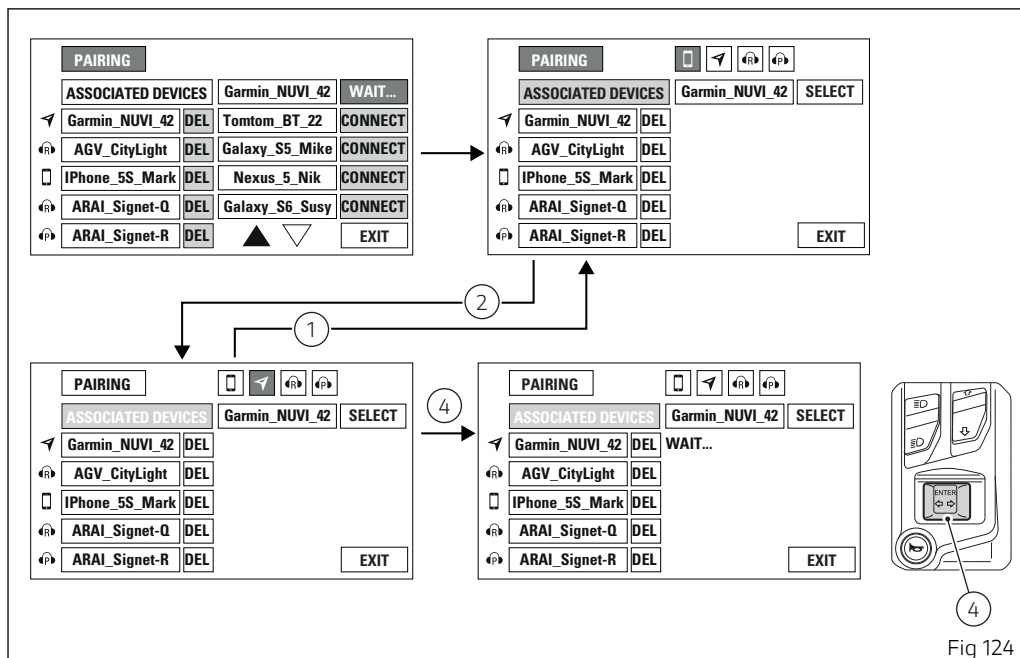


Fig 124

Smartphone

To pair a Smartphone, the pairing procedure with the Bluetooth control unit requires user to enter a code (0000), which is only necessary the first time the device is paired with the Bluetooth control unit. In this case, during pairing, the display shows the PIN to be entered "INSERT PIN ON SMARTPHONE: 0000".

As soon as the user enters the PIN on the Smartphone, the device is paired and indicated in the list on the left.

GPS navigation system

If you wish to pair a Bluetooth Navigator, the pairing procedure is completed on the navigator, by selecting on the latter the connection with the motorcycle Bluetooth control unit.

In this case, during pairing, the display shows the message "CONNECT ON NAVI" that disappears when the connection between the control unit and the navigator is completed, and the name of the navigator is indicated in the list on the left.



Note

If user does not complete the pairing procedure on the Navigator within 90 seconds, pairing screen on instrument panel will go out, and display will go back to Bluetooth Setting Menu main screen.

If the navigator pairing is active for more than 90 seconds and so there have been errors in the procedure, it is not possible to select the detected devices. It is only possible to press EXIT to abort the procedure, if deemed necessary.

Once pairing is completed, the name of the paired device is shown in the device list on the left: only the first characters of the device name are displayed. Pairing deactivation takes place when quitting the Bluetooth Setting Menu or when no more Bluetooth devices are detected.



Attention

Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395

**Note**

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorized Service Center.

PAIRING			
ASSOCIATED DEVICES		Garmin_NUVI_42	SELECT
	Garmin_NUVI_42	DEL	INSERT PIN ON SMARTPHONE: 0000 EXIT
	AGV_CityLight	DEL	
	IPhone_5S_Mark	DEL	
	ARAI_Signet-Q	DEL	
	ARAI_Signet-R	DEL	



PAIRING			
ASSOCIATED DEVICES			
	Garmin_NUVI_42	DEL	EXIT
	AGV_CityLight	DEL	
	IPhone_5S_Mark	DEL	
	ARAI_Signet-Q	DEL	
	ARAI_Signet-R	DEL	

PAIRING			
ASSOCIATED DEVICES		Garmin_NUVI_42	SELECT
	Garmin_NUVI_42	DEL	CONNECT ON NAVI EXIT
	AGV_CityLight	DEL	
	IPhone_5S_Mark	DEL	
	ARAI_Signet-Q	DEL	
	ARAI_Signet-R	DEL	



PAIRING			
ASSOCIATED DEVICES			
	Garmin_NUVI_42	DEL	EXIT
	AGV_CityLight	DEL	
	IPhone_5S_Mark	DEL	
	ARAI_Signet-Q	DEL	
	ARAI_Signet-R	DEL	

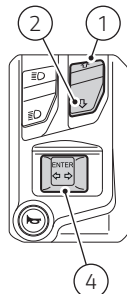


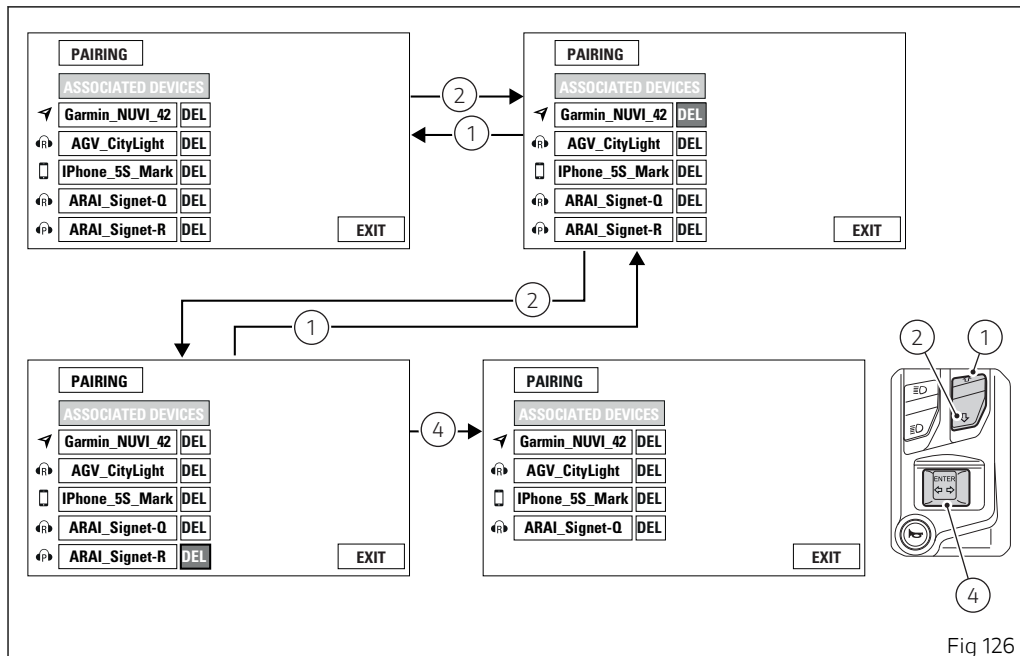
Fig 125

Deleting associated devices

From the Bluetooth setting menu you can access the list of the paired devices on the left.

From the list of paired devices, user can select the device to be deleted by pressing button (1) or button (2). When the device is selected and the relevant DEL label is green, press button (4) for at least two seconds to eliminate the device from the paired device list.

Select EXIT by pressing button (1) or (2) and press button (4) to quit the Bluetooth Setting Menu and go back to the main Setting Menu screen.



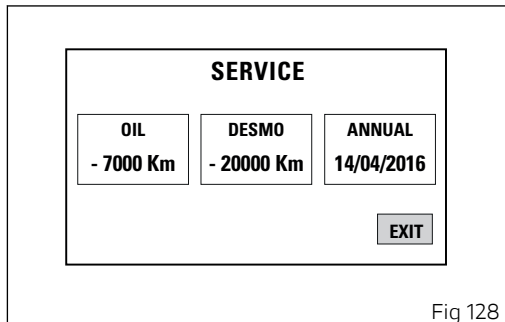
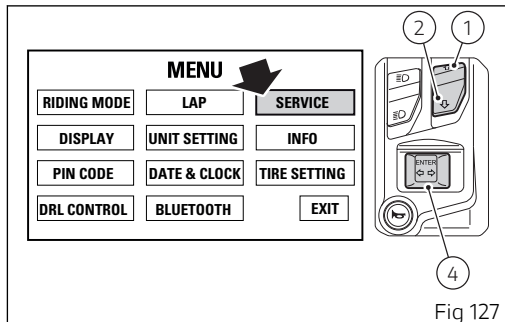
Service information

This Function allows viewing information about the remaining time or mileage until the next Oil Service, Desmo Service and Annual Service.

To view them, enter the Setting Menu, use button (1) or (2) to select SERVICE and press button (4).

Available information:

- OIL SERVICE: indicates the km (or mile) count-down to the next OIL SERVICE;
- DESMO SERVICE: indicates the km (or mile) count-down to the next DESMO SERVICE;
- ANNUAL SERVICE: indicates the ANNUAL SERVICE expiration date.



Information (INFO)

This function allows displaying several useful details. To view the "INFO", enter the Setting Menu, use button (1) or (2) to select "INFO" and press button (4). Available information:

- BATTERY (battery voltage);
- RPM (engine rpm indication);
- BLUETOOTH version (Bluetooth module version) (Monster 1200 S).

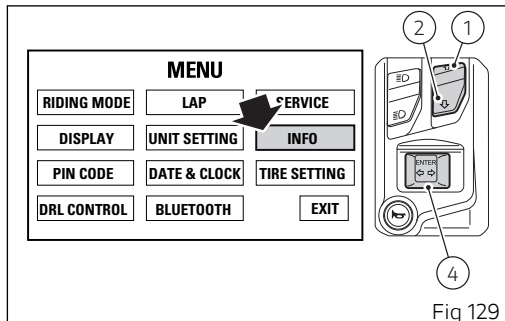


Fig 129

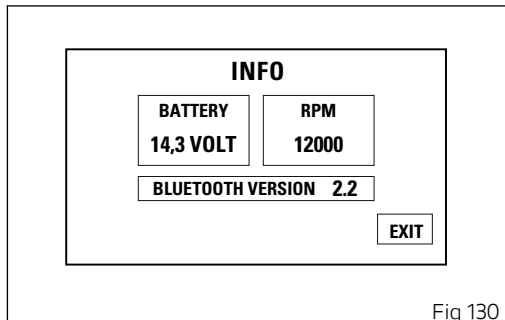


Fig 130

Tire Setting

If owners install different tires than original equipment ones and yet belonging to the classes specified by Ducati, this function allows them to recalibrate the system. It also allows system correct recalibration of all controls (such as DTC, DWC) in case the owner changed front and rear sprocket ratio, so that all motorcycle control systems can consider these changes / variants and adapt their processing parameters accordingly.

From the Setting Menu, it is possible to start the teach-in procedure of the new rolling circumference and new final drive ratio or restore the default settings as established by Ducati for OEM outfit.

To do this, you must enter the Setting MENU.

Select "TIRE SETTING" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You open the TIRE SETTING Menu.

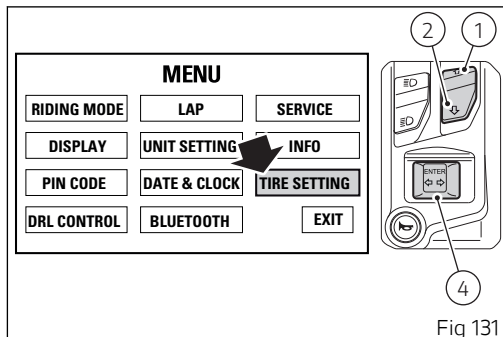
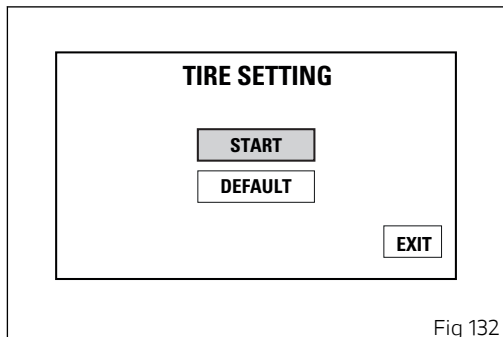


Fig 131

Press buttons (1) and (2) to select START or DEFAULT: the latter can be selected only if the motorcycle is currently not set to the factory default configuration.

To exit the menu and go back to previous page, select EXIT and press button (4).



Teach-in procedure

When entering the function, the vehicle speed and gear engaged are indicated on the right, while the instructions on the required speed range and gear to be engaged to correctly carry out the procedure are displayed at the center.

Speed range: 48 ÷ 52 km/h (and corresponding value in mph if set unit of measurement is mph)

Gear: 2

The first page indicates READY in red at the top of the display to warn the rider that the system is ready for the calibration procedure.

When the rider complies with the required conditions of vehicle speed and gear displayed, system calibration will start and an orange IN PROGRESS message will be displayed at the top. If procedure is successfully completed, COMPLETED message in green will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.

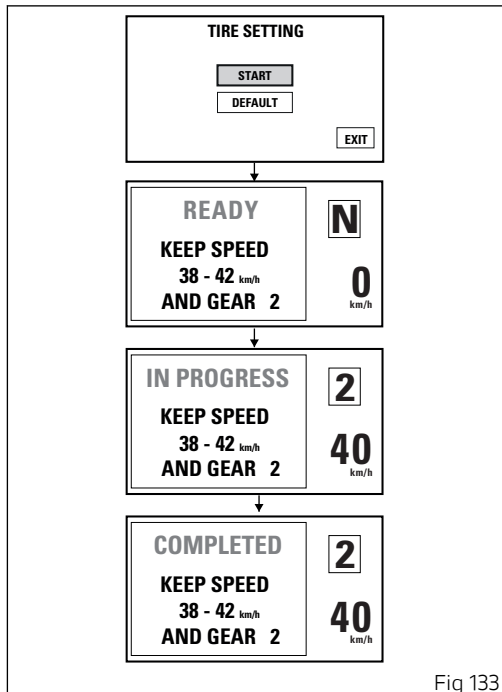


Fig 133

If it is not possible to start the procedure when the START is confirmed, after a few seconds the instrument panel will automatically highlight the option EXIT.

If an error or malfunction occurs during the calibration procedure, FAILED message in red will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.

The rider can abort the procedure both during the READY stage and during the IN PROGRESS stage, by pressing button (1) for 2 seconds. ABORTED message in red will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.

The values shown in the pictures as required speed range and gear are just an example and shall not be considered as binding or corresponding to the ones actually set for the vehicle.

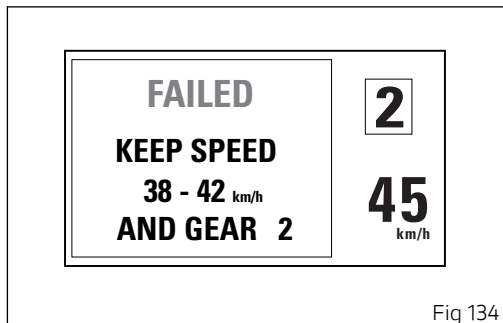


Fig 134

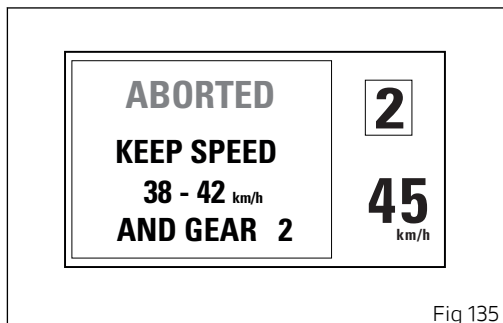


Fig 135

Restoring default settings

Open the TIRE SETTING Menu.

Then use buttons (1) and (2) to select DEFAULT and keep button (4) pressed for 3 seconds.

For a few seconds the message PLEASE WAIT... will be on the display.

If the procedure for restoring the default settings is successful, DEFAULT OK will be displayed for 2 seconds and after a few seconds it will be automatically replaced with the main screen.

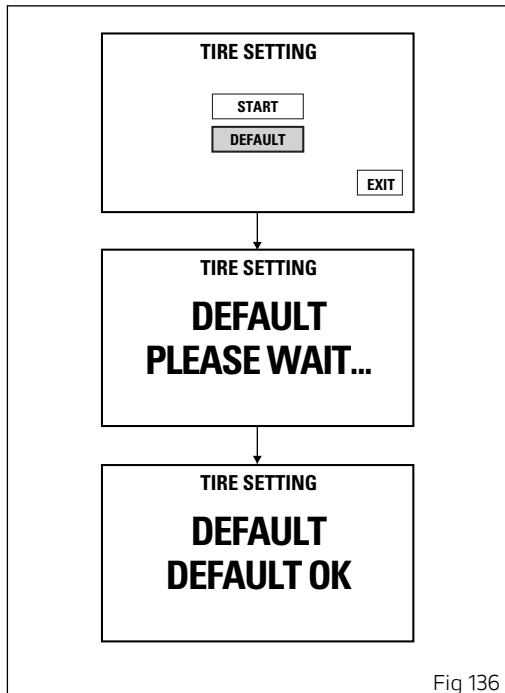


Fig 136

While, if the procedure for restoring the default settings is not successful, ABORTED will be displayed for 2 seconds and then the instrument panel will automatically display the main screen of the TIRE SETTING menu with highlighted EXIT item.

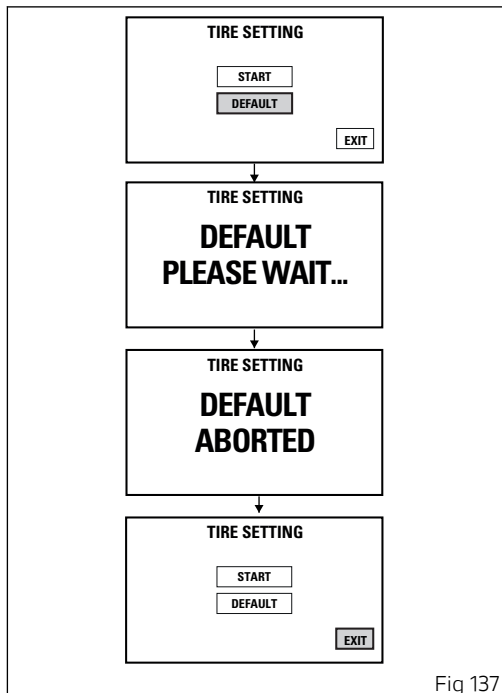


Fig 137

Display backlighting color

Display background color can be set automatically according to exterior lighting conditions. When the BACKLIGHT – AUTO function is active, if the sensor detects "poor lighting" (night) the instrument panel switches to black background (NIGHT mode); vice-versa if a strong light is detected (day) the instrument panel switches to white background (DAY mode).

This function can be customized through the Setting Menu: select the "BACKLIGHT" function and open the "BACKLIGHT" menu:

- set either NIGHT or DAY permanently, or
- set the AUTO mode.

Refer to paragraph ("Display backlighting setting" page 162).



Note

If power supply is over 16 V, the backlighting is disabled, while if it is below 8 V the backlighting is turned off.

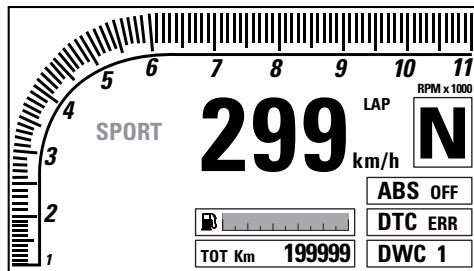


Fig 138

Light control

Low/high beam (version without DRL)

At Key-On, the high beam and low beam lights are OFF: only the parking lights are turned on. Once the engine is started, the low beam is automatically turned on; it is possible to switch from low beam to high beam and vice-versa by pressing button (7) in positions (B) and (A). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (7) positions (B) and (A) on LH switch.

If within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).

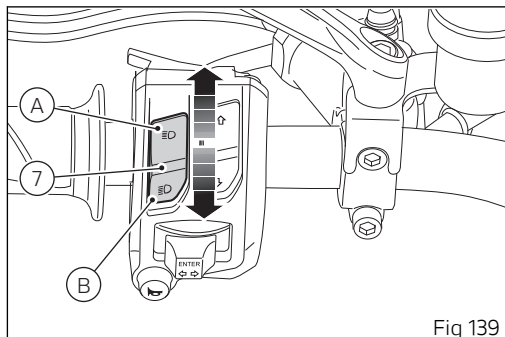


Fig 139

Low/high beam (version with DRL)

At Key-On, the high beam and low beam lights are OFF: only the parking lights and the DRL light are turned on.

After starting the engine the high beam is automatically turned on if the AUTO mode is set and the instrument panel detects poor ambient light (NIGHT): if, on the other hand, the instrument panel detects good light conditions (DAY), the DRL light remains on and the low beam remains off; it is possible to switch the DRL light to low beam (and vice-versa) with button (5).

If the low beam is activated, it is possible to switch on the high beam with button (7), position (A). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (7) positions (B) and (A) on LH switch.

If within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).

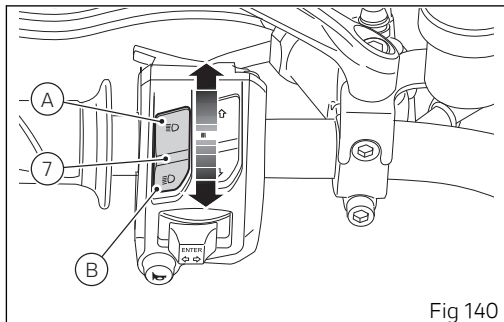


Fig 140

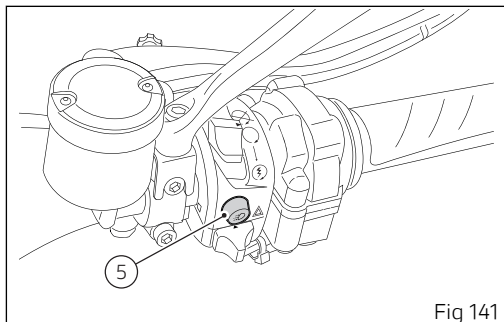


Fig 141

High/low beam switching off during vehicle start (version without DRL light)

To preserve the motorcycle battery, if the high/low beams are ON during engine starting, the headlight is automatically switched off and then on again when the engine is started.

High/low beam switching off during vehicle start (version with DRL light)

To preserve the motorcycle battery, if the high/low beams or DRL lights are ON during engine starting, the headlight is automatically switched off and then on again when the engine is started.

DRL (Daytime Running Light) — only for version with DRL lights

Upon each Key-On, the DRL lights are turned on. It is possible to switch off the DRL lights by means of button (5) on the left-hand switch. By pressing button (5) again, the DRL lights are switched on again.



Note

Every time button (5) is pressed, the DRL light automatically switches to MANUAL mode. To go back to the AUTO mode, turn the Key Off and On or set the AUTO mode by means of the DRL CONTROL function in the Setting Menu.

By pressing button (7), the high and low beams are turned on, whereas the DRL light is turned off. Upon releasing the light button (7), the DRL light is automatically switched on again.

DRL light in AUTO mode

If the DRL light is in this mode, when starting the engine it automatically switches off and the low beam is activated if the instrument panel detects poor light conditions (NIGHT). If the instrument

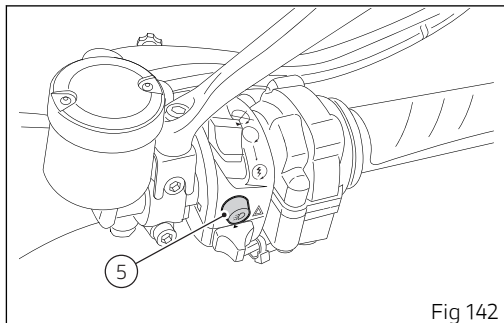


Fig 142

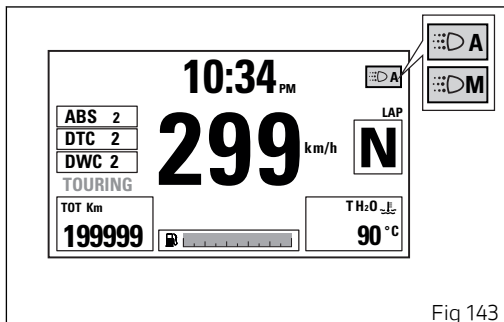


Fig 143

panel detects good light conditions (DAY), the DRL light remains on and the low beam off: in this mode, the instrument panel automatically switches from the DRL light to the low beam and vice-versa, according to the detected ambient light conditions. The display shows the green logo with letter A.



Note

Using the DRL light during the day improves visibility as it is easier to be perceived by those coming on the opposite side compared with the low beam.



Attention

Using the DRL light in AUTO (automatic) mode in case of poor light conditions, especially in case of fog or clouds, could impair safety: in this case DUCATI recommends to manually activate the low beam.

DRL light in MANUAL mode

If the DRL light is in this mode, it does not change status when starting the engine. To switch on or off the DRL light it is necessary to press button (5). The display shows the yellow logo with letter M.



Attention

Using the DRL light in poor light conditions (dark) could compromise the riding visibility and dazzle who is coming on the opposite lane.

Turn indicators

Turn indicators are automatically reset by the instrument panel.

After activating one of the two turn indicators, user can reset it using the button (4) on the left switch. If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has traveled 0.3 miles (500 m) from when the turn indicator was activated. The counter for the distance traveled for automatic deactivation is only activated at speeds below 50 mph (80 km/h). If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 50 mph (80 km/h), the calculation is interrupted and will restart when the speed returns below the indicated threshold.

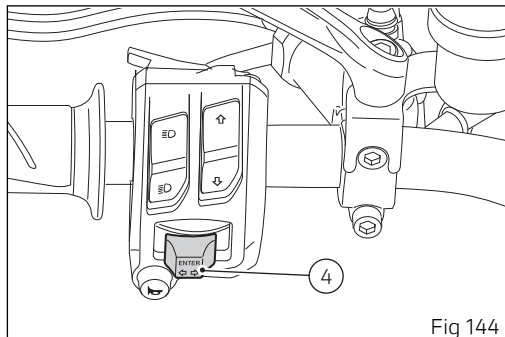


Fig 144



Attention

The automatic disabling systems are assistance systems available for the riders to control the turn indicators in the best possible way. These systems have been developed to work in most of the riding maneuvers. Despite this, riders must always pay attention to the operation of the turn indicators (by disabling or enabling them manually if necessary).

Hazard function

The "Hazard" function activates all four turn indicators at the same time to warn about an emergency situation. Push button (6) to activate the "Hazard" function. It can only be activated when vehicle is on (i.e. when key is turned to "ON", engine condition is irrelevant). When the "Hazard" function is active, all four turn indicators and the warning lights (7) on the instrument panel will flash at the same time. The "Hazard" function can be disabled both with vehicle on (key turned to "ON") and vehicle off (key turned to "OFF") by pressing button (6).

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active until manually disabled by the user or for 2 hours. After 2 hours, the turn indicators switch OFF automatically in order to save battery charge.



Note

In case of key-on with "Hazard" function still active, the latter remains active (a temporary inhibition of turn indicator control is allowed during instrument panel initial check routine).

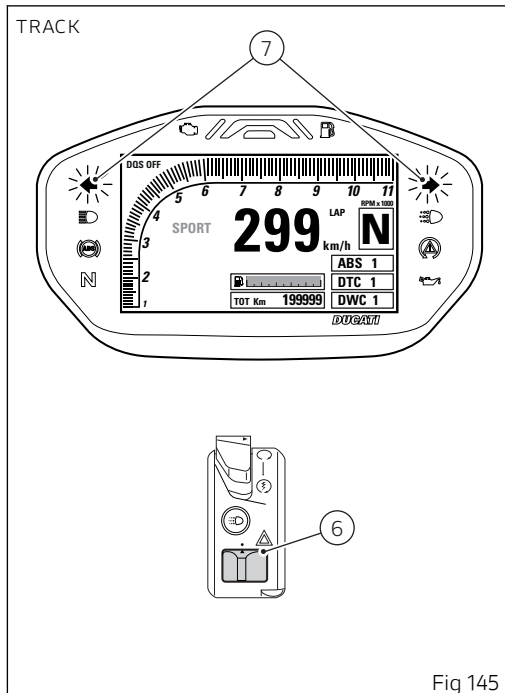


Fig 145

**Note**

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

**Note**

The "Hazard" function has a higher priority on the operation of the single turn indicators, so as long as it is active it will not be possible to separately turn on the right or left turn indicators.

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.

Housed 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 start-up) by which the ECU recognizes the ignition key. The ECU will only allow the engine to start if it recognizes this password.

Keys

The owner receives 2 keys with the vehicle.

These keys contain the "immobilizer system code".

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

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



Attention

Separate the keys and use only one of the two to ride the bike.

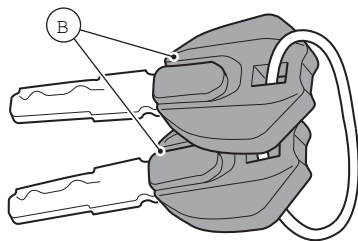


Fig 146

Operation

When the ignition key is turned to OFF, the immobilizer inhibits engine operation. If the other key does not work out either, contact the Ducati Service network.



Attention

Strong impacts could damage the electronic components inside the key. During the procedure always use the same key. Using different keys may prevent the system from acknowledging the code of the inserted key.

Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left. The Ducati Service Center will program all the new keys as well as any keys you already have. You may be asked to provide proof that you are the legitimate owner of the motorcycle. The codes of any keys not submitted will be wiped off from the memory to make those keys unserviceable in case they have been lost.



Note

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

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgment system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore vehicle operation.

If the PIN CODE function is not active, the instrument panel does not activate the page for entering the code, but shows the Standard Screen instead, triggers the E-Lock error to inform the user that there is a problem with key reading/acknowledgment and disables the opportunity to enter the Setting Menu.

The E-Lock error warning must be active until key-off.

If the PIN CODE function is active, the instrument panel activates the page for entering the code and displays the request INSERT PIN CODE with a string of four dashes below it " - - - - " highlighted in green.

Entering the code:

- 1) Press button (4), one digit is highlighted indicating "0";
- 2) each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) each time you press the button A (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) to confirm the number, press the button (4).

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

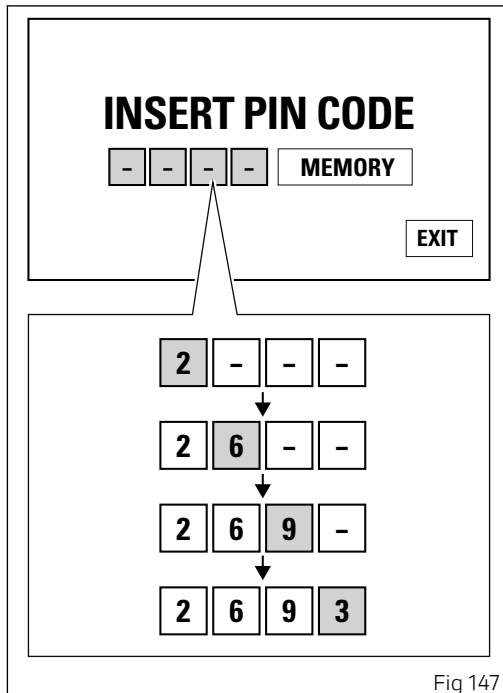


Fig 147

When you press button (4) to confirm the fourth and last digit:

- if the PIN is not correct, the instrument panel displays **WRONG** for 3 seconds and then highlights the string of four dashes "----" to allow you to try again. The number of possible attempts is determined by a preset time-out of 2 minutes. After this time, the instrument panel shows the Standard Screen, triggers the E-Lock error and disables the opportunity to enter the Setting Menu.
- if there is a problem during the PIN CODE check, the instrument panel displays **ERROR** for 3 seconds and then responds in the same way as for the **WRONG** error.
- if the PIN code is correct, the instrument panel displays **CORRECT** for 3 seconds and then shows the "standard screen" and triggers the E-Lock error to still show the user that there is a problem with key reading/acknowledgment.

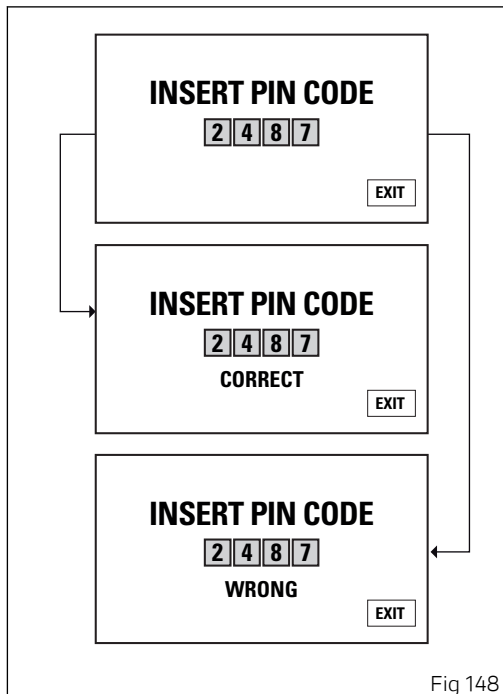


Fig 148



Important

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

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) RH switch.
- 6) Throttle twistgrip.
- 7) Front brake lever.
- 8) Gear change pedal.
- 9) Rear brake pedal.

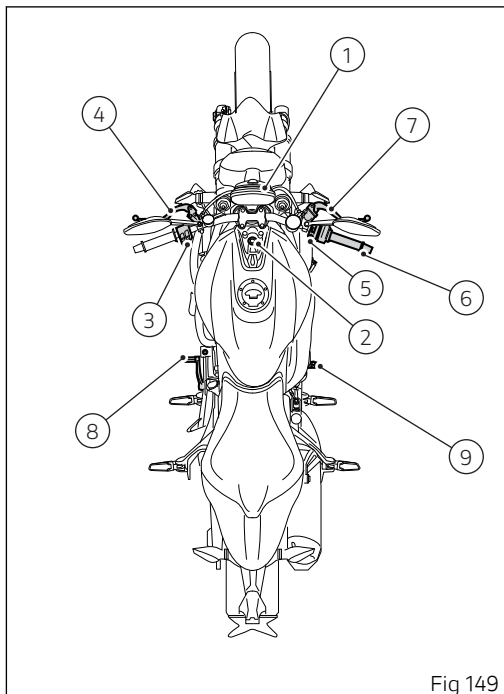


Fig 149

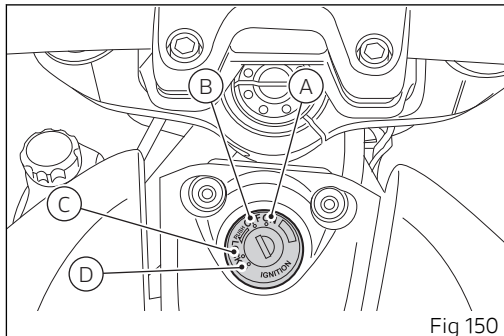
Ignition switch and steering lock

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

- A) ON: enables lights and engine operation;
- B) OFF: disables lights and engine operation;
- C) LOCK: the steering is locked;
- D) P: 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).



Left-hand switch

1) (FLASH) button, "Start-Stop lap" function.

2) 2-position light switch:

- high beam ()

- low beam ()

3) Menu navigation buttons:

- menu ▲ (UP)

- menu ▼ (DOWN);

4) Menu button (ENTER) / 3-position turn indicator switch ():

- center position = OFF

- position  = left turn

- position  = right turn

- pressed = menu confirmation (ENTER);

5) Horn button ().

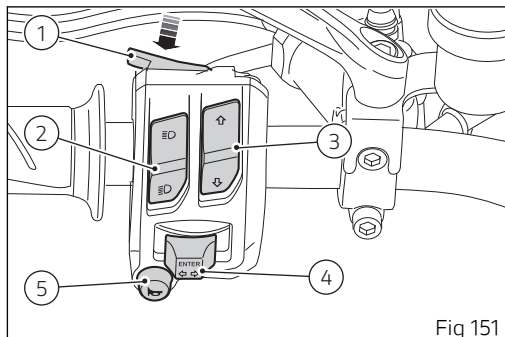


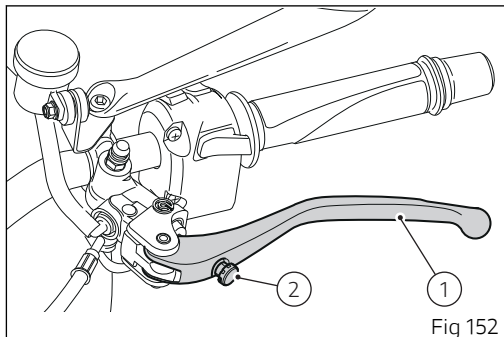
Fig 151

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the twistgrip on handlebar.

The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counterclockwise to decrease lever distance.

When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.



Attention

Set clutch lever when motorcycle is stopped.

Important

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

Note

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

Right-hand switch

- 1) Red ON/OFF switch.
- 2) DRL button.
- 3) Hazard button.

The switch (1) has three positions:

position up: KILL ENGINE;
central position: ENGINE ENABLING;
pushed down: ENGINE START.

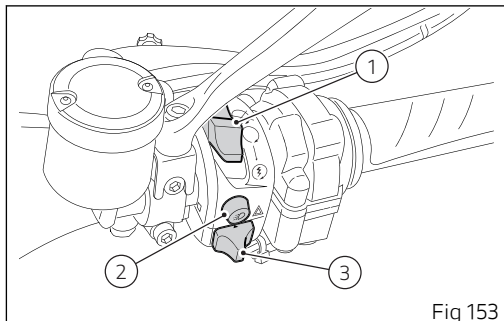


Fig 153

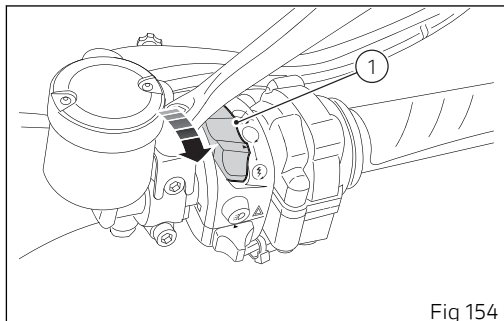


Fig 154

Throttle twistgrip

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

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

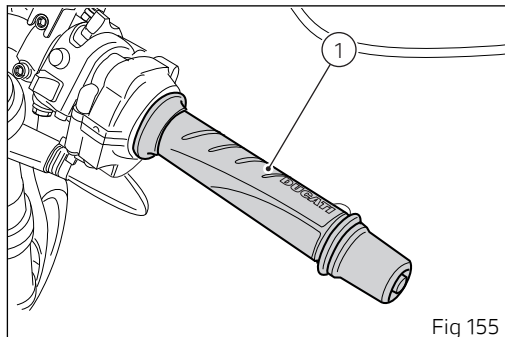


Fig 155

Front brake lever

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

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



Attention

Before using these controls, thoroughly read instructions under "Moving off".



Attention

Set front brake lever when motorcycle is stopped.

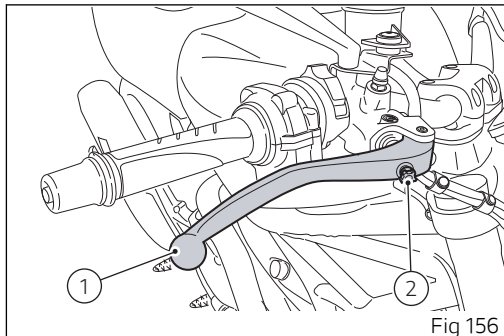


Fig 156

Rear brake pedal

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

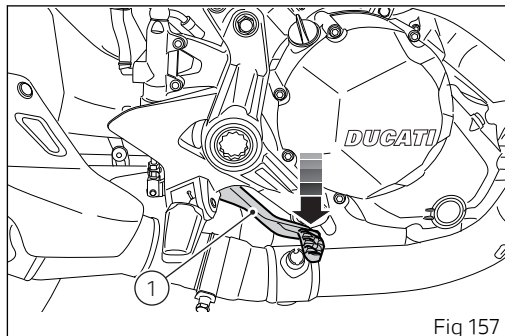


Fig 157

Gear change pedal

The gear change pedal can move in the following two directions and, when released, it automatically returns to rest position N in the center:

- down = press down the pedal to engage the 1st gear and to shift down. The N light will go out.
- up = 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.

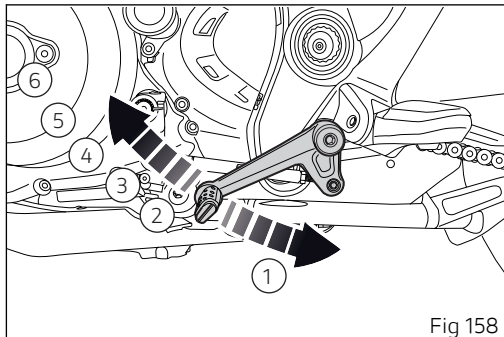


Fig 158

Adjusting the gear change pedal and the rear brake

The position of the gear shift and rear brake levers in relation to the footrests can be adjusted to suit the requirements of the rider.

Gear change pedal (Monster 1200)

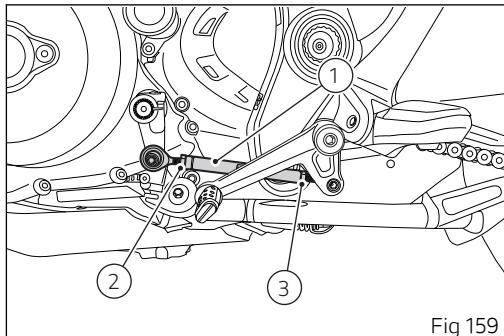
To adjust the position of the gear shift lever, proceed as follows: hold the linkage (1) and slacken the lock nuts (2) and (3).



Note

Nut (2) features a left-hand threading.

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



Gear change pedal (Monster 1200 S)

Adjust rod (1) position by working on screw (A).
Set the gearchange pedal to the required position.
Tighten the screw (A).

Once the setting is completed, check that value (B) is
5.51 in (140 mm) + 0 - 0.12 in (0 - 3 mm).



Attention

If the travel value does not respect the indicated parameters, repeat the adjustment operations as described before.

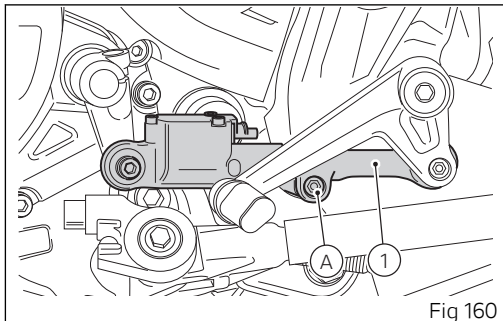


Fig 160

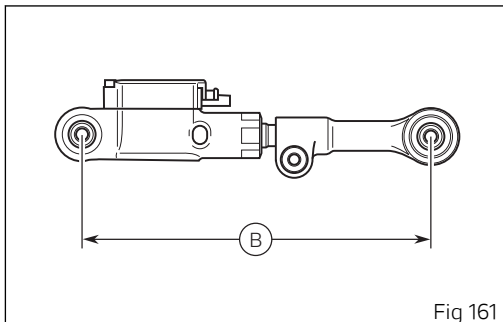


Fig 161

Rear brake pedal

To adjust the position of the rear brake pedal, loosen lock nut (4), turn pedal stroke adjuster screw (5) until obtaining the required 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 free play before the brake bites.

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

Loosen lock nut (6) on master cylinder rod.

Tighten rod on fork (7) to increase clearance or loosen it to decrease it.

Tighten lock nut (6) and check again clearance.

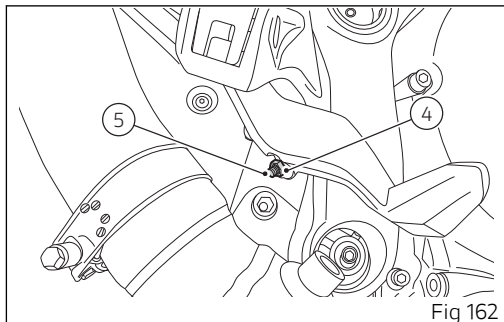


Fig 162

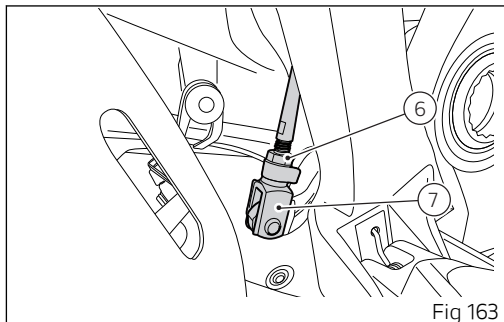


Fig 163

Main components and devices

Position on the vehicle

- 1) Fuel tank plug.
- 2) Seat lock.
- 3) Helmet cable fastening pin.
- 4) Side stand.
- 5) Rear-view mirrors.
- 6) Front fork adjusters.
- 7) Rear shock absorber adjusters.
- 8) Catalytic converter.
- 9) Exhaust silencer.

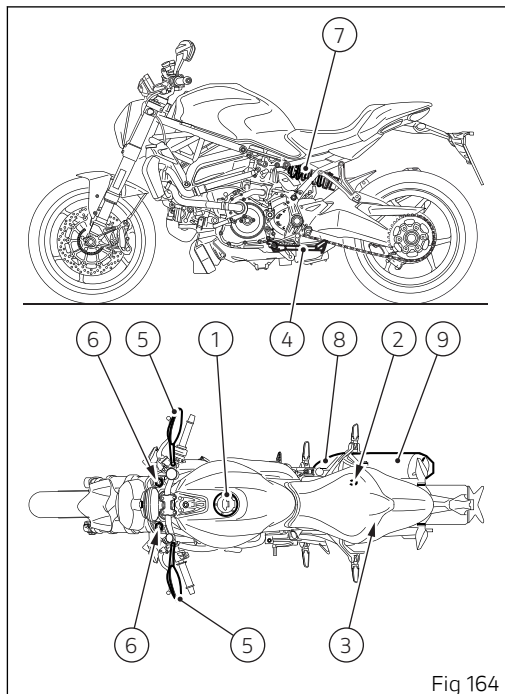


Fig 164

Fuel tank plug

OPENING

Lift flap (1) and insert the key in the lock. Turn the key clockwise 1/4 turn to unlock.

CLOSING

Close the plug with key inserted and press to fit in place. Turn the key counter clockwise to the original position and remove it. Close flap (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.

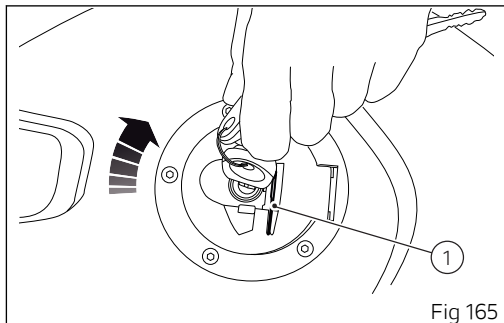


Fig 165

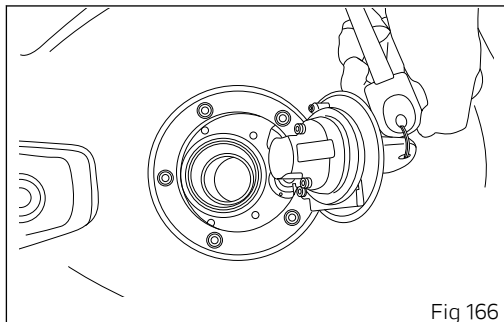


Fig 166

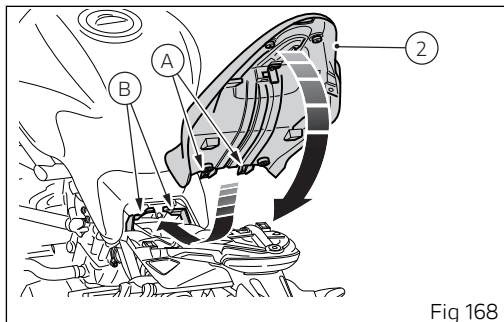
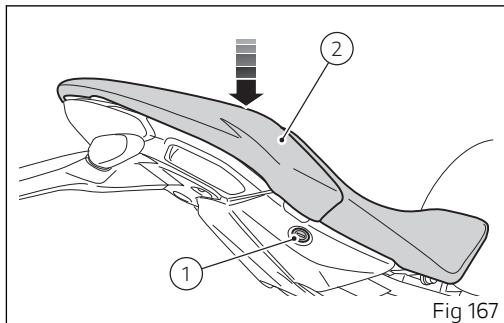
Seat lock

OPENING

Insert the key in lock (1), turn clockwise while pressing down at the latch to help release the pin. Remove the seat (2) pulling it backwards until sliding it out of the front retainers.

CLOSING

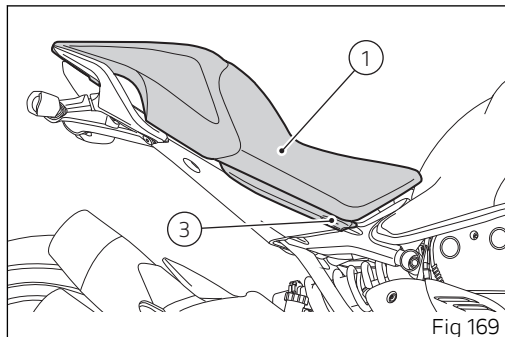
Make sure that all elements are correctly positioned and fastened to the compartment under the seat (2). Engage seat bottom front tabs (A) on tank bracket (B) fastened to rear subframe. Hold seat rear end lifted, push on the central fastener to engage it: push on seat rear end until latch clicks in place. Make sure the seat is safely secured to the frame and remove the key from the lock.



Seat height adjustment

The motorcycle is sold with raised seat. Seat height can be lowered.

To lower the seat (1), remove it together with the relevant cover.



Remove the four blocks (4) located under the seat (1).
Position hook (5) with elastic band in the bottom
retainer.

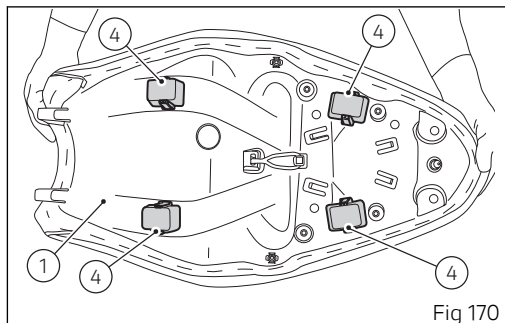


Fig 170

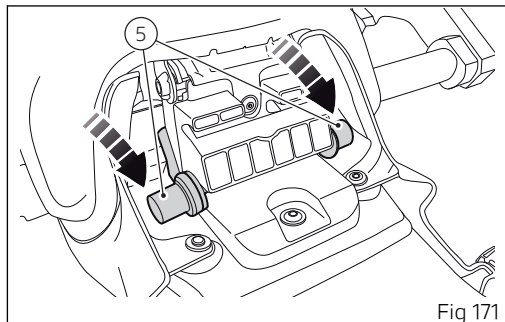
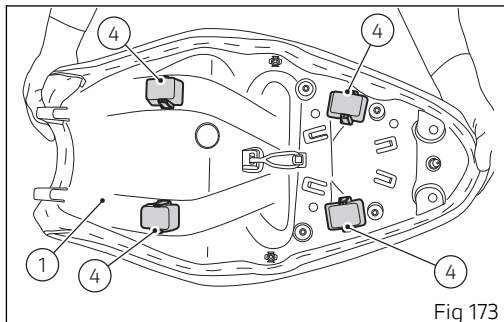
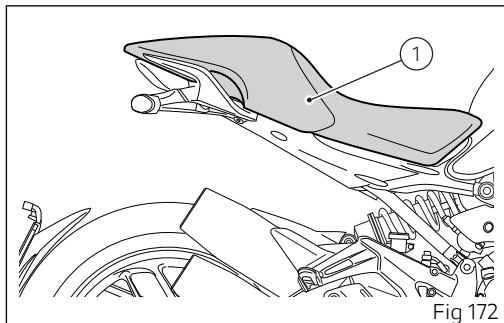


Fig 171

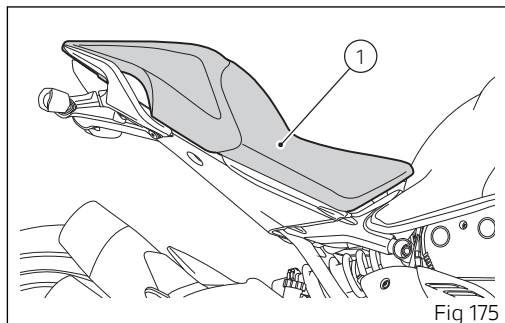
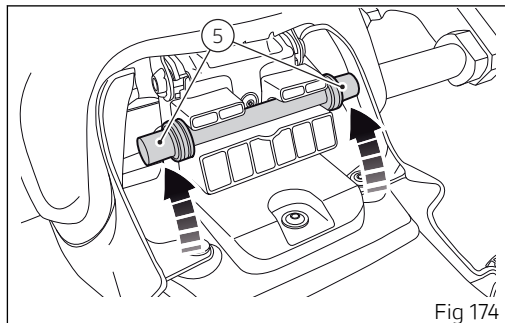
Fit the seat with its cover on the motorcycle. Now the seat is in a lowered position.

To raise the seat (1), remove it together with the relevant cover.

Fit the four blocks (4) in their housing under seat (1).



Position hook (5) with elastic band in the top retainer.
Refit the seat with its cover on the motorcycle.



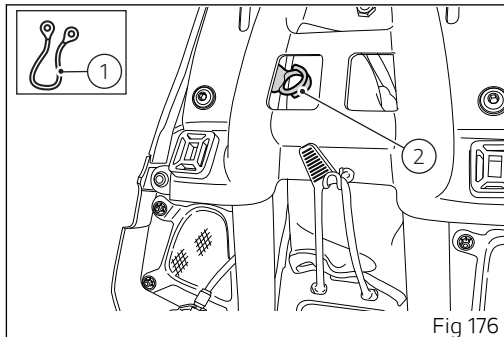
Helmet cable

The helmet cable (1) is inside the tool box, refer to "Tool kit and accessories" page 284. Route cable through helmet and engage cable end into 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.



Side stand

Attention

Before lowering the side stand, make sure that the supporting surface is hard and flat.

Do not park on soft or pebbled ground or on asphalt melt by the sun heat and similar or the motorcycle may fall over.

When parking downhill, always position the motorcycle with the rear wheel facing downhill. To pull down the side stand, hold the motorcycle handlebar with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

Attention

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

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

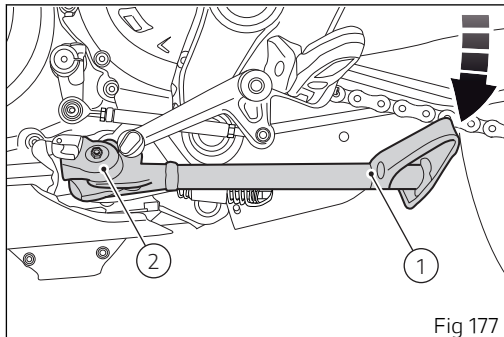


Fig 177

To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

Note

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



Note

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

Bluetooth control unit

The motorcycle can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

The Bluetooth control unit can be purchased by a Ducati Dealer or Authorized Service Center.



Attention

Bluetooth Headset device manufacturers may incorporate certain changes within the standard protocols over the course of the lifecycle of the device (Smartphones and Earphones).



Attention

These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").



Attention

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).



Note

The Ducati kit no. 981029498 can be purchased separately at a Ducati Dealer or Authorized Service Center.



Attention

Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395



Note

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorized Service Center.

Check that your Smartphone supports the following profiles:

- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.

USB connection

The motorcycle is provided with a 5 V USB connection. It is possible to connect electric loads up to 1 A to the USB connection.

USB connection (1) is located under the passenger seat and is protected by a flap: lift flap to use connection.

Important

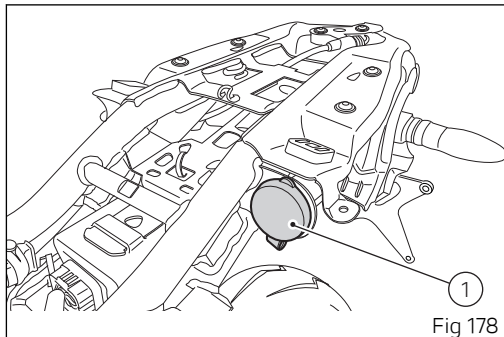
With engine off and Key turned to ON, do not leave accessories connected to the USB connection for a long time as this may discharge the motorcycle battery.

Attention

When not in use, ALWAYS keep USB socket closed with its cap.

Attention

NEVER use the USB socket if it is raining.



Front fork adjusters

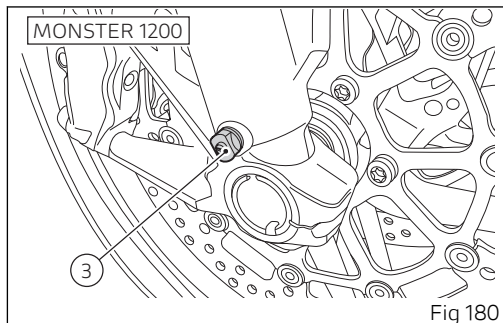
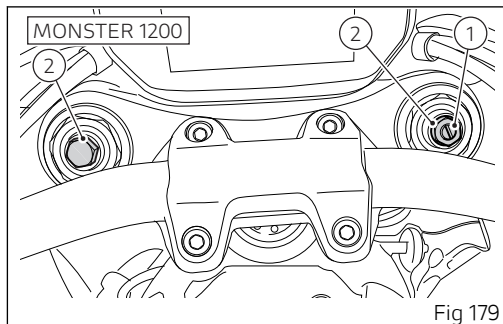
The front fork used on this motorcycle has rebound, compression and spring preload adjustment. Spring preload can be adjusted on both fork legs, while rebound and compression damping can be adjusted only on the RH fork leg.

Use the external screw adjusters:

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

Position the motorcycle on its side stand so that it is stable. Turn the adjuster (1) at the top end of the RH fork leg with a flat screwdriver to adjust rebound damping. Turn the adjuster (3) at the bottom end of the RH fork leg with a flat screwdriver to adjust compression damping. To change preload of the spring inside each fork leg, turn the hex. adjuster (2) with a hex wrench by 0.55 in (14 mm).

By turning adjusters (1) and (3) you will hear some clicks; each click corresponds to a damping setting. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position.



By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc..

STANDARD factory setting is as follows:

- compression: 11 clicks (from fully closed);
- rebound: 7 clicks (from fully closed);
- spring preload: 5 turns (from fully unloaded).



Attention

Adjust both fork leg spring preload to same settings.

Front fork adjusters

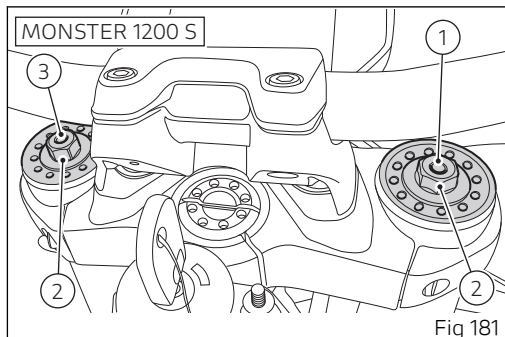
The front fork used on this motorcycle has rebound, compression and spring preload adjustment. Spring preload can be adjusted on both fork legs, while compression damping can be adjusted only on the LH fork leg and rebound damping only on the RH fork leg.

Use the external screw adjusters:

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

Position the motorcycle on its side stand so that it is stable. Turn the adjuster (1) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound damping. Turn the adjuster (3) at the top end of the LH fork leg with a screwdriver to adjust compression damping. By turning adjusters (1) and (3) you will hear some clicks; each click corresponds to a damping setting.

The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position.



By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc..

STANDARD factory setting is as follows:

- compression: 12 clicks (from fully closed);
- rebound: 10 clicks (from fully closed);
- spring preload: 10 turns (from fully unloaded).

To change preload of the spring inside each fork leg, turn adjuster(2, Fig 181), with a 0.67 in hexagon wrench (17 mm), completely counter clockwise, to

obtain fully uncompressed position. From this position, adjust the spring preload by turning the adjuster clockwise. Every turn corresponds to 0.04 in (1 mm) of spring preload.



Attention

Regulate the adjusters on both legs to the same positions.

Rear shock absorber adjusters

The rear shock absorber has external adjusters that enable you to adjust the setting to suit the load on the motorcycle. The adjuster (1) located on the LH side, at the top connection holding the shock absorber to the engine, adjusts the rebound damping.

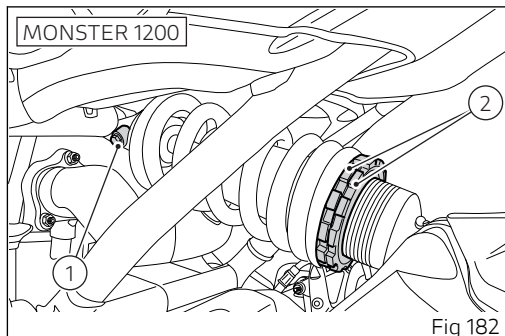
Turn adjuster (1) clockwise to stiffen the damping, or counter clockwise to soften it.

Ring nuts (2) and (3), located in the shock absorber lower side, adjust the external spring preload.

To adjust the spring preload, loosen the bottom ring nut (3). SCREWING or UNSCREWING the top ring nut (2) will INCREASE or DECREASE the preload. Once the spring preload is set, tighten the bottom ring nut (3).

STANDARD calibration, from the fully closed position (clockwise):

- rebound: loosen adjuster (1) by 1.5 turns (from fully closed);
- spring preload: 0.59 in (15 mm) (from fully unloaded).



Attention

To turn the preload adjuster ring nut use a pin wrench. Pay attention to avoid hand injuries by hitting motorcycle parts in case the wrench tooth suddenly slips on the ring nut groove while moving it.



Attention

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

Rear shock absorber adjusters

The rear shock absorber has external adjusters that enable you to adjust the setting to suit the load on the motorcycle. The knob (1) located on the expansion reservoir adjusts the compression damping.

The knob (3) located on the top connection holding the shock absorber to the engine adjusts the rebound damping.

Turn knob (1) clockwise to stiffen the damping, or counter clockwise to soften it.

Turn knob (3) counter clockwise to stiffen the damping, or clockwise to soften it.

The two ring nuts (2), located in the shock absorber lower side, adjust the external spring preload.

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

Once the spring preload is set, tighten the bottom ring nut.

STANDARD setting from the fully closed position:

- rebound: loosen adjuster (3) by 14 clicks (from fully closed);
- compression: loosen adjuster (1) by 12 clicks (from fully closed);

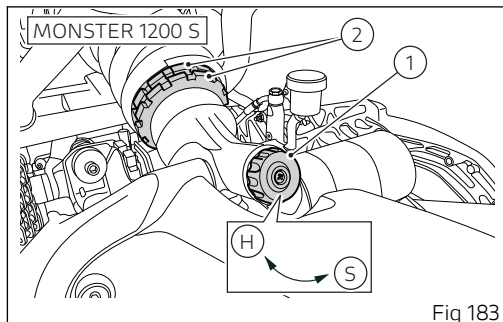


Fig 183

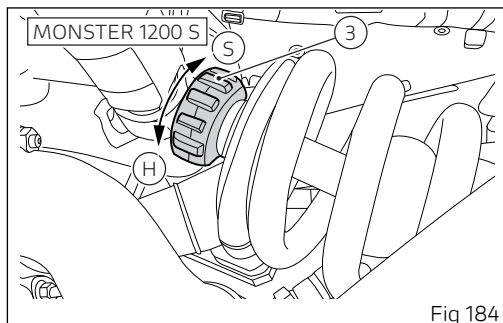


Fig 184

- spring preload: 0.55 in (14 mm).



Attention

To turn the preload adjuster ring nut use a pin wrench. Pay attention to avoid hand injuries by hitting motorcycle parts in case the wrench tooth suddenly slips on the ring nut groove while moving it.



Attention

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

CHOOSING THE SUSPENSION SETTING

The values in the table are indicative. They have been calculated considering a dressed rider weighing 80–90 kg and a dressed passenger weighing 70–80 kg.

Monster 1200 - Front fork					
Parameter	Range	Standard	Sport	Comfort	Rider + passenger
Compression	0 ÷ 16 clicks	11 clicks	3 clicks	14 clicks	11 clicks
Rebound	0 ÷ 16 clicks	7 clicks	5 clicks	12 clicks	5 clicks
Spring preload	0 ÷ 10 turns	5 turns	5 turns	5 turns	8 turns

Monster 1200 - Rear shock absorber					
Parameter	Range	Standard	Sport	Comfort	Rider + passenger
Compression	—	—	—	—	—
Rebound	0 ÷ 3 turns	1.5 turns	1 turns	3 turns	1.5 turns
Spring preload	0.39 ÷ 0.79 in (10 ÷ 20 mm)	0.59 in (15 mm)	0.59 in (15 mm)	0.59 in (15 mm)	0.75 in (19 mm)

Monster 1200 S - Front fork					
Parameter	Range	Standard	Sport	Comfort	Rider + passenger
Compression	0 ÷ 25 clicks	12 clicks	4 clicks	22 clicks	10 clicks
Rebound	0 ÷ 25 clicks	10 clicks	4 clicks	10 clicks	6 clicks
Spring preload	0 ÷ 15 turns	10 turns	10 turns	4 turns	13 turns

Monster 1200 S - Rear shock absorber					
Parameter	Range	Standard	Sport	Comfort	Rider + passenger
Compression	0 ÷ 21 clicks	12 clicks	4 clicks	20 clicks	5 clicks
Rebound	0 ÷ 39 clicks	14 clicks	11 clicks	16 clicks	14 clicks
Spring preload	0.16 ÷ 0.63 in (4 ÷ 16 mm)	0.55 in (14 mm)	0.55 in (14 mm)	0.55 in (14 mm)	0.63 in (16 mm)

Riding the motorcycle

Running-in recommendations

Maximum rpm

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

- 1) Up to 621 mi (1,000 km);
- 2) From 621 mi (1,000 km) to 1,553 mi (2,500 km).

Up to 621 mi (1,000 km)

During the first 621 mi (1,000 km) keep an eye on the rev counter, it should never exceed: $5,500 \div 6,000$ 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 61 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.

So that the mechanical parts of the motorcycle can adapt to each another, and especially so the life of the basic engine parts is not affected, avoid harsh accelerations and do not run the engine at a high rpm for an extended time, especially uphill.

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

From 621 mi (1,000 km) to 1,553 mi (2,500 km)

At this point, you can squeeze some more power out of your 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.

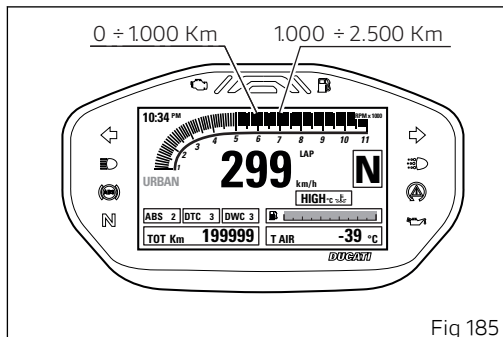


Fig 185

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. Refuel, if necessary (see "Refueling").
- **ENGINE OIL LEVEL**
Check the level in the sump through the sight glass; top-up if necessary (see "Checking the engine oil level").
- **BRAKE AND CLUTCH FLUID**
Check liquid level in the corresponding reservoirs (see "Checking brake and clutch fluid level").
- **COOLANT**
Check the level of coolant in the expansion reservoir; top up if necessary (see "Checking and topping up the coolant level").
- **TIRE CONDITION**
Check tire pressure and condition (see "Tubeless tires").
- **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 (see "Replacing headlight light bulbs").
- **KEY LOCKS**
Check the tightening of the filler plug (see "Filler plug").
- **STAND**
Make sure side stand operates smoothly and is in the correct position (see "Side stand").
-

ABS LIGHT

After Key-ON, the ABS light (9, see "Instrument panel") stays ON when the motorcycle speed exceeds 5 km/h (3.12 mph); the warning light switches OFF to indicate the correct operation of the ABS system.



Attention

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

ABS

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



Attention

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



Attention

Prolonged wheelies could deactivate the ABS system.

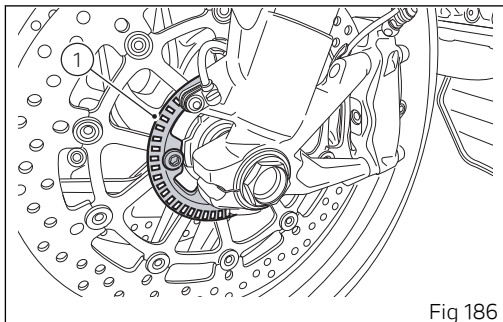


Fig 186

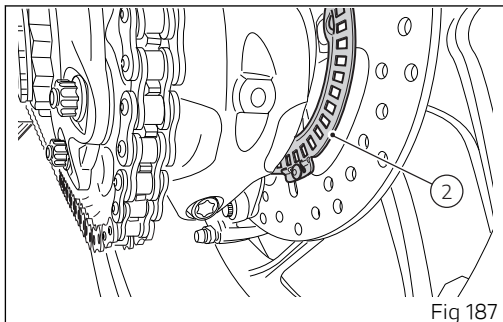


Fig 187

Engine start



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

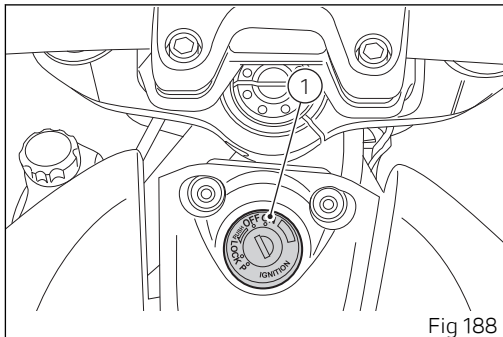


Fig 188



Note

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

Turn switch(2, Fig 189) to the  (RUN) position.
Let the motorcycle start without operating the throttle control.



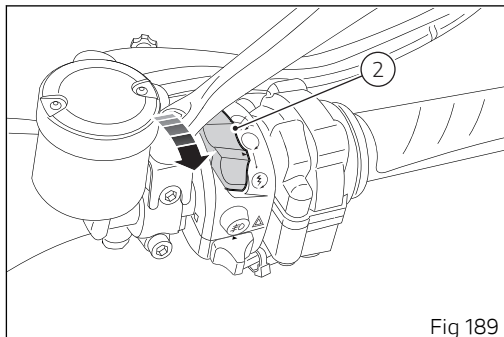
Note

If the battery is flat, system automatically inhibits starter motor cranking operation.



Important

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



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, turn 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 the engine, disengage the clutch, lift the gear change lever and let go of the 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 wheelies 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

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.

The Anti-lock Brake System (ABS) has been developed to enable riders to use the vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised.

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel signals the electronic control unit that the wheel is about to lock up.

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the

control unit keeps controlling the brake until the risk of a lockup disappears.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

The front and rear brakes use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.

If desired, the system can be deactivated from the instrument panel, using the "ABS setting" function (see page 143).



Attention

When ABS is disabled, the vehicle restores the standard brake system features; using the two brake controls separately reduces the motorcycle 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.

Stop the engine by pushing the switch (3) up.

Turn the vehicle key off by moving the key in position (2).



Important

Do not leave the key to ON, position (1), with engine off in order to avoid damaging any electrical components.

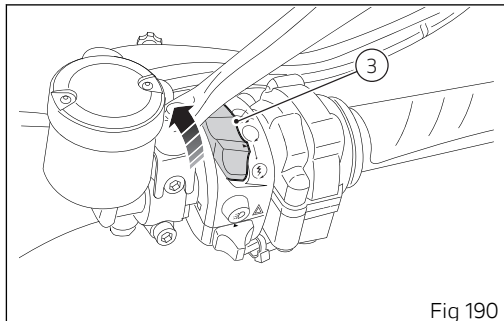


Fig 190

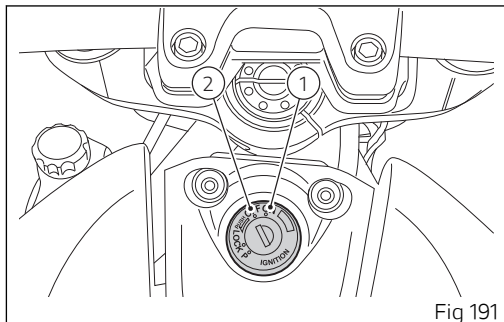


Fig 191

Refueling

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



Attention

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



Attention

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

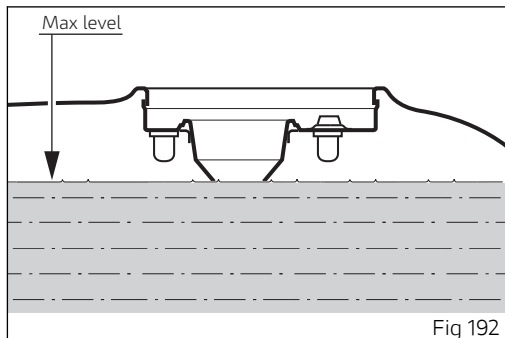


Fig 192

Parking

Park the stopped motorcycle on the side stand (page 257).

To prevent theft, turn the handlebar fully left and turn the ignition key to position (3).

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).



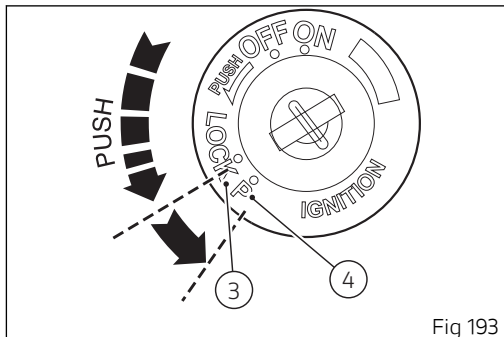
Important

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

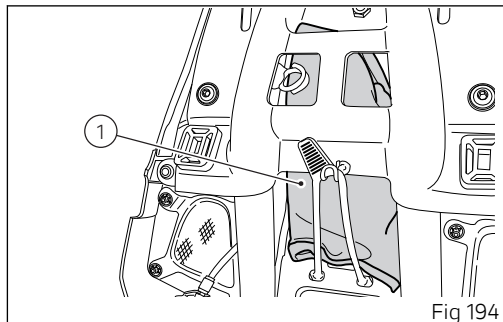
Using padlocks or other locks designed to prevent motorcycle motion, such as brake disk locks, rear sprocket locks, etc. is dangerous and may impair motorcycle operation and affect the safety of rider and passenger.

Tool kit and accessories

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

Tool kit includes:

- fuse pliers;
- two helmet anti-theft system cables;
- flat-blade/Phillips screwdriver;
- screwdriver handgrip;
- box wrench, 0.55x0.63x5.71 in (14x16x145 mm);
- rod, 0.24x4.72 in (6x120 mm);
- Allen wrench, 0.12 in (3 mm);
- Allen wrench, 0.16 in (4 mm);

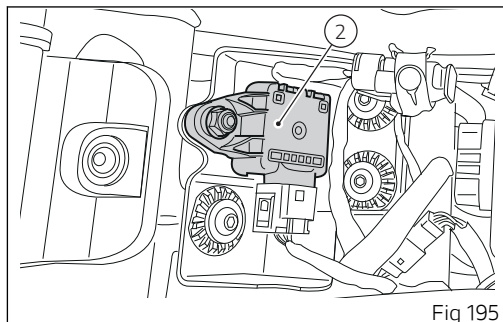


The IMU compartment (2) is under the seat.



Attention

The IMU compartment under the seat must NOT be used as glove compartment.



Main use and maintenance operations

Checking coolant level and topping up, if necessary

Check coolant level in the expansion tank on the right side of the steering tube.

Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.

Top up if the level is below the MIN mark.

Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.

Screw plug (1).

This type of mixture ensures the best operating conditions (the coolant starts to freeze at $-4^{\circ}\text{F}/-20^{\circ}\text{C}$). Cooling circuit capacity: 0.66 gallons (2.5 cu. dm - liters).

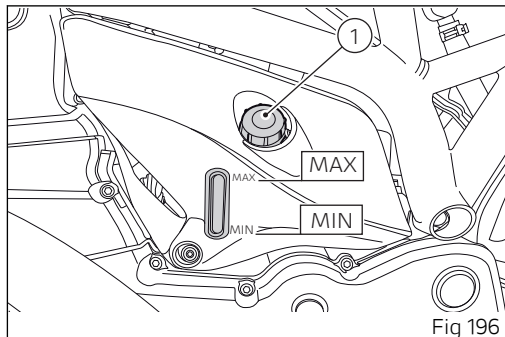


Fig 196



Attention

Make sure the engine is cold before proceeding. Attempting to change the coolant with the engine hot could lead to burns from hot coolant or scalding steam.

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.

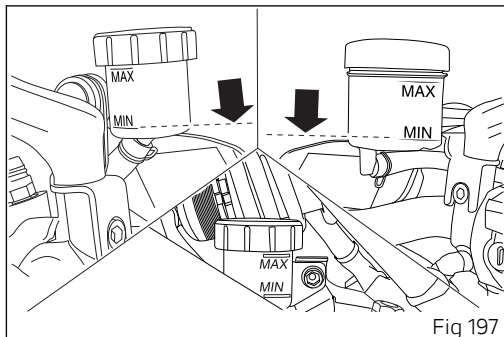
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table contained in the Warranty Booklet; please contact a Ducati Dealer or Authorized Service Center.

CLUTCH SYSTEM

If the control lever has exceeding clearance and the transmission snatches or jams as you try to engage a gear, it means that there is air in the circuit. Contact your Ducati Dealer or Authorized Service Center to have the system inspected and air drained out.

Attention

Clutch fluid level will increase in reservoir as clutch plate friction material wears down. Do not exceed the specified level (0.12 in (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 drained out of the circuit.



Attention

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

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.

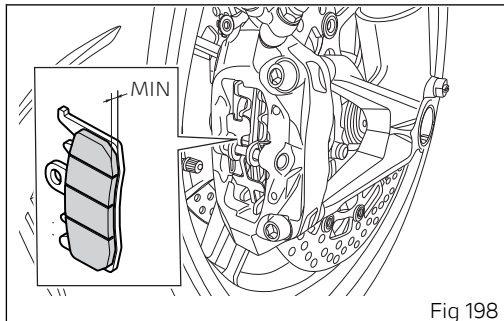


Fig 198

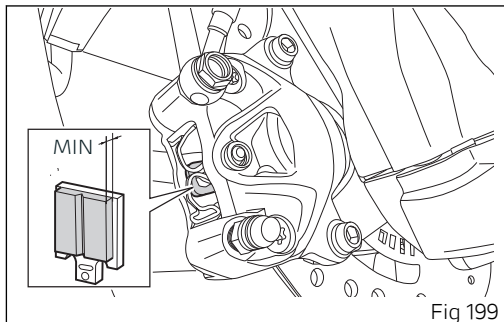


Fig 199

Charging the battery



Attention

Have the battery removed at a Ducati Dealer or Authorized Service Center.

To reach the battery, refer to "Removing the battery" page 295.



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.

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

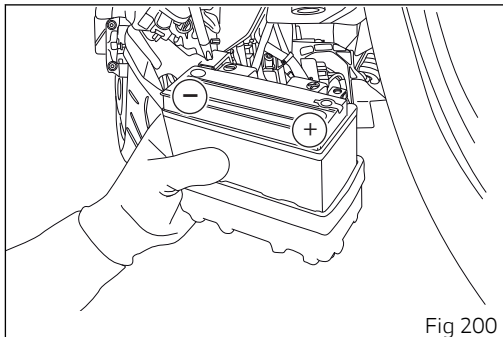


Fig 200



Important

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

Charge the battery at 0.9 A for 5÷10 hours.
Install the battery on the vehicle as described under "Refitting the battery" page 302.



Attention

Keep the battery out of the reach of children.

Jump-starting the motorcycle

If the motorcycle must be jump-started in an emergency with an external starting device, first loosen screws (2) using the supplied wrench to remove the battery cover (1).

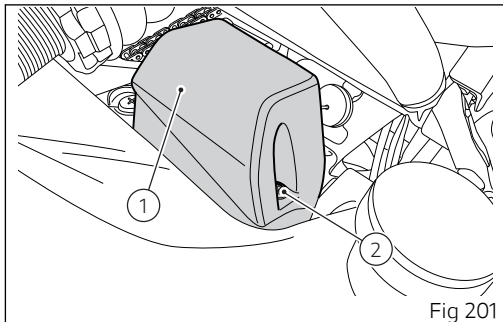


Fig 201

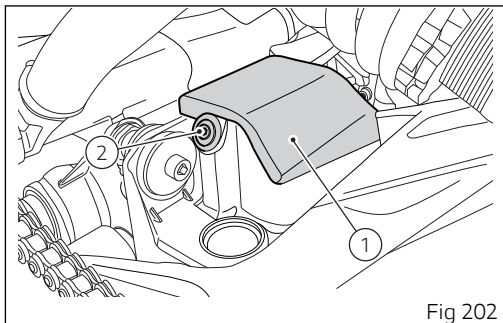


Fig 202

Connect the positive pole of the external device to the battery positive pole (3).
Connect the negative pole of the external device to engine mounting screw (4), after removing both covers and canister on engine LH side.
To remove the covers, refer to "Removing the battery" page 295.



Attention

When connecting the positive pole of the external device to the positive pole (3) of the battery, pay utmost attention not to touch any other metal parts on the vehicle.

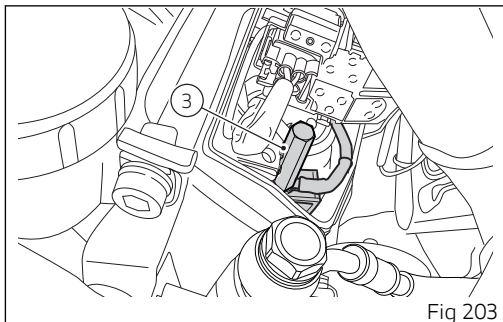


Fig 203

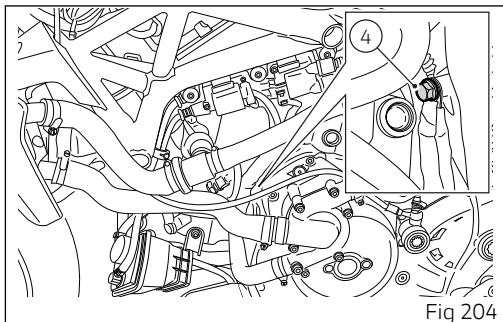


Fig 204

Charging and maintenance of the battery during winter storage

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



Note

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



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.

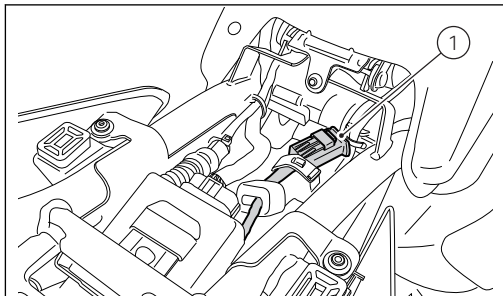


Fig 205

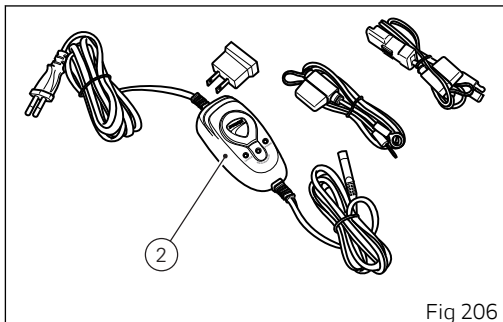


Fig 206



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 rear end of the bike.



Note

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

Removing the battery



Important

When battery must be removed, ALWAYS contact a Ducati Dealer or Authorized Service Center.

Loosen the screw (1) and remove the cover (2). Loosen screws (3) and (4), and remove cover (5), pay attention to the canister (6) since it is fitted on the same cover.

Remove canister (6) from cover (5) disengaging rubber band (7) from its retainer: leave canister connected to vehicle.

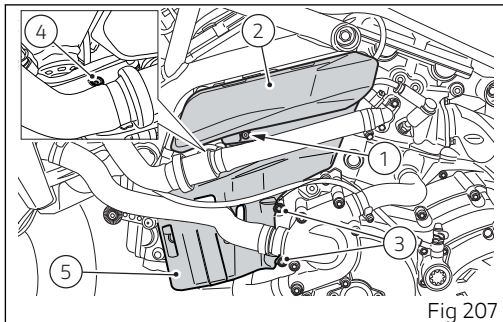


Fig 207

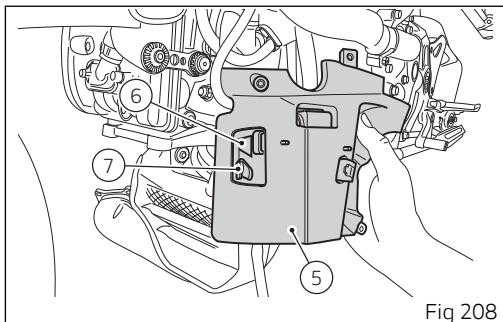
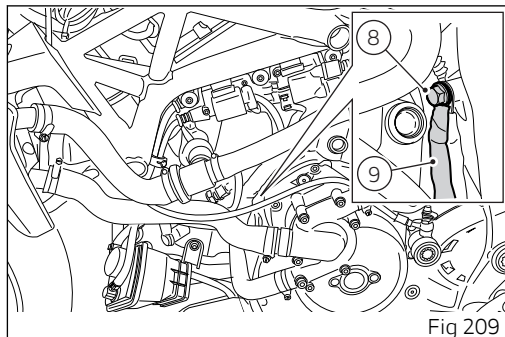


Fig 208

Loosen the screw (8) and disconnect the ground cable (9).

 **Attention** Insulate the ground cable end you just removed to prevent it from touching the motorcycle.



Loosen the screws (10) securing battery mount cover (11).
Remove battery cover (11).

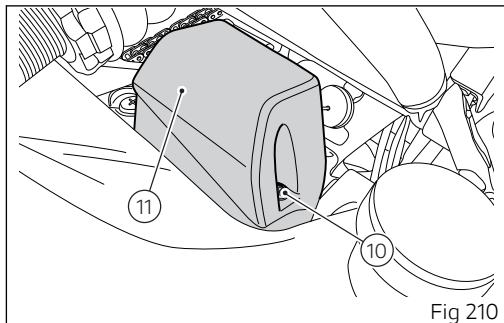


Fig 210

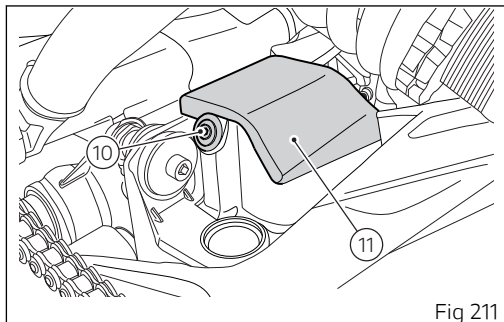


Fig 211

Loosen the special screw (12) retaining battery positive cable terminals (13) and ABS positive terminal (14) to battery positive pole.
Fit a service pin (P) in the hole on electric components support (Q) to change the battery.

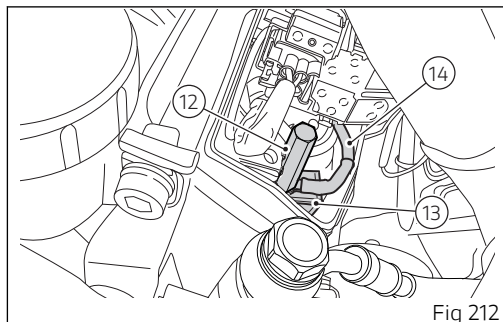


Fig 212

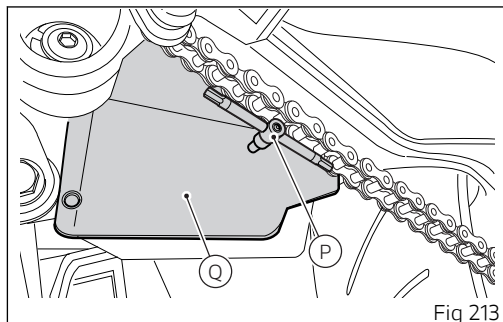


Fig 213

Loosen the screws (15) securing battery mount cover (16) to electric components support.

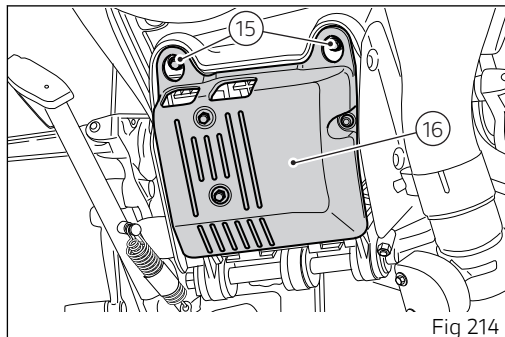


Fig 214

Turn battery mount cover (16) down and remove service pin (P) while supporting the battery (17) with your hand.
Slowly slide down battery (17), pay attention to the negative pole which is still connected to the wiring.

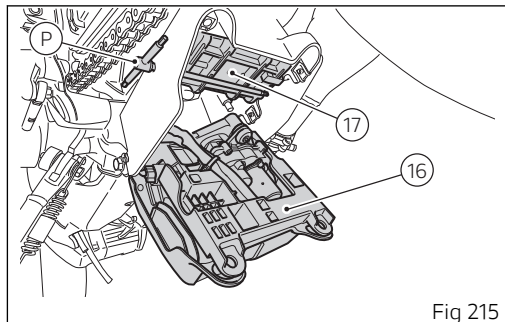


Fig 215

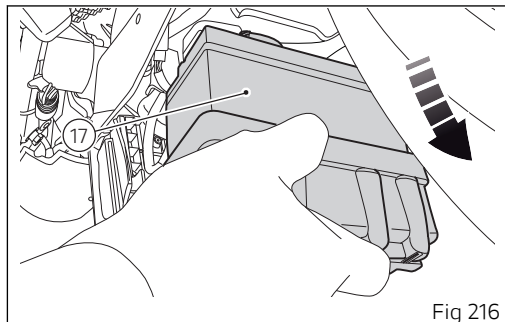
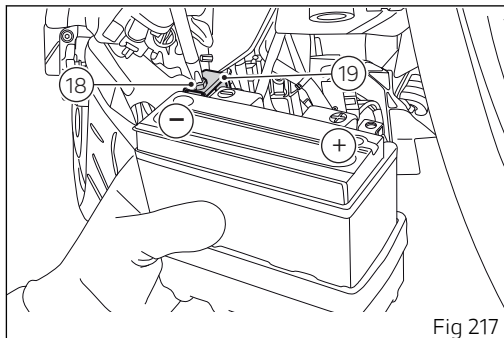


Fig 216

Loosen screw (18) securing negative cable (19) to battery negative pole and remove the battery.



Refitting the battery



Important

When battery must be installed, ALWAYS contact a Ducati Dealer or Authorized Service Center.

Fit the battery negative cable (19) on battery negative pole and fasten it by tightening screw (18) to $2.5 \text{ Nm} \pm 10\%$.

Install battery (17) in its seat, from swinging arm bottom side.

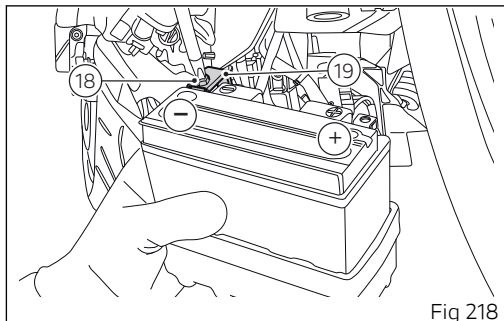


Fig 218

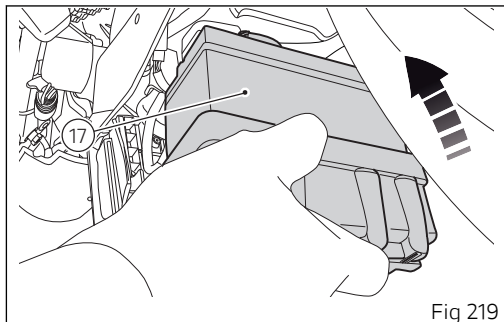


Fig 219

Once battery (17) is in place, fit service pin (P) in the hole on electric components support (Q) to support the battery.
Raise the battery mount cover (16) until it gets against the battery.

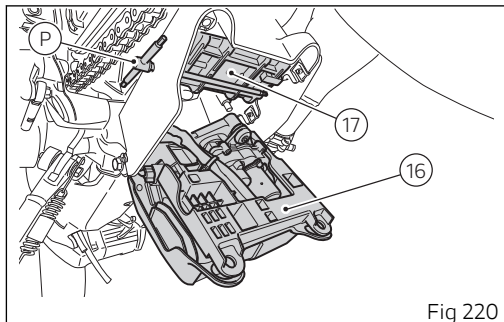


Fig 220

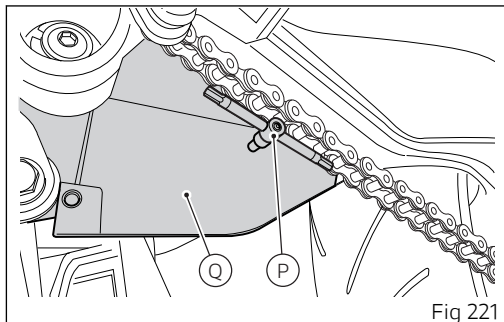


Fig 221

Slide out pin (P) and fasten battery mount cover (16) using screws (15); tighten them to $5 \text{ Nm} \pm 10\%$. Fit the positive cable (13) and ABS positive cable (14) on battery positive pole and fasten it by tightening screw (12) to $2.5 \text{ Nm} \pm 10\%$.

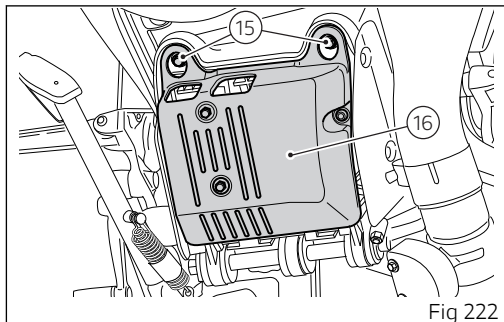


Fig 222

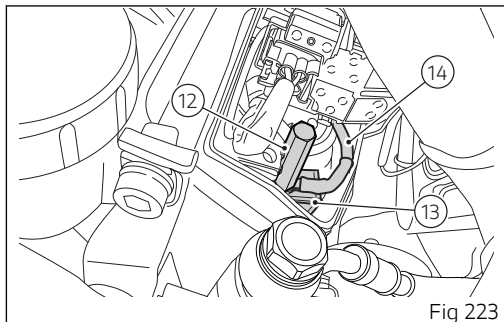


Fig 223

Fit the battery cover (11) on electric components support.
Start screws (10) and tighten them to a torque of 4 Nm $\pm$ 10%.

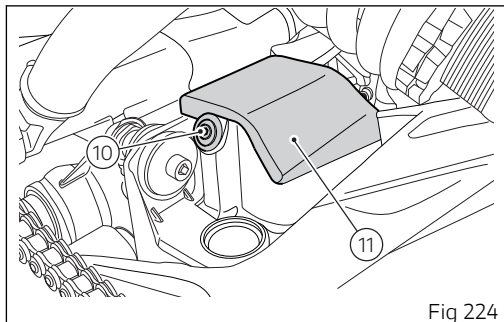


Fig 224

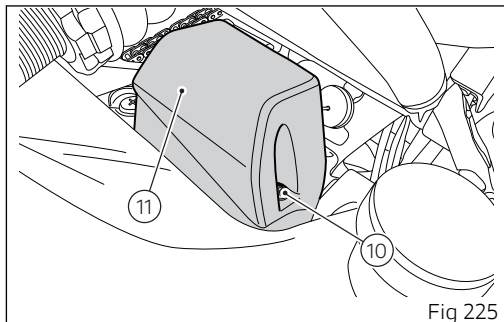
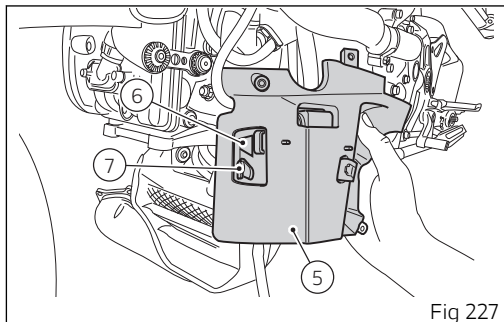
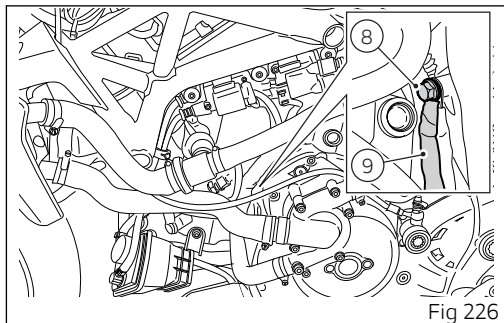


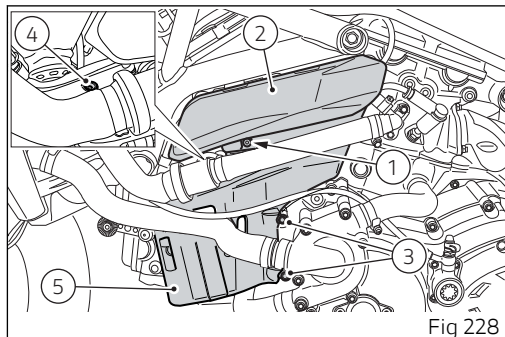
Fig 225

Fit the ground cable (9) on motorcycle and fasten it by tightening screw (8) to $10 \text{ Nm} \pm 10\%$. Refit the canister (6) to cover (5) and fasten using rubber band (7).



Fasten the cover (5) by tightening the screws (3) to a torque of $5 \text{ Nm} \pm 10\%$ and the screw (4) to a torque of $4 \text{ Nm} \pm 10\%$.

Install cover (2) and tighten the screw (1) to a torque of $3 \text{ Nm} \pm 10\%$.



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 side stand. 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 swinging arm. It must be: $A = 1.41 \div 1.50$ in ($36 \div 38$ mm).



Important

This only applies to the motorcycle standard settings, available upon delivery.



Important

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

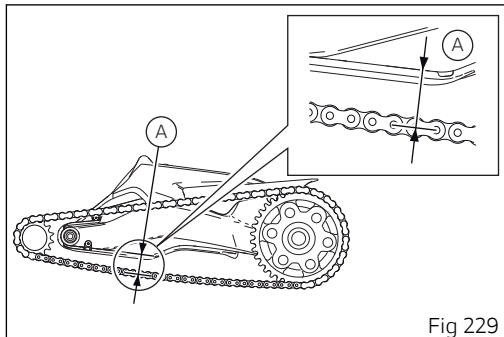


Fig 229



Attention

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



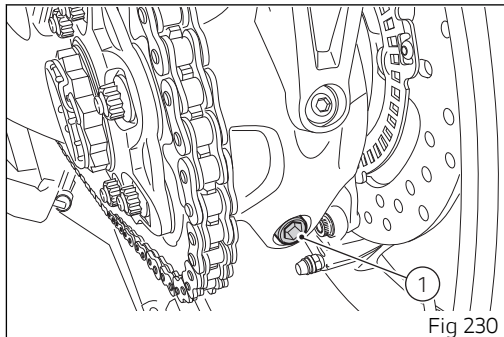
Important

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



Important

To ensure the best performance and long life of the chain, please follow the information related to chain cleaning, lubrication, inspection and tensioning.



Lubricating the drive chain



Important

Have drive chain cleaned by a Ducati Dealer or authorized Service Center.

Cleaning and lubricating the drive chain

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

Before proceeding with the chain lubrication it is important to correctly wash and clean it.

The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain using a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).



Attention

Avoid the use of steam, fuel, solvents, hard brushes or other methods that could damage the O-rings; also avoid direct contact with the battery acid as it could cause mini cracks in the links as shown in the figure.



Attention

In particular, in case of Off-Road use of the bike, it is possible that excessive wear of the links occurs due to the contact with the chain sliding shoe; friction could in fact cause the chain to overheat, altering the heat treatment of the links and making them particularly fragile.

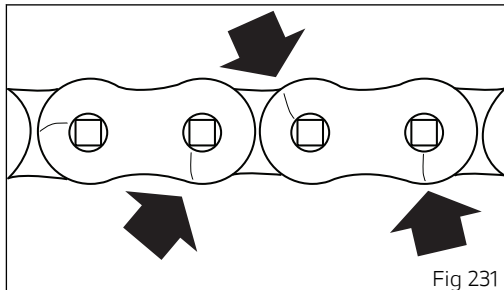


Fig 231

Lubricating the drive chain



Important

Have drive chain cleaned by a Ducati Dealer or authorized Service Center.



Attention

Use SHELL Advance Chain to lubricate the chain; the use of non-specific lubricants could damage the O-rings and therefore the entire drive system.

It is recommendable to lubricate the chain without waiting for it to cool down after using the motorcycle, so that the new lubricant can penetrate better between the inner and outer links and be more effective in its protective action.

Place the bike on the rear paddock stand. Make the rear wheel turns fast in the opposite direction to the direction of travel.

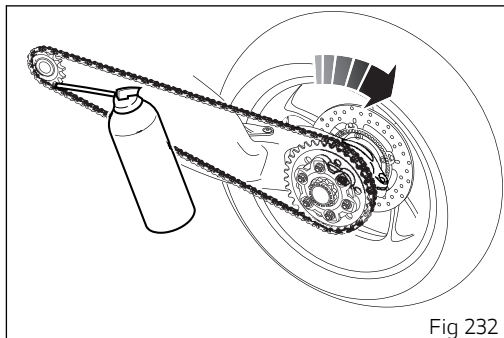
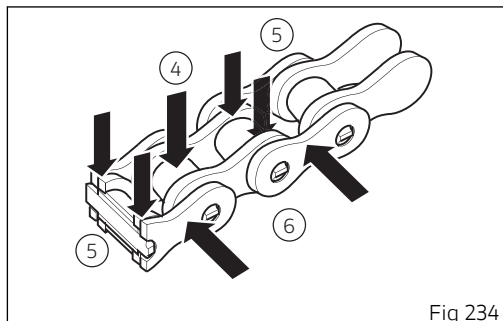
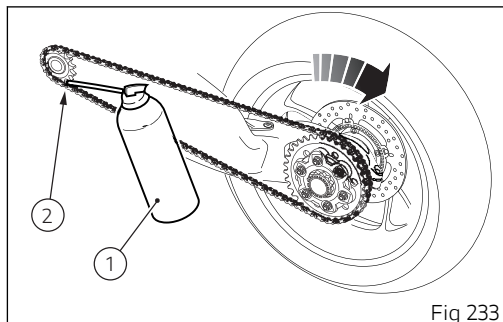


Fig 232

Apply the lubricant jet (1) inside the chain between the inner and outer links, in point (2) immediately before the engagement point on the sprocket.

Due to the centrifugal force, the lubricant, made fluid by the solvents contained in the spray, will expand in the working area between the pin and the bush, ensuring perfect lubrication.

Repeat the operation by aiming the lubricant jet to the central part (5) of the chain so as to lubricate the rollers (4), and to the outer plates (6) as shown in the figure.



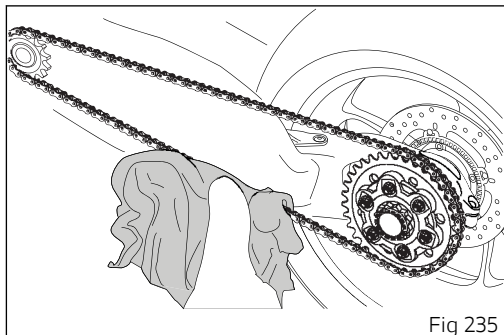
After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.

⚠ Important

Do not use the motorcycle immediately after lubricating the chain as the lubricant, still fluid, would be centrifuged outwards causing possible soiling of the rear tire or the rider's footpeg.

⚠ Important

Check the chain often, taking care to lubricate it, as also indicated in the table below: at least every 1000 km (621 mi) or more frequently (about every 400 km (248 mi)) when using the bike with high outside temperatures (40°C) or after long travels on the highway at high speed.



Changing bulbs

Before replacing a blown bulb, make sure that the replacement bulb has the same voltage and power as that specified in the paragraph "Electrical System" on page 344.



Important

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

Monster 1200

Monster 1200 S (USA version only)

Undo the screw (1) and detach the lens (2) from the turn indicator support.

The bulb is the banjo-type: press and rotate counterclockwise to remove. Fit the spare bulb by pressing and turning clockwise until it clicks. Refit the lens by inserting the tab in the corresponding slot in the turn indicator support. Tighten screw (1).

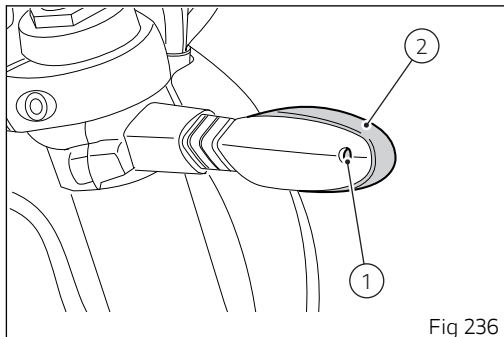


Fig 236

Aligning the headlight

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). On the wall or surface, draw a horizontal line at the same height from the ground as the center of the headlight and a vertical line aligned with the longitudinal axis of the 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 $\frac{9}{10}$ of the height from the ground of the headlight center.



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.

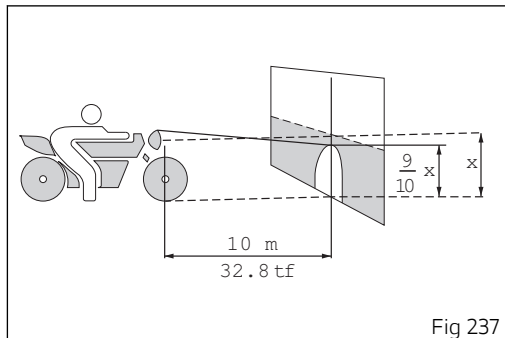


Fig 237

To vertically align the headlight beam, turn the screw (1).



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.

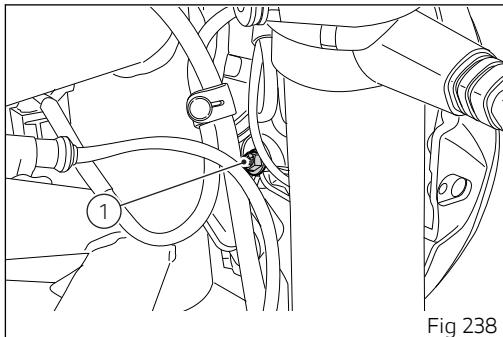


Fig 238

Tires

Front tire pressure:

2.3 bar (rider only) - 2.5 bar (rider and passenger).

Rear tire pressure:

2.5 bar (rider only) - 2.8 bar (rider and passenger).

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. When traveling very bumpy roads, increase tire pressure by $0.2 \div 0.3$ bar ($2.9 \div 4.35$ PSI) to preserve the roundness of the front rim.

TIRE REPAIR OR CHANGE

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 move the counterweights for wheel balancing.



Note

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



Attention

Replace tires with recommended standard tires only, indicated in the Technical data in the paragraph "Tires".

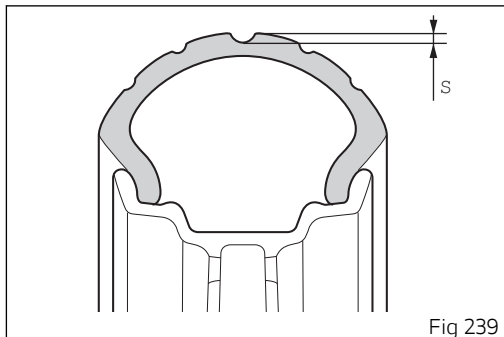
MINIMUM TREAD DEPTH

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

Periodically check tyres to detect any cracks or shears - in particular in the side walls - swells or wide and evident spots that indicate internal damage; replace them in case of serious damage. Remove pebbles or other foreign objects remained stuck in the tyre tread pattern.



Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover.

Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic oil.

Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the filler plug (2).



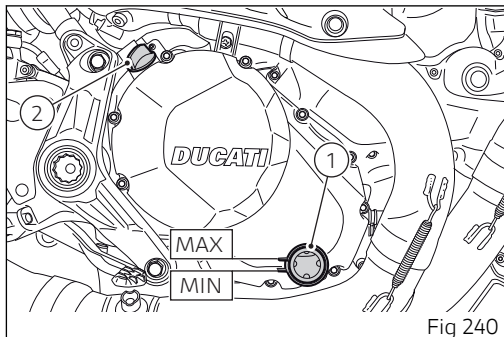
Important

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.

To check the oil level correctly, carefully follow the instructions below.

1) The level must be checked with warm engine, so if it is not performed after riding for at least 20/30 minutes you will need to warm up the engine.

If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly



warm to flow along the lines and reach the engine sump).

During this warming up phase, the bike can be left on the side stand.

2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.

3) Position the bike with both wheels on a flat ground and in straight position.

4) Then, check the engine oil through the sight glass.

5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.



Attention

Never exceed the MAX mark.

Recommendations concerning oil

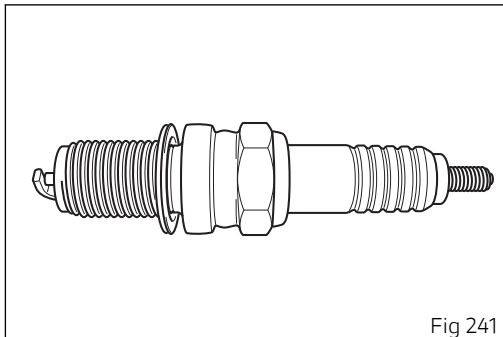
It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50.

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals. Have the spark plug replaced at a Ducati Dealer or Authorized Service Center.



Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals according to the road conditions you ride in. Use specific products only. Prefer biodegradable products. Avoid harsh detergents or solvents. Only use water and neutral soap to clean the Plexiglas and the seat. Periodically manually clean all aluminum components. Use special detergents, suitable for aluminum parts FREE of abrasives or caustic soda.



Note

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

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



Important

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 discs to avoid losing braking power. Clean the discs 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 and 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.



Attention

Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability. To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.



Note

Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.



Note

To clean the instrument panel do not use alcohol or its by-products.

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



Important

To clean and lubricate the drive chain, refer to the paragraph "Lubricating the drive chain".

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 seats, then crank the engine by hand a few times so a protective film of oil will spread on cylinder inner walls;
- place the motorcycle on the 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 prevent retaining condensate. The canvas is available from Ducati Performance.

Important notes

Laws in some countries (France, Germany, Great Britain, Switzerland, etc.) set 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.

Scheduled maintenance chart

Scheduled maintenance chart: operations to be carried out by the dealer



Attention

This scheduled maintenance chart is designed for a road use. If it is used on the track, even if not during sport competitions, all parts of the bike are more stressed so routine maintenance operations must be carried out more frequently than indicated.



Attention

Please contact a Ducati Dealer or Authorized Service Center for customized service advice on the sport use.

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Reading of the error memory with DDS and check of software version update on control units		•	•	•	•	•	12
Check the presence of any technical updates and recall campaigns		•	•	•	•	•	12
Change engine oil and filter		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Clean the engine oil mesh filter assembly		●		●		●	-
Check and/or adjust valve clearance				●		●	-
Change timing belts				●		●	60
Change spark plugs				●		●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							36
Check brake disk and pad wear. Change if necessary		●	●	●	●	●	12
Check the proper tightening of brake caliper bolts and brake disk flange screws		●	●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check frame-to-engine fasteners tightening			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Check the proper tightening of final drive front and rear sprocket nuts		•	•	•	•	•	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			•	•	•	•	12
Check final drive chain tension and lubrication		•	•	•	•	•	12
Check steering bearings and lubricate, if necessary				•		•	-
Change front fork fluid				•		•	-
Visually check the front fork and rear shock absorber seals		•	•	•	•	•	12
Check the freedom of movement and tightening of the side and central stand (if any)		•	•	•	•	•	12
Visually check the fuel lines			•	•	•	•	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		•	•	•	•	•	12
Lubricate the levers at the handlebar and pedal controls			•	•	•	•	12
Change coolant					•		48
Check the coolant level and check circuit for damage		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Check tire pressure and wear		•	•	•	•	•	12
Check the battery charge level		•	•	•	•	•	12
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		•	•	•	•	•	12
Check lighting, turn indicators, horn and controls		•	•	•	•	•	12
Reset the Service indication through the DDS		•	•	•	•	•	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), electric fans and idling		•	•	•	•	•	12
Softly clean the motorcycle		•	•	•	•	•	12
Fill out that the service was performed in on-board documentation (Service Booklet)		•	•	•	•	•	12

Scheduled maintenance chart: operations to be carried out by the customer



Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

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 components.		●

* Service operation to be carried out in accordance with the specified distance or time intervals (km or months), whichever occurs first

Specifications

Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI):

465 lb – 211 kg (Monster 1200);

470 lb – 213 kg (Monster 1200 S).

Overall weight (without fluids and battery):

408 lb – 185 kg (Monster 1200);

412 lb – 187 kg (Monster 1200 S).

Maximum allowed weight (carrying full load): 860 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.

Weights

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

465 lb – 211 kg (Monster 1200);

470 lb – 213 kg (Monster 1200 S).

Overall weight (without fluids and battery):

408 lb – 185 kg (Monster 1200);

412 lb – 187 kg (Monster 1200 S).

Maximum allowed weight (carrying full load): 860 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

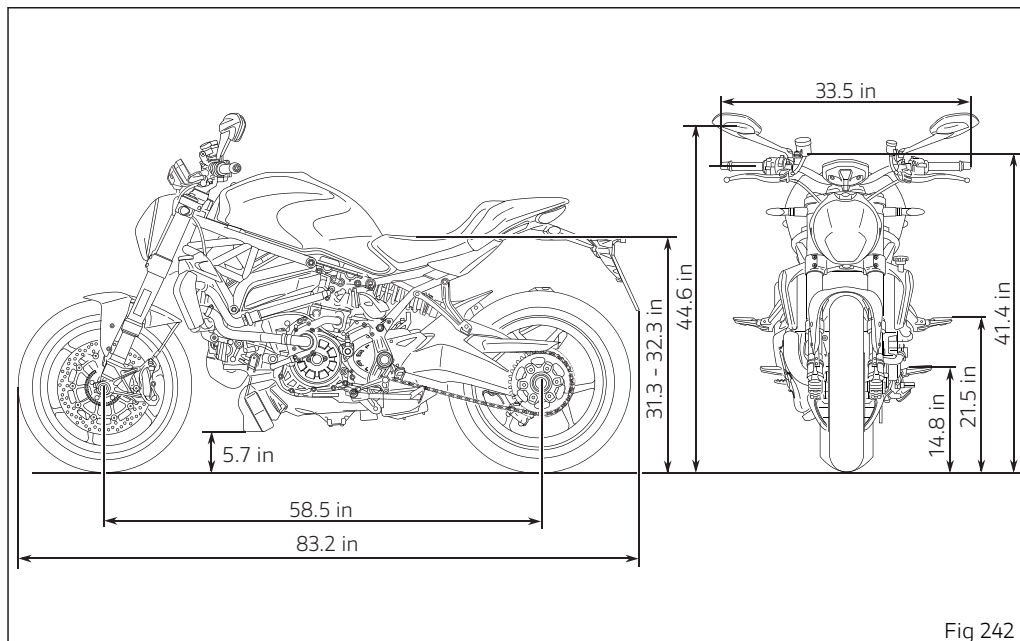


Fig 242

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 0.66 US gal (2.5 liters)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2.	16.5 liters (4.36 US gal)
Oil sump and filter	Ducati recommends you use SHELL Advance DUCATI 15W-50 Fully Synthetic oil.	3.9 liters (1.03 US gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork (Monster 1200)	SHELL Donax TA	500 cc 30.51 cu.in (right leg) 506 cc 30.88 cu.in (left leg)
Front fork (Monster 1200 S)	SHELL Donax TA	587.5 cc 35.85 cu.in (per leg)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.66 US gal (2.5 cu. dm) (litres)



Important

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



Attention

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

Engine

Testastretta 11°, twin cylinder, "L" type,
Desmodromic timing system, 4 valve per cylinder,
liquid cooling.

Bore: 4.17 in (106 mm)

Stroke: 2.67 in (67.9 mm)

Total displacement: 73.13 cu.in (1198.4 cu. cm)

Compression ratio: 13±0.5:1

Maximum power at crankshaft (EU) Regulation no.
134/2014 Annex X, kW/HP:

108 kW/147 HP at 9,250 rpm

Max. power at crankshaft Regulation (EU) no.
134/2014 Annex X kW, for France version only:

73 kW/99 HP at 6,250 rpm

Max. power at crankshaft Regulation (EU) no.
134/2014 Annex X kW, for China version only:

90 kW/122 HP at 8,750 rpm

Maximum torque at crankshaft (EU) Regulation no.
134/2014, Annex X:

124 Nm - 12.6 kgm at 7,750 rpm

Max. torque at crankshaft (EU) Regulation no.
134/2014 Annex X, for France version only:

116 Nm - 11.8 kgm at 6,000 rpm

Max. torque at crankshaft (EU) Regulation no.
134/2014 Annex X, for China version only:

118 Nm - 12 kgm at 7,000 rpm

Max. rotation speed: 10,400 rpm



Important

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



Note

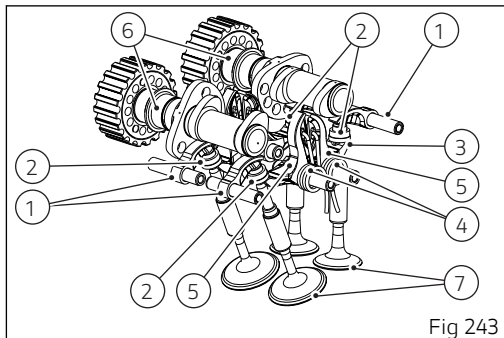
The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Timing system

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms (four opening and four closing ones) and two overhead camshafts. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

- 1) opening (or upper) rocker;
- 2) opening rocker shim;
- 3) closing (or lower) rocker shim;
- 4) return spring for lower rocker;
- 5) closing (or lower) rocker;
- 6) camshaft;
- 7) valve.



Performance

Maximum speed in any gear should be reached only after a correct break-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: MAR9-J.

Fuel system

Synerject CONTINENTAL ECU M3D indirect electronic injection.

MIKUNI throttle body with elliptical section, diameter: equivalent to 2.2 in (56 mm)

Injectors per cylinder: 1

Firing points per injector: 10

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



Attention

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

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

Brakes

Separate-action anti-lock brake system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

Front

Type: with drilled steel disk. No. 2 disks.

Disk diameter: 12.6 in (320 mm) (Monster 1200).

Disk diameter: 13 in (330 mm) (Monster 1200 S).

Disk thickness: 0.17 in (4.5 mm) (Monster 1200).

Disk thickness: 0.2 in (5 mm) (Monster 1200 S).

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

Monoblock brake calipers with separate pistons.

Brake caliper (M4.32): 1.26 in (32 mm) cylinder diameter (Monster 1200).

Brake caliper (M4.30): 1.18 in (30 mm) cylinder diameter (Monster 1200 S).

Friction material: Toshiba TT2182FF.

Cylinder diameter (PR 18/21): 0.71 in (18 mm) (Monster 1200).

Cylinder diameter (PR 16/21): 0.63 in (16 mm) (Monster 1200 S).

Braking surface: 16.05 cu. in (263 sq. cm) (Monster 1200).

Braking surface: 16.14 cu. in (264.5 sq. cm) (Monster 1200).

Rear

Type: with fixed drilled steel disk.

Disk diameter: 9.65 in (245 mm).

Disk thickness: 0.2 in (5 mm)

Hydraulically operated by a pedal on RH side.

Brake caliper: 1.34 in (34 mm) cylinder diameter.

Make and type: Brembo P 34

Friction material: Toshiba TT2172 HH.

Cylinder type: PS 11.

Cylinder Ø: 0.43 in (11 mm).

Braking surface: 12.75 cu. in (209 sq. cm).



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

Hydraulically-controlled slipper/self-servo wet multiplate 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, and gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/41.

Total gear ratios:

1st 15/37

2nd 17/30

3rd 20/27

4th 22/24

5th 24/23

6th 25/22

Drive chain from gearbox to rear wheel.

Make: DID

Type: 525 HV3

Links: 105 + 1



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. If improperly replaced, this component could seriously endanger your safety and that of your passenger, and cause irreparable damage to your motorcycle.

Frame

Tubular ALS 420 steel trellis frame.

Tubular ALS 420 steel trellis rear sub-frame.

Steering angle (per side): 30°.

Steering head angle: 23.3°.

Trail:

3.40 in (86.5 mm) Offset 1.42 in (36 mm)

Lean angle:

50°.

Wheels

Light alloy cast rims with ten spokes (Monster 1200)

Light alloy cast rims with three spokes (Monster 1200 S)

Front

Size: MT 3.50" x 17"

Rear

Size: MT 6.00" x 17"

Tires

Front

Pirelli Diablo Rosso III "tubeless" radial type

Size: 120/70 ZR 17 M/C (58W) TL (D)

Rear

Pirelli Diablo Rosso III "tubeless" radial type

Size: 190/55 ZR 17 M/C (75W) TL (D)

Suspensions

Monster 1200

FRONT

KAYABA hydraulic upside-down fork with spring preload, compression and rebound adjustment:

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

Stroke on leg axis: 5.11 in (130 mm).

REAR

Progressive with Sachs monoshock, with rebound and spring preload adjustment.

Shock absorber stroke: 2.42 in (61.5 mm).

Rear wheel travel: 5.87 in (149 mm).

Monster 1200 S

FRONT

ÖHLINS hydraulic upside-down fork with spring preload, compression and rebound adjustment:

Stanchion diameter (legs) 48 mm (1.84 in).

Stroke on leg axis: 5.11 in (130 mm).

REAR

Progressive with ÖHLINS monoshock, with compression, rebound and spring preload adjustment.

Shock absorber stroke: 2.44 in (62 mm).

Rear wheel travel: 5.87 in (149 mm).

Exhaust system

Single silencer in stainless steel, aluminum tailpipe cover; catalytic converter and double lambda sensor.

Available colors

Monster 1200

DUCATI RED

Primer, Acriflex White code L0040652 (Lechler).

Primer, Acriflex Red code 473.101 (PPG).

Varnish, Acriplast Red Stoner SF code LMC06017 (Lechler).

Frame, Ducati Red code 81784 (Inver SPA).

Rear subframe, Matt Black powder enamel code CN201V (Akzo Nobel).

Rims, Glossy Black code VPCH03250 (Peter Lacke).

Monster 1200 S

DUCATI RED

Primer, Acriflex White code L0040652 (Lechler).

Primer, Acriflex Red code 473.101 (PPG).

Varnish, Acriplast Red Stoner SF code LMC06017 (Lechler).

Frame, Ducati Red code 81784 (Inver SPA).

Rear subframe, Matt Black powder enamel code CN201V (Akzo Nobel).

Rims, Glossy Black code VPCH03250 (Peter Lacke).

LIQUID GREY

Primer 2 K Black code 873.A002 (Palinal).

Base (Basecoat) Liquid Concrete Grey code 929.K079/2 (Palinal).

Clearcoat code 923M1598 (Palinal).

Electric system

Basic electric items are:

HEADLIGHT:

low beam:

H7 (12 V - 55 W).

high beam:

H1 (12 V - 55 W).

parking light:

fourteen LEDs 13.5V - 2.4W (Monster 1200);

twelve LEDs 13.5V - 3.5W (Monster 1200 S).

DRL lights (Monster 1200 S only):

twelve LEDs 13.5V - 15.5W

ELECTRICAL CONTROLS ON HANDLEBAR

Front turn indicators:

RY 10W bulb (12 V - 10 W).

Rear turn indicators:

RY 10W bulb (12 V - 10 W).

Horn.

Stop light switches.

Battery, 12 V-10 Ah.

Generator 490 W - 14 V.

ELECTRONIC REGULATOR, protected by 2 fuses, 30 A, on solenoid starter (D) sides.

Starter motor, 12 V-700 W.

Tail light: parking light

twelve LEDs 13.5V - 3.5W (Monster 1200);

eight LEDs 13.5V - 0.45W (Monster 1200 S).

Tail light: stop light

twelve LEDs 13.5V - 2.8W.

Number plate light:

three LEDs 13.5V - 0.7W.



Note

For the bulb replacement refer to paragraph "Replacing the bulbs".

Fuses

There are eleven fuses that protect the electric components located inside the fuse boxes. There are three spare fuses in every box. Above the solenoid starter there are two 30 A fuses, whereas on its sides there are two ABS fuses: a 25 A and a 30 A one.

The fuse boxes are located on the RH central side, under the RH side cover. Fuse box (A) is on the LH side, whereas fuse box (B) is on the RH side. To expose the fuses, lift the box protective covers. Mounting position and ampere capacity are marked on box cover. Refer to the table below to identify the circuits protected by the various fuses and their ratings.

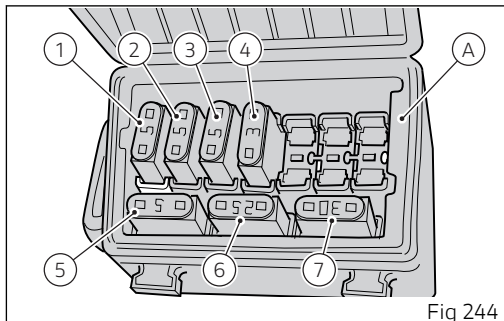


Fig 244

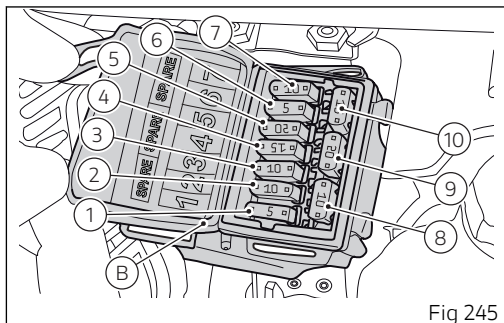


Fig 245

Fuse box (A) key		
Pos	El. item	Rat.
1	Optional Key	5 A
2	Alarm	5 A
3	Stop	5 A
4	Diagnostics	3 A
5	Spare	7.5 A
6	Spare	25 A
7	Spare	30 A

Fuse box (B) key		
8	Spare	10 A
9	Spare	20 A
10	Spare	15 A

Fuse box (B) key		
Pos	El. item	Rat.
1	Lights	5 A
2	Instrument panel	10 A
3	Key 1	10 A
4	Key 2	15 A
5	Relay	20 A
6	Control unit	5 A
7	BBS	10 A

The two main fuses (C) and (L) are located on solenoid starter (D). Remove the fuse cap (E) on both fuses to reach them.

A blown fuse is identified by the interrupted center link (F).

Near the solenoid starter there are two fuses: a 25 A (G) fuse and a 30 A (H) one.



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.

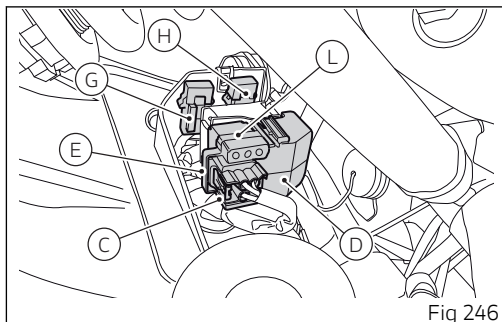


Fig 246

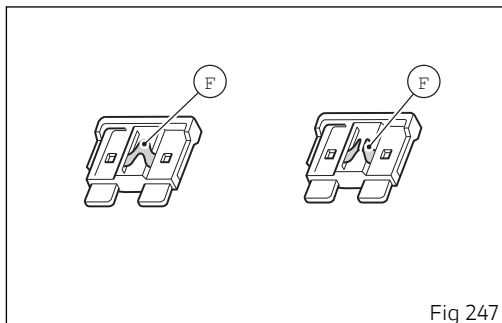


Fig 247

Injection /electric system diagram key

- 1) Ignition system (ignition switch)
- 2) LH fan
- 3) RH fan
- 4) Generator
- 5) Regulator
- 6) Solenoid starter
- 7) Battery
- 8) Wiring ground
- 9) Exhaust valve actuator
- 10) ABS control unit
- 11) Front fuse box
- 12) Rear fuse box
- 13) Front speed sensor
- 14) Rear speed sensor
- 15) Self-diagnosis/DDA
- 16) Rear right turn indicator
- 17) Rear light
- 18) Rear left turn indicator
- 19) Number plate light
- 20) BBS
- 21) Alarm (optional)
- 22) Gear sensor
- 23) Side stand switch
- 24) Clutch switch

- 25) Timing/rpm sensor
- 26) MAP sensor
- 27) Purge valve
- 28) Engine temperature
- 29) Ambient temperature sensor (TIA)
- 30) Horizontal exhaust lambda sensor
- 31) Vertical exhaust lambda sensor
- 32) Accelerator position sensor (APS)
- 33) Horizontal injector
- 34) Vertical injector
- 35) Potentiometer motor / ride-by-wire (TPS/ETV)
- 36) Secondary air actuator
- 37) Vertical coil
- 38) Horizontal coil
- 39) Fuel pump
- 40) Fuel pump relay
- 41) Injection power supply relay
- 42) Control unit A
- 43) Control unit B
- 44) Left-hand switch
- 45) Front left turn indicator
- 46) Horn
- 47) Air temperature sensor
- 48) Instrument panel
- 49) Rear stop light

- 50) Front stop light
- 51) Front right turn indicator
- 52) Headlight
- 53) Right-hand switch
- 54) Starter relay
- 55) IMU
- 56) ABS fuses
- 57) Immobilizer
- 58) Supplementary socket (optional)
- 59) Starter motor
- 60) USB
- 61) Bluetooth (optional)
- 62) Fuel level
- 63) Oil pressure sensor

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	MI	NAME	MILEAGE	DATE
		DUCATI SERVICE		
1000	600			
15000	9000			
30000	18000			
45000	27000			
60000	36000			



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