

Owner's manual

DIAVEL

DIAVEL
CROMO



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 a place. In case of damage or loss, request a new copy by contacting:

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

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

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Introduction

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 p. 201).

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.

Table of contents

Introduction	2
Safety guidelines	7
Warning symbols used in the manual.	7
Permitted use	8
Rider's obligation	8
Reporting safety defects	10
Rider education	11
Clothing	11
"Best Practices" for safety	12
Refueling	14
Carrying the maximum load allowed	15
Dangerous products - warnings	16
Vehicle ID number	18
Engine ID number	19
Plate positioning	20
Noise and exhaust emission control system information	26
California emission control warranty statement	
Your warranty rights and obligations	27
Manufacturer's warranty coverage	27

Owner's warranty responsibilities:	27
California evaporation emission system	28
Ducati limited warranty on emission control system	28

Instrument Panel (Dashboard)	31
Dashboard on handlebar	32
LCD unit functions	34
Vehicle speed indicator	35
Engine rpm indicator (RPM)	36
Clock	37
Coolant temperature	38
Display background color (Automatic adjustment)	39
Dashboard on tank	39
TFT - Parameter setting/display	41
Total distance covered indicator: "Odometer"	43
"Trip 1" meter	44
"Trip 2" meter	45
Distance traveled on fuel reserve: "TRIP FUEL"	46
Indicator "CONS. AVG"	
Average fuel consumption	47
Indicator "CONS."	
Instantaneous fuel consumption	48
Indicator "SPEED AVG" - Average speed	49
Indicator "TRIP TIME" - Trip time	50
Indicator "AIR" - Air temperature	51
Engaged gear indicator	52
"Riding Mode set" indication	52

Indication if the "LAP" function is active/not active 53
 "Riding Mode" function (riding style change) 54
 Maintenance indicator 56
 Maintenance table 56
 First warning - OIL SERVICE 1000 km 57
 Residual range indication when the SERVICE is due 58
 Indication of range reached for SERVICE 60
 Warning indication (Alarms/Signals) 62
 "Low" battery level 64
 Traction Control (DTC) deactivated 64
 Hands Free (HF) key not recognized 65
 "Low" Hands Free (HF) key battery level 65
 "High" engine coolant temperature 66
 Steering release error - Steering still locked 67
 Dashboard diagnosis 68
 "Setting" menu 72
 Riding Mode" customization 74
 DTC (Ducati Traction Control) setting function 76
 ENGINE setting function (Engine Power Control) 82
 DEFAULT function (Resetting Ducati default parameters) 84
 Menu 2 On/Off function 86
 Background setting function for the dashboard on tank - DASHBOARD 1 88

Backlighting setting function for the dashboard on handlebar - DASHBOARD 2 90
 Digital RPM indication function 92
 LAP Activation/Deactivation function (lap time) 94
 LAP registration function 96
 Stored LAP display function 98
 Stored LAP erase function 100
 Battery voltage indicator (BATTERY) 102
 Clock setting function 104
 Units of measurement modification function 106
 ABS disabling function 110
 The Immobilizer system 112
 Keys 112
 Replacing the battery in the active key 114
 Duplicate keys 117
 Immobilizer override procedure 117
 Light control 123

Controls 128

Position of motorcycle controls 128
 Hands Free" system 129
 LH switch 138
 Clutch lever 139
 RH switch 140
 Throttle twistgrip 141
 Front brake lever 141
 Rear brake pedal 142
 Gear change pedal 142

Adjusting the position of the gearchange and rear brake pedals 143

Main components and devices 145

Position on the vehicle 145

Tank filler plug 146

Seat lock 147

Sidestand 150

Passenger grabhandle 151

Adjusting the front fork 152

Adjusting the rear shock absorber 154

Riding the motorcycle 158

Break-in recommendations 158

Pre-ride checks 160

Engine on/off 162

Moving off 164

Braking 164

Stopping the motorcycle 167

Parking 167

Refueling 171

Tool kit and accessories 172

Main maintenance operations 173

Change the air filter 173

Checking and topping up coolant level 173

Checking brake and clutch fluid level 174

Checking brake pads for wear 176

Lubricating cables and joints 177

Adjusting throttle control free play 178

Charging the battery 179

Charging and maintenance of the battery during winter storage 187

Checking drive chain tension 189

Chain lubrication 190

Replacing the high and low beam bulbs 191

Beam setting 192

Rearview mirror adjustment 194

Tubeless tires 195

Checking engine oil level 197

Cleaning and replacing the spark plugs 198

Cleaning the motorcycle 199

Storing the motorcycle 200

Important notes 200

Scheduled maintenance chart 201

Operations to be carried out by the dealer 201

Operations to be carried out by the dealer 203

Operations to be carried out by the customer 204

Technical data 205

Overall dimensions 205

Weights 205

Engine 207

Timing system 207

Performance data 208

Spark plugs 208

Fuel system 208

Brakes 209

Transmission 210

Frame 211

Wheels 211

Tires 211

Suspensions 212

Exhaust system 212

Available colors 212

Electrical system 213

Routine maintenance record 219

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.



Warning

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

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

Permitted use

This motorcycle must be used only on road surfaces with asphalt or flat and even pavement.

This motorcycle may not be used on dirt roads or for off-road riding.



Warning

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



Warning

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.



Warning

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

Rider's obligation

All riders must hold a driver's license.



Warning

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.



Warning

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.



Warning

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.



Warning

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.



Warning

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



Warning

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



Warning

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 .



Warning

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 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, 10443 Bandle Drive Cupertino, California, 95014, Tel: 001.408.253.0499, Fax: 001.408.253.4099. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider education

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



Warning

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. website (Motorcycle Safety Foundation) (www.msf-usa.org).

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

Clothing

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

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

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



Important

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



Important

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



Important

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

“Best Practices” for safety

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



Important

During the break-in period, carefully observe the instructions contained on page 158. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.



Warning

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 160).



Warning

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



Warning

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

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

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



Important

The rider should ALWAYS keep both hands on the handlebar.



Important

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



Important

The pillion passenger should always hold on to the grab handle (foldaway-type, see page 151) placed inside the tail guard 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.



Warning

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.).



Warning

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.



Warning

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuels with ethanol content over 10% is prohibited. Using them 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.



Warning

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.



Warning

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.



Warning

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.



Warning

Make sure tires are inflated to the correct pressure indicated at page 195 and that they are in good condition.

Dangerous products - warnings

Used engine oil



Warning

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



Warning

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.



Warning

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.



Warning

Take care not to spill engine coolant on the exhaust system or engine parts. These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames.

Coolant (ethylene glycol) is an irritant and is poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant will be scalding hot and is under high pressure.

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

Battery



Warning

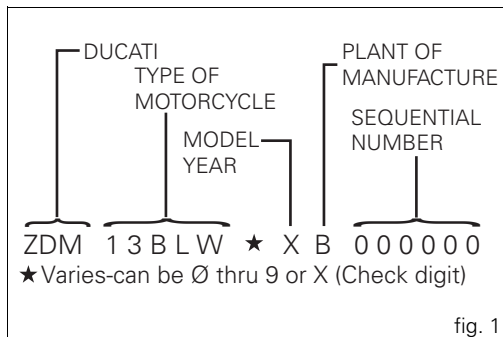
The battery gives off explosive gases; keep it away from any source of ignition such as sparks, flames and cigarettes. Charge the battery in a well-ventilated area.

Vehicle ID number



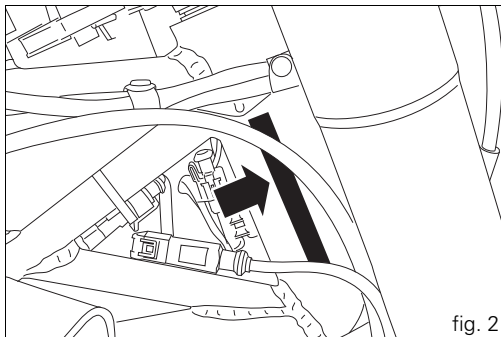
Note

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



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

Frame number

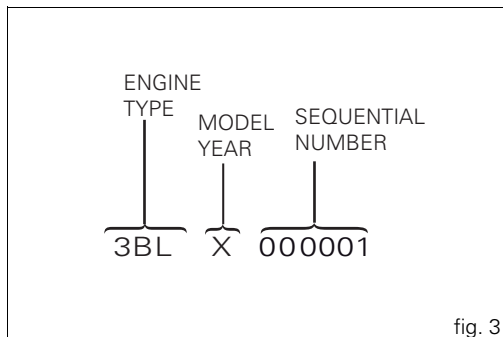


Engine ID number



Note

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



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

Engine number

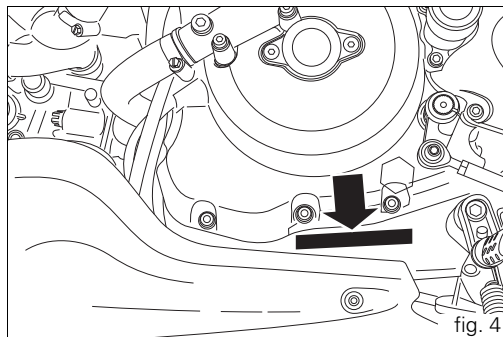


Plate positioning

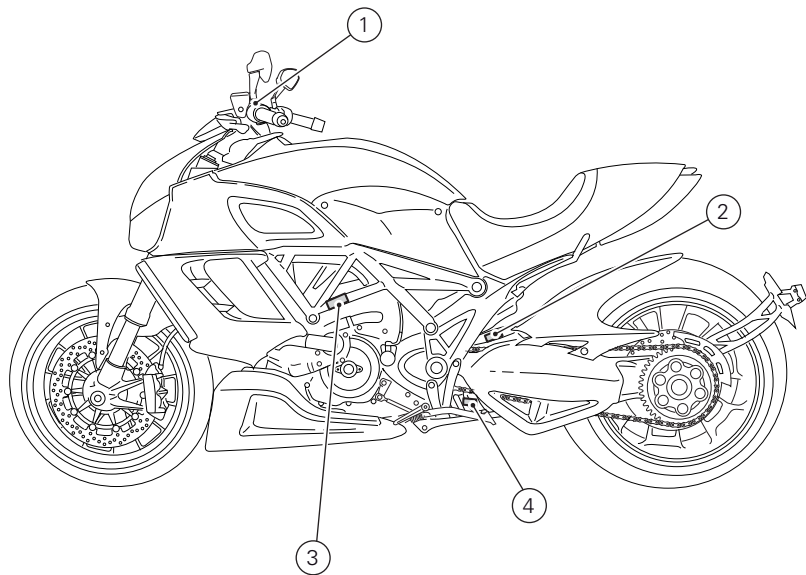


fig. 5

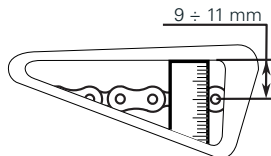
WARNING

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

Cod. 433 1 165 1A

1

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



2

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

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

Cod. 402 1 233 1A

3

WARNING

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

4

fig. 6

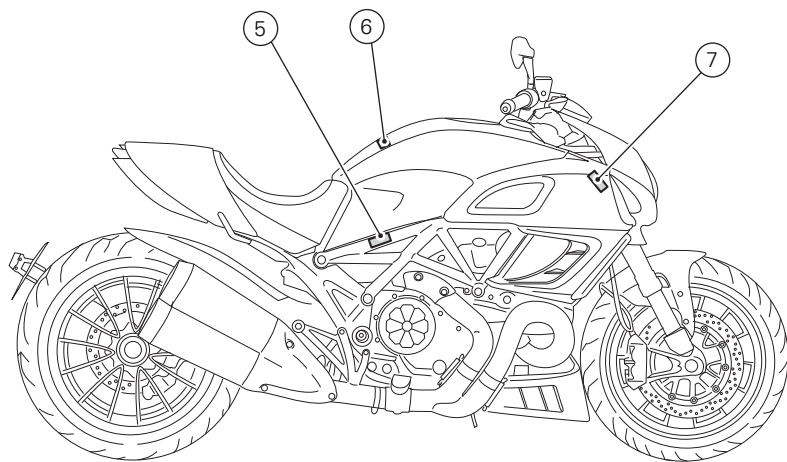


fig. 7

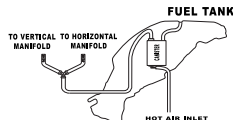
CAUTION

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

6

VEHICLE EMISSION CONTROL LABEL

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



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

432.1.594.1D

5

VEHICLE EMISSION CONTROL INFORMATION

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

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

ENGINE TUNE-UP SPECIFICATIONS

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

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7

fig. 8

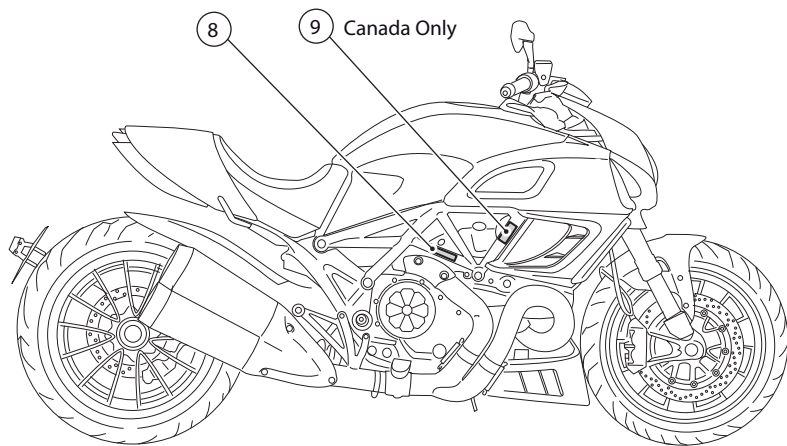


fig. 9

DATE: / /

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

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

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

Vehicle I.D. No.: XXXXXXXXXX

DocId:32122416

8

DATE: ** / ** **

TYPE OF VEHICLE / TYPE DE VÉHICULE : MC

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

--	--

	COLD INF
--	----------

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

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

CE VÉHICULE EST CONFORME À TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU

REGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR À LA

DATE DE SA FABRICATION.

9 (Canada Only)

fig. 10

Noise and exhaust emission control system information

Source of Emissions

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

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

Exhaust Emission Control System

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

Crankcase Emission Control System

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

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

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

Problems that may affect motorcycle emissions

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

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (drivability) and poor economy.

California emission control warranty statement

Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2012 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards.

Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

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

Manufacturer's warranty coverage

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

Owner's warranty responsibilities:

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

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

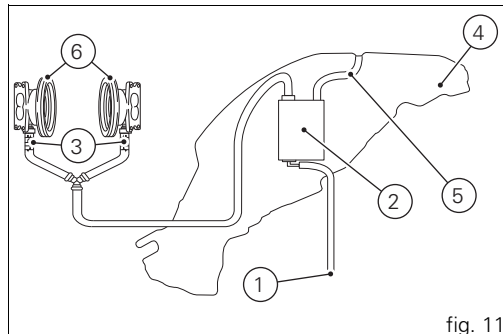
California evaporation emission system

This system consists of (fig. C):

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



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



Ducati limited warranty on emission control system

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

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

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

I. Coverage

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

Air Resources Board. Any part or parts replaced under this warranty shall become the property of Ducati.

In the state of California only, emissions related warranted parts are specifically defined by that state's Emissions Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank, fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points, condensers, and spark plugs if failure occurs prior to the first scheduled replacement, and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts.

In the state of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized Ducati dealer. An emergency situation occurs when an authorized Ducati dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in

an emergency repair. Ducati will reimburse the owner for the expenses, including diagnosis, not to exceed Ducati's suggested retail price for all warranted parts replaced and labor charges based on Ducati's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

II. Limitations

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

A. Repair or replacement required as a result of

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

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

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

III. Limited liability

A. The liability of Ducati under this Emission Control Systems Warranty is limited solely to the remedying of defects in material or workmanship by an authorized Ducati motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the Ducati dealer. Ducati shall not be liable for any other expenses, loss or damage, whether direct, incidental, consequential or exemplary arising in connection with the sale or use of or inability to use the Ducati motorcycle for any purpose. Some states do not allow the exclusion or limitation of any incidental or consequential damages, so the above limitations may not apply to you.

B. No express emission control system warranty is given by Ducati except as specifically set forth herein. Any emission control system warranty implied by law, including any warranty of merchantability or fitness for a particular purpose, is limited to the express emission control systems warranty terms stated in this warranty. The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow limitations on how long an implied warranty lasts so the above limitation may not apply to you.

C. No dealer is authorized to modify this Ducati Limited Emission Control Systems Warranty.

IV. Legal rights

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

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

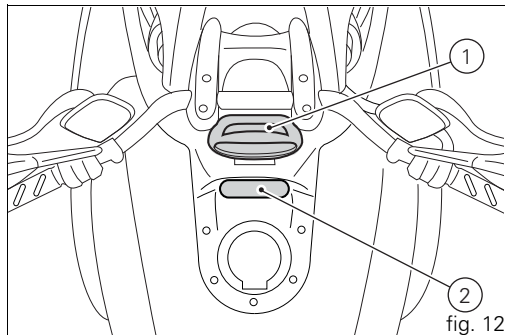
VI. Additional information

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

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

Instrument Panel (Dashboard)

The vehicle is equipped with two dashboards: an LCD (1, fig. 12) located on the handlebar containing the key indications (speed, rpm, coolant temperature and clock) and a TFT color display (2, fig. 12) located in the tank fairing displaying trip information (riding mode set, odometer, consumption, average speed, etc.) and the "setting" menus for activating and setting the various functions.



Dashboard on handlebar

1) LCD 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.

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 this light (4) stays on, stop the engine or it may suffer severe damage.

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Comes on when fuel is low and there is about a gallon (4 liters) of fuel left in the tank.

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

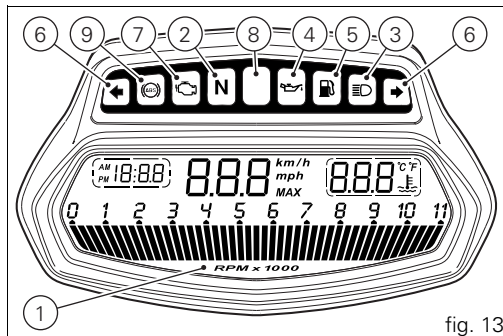


fig. 13

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

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

- 8) "Over rev" limiter light/ "DTC" traction control light (RED) (fig. 13):

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

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

	DTC intervention lights
No intervention	Off
DTC intervention	On - Flashing



Note

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

- 9) ABS LIGHTS  (AMBER YELLOW) (fig. 13). This turns on to indicate that ABS is disabled or not functioning.

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

LCD unit functions

1) SPEEDOMETER.

Indicates road speed

2) REV COUNTER.

Indicates engine revs per minute

3) CLOCK.

4) WATER TEMPERATURE INDICATOR.

Indicates engine coolant temperature.



Important

Stop riding if the temperature reaches the maximum value, otherwise the engine might be damaged.

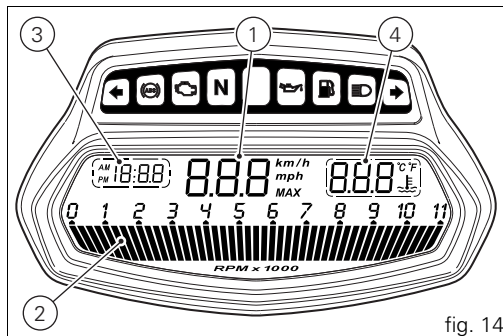


fig. 14

Vehicle speed indicator

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

The dashboard receives information about the actual speed and displays the number increased by 5%.

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

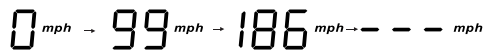
Over 186 mph (299 km/h) a series of dashes will be displayed “- - -” (not flashing).



A digital speedometer display showing the sequence of speeds in km/h. The digits are black on a white background. The sequence is: 0 km/h, followed by an arrow pointing right, then 160 km/h, followed by an arrow pointing right, then 299 km/h, followed by an arrow pointing right, and finally three dashes followed by km/h.

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

fig. 15



A digital speedometer display showing the sequence of speeds in mph. The digits are black on a white background. The sequence is: 0 mph, followed by an arrow pointing right, then 99 mph, followed by an arrow pointing right, then 186 mph, followed by an arrow pointing right, and finally three dashes followed by mph.

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

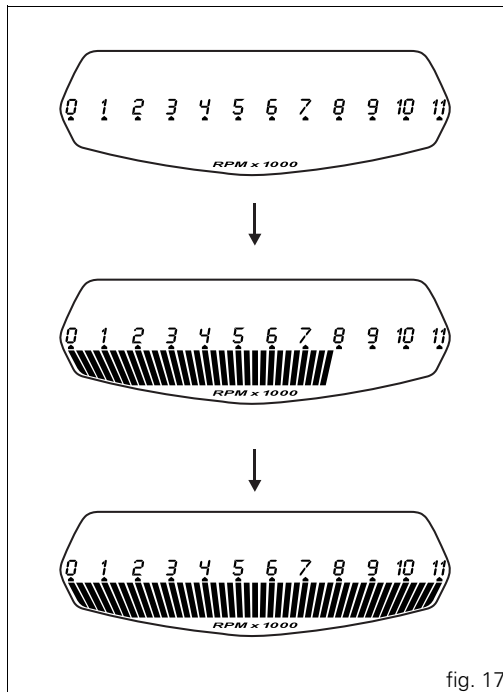
fig. 16

Engine rpm indicator (RPM)

This function displays the rpm.

The dashboard receives the engine rpm information and displays it.

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



Clock

This function displays the time.

Time is always displayed as follows:

AM from 0:00 to 11:59

PM from 12:00 to 11:59

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

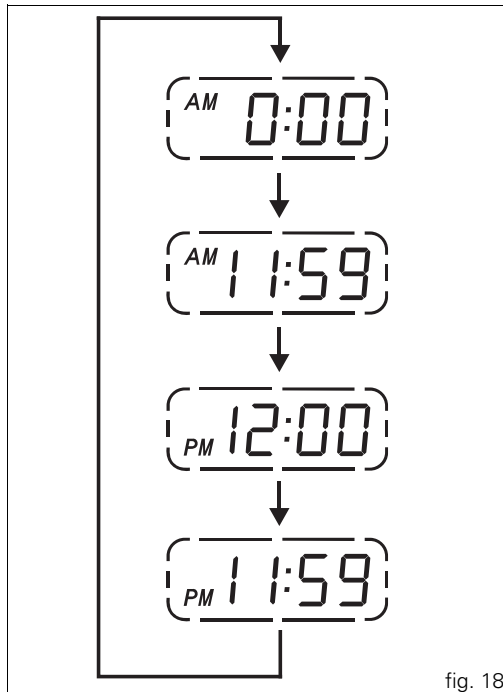


fig. 18

Coolant temperature

This function indicates engine coolant status.

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

The reading is indicated as follows:

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



Note

In the event of a sensor "error", a string of flashing dashes (" - - - ") is shown and the "Engine/ Vehicle diagnosis - EOBd" light comes on. (7, fig. 13).

°C

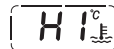
STEADY READING



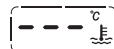
STEADY READING



FLASHING DATUM



FLASHING DATUM



Engine
Diagnosis

°F

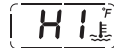
STEADY READING



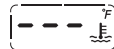
STEADY READING



FLASHING DATUM



FLASHING DATUM



Engine
Diagnosis

fig. 19

Display background color (Automatic adjustment)

Dashboard background color is set automatically according to exterior lighting conditions.

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

This function can also be customized using the "setting" menu function "BACK LIGHT - DASHBOARD 1", on page 88 by setting one of the two modes available, NIGHT or DAY as a permanent setting (or else returning to AUTO mode).

Dashboard on tank

- 1) Menu 1 (TOT, TRIP1, TRIP2, TRIP FUEL).
- 2) Menu 2 (CONS.AVG., CONS., SPEED AVG, AIR and TRIP TIME) if active.
- 3) Gear / Neutral Indication.
- 4) Icon referred to the function below from Menu 1.
- 5) Indication of Engine setting for the currently set riding style.
- 6) Currently set Riding Style (Riding Mode)
- 7) Indication of the intervention level of the DTC (Traction Control) for the currently set riding style.
- 8) Icon referred to the function below from Menu 2.

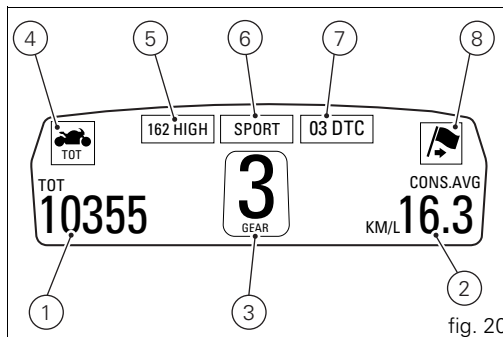


fig. 20

9) CONTROL SWITCH (fig. 21)

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

10) CONTROL SWITCH (fig. 21)

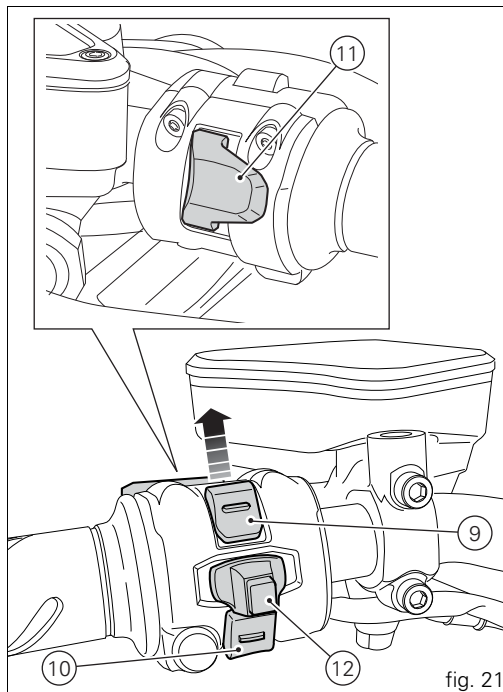
Button used to display and set dashboard parameters with the position "▼".

11) HIGH-BEAM FLASH BUTTON FLASH (fig. 21)

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

12) RESET (fig. 21)

The turn indicators off button may also be used for the RESET/CONFIRM function on the dashboard and for activating the "Riding Mode".



TFT - Parameter setting/display



Warning

Adjustments/settings on the dashboard are strictly to be carried out when the motorcycle is stationary. Never operate the dashboard controls while riding the motorcycle.

At the end of the check, the dashboard always displays as the "main" indication the Odometer (TOT) on the left and the Average Fuel Consumption on the right (unless Menu 2 was disabled).

At the end of the initial check, the dashboard will always show the "main" display showing the following information:

- Set riding style (Riding Mode);
- Gear indication (GEAR);
- Menu 1: Odometer (TOT);
- Menu 2: Average Fuel Consumption (CONS. AVG).

By pressing the (1, fig. 23) "▲" button it is possible to switch to the following functions of menu 1:

- TRIP1 - Trip meter 1;
- TRIP2 - Trip meter 2;

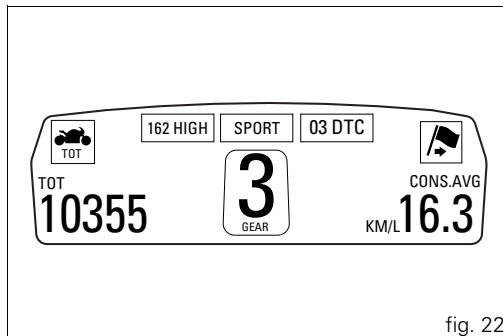


fig. 22

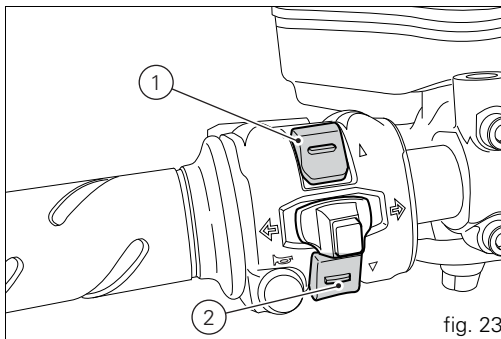


fig. 23

- TRIP FUEL - Distance traveled on fuel reserve (only if active).

By pressing the (2, fig. 23) "▼" button it is possible to switch to the following functions of menu 2:

- Indicator "CONS." - Instantaneous fuel consumption
- Indicator "SPEED AVG" - Average speed
- Indicator "TRIP TIME" - Trip time
- Indicator "AIR" - Air temperature



Note

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

Total distance covered indicator: "Odometer"

This function shows the total distance covered by the vehicle (in miles or km depending on the specific application).

At Key-On the system automatically enters this function.

The odometer reading is stored permanently and cannot be reset.

If the distance traveled exceeds 199999 mi (or 199999 km), the value "199999" will be displayed permanently.

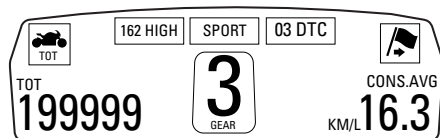
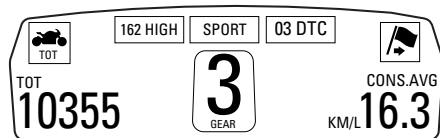
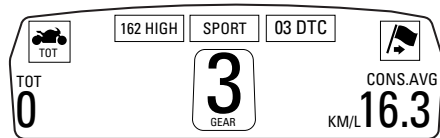


fig. 24

"Trip 1" meter

This function shows the distance traveled since the Trip meter was last reset (in km or miles depending on the specific application).

Holding the (1, fig. 23) "▲" button pressed for 3 seconds when this function is displayed resets the trip meter.

When the reading exceeds 9999.9, distance traveled is reset and the meter automatically starts counting from 0 again.

If the system measurement units are changed at any moment through the "SET UNITS" function of the Setting menu, or if there is an interruption in the power supply (Battery Off), the distance traveled is reset and the count starts from zero (considering the newly set unit of measurement).



Note

When this value is reset, the "Average fuel consumption", "Average speed" and "Trip time" functions are also reset.

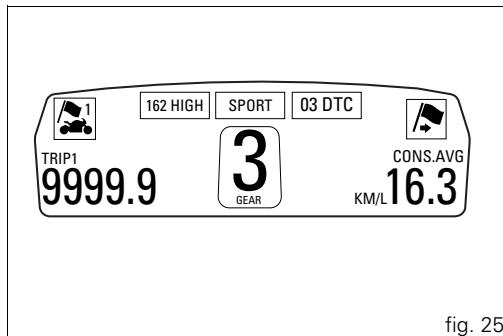


fig. 25

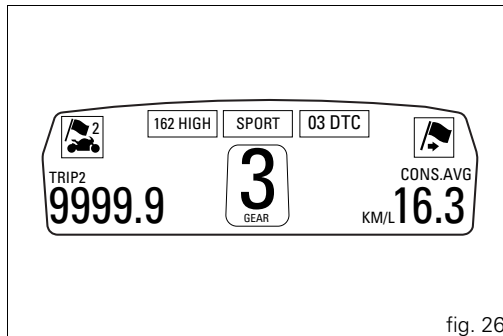
"Trip 2" meter

This function shows the distance traveled since the Trip meter was last reset (in km or miles depending on the specific application).

Holding the (1, fig. 23) "▲" button pressed for 3 seconds when this function is displayed resets the trip meter.

When the reading exceeds 9999.9, distance traveled is reset and the meter automatically starts counting from 0 again.

If the system measurement units are changed at any moment through the "SET UNITS" function of the Setting menu, or if there is an interruption in the power supply (Battery Off), the distance traveled is reset and the count starts from zero (considering the newly set unit of measurement).



Distance traveled on fuel reserve: "TRIP FUEL"

This function shows the distance traveled on fuel reserve (in miles or km depending on the specific application).

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

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

When the reading exceeds 9999.9, the counter is reset and the count restarts automatically.

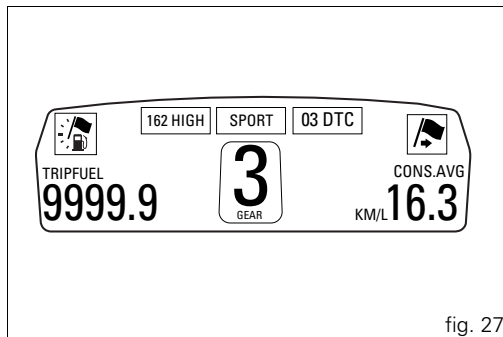


fig. 27

Indicator "CONS. AVG" - Average fuel consumption

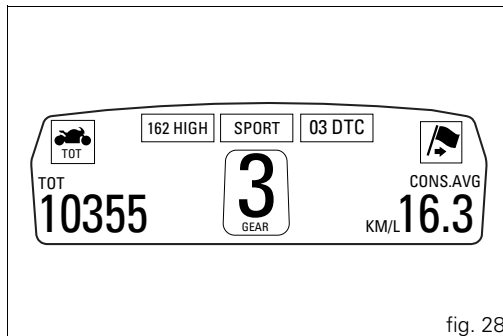
This function indicates the "average" fuel consumption.

The calculation is made considering the quantity of fuel used and the distance traveled since Trip 1 was last reset. When Trip 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. Dashes "---" are shown on the display during the first 10 seconds when the value is not yet available.

The datum is expressed in "L / 100" (liter / 100 km); the units of measurement for "Consumption" (both average and instantaneous together) can be changed from L/100 to km/L through the "SET UNITS" Function of the Setting menu.

Function of the Setting menu.

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).

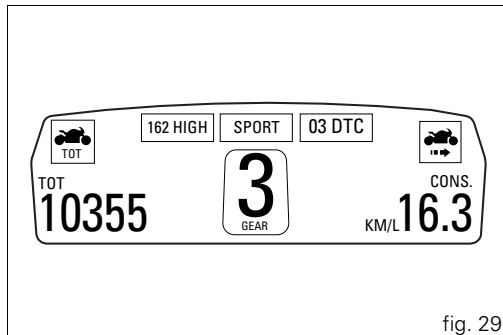


Indicator "CONS." - Instantaneous fuel consumption

This function indicates the "instantaneous" fuel consumption.

The calculation is made considering the quantity of fuel used and the distance traveled during the last second. The datum is expressed in "L / 100" (liters / 100 km); the units of measurement for "Consumption" (both average and instantaneous together) can be changed from L/100 to km/L through the "SET UNITS" Function of the Setting menu.

The active calculation phase only occurs when the engine is running and the vehicle is moving (moments when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). Dashes "--." are shown on the display when the calculation is not being made.



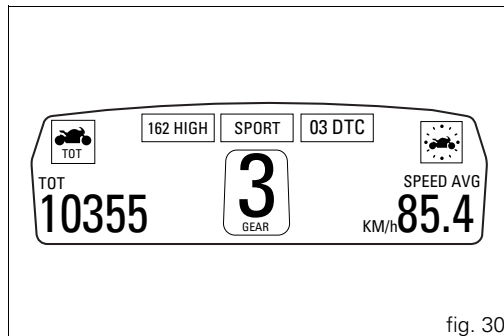
Indicator "SPEED AVG" - Average speed
This function shows the average speed of the motorcycle.

The calculation considers the distance and time since Trip 1 was last reset. When Trip 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. Dashes "--" are shown on the display during the first 10 seconds when the value is not yet available.

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

The calculated value is displayed increased by 5% to align it with the indicated speed of the vehicle.

The units of measurement of "speed" (and "distance traveled") can be changed from km/h (and km) to mph (and miles) through the "SET UNITS" function of the Setting menu.



Indicator "TRIP TIME" - Trip time

This function shows the vehicle trip time.

The calculation considers the time since Trip 1 was last reset. When Trip 1 is reset, this value is reset as well.

The calculation active phase occurs when the engine is running and the vehicle is stopped (when the vehicle is not moving and the engine is off the time is automatically stopped 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.

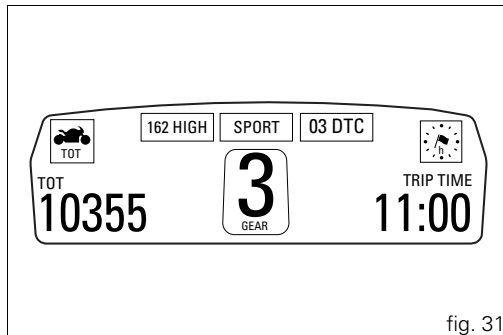


fig. 31

Indicator "AIR" - Air temperature

This function shows the external temperature.

Display limits: -38°F to +255°F (-39°C to +124°C)

In the event of a sensor FAULT (-38°F/-39°C, +255°F/+125°C or disconnected), a string of dashes "---" (not flashing) is displayed and the "Engine/Vehicle Diagnosis - EOBD" light comes on (7, fig. 13).



Note

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

When the detected temperature drops to 39°F (4°C), the display warns that the formation of ice is possible. The indication turns off when the temperature rises to 43°F (6°C).



Warning

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

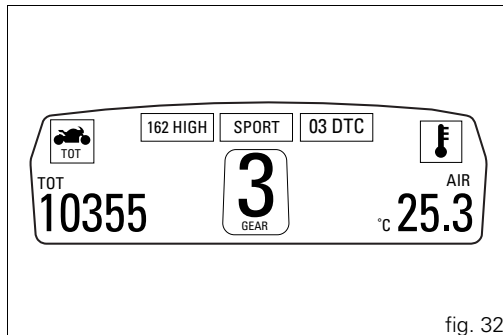


fig. 32

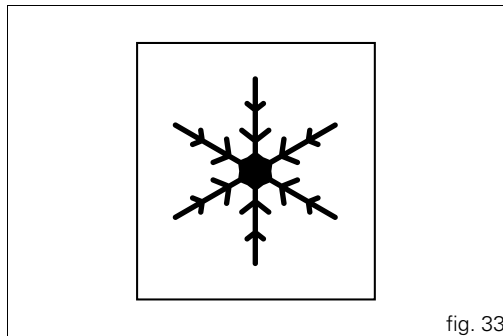


fig. 33

Engaged gear indicator

This function displays the gears (1, fig. 34).

The dashboard receives information and indicates the engaged gear or "N" for neutral.



Note

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

"Riding Mode set" indication

This function indicates the "Riding Mode" set for the vehicle.

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

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



Note

The background of the riding mode (SPORT, TOURING or URBAN) (1, fig. 35) is blue if currently set riding mode parameters are the default ones (Ducati factory setting) or yellow if one or more parameters have been modified (customized) by means of the "RIDING MODE" function of the Setting menu.

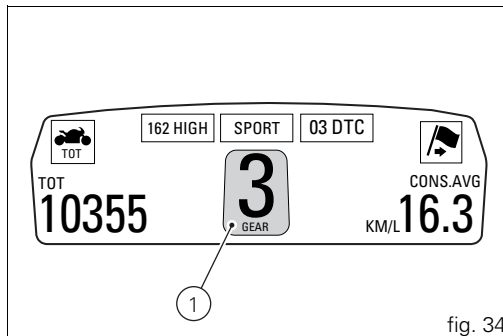


fig. 34

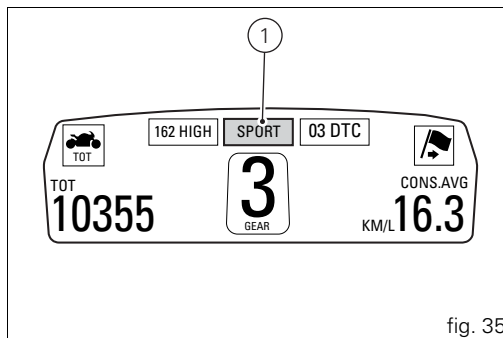


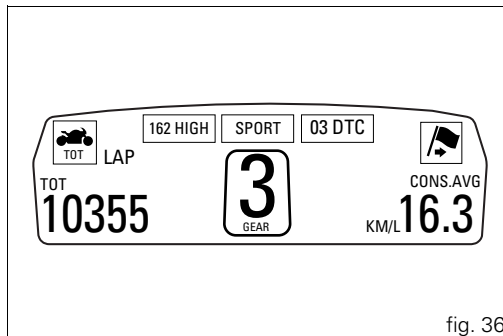
fig. 35

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

This function indicates if "LAP" function (Lap number) is active.

When "LAP" is not lit up, this means that the function has been switched off.

The "LAP" function can be activated using the "LAP" Function of the Setting menu.



“Riding Mode” function (riding style change)

This function changes the motorcycle riding mode. Each riding mode is associated with a different intervention level of the traction control (DTC - Ducati Traction Control) and different engine power and output.

To change the motorcycle riding mode, press the reset button once (12, fig. 21) and the “RIDING MODE” menu will appear on the display. The desired riding mode can be selected by pressing the same reset button multiple times (12, fig. 21). Press the same button for 3 seconds to confirm the riding mode.

If the twistgrip is closed (vehicle stopped) the riding style change will occur immediately; if the twistgrip is open (vehicle moving) the message “CLOSE THROTTLE TO ACTIVATE” will appear on the display, which means that the throttle must be closed; this message will appear for 5 seconds, during which the throttle must be closed in order to activate the new riding mode.

If the twistgrip is not closed after 5 seconds, the procedure is aborted (no change is made).

If the “RIDING MODE” menu is activated and the reset button (12, fig. 21) is not pressed for 10 consecutive seconds, the dashboard will automatically exit the display mode without making any change.



Warning

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

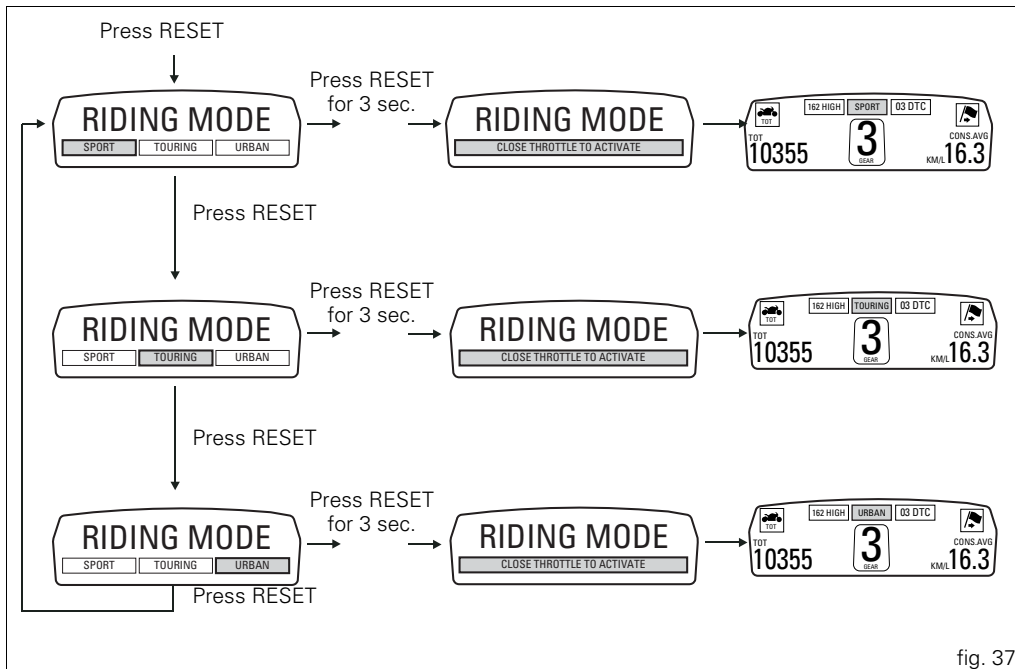


fig. 37

Maintenance indicator

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

Maintenance table

Indicator	Mileage covered	count down -1000 DESMO SERVICE	count down -1000 OIL SERVICE	DESMO SERVICE	OIL SERVICE
1	1000				•
2	11000		•		
	12000				•
3	23000	•			
	24000			•	
4	35000		•		
	36000				•
5	47000	•			
	48000			•	
6	59000		•		
	60000				•
7	71000	•			
	72000			•	
8	83000		•		
	84000				•
9	95000	•			
	96000			•	

First warning - OIL SERVICE 1000 km

The first warning is activated at 600 mi (1000 km) of odometer reading.

The (red) warning is activated as a large icon for 10 seconds upon every Key-On (1, fig. 38) then as a small warning that remains displayed (2, fig. 39) until it is reset.



Warning

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

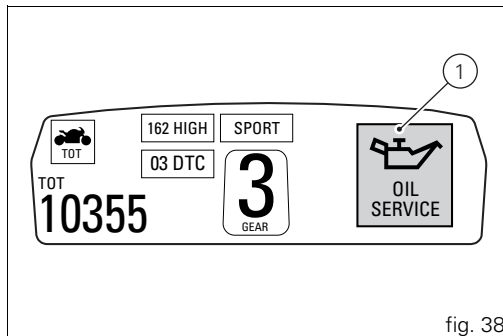


fig. 38

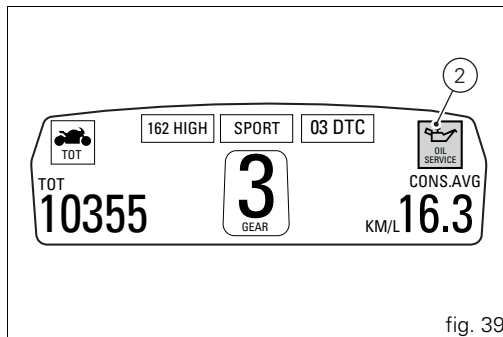


fig. 39

Residual range indication when the SERVICE is due

After resetting the first OIL SERVICE warning (triggered at 600 miles/1000 km), upon every Key-On the system displays the indication of which type of service should be performed next (OIL SERVICE or DESMO SERVICE) and the residual range.

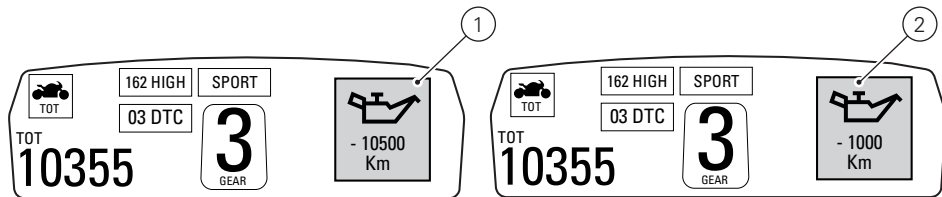
A (green) warning (1, fig. 40) is activated for 2 seconds on every Key-On; when it is 600 miles (1000 km) to the threshold an amber yellow warning (2, fig. 40) is activated for 5 seconds upon every Key-On.



Warning

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

OIL SERVICE (Countdown)



DESMO SERVICE (Countdown)

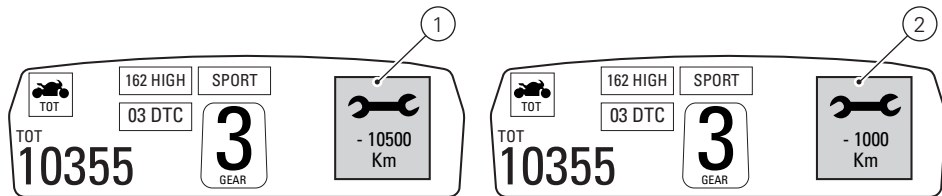


fig. 40

Indication of range reached for SERVICE

When service coupon threshold is achieved, upon every Key-On the system displays the indication of the type of intervention that is required (OIL SERVICE or DESMO SERVICE).

The (red) warning is activated as a large icon for 10 seconds upon every Key-On (1, fig. 41) then as a small warning that remains displayed (2, fig. 41) until it is reset.

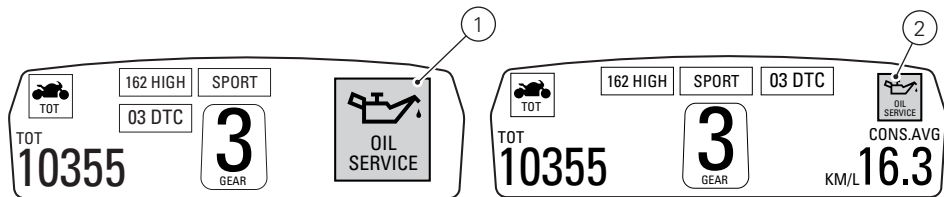
After reset, the system will display again the type of intervention required next and the residual range (as described in the previous paragraph).



Warning

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

OIL SERVICE



DESMO SERVICE

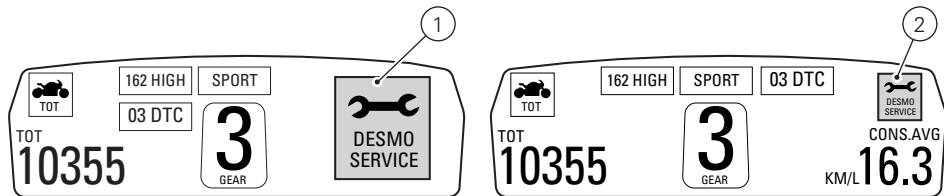


fig. 41

Warning indication (Alarms/Signals)

The dashboard activates in real-time warnings/malfunctions that are not dangerous for the correct operation of the vehicle.

At Key-On (at the end of the check) one or more "warnings" are displayed if they are active. When a "warning" is triggered, the indication (amber yellow) remains well visible for 10 seconds (1, fig. 42) then becomes smaller (2, fig. 42).

If there are multiple indicators, they will scroll automatically every 3 seconds.



Note

No signal lights turn on if one or more "warnings" are activated.

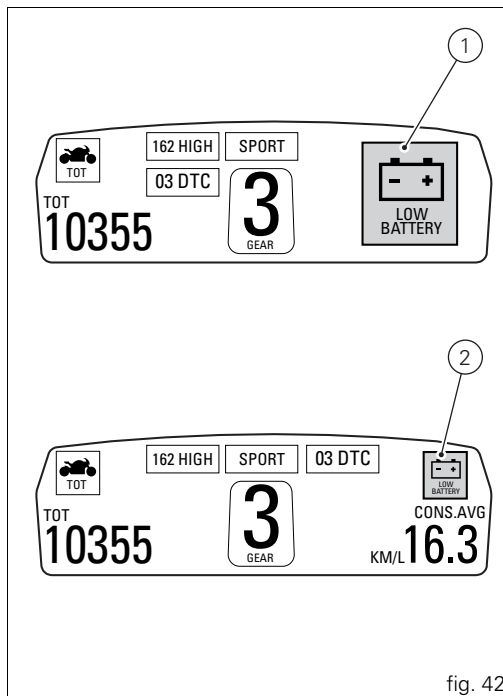


fig. 42

The following "warnings" could be displayed:

- "Low" battery level (LOW BATTERY);
- Traction Control "deactivated" (DTC OFF);
- Hands Free (HF) key "not recognized";
- "Low" Hands Free (HF) key battery level;
- "High" Engine coolant temperature (HIGH TEMP);
- Steering release error - Steering still locked (Unlock error).

When one or more "warnings" are active, it is possible to go to other functions by pushing button (2, fig. 23)

▼.

“Low” battery level

The activation of this (amber yellow) “warning” indicates that the status of the vehicle battery is low. It is activated when the battery voltage is ≤ 11.0 Volt.



Note

In this case, Ducati recommends charging the battery as soon as possible with the specific device, since it may not be possible to start the vehicle.

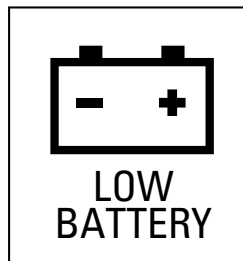


fig. 43

Traction Control (DTC) deactivated

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



Note

In this case, Ducati recommends being very careful when riding because vehicle behavior will be different as opposed to operating with the Traction Control activated.

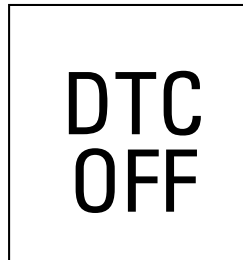


fig. 44

Hands Free (HF) key not recognized

The activation of this (amber yellow) “warning” indicates that the Hands Free system does not detect the active key (1, fig. 70) near the vehicle.



Note

In this case, Ducati recommends checking that the active key (1, fig. 70) is near the vehicle (and has not been lost) and that it functions properly.



fig. 45

“Low” Hands Free (HF) key battery level

The activation of this (amber yellow) “warning” indicates that the Hands Free system has detected that the battery that permits the active key (1, fig. 70) to communicate and turn the vehicle on is almost discharged.



Note

In this case, Ducati recommends replacing the battery as soon as possible as described in the paragraph “Replacing the active key battery” (page 114).



fig. 46

"High" engine coolant temperature

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



Note

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

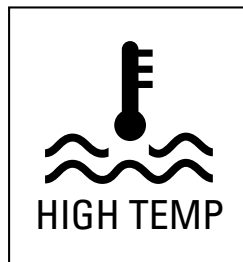


fig. 47

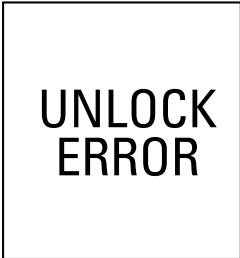
Steering release error - Steering still locked

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



Warning

In this case, Ducati recommends turning the vehicle off and on (Key-Off / Key-On) holding the handlebar pressed down to the end stop. If the signal remains (and the steering does not “release”) contact a Ducati Dealer or Authorized Service Center.



**UNLOCK
ERROR**

fig. 48

Dashboard diagnosis

This function identifies any abnormal vehicle behavior.

The dashboard activates any abnormal vehicle behavior in real time (ERRORS).

At Key-On (at the end of the check) one or more "ERRORS" are displayed in red (only if they are active).

When an "error" is triggered, the (red) indication remains well visible for 10 seconds (1, fig. 49) then becomes smaller (2, fig. 49).

If there are multiple errors, they will scroll automatically every 3 seconds. The "Engine/vehicle diagnosis - EOBD" light on dashboard located on handlebar (7, fig. 13) always turns on when one or more errors are activated.

The table below shows the errors that can be displayed.



Warning

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

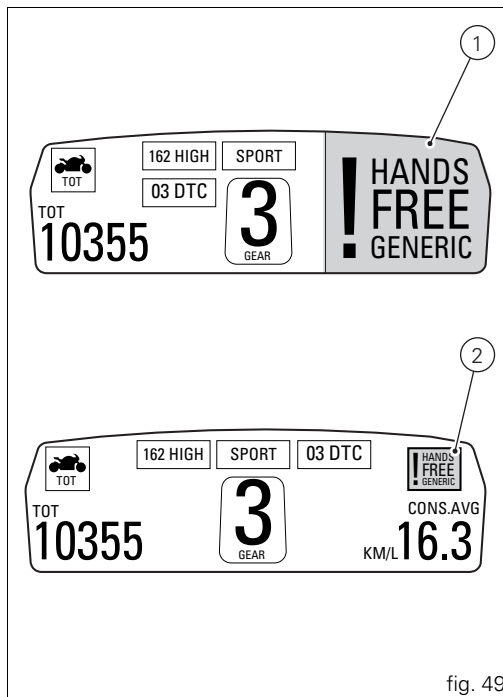


fig. 49

WARNING LIGHT	ERROR MESSAGE	ERROR
	BBS/DTC	Black Box / Traction Control control unit
	GEAR SENSOR	Gear sensor
	FUEL SENSOR	Fuel Level Sensor
	SPEED SENSOR	Speed sensor
	EXVL SYSTEM	Exhaust valve starter motor
	UNKNOWN DEVICE	Unknown control unit
	DEVICE ECU	ECU control unit not functioning
	DEVICE DSB SLAVE	Dashboard on handlebar not functioning
	DEVICE HANDS FREE	Hands Free control unit not functioning
	DEVICE BBS DTC	Black Box / Traction Control control unit not functioning
	THROTTLE POSITION	Incorrect throttle position

WARNING LIGHT	ERROR MESSAGE	ERROR
	ACCELER. POSITION	Incorrect accelerator position
	ETV	Motor relay or Throttle Motor not functioning
	DBS MASTER DEVICE	Dashboard on tank not functioning
	PRESSURE SENSOR	Atmospheric pressure sensor
	ENGINE TEMP.	Engine Temperature Sensor
	T-AIR SENSOR	Air temperature sensor
	FUEL INJECT.	Injection relay
	COIL	Coil
	INJECTOR	Injector
	PICK UP	Timing/rpm sensor
	LAMBDA	Lambda sensor

WARNING LIGHT	ERROR MESSAGE	ERROR
	FAN RELAY	Fan relay
	CAN LINE	CAN communication line
	BATTERY	Battery voltage (HIGH or LOW)
	DEVICE ABS	ABS control unit not functioning
	STOP LIGHT	Rear stop light
	ECU GENERIC	ECU error
	KEY	HF communication problem
	HANDS FREE GENERIC	Hands Free ECU error

“Setting” menu

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

To access the “setting menu” press the (2, fig. 23) “▼” button for 3 seconds.



Note

When inside this menu no other function can be displayed.



Important

For safety reasons, the setting menu can only be accessed when motorcycle speed is lower than or equal to 12 mph (20 km/h). If this menu is open and the speed of the motorcycle exceeds 12 mph (20 km/h) the dashboard automatically exits the menu and returns to the “main” display.

The setting menu contains the following “items”:

- RIDING MODE
- MENU 2
- BACK LIGHT
- RPM
- PIN CODE
- LAP
- BATTERY
- CLOCK
- SET UNITS
- ABS
- EXIT

To quit the setting menu, use button (1, fig. 23) “▲” or button (2, fig. 23) “▼” to select the “EXIT” indication and press the reset button (12, fig. 21).

Press "▼" for 3 sec.

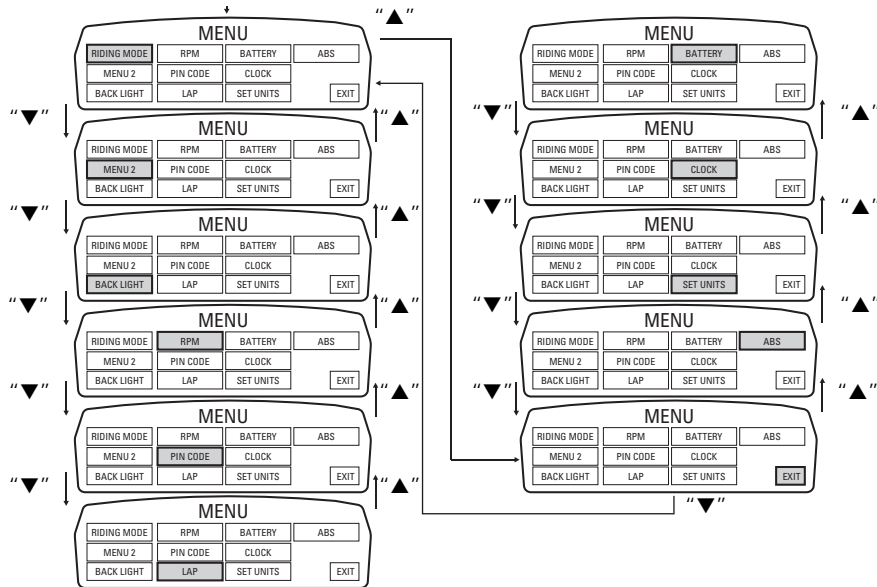


fig. 50

Riding Mode" customization

This function customizes each riding style.

To access the function it is necessary to view the "setting" menu page 72, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "RIDING MODE" function and press the reset button (12, fig. 21) to go to next page. When accessing the function, the three riding modes appear on the display; to customize the parameters, use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select the riding mode to be changed and press the reset button (12, fig. 21) to confirm. The parameters that can be "customized" are "DTC" (Ducati Traction Control) and "ENGINE". Any parameter change made is saved and remains in the memory also after a Battery-Off. To change the DTC parameters see the "DTC (Ducati Traction Control)" paragraph page 76 .

To change the Engine parameters see the "ENGINE (engine power control)" paragraph page 82.

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

To reset the "default" parameters see the "DEFAULT (Resetting Ducati default parameters)" paragraph page 84.



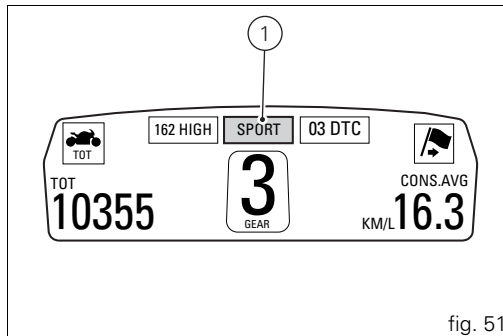
Note

If the parameters have not been modified (customized) or are reset using the "DEFAULT" function: when you exit the Setting menu, in the "main" screen, the "background" indicating the riding style (SPORT, TOURING or URBAN) becomes blue (1, fig. 51).



Warning

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.



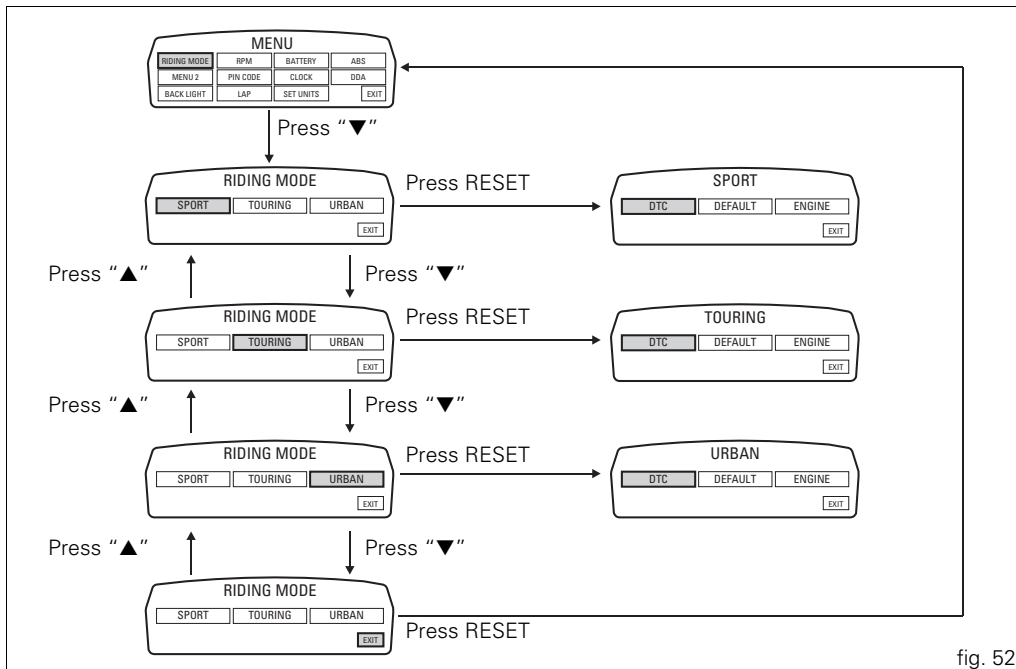


fig. 52

DTC (Ducati Traction Control) setting function

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

To access the function it is necessary to view the "setting" menu page 72: using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "RIDING MODE" function and press the reset button (12, fig. 21) to go to next page.

Use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select the riding style to change and press the reset button (12, fig. 21).

To go to next page, use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select the "DTC" indication and press the reset button again (12, fig. 21) to confirm selection.

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

Use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select the new intervention level (1 to 8) or OFF to disable the Traction Control; after selecting the new setting, press the reset button (12, fig. 21) to highlight "MEMORY" indication.

At this point, store the new setting by pressing and holding the reset button (12, fig. 21) for 3 seconds with "MEMORY" displayed. If the setting has been

stored successfully, the display will show "MEMORIZED" in green for 2 seconds and the EXIT option will be highlighted automatically. To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

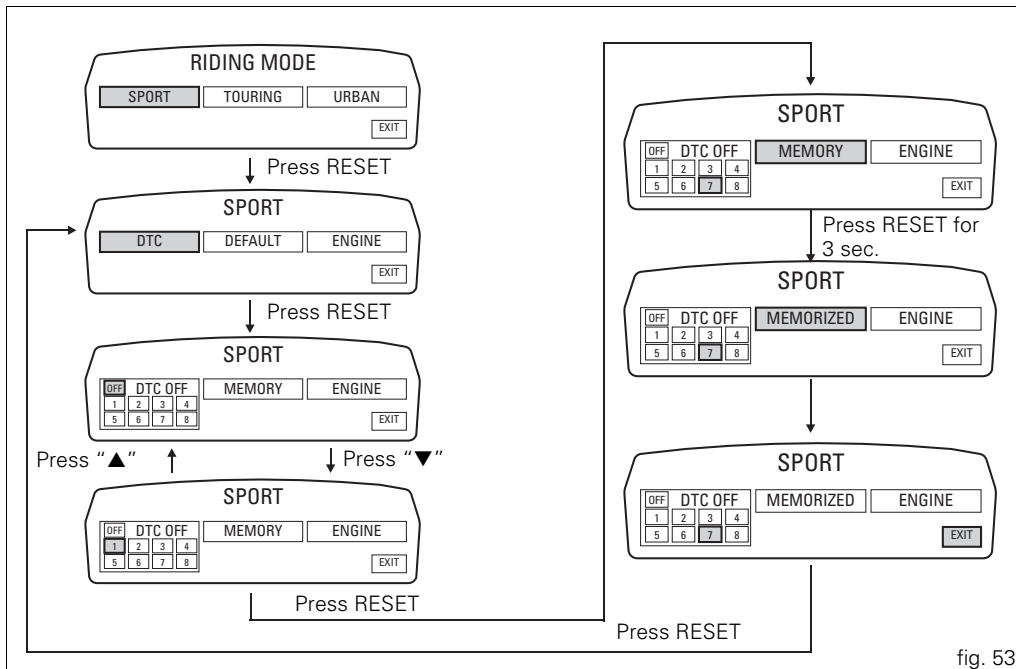


fig. 53

The DTC intervention increases, passing from level 1 to level 8.

The following table indicates the most suitable level of DTC intervention for the various riding types as well as the default settings in the "RIDING MODE" that can be selected by the rider:

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

Tips on how to select the sensitivity level



Warning

The 8 level settings of the DTC were calibrated using tires of the same make, model and size as those originally fitted on the motorcycle.

Using tires of a different size from the original tires may alter the operating characteristics of the system. In the case of minor differences, such as tires of a different make and/or model than the original, but with the same dimensions (rear = 240/45-17; front = 120/70-17), it may be sufficient to select the most suitable level setting from those available to restore optimal system operation.

If tires of a different size class are used or if the tire dimensions differ significantly from the original tires, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results.

In this case it is advisable to deactivate the traction control system.

If level 8 is selected, the DTC control unit will kick in at the slightest hint that the rear wheel is starting to spin.

Between level 8 and level 1 there are an additional 6 intermediate levels. The level of DTC intervention decreases in equal steps from level 8 to level 1.

Level 1 allows considerable spinning and requires constant and good grip to operate correctly; level 1 is thus recommended for expert users only and in excellent road conditions.

The choice of the correct level depends on 3 main variables:

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

The relation of the DTC intervention level to grip conditions:

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

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

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

The relation of the DTC intervention level to riding mode:

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

Tips for use on the track

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

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

Tips for use on the road

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

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

ENGINE setting function (Engine Power Control)

This function customizes engine power and output.

To access the function it is necessary to view the "setting" menu page 72; using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "RIDING MODE" function and press the reset button (12, fig. 21) to go to next page.

Use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select the riding mode to be changed and press the reset button (12, fig. 21) to access the next page.

Now use button (1, fig. 23) "▲" and (2, fig. 23) "▼" to select the "ENGINE" indication and press the reset button again (12, fig. 21) to confirm selection.

When accessing the function, the engine setting (ENGINE 162 HIGH, 162 LOW or 100 HP) appears at the righthand side of the display, inside a rectangle.

Using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select one of the three available engine settings; after selecting the new setting, press the reset button (12, fig. 21) to highlight "MEMORY" indication.

At this point, store the new setting by pressing and holding the reset button (12, fig. 21) for 3 seconds with "MEMORY" displayed. If the setting has been stored successfully, the display will show "MEMORIZED" in green for 2 seconds and the EXIT option will be highlighted automatically.

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.



Note

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

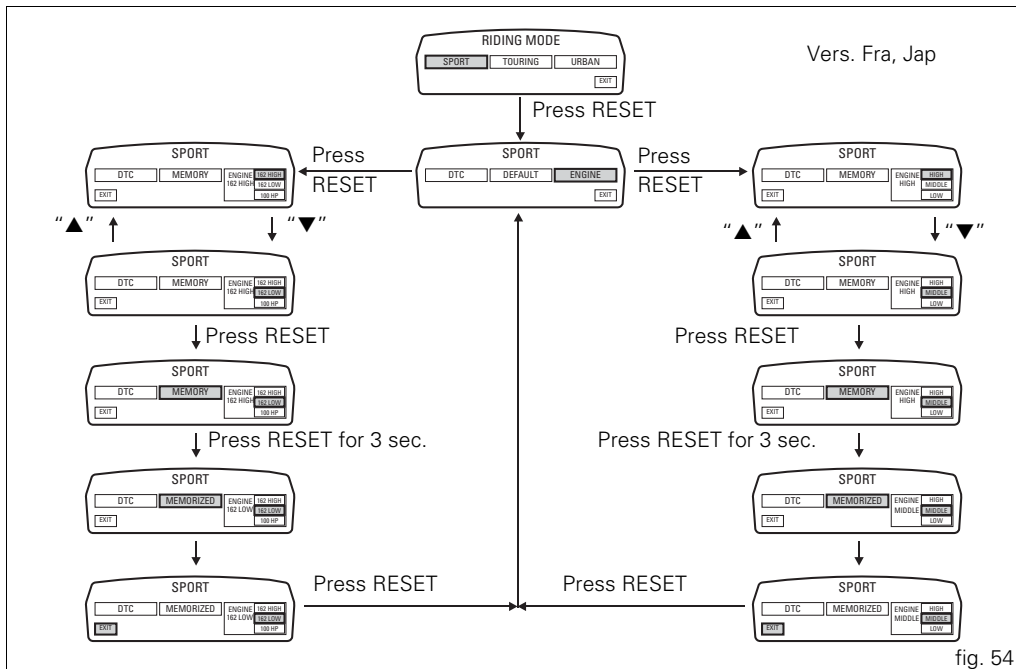


fig. 54

DEFAULT function (Resetting Ducati default parameters)

This function resets the parameters set by Ducati for each riding mode.

To access the function it is necessary to view the "setting" menu page 72; using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "RIDING MODE" function and press the reset button (12, fig. 21) to go to next page. Use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select the riding mode to be reset to default (initial) parameters and press the button (12, fig. 21) to access the next page. Now, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select "DEFAULT" indication.

To restore original default parameters, press and hold the reset button (12, fig. 21) for 3 seconds.

For the parameter reset, approx. 3 seconds are needed during which "PLEASE WAIT..." will appear on the display; at the end of the procedure, "DEFAULT OK" will appear on the display to indicate that the parameters were reset.

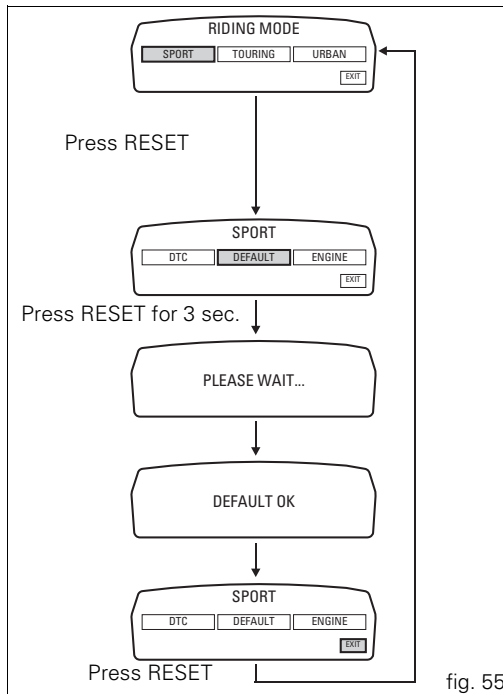


fig. 55



Important This procedure restores the parameters for all riding modes.

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

Menu 2 On/Off function

This function turns off and back on the Menu 2.

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

Nevertheless, all these functions will keep on their counters so that when Menu 2 is re-enabled data will be updated and consistent.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "MENU 2" function and press the reset button (12, fig. 23) to go to next page.

Function state is highlighted on the display (ON in green or OFF in yellow); use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 21).

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

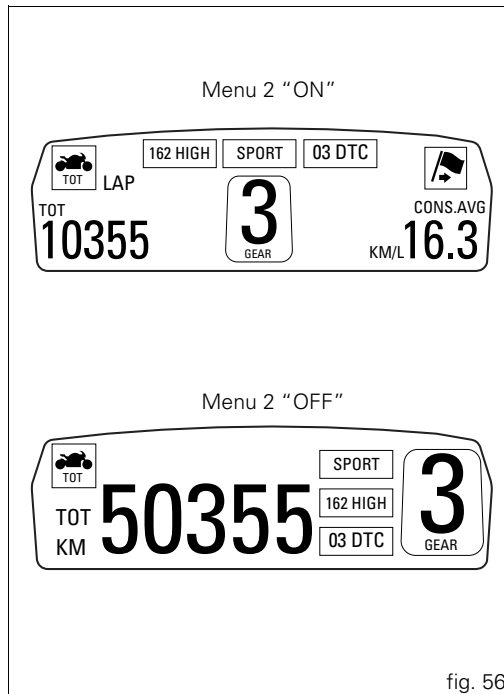


fig. 56

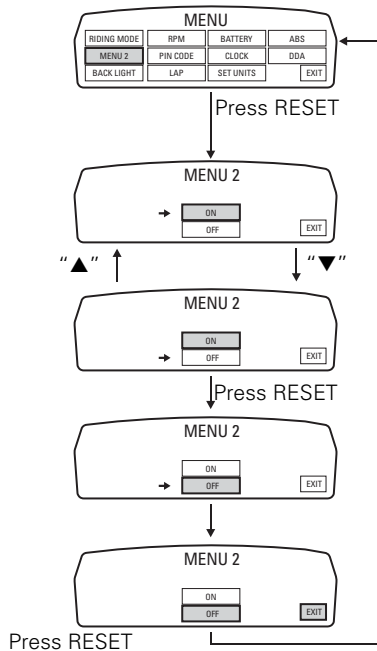


fig. 57

Background setting function for the dashboard on tank - DASHBOARD 1

This function allows setting the "background" of the dashboard on tank.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "BACK LIGHT" function and press the reset button (12, fig. 21) to go to next page.

Use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select the "DASHBOARD 1" function and confirm by pressing the reset button (12, fig. 21).

Once you enter the "DASHBOARD 1" function, setting is highlighted on the display (DAY, NIGHT or AUTO in green); use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 21).

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

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

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

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



Note

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

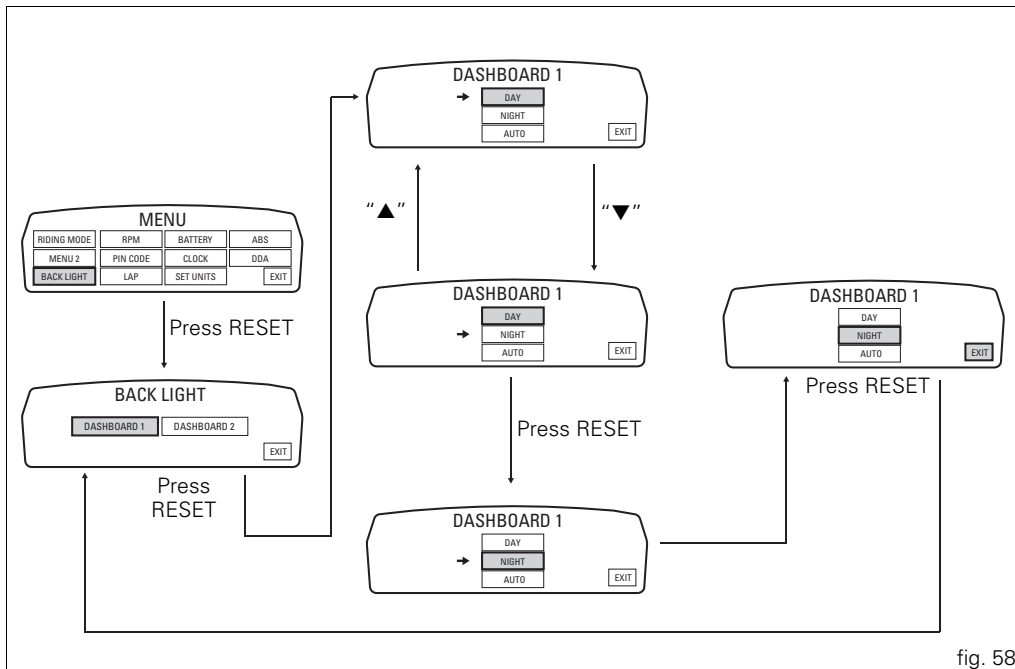


fig. 58

Backlighting setting function for the dashboard on handlebar - DASHBOARD 2

This function allows backlighting setting of the dashboard on handlebar.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "BACK LIGHT" function and press the reset button (12, fig. 21) to go to next page.

Use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select the "DASHBOARD 2" function and confirm by pressing the reset button (12, fig. 21).

Once you enter the "DASHBOARD 2" function, setting is highlighted on the display (MAX, MIDDLE or MIN in green); use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 21).

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

Select "MAX" setting and the background of the dashboard on handlebar permanently sets backlighting to maximum power to improve readout view - recommended with bright exterior lighting. Select "MIDDLE" setting and the background of the dashboard on handlebar permanently sets reduced backlighting to 30% of its maximum power for dimmed visibility - recommended with poor exterior lighting.

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

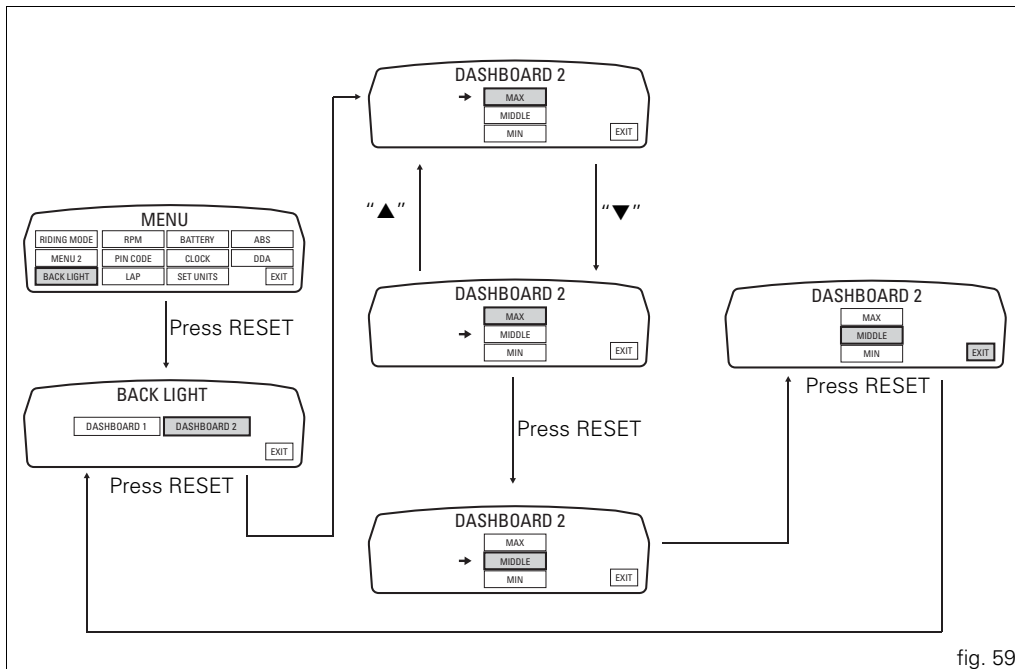


fig. 59

Digital RPM indication function

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

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "RPM" function and press the reset button (12, fig. 21) to go to next page.

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

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

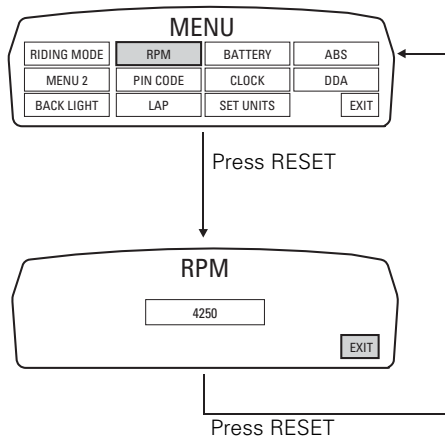


fig. 60

LAP Activation/Deactivation function (lap time)

This function activates and deactivates the LAP function (lap time).

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "LAP" function and press the reset button (12, fig. 21) to go to next page. Function state is highlighted on the display (ON in green or OFF in yellow); use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 21).

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

Storing the "OFF" condition disables the LAP function.

Storing the "ON" condition enables the LAP function (see "LAP registration" paragraph).



Note

When the "LAP" function is active, the flash button (11 fig. 21) takes on the dual function of high beam headlight "flash" and lap timer Start / Stop.

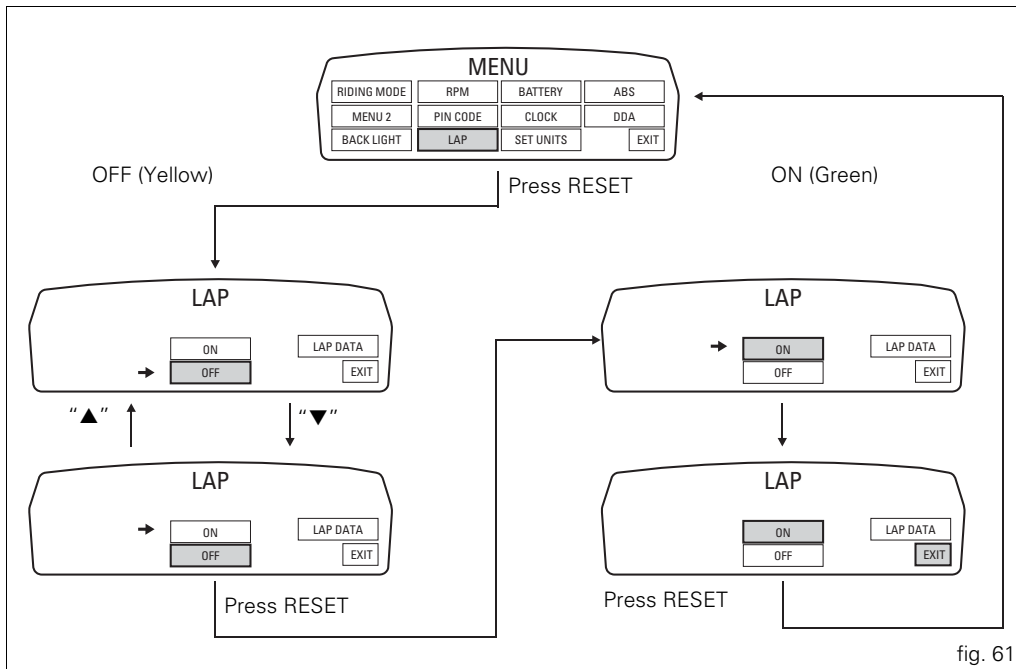


fig. 61

LAP registration function

This function describes the "LAP" time registration. If the function is activated (see "LAP activation/deactivation description), the lap time can be registered as follows:

- pressing the flash headlight button (11, fig. 21) the first time starts the "lap timer" for the first lap, and the dashboard shows the message "LAP-START" flashing for 4 seconds, and then returns to the previous display;
- from this moment, each time that the flash is pressed (11, fig. 21) the display automatically shows the lap number and lap time for 10 seconds and then returns to the previous display.

You can save a maximum of 30 laps in the memory. Once the memory is full, the dashboard no longer stores lap times when the flash headlight button (11, fig. 21) is pressed, and the flashing message "LAP-FULL" is shown on the display for 4 seconds until the times are reset.

When the LAP function is set disabled, the current "lap" is not stored.

If the LAP function is active and the motorcycle is suddenly turned off (Key-Off), the function will be automatically disabled (even if the lap timer was active, the current "lap" is not stored).

If the time is never "stopped", it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from 0 (zero) and will keep running until the function is disabled.

If, however, the LAP function is switched on and the memory has not been cleared, but fewer than 30 laps have been saved (e.g. 18 laps), the Dashboard will store any remaining laps until the memory is full (in this case, it will store an additional 12 laps).

This function only displays the times for the lap being registered; but other data are also saved (MAX speed and MAX rpm) for viewing at a later time in the "LAP DATA" function (stored LAP display).



Press FLASH - 1st time



Press FLASH - 2nd time



Press FLASH - 31st time



Press FLASH - 32nd time

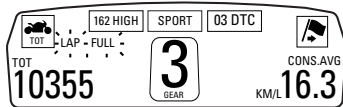


fig. 62

Stored LAP display function

This function displays the stored LAPs.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "LAP" function and press the reset button (12, fig. 21) to go to next page. Use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select "LAP DATA" indication and press the reset button again (12, fig. 21) to enter the page showing the previously recorded lap times.

The dashboard displays the information as follows:

- at top left, the number of the displayed lap (e.g. LAP N.01);
- at bottom left, a rectangle inside which is the lap time (TIME), top speed in that lap (SPEED MAX) and top rpm in the same lap (RPM MAX);
- on the right, use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select "NEXT" (so that every time the reset button is pressed (12, fig. 21) the next lap is displayed) or "PREV" (so that every time the reset button is pressed (12, fig. 21) the previous lap is displayed).

To exit, select "EXIT" and press the reset button (12, fig. 21).



Note

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

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



Note

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

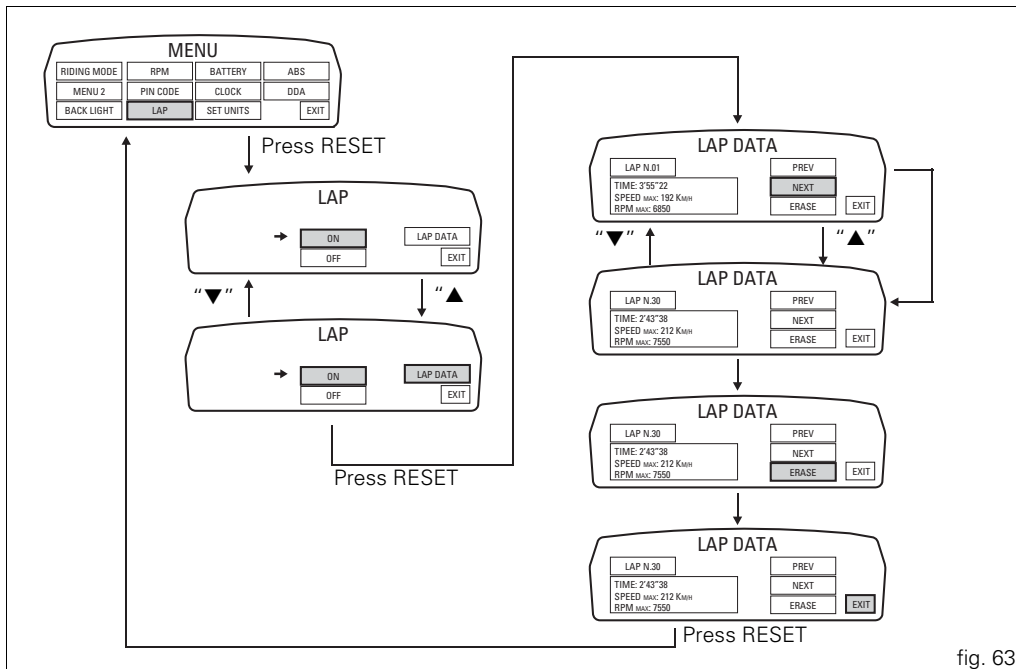


fig. 63

Stored LAP erase function

This function erases the stored LAPs.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "LAP" function and press the reset button (12, fig. 21) to go to next page. Use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select "LAP DATA" indication and press the reset button again (12, fig. 21) to enter the page showing the previously recorded lap times.

Highlight the "ERASE" item, use button "(1, fig. 23) "▲" or (2, fig. 23) "▼" to scroll through the stored LAPs to erase and press the reset button (12, fig. 21) for 3 seconds. Now, on the lefthand side of the display you have "PLEASE WAIT..." and then, to confirm deletion, "ERASE OK" appears for 2 seconds.

You will notice that no stored data will be present any more and "NO LAP" message will be displayed. To exit, select "EXIT" and press the reset button (12, fig. 21).

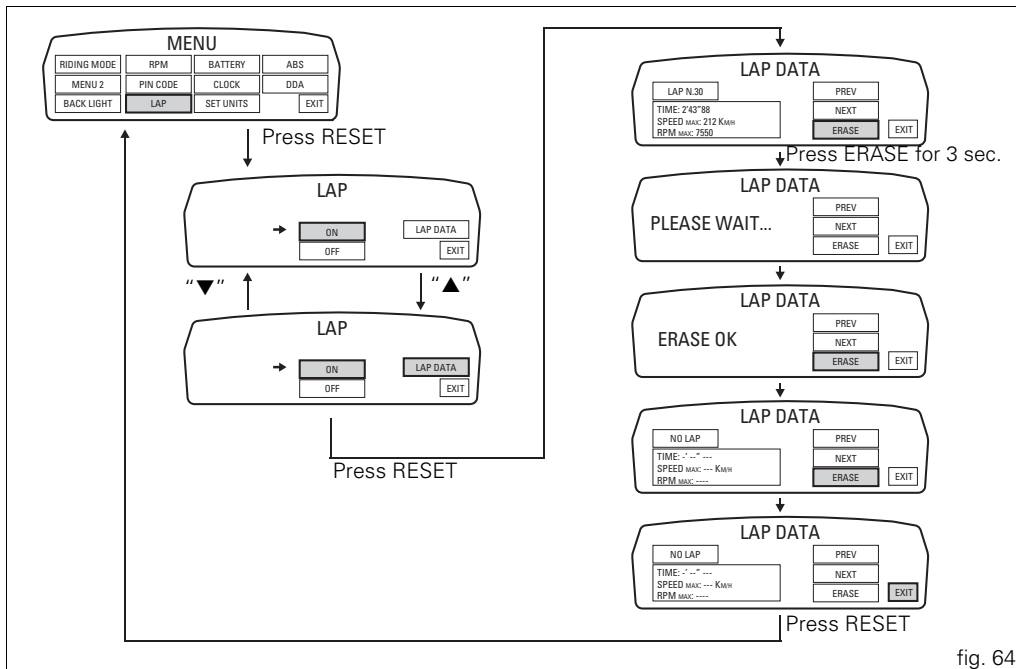


fig. 64

Battery voltage indicator (BATTERY)

This function describes the battery voltage indicator. To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "BATTERY" function and press the reset button (12, fig. 12) to confirm.

The information will be displayed as follows:

- if battery voltage is between 11.8 and 14.9 Volt the reading will be displayed steady;
- if battery voltage is between 11.0 and 11.7 Volt the reading will be displayed flashing;
- if battery voltage is between 15.0 and 16.0 Volt the reading will be displayed flashing;
- if battery voltage is equal to or less than 10.9 Volt, "LOW" is shown flashing and the "Vehicle/Engine Diagnosis - EOBD" light (7, fig. 13) comes on;
- if battery voltage is equal to or greater than 16.1 Volt, "HIGH" is shown flashing and the "Vehicle/Engine Diagnosis - EOBD" light (7, fig. 13) comes on.



Note

Dashes "---" appear if the reading is not available.

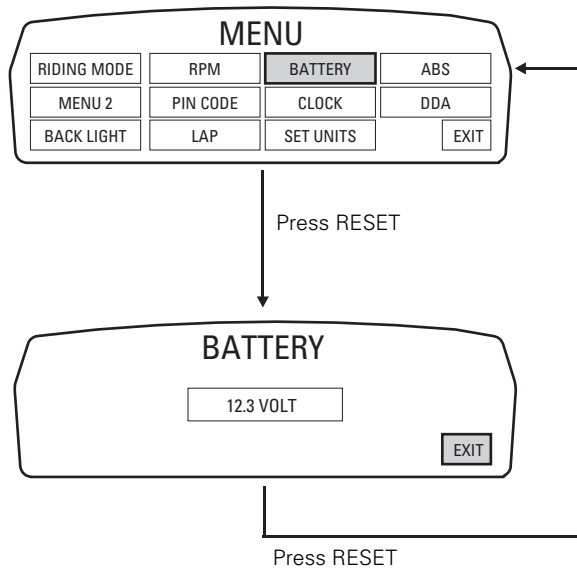


fig. 65

Clock setting function

This function sets the clock.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "CLOCK" function and press the reset button (12, fig. 21) to confirm. In the following screen the message "SETTING" is highlighted in green (3, fig. 66); now, press the reset button (12, fig. 21) for 3 seconds to edit the time displayed on the dashboard on handlebar and the "SETTING" indication highlighting turns gray (4, fig. 66).

Clock setting

On entering this mode, the message "AM" will flash; if you press the button (2, fig. 23) "▼" "PM" flashes; if you press the button (2, fig. 23) "▼" you will return to the previous step (if it is 00:00, when switching between "AM" to "PM", 12:00 will be displayed). pressing button (1, fig. 23) "▲" accesses the hour setting mode; the hours start to flash. each time you press the button (2, fig. 23) "▼" the digit will increase by 1 hour; if the button is held pressed down (2, fig. 23) "▼" the digit will increase by 1 hour every second (when the button is held depressed, the hours do not flash). pressing button (1, fig. 23) "▲", gives access to the minute setting mode; minutes start to flash.

each time you press the button (2, fig. 23) "▼" the digit will increase by 1 minute; holding down the button (2, fig. 23) "▼" the digit will increase by 1 minute each second; if the button is held down (2, fig. 23) "▼" for more than 5 seconds the steps increase by 1 every 100 m (during prolonged pressing of the button (2, fig. 23) "▼" the seconds will not flash).

If you press button (1, fig. 23) "▲" setting is completed and the dashboard on tank display "SETTING" item is again highlighted in green (5, fig. 66).

To exit, select "EXIT" and press the reset button (12, fig. 21).



Note

In case of a battery cutoff, when the voltage is restored and at the next Key-On, the clock is always reset (it starts automatically from 00:00).

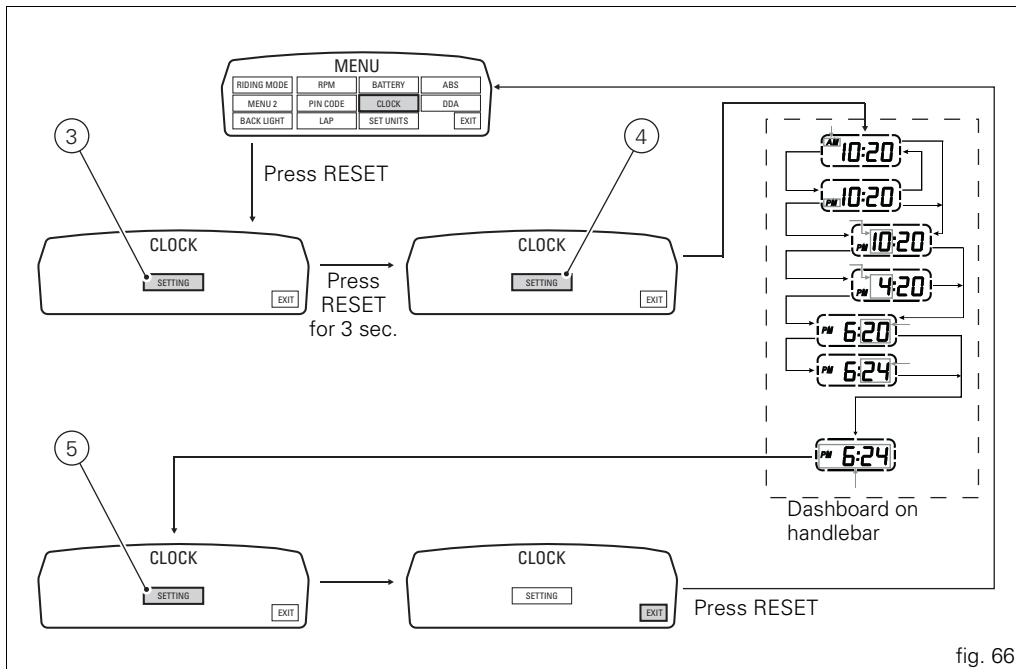


fig. 66

Units of measurement modification function

This function allows you to change the units of measurement of the displayed values.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "SET UNITS" function and press the reset button (12, fig. 21) to go to next page.

Use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select the value relative to the unit of measurement to be changed and press the reset button again (12, fig. 21).

The dashboard displays the values that can be modified. Use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to select the value to modify and press the reset button (12, fig. 21) again.

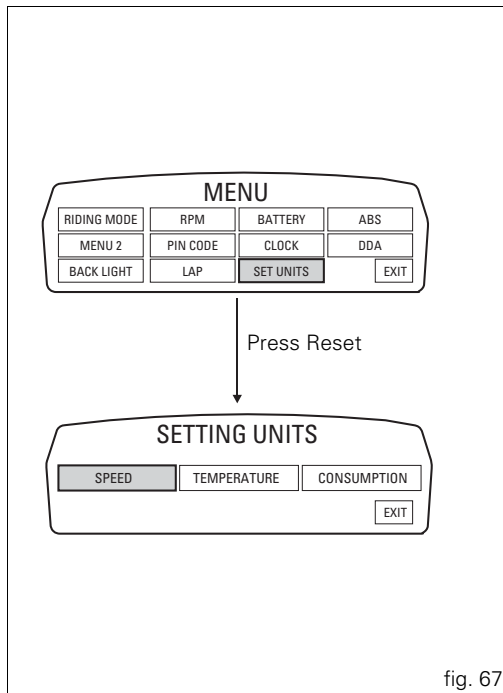


fig. 67

"SPEED" setting

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

Currently set unit of measurement is highlighted in green on the display; use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 21).

Save the setting and, when coming back to main screen, any new unit of measurement set will be present.

- 1) km/h: by setting this condition the following values will have the same units of measurement:
 - TOT, TRIP1, TRIP2, TRIP FUEL : km
 - Vehicle speed and AVERAGE speed (SPEED AVG): km/h
- 2) mph : by setting this condition the following values will have the same units of measurement:
 - TOT, TRIP1, TRIP2, TRIP FUEL : miles
 - Vehicle speed and AVERAGE speed (SPEED AVG): mph.

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

"TEMPERATURE" setting

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

Currently set unit of measurement is highlighted in green on the display; use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 21).

Save the setting and, when coming back to main screen, any new unit of measurement set will be present.

- 3) °C: by setting this condition the following values will have the same units of measurement:
 - Engine coolant temperature and T_AIR: °C
- 4) °F: by setting this condition the following values will have the same units of measurement:
 - Engine coolant temperature and T_AIR: °F

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

"CONSUMPTION" setting

This function allows to change the units of measurement of the Average and Instantaneous fuel consumption.

Currently set unit of measurement is highlighted in green on the display; use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 21).

Save the setting and, when coming back to main screen, any new unit of measurement set will be present.

- 5) Km/L: by setting this condition the following values will have the same units of measurement:
 - CONS. and CONS. AVG. : km/L
- 6) L/100: by setting this condition the following values will have the same units of measurement:
 - CONS. and CONS. AVG: L/100
- 7) mpg UK : by setting this condition the following values will have the same units of measurement:
 - CONS. and CONS. AVG: mpg UK
- 8) mpg USA : by setting this condition the following values will have the same units of measurement:
 - CONS. and CONS. AVG: mpg USA

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

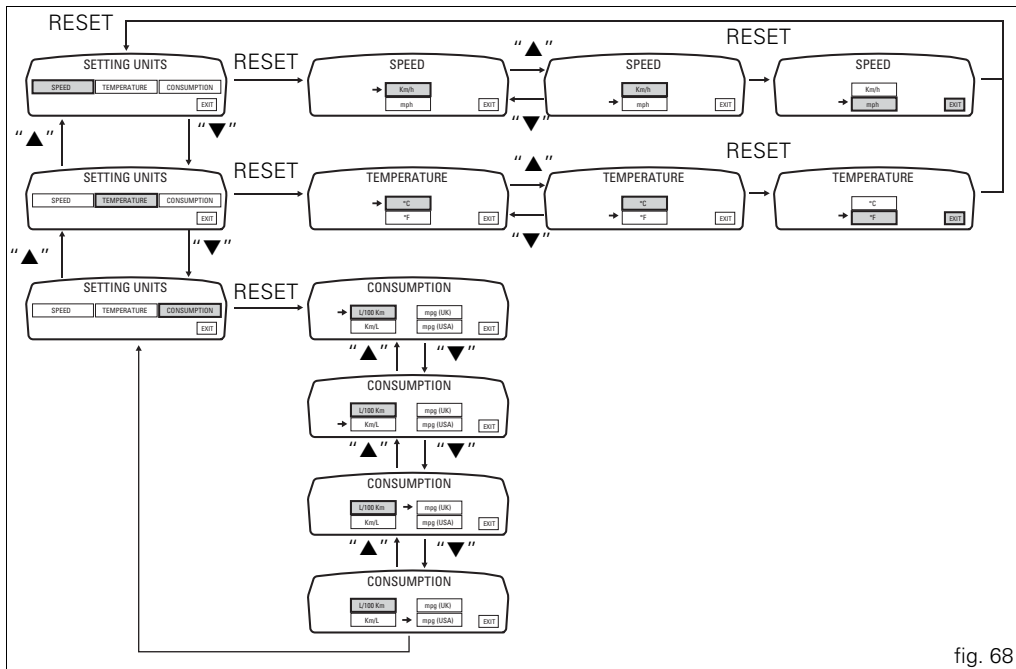


fig. 68

ABS disabling function

This function disables or enables the ABS.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "ABS" function and press the reset button (12, fig. 12) to go to next page. Function state is highlighted on the display (ON in green or OFF in yellow); Use button (1, fig. 23) "▲" or (2, fig. 23) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 21) for 3 seconds.

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

The new condition will be displayed after check time.



Note

If the disabling request was not met, it is recommended to repeat the procedure. If the problem persists, contact your Ducati dealer or Authorized Service Center.

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

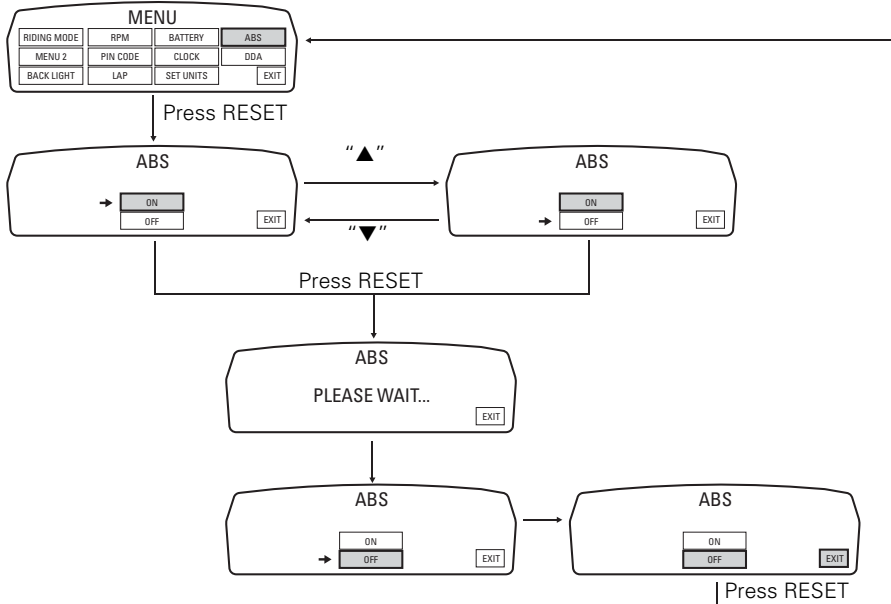
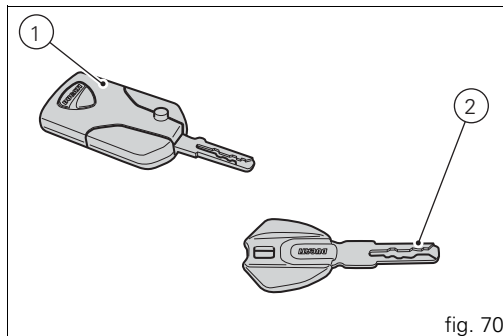


fig. 69

The Immobilizer system

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

The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna located under the seat when the ignition is switched On. The modulated signal acts as a password (which is different at each start-up) and tells the ECU that an "authorized" ignition key is being used to start up the engine. When the ECU recognizes the signal, it enables engine start-up.



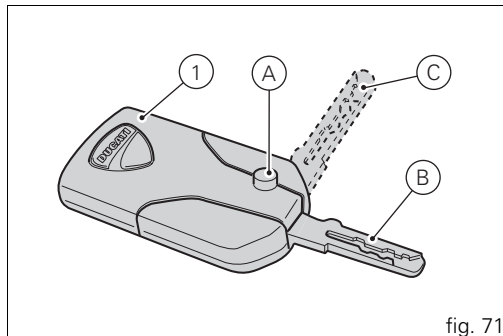
Keys (fig. 70)

The Owner receives a set of keys comprising:

- 1 active key (1, fig. 70)
- 1 passive key (2, fig. 70)

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

The active key (1, fig. 71) is the one that is normally used: press button (A, fig. 71) to fully open the metal part, i.e. position (B, fig. 71). Hold depressed button (A, fig. 71) you can move the metal part and set it to the middle position (C, fig. 71); once in place, release button to lock.



The metal part returns inside the grip by pushing it in. The key contains a battery that must be replaced when the low key battery "warning" is displayed as soon as the dashboard is turned on (fig. 72).



Note

In this case, replace the battery as soon as possible (p. 114).

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



Warning

Do not ride with the key (1 or 2, fig. 70) inserted in the lock of the tank cap or in the seat lock, as it could come out and pose a potential danger. Furthermore, if bumped, the key mechanism and the integrated circuit could be damaged.



fig. 72



Warning

Also riding in poor weather conditions with the key inserted could cause damage to its integrated circuit.

Do not leave the key on the motorcycle when it is being washed; it is not watertight and could be damaged.

Replacing the battery in the active key

Only use 3 Volt CR 2032 lithium ion batteries.



Note

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

Remove the metal part of the battery.
Use a large sized coin to pry open the shells of the plastic grip (2 € coin) as shown in fig. 73.



Important

Insert the coin only in the indicated point. Do not use other objects inserted in points different from what is indicated as this could damage the integrated circuit and/or the protective gasket.

Once the plastic shells have been separated, remove the printed circuit board (1, fig. 74) prying it up GENTLY with a small flat screwdriver, as shown in the figure.

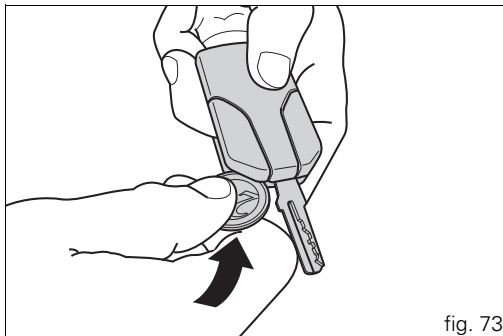


fig. 73

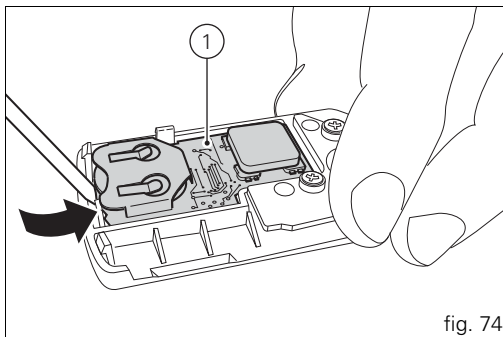


fig. 74



Important

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

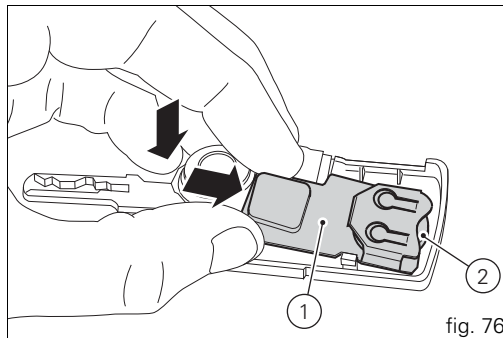
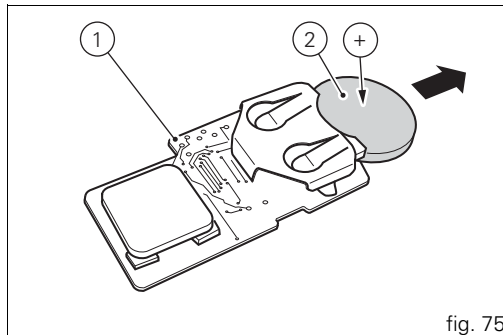
Remove the battery (2, fig. 75) from the printed circuit board (1, fig. 75) and replace it with a new one. Pay attention to polarity: the positive pole (+) must face upward.



Important

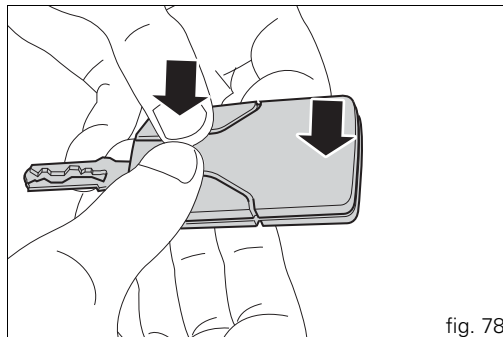
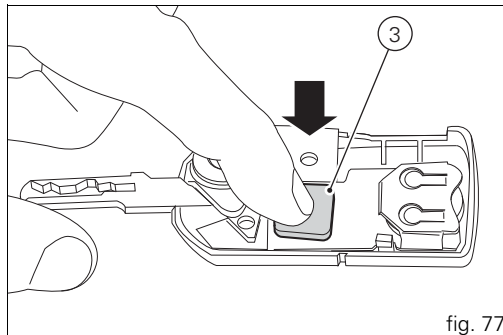
Only use the required type of battery.

Reinsert the printed circuit board (1, fig. 76) from the side with the battery (2, fig. 76) into the plastic shell.



Apply slight pressure on the antenna (3, fig. 77) of the printed circuit board until you hear a click.

Align the two shells of the grip and press on the area indicated by the arrows (fig. 78) to close them. Make sure that you hear a “click” upon closing and that the key is well closed.



Duplicate keys

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

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

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

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

Immobilizer override procedure

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



Note

The PIN CODE function must be activated by entering your 4 digit PIN in the dashboard, otherwise the vehicle cannot be turned on temporarily in the case of a malfunction.



Warning

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

PIN CODE activation function

To access the function it is necessary to view the "setting" menu page 72, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "PIN CODE" function and press the reset button (12, fig. 21) to go to next page.



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

When accessing the function, "INSERT NEW PIN CODE" with four dashes "- - - -" in the bottom line will appear on the display highlighted in green; now enter a 4 digit code.

Entering the code:

press the reset button (12, fig. 21).

Each time you press the button (2, fig. 23) "▼" the displayed number increases from "0" to "9" and then returns to "0";

to confirm the number, press the reset button (12, fig. 21).

Repeat the procedure until inserting the fourth digit.

To highlight the "MEMORY" indication, press the reset button (12, fig. 21) again.

To store the entered PIN, press the reset button (12, fig. 21) for 3 seconds with "MEMORY" indication highlighted in green.

As a confirmation of PIN storage, the display will show the message "MEMORIZED" for about 2 seconds and then automatically highlight "EXIT" option.

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

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.

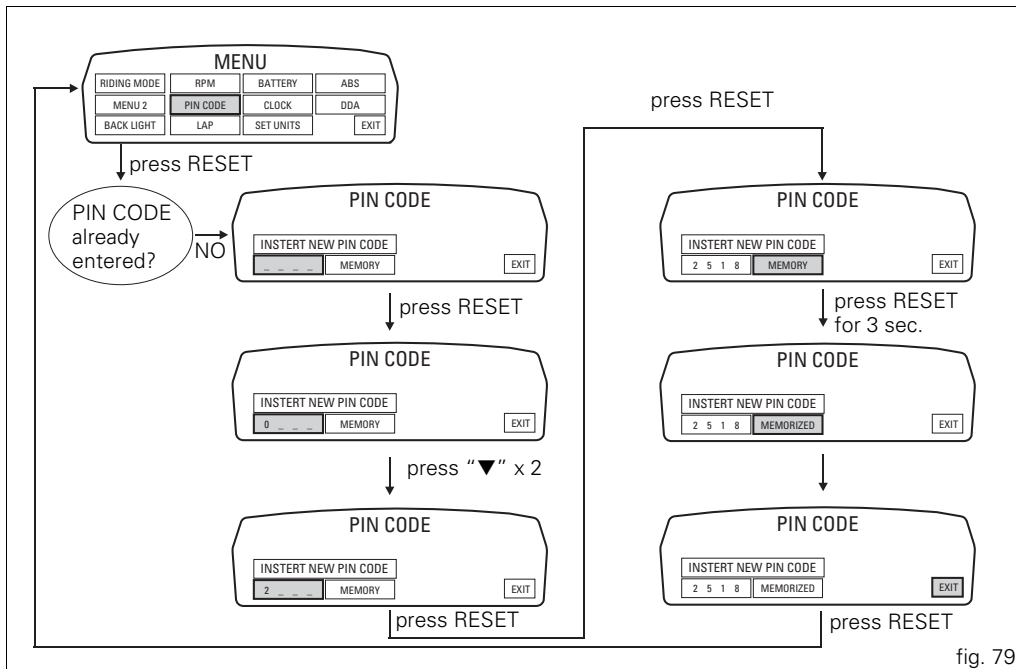


fig. 79

PIN CODE change function

This function changes your four number PIN CODE. To access the function it is necessary to view the "setting" menu page 72, using button (1, fig. 23) "▲" or (2, fig. 23) "▼" select the "PIN CODE" function and press the reset button (12, fig. 21) to go to next page.



Note If "INSERT NEW PIN CODE" and the dashes "----" appear when accessing this function, this means that the function was not active as the PIN CODE was never entered. Enter your PIN as described in the previous paragraph "PIN CODE activation function".

When accessing the function, "MODIFY PIN CODE", "OLD PIN" with four dashes "----" in the bottom line will appear on the display highlighted in green; now enter the 4 digit code.



Note To change the PIN, you must know the currently stored PIN.

Now enter the "old" PIN code (OLD PIN). Press the reset button (12, fig. 21); each time you press the button (2, fig. 23) "▼" the displayed number

increases from "0" to "9" and then returns to "0"; to confirm the number, press the reset button (12, fig. 21). Repeat the procedure until inserting the fourth digit. Press the reset button (12, fig. 21) again to confirm.

If the entered code is incorrect, the dashboard will return to the four dashes "----" in order to enter the code again.

If the entered code is correct, "CORRECT" is automatically highlighted in green for about 2 seconds and then the four dashes "----" next to "NEW PIN" indication are automatically highlighted; now enter the "new" 4 digit code.

Press the reset button (12, fig. 21); each time you press the button (2, fig. 23) "▼" the displayed number increases from "0" to "9" and then returns to "0"; to confirm the number, press the reset button (12, fig. 21). Repeat the procedure until inserting the fourth digit. Press the reset button (12, fig. 21) again to confirm.

Item "MEMORY" is automatically highlighted.

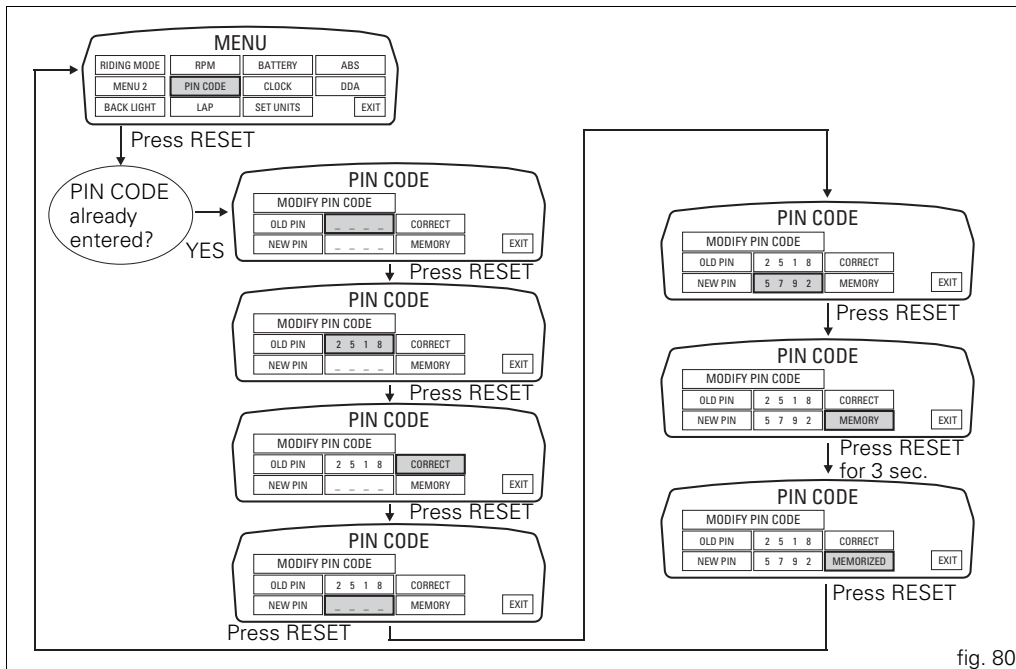


fig. 80

To store the entered new PIN, press the reset button (12, fig. 21) for 3 seconds with "MEMORY" indication highlighted in green.

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

To exit the setting function, press the reset button (12, fig. 21) when "EXIT" is highlighted.



Note

There is no limit to the amount of times you can change your PIN CODE.

Light control

Headlight control

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

At Key-On, the high beam and low beam lights are off.

When the engine is started, the low beam lights turn on automatically; from this moment, "normal" operation is activated: it will be possible to switch from low beam to high beam (using button 11, fig. 21) or operate the "FLASH" signal (using button 11, fig. 21). If engine is not started at Key-On, the lights can be switched on anyway by pushing the button on the LH high/low beam switch (button 11, fig. 21); the low beam lights are turned on the first time it is pressed; from this moment, the same button can be used to switch on (and off) the high beam light (if the engine is not started within 60 seconds, the low beam or high beam light that was turned on will turn off).

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

Turn indicators (automatic reset)

The dashboard controls the automatic reset of the turn indicators.

After activating one of the two turn indicators, they can be deactivated using the reset button (12, fig. 21). If the turn indicator is not "reset" manually, the dashboard will automatically switch it off after the motorcycle has traveled 0.3 miles (500 m) from the time the turn indicator was activated.

The counter for the distance traveled for automatic deactivation is activated at speeds below 50 mph (80 km/h).

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

“Parking” function

This function activates the “PARKING” mode.

The “PARKING” function activates the front and rear parking lights when the vehicle is turned off so it is visible when parked.

The function is activated by pressing the button (2, fig. 23) “▼” for 3 seconds during the first 60 seconds after the motorcycle was turned off.

Once the function is activated, the indication will remain on the circular display for 5 seconds and the lights will remain on for 2 hours. After 2 hours, they will turn off automatically.

To interrupt the function, turn the vehicle on and off (Key-On / Key-Off).



fig. 81



Note

If there is a sudden battery cutoff while the function is active, the dashboard will disable the function when the voltage is restored.



Warning

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

“Steering in position for being locked” indication

This function tells you that the steering is in position for turning on the steering lock.

The sensors detect that the steering is in position during the first 60 seconds after turning off the vehicle and the dashboard activates the indication on the display for max. 5 consecutive seconds.

“Steering lock” on indication

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

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

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



Note

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

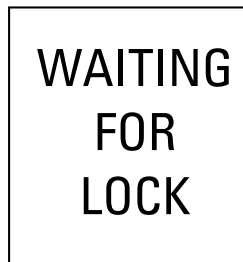


fig. 82

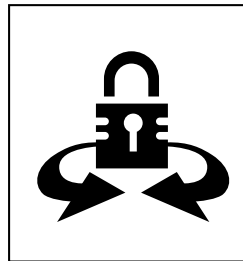


fig. 83

Indication of incorrect position of the red starter button

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



Important This could lead to battery discharge within a short time.

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

If you press the starter button (1, fig. 85) for over 1 second to switch off (Key-Off), system activates the warning "RED SWITCH NOT RELEASED" as a flashing message (fig. 84).



fig. 84

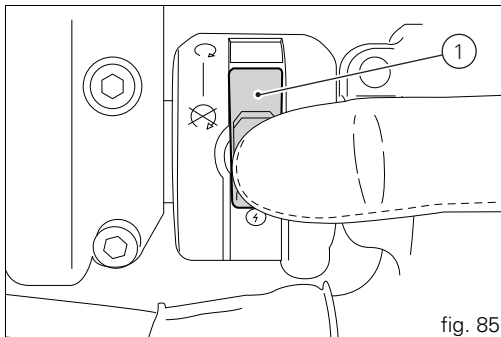
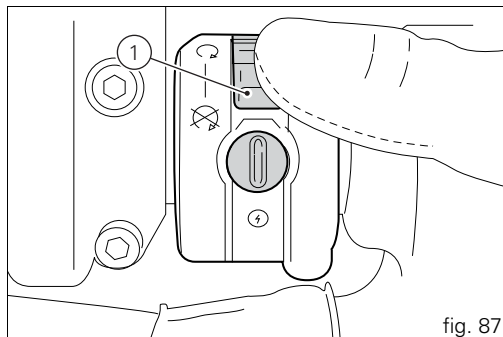
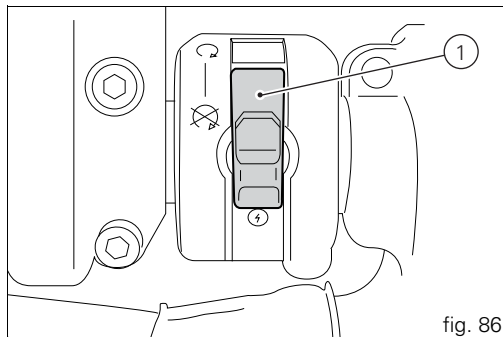


fig. 85

If the warning remains active once button (1, fig. 86) is no longer depressed, you shall take button (1, fig. 87) to “top” position. In this case, report the fault to Dealer or Authorized Service Center.



Controls



Warning 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.

Position of motorcycle controls (fig. 88)

- 1) Dashboard on handlebar.
- 2) "Hands Free" system.
- 3) Dashboard on tank.
- 4) Lefthand handlebar switch.
- 5) Clutch lever.
- 6) Rear brake pedal.
- 7) Righthand handlebar switch.
- 8) Throttle twistgrip.
- 9) Front brake lever.
- 10) Gear change pedal.

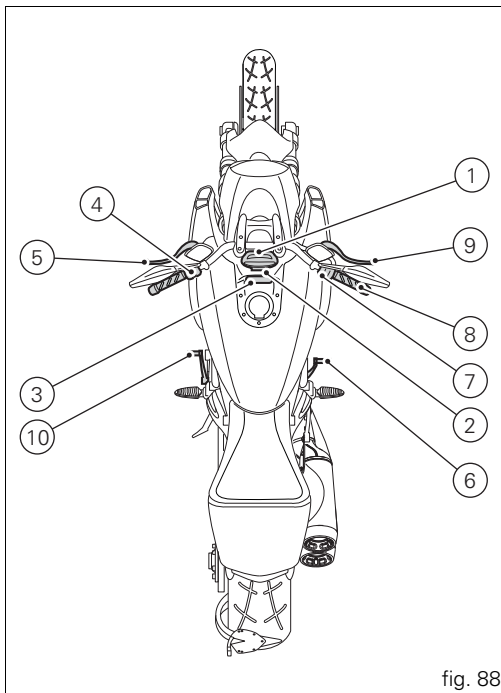


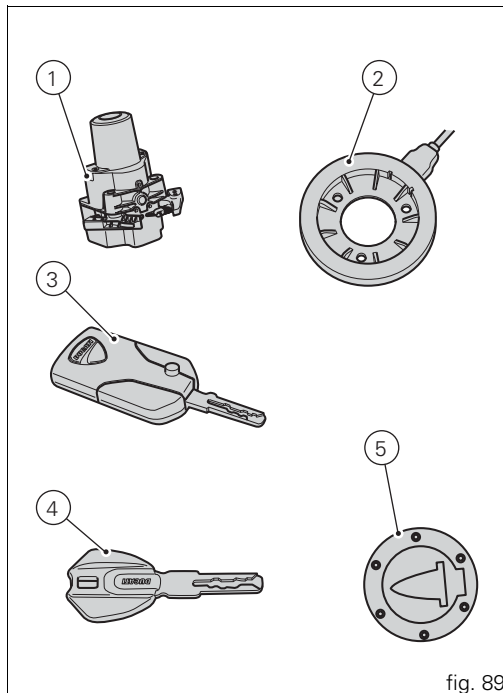
fig. 88

Hands Free" system

The Hands Free system consists of:

- 1) Hands Free lock;
- 2) Antenna;
- 3) Active key;
- 4) Passive key;
- 5) Electric cap (optional).

The "Hands Free" button (7, fig. 91) is located on tank front end.



Hands Free system Key-On and Key-Off

Key-On consists of turning on the Hands Free system and all electronic devices.

Key-Off consists of turning off the Hands Free system and all electronic devices, and makes sure the engine is turned off.

Key-On is performed using the button (6) on the handlebar on the right switch or using the emergency button (7) on the Hands Free lock (1, fig. 89).

Key-Off is performed using the button (6) on the handlebar on the right switch or using the button (7) on the Hands Free lock (1, fig. 89).



Note

Using one of the two buttons (6) or (7) does not exclude the other, e.g. if you turn it on with one, you can turn it off with the other and vice versa.

Key-On can only occur in the presence of one of the two keys (3, fig. 89) or (4, fig. 89) or using the pin code.

Key-Off can also occur without a key (3, fig. 89) or (4, fig. 89).

Key-Off occurs when the speed of the motorcycle is equal to zero, pressing the button (6) on the handlebar or by pressing the Hands Free button (7); at a speed other than zero, only by pressing the Hands Free button (7).

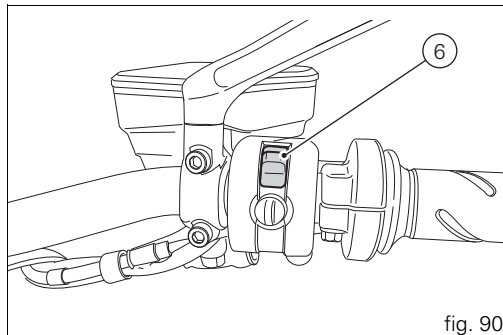


fig. 90

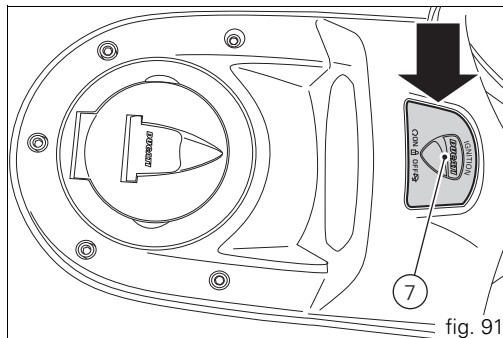


fig. 91



Note

When its battery is discharged, the active key (3, fig. 89) acts like a passive key (4, fig. 89). The dashboard displays the discharged battery status.

The mechanical part of the key (3) is used to open the fuel cap and the seat lock.

The key (3) metal part is hidden inside the key: press button (A, fig. 92) to fully open the metal part, i.e. position (B, fig. 92). Hold depressed button (A, fig. 92) you can move the metal part and set it to the middle position (C, fig. 71); once in place, release button to lock.



Note

With the vehicle in Key-On and “engine off”, if the presence of the active key (3, fig. 92) is not detected for thirty consecutive seconds, the motorcycle will turn off automatically without any action by the rider.

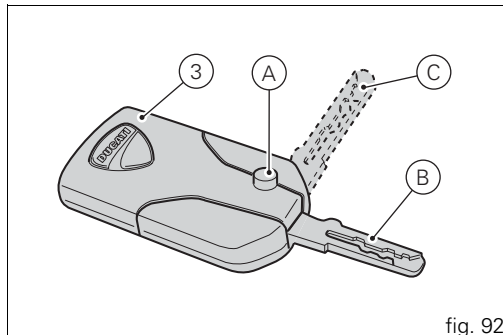


fig. 92

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

A Key-On can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position and in the presence of the active key (3, fig. 89).



Note The active key (3, fig. 89) has a range of approx. 1.5 m (4.9 feet), therefore it must be located within this range.

Key-Off can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position. It can be done also without the key (3, fig. 89) only if the motorcycle speed is equal to zero.

Key-On/Key-Off using the key on the Hands Free lock with the active key

Key-On can be performed by pressing the button (7) on the Hands Free lock (1, fig. 89) and with the presence of the active key (3, fig. 89).



Note The active key (3, fig. 89) has a range of approx. 1.5 m (4.9 feet), therefore it must be located within this range.

Key-Off is performed by pressing the button (7) on the Hands Free lock (1, fig. 89), also without the key (3, fig. 89).

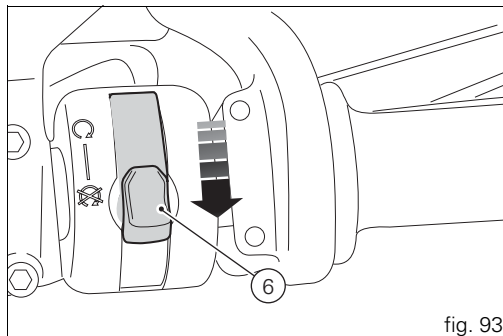


fig. 93

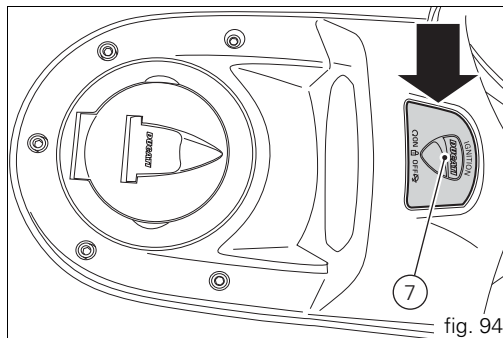


fig. 94

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

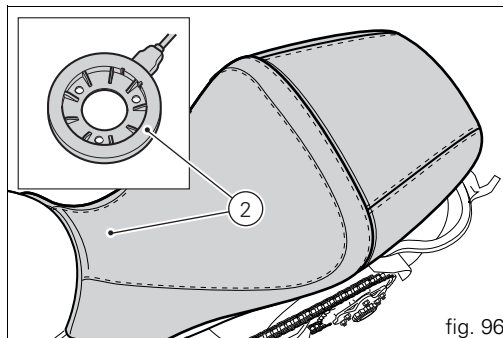
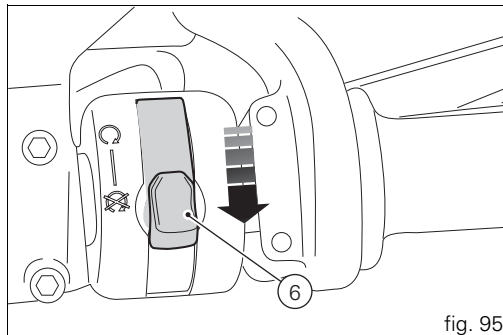
A Key-On can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position and in the presence of the passive key (4, fig. 89).



Note

The passive key (4, fig. 89) has a range of a few cm, therefore the key (4, fig. 89) must be positioned near the antenna (2). Remove the seat (see "Removal of the seat" on page 147) to access the antenna (2).

Key-Off is performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position. It can be done also without the key (4, fig. 89) only if the motorcycle speed is equal to zero.



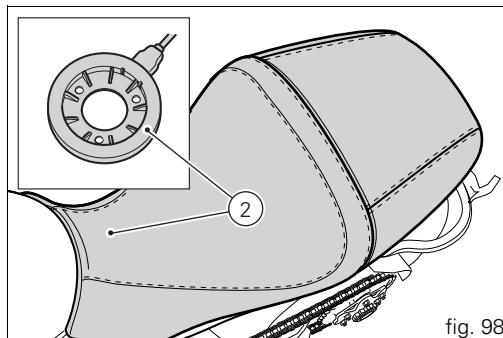
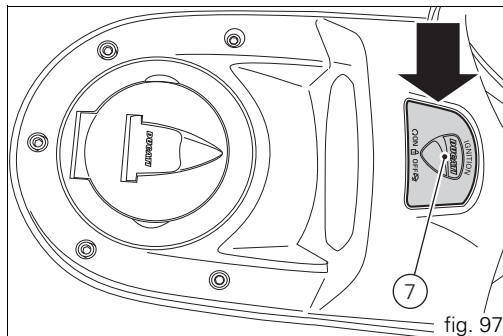
Key-On/Key-Off using the key on the Hands Free lock with the passive key

Key-On is performed by pressing the button (7) on the Hands Free lock and with the presence of the passive key (4, fig. 89).



Note The passive key (4, fig. 89) has a range of a few cm, therefore the key (4, fig. 89) must be positioned near the antenna (2). Remove the seat (see "Removal of the seat" on page 147) to access the antenna (2).

Key-Off can be performed by pressing the button (7) on the Hands Free lock (1, fig. 89), also without the key (4, fig. 89).



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

Key-On can be performed by pressing the button (7) on the Hands Free lock (1, fig. 89) without the presence of the keys (3, fig. 89) and (4, fig. 89) and entering the pin code on the dashboard.

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

After each Key-Off, at the next Key-On if the key is not present the pin code must be entered.

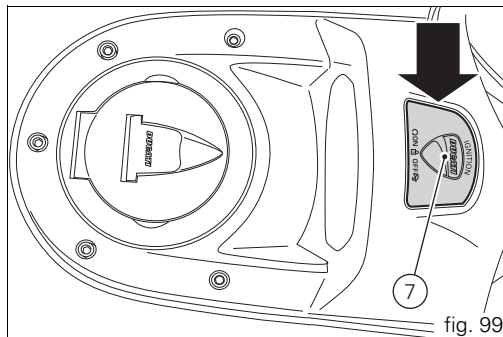
The pin code is entered by the customer when receiving the motorcycle.

The function is not enabled without the pin code.

When the Hands Free button is pressed (7) the dashboard activates the backlighting and the circular display to be able to enter the four digit pin code.

Entering the correct pin turns on the dashboard and enables engine starting.

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



Entering PIN CODE function for vehicle release

This function turns on the motorcycle "temporarily" in the case of HF (Hands Free) system "malfunctions".

To activate the function, press the "emergency" Hands Free button (7, fig. 99) if the motorcycle cannot be turned on using the normal starter button.

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

Entering the code:

press the reset button (12, fig. 21).

each time you press the button (2, fig. 23) "▼" the displayed number increases from "0" to "9" and then returns to "0";

to confirm the number, press the reset button (12, fig. 21);

repeat the procedure until inserting the fourth digit;

Press the reset button (12, fig. 21) again to confirm.

If the code is incorrect, the dashboard will return to the four dashes "----" indication in order to enter the code again.



Note

There is no limit to the number of times the code can be reentered; the dashboard will turn off automatically 120 seconds after an attempt to enter the code.

If the code was entered correctly, the message "CORRECT" will flash on the display for 3 seconds. After 3 seconds, the dashboard will return to the "normal" view (with all indications active).

From this moment, the vehicle can be started using the start button (Key-On).



Note

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



Important

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

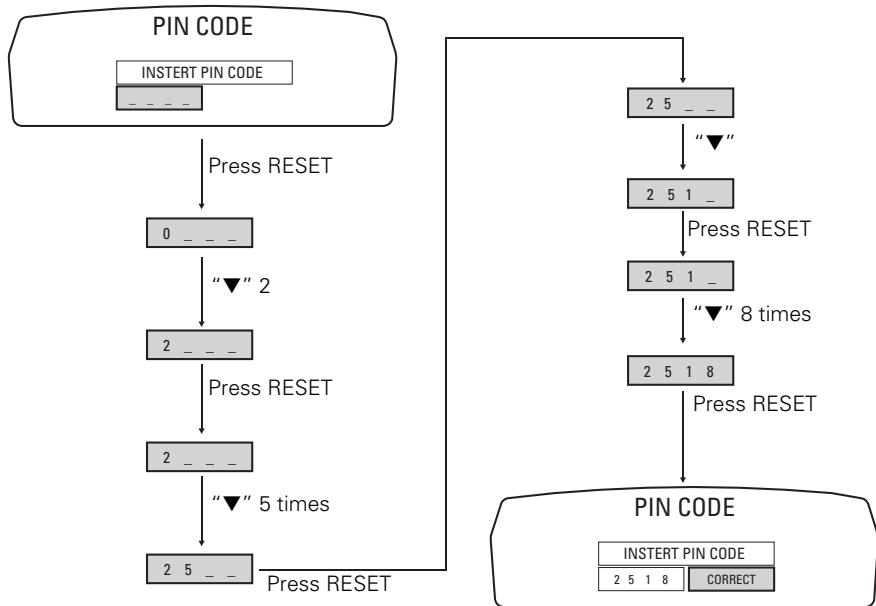


fig. 100

LH switch (fig. 101)

- 1) Dip switch, light dip switch, two positions (fig. 101):
(A) each time it is pressed down the light switches from low beam on  to low beam and high beam on .
(B) pushed to the side  = high beam flasher (FLASH), "Start-Stop lap" function.
- 2) Button  = three-position turn indicator (fig. 101):
central position = off;
position  = left turn;
position  = right turn.
- 3) Turn indicator off, "Riding mode" activation and menu navigation button.
- 4) Button  = warning horn.
- 5) Navigation menu, display scroll and TRIP1 and TRIP2 reset button.
- 6) Navigation menu, display scroll button.

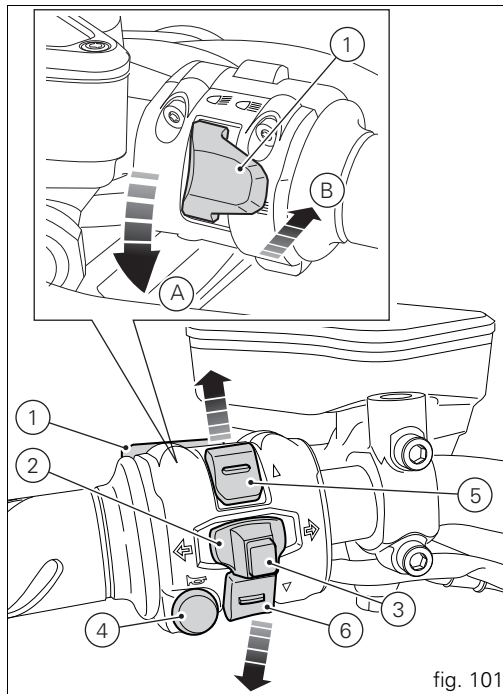


fig. 101

Clutch lever (fig. 102)

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

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

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



Warning

Set clutch lever when motorcycle is stopped.



Important

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



Note

It is possible to start the engine with the 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).

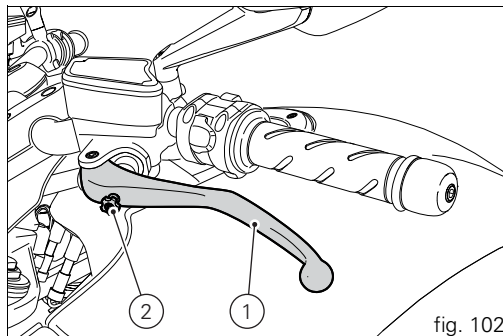


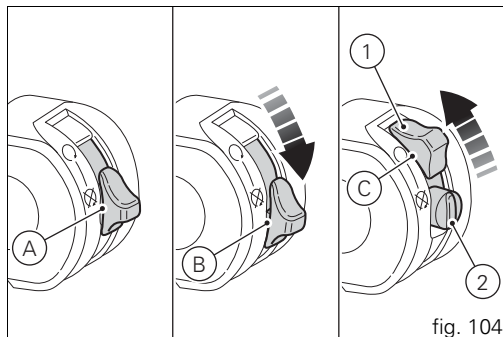
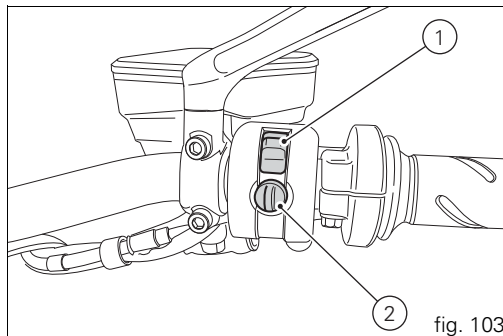
fig. 102

RH switch (fig. 103)

- 1) Red ON/OFF switch.
- 2) Black ENGINE START button

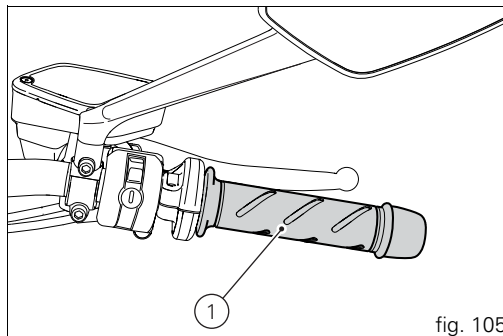
The switch (1) has three positions:

- A) center: RUN OFF. In this position, the engine cannot be started and all electronic devices are off.
- B) pushed down: ON/OFF. In this position, the system can be turned on (Key-On) and off (Key-Off).
- C) pushed up: RUN ON. The engine can only be started in this position, pushing the black button (2).



Throttle twistgrip (fig. 105)

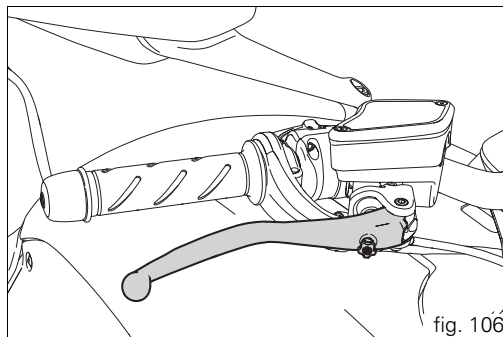
The twistgrip (1, fig. 105) on the right handlebar opens the throttles. When released, it will spring back to the initial position (idling speed).



Front brake lever (fig. 106)

Pull the lever (1, fig. 106) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently. The control lever (1, fig. 106) features a dial adjuster (2, fig. 106) for lever distance from the twistgrip on handlebar adjustment.

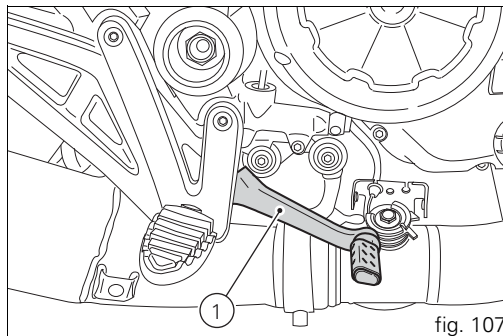
The lever distance can be adjusted through 10 clicks of the dial (2, fig. 106). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counter clockwise to decrease lever distance.



Rear brake pedal (fig. 107)

Push down the pedal (1, fig. 107) to operate the rear brake.

The system is hydraulically operated.



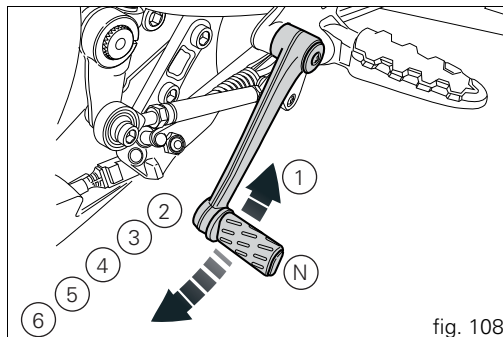
Gear change pedal (fig. 108)

When released, the gear change pedal (1, fig. 108) automatically returns to rest position N in the center. This is indicated by the dashboard light N (2, fig. 13) coming on.

The pedal can be moved:

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

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



Adjusting the position of the gearchange and rear brake pedals

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

Adjust the pedals as follows:

Gear change pedal (fig. 109)

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

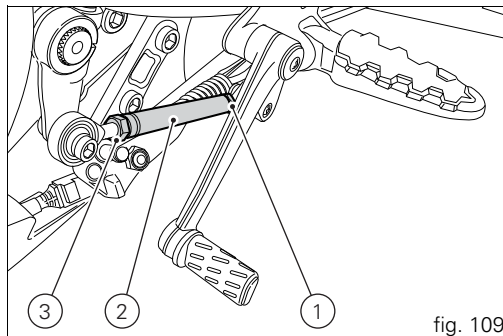


Note

Nut (2) has a lefthand thread.

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

Tighten both check nuts onto linkage.



Rear brake pedal (fig. 110)

Loosen counter nut (7).

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

Tighten the counter nut (7).

Operate the pedal by hand to check that there is 0.12-0.24 in (3 to 6 mm) of freeplay before the brake bites. If not, adjust the length of the master cylinder pushrod as follows.

Slacken the counter nut (10) on the pushrod.

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

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

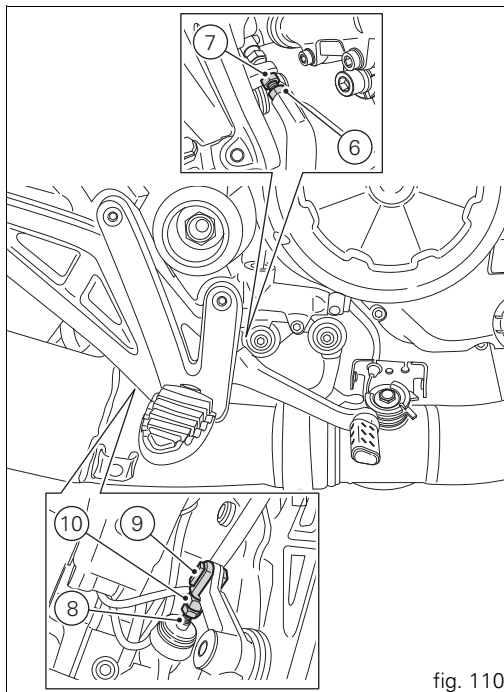


fig. 110

Main components and devices

Position on the vehicle (fig. 111)

- 1) Tank filler plug.
- 2) Seat lock.
- 3) Sidestand.
- 4) Rearview mirrors.
- 5) Front fork adjusters.
- 6) Rear shock absorber adjusters.
- 7) Catalytic converter.
- 8) Exhaust muffler (see "Warning" on page 167).

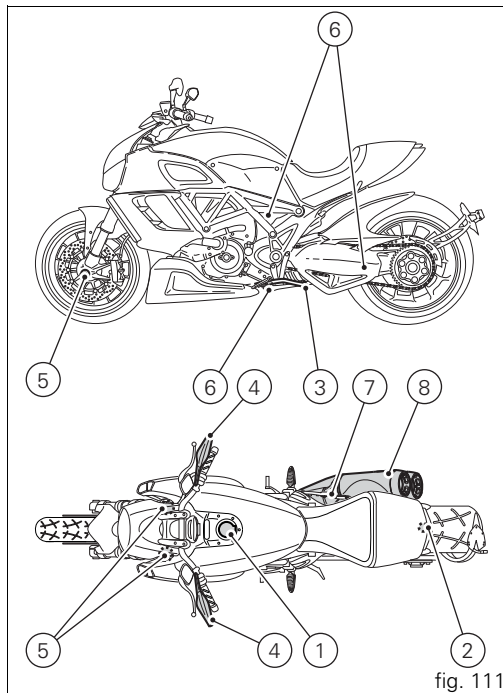


fig. 111

Tank filler plug



Note

To open or close the tank filler plug using the active key, set the metal part in the middle position as shown on page 112.

Opening

Lift the cover (1, fig. 112) and insert the active or passive key into the lock. Turn the key clockwise 1/4 turn to unlock.

Lift the plug (2, fig. 113).

Closing

Close the cap (2, fig. 113) with the key inserted and press it into its seat. Remove the key and replace the lock cover (1, fig. 112).



Note

The plug can only be closed with the key in.



Warning

Always make sure you have properly refitted (see page 171) and closed the plug after refueling.

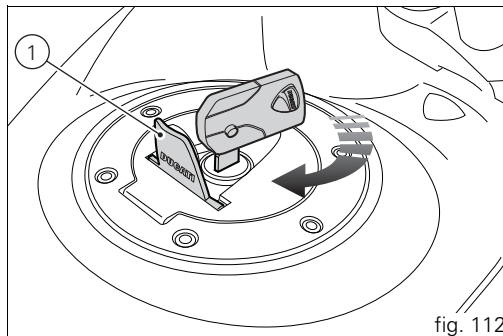


fig. 112

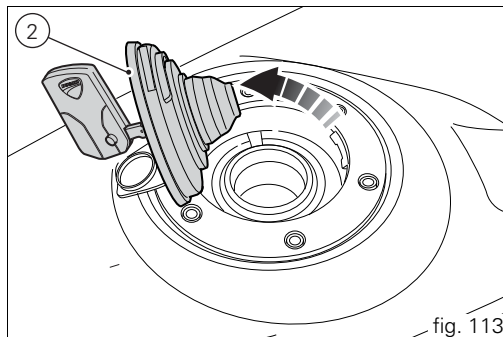


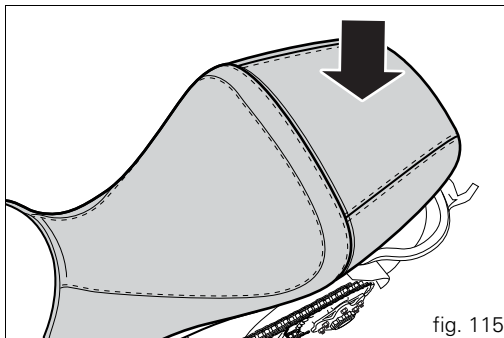
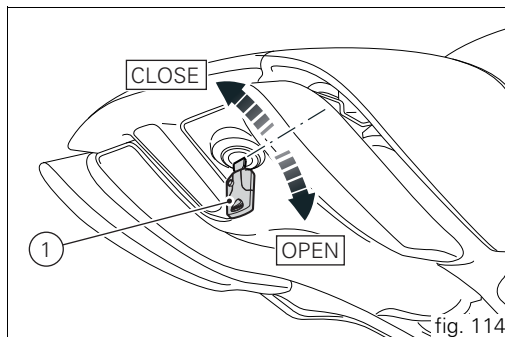
fig. 113

Seat lock

Unlock (1, fig. 114) to remove the seat and access to the underseat compartment and any other device under it.

Removal of the seat

Insert the active or passive key into the lock (1, fig. 114), turn it clockwise and simultaneously apply downward pressure in the area of the bolt to release the pin. Pull the seat backwards to release it from the front catches.



Helmet cable



Note

Helmet cable (2, fig. 116) can be found inside the tool kit, see "Tool kit and accessories," on page 172.

Pass the cable through the helmet and insert the end of the cable in the pin (3, fig. 116) Leave the helmet hanging and refit the seat to hold it in place.



Warning

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

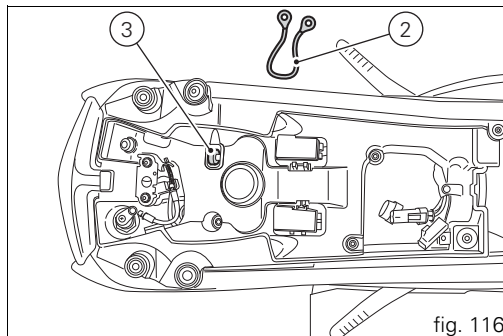


fig. 116

Refitting the seat

Make sure all parts are correctly arranged and secured in the underseat compartment. Insert the mounts (4) of the seat base in the projecting parts (5) of the frame, then push the rear end of the seat until you hear the bolt in the lock click into place. Make sure that the seat is firmly secured to the frame and remove the key from the lock.

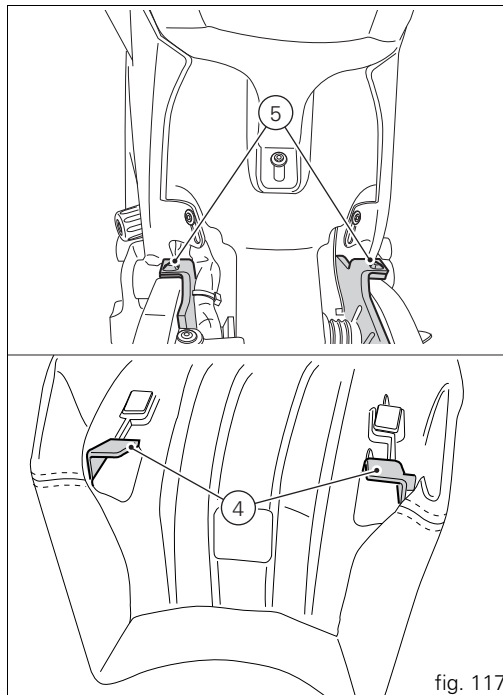


fig. 117

Sidestand (fig. 118)

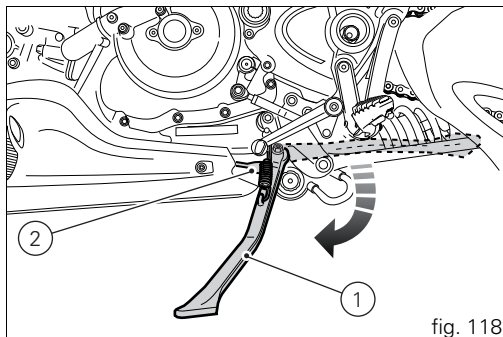
Important
Before lowering the sidestand, make sure that the supporting surface is hard and flat.

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over.

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

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

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



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

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

Passenger grabhandle

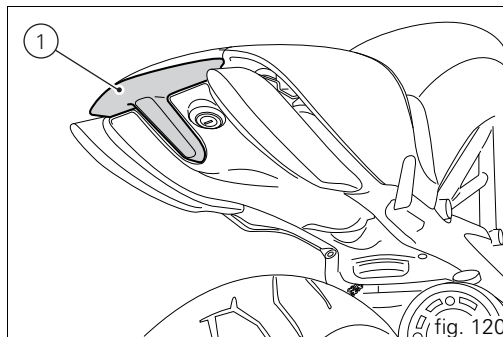
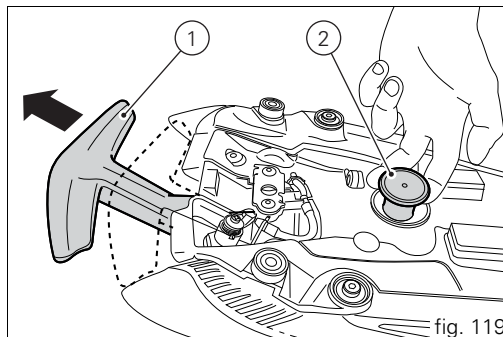
Passenger grabhandle(1, fig. 119) is located inside the tail guard; to take it out, remove the seat (see "Removal of the seat" on page 147), pull the knob (2, fig. 119) while taking out the grabhandle (1, fig. 119) from its housing until it is fully extended.



Warning

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

To withdraw it, pull knob (2, fig. 119), push grabhandle (1, fig. 119) in its housing until it is completely flush with the tail guard (fig. 120) and refit the seat (see "Refitting the seat" on page 149).



Adjusting the front fork

The front fork used on this motorcycle has rebound, compression and spring preload adjustment. Use the external screw adjusters to make adjustments.

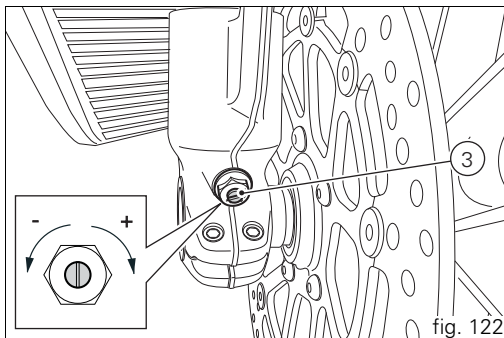
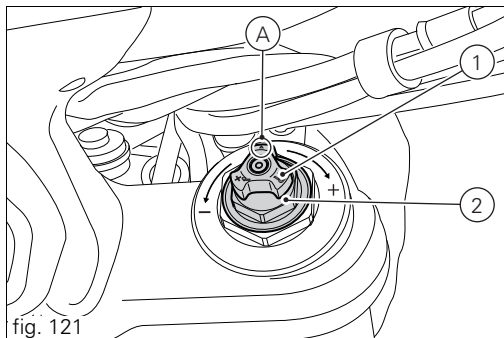
- 1) to adjust the rebound damping (fig. 121);
- 2) to adjust the preload of the inner springs (fig. 121);
- 3) to adjust the compression damping (fig. 122).

Position the motorcycle on its sidestand so that it is stable.

Turn the knob (1) on every fork leg top with a suitable wrench to adjust rebound damping.

Turn the adjuster (3) on fork leg bottom with a flat screwdriver to adjust compression damping. Turn the knob (1) and the adjusting screws (3) to adjust the dampening. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. Starting from this position and by rotating counterclockwise, you can count the turns.

To change preload of the spring inside each fork leg, turn the hex. adjuster (2, fig. 121) with a 22 mm hex wrench, starting from the fully open (clockwise) position. From reference (A, fig. 121), every full turn clockwise corresponds to 1 mm of preload of the spring, up to a maximum of 15 mm, corresponding to 15 full turns.



The STANDARD adjustments from fully closed are as follows:

compression:

1 and a half turns;

rebound:

1 and a half turns;

Spring preload: FULLY OPEN (counterclockwise).



Important

Regulate the adjusters on both legs to the same positions.

Adjusting the rear shock absorber

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

The adjuster (1, fig. 123) located on the lower connection holding the shock absorber to the swingarm adjusts the rebound damping.

The knob (2, fig. 124) located on the left side of the motorcycle adjusts the preload of the shock absorber external spring.

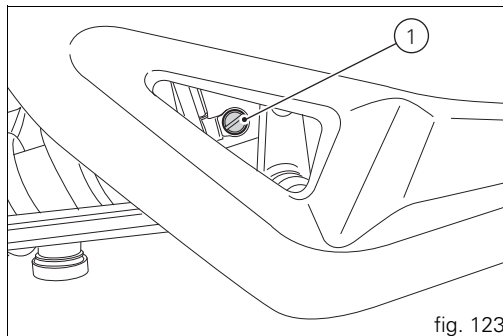


fig. 123

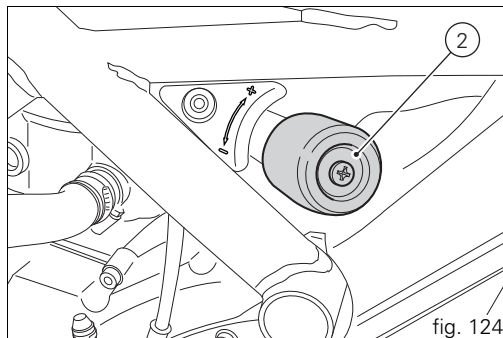


fig. 124

The knob (3, fig. 125) located on the expansion reservoir of the shock absorber adjusts the compression damping. Turning the adjusters (1) or the knobs (2) and (3) clockwise increases damping or preload; turning them in the opposite direction decreases them. STANDARD calibration; from the fully closed position (clockwise) unscrew: adjuster (1, fig. 123) by 12 clicks; knob (2, fig. 124) FULLY OPEN (counterclockwise); adjuster (3, fig. 125) by 25 clicks.



Warning

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

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

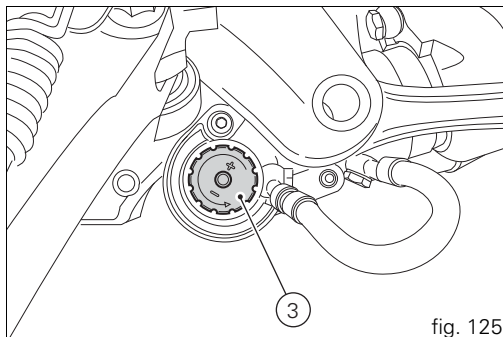


fig. 125

Values specified in the table are indicative and refer to a rider weighing (with clothes on) 176-198 lb (80-90 kg) and a passenger weighing (with clothes on) 154-176lb (70-80 kg).

Front fork						
		Range	Default	Sport	Touring	Urban
Rider only	Compression	0 - 3	1.5	0.5	1	1.5
	Rebound	0 - 3	1.5	1	1.5	1.5
	Preload	0 - 15	0	4	1	0
Rider and passenger	Compression	0 - 3	1.5	0	0.5	1
	Rebound	0 - 3	1.5	1.5	1.5	2.5
	Preload	0 - 15	0	7	4	2
Rear shock absorber						
Rider only	Compression	0 - 40	25	6	15	25
	Rebound	0 - 24	12	4	9	12
	Preload	0 - 28	0	20	10	0
Rider and passenger	Compression	0 - 40	25	4	6	15
	Rebound	0 - 24	12	6	8	10
	Preload	0 - 28	0	28	20	15

Spring for customized settings



Note

To make the rear shock absorber spring better suit the user, it is possible to order two types of spare springs:

- spring part no. 36640321A is recommended for a user weight of about 265 lb (120 kg);
- spring part no. 36640331A is recommended for a user weight of about 331 lb (150 kg).

Recommended assembly setting for the above customization is always with preload knob/press set to zero to have an additional 0.39 in (10 mm) preload available, if required.



Warning

Please contact a Ducati Dealer to order and install these springs.

Riding the motorcycle

Break-in recommendations

Maximum rpm (fig. 126)

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

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

Up to 621 mi (1000 km)

During the first 621 mi (1000 km) keep an eye on the rev counter, it should never exceed:

5500 - 6000 rpm

During the first few hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

To achieve this, roads with plenty of bends and even slightly hilly areas are ideal for the most efficient break-in of the engine, brakes and suspensions.

For the first 62 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake disks. For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.

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

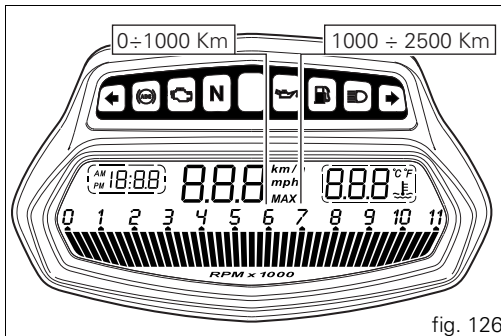


fig. 126

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

At this point, you can squeeze some more power out of your engine. However never exceed 7000 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.

Pre-ride checks



Warning

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

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

FUEL LEVEL IN THE TANK

Check the fuel level in the tank. Fill tank if needed (page 171).

ENGINE OIL LEVEL

Check oil level in the sump through the sight glass. Top up if needed (page 197).

BRAKE AND CLUTCH FLUID

Check fluid level in the relevant reservoirs (page 174).

COOLANT

Check coolant level in the expansion reservoir. Top up if needed (page 173).

TIRE CONDITION

Check tire pressure and condition (page 195).

CONTROLS

Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.

LIGHTS AND INDICATORS

Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (page 191).

KEY LOCKS

Ensure that fuel filler plug (page 146) and seat (page 147).

SIDESTAND

Make sure sidestand operates smoothly and is in the correct position (page 150).

ABS light

After Key-On, the ABS light (9, fig. 13) stays on. When the vehicle speed exceeds 3 mph (5 km/h), the warning light switches off to indicate the correct operation of the ABS.



Warning

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

ABS

Check that the front (1, fig. 127) and rear (2, fig. 128) phonic wheels are clean.



Warning

Clogged reading slots would compromise system proper operation.

It is advisable to disable ABS in case of very muddy road surfaces, as in these conditions the system might be subject to sudden faults.



Warning

Prolonged rearing could deactivate the ABS system.

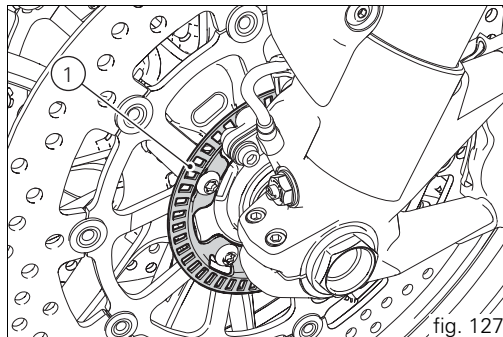


fig. 127

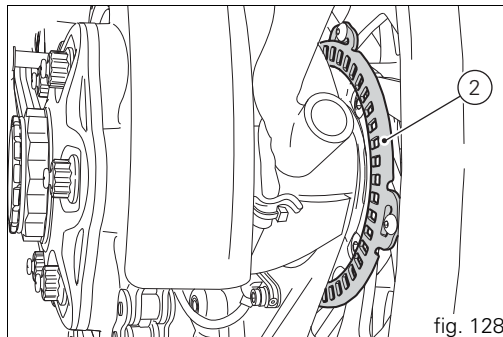


fig. 128

Engine on/off



Warning

Before starting the engine, become familiar with the controls you will need to use when riding (page 128).



Warning

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

In the presence of the active or passive key, perform a Key-On (turning on the "Hands Free" system and all onboard electronic devices) by pushing downward on the red switch (1, fig. 129) on the right side of the handlebar.

The dashboard on handlebar will perform the initialization and will control the onboard systems by turning on all lights in sequence, from outside to inside, for a few seconds.

After this control, only the green light N (2, fig. 130), and the red light  (3) must remain on.

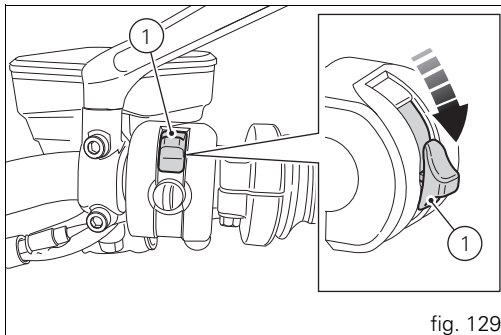


fig. 129

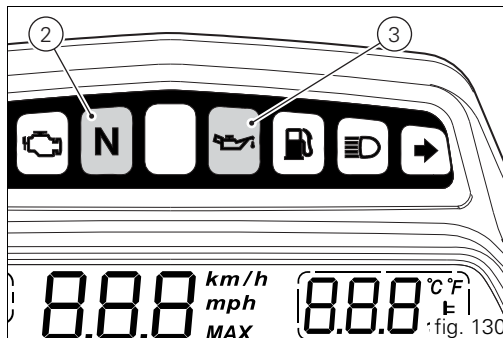


fig. 130

Warning

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

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

Note

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

Move the red switch (1) up to uncover the black button (4, fig. 131).

Push the button (4) to start the engine.

Important

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

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

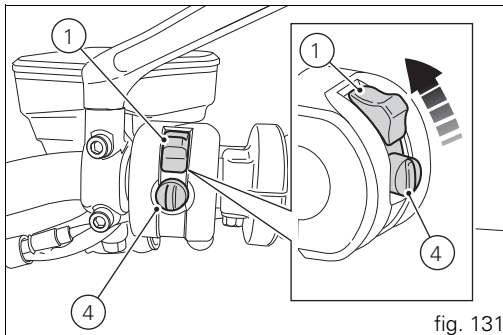


fig. 131

The engine will shut off by setting the red button (1, fig. 131) on the handlebar to RUN OFF.

Note

To turn on the "Hands Free" system and all electronic onboard systems, refer to page 129 "Hands Free System".

Moving off

- 1) Disengage the clutch by squeezing the clutch lever.
- 2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
- 3) Raise the engine revs by turning the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift up, close the throttle to slow down engine, disengage the clutch, lift the gear change lever and let go of clutch lever.

To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronize, shift down (engage next lower gear) and release the clutch.

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



Important

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.



Warning

Prolonged rearing could deactivate the ABS system.

Braking

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

ABS system

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control. The Anti-lock Brake System (ABS) has been developed to enable riders to use the vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised. ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel signals the electronic control unit that the wheel is about to lock up. This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes use separate control systems, meaning that they operate independently.

Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time. If desired, the system can be deactivated from the dashboard by using the “ABS disabling function”.



Warning

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

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral. Apply the brakes and bring the motorcycle to a complete stop. Turn off the engine moving the red switch downward (1, fig. 133).

Parking

Park the stopped motorcycle on the sidestand. Turn the handle completely to the left or right. If this operation is performed within 60 seconds after the engine stop, the message "Waiting for lock" (fig. 132) will appear on the display of the dashboard for approx. 5 seconds.



**WAITING
FOR
LOCK**

fig. 132

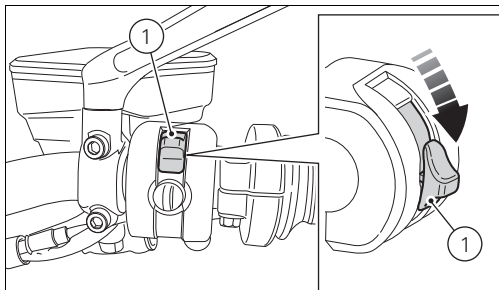


fig. 133

If you want to enable the steering lock, move the red switch (1, fig. 133) downward during this interval. If the steering lock was enabled correctly, the locked steering indication (fig. 134) will appear on the display of the dashboard on tank for 5 seconds.

The steering lock disables at Key-On.

If the "Hands Free" system was not able to release the steering, an error message (fig. 135) will appear on the display.

In this case, it is recommended to turn the vehicle off and on (Key-Off / Key-On) holding the handlebar pressed down to the end stop. If the signal remains (and the steering does not "release") contact an Authorized Ducati Service Center.

In order to make the motorcycle visible at night or in poorly illuminated areas, the "Parking" function can be activated within 60 seconds of turning off the vehicle by turning on the front and rear parking lights.

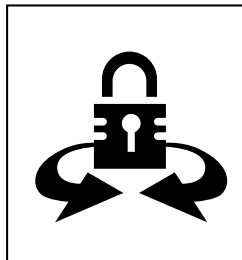


fig. 134

**UNLOCK
ERROR**

fig. 135

Press button (2, fig. 136) for at least 3 seconds: the indication of the activated function (fig. 137) will appear on the display of the dashboard on the tank for 5 seconds and the lights will remain on for 2 hours. After this period of time, they will turn off automatically.



Note

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



Important

The frequent use of this function can considerably reduce the battery charge; it is recommended to use this function only when necessary.



Warning

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.).

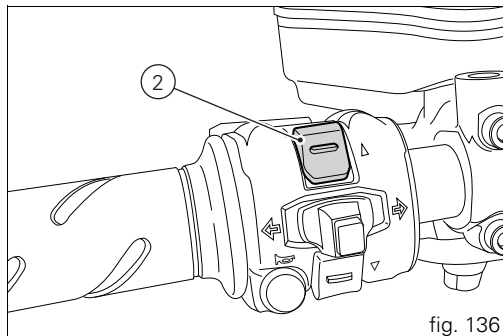


fig. 136



fig. 137



Warning

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

Refueling (fig. 138)

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



Warning

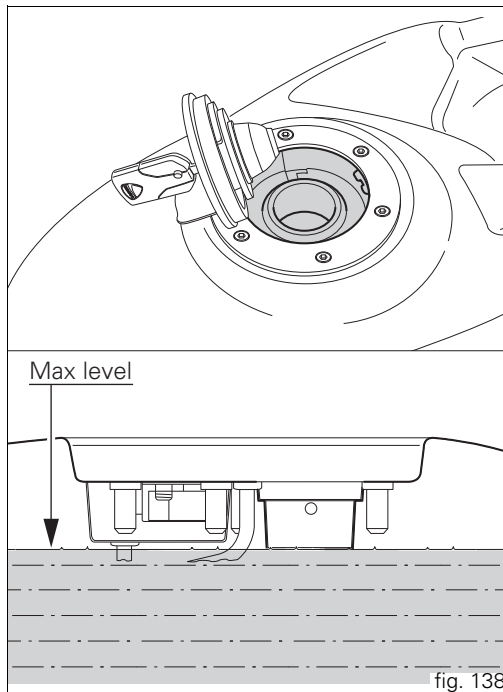
Use low-lead fuel with min. 90 (RON+MON)/2 octane rating at origin minimum (see "Top-ups" table, page 206).

Be sure there is no fuel trapped in the filler recess.



Warning

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.

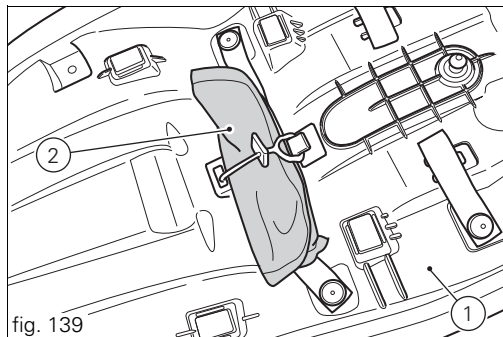


Tool kit and accessories (fig. 139)

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

The tool kit includes:

- fuse pliers;
- two helmet anti-theft cables;
- screwdriver;;
- screwdriver handle;
- 14/16 mm box wrench;
- 6 mm rod;
- 3 mm Allen wrench;
- 4 mm Allen wrench;
- 5 mm Allen wrench.



To access the underseat compartment, remove the seat (see "Removal of the seat" on page 147).

Main maintenance operations

This type of mixture ensures the best operating conditions (the coolant starts to freeze at -4°F / -20°C).

Cooling circuit capacity: 2.5 cu. dm (liters - 0.66 gallon)

Change the air filter

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

Checking and topping up coolant level
Check coolant level in the expansion tank on the right side of the vehicle. Steer the handlebar completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir. Top up if the level is below the MIN mark. Unscrew the filler plug (1) and add a mixture consisting of water and SHELL Advance Coolant or Glycoshell antifreeze (35÷40% of the volume) up to the MAX level. Refit the plug (1).

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

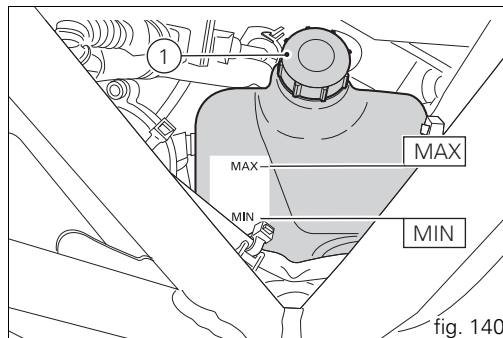


fig. 140

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.



Important

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

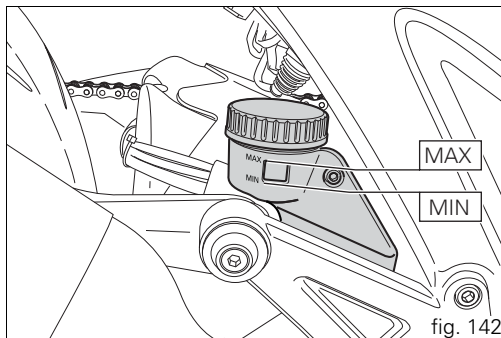
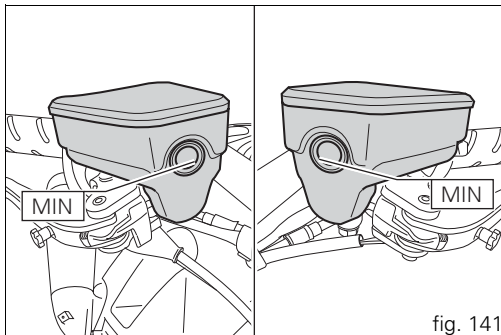
Brake system

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.



Warning

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact.





Warning

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

Check seals for proper sealing.

Clutch system

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

Contact your Ducati Dealer or Authorized Service Center to have the system inspected and air drained out.



Warning

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).

Checking brake pads for wear (fig. 143 and fig. 144)

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.



Warning

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.

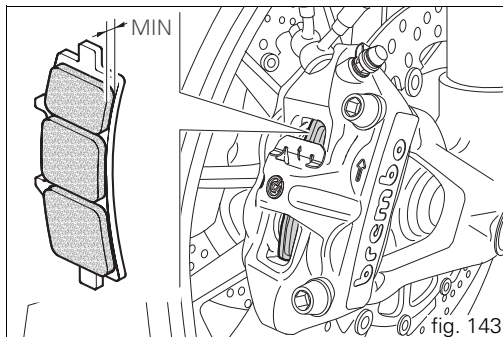


fig. 143

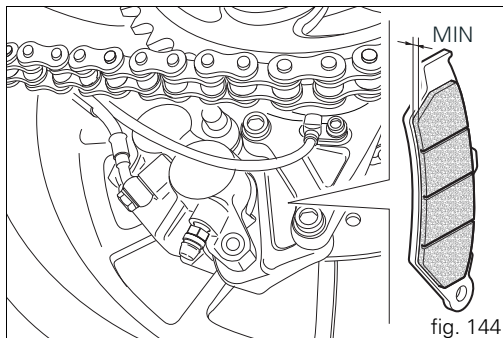


fig. 144

Lubricating cables and joints

Check the outer sheath of the throttle control cables for damage at regular intervals. The outer plastic cover should not be flattened or cracked. Operate the controls to make sure the inner cables slide smoothly inside the outer sheath: if you feel any friction or catching, have the cable replaced by a Ducati Dealer or Authorized Service Center.

To avoid this kind of problem with the throttle cable, unscrew the two retaining screws (1, fig. 145), to open the case and then grease cable ends and pulley (2, fig. 146) with SHELL Advance Grease or Retinax LX2 grease.

Warning
Close the twistgrip housing carefully, inserting the cable in the pulley.

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

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

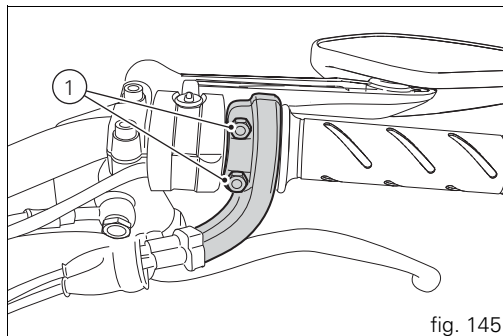


fig. 145

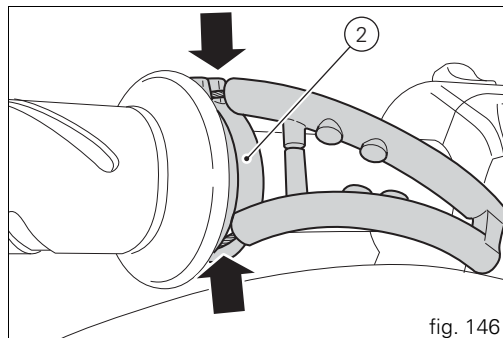


fig. 146

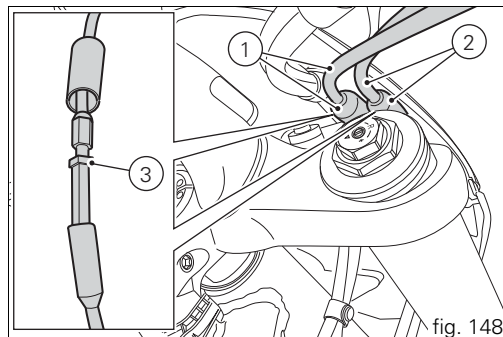
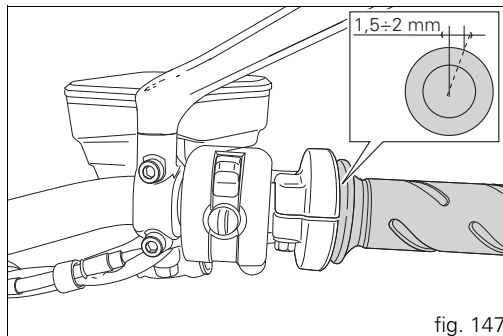
Adjusting throttle control free play

In all steering positions, the throttle twistgrip must have

a free play of 0.06 - 0.08 in (1.5 - 2.0 mm) measured on the outer edge of the twistgrip. If necessary, adjust it using the adjusters (1 and 2, fig. 147) located on the steering tube on the righthand side of the vehicle.

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

Slip the rubber gaiters off the adjusters and loosen the counter nuts (3). Adjust both adjusters by the same amount: turn clockwise to increase free play and counterclockwise to reduce free play. When finished, tighten the counter nuts (3) and refit the rubber gaiters to the adjusters.



Charging the battery

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



Important

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

Remove the left cowling (1, fig. 149) loosening:
side screw (2, fig. 149) retaining the electrical parts box;
top screw (3, fig. 149) retaining the electrical parts box;
bottom screw (4, fig. 149) retaining the central cowling;

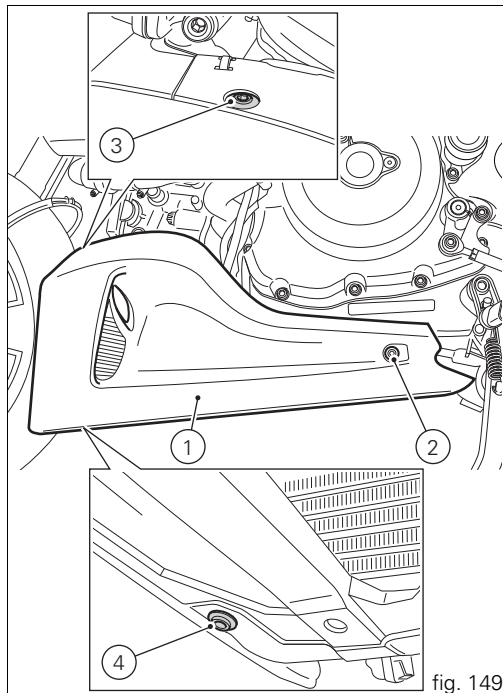
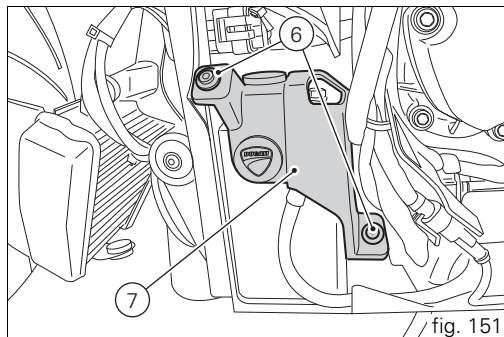
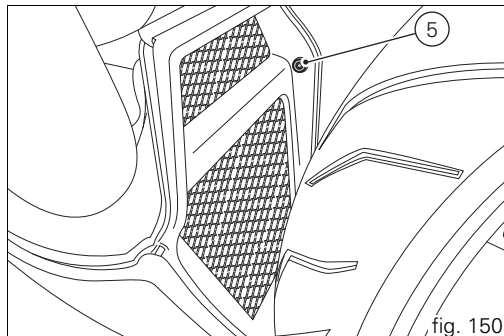


fig. 149

screw (5, fig. 150) retaining the central cowling to left cowling.
Unscrew the screws (6, fig. 151) and remove the battery mounting cover (7, fig. 151).



Slide out the battery (8, fig. 152) from its housing and, always starting from the negative terminal (-), loosen the screws (9, fig. 152).

Remove the positive cable (10, fig. 152), the ABS positive cable (11, fig. 152) from the positive terminal and the negative cable (12, fig. 152) from the negative terminal.



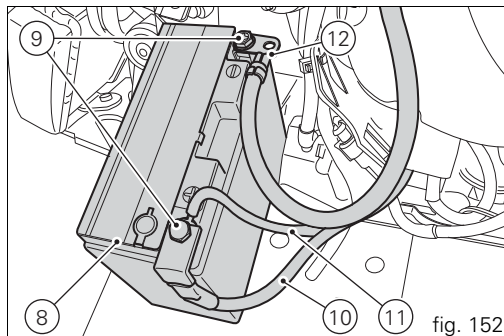
Warning

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



Warning

Keep the battery out of the reach of children.



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

Charge the battery in a ventilated room.

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

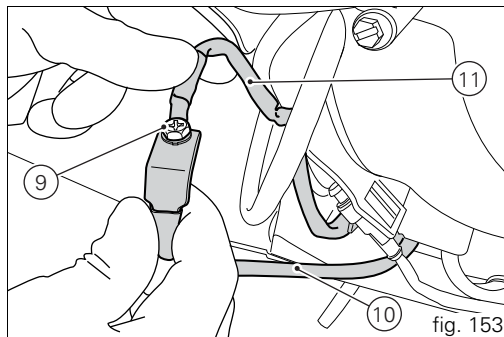


Important

Make sure the charger is off when you connect the battery to it, or you might get sparks at the battery terminals that could ignite the gases inside the cells.

Always connect the red positive (+) terminal first.

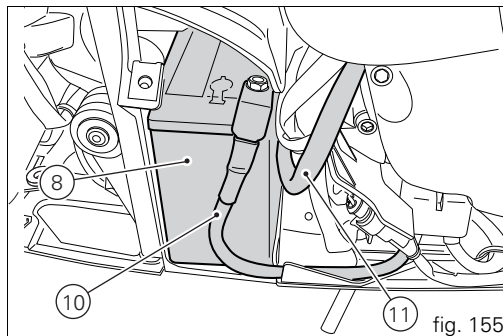
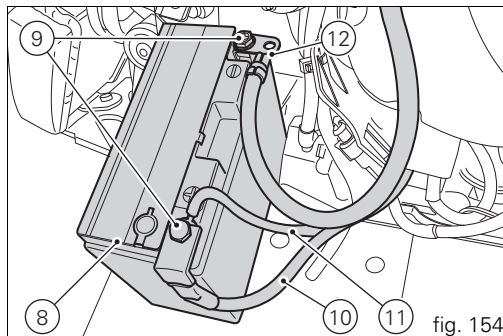
Lay down the ABS positive cable (11, fig. 153), onto positive cable (10, fig. 153) and start screw (9, fig. 153) in its thread on these cables.



Connect the positive cable (10, fig. 154), previously assembled to ABS cable (11, fig. 154), to battery positive terminal, and negative cable (12, fig. 154) to battery negative terminal by starting the other screw (9, fig. 154) in its thread.

Tighten the terminal clamp screws (9, fig. 154) to a torque of 3.69 lbf-ft (5 Nm) $\pm$ 10% and apply grease onto the battery terminals to prevent oxidation.

Reposition the battery (8, fig. 155) in the support, positioning the cables (10, fig. 155) and (11, fig. 155) as shown in fig. 155.



Refit battery mounting cover (7, fig. 156) and fasten tightening the screws (6, fig. 156) to a torque of 7.38 lbf-ft (10 Nm) $\pm 10\%$.

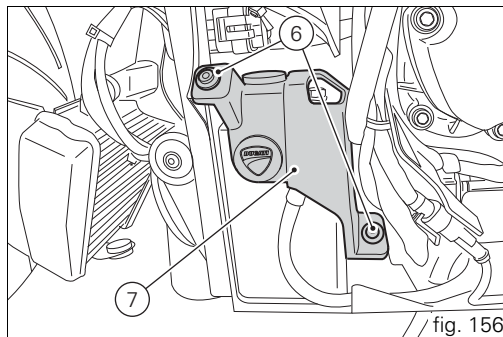


fig. 156

Refit the left cowling (1, fig. 157) as follows:
start the side screw (2, fig. 157) retaining the electrical parts box in its thread;
start the top screw (3, fig. 157) retaining the electrical parts box in its thread;
start the bottom screw (4, fig. 157) retaining the central cowling in its thread;

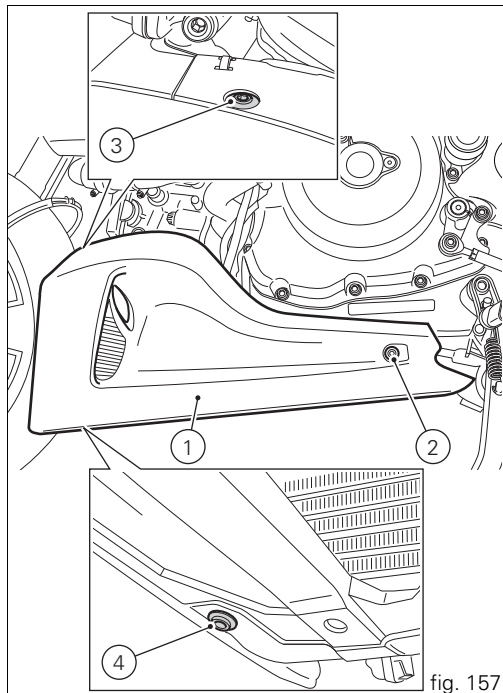
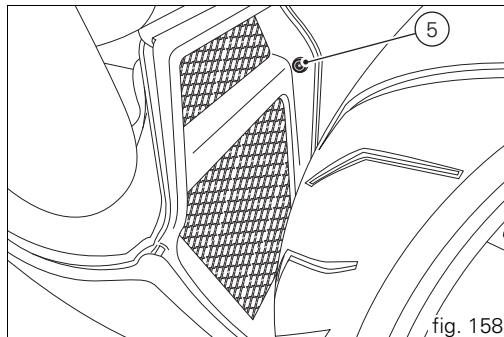


fig. 157

start the screw (5, fig. 158) retaining the central cowling to left cowling in its thread.
Tighten the screws (2, fig.149), (3, fig. 157), (4, fig. 157) and (5, fig. 158) to a torque of 7.38 lbf-ft (10 Nm) $\pm 10\%$.



Charging and maintenance of the battery during winter storage

Your motorcycle is equipped with a connector (1, fig. 160) 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 is designed 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.

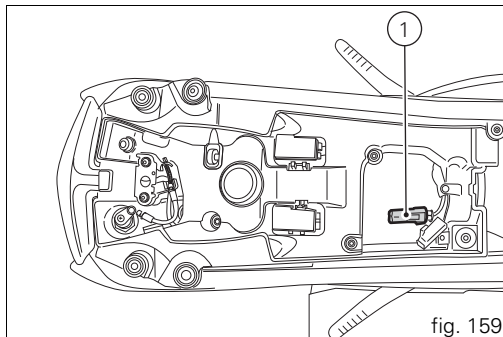


fig. 159

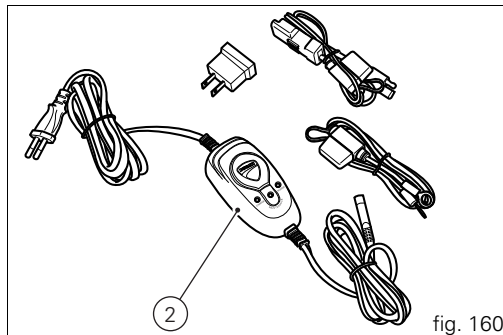


fig. 160



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 as wrong maintenance.

Checking drive chain tension (fig. 161)



Important

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

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

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

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

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



Important

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

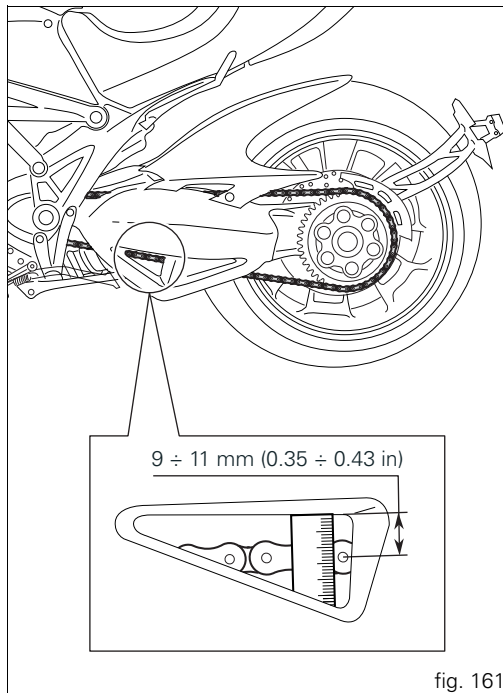


fig. 161



Warning

Correct tightening of screws (1, fig. 162) is critical to rider and passenger safety.



Important

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

Chain lubrication

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

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

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



Important

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

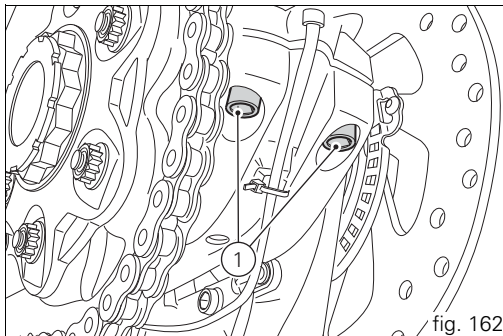


fig. 162

Replacing the high and low beam bulbs

Before replacing a blown bulb, make sure that the replacement bulb has the same voltage and power as that specified in the paragraph "Electrical System" on page 213. Always check that the bulb functions before reassembling removed parts.

fig. 163 indicates the position of the low beams (LO), high beams (HI) and led parking lights (1).

Headlight



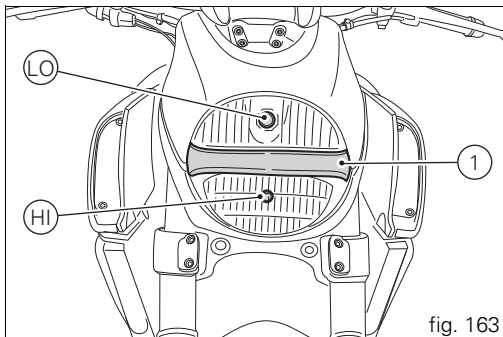
Important

Have the high and low beam bulbs replaced by a Ducati Dealer or an Authorized Service Center.



Warning

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



Beam setting (fig. 164)

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). Draw a horizontal line corresponding to the center of the headlamp and a vertical one in line with the longitudinal axis of motorcycle.

If possible, perform this check in dim light.

Switch on the low beam.

The height of the light spot (measured at the upper limit between dark and lit-up area) should not exceed $\frac{9}{10}$ th of the height from ground of headlamp center.

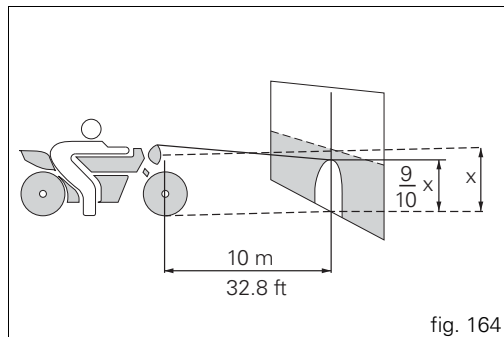


fig. 164

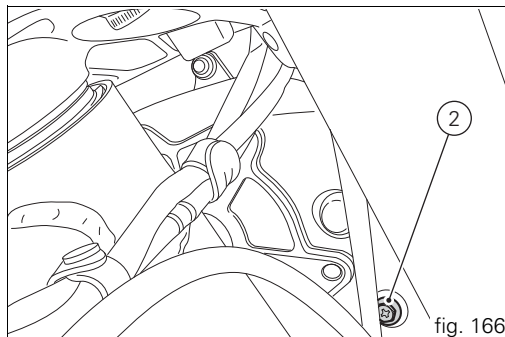
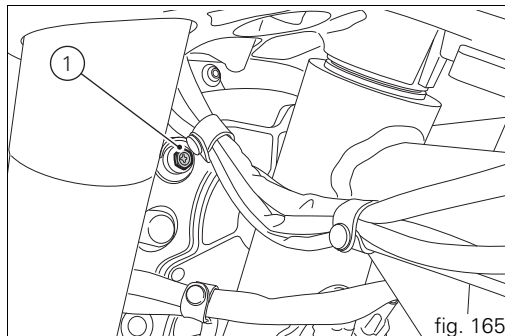


Note

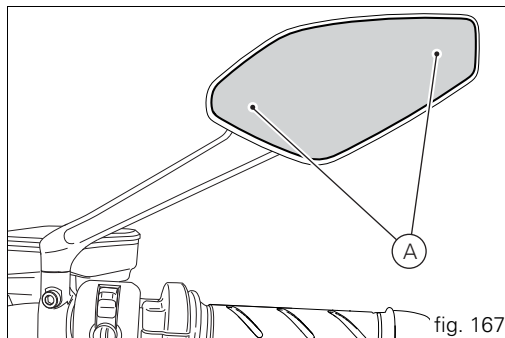
The procedure described here is in compliance with the Italian Standard establishing the maximum height of the light beam.

Owners in other countries will adapt said procedure to the provisions in force in their countries.

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



Rearview mirror adjustment (fig. 167)
The rearview mirror can be adjusted manually by pressing on points (A).



Tubeless tires

Front tire pressure:

2.50 bar/250 kPa (rider only) - 2.6 bar/260 kPa (with passenger and/or bags)

Rear tire pressure:

2.50 bar/250 kPa (rider only) - 2.6 bar/260 kPa (with passenger and/or bags)

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



Important

Check and set tire pressure when tires are cold. To prevent distortion of the front wheel rim, increase tire pressure by 0.2-0.3 bar (20-30 kPa) when riding on bumpy roads.

tire repair or change (Tubeless tires)

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



Warning

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.



Important

Do not remove or shift the wheel balancing weights.



Note

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

Minimum tread depth

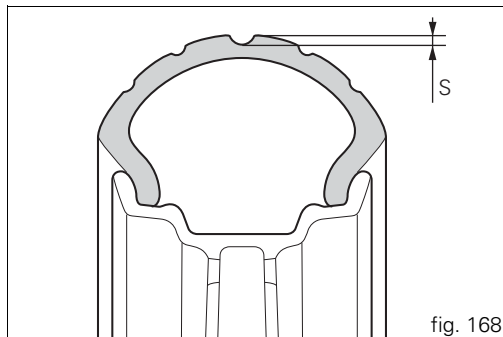
Measure tread depth (S, fig. 168) at the point where tread is most worn down.

It should not be less than 0.08 in (2 mm), and in any case not less than the legal limit.



Important

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



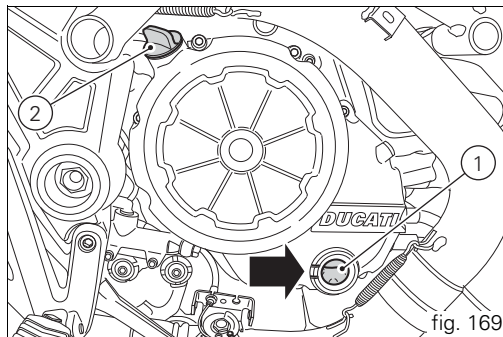
Checking engine oil level (fig. 169)

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



Important

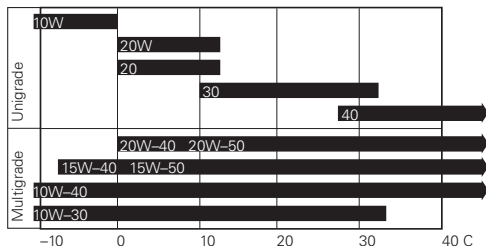
Engine oil and oil filters must be changed by a Ducati Dealer or Authorized Service Center at the intervals specified in the scheduled maintenance chart contained in the Warranty Booklet.



Viscosity

SAE 15W-50

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



Cleaning and replacing the spark plugs (fig. 170)

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

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

Have the spark plugs inspected or replaced at a Ducati Dealer or Authorized Service Center; they will check the color of the ceramic insulator of the central electrode (1): an even brown color is a sign that the engine is in good running order.



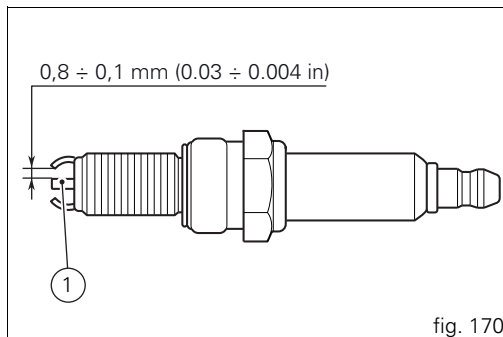
Note

Inspect the center electrode for wear and check spark plug gap, which should be:
0.03-0.004 in (0.8-0.1 mm)



Important

A gap outside the specified limits will adversely affect engine performance and may lead to difficult starting or erratic idling.



Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to the road conditions you ride in. Use specific products only. Prefer biodegradable products. Avoid harsh detergents or solvents. Only use water and neutral soap to clean the Plexiglas and the seat. Periodically manually clean all aluminum components. Use special detergents, suitable for aluminum parts FREE of abrasives or caustic soda.



Note

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

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



Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces. Never clean the motorcycle using hot or high-pressure water jets. Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in the front fork, wheel hub assembly, electric system, headlight

(fogging), front fork seals, air inlets or exhaust mufflers, with resulting loss of compliance with safety requirements.

Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.). Rinse with warm water and dry all surfaces with chamois leather.



Warning

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



Warning

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

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



Note

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

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

Storing the motorcycle

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

- clean the motorcycle;

- empty the fuel tank;

- pour a few drops of engine oil into the cylinders through the spark plug bores, then turn the engine over by hand a few times to form a protective film of oil on the inner walls of the cylinder;

- place the motorcycle on a service stand;

- disconnect and remove the battery.

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

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

The canvas is available from Ducati Performance.

Important notes

Some countries, such as France, Germany, Great Britain, Switzerland, etc. have compulsory emission and noise standards that include mandatory inspections at regular intervals.

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

Scheduled maintenance chart

Operations to be carried out by the dealer

List of operations to be performed at 621 mi (1000 km)
Reading of the error memory with DDS on the engine control units, vehicle and ABS
Change the engine oil
Change the engine oil filter
Check the indicators and lighting
Check the safety devices (sidestand switch, clutch lever switch, right switch engine stop switch and gear position sensor)
Check the battery charge level
Clean the engine oil intake filter
Checking the coolant level
Check brake and clutch fluid level
Check brake disks and pad wear.
Check tire pressure and wear

List of operations to be performed at 621 mi (1000 km)
Check the drive chain tension and lubrication
Check the freedom of movement of the side and central stand (if installed)
Check the tightening of the safety components (e.g. wheel disk nuts, brake calipers, wheel nuts, sprocket tightening)
Check rubbing points, clearance and freedom of movement of the flexible cables and electric wiring in view
Road test of the motorcycle, testing the safety devices (e.g. ABS)
Fill out that the service was performed in the Warranty Certificate

Operations to be carried out by the dealer

List of operations to be performed every 7500 mi (12000 km) / year (first limit reached)
Reading of the error memory with DDS on the engine control units, vehicle and ABS
Change the engine oil
Change the engine oil filter
Check and/or adjust valve clearance (only every 15000 mi / 24000 km)
Replace the timing belts (only every 15000 mi / 24000 km /60 months)
Replace the spark plugs (only every 15000 mi / 24000 km)
Replace the air filter (only every 15000 mi / 24000 km)
Replace the front fork oil (only every 15000 mi / 24000 km)
Replace the coolant (only every 15000 mi / 24000 km)
Check the indicators and lighting
Check the safety devices (sidestand switch, clutch lever switch, right switch engine stop switch and gear position sensor)
Check the battery charge level
Checking the coolant level
Check brake and clutch fluid level
Check brake disks and pad wear.
Check tire pressure and wear
Check the drive chain tension and lubrication

List of operations to be performed every 7500 mi (12000 km) / year (first limit reached)
Check final drive wear
Check and lubricate the rear wheel shaft (only every 15000 mi / 24000 km)
Check the freedom of movement of the side and central stand (if installed)
Check the tightening of the safety components (e.g. wheel disk nuts, brake calipers, wheel nuts, sprocket tightening)
Check rubbing points, clearance and freedom of movement of the flexible cables and electric wiring in view
Road test of the motorcycle with test of safety devices (e.g. ABS)
Fill out that the service was performed in the Warranty Certificate

Operations to be carried out by the customer

List of operations to be performed every 621 mi (1000 km)
Check the level of the engine oil
Adjust chain tension

Technical data

Overall dimensions (fig. 171)

Weights

Weight in running order without fluids and battery:

456 lb (207 kg).

Carrying full load: 881 lb (400 kg).



Warning

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.

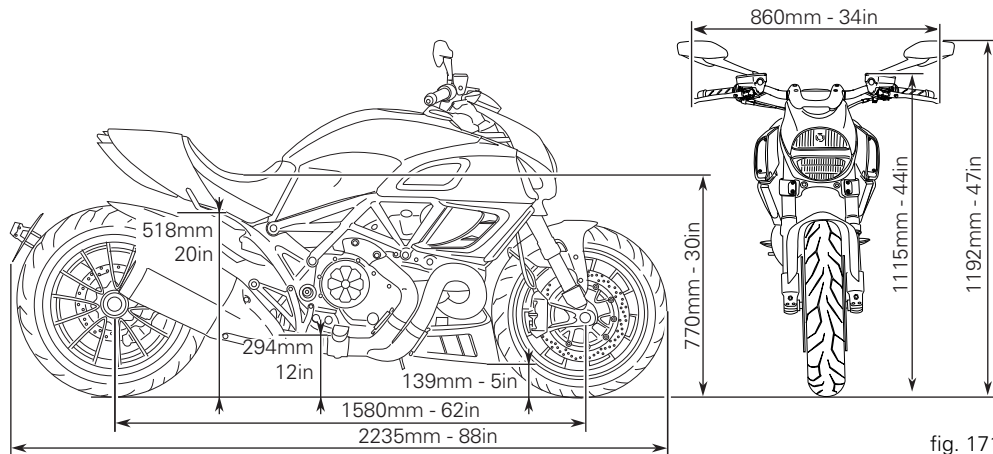


fig. 171

Top-ups	Type	
Fuel tank, including a reserve of 1.32 gallons (4 cu. dm liters)	Unleaded fuel with a minimum octane rating of 90 (RON+MON)/2	17 dm ³ (liters) 4.5 gallons
Lubrication circuit	SHELL - Advance 4T Ultra	4 dm ³ (liters) 1.6 gallons
Front/rear brake and clutch circuits	Special hydraulic fluid SHELL Advance Brake Dot 4	—
Protectant for electric contacts	SHELL - Advance Contact Cleaner spray for electric systems	—
Front fork	SHELL - Advance Fork 7.5 or Donax TA	720 cc (per leg)
Cooling circuit	Antifreeze SHELL - Advance Coolant or Glycoshell 35-40% + water	2.5 dm ³ (liters) 0.66 gallons



Important

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



Warning

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

Engine

Twin cylinder, four-stroke, 90° "L" type, longitudinal, with deep sump die-cast crankcase.

Bore:

4.17 in (106 mm)

Stroke:

2.67 in (67.9 mm)

Total displacement, cu. cm:

1198

Compression ratio:

11.5±0.5:1

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

119 kW/162 HP at 9,500 rpm

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

13 kgm/128 Nm at 8,000 rpm

Maximum rpm:

10,800



Important

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

Timing system

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

Desmodromic timing system (fig. 172)

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

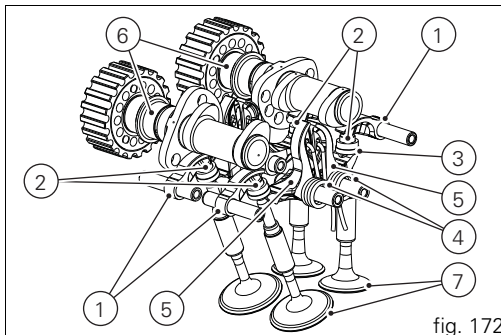


fig. 172

Performance data

Maximum speed in any gear should be reached only after a correct running-in period with the motorcycle properly serviced at the recommended intervals.



Important

Failure to follow these instructions will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Spark plugs

Make:

NGK

Type:

MAR9A-J

Fuel system

MITSUBISHI indirect electronic injection.

Oval throttle body (corresponding diameter):

2.2 in (56 mm)

Injectors per cylinder: 1

Firing points per injector: 12

Fuel specifications: 95-98 RON.



Warning

The vehicle is only compatible with fuel having a maximum content of ethanol of 10% (E10). Using fuels with ethanol content over 10% is prohibited. Using them 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

Semi-floating drilled twin-disk.

Braking material:
steel.

Carrier material:
aluminum.

disk diameter:
12.6 in (320 mm).

Hydraulically operated by a control lever on handlebar hand side.

Brake caliper make:
BREMBO.

Type:
M4.34a (caliper with 4 Ø 34 pistons)

Friction material:
TT 2182 FF

Master cylinder type:
PR18/19.

Rear

With fixed drilled steel disk.
disk diameter:

10.4 in (265 mm).

Hydraulically operated by a pedal on RH side.

Make:
BREMBO

Type:
PF 30/32a (floating caliper with 2 Ø 30 / Ø 32 pistons).

Friction material:
Toshiba TT2182 FF.

Master cylinder type:
PS 13.



Warning

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

Transmission

Wet clutch controlled by the lever on lefthand side of the handlebar.

Drive is transmitted from engine to gearbox main shaft via spur gears.

Front chain sprocket/clutch gearwheel ratio:

33/61

6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio:

15/43

Total gear ratios:

1st gear 15/37

2nd gear 17/30

3rd gear 20/27

4th gear 22/24

5th gear 24/23

6th gear 25/22

Drive chain from gearbox to rear wheel:

Make:

DID

Type:

HV2 525

Dimensions:

5/8"x1/16"

Links: 118



Important

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

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding S.p.A. will be pleased to provide information about the special ratios available. Contact a Ducati Dealer or Authorized Service Center.



Warning

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 cause irreparable damage to your motorcycle.

Frame

ALS450 steel tubular trellis frame.

Aluminum cast rear subframe.

Steering head angle: 28°.

Steering angle: 34° on the left / 34° on the right.

Trail: 5.1 in (130 mm)

Wheels

Nine-spoke, light-alloy rims (Diavel ABS).

Fourteen-spoke, light-alloy rims (Diavel Carbon ABS).

Front

Dimensions:

MT 3.50x17".

Rear

Dimensions:

MT 8.00x17".

Tires

Front

Tubeless, radial tire.

Size:

120/70-ZR17

Rear

Tubeless, radial tire.

Size:

240/45-ZR17

Suspensions

Front

Hydraulic upside-down fork provided with external adjusters for rebound and compression damping and preload (for inner springs of fork legs).

Stanchion diameter:

2 in (50 mm) coated.

Wheel travel:

4.7 in (120 mm).

Rear

The shock absorber is adjustable in rebound and compression and has remote control for spring preload. Its upper section is pivot-connected to the frame and the lower section is pivot-connected to a light alloy swingarm. The swingarm hinges on a pivot shaft that passes through the frame and engine.

The whole system gives the bike excellent stability.

Shock absorber stroke:

2.3 in (59.5 mm).

Wheel travel:

4.7 in (120 mm).

Exhaust system

One-piece stainless steel muffler with aluminum terminals.

Catalytic converter built into the muffler and lambda sensors on the exhaust pipes at the head outlet.

Available colors

Diamond Black code 57E22714 (AKZO);

Mudguard and seat cover 2K black base primer code 54M22705 (AKZO);

Central cover base primer code ACRYL29143 (Lechler);

Clear coat code 228.880 (PPG);

Racing Black frame black wheel rims.

Electrical system

Basic electric items are:

Headlight with:

low beam bulb type: 1xH7 blue vision (12V-55W);

high beam bulb type: 1xH1 (12V-55W);

parking light type: LED (12V-2.4W).

Electrical controls on handlebars.

Turn indicators:

front: LED (13.5V-2.9W).

Horn.

Brake light switches.

Sealed battery, 12V-10 A.

GENERATOR 12V -430W.

MASTER FUSE, protected by a 30A fuse located on the solenoid starter behind the battery (C, fig. 175).

Starter motor: 12V-0.7 kW.

Tail light, brake light and rear turn indicators:

parking light: (13.5V-0.6W);

stop light: LED (13.5V-2.8W);

rear turn indicators: LED (13.5V-2.06W).

Number plate light: LED (13.5V-0.67W).



Note

For bulb replacement instructions, please refer to page 191 under "Replacing the high and low beam bulbs".

Fuses

There are twelve fuses that protect the electric components located inside the front and rear fuse boxes, and one on the electric solenoid starter. There is a spare fuse in every box.

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

The rear left fuse box (A, fig. 173) and the rear right one (B, fig. 174) are located under the seat inside the underseat compartment.

To access the fuses, remove the seat (see "Removal of the seat" on page 147).

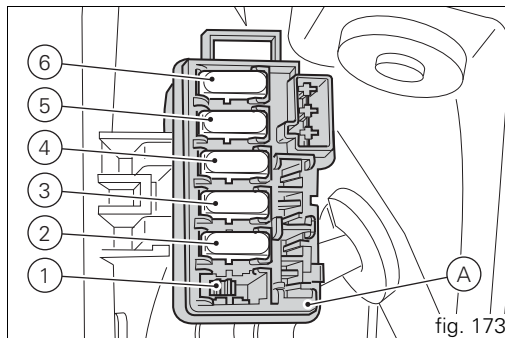
Mounting position and ampere capacity are marked on box cover.

Rear left fuse box key (A, fig. 173)

5	Injection relay	20 A
6	Throttle opening relay (ETV)	15 A

Rear left fuse box key (A, fig. 173)

Pos.	El. item	Rat.
1	-	-
2	Dashboard	10 A
3	ECU	5 A
4	Key-sense	15 A



REAR right fuse box key (B, fig. 174)

Pos.	El. item	Rat.
1	Black Box System (BBS)	7.5 A
2	Navigator/Alarm	7.5 A
3	ABS 2	25 A
4	ABS 1	30 A
5	Fans	10 A
6	Diagnosis/Recharge	7.5 A

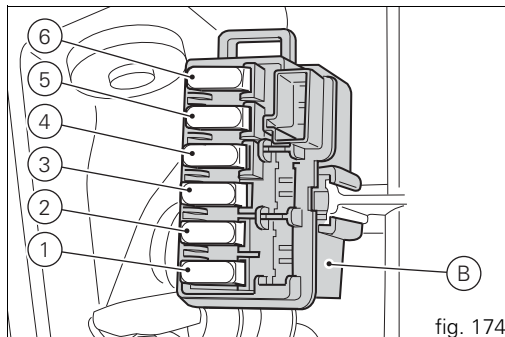


fig. 174



Note

Remove the left cowlings to reach the main fuse (see “Charging the battery” on page 179).

The main fuse (C, fig. 175) is positioned next to the battery, on the solenoid starter (D). Remove the fuse cap (E) to reach it.

A blown fuse is identified by the interrupted center link (F, fig. 176).



Important

To prevent short circuits, replace the fuse after the Key-Off.



Warning

Never use a fuse with a rating other than specified. Failure to observe this rule may damage the electric system or even cause fire.

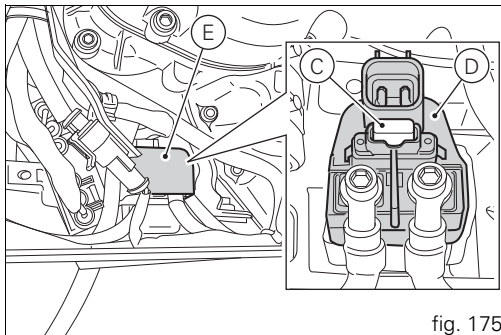


fig. 175

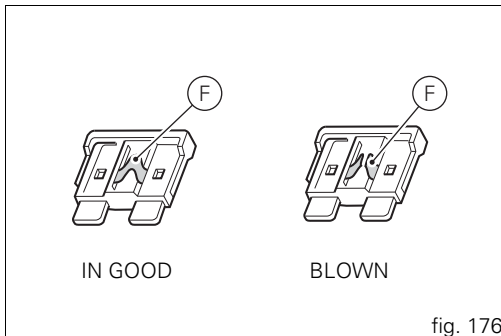


fig. 176

Injection /electric system diagram key

- | | | |
|----------------------------------|--|--------------------------------|
| 1) Righthand switch | 28) Gear sensor | 53) Dashboard on handlebar |
| 2) Immobilizer | 29) Rear speed sensor | 54) Dashboard on tank |
| 3) Hands Free relay | 30) ABS control unit | 55) Front right turn indicator |
| 4) Hands Free | 31) Throttle twistgrip position sensor (APS) | 56) Navigator |
| 5) Front fuse box | 32) Potentiometer motor / ride-by-wire (TPS/ETV) | 57) High / Low beam |
| 6) Right fan | 33) Timing/rpm sensor | 58) Parking light |
| 7) Left fan | 34) Vertical MAP sensor | |
| 8) Fan relay | 35) Horizontal MAP sensor | |
| 9) Fuel pump relay | 36) Engine temperature | |
| 10) Ride-by-wire relay (ETV) | 37) Air temperature sensor | |
| 11) Injection control unit (EMS) | 38) Vertical lambda sensor | |
| 12) Rear fuse box | 39) Horizontal lambda sensor | |
| 13) Data Acquisition/Diagnosis | 40) Oil pressure switch | |
| 14) Starter motor | 41) Rear stop | |
| 15) Fused solenoid | 42) Sidestand switch | |
| 16) Battery | 43) Clutch switch | |
| 17) Wiring ground | 44) Front stop | |
| 18) Regulator | 45) Main vertical injector | |
| 19) Generator | 46) Main horizontal injector | |
| 20) Fuel pump | 47) Horizontal coil | |
| 21) Fuel level | 48) Vertical coil | |
| 22) Rear right turn indicator | 49) Lefthand switch | |
| 23) Rear light | 50) Horn | |
| 24) Rear left turn indicator | 51) Front speed sensor | |
| 25) Vehicle control unit (BBS) | 52) Front left turn indicator | |
| 26) Anti-theft alarm | | |
| 27) Exhaust valve starter motor | | |

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

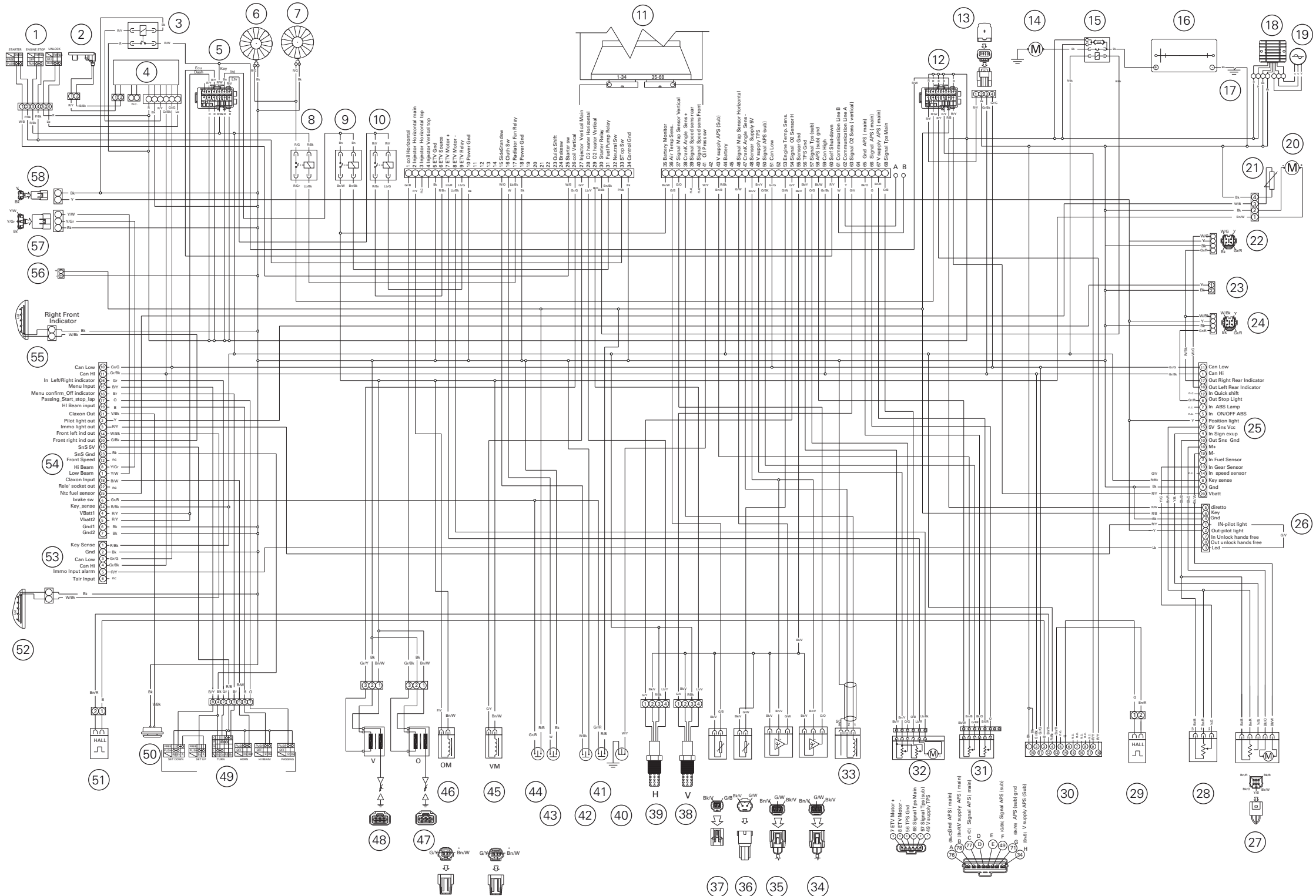


Note

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

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
12000	7500			
24000	15000			
36000	22500			
48000	30000			
60000	37500			



Stampato 04/2012

Cod. 913.7.196.1H

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cod 913.7196.1H