

Owner's manual

HYPERMOTARD

HYPERMOTARD 939 SP



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

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

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HYPERMOTARD

HYPERMOTARD 939 SP

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

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

In your own interest and safety, and in order to guarantee product reliability, we strongly recommend that you go to an Authorized Dealer or Service Center for any servicing included on the scheduled maintenance chart, see page 207.

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

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

Enjoy your ride!

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Introduction

Safety guidelines

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

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

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

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

Intended use



Attention

This motorcycle is designed for on-road use, may be used occasionally on dirt trail. Usage in conditions for which it was not designed (e.g. heavy off-road use) can lead to loss of control of the motorcycle, increasing the risk of a crash.



Attention

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

This motorcycle carries the rider and can carry a passenger.



Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 895lb/ 406kg.



Important

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

Rider's obligations

All riders must hold a driver's license.



Attention

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

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



Attention

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

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



Attention

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

Some countries require mandatory insurance coverage.



Attention

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

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



Attention

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



Attention

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



Attention

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



Attention

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

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

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

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

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

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

Reporting of safety defects

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

Rider's training

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



Attention

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

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

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

Apparel

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

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

- The helmet must have the requisites as listed on page 8, if the helmet model has no visor, use suitable goggles;
- Gloves must have five fingers and be made of leather or other abrasion-resistant material;
- Boots or shoes used for riding must have non-slip soles and ankle protection;
- Jacket and pants, or even riding suits, must be made of leather or abrasion-resistant material and in a color with inserts that are very visible.

Important

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



Important

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



Important

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

Safety "Best Practices"

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



Important

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

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



Attention

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

Before starting the motorcycle, always perform the checks detailed in this manual (see page 172).



Attention

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



Attention

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

Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time. During the ride, assume a correct body position and make sure the passenger does the same.



Important

The rider should ALWAYS keep both hands on the handlebar.



Important

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



Important

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



Important

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



Important

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



Important

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



Important

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



Important

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



Attention

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



Attention

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

Refueling

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

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

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

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



Attention

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

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



Attention

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



Attention

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

Carrying the maximum load allowed

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



Attention

The maximum allowed speed with side panniers and top-case does not have to exceed 112 mph (180 Km/h) and it must be anyway within the limits set by the law.



Attention

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

Information about carrying capacity



Important

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



Important

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



Important

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



Important

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



Attention

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

Please refer to paragraph "Tires" on page 200.

Hazardous products - warnings

Used engine oil



Attention

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

Brake lining debris

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

Brake fluid



Attention

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



Attention

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

Coolant

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



Attention

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

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

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

Battery



Attention

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

Vehicle identification number

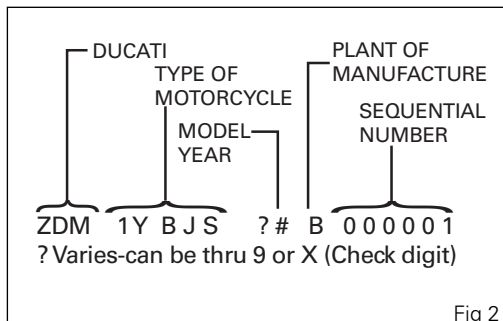
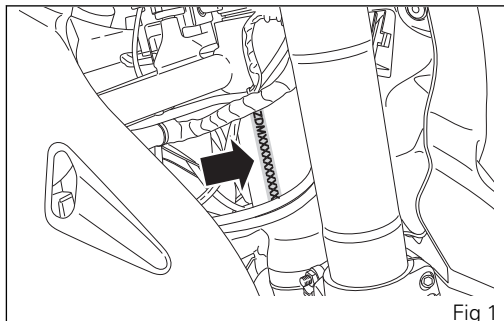


Note

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

We recommend that you note the frame number (Fig 1) of your motorcycle in the space below.

Frame number



Engine identification number



Note

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

We recommend that you note the engine number (Fig 3) of your motorcycle in the space below.

Engine number

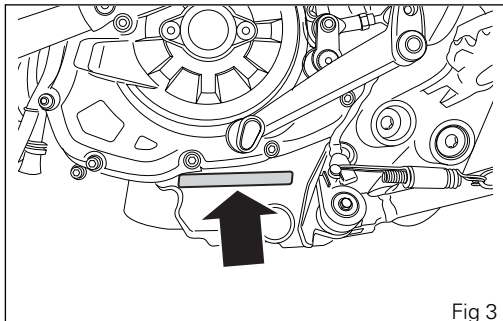


Fig 3

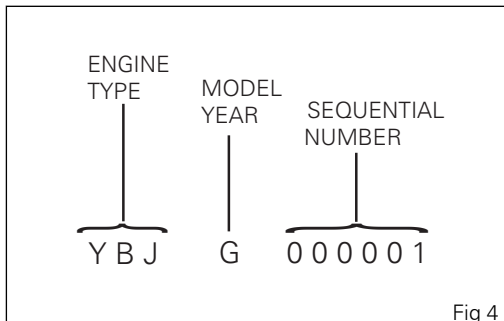


Fig 4

Plate position

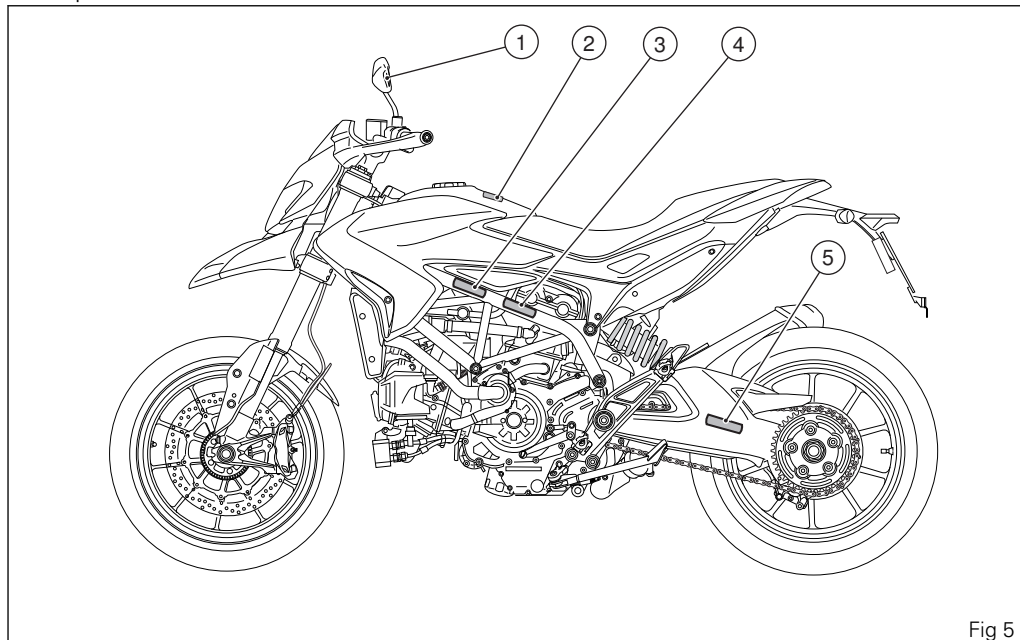


Fig 5

OBJECTS IN MIRROR ARE
CLOSER THAN THEY APPEAR

1

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.

2

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

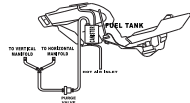
THIS xxxx DUCxxxxxxx MOTORCYCLE ZDMxxxxxxxxxxxxx
MEETS EPA NOISE EMISSION REQUIREMENTS OF xx dB(A) AT xxxxx RPM
BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS
MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED
BY FEDERAL LAW. SEE OWNER'S MANUAL

432.1.xxx.xx

3

VEHICLE EMISSION CONTROL LABEL

ENGINE DISPLACEMENT: xxx cc ENGINE FAMILY: DDUCxxxxxxx
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS
APPLICABLE TO xxx MODEL YEAR NEW MOTORCYCLES.
EVAP FAMILY: DDUCxxxxxxx

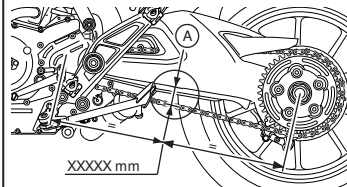


DUCATI
Via A. C. Ducati, 3
40132 BOLOGNA
ITALY

432.1.0000X

4

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



5

Fig 6

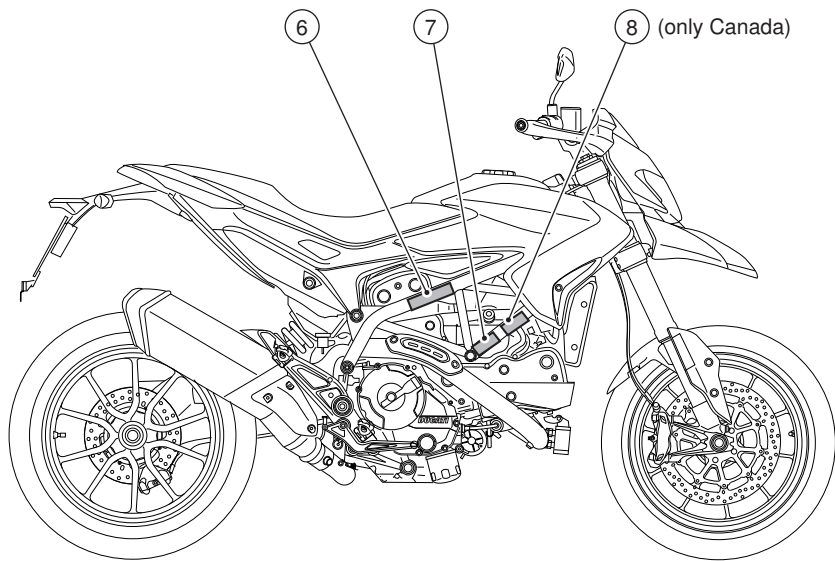


Fig 7

VEHICLE EMISSION CONTROL INFORMATION		ENGINE TUNEUP SPECIFICATIONS	
ENGINE DISPLACEMENT: xxx cc	ENGINE FAMILY: DDUCC. xxxxxx	ITEM	SPECIFICATIONS INSTRUCTIONS
ENGINE EXHAUST CONTROL SYSTEM:		IGNITION TIMING: 10.5° BTDC AT IDLE SPEED	NON-ADJUSTABLE
SFI, x TWC, PAIR AND x HO2S		IDLE SPEED (RPM)	1350 ± 100 NON-ADJUSTABLE
EVAP FAMILY: DDUCC. xxxxxxxx		IDLE MIXTURE	NON-ADJUSTABLE
PERMEATION FAMILY: DDUCC. xxxxxxxx		VALVE CLEARANCE (IN & EX):	
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO xxxxx		OPENING x.xx + x.xx mm	OIL : SAE xxx/xx
MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO x.xx HC+NOx G/KM ENGINE FAMILY		CLOSING x.xx + x.xx mm	FUEL : UNLEADED GASOLINE
EXHAUST EMISSION STANDARD IN CALIFORNIA		SEE SERVICE MANUAL	
		SPARK PLUG : NGK MAR9A-J	
		GAP (mm) : x.x + x.x	
		DUCATI MOTORHOLDING spa - Bologna - ITALY	
		Importer: DUCATI North America Inc. - Cupertino - California	

6

Manufactured by: DUCATI MOTORHOLDING spa DATE: xx/xxxx
 GVWR: xxx Lbs (xxx kg)
 GAWR F: xxx Lbs (xxx kg) with xxx/xx" tire, **x.xxxxx rim
 GAWR R: xxx Lbs (xxx kg) with xxx/xx" tire, **x.xxxxx rim
 Recommended tire cold inflation pressure:
 Driver only: front tire xx.x PSI cold, rear tire xx.x PSI cold
 Driver and passenger: front tire xx.x PSI cold, rear tire xx.x PSI cold.
 This vehicle conforms to all applicable Federal Motor Vehicle Standards in effect on the date of manufacture shown above. Type classification: Motorcycle
 Vehicle I.D. No. ZDMxxxxxxxxxxxxxx 432.1.xxxx

7

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

GAWR PNBE KG	TIRE/PNEU - DIMENSION - RIM/ANTE	COLD INFLATION PRESSURE PRESSION DE GONFLAGE À FROID PSI/LPG
xxx	xxx/xx" MT x.xx/xx	Driver and passenger: xxx
xxx	xxx/xx" MT x.xx/xx	Driver and passenger: xxx

 THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE.
 CE VÉHICULE EST CONFORME À TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU RÈGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR À LA DATE DE SA FABRICATION. 432.1.xxxx

8 (Only Canada)

Fig 8

Noise and exhaust emission control system information

Source of Emissions

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

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

Exhaust Emission Control System

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

Crankcase Emission Control System

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

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

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

Problems that may affect motorcycle emissions

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

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (driveability) and poor economy.

California emission control warranty statement Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your

MY 2018 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

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

Manufacturer's warranty coverage

Manufacturer's warranty coverage

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

Owner's warranty responsibilities:

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

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

California evaporation emission system

This system consists of (Fig 9).



Attention

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

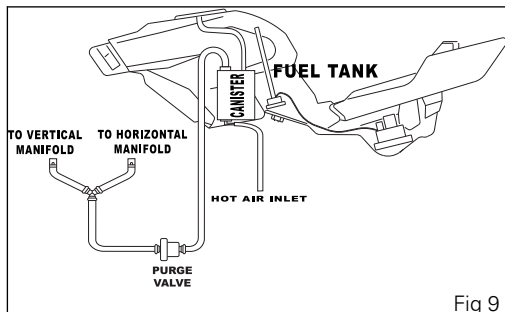


Fig 9

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, tail-light and
stoplight, and is street legal:

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

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

I. Coverage

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

regulations of the United States Environmental
Protection Agency and the California

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

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

II. Limitations

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

A. Repair or replacement required as a result of

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

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

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

III. Limited liability

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

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

IV. Legal rights

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

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

VI. Additional information

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

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

Instrument panel (Dashboard)

Instrument panel

1) LCD Dot-Matrix.

2) REV COUNTER (rpm).

It indicates engine rpm value.

3) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

4) HIGH BEAM LIGHT  (BLUE).

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

5) ENGINE OIL PRESSURE LIGHT  (RED).

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



Important

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

6) FUEL WARNING LIGHT  (AMBER YELLOW).

Turns on when fuel is low and there are about 1.05 gallons (4 liters) of fuel left in the tank.

7) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation. They turn on and blink when the Hazard function is active.

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

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

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

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

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

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



Note

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

10) ABS LIGHT (AMBER YELLOW) .

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

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

11) GENERIC ERROR WARNING LIGHT (AMBER YELLOW).

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

12) DTC STATUS LIGHT (AMBER YELLOW).

This light indicates DTC system enabling/disabling status.

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

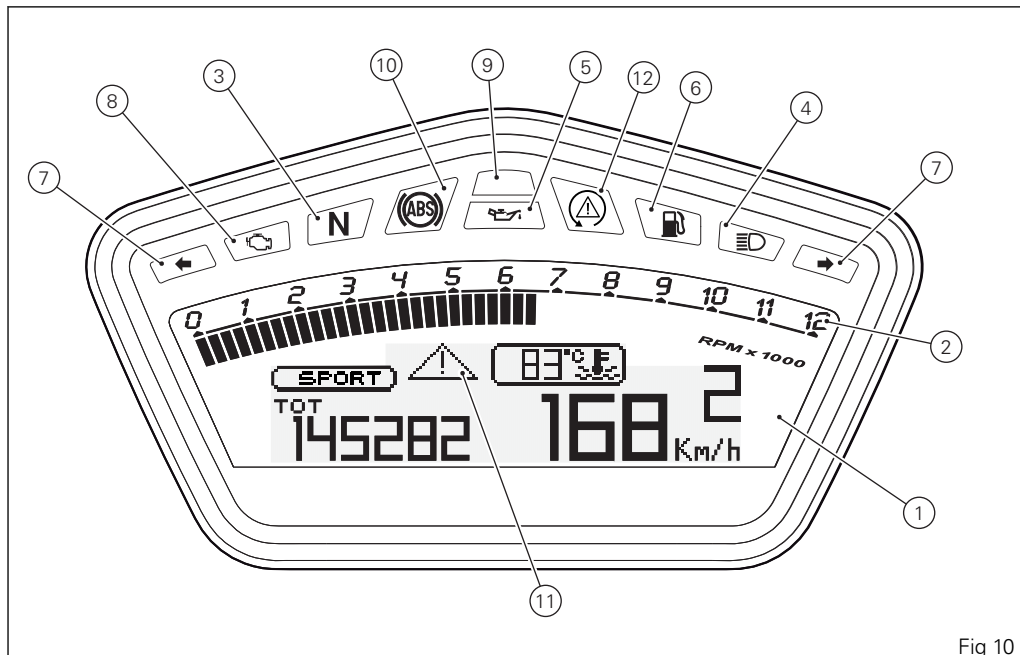


Fig 10

Acronyms and abbreviations used in the Manual

Acronyms and abbreviations used in the Manual

ABS

Anti-lock Braking System

BBS

Black Box System

CAN

Controller Area Network

DDA

DUCATI Data Acquisition

DSB

Instrument panel

DTC

DUCATI Traction Control

ECU

Engine Control Unit

Technological Dictionary

Riding Mode

The rider can choose from three different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions.

The Riding Modes allow the user to instantly change the engine power delivery (ENGINE), the ABS settings, the DTC settings.

Available Riding Modes:

Sport, Touring and Urban (for Hypermotard and Hyperstrada);

Race, Sport and Wet (for Hypermotard SP).

Within every Riding Mode, the rider can customize any settings.

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through eight different levels that are programmed to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a preset intervention level. Level eight indicates system intervention whenever a slight slipping is detected, while level one is for very expert riders because it is less sensitive to slipping and intervention is thus rarer.

Anti-lock Braking System (ABS)

The ABS system fitted to Hypermotard is a system that actuates combined braking with anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance, but also a higher

stability under braking. The ABS features different levels, one associated to each Riding Mode.

Ride by Wire (RbW)

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

The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Engine), but even to help control of the rear wheel slipping (DTC).

Function buttons

1) CONTROL BUTTON

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

2) CONTROL BUTTON

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

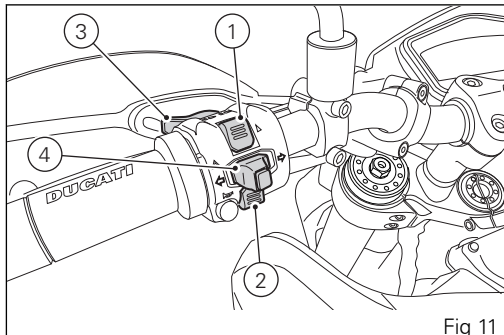
3) HIGH-BEAM FLASH BUTTON FLASH

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

4) TURN INDICATORS CANCEL BUTTON

The turn indicators on/off button may also be used for navigating through the MENU and for enabling the "Riding Mode".

Press this button for 3 seconds to the left side to activate the Hazard lights.



Main functions

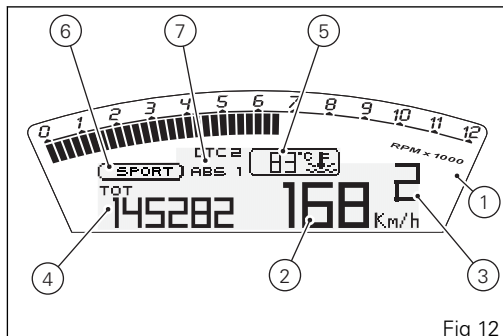


Attention

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

Data displayed on the main screen are as follows:

- 1) Engine rpm indicator;
- 2) Vehicle speed indicator;
- 3) Gear engaged indicator;
- 4) MENU 1 (Odometer, Trip 1, Trip 2, Trip Fuel, Average Consumption, Instant Fuel Consumption, Average Speed and Trip Time) – UP-MAP menu and Riding Mode Set-Up menu;
- 5) MENU 2 (Engine Coolant Temperature, Ambient Air Temperature and Clock);
- 6) Name of set Riding Mode;
- 7) DTC and ABS settings of the Riding Mode.



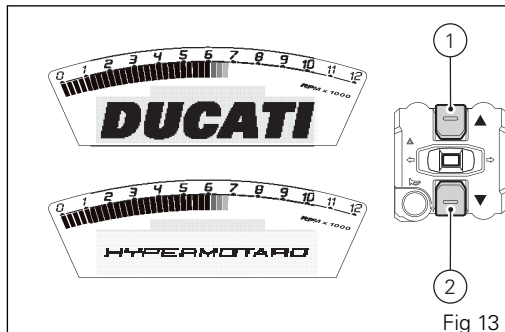
Important

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

Parameter setting and displaying

Upon switching on, the instrument panel activates the rev counter that increases from 0 to 11000 and decreases up to 0; the Dot-Matrix shows the moving indication "DUCATI HYPERMOTARD"; warning lights turn on one after the other starting from the external side to the internal side.

After the check, the "main" details displayed on the instrument panel are Odometer (TOT), engine coolant temperature and "Riding Mode".



After the initial check the instrument panel always shows the "main" screen providing the information below:

- MENU 1 (3): TOT - Odometer;
- MENU 2 (4): engine coolant temperature
- SET UP - set "Riding Mode" (5) indication;
- Engine rpm indication (7) (RPM);
- Vehicle speed indication (8)
- "SERVICE" indication (only if active);
- Gear indication (9).

With button (2) it is possible to scroll MENU 1 and reach the following functions:

- TRIP 1: Trip meter 1;
- TRIP 2: Trip meter 2;
- TRIP FUEL - Partial fuel reserve counter (only if active);
- CONS. AVG - Average consumption;
- CONS. - Instantaneous fuel consumption;
- SPEED AVG - Average speed;
- TRIP TIME - Trip time.

With button (1) it is possible to scroll MENU 2 and reach the following Functions:

- AIR - Air temperature;

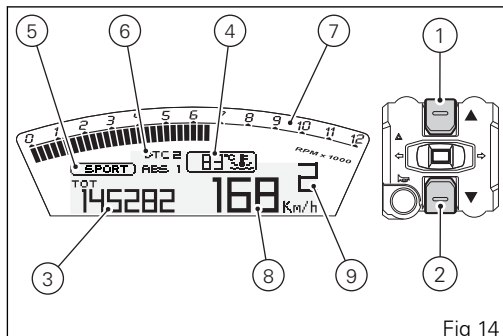


Fig 14

- Clock.

Vehicle speed indicator

This function is used to display vehicle speed (Km/h or mph, depending on the selected unit of measurement).

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

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

When speed exceeds 299 km/h (186 mph) a string of dashes " - - - " (not flashing) will be displayed.



Note

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

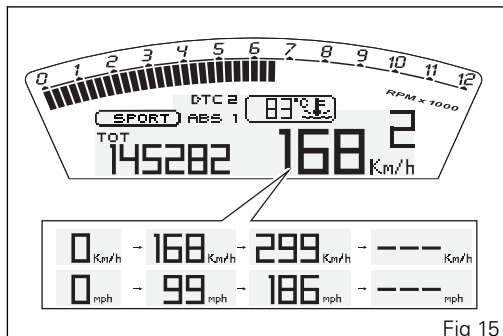


Fig 15

Engine rpm indicator (RPM)

This function allows displaying engine rpm.
Instrument panel receives rpm value and displays it.
Value is progressively displayed from left to right
identifying rpm value.

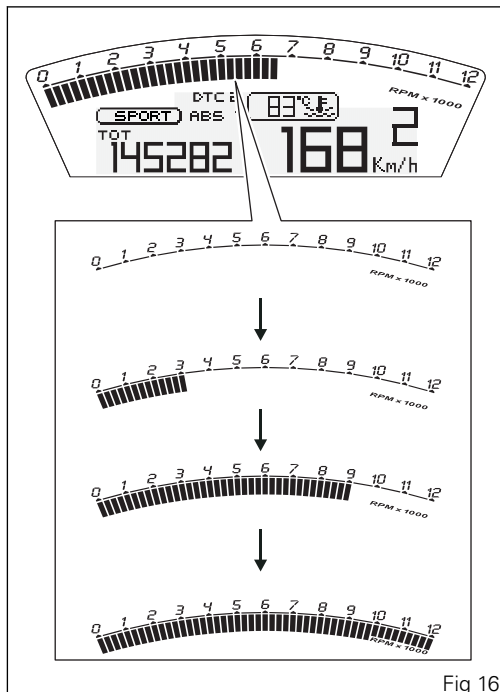


Fig 16

Gear indication

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

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

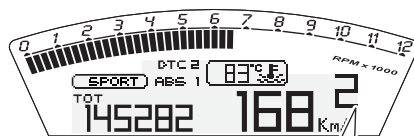
Letter "C" is displayed when system requires you to shift gear.

A string of dashes "-" is displayed if:

- gear teach-in has not been carried out yet ("- " flashing and Neutral light flashing);
- the gear sensor is in fault ("- " steady on and GEAR error displayed);
- the instrument panel is not receiving the gear data ("- " flashing).

During the gear learning procedure to be performed on the motorcycle the operator is guided by the displayed information.

The instrument panel indicates the saved gear and prompts the operator to proceed with the next gear. When the instrument panel displays letter "C" instead of the gear number and switches Neutral "N" warning light on, both flashing quickly, it is necessary to shift gear.



N → 1 → 2 → 3 → 4 → 5 → 6

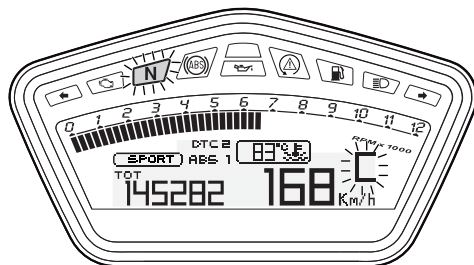
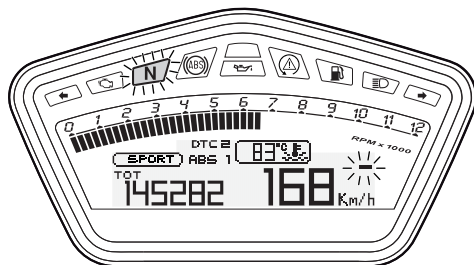


Fig 17

Menu 1 functions

MENU 1 functions are:

- Odometer (TOT);
- Trip meter 1 (TRIP1);
- Trip meter 2 (TRIP2);
- Partial fuel reserve counter (TRIP FUEL);
- Average fuel consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.);
- Average speed (SPEED AVG);
- Trip time (TRIP TIME).

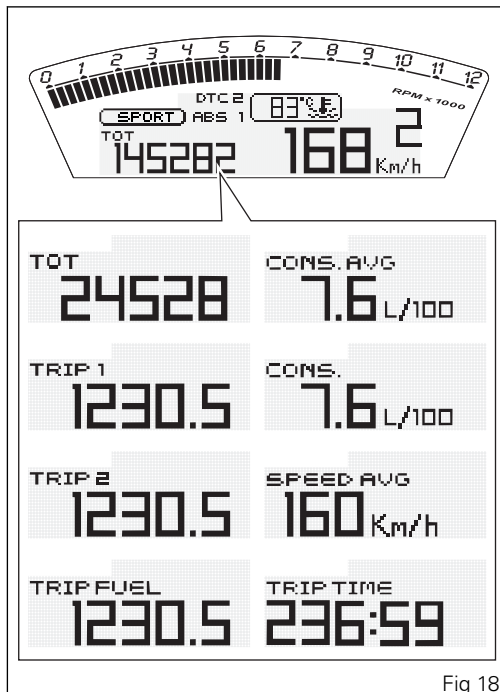


Fig 18

Odometer

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

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

The value is saved permanently and cannot be reset. If the value exceeds 199999 miles (or 199999 km) "199999" will be displayed permanently.



Note

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



Note

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

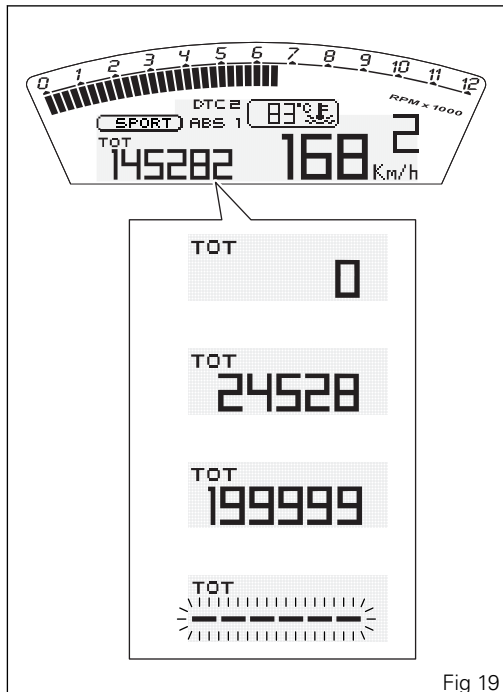


Fig 19

Trip meter 1

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

When this function is accessed and button (1) is kept pressed for 3 seconds, trip meter will be reset. When the reading exceeds 9999.9, distance traveled is reset and the meter automatically starts again.

Whenever the unit of measurement is changed or in case of power off (Battery Off), the distance traveled is reset and the meter starts counting from zero again (considering the new set units of measurement).



Note

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

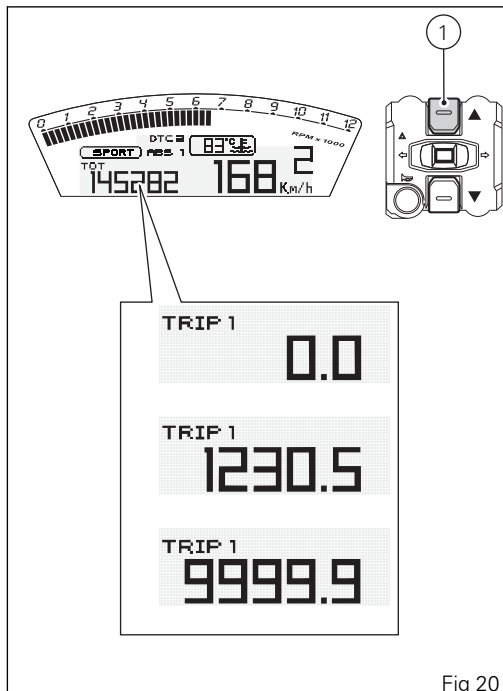


Fig 20

Trip meter 2

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

When this function is accessed and button (1) is kept pressed for 3 seconds, trip meter will be reset. When the reading exceeds 9999.9, distance traveled is reset and the meter automatically starts again.

Whenever the unit of measurement is changed or in case of power off (Battery Off), the distance traveled is reset and the meter starts counting from zero again (considering the new set units of measurement).

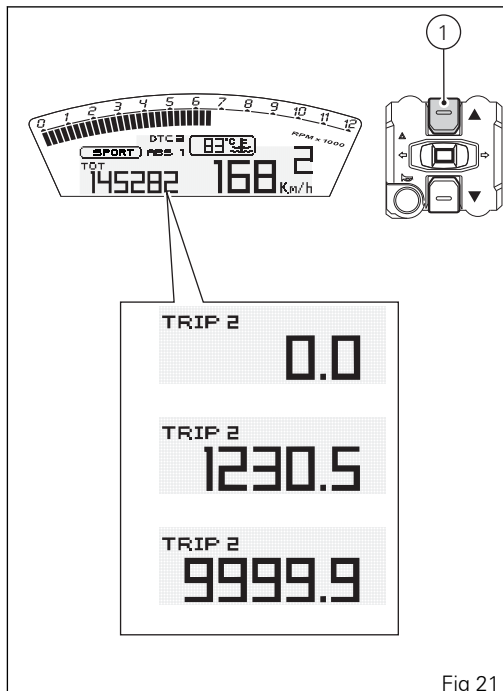


Fig 21

Partial fuel reserve counter

This function allows displaying the indication of the distance traveled (km or miles according to the specific application) on reserve. When the low fuel light turns on, the display automatically shows the "TRIP FUEL" function, regardless of the currently displayed function. Then it is possible to scroll the other functions of Menu 1 by pressing button (2). 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 meter is reset automatically and re-starts counting.

When the TRIP FUEL function is not active, the relevant page in Menu 1 will not be available.

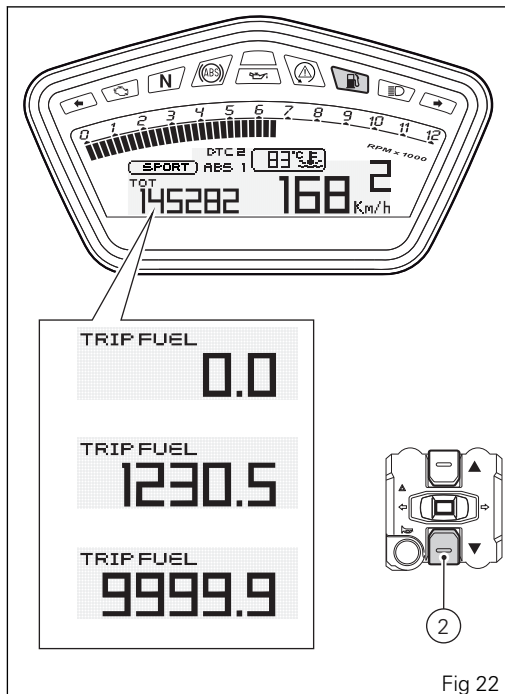


Fig 22

Average fuel consumption

This function indicates vehicle average fuel consumption. The calculation is made considering the quantity of fuel used and the distance traveled since Trip 1 was last reset. When Trip 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of dashes "-.-". This information is displayed in "mpg" (miles per gallon).

Using "Setting the unit of measurement (UNITS)" it is possible to change the unit of measurement.

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

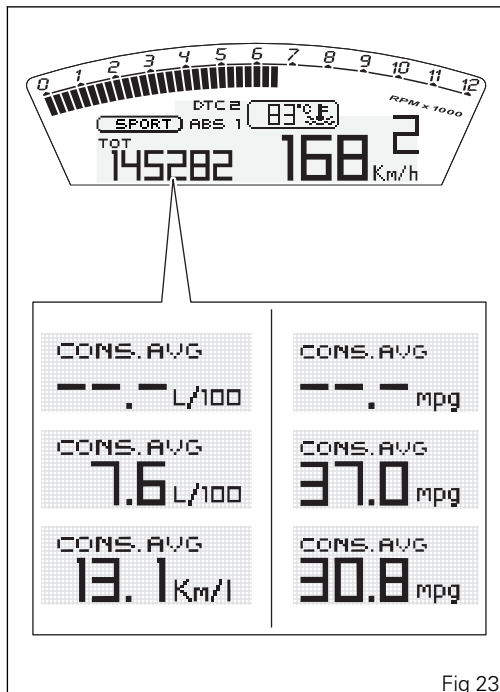


Fig 23

Instantaneous fuel consumption

This function indicates vehicle instantaneous fuel consumption. The calculation is made considering the quantity of fuel used and the distance traveled during the last second.

This information is displayed in "mpg" (miles per gallon).

Using "Setting the unit of measurement (UNITS)" it is possible to change the unit of measurement.

The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered).

When the calculation is not made, a string of dashes is displayed "-.-".

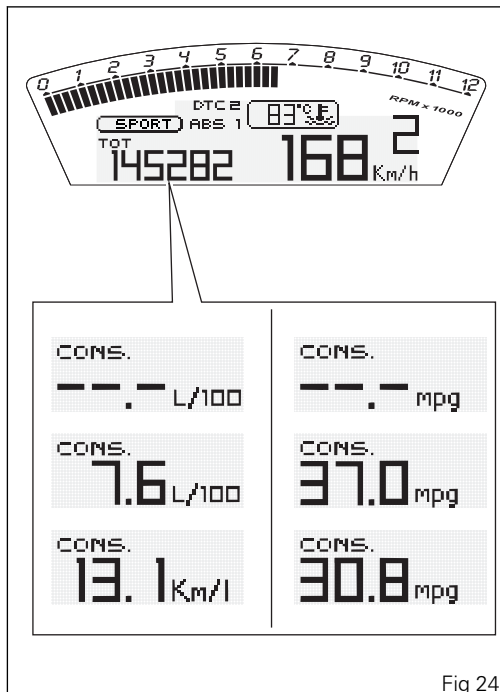


Fig 24

Average speed

This function indicates vehicle average speed.

The calculation considers the distance and time since Trip1 was last reset. When Trip 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.

During the first 10 seconds, when the value is not yet available, the display will show a string of dashes "---". The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered).

The calculated value is then displayed increased by 5% to be aligned with vehicle speed indication.

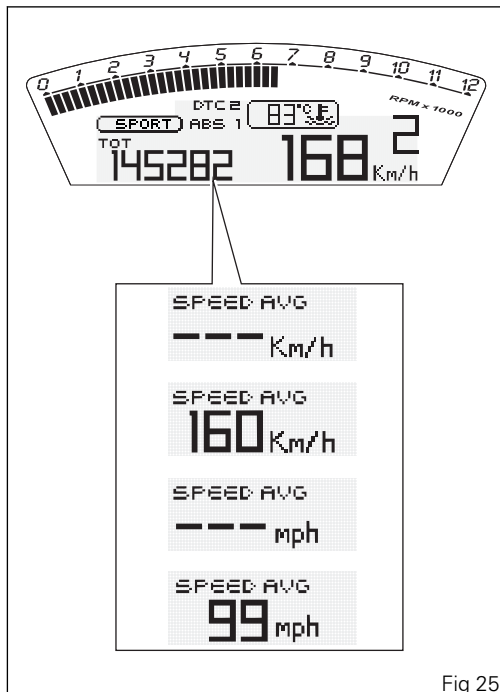


Fig 25

Trip time

This function indicates vehicle trip time.

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

The count active phase occurs when the engine is running and the vehicle is stopped (the time is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again).

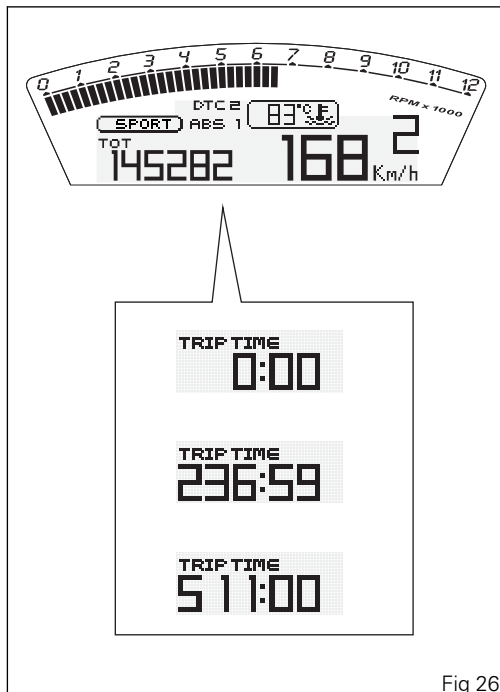


Fig 26

Menu 2 functions

MENU 2 functions are:

- Engine coolant temperature;
- Ambient air temperature (AIR);
- Clock.

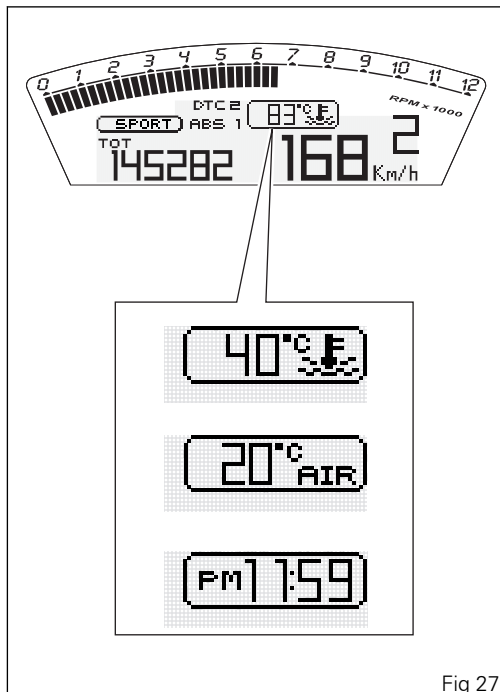


Fig 27

Engine coolant temperature

This Function allows displaying the coolant temperature (°C or °F according to the specific application).

The instrument panel receives the temperature information and displays it.

Value is indicated as follows:

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



Note

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

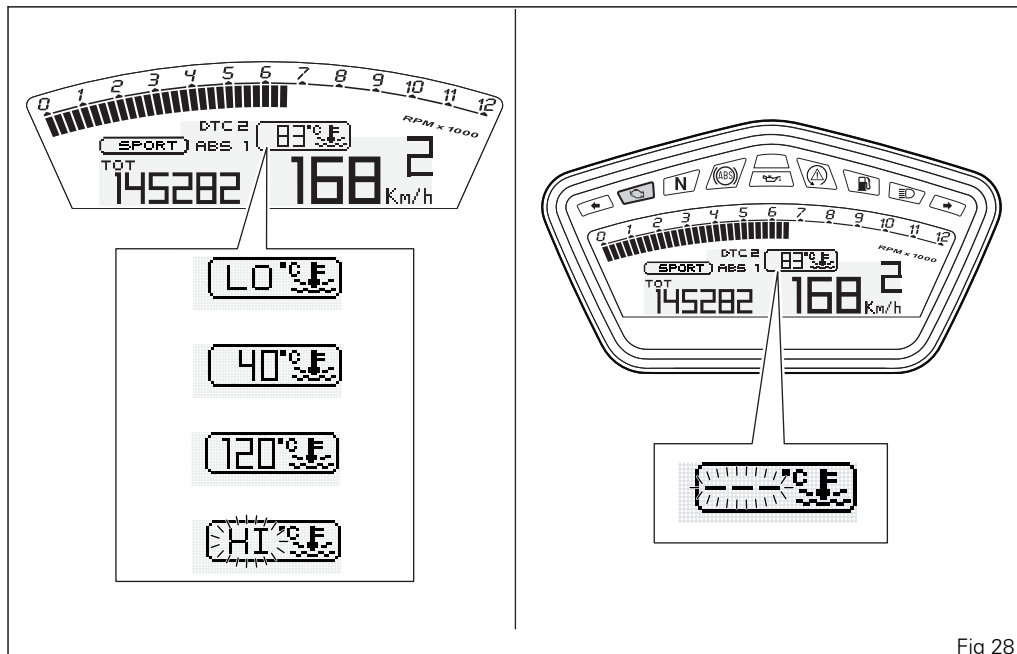


Fig 28

External air temperature

This function indicates the ambient air temperature. The instrument panel receives the temperature information from the sensor and displays it.



Note

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

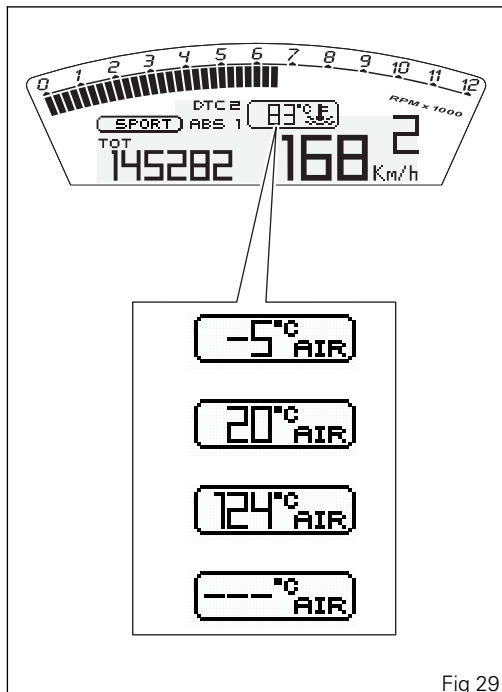


Fig 29

Clock

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

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

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

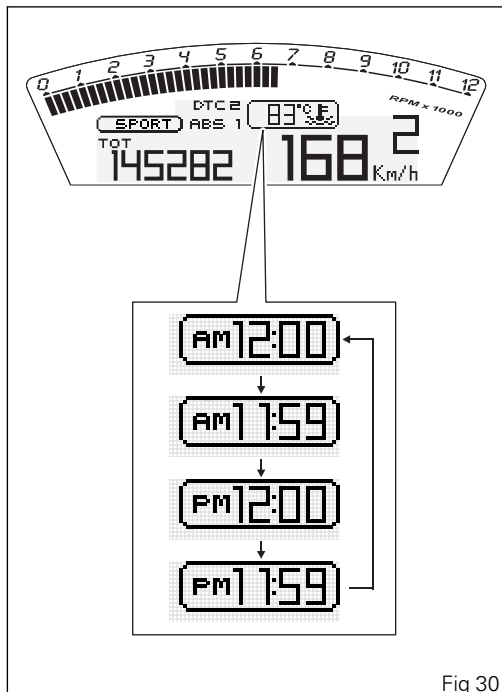


Fig 30

Set-Up - Riding Mode set indication

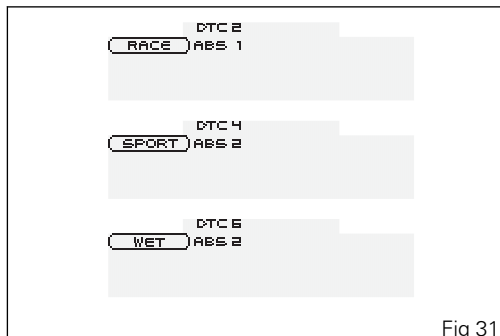
This function indicates the Riding mode set on vehicle.

Each riding mode can be changed through the Riding Mode function.

The display shows the set riding mode, the Traction Control (DTC) level and the related ABS level.

It is possible to set three different riding modes:

RACE, SPORT, WET.



DTC

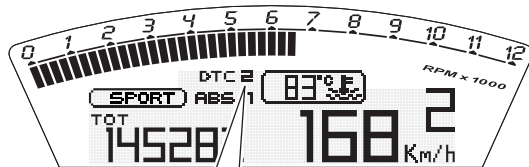
The instrument panel displays DTC status as follows:

- if DTC is active, DTC lettering and intervention level number (1 to 8) steady on;
- if DTC is active, but system is in degraded operation due to a fault, DTC lettering and intervention level number, 1 to 8 (flashing); also the DTC warning light starts flashing;
- if the DTC is disabled, the DTC lettering and the symbol "-" are steady ON;
- if DTC is in fault or the Black Box is in fault, DTC indication and the flashing "- -" symbol; the DTC light turns steady on as well.



Attention

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



DTC 1 → DTC 2 → DTC 3 → DTC 4 → DTC 5 → DTC 6 → DTC 7 → DTC 8 → DTC -

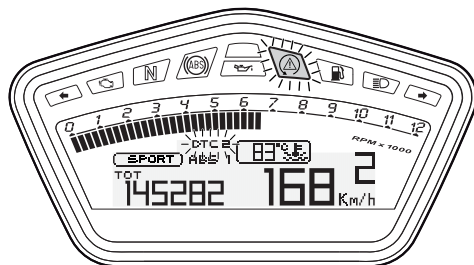
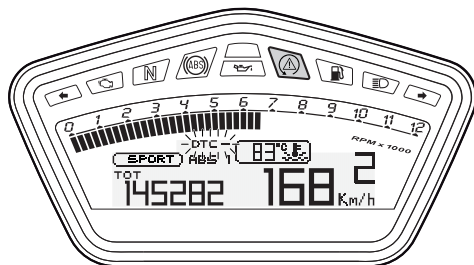


Fig 32

The following table indicates the most suitable level of DTC intervention for the different riding modes as well as the default settings in the "Riding Modes" that can be selected by the rider:

DTC LEVEL	RIDING MODE	USE	DEFAULT?
1	TRACK Professional	Track use for very expert riders. System permits sliding sideways.	NO
2	TRACK	Track use (and road use for expert riders).	It is the default level for the "RACE" Riding Mode
3	SPORT	Sport style on the road and on the track.	It is the default level for the "SPORT" Riding Mode
4	TOURING	Extra-urban touring style.	NO
5	CRUISE	Touring style for long travels.	NO
6	URBAN	City style.	NO
7	RAIN	Wet or moist road.	It is the default level for the "WET" Riding Mode
8	HEAVY RAIN	Wet road with pouring rain or very slippery asphalt.	NO

Tips on how to select the intervention level



Attention

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

Motorcycle original equipment: (front 120/70ZR17 - rear 180/55ZR17).

- Pirelli Diablo Supercorsa SP;
- Pirelli Diablo Rosso II;
- Pirelli Scorpion Trail.

In the case of minor differences, such as for example, tires of a different make and/or model than the OE ones, but with the same size (rear = 180/55-17; front = 120/70-17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation. If tires of a different size class are used or if the tire dimensions differ significantly from the original tires, it may be that the system operation is affected to the point where none of the 8 available level settings will give

satisfactory results. In this case it is advisable to deactivate the traction control system. If level 8 is selected, the DTC 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 8 further intermediate levels. DTC intervention gradually decreases from level 8 to level 1. With levels 1 and 2, DTC control unit allows both rear tire spinning and sliding sideways when exiting a turn; we recommend using these levels only on track and to very experienced riders.

The choice of the correct level mainly depends on the following 3 parameters:

- 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 mode (whether the rider has a "smooth" or a "rough" style).

Level depends on grip conditions

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

Level depends on type of track

If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with a hairpin turn to be taken at very low speed compared to the other bends will require a DTC level setting that is the best compromise for all bends (on hairpin turn, DTC intervention will always be greater compared to the other bends).

Level depends on riding style

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

Tips for use on the track

We recommend that level 6 is used for a couple of full laps (to allow the tires to warm up) and in order to get used to the system. Then try levels 5, 4 etc., in succession until you identify the DTC sensitivity level that suits you best (always try each level for at least two laps to allow the tires to warm up).

Once you have found a satisfactory setting for all the corners except one or two slow ones, where the

system tends to kick in and control too much, you can try to modify your riding style slightly to a "rougher" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

Tips for use on the road

Activate the DTC, select DTC 6 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try DTC level 5; if also this RM sensitivity seems excessive try DTC level 4. If none of the level suits your riding style, you can select the level by following the indications given on the previous table until finding the intervention level you prefer.

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).

ABS

The vehicle is equipped with ABS and the instrument panel displays the box with ABS status.

The instrument panel displays:

- if the ABS is active, the message ABS and the set intervention level number (1 to 3);
- if the ABS is disabled, the ABS lettering and the symbol "-" are steady ON;
- if ABS is in an undefined status, ABS indication with the set intervention level number (1 to 3) and the ABS warning light flashing;
- if ABS is in fault, the ABS indication, the flashing "- -" symbol; the ABS warning light turns steady on as well.

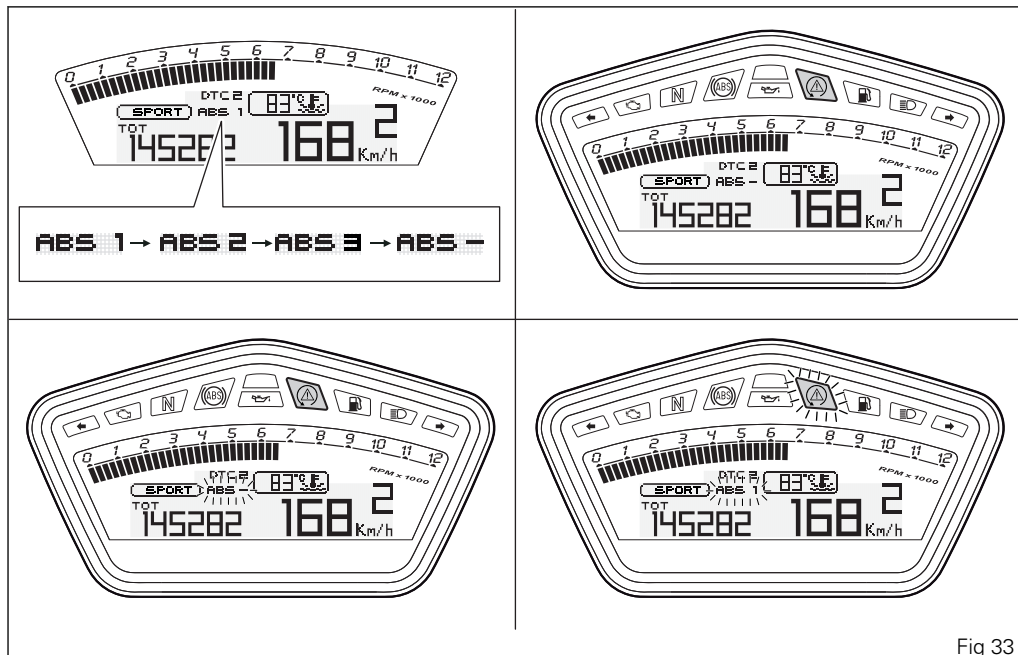


Fig 33

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

LEVEL	RIDING MODE	USE	DEFAULT?
OFF		The ABS is disabled.	NO
1	RACE	Exclusively for track use, for expert riders (not recommended for road use). In this mode, the ABS only works on the front wheel preventing it from blocking and ensuring the best possible performance, whereas it does not work on the rear wheel. The lift up* control is NOT active.	It is the default level for the "RACE" Riding Mode.
2	SPORT	For road use in good grip conditions. In this mode, the ABS works on both wheels. The anti-lift-up* controls are active; this calibration focuses on braking power and yet keeps good stability under braking and lift-up* control.	It is the default level for the "SPORT" Riding Mode.
3	WET	For use in any grip conditions. In this mode, the ABS works on both wheels. This calibration focuses on maximum vehicle stability and lift-up* prevention, yet ensuring performance in terms of top maximum deceleration.	It is the default level for the "WET" Riding Mode.

Tips on how to select the sensitivity level



Attention

The levels of the ABS system your motorcycle is equipped with were calibrated with original equipment tires.

Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

Motorcycle original equipment: (front 120/70ZR17 - rear 180/55ZR17).

- Pirelli Diablo Supercorsa SP;
- Pirelli Diablo Rosso II;
- Pirelli Scorpion Trail.

Selecting level 3, the ABS will intervene to ensure a very stable braking, good lift-up control and prevention, the motorcycle keeps a good alignment during the whole braking action. By passing from level 3 to level 2 the system will provide a better braking power with less action on the stability maximum control and lift-up control which are

nevertheless active. Level 1 has been specifically developed for the use on the track: there is no anti-lift-up control and the ABS does not work on the rear wheel.

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

- 1) The tire/road grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.).
- 2) The rider's experience and sensitivity.

In non-perfect conditions (as indicated in point 1) and/or for less expert riders, we recommend using level 2.

Service warning (SERVICE)

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

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

First indication: OIL SERVICE (1000 Km - 600 mi)

The first maintenance indication is "OIL SERVICE", enabled when the odometer counter reaches the first 1,000 km (600 miles). The "OIL SERVICE" indication is displayed flashing for 5 seconds upon each Key-On; the OIL SERVICE symbol remains displayed all the time. Both indications remain active until the Ducati authorized service center resets them.

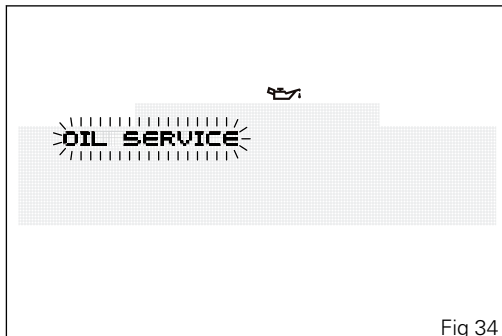


Fig 34

Distance left indication - OIL SERVICE or DESMO SERVICE (countdown)

After having reset the first OIL SERVICE indication (1000 km - 600 mi), upon each Key-On, the instrument panel will display the indication relating to the next service ("OIL SERVICE" and or "DESMO SERVICE") and the distance left.

The "OIL SERVICE" or "DESMO SERVICE" indication, the relevant symbols and the distance left are displayed "steady on" for 2 seconds upon each Key-On.

When 600 mi (1000 km) are left until reaching the service threshold, the indication remains displayed for 5 seconds upon each Key-On.

Both indications remain active until the Ducati authorized service center resets them.

OIL SERVICE or DESMO SERVICE indication (distance reached)

When reaching the service threshold, it is necessary to perform the maintenance; upon each Key-On, the system displays the indication of the type of operation to be carried out: "OIL SERVICE" or "DESMO SERVICE".

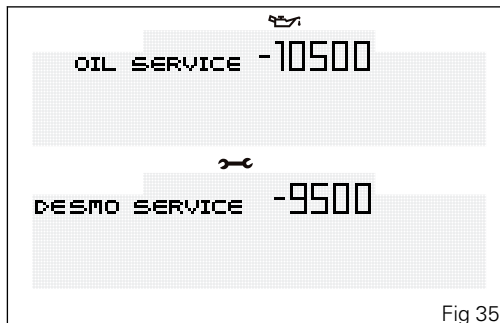


Fig 35

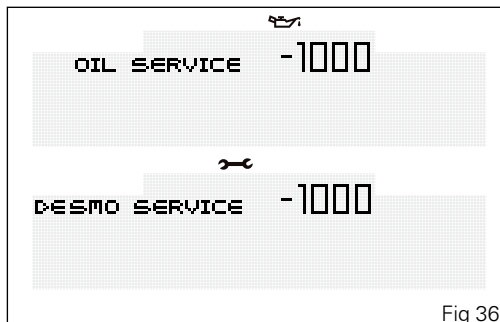


Fig 36

The "OIL SERVICE" or "DESMO SERVICE" indication is displayed flashing for 5 seconds upon each Key-On; the OIL SERVICE or DESMO SERVICE symbol remains displayed all the time. Both indications remain active until the Ducati authorized service center resets them.

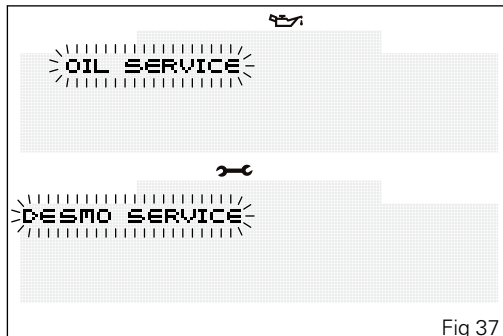
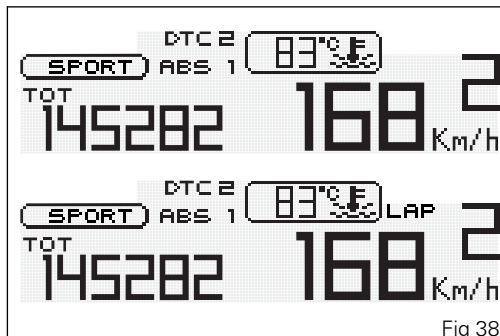


Fig 37

Indication if the LAP function is active/not active

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

When "LAP" text is off, function is disabled.



Set-Up function (RIDING MODE) (riding mode change)

This function allows changing vehicle riding mode. A different traction control (DTC - Ducati Traction Control) intervention level, a different ABS intervention (ABS - Anti-lock Braking System) and a different engine power delivery (Engine) are associated to each riding mode. To change motorcycle riding mode, simply press button (4) once and the menu will be displayed. Upon changing the riding mode, you also change:

- the level of intervention for the "DTC" traction control (1, 2, 3, 4, 5, 6, 7, 8 and OFF);
- the "Engine" power that will in turn change the throttle operation (HIGH, MEDIUM and LOW);
- the "ABS" calibration (1, 2, 3 and OFF).

Every time button (4) is pressed, the instrument panel highlights the riding modes in scroll mode.

Once the desired riding mode is selected, by pressing button (4) for 3 seconds, the instrument panel checks the throttle position and the front and rear brake pressure:

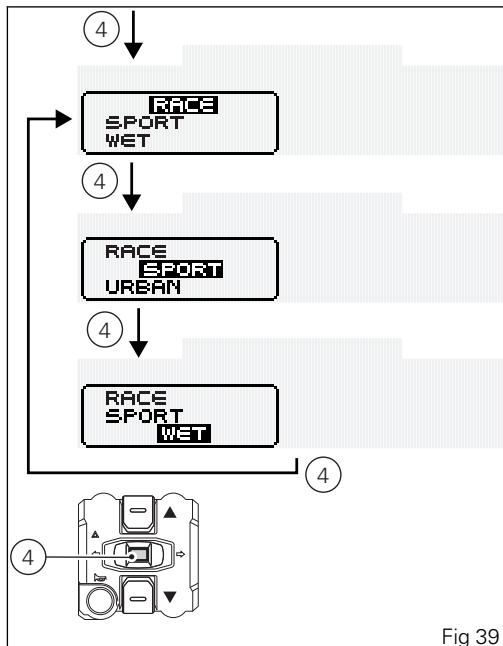


Fig 39

- if throttle control is "closed" and brakes are released or vehicle is stopped, the instrument panel confirms the selected riding mode (*) and goes back to standard page displaying;
- if throttle control is "open" or if brakes are operated and vehicle is moving, the instrument panel shows "CLOSE THROTTLE AND RELEASE BRAKES" on the display and, only after all conditions are met (closed throttle control and brakes released or vehicle stopped) the instrument panel confirms the selected riding mode (*) and goes back to standard page displaying.



Note

(*) If an on/off or off/on change of the ABS system is associated to the Riding mode change, when the selected riding mode is confirmed, the instrument panel also starts the "procedure to enable/disable the ABS".

If the throttle control is not closed and brakes are not released or vehicle is not stopped within the first 5 seconds after "CLOSE THROTTLE AND RELEASE BRAKES" indication is shown, the Riding Mode selection procedure is not performed and the

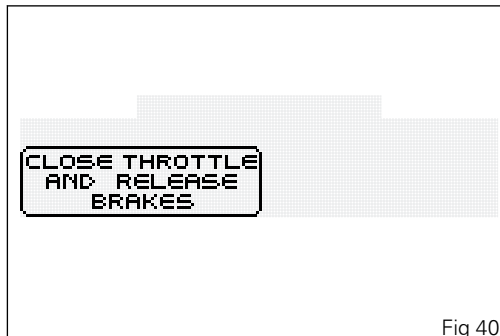


Fig 40

instrument panel goes back to standard page without changing any settings.

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



Attention

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

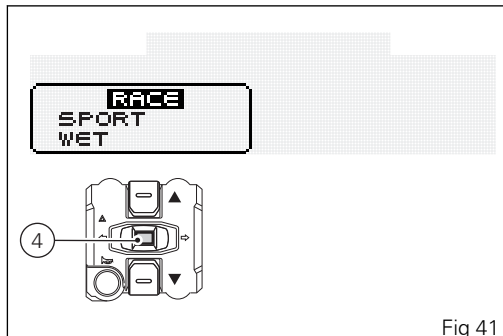


Fig 41

Error displaying (ERRORS)

This function allows detecting any vehicle abnormal behavior.

Instrument panel activates, in real time, any vehicle abnormal behavior (ERRORS).

When one or several errors are triggered, the instrument panel always turns on the relevant warning light: EOB light (A) in case of ECU errors, or the Generic Error light (B) in case of any other errors. If one or more "errors" occur during the operation, the "ERRORS" page will be activated within the Setting menu. To display the list of errors, enter the Setting menu and access the "ERRORS" page that will be active only if at least one error is present.

If more errors are present, the "NEXT" and "PREVIEW" indications will be activated automatically to allow changing page.

To change page, use buttons (1) and (2) to select "NEXT" and "PREVIEW" and press button (4).

It is possible to quit at any time and go back to the Setting menu by pressing button (4) with the "EXIT" item highlighted.

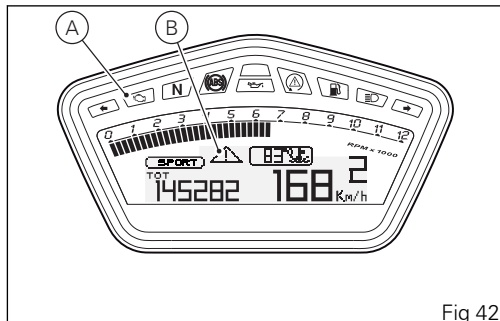


Fig 42

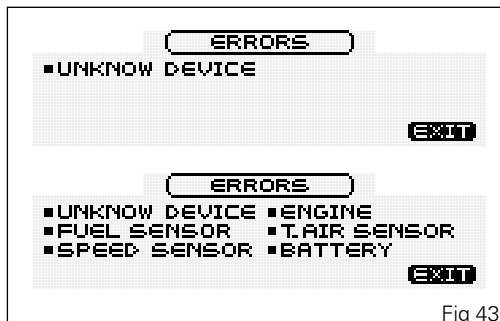


Fig 43



Attention

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

ERRORS

- UNKNOWN DEVICE ■ ENGINE
- FUEL SENSOR ■ T. AIR SENSOR
- SPEED SENSOR ■ BATTERY

(NEXT)

(EXIT)

①

ERRORS

- UNKNOWN DEVICE ■ ENGINE
- FUEL SENSOR ■ T. AIR SENSOR
- SPEED SENSOR ■ BATTERY

(NEXT)

(EXIT)

②

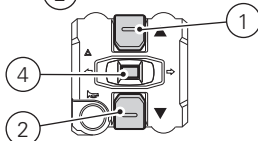
ERRORS

- BBS
- FAN
- HEATING GRIPS

(PREVIEW)

(EXIT)

②



ERRORS

- BBS ■ IMMOBILIZER
- FAN ■ STOP LIGHT
- HEATING GRIPS ■ DASHBOARD

(PREVIEW)

(EXIT)

①

ERRORS

- BBS ■ IMMOBILIZER
- FAN ■ STOP LIGHT
- HEATING GRIPS ■ DASHBOARD

(PREVIEW)

(NEXT)

(EXIT)

②

ERRORS

- CAN LINE

(PREVIEW)

(EXIT)

Fig 44

Hereinafter is the table of the possible displayed errors:

Displayed error	Description	Warning light
CAN LINE	CAN line "BUS Off" (communication line of the several control units)	
UNKNOWN DEVICE	Control unit not acknowledged by the system - wrong SW	
ABS	ABS control unit faulty communication / operation	
BBS	BBS control unit faulty communication / operation	
	BBS control unit general malfunction	
	Exhaust valve motor EXVL malfunction	
DASHBOARD	DSB control unit faulty communication / operation	
IMMOBILIZER	Key missing	
	Key not recognized	
	Antenna not working	
ENGINE	ECU control unit faulty communication / operation	
	General malfunction of the ECU	

Displayed error	Description	Warning light
	Throttle position sensor malfunction	
	Throttle motor and/or relay malfunction	
	Pressure sensor malfunction	
	Engine coolant temperature sensor malfunction	
	Intake duct air temperature sensor malfunction	
	Injection relay malfunction	
	Ignition coil malfunction	
	Injector malfunction	
	Engine rpm sensor malfunction	
	Lambda sensor or Lambda sensor heater malfunction	
	Vehicle starting relay malfunction	
	Secondary air sensor malfunction	
FUEL SENSOR	Reserve NTC sensor malfunction	
SPEED SENSOR	Front and/or rear speed sensor malfunction	
BATTERY	Battery voltage too high or too low	

Displayed error	Description	Warning light
STOP LIGHT	Stop light not working	
FAN	Electric cooling fan malfunction	
T_AIR SENSOR	Ambient air temperature sensor malfunction	
H.GRIPS	Malfunction in one or both heated handgrips	

Setting menu

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

To enter the Setting menu, keep button (2) pressed for two seconds: once inside this menu it is no longer possible to scroll among the functions on the segment display.



Important

For safety reasons, the setting menu can be accessed only when Vehicle speed is below or equal to 12.43 mph (20 Km/h); if this menu is accessed and vehicle speed is above 12.43 mph (20 Km/h), the instrument panel will automatically quit and shift back to main screen.

Setting menu items are the following:

- riding mode customization (R.MODE);
- instrument panel backlighting setting (B.LIGHT);
- LAP (LAP time activation and displaying);
- PIN CODE activation and modification (PIN);
- clock setting (CLOCK);
- setting the unit of measurement (UNITS);
- battery voltage indication (BATT.);
- engine rpm indication (RPM);
- error indication, active only if one or more errors are active (ERRORS);
- EXIT.

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

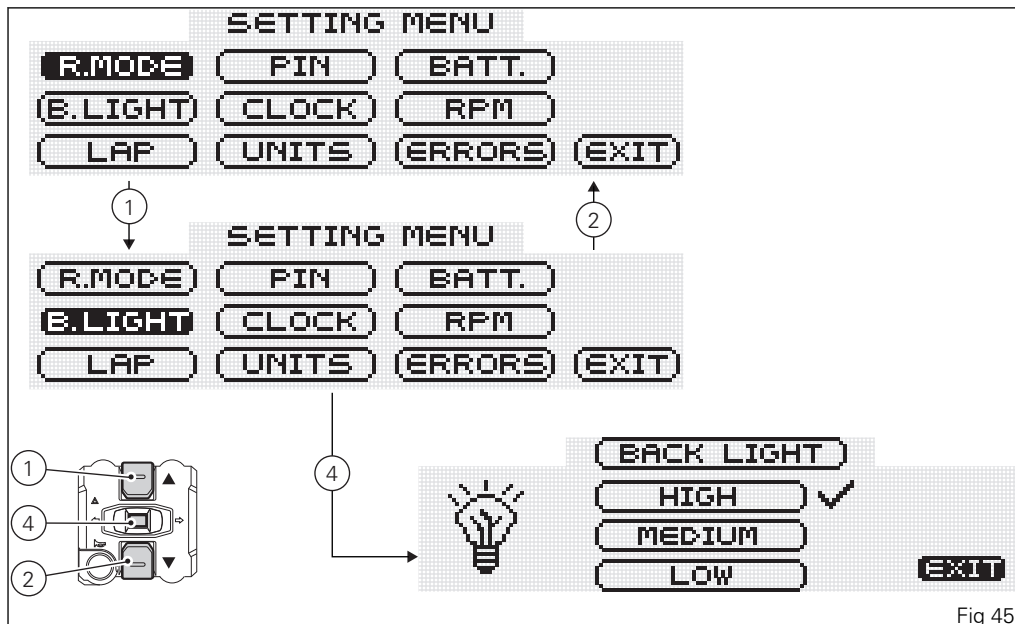


Fig 45

Customizing the Riding Mode (RIDING MODE)

This function allows customizing each single riding mode.

To display the function, enter the setting Menu and access the R.MODE page.

After entering the function the display shows the three riding modes (RACE, SPORT and WET).

The display also shows the ALL DEFAULT function that allows resetting the parameters set by Ducati for all riding modes.

Use buttons (1) and (2) to select the riding mode to change or the ALL DEFAULT function.



Note

On the right side of the ALL DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.

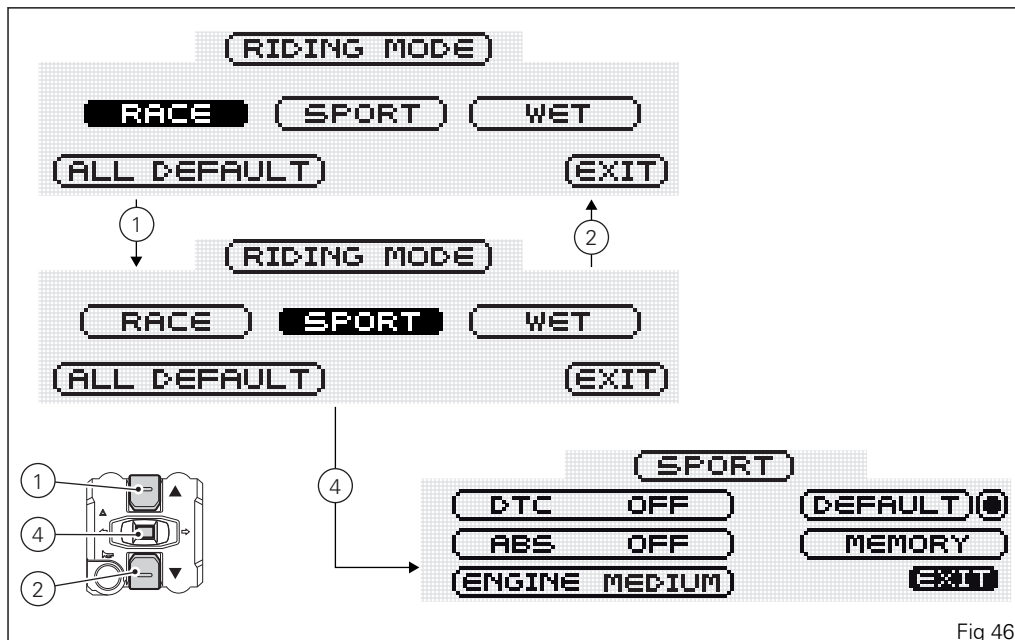


Fig 46

To customize the parameters, select the riding mode to change and press button (4).

The parameters that can be customized are DTC (Ducati Traction Control), ABS (Antilock Braking System), ENGINE (engine power).

With buttons (1) and (2) it is possible to select the parameter to be customized.

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

It is furthermore possible to reset the parameters of a single riding mode with the DEFAULT function.



Note

On the right side of the DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.



Attention

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

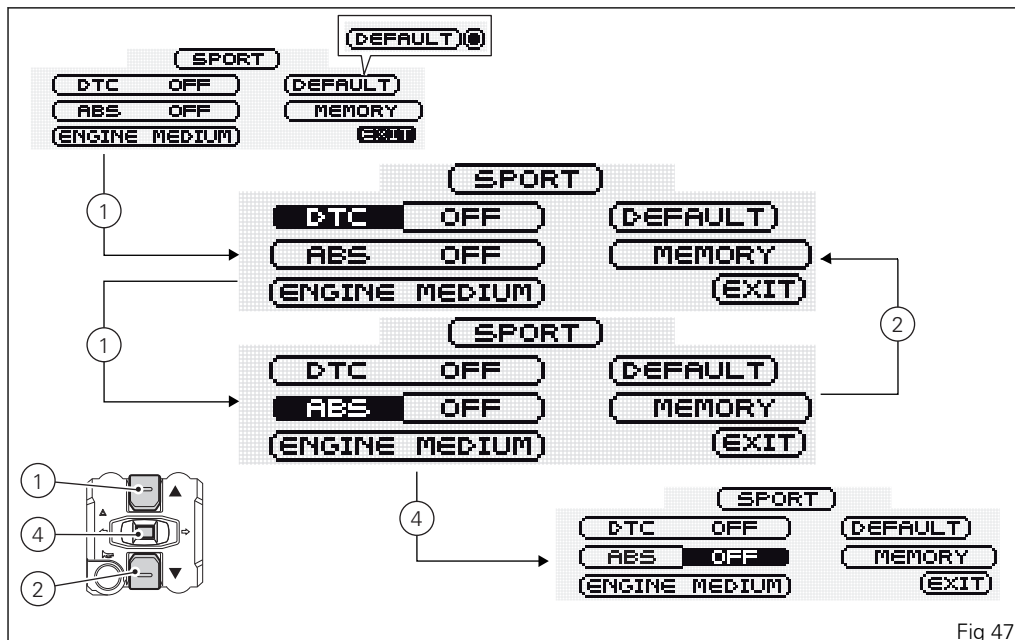


Fig 47

DTC Set-Up

This function customizes the intervention level of the DTC (Ducati Traction Control) and allows disabling it. To display the function, enter the setting Menu and access the R.MODE page.

Then use buttons (1) and (2) to select the riding mode to change and press button (4).

Use buttons (1) and (2) to select DTC and press button (4) to enter the settings.

Then, use buttons (1) and (2) to increase or decrease the DTC level and press button (4) to confirm the new level.

The possible settings are from 01 to 08 and OFF.

"EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.



Note

On the right side of the DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.



Note

By setting OFF, the DTC will be disabled.

Once the new setting is selected, press button (4).

The instrument panel automatically highlights the "MEMORY" item; to actually save the new setting, keep button (4) pressed for 3 seconds. After 3 seconds, the instrument panel displays "MEMORIZED" for 2 seconds to confirm that the new setting is active.

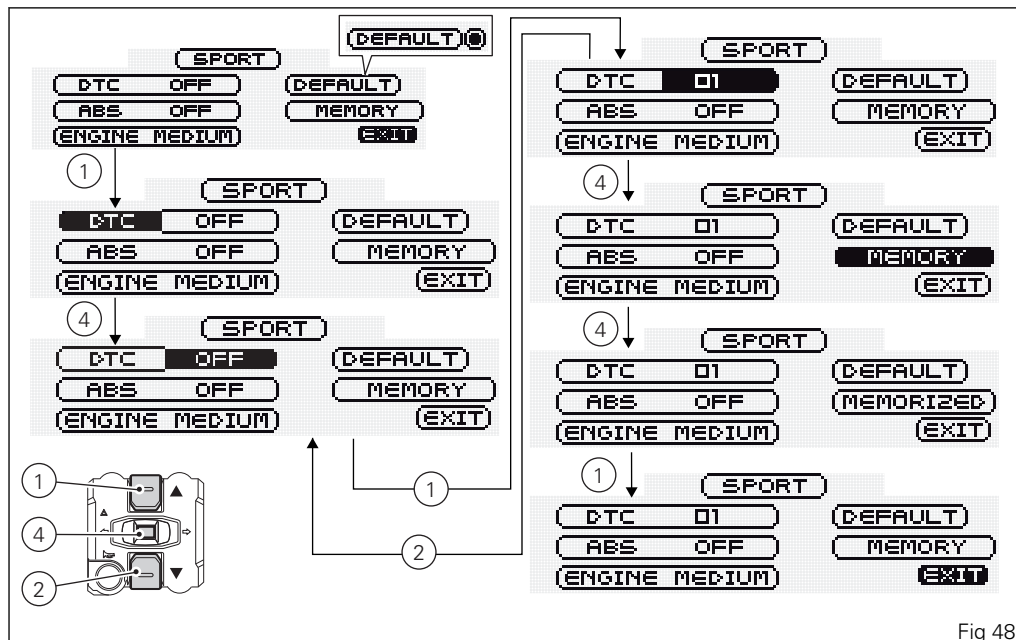


Fig 48

ABS Set-Up

This function allows customizing the ABS (Antilock Braking System) intervention level and possibly disabling it. To display the function, enter the setting Menu and access the R.MODE page.

Then use buttons (1) and (2) to select the riding mode to change and press button (4). Use buttons (1) and (2) to select ABS and press button (4) to enter the settings. Then, use buttons (1) and (2) to increase or decrease the ABS level and press button (4) to confirm the new level.

The possible settings are 01, 02, 03 and OFF.



Note

By setting OFF, the ABS will be disabled and the relevant warning light will start flashing.

Once the new setting is selected, press button (4). The instrument panel automatically highlights the "MEMORY" item; to actually save the new setting, keep button (4) pressed for 3 seconds; After 3 seconds, the instrument panel displays "MEMORIZED" for 2 seconds to confirm that the new setting is active. "EXIT" will be automatically

highlighted; press button (4) to quit and go back to the setting menu.



Note

When setting the ABS OFF, Ducati recommends paying particular attention to the riding style and the braking mode.



Note

On the right side of the DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.

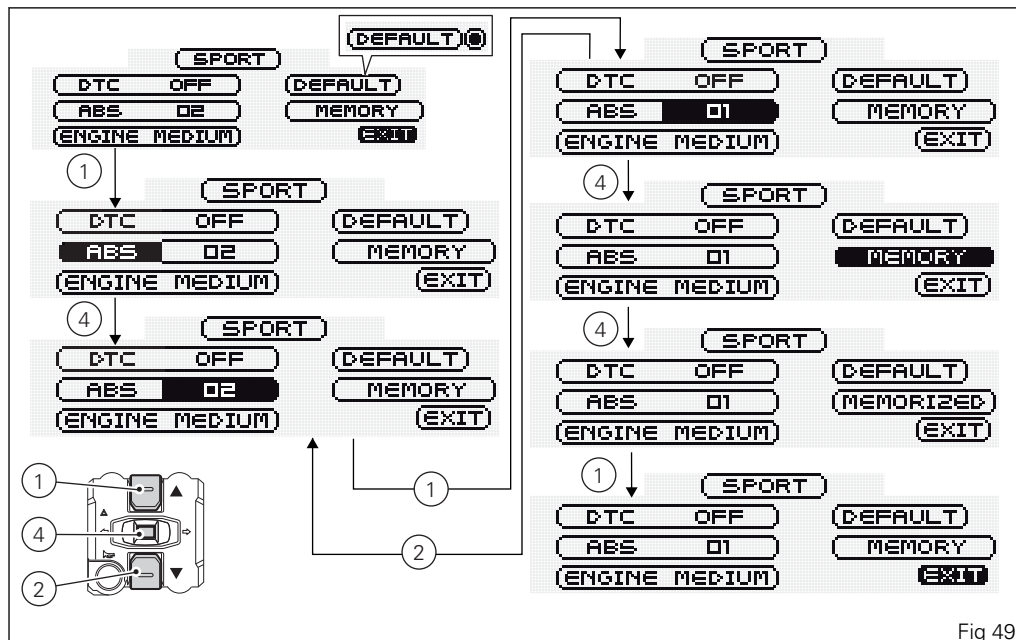


Fig 49

ENGINE Set-Up

This function allows customizing ENGINE power and delivery.

To display the function, enter the setting Menu and access the "R.MODE" page. Then use buttons (1) and (2) to select the riding mode to change and press button (4).

Use buttons (1) and (2) to select ENGINE and press button (4) to enter the settings.

Then, use buttons (1) and (2) to increase or decrease the ENGINE level and press button (4) to confirm the new level.

The possible settings are HIGH, MEDIUM and LOW.

Once the new setting is selected, press button (4).

The instrument panel automatically highlights the "MEMORY" item; to actually save the new setting, keep button (4) pressed for 3 seconds.

After 3 seconds, the instrument panel displays "MEMORIZED" for 2 seconds to confirm that the new setting is active. "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.



Note

On the right side of the DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.

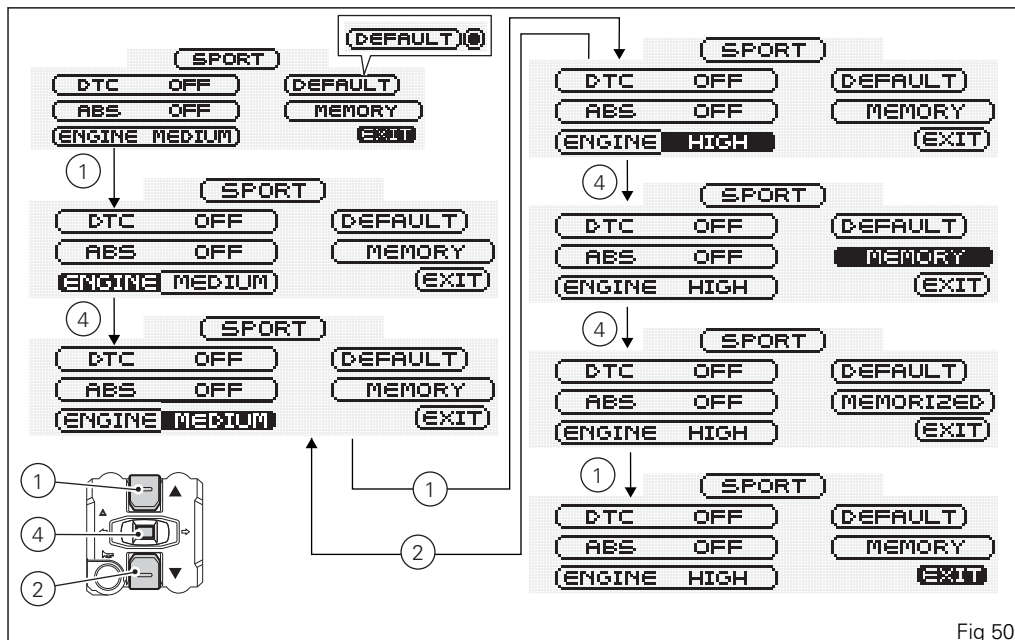


Fig 50

ALL DEFAULT (restoring the default parameters of all RIDING MODES)

This function allows resetting the parameters set by Ducati for the RACE, SPORT and WET Riding Modes. To display the function, enter the setting Menu and access the "R.MODE" page.

Use buttons (1) and (2) to select "ALL DEFAULT" and keep button (4) pressed for 3 seconds.

Now, instead of "ALL DEFAULT", the indication "PLEASE WAIT..." will be displayed for 3 seconds to indicate that the instrument panel is resetting the default parameters of all Riding Modes.

After 3 seconds, "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.



Note

On the right side of the ALL DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.

DEFAULT (restoring the default parameters of a single RIDING MODE)

This function allows restoring the parameters set by Ducati for each single Riding Mode.

To display the function, enter the setting Menu and access the "R.MODE" page.

Then use buttons (1) and (2) to select the riding mode whose default parameters must be reset and press button (4). Use buttons (1) and (2) to select "DEFAULT" and keep button (4) pressed for 3 seconds.

Now, instead of "DEFAULT", the indication "PLEASE WAIT ..." will be displayed for 3 seconds to indicate that the instrument panel is resetting the default parameters of the selected Riding Mode.

After 3 seconds, "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.



Note

When the current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).

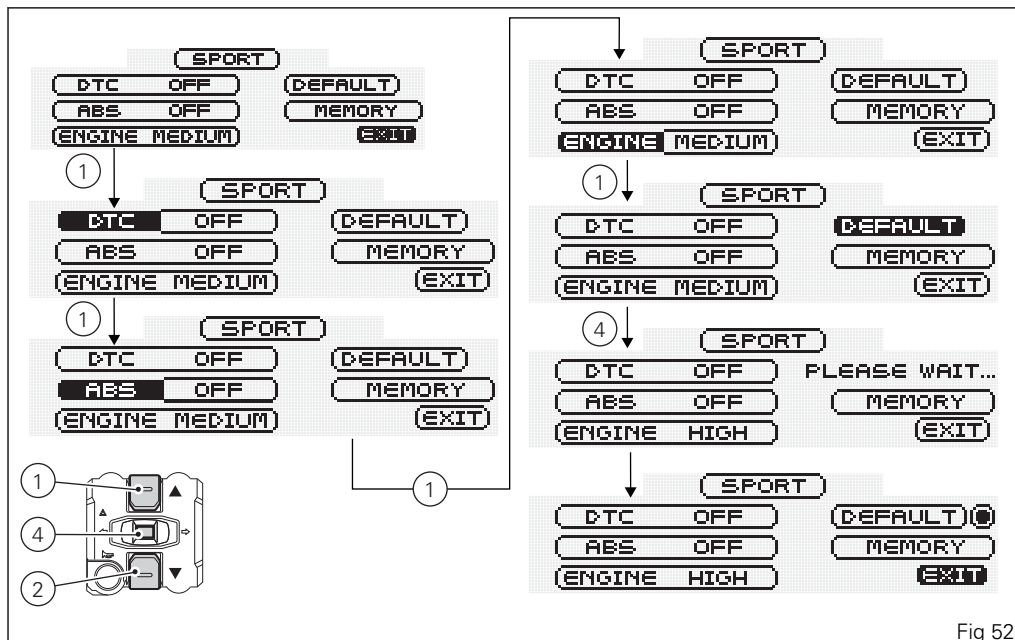


Fig 52

Instrument panel back-lighting setting (B.LIGHT)

This function allows dashboard backlighting setting. To display the function, enter the setting menu and access the "B.LIGHT" page.

The information will be displayed as follows:

- checkmark (V) indicates the setting currently in use;
- use buttons (1) and (2) to highlight the new setting;
- to store the new setting, press button (4); checkmark (V) will move on the stored condition.

To quit, select "EXIT" and press button (4).

- 1) HIGH setting: when storing this condition, the backlighting is at maximum brightness.
- 2) MEDIUM setting: when storing this condition, the backlighting is reduced by approximately 30% of maximum brightness.
- 3) LOW setting: when storing this condition, the backlighting is reduced by approximately 50% of maximum brightness.



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 maximum brightness.

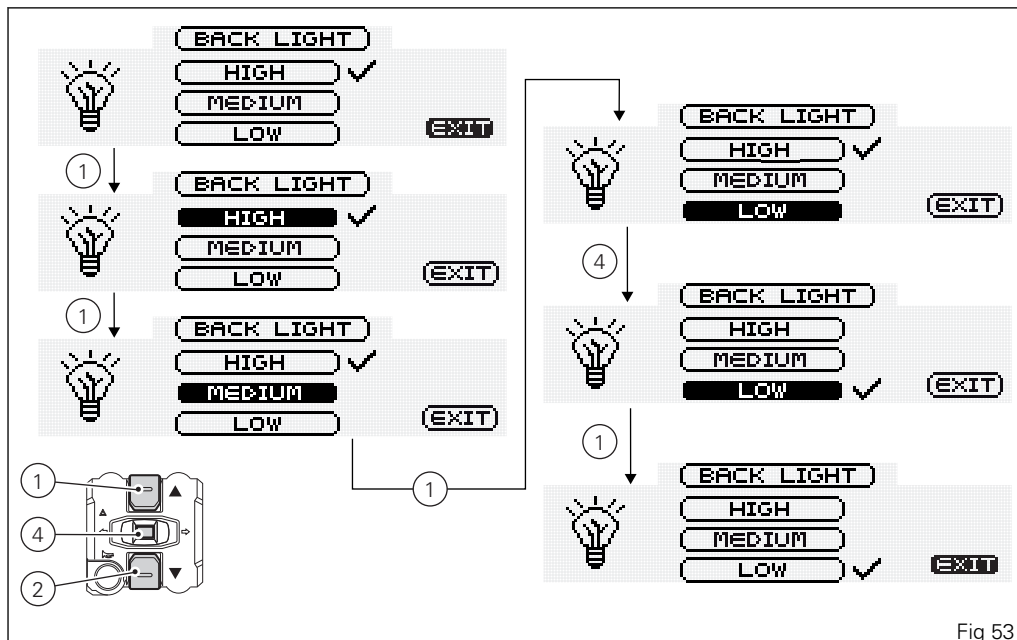


Fig 53

Lap Timer (LAP): LAP on/off

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

To display the function, enter the setting menu and access the "LAP" page.

The information will be displayed as follows:

- checkmark (V) indicates the setting currently in use;
- use buttons (1) and (2) to highlight the new setting;
- to store the new setting, press button (4);
checkmark (V) will move on the stored condition.

To quit, highlight "EXIT" and press button (4). If "OFF" is saved, LAP function will be disabled.

If "ON" is saved, LAP function will be enabled.



Note

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

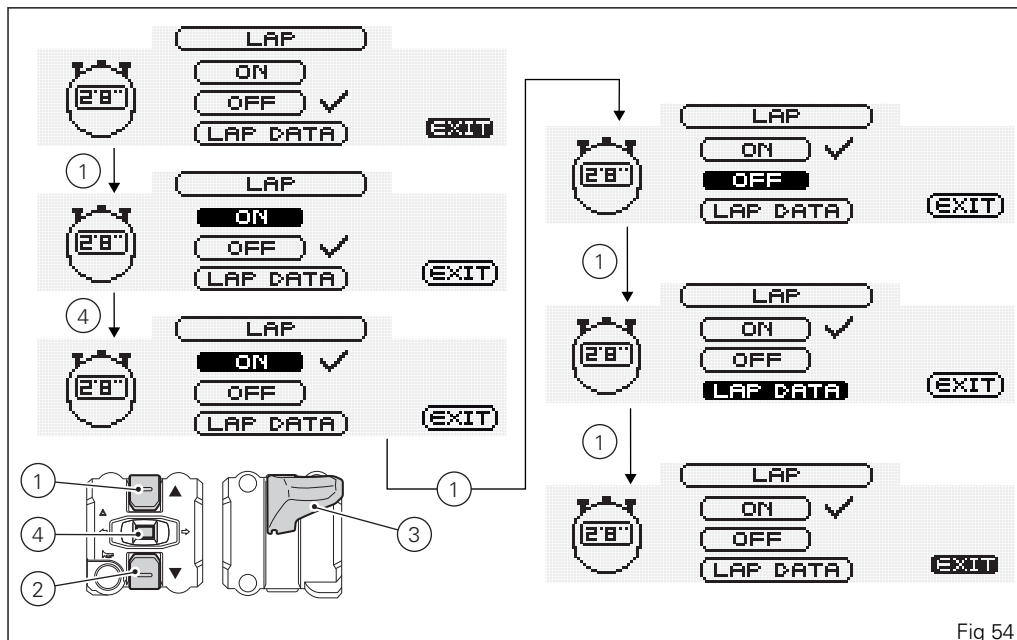


Fig 54

Lap Timer (LAP): LAP recording

This function describes the (LAP) time recording procedure.

If this function has been enabled, lap time can be recorded as follows:

- the first time rider presses button (3), the "timer" of the first lap starts and "START LAP" will be displayed flashing on the instrument panel for 4 seconds, then the previous screen will appear again;
- from now on, every time button (3) is pressed, the instrument panel will show the lap time steady on for 10 seconds and then it will display the previous screen.

30 laps max. can be recorded. If the memory is full, each time you press button (3), the instrument panel will not be able to save any lap time and, for 4 seconds, the display will show the message "LAP MEM. FULL" (flashing) until the memory is reset. When the LAP function is set disabled, the current lap is not stored. If the LAP function is enabled and vehicle is suddenly stopped (Key-Off), function will be automatically disabled, even if timer was active, the current lap will not be recorded.

If the time is never stopped, it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from 0 (zero) and will keep running until the recording function is disabled. If, on the contrary, the LAP function is enabled and memory was not reset, but recorded laps are less than 30 (example: 18 recorded laps) the instrument panel records any left lap until memory is full (in this case 12 further laps can be recorded).

In this function only the lap times being recorded are displayed; other data are anyway recorded (MAX speed, MAX RPM, limiter if reached), which can be later displayed in the recorded LAP displaying function.

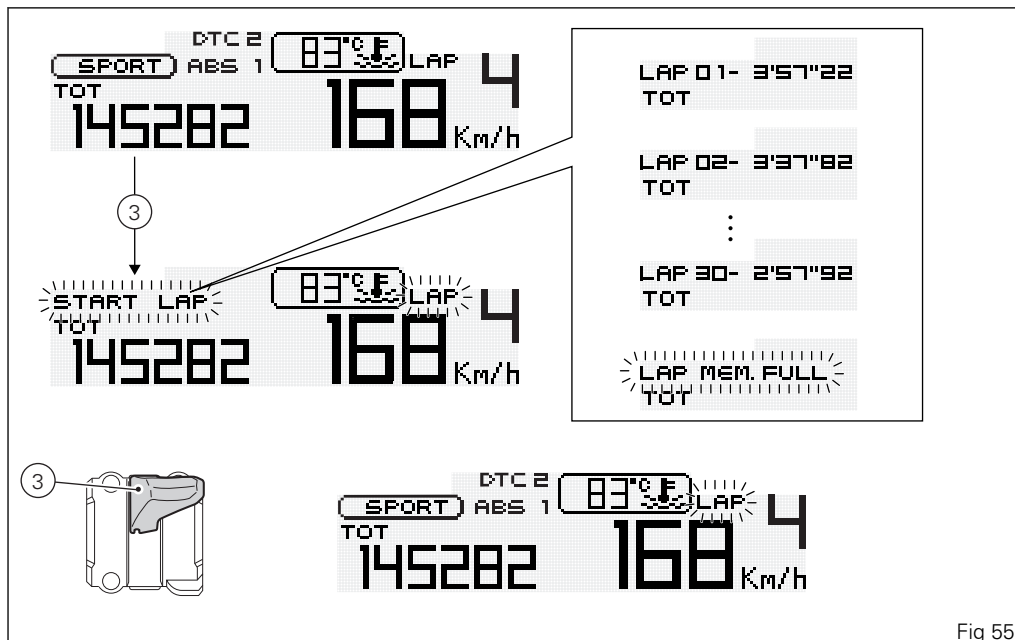


Fig 55

Lap Timer (LAP): view of stored LAPs

This function allows displaying recorded LAPs. To display the function, enter the setting menu and access the LAP page. Inside the page use buttons (1) and (2) to select "LAP DATA" and press button (4). The information will be displayed as follows:

- number of displayed lap (e.g.: no.1);
- NEXT to display the next LAP;
- ERASE to delete all the stored times;
- TIME: followed by the lap time (e.g.: 1'50''97);
- RPM MAX: the number of maximum engine RPM reached in the recorded LAP;
- SPEED MAX: the maximum speed reached in the recorded LAP.

To quit, highlight "EXIT" and press button (4).



Note

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

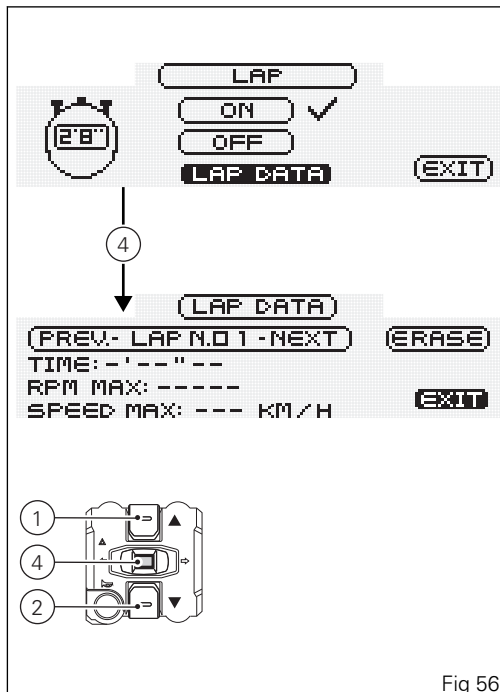


Fig 56



Note

If the MAX speed reading exceeds 299 Km/h (186 mph) while the information is stored, the speed that was reached is still displayed (example: 316 km/h).



Note

If there is no reading in the memory, the 30 times are shown, with the display showing 0'00''00, MAX rpm = 0 (zero) and MAX speed = 0 (zero).



Note

If the engine reaches the threshold that precedes the rev limiter or rev limiter threshold while LAP is being recorded, the relevant Over Rev light will turn on when stored times are displayed.

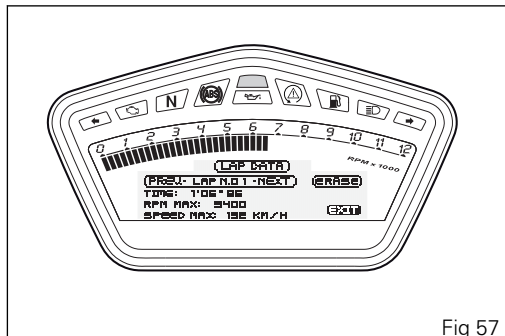


Fig 57

To display the other memorized times, use buttons (1) and (2) to select NEXT (or PREV) and press button (4); every time button (4) is pressed, the display will show the following lap.

To delete all the stored times, select ERASE and press button (4) for 3 seconds.



Note

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

Clock setting function (CLOCK)

This function allows setting the clock. To display the function, enter the setting menu and access the "CLOCK" page. To access the setting function, keep button (4) pressed for 3 seconds. After 3 seconds, the "SETTING...." indication will be activated to indicate the access to the setting function.

On entering this mode, the message AM will flash;

- if you press button (2) the "PM" indication starts flashing;
- if you press button (2) you will return to the previous step (if time is 00:00, 12:00 will be displayed when switching from "AM" to "PM").

Press button (4) to shift to hour setting, hours will start flashing;

- each time button (2) is pressed, counter will increase in steps of 1 hour;
- keep button (2) pressed to make counter increase in steps of 1 hour per second (hours will not flash while button is pressed).

Press button (4) to shift to minute setting, minutes will start flashing;

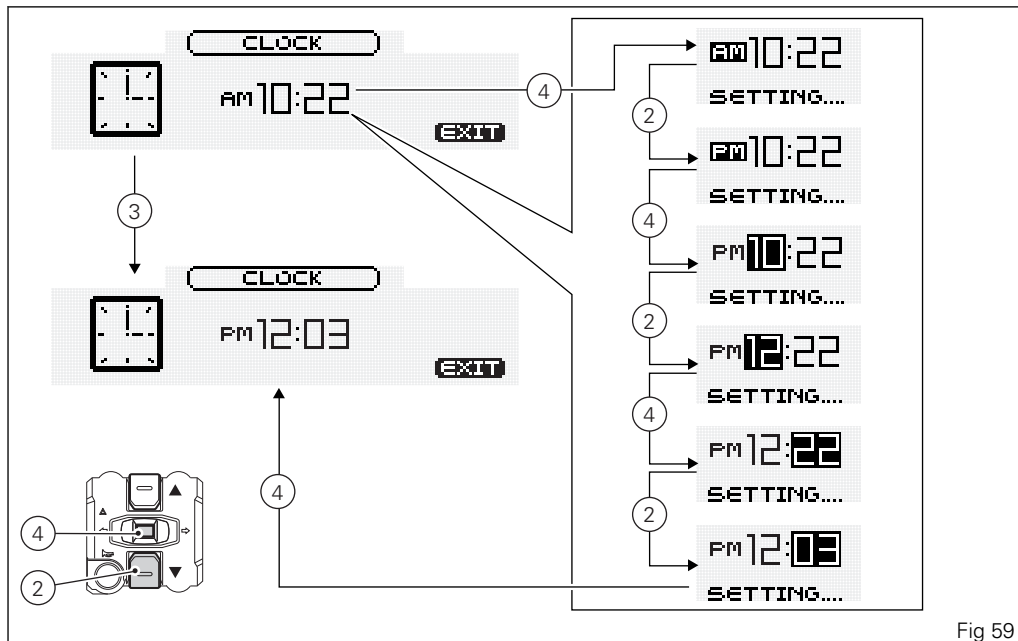
- each time button (2) is pressed, counter will increase in steps of 1 minute;
- keep button (2) pressed to make counter increase in steps of 1 minute per second.
- If button (2) is kept depressed for more than 5 seconds, speed increases and digits change in steps of 1 every 100 ms (when button (2) is held depressed, seconds will not flash).

To confirm (store) the new set time press button (4). "EXIT" will be automatically highlighted and by pressing button (4) it will be possible to go back to the setting menu.



Note

In the event of a Battery off, when power is restored and upon the next Key-On, the time will have to be set again (it will automatically start counting from 00:00).



Battery voltage function (BATTERY)

This function allows checking the vehicle battery status. To display the function, enter the setting menu and access the "BATT" page.

The information will be displayed as follows:

- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steady;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed flashing;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed flashing;
- if the battery voltage is equal to or lower than 10.9 Volt, the "LOW" message starts flashing;
- if the battery voltage is equal to or higher than 16.1 Volt, the "HIGH" message starts flashing.



Note

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

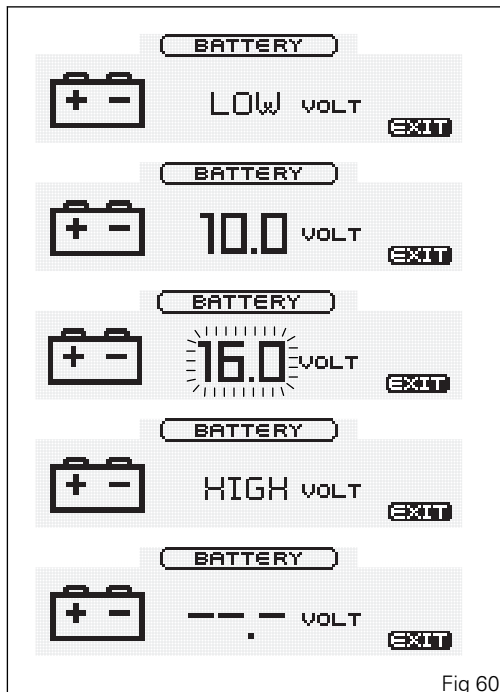


Fig 60

Engine rpm digital indication (RPM)

This function displays the number of RPM to improve accuracy when setting idle rpm.

To display the function, enter the setting menu and access the "RPM" page.

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

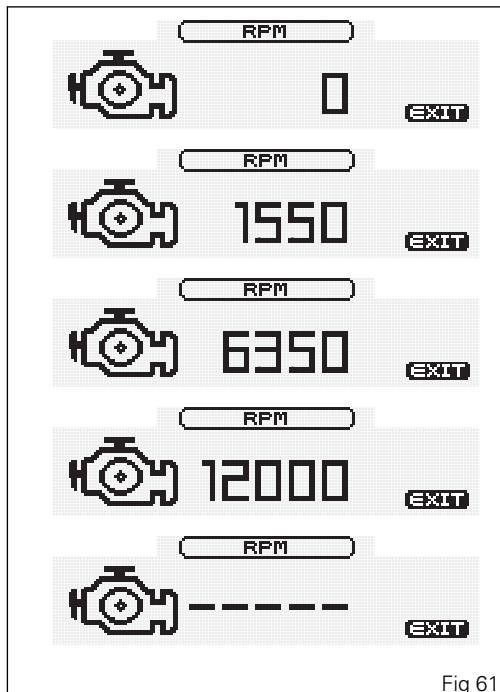


Fig 61

Immobilizer code (PIN CODE)

This function makes it possible to temporarily turn on the motorcycle if the Immobilizer system is not working.



Note

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

To display the function, enter the "setting" menu and access the "PIN" page by pressing button (4).

- If the PIN CODE has not yet been entered, the PIN activation function (INSERT NEW PIN) will be displayed.
- If the PIN CODE has been entered, the PIN modification function (MODIFY PIN CODE) will be displayed.

In order to temporarily start the motorcycle in case of malfunction of the Immobilizer system, please refer to the "PIN entering for vehicle releasepage 140" function.



Attention

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

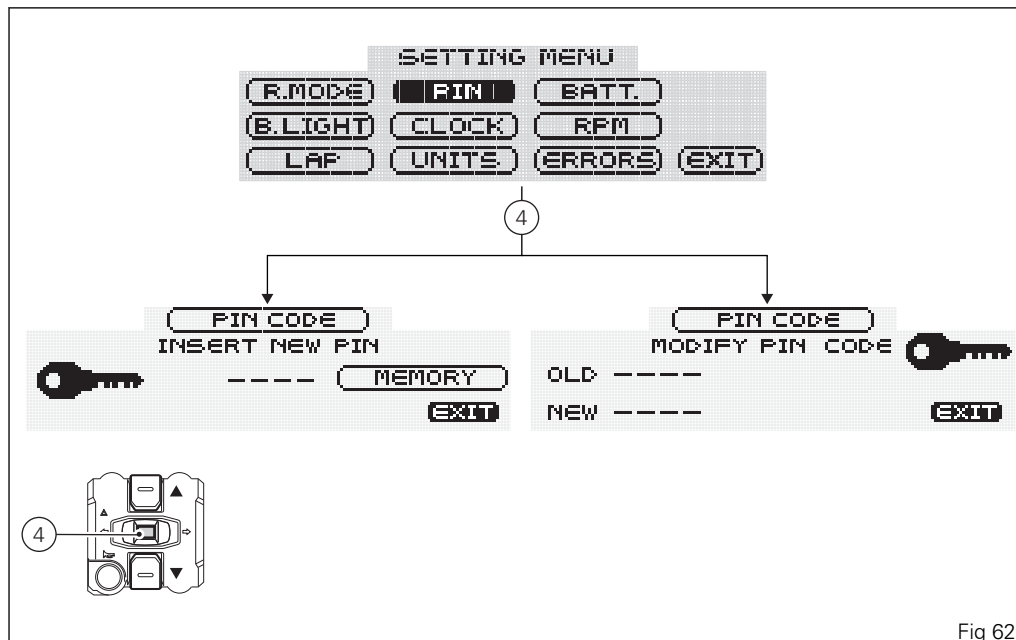


Fig 62

PIN activation

This function allows activating your PIN CODE to be used to start the vehicle in case of Immobilizer System malfunction.

To display the function, enter the setting menu and access the "PIN" 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 entering the function, the display shows the message "INSERT NEW PIN" followed by four dashes "- - - -". Now enter a 4 digit code.

Entering the code:

- Each time button (2) is pressed, the highlighted number increases from 0 to 9 and then goes back to 0; to confirm the desired number press button (4);
- Repeat the procedure until entering the fourth digit.
- Press button (4) again to confirm.

After entering the code, the "MEMORY" item will be highlighted automatically.

To memorize the entered PIN, keep button (4) pressed for 3 seconds.

"MEMORIZED" will be displayed to confirm that the PIN was correctly memorized.

From this moment, "MODIFY PIN CODE" will be displayed when accessing the "PIN CODE" function and the PIN can be changed again.

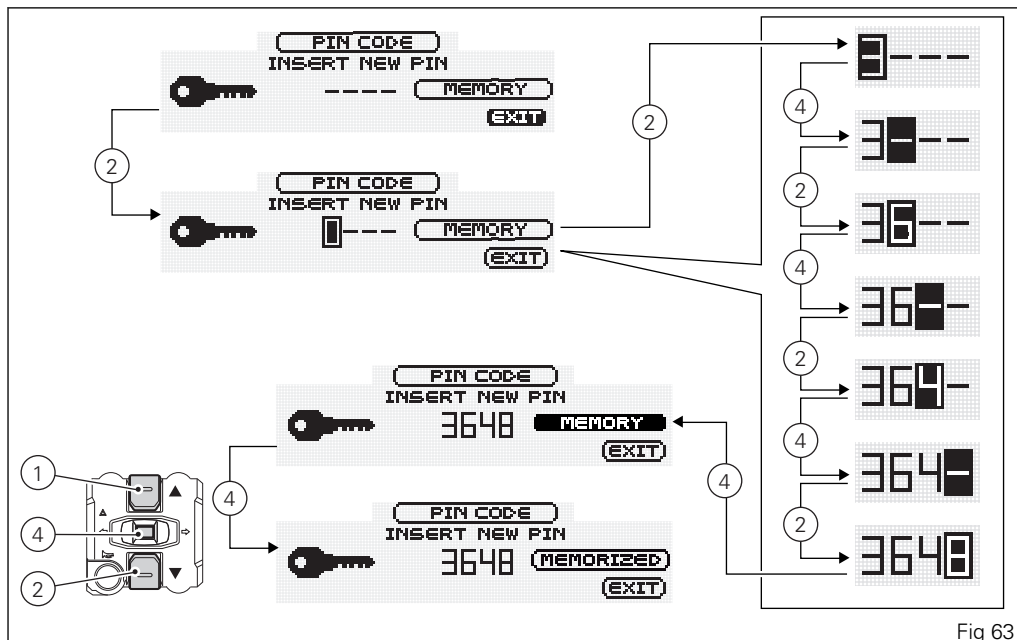


Fig 63

Changing the PIN CODE

This function allows changing your own 4-digit PIN CODE.

To display the function, enter the setting menu and access the "PIN" page.



Note

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

When entering the function, the display shows "MODIFY PIN CODE"; press button (1) or (2) to modify the PIN.



Note

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

"OLD" and four dashes "----" will appear on the display; now enter the old 4-digit code previously stored.

Entering the OLD PIN:

- Each time button (2) is pressed, the highlighted number increases from 0 to 9 and then goes back to 0; to confirm the desired number press button (4);
- Repeat the procedure until entering the fourth digit.
- Press button (4) again to confirm.

If the code is not correct, "ERROR" (wrong old code) will appear for 3 seconds and then the instrument panel will display "EXIT" again.

If code has been correctly entered, "CORRECT" will appear on the display and the first dash where entering the new 4-digit code will be displayed.

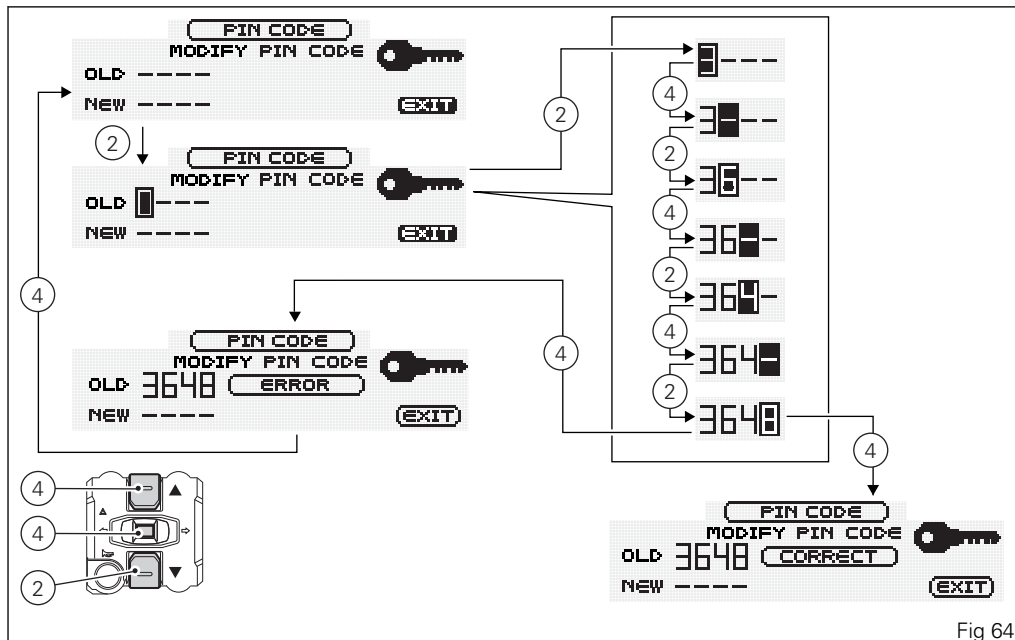


Fig 64

Entering the NEW PIN:

- Each time button (2) is pressed, the highlighted number increases from 0 to 9 and then goes back to 0; to confirm the desired number press button (4);
- Repeat the procedure until entering the fourth digit.
- Press button (4) again to confirm.

Once the PIN is entered, the "MEMORY" item is automatically highlighted.

To memorize the new PIN, keep button (4) pressed for 3 seconds.

To confirm that the PIN has been memorized, the display will show "MEMORIZED" followed by "EXIT".

Press button (4) to go back to the setting menu.

The PIN CODE modification procedure is complete.



Note

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

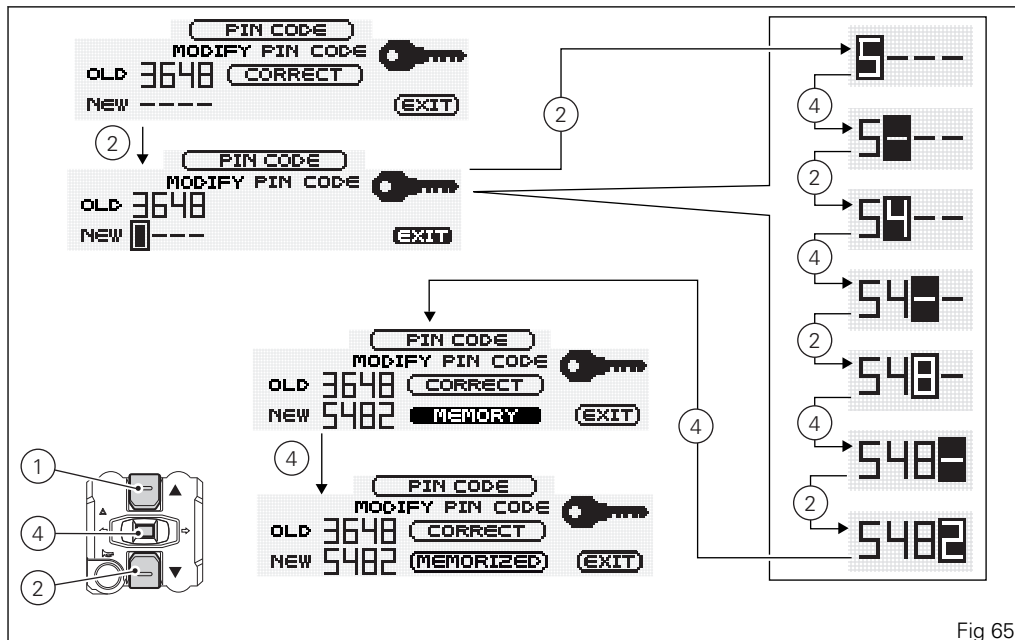


Fig 65

Setting the unit of measurement (UNITS)

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

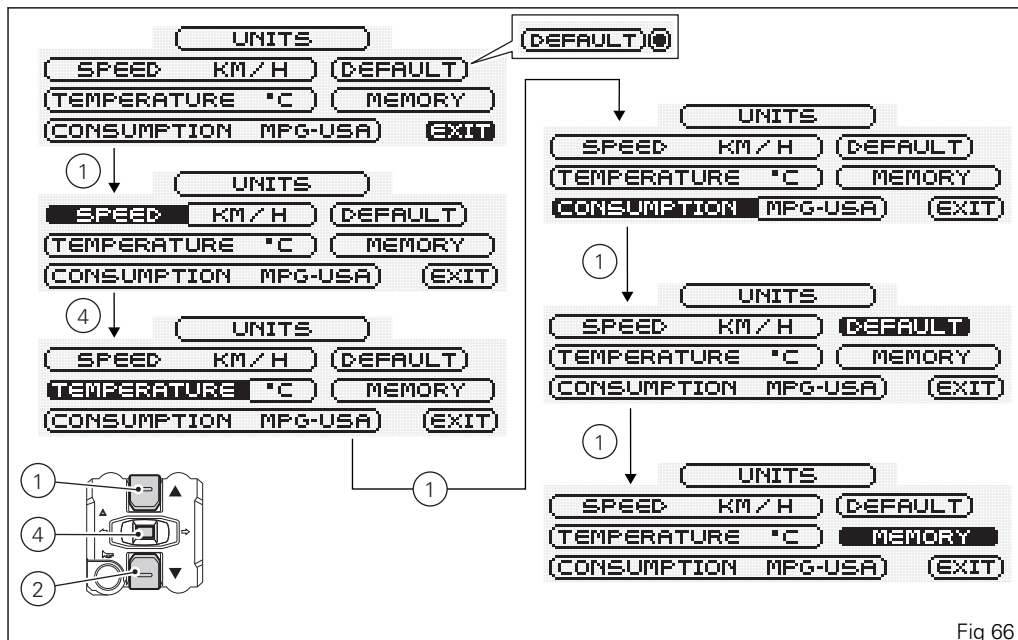
To display the function, enter the setting menu and access the "UNITS" page.

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



Note

When the current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).



(SPEED) setting

This function allows you to change the units of measurement of the indications: Vehicle speed, Odometer, Trip 1, Trip2, Trip Fuel (when active) and Average Speed.

Once "SPEED" is selected, press button (4). Then, the instrument panel will highlight the unit of measurement currently in use. Press button (1) or (2) to scroll among the available units of measurement (Km/h and mph). Once the units of measurements to be set have been selected, press button (4) again. The instrument panel automatically highlights the "MEMORY" item; to actually save the new unit of measurement, keep button (4) pressed for 3 seconds. After 3 seconds, the instrument panel displays "MEMORIZED" for 2 seconds to confirm that the new setting is active. "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.

KM/H: if this unit is set, the following values will have the same units of measurement:

- TOT, TRIP1, TRIP2, TRIP FUEL: km
- Vehicle speed and SPEED AVG: km/h

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

- TOT, TRIP1, TRIP2, TRIP FUEL: miles
- Vehicle speed and SPEED AVG: mph



Note When the current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).

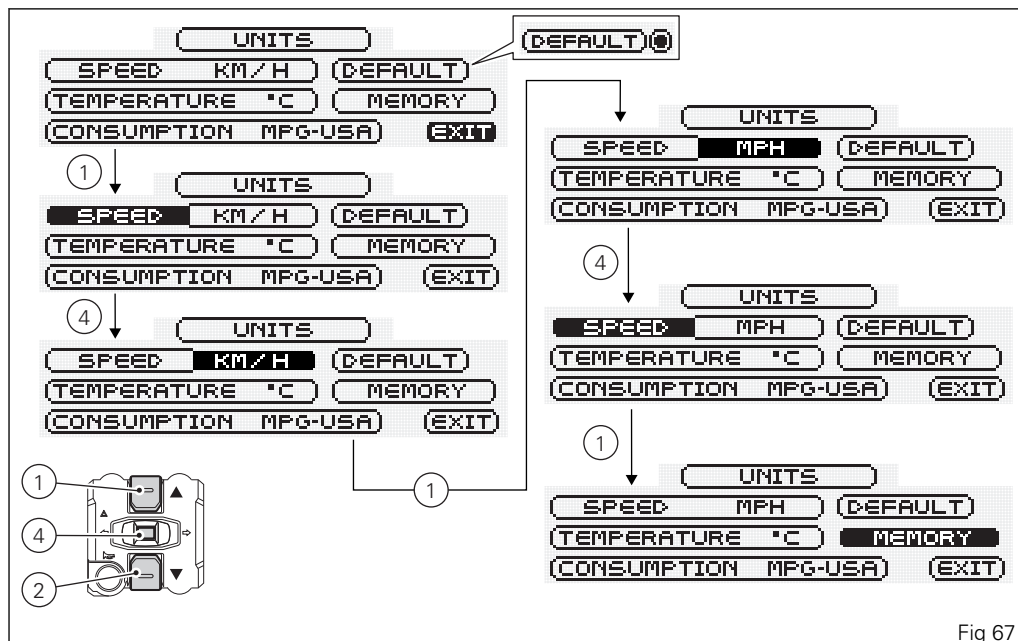


Fig 67

(TEMPERATURE) setting

This function allows you to change the units of measurement of the indications: Engine coolant temperature and Air Temperature.

Once "TEMPERATURE" is selected, press button (4). Then, the instrument panel will highlight the unit of measurement currently in use.

Press button (1) or (2) to scroll among the available units of measurement (°C and °F). Once the units of measurements to be set have been selected, press button (4) again.

The instrument panel automatically highlights "MEMORY"; to actually memorize the new unit of measurement, press button (4) for 3 seconds; then the instrument panel will show "MEMORIZED" for 2 seconds to confirm the actual change.

"EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.

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

- Engine coolant temperature and T_AIR: °C

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

- Engine coolant temperature and T_AIR: °F



Note

When the current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).

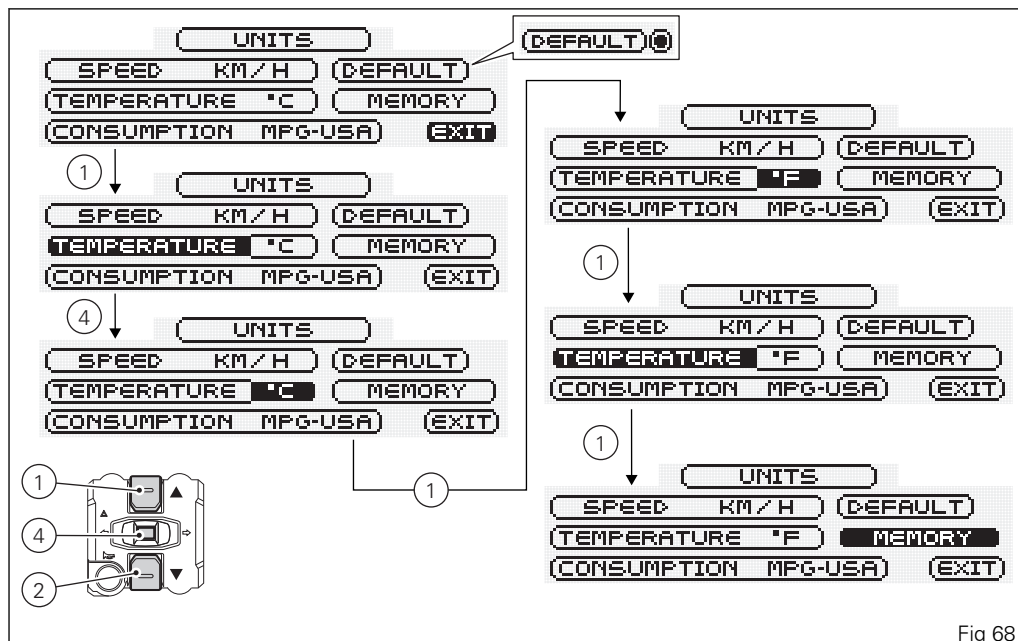


Fig 68

(CONSUMPTION) setting

This function allows you to change the units of measurement of the indications: Average fuel consumption and Instantaneous fuel consumption. Once "CONSUMPTION" is selected, press button (4). Then, the instrument panel will highlight the unit of measurement currently in use. Press button (1) or (2) to scroll among the available units of measurement (L/100, KM/L, MPG-UK and MPG-USA).

Once the units of measurements to be set have been selected, press button (4) again. The instrument panel automatically highlights "MEMORY"; to actually memorize the new unit of measurement, press button (4) for 3 seconds; then the instrument panel will show "MEMORIZED" for 2 seconds to confirm the actual change. "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.

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

- CONS. and CONS. AVG: Km/L

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

- CONS. and CONS. AVG: L/100

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

- CONS. and CONS. AVG: mpg UK

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

- CONS. and CONS AVG: mpg USA



Note

When the current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).

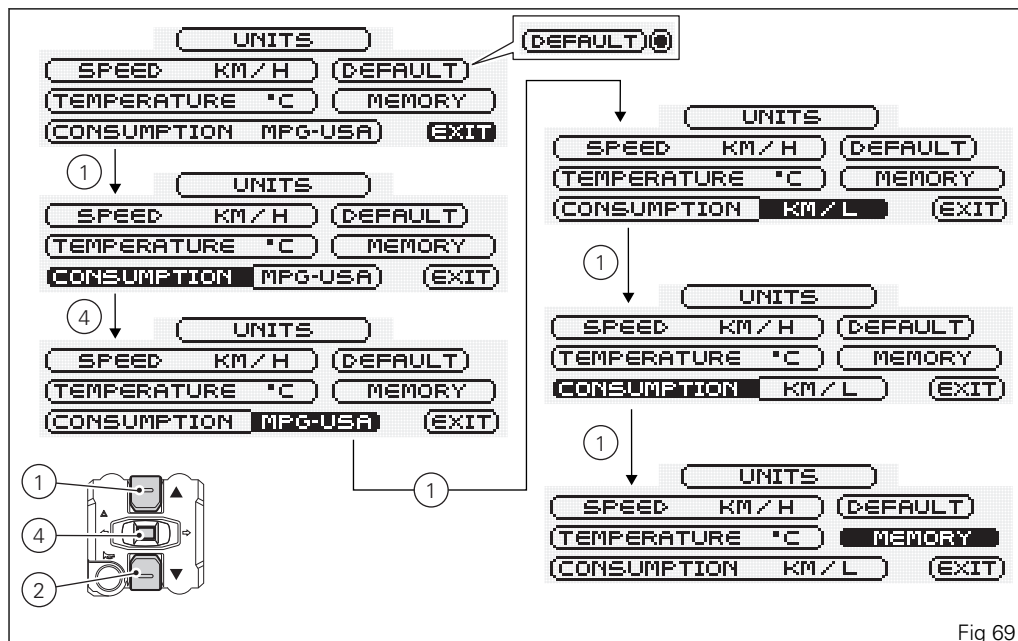


Fig 69

(DEFAULT) setting

This function allows setting the "DEFAULT" units of measurement according to the vehicle version. Once selected, use buttons (1) and (2) to select "DEFAULT" and keep button (4) pressed for 3 seconds. Now, instead of "DEFAULT", the indication "PLEASE WAIT" will be displayed for 3 seconds to indicate that the instrument panel is resetting the default units of measurement.

After 3 seconds all indicated units of measurement are updated and "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.



Note

When the current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).

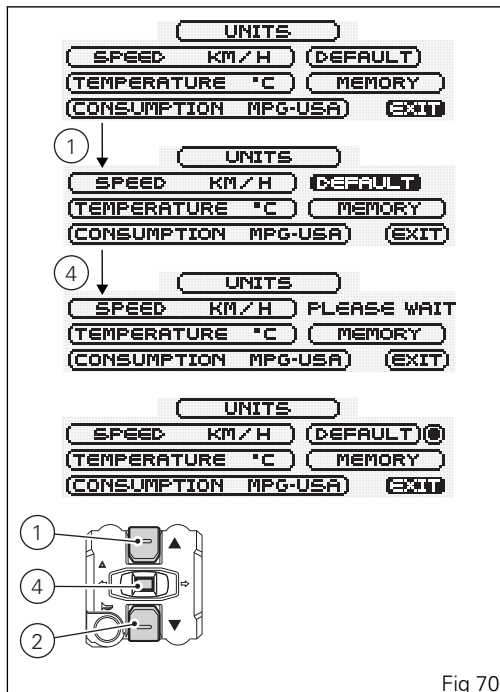


Fig 70

Other functions

Heated handgrips (Accessory) control function

This function allows enabling and adjusting the heated handgrips. To enable the "H.GRIPS" control menu for the heated handgrips, press button (5) on the RH switch. The control button (5) (Start button) controls the heated handgrips only when the engine is running. Once the menu is activated, press the same button several times to select the desired indication (OFF, LOW, MEDIUM and HIGH). If OFF is highlighted, the handgrips heating is off; select LOW to activate heating at minimum level; select MEDIUM to activate heating at intermediate level; select HIGH to activate heating at maximum level.

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

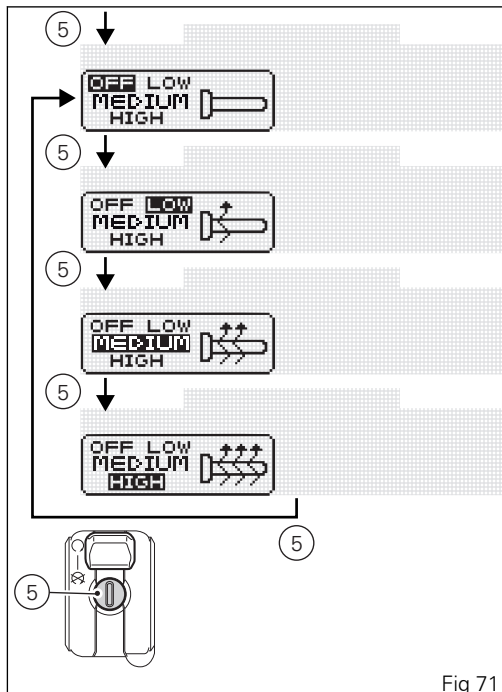


Fig 71



Note

The heated handgrips actually activate, i.e. produce heat, only with engine on and rpm above 2000.

If the handgrips are activated and then the engine is turned off, they will be temporarily disabled. Heating will automatically be reactivated when engine is started again.

Handgrip heating involves a high current absorption that might discharge the battery at low rpm.

If the battery is not sufficiently charged (voltage below 11.0 Volt) the handgrip heating is disabled to save the starting capacity; they reactivate automatically when the battery voltage exceeds the indicated value.



Attention

When using the heated handgrips at ambient temperature above $+60^{\circ} \div +70^{\circ}\text{F}$ ($15^{\circ} \div 20^{\circ}\text{C}$), a heat reduction is automatically enabled (according to the external temperature) to protect the handgrips from damage due to excessive heat.

Light control

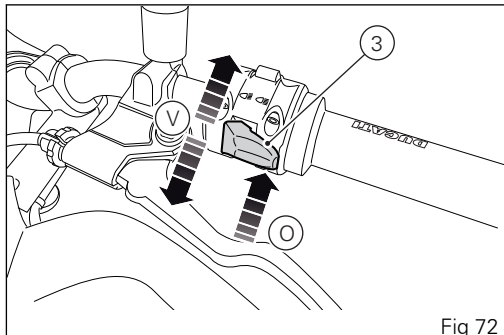
Headlight control

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

Upon Key-On, low and high beams are Off. By starting the engine, the low beam will be automatically activated; from now on, the "standard" operation will become active, i.e. it will be possible to switch from low to high beam by pressing button (3) in position (V) or use the "FLASH" function by pressing button (3) in position (O). If engine is not started upon key-on, it is anyway possible to switch the lights on by pushing the button on the LH high/low beam switch: button (3) in position (V).

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 and high beam that were 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)

Turn indicators are automatically reset by the instrument panel.

After activating one of the two turn indicators, user can reset them using the reset button (4). If turn indicator is not manually "reset", instrument panel will automatically disable the turn indicator after having traveled 0.3 miles (500 m) since it was activated.

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

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

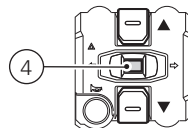


Fig 73

Hazard

All turn indicators can be turned on together (Hazard function) as emergency indicator.

To activate the Hazard function (i.e., all 4 turn indicators) you must hold for 3 seconds the switch that normally activates the left turn indicator (button (4) in position (6)).

The Hazard function can only be activated with Key-On (not with Key-Off).

When the Hazard function is active, both warning lights (7) on the instrument panel will flash at the same time.

To disable the Hazard function, i.e. switch off the 4 turn indicators, just press once the button that normally activates the left turn indicator (button (4) in position (6)) or press the turn indicator cancel button (button (4) in central position).

The Hazard function can also be disabled with Key-Off: just press the switch that normally activates the left turn indicator once (button (4) in position (6)).

As soon as the Hazard function is activated, the 4 turn indicators will stay on even if rider turns the key-Off. They will turn off automatically after 120 minutes (2

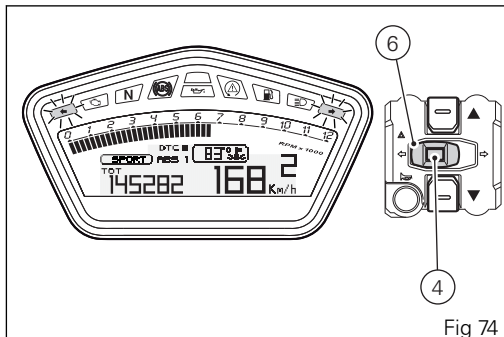


Fig 74

hours), unless the rider "manually" turns them off earlier thereby stopping the automatic countdown.

Immobilizer system

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

Housed in the handgrip of each ignition key is an electronic device that modulates an output signal. When the ignition is turned on this signal is generated by a special antenna incorporated in the switch and changes every time.

The modulated signal is the "password", different upon every Key-On, used by the control unit to acknowledge the key. Engine can be started only after key acknowledgment.

Keys

The owner receives 2 keys B (BLACK) with the vehicle.

They contain the "Immobilizer system code".

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

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



Attention

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

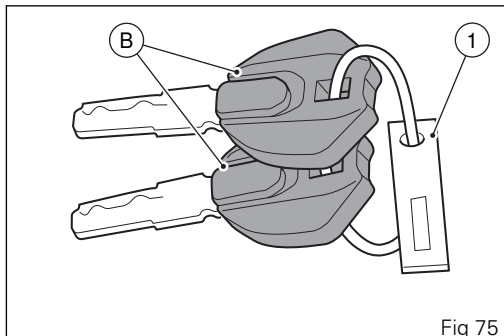


Fig 75

Operation

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

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

- 1) if the code is recognized, the immobilizer enables engine ignition. Press the START button (5), to start the engine;
- 2) if the code is not acknowledged, the instrument panel automatically activates the function to enter the PIN code. Refer to the PIN entering procedure for vehicle release. If the other key does not work out either, contact the Ducati Service network.

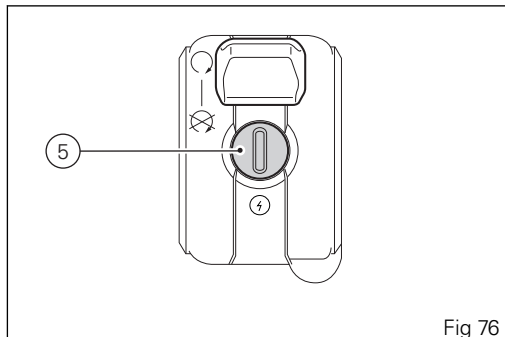


Fig 76



Attention

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

Duplicate keys

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

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 the keys missing during the programming procedure will be erased to ensure that any lost key can not start the engine.



Note

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

PIN CODE entering function for overriding purposes

This function allows starting the vehicle temporarily in case of an engine failed operation due to a malfunction of the Immobilizer System.

If upon Key-On there is an ERROR concerning the Immobilizer, the instrument panel automatically activates the function to enter the PIN code.

Entering the code:

- Each time button (2) is pressed, the highlighted number increases from 0 to 9 and then goes back to 0; to confirm the desired number press button (4);
- Repeat the procedure until entering the fourth digit.
- Press button (4) again to confirm.

If the code is incorrect, the instrument panel will show "PIN WRONG" flashing for 2 seconds and return to the initial indication in order to enter the code again. If the code is correct, the instrument panel will show "PIN CORRECT" flashing for 2 seconds. After 2 seconds, the instrument panel will return to the "normal" view (with all indications active).



Note

There is no limit to the number of times the code can be re-entered; the instrument panel will turn off automatically 120 seconds after any attempt to enter the code by indicating "TIME OUT" for 2 seconds and then it will show the main screen.

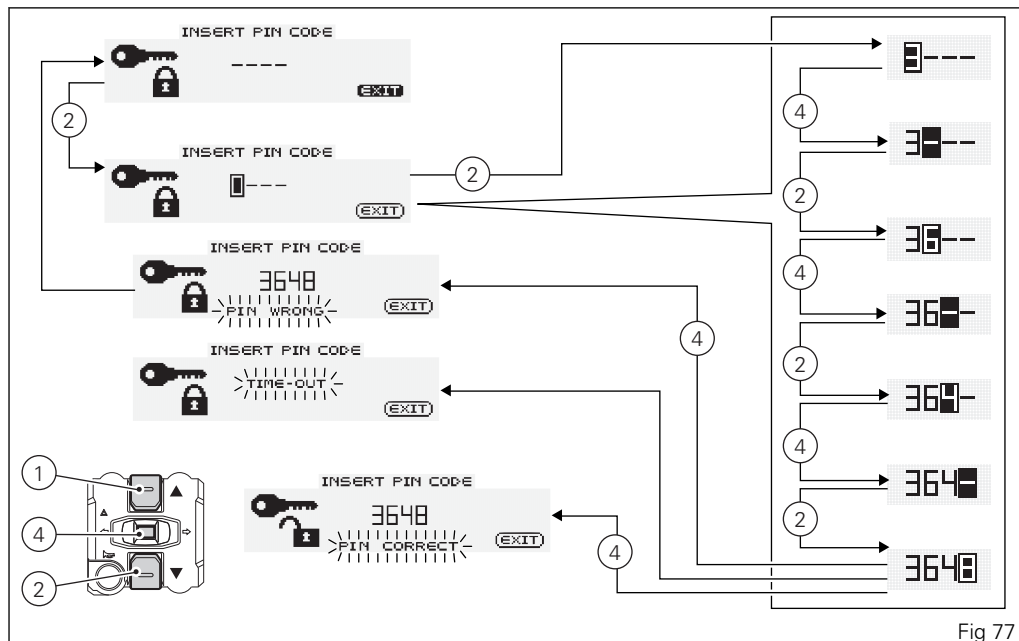


Fig 77

From this moment, the vehicle can be started using button (5).



Note

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



Important

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

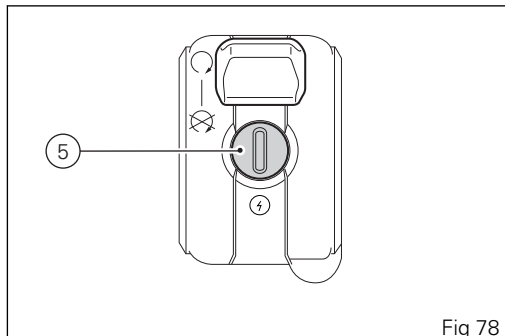


Fig 78

Controls

Position of motorcycle controls



Attention

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

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

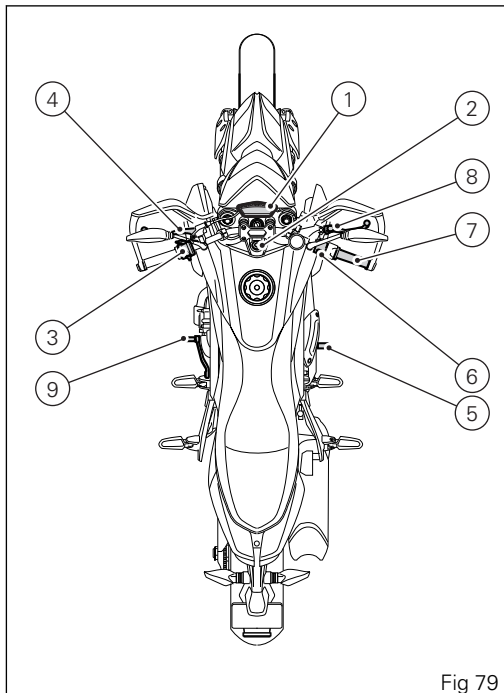


Fig 79

Key-operated ignition switch and steering lock

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

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



Note

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

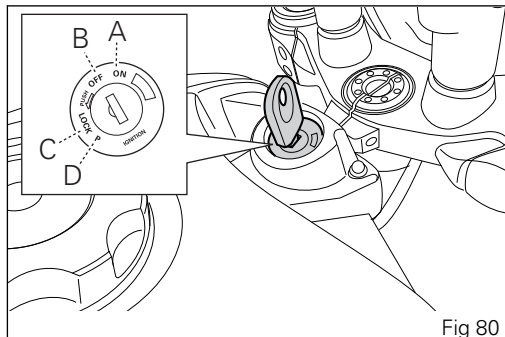


Fig 80

Left-hand switch

- 1) Dip switch, light dip switch, two positions:
 position  = low beam on (A);
 position  = high beam on (B);
 Button  = high-beam flasher (FLASH) and instrument panel control (C).
- 2) Switch  = 3-position turn indicator control:
 central position = off;
 position  = left turn;
 position  = right turn.
 To disable the turn indicator, press the control once it returns to center position.
- 3) Button  = warning horn.
- 4) Instrument panel control switch, position "▲".
- 5) Instrument panel control switch, position "▼".

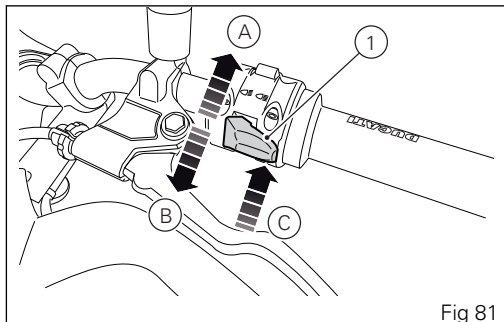


Fig 81

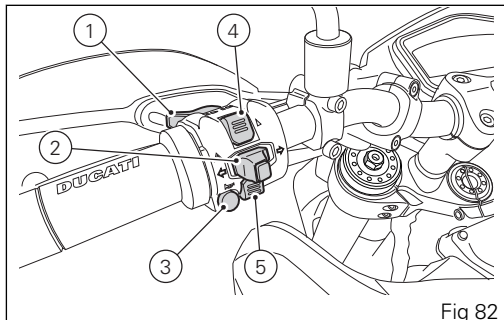


Fig 82

Clutch lever

Lever (1) disengages the clutch. 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.



Important

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



Note

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

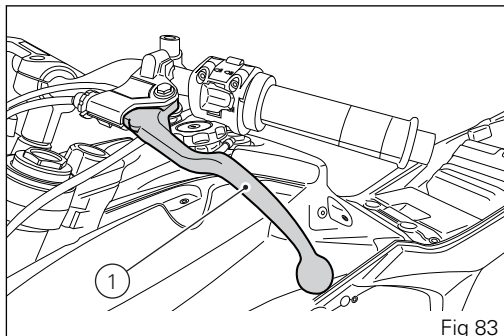


Fig 83

Clutch control free play adjustment



Attention

A wrong adjustment can seriously affect the clutch operation and duration.

A worn clutch makes the clutch cable tension increase.

Always check the free play, with cold engine, before using the vehicle.

When operating the clutch lever, you must clearly feel the passage from a very low resistance to a very high resistance (operating force).

The free play corresponds to the clutch lever travel where resistance is very low.

To check the free play operate the lever for its free play and check that distance "A" is between 0.12 - 0.16 in (3-4 mm).

To adjust the free play to the recommended value work on the primary adjuster (2) close to the clutch control.

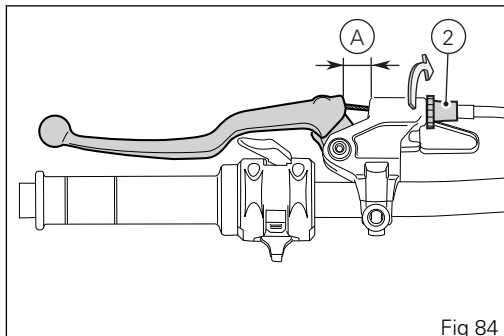


Fig 84

Adjuster (2), located on the lever, allows a maximum value (Q) of 0.43 in (11 mm), whereas the (factory) standard setting is 0.20 in (5 mm). If working on such adjuster proves insufficient, work on the secondary adjuster (3).



Attention

In case of a slipping clutch due to clutch wear, adjuster (2) on the lever must NEVER be loosened, but screwed, as described above. If the clutch is still slipping, go to a Dealer or a Ducati Authorized Service Center.

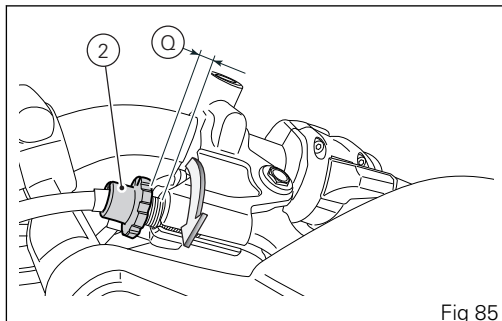


Fig 85

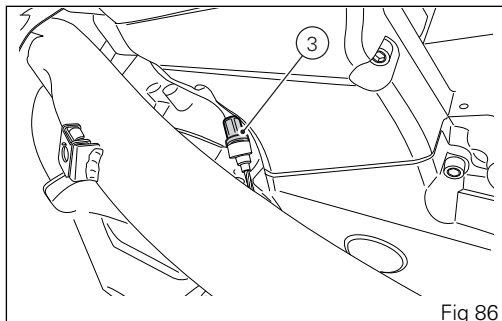


Fig 86

Right-hand switch

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

The switch (1) has three positions:

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

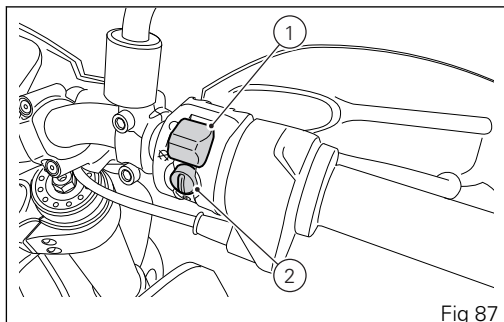


Fig 87

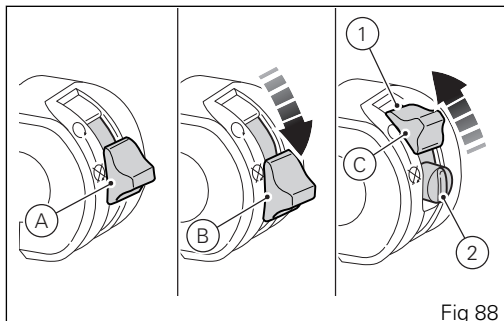


Fig 88

Throttle twistgrip

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

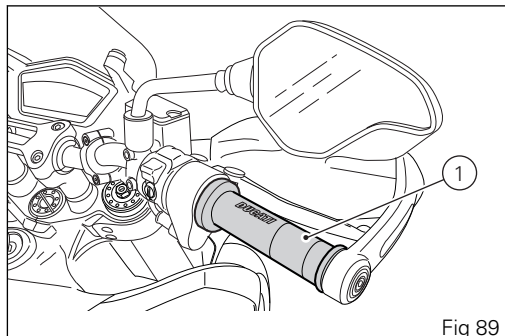


Fig 89

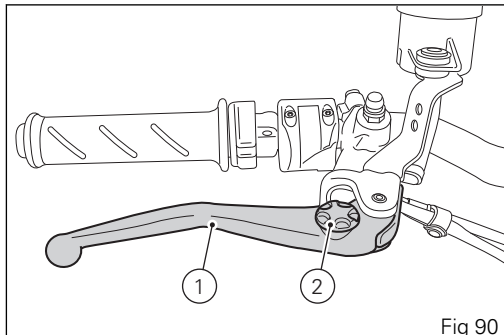
Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently. The control lever features a dial adjuster (2) for lever distance from the twistgrip on handlebar adjustment. To adjust it, keep lever (1) fully extended, and turn dial adjuster (2), turning it in correspondence of one of the five foreseen positions. Keep in mind that the position no. 1 corresponds to the maximum distance between the lever and the handgrip, whereas position no. 5 corresponds to the minimum distance.



Attention

Set front brake lever when motorcycle is stopped.



Rear brake pedal

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

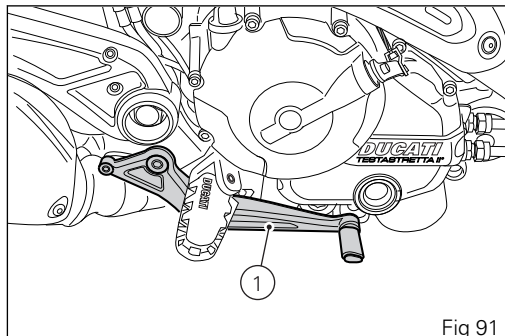


Fig 91

Gear change pedal

When released, the gear change pedal automatically returns to rest position N in the center. This is indicated by the instrument panel light N coming on. The pedal can be moved:

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

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

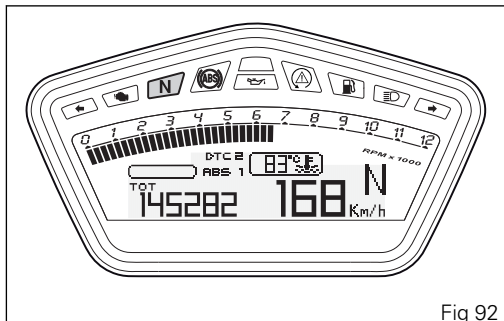


Fig 92

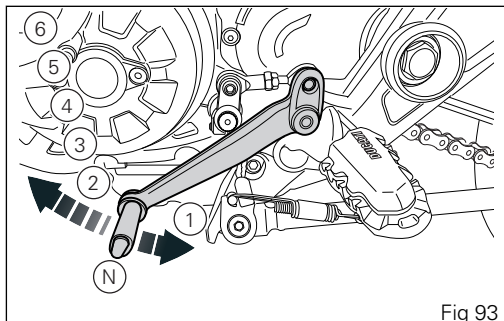


Fig 93

Adjusting the gear change pedal and the rear brake

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

Adjust the pedals as follows:

Gear change pedal

Hold end (1) on the rod, then work flat (2) using an open-end wrench and slacken lock nut (3).

Loosen screw (4), so as to release the complete rod from the gearchange lever.

Turn rod (5), setting the gearchange pedal to the required position.

Fasten gearchange lever to rod (5) using screw (4).

Tighten lock nut (3) against the ball terminal (1).

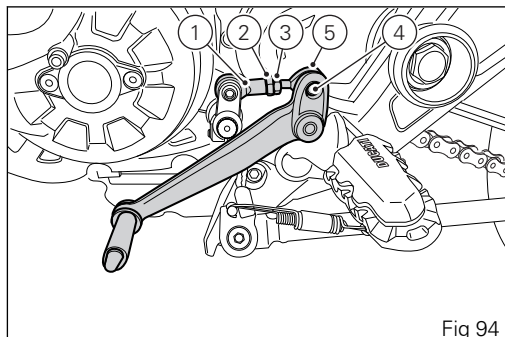


Fig 94

Rear brake pedal

Loosen counter nut (7).

Turn pedal stroke adjusting screw (6) until pedal is in the desired position. Tighten the counter nut (7).

Operate the pedal by hand to check that there is about 0.06-0.08 in (1.5-2 mm) of free play before the brake bites. If not, adjust the length of the master cylinder pushrod as follows.

Loosen lock nut (10) on master cylinder rod.

Tighten rod (8) on fork (9) to increase clearance or loosen it to decrease it.

Tighten lock nut (10) and check again clearance.

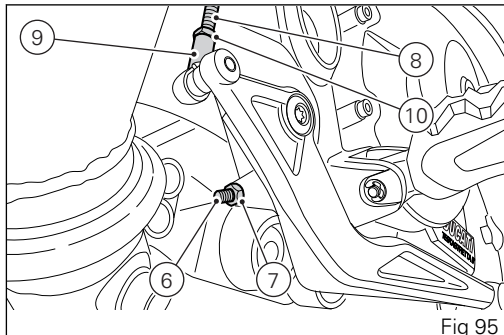


Fig 95

Main components and devices

Position on the vehicle

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

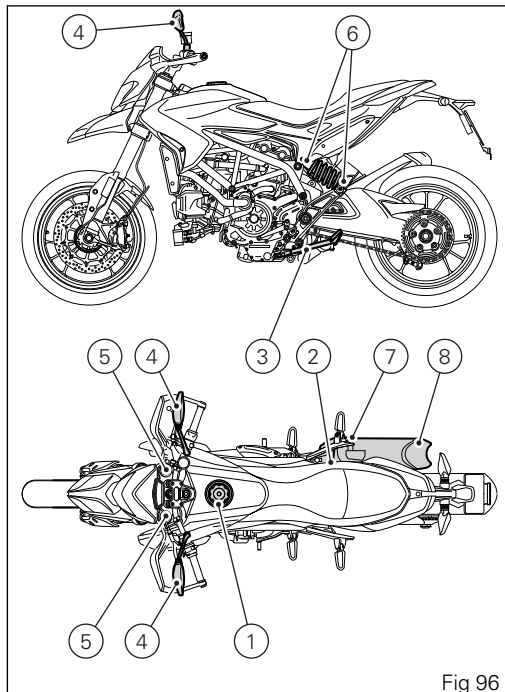


Fig 96

Fuel tank plug

Opening

Insert the key into the lock.

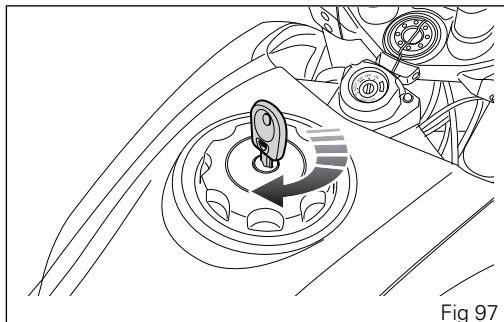
Turn the key clockwise 1/4 turn to unlock.

Loosen plug (1).

Closing

Screw the cap (1) with the key inserted and press it into its seat.

Turn the key counter clockwise to the original position and remove it.



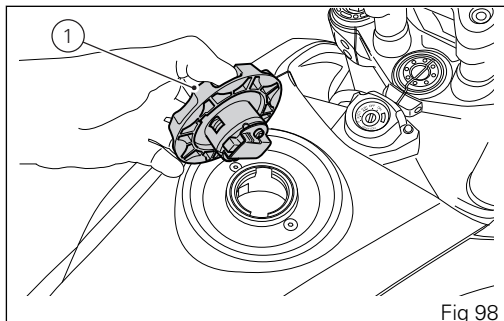
Note

The plug can only be closed with the key in.



Attention

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



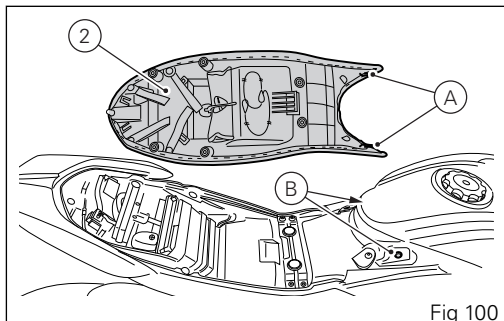
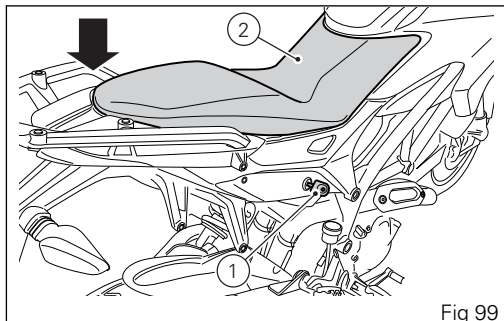
Seat lock

Opening

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

Closing

Make sure that all elements are correctly positioned and fastened to the compartment under the seat. Slide the front ends (A) of the seat bottom underneath the retainer (B) of the tank.



Hold seat rear end (2) lifted, push on the central fastener to engage it.
Press on seat (2) rear end until locking latch snaps.
Make sure the seat is safely secured to the frame and remove the key (1) from the lock.

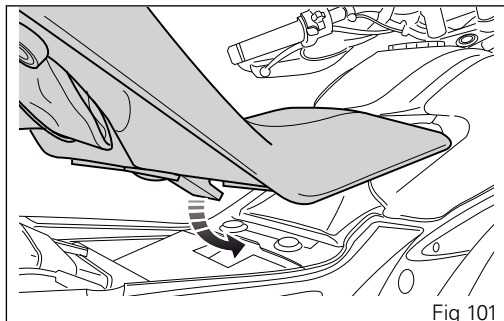


Fig 101

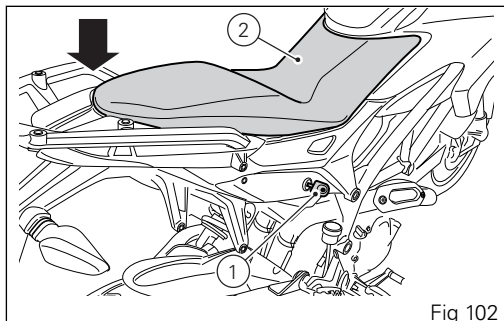


Fig 102

Helmet cable

Remove the seat as described in paragraph "Seat lock page 158" .

Remove the cable (1) from the seat.

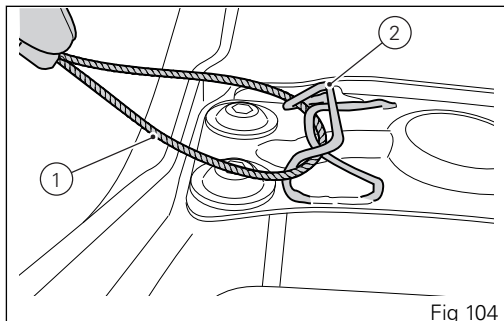
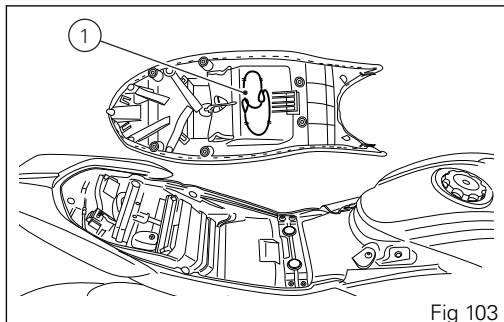
Pass the cable (1) through the helmet and insert one end of the cable in the frame pins (2) as shown in the figure.

Leave the helmet hanging and refit the seat to hold it in place.

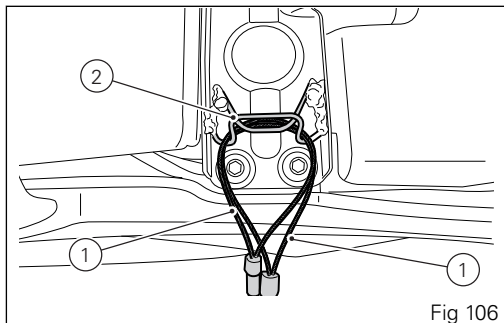
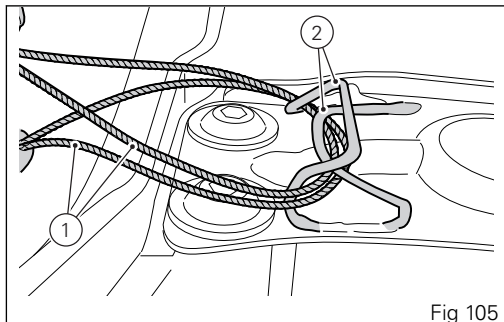


Attention

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



Insert the other end of the cable (1) in the pins (2).
The correct position of the cable (1) ends in the pins (2) is shown in (Fig 106).



Side stand

Important

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

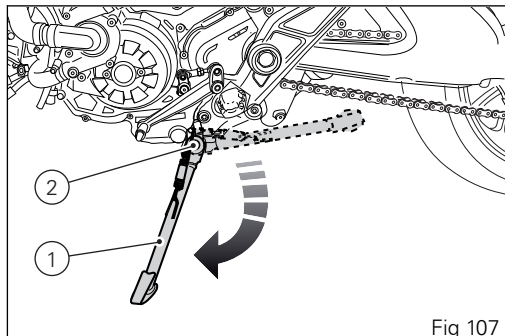
Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.

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

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

Attention

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



Note

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

Front fork adjustment

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

Spring preload can be adjusted on both fork legs, while compression damping can be adjusted only on the LH fork leg and rebound damping only on the RH fork leg.

Use the external screw adjusters:

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

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

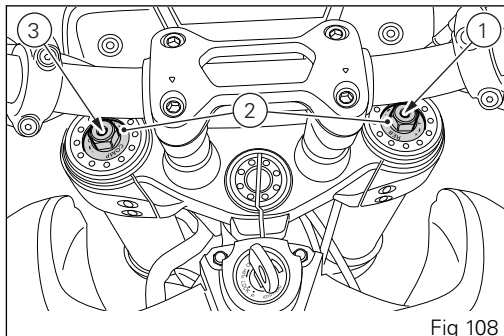


Fig 108

The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc..

STANDARD factory setting is as follows:

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

To change preload of the spring inside each fork leg, turn adjuster (2, Fig 108) with a 0.67 in (17 mm) hexagon wrench, completely counter clockwise, to obtain fully open position. From this position, adjust the spring preload by turning the adjuster clockwise. Every turn corresponds to 0.04 in (1 mm) of spring preload.



Attention

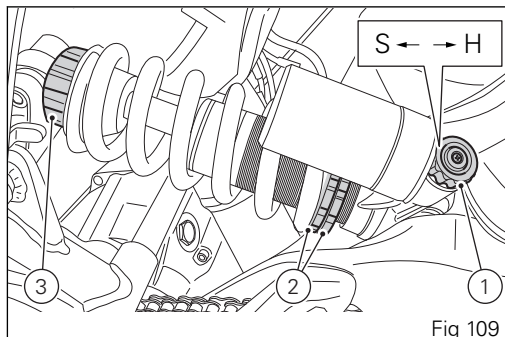
Regulate the adjusters on both legs to the same positions.

Adjusting the rear shock absorber

The rear shock absorber has commands that enable you to adjust the setting to suit the load on the motorcycle. The knob (1) located on the expansion reservoir adjusts the compression damping. The knob (3) located on the top connection holding the shock absorber to the swinging arm adjusts the rebound damping. Turn knobs (1) or (3) clockwise to stiffen the damping, or counter clockwise to soften it. The two ring nuts (2), located in the shock absorber lower side, adjust the external spring preload. To adjust the spring preload, loosen the top ring nut. SCREWING or UNSCREWING the bottom ring nut will INCREASE or DECREASE the preload.

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

- rebound: loosen adjuster (3) by 16 turns (from fully closed position);
- compression: loosen adjuster (1) by 10 turns (from fully closed position);
- spring preload: 0.27 in (7 mm) (from fully uncompressed position).



Attention

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



Attention

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

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

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

Riding the motorcycle

Running-in recommendations

Maximum rpm

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

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

Up to 600 mi (1000 km)

During the first 600 mi (1000 km) keep an eye on the rev counter, it should never exceed: 5,500 ÷ 6,000 rpm.

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

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

For the first 60 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow the

friction material on the brake pads to bed in against the brake disks.

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

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

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

From 600 mi (1,000 km) to 1,553 mi (2,500 km) you can squeeze some more power out of your engine. However never exceed 7,000 rpm.



Important

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

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

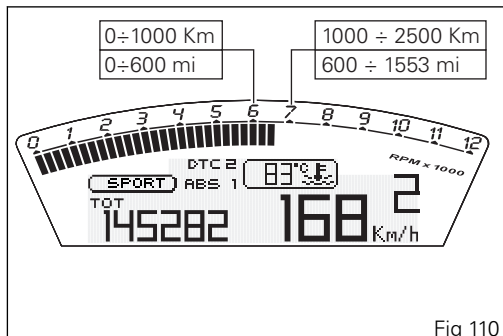


Fig 110

Pre-ride checks



Attention

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

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

- **FUEL LEVEL IN THE TANK**
Check the fuel level in the tank. Fill tank if needed (page 179).
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if needed (page 202).
- **BRAKE FLUID**
Check fluid level in the relevant reservoirs (page 182).
- **COOLANT**
Check coolant level in the expansion reservoir. Top up if needed (page 181).
- **TIRE CONDITION**
Check tire pressure and condition (page 200).

- **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 133).
- **KEY LOCKS**
Ensure that fuel filler plug (page 157) and seat (page 158) are locked.
- **STAND**
Make sure side stand operates smoothly and is in the correct position (page 162).

ABS light

After Key-On, the ABS light 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.



Attention

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

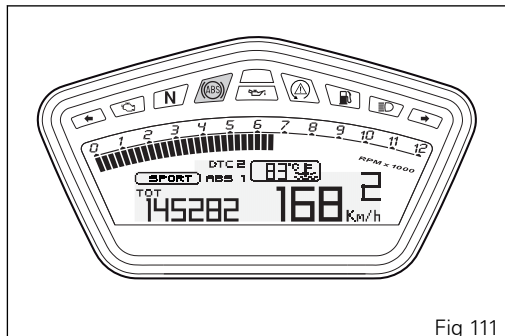


Fig 111

ABS

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



Attention

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



Attention

Prolonged wheelies could deactivate the ABS system.

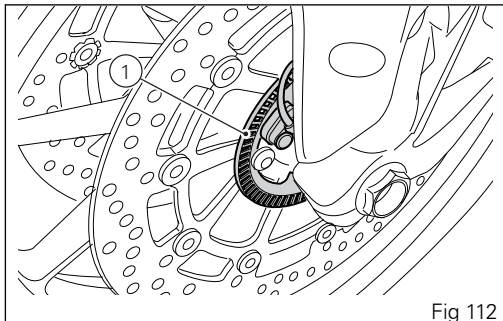


Fig 112

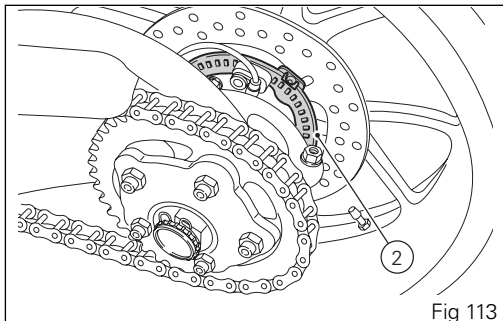


Fig 113

Starting the engine



Attention

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



Attention

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

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



Important

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



Attention

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

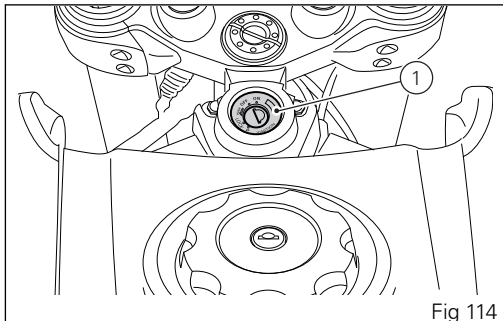


Fig 114

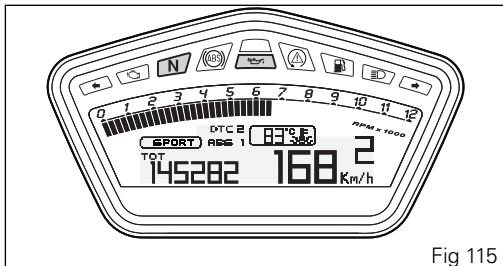


Fig 115



Note

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

Check that the stop switch (2) is positioned to  (RUN), then press the starter button (3). Let the motorcycle start without operating the throttle control.



Note

If the battery is flat, system automatically inhibits starter motor cranking operation.



Important

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

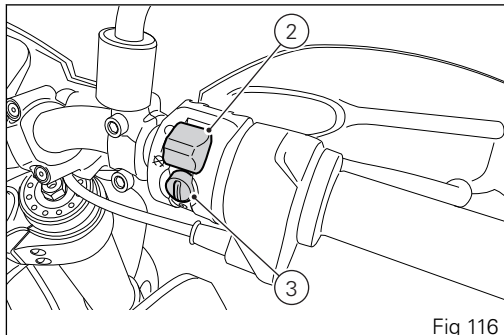


Fig 116

Moving off

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

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

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



Attention

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



Attention

Prolonged wheelies could deactivate the ABS system.

Braking

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

ABS

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.

The Anti-lock Brake System (ABS) has been developed to enable riders to use the vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised.

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel signals the electronic control unit that the wheel is about to lock up.

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the

control unit keeps controlling the brake until the risk of a lockup disappears.

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

If desired, the system can be deactivated from the instrument panel, using the "ABS set-up" (see page 92).



Attention

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

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip.

Shift down to engage first gear and then neutral.

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

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



Important

Do not leave the key to ON, position (1), with engine off in order to avoid damaging any electrical components.

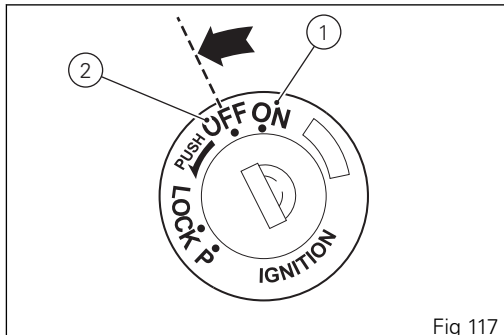


Fig 117

Parking

Park the stopped motorcycle on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to position (3). If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat. You may leave the parking lights on by turning the key to position (4).



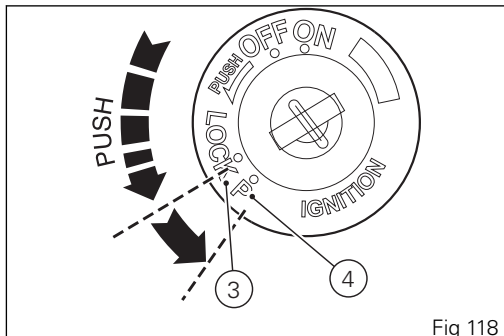
Important

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



Attention

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



Attention

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

Refueling

Never overfill the tank when refueling. Fuel should never be touching the rim of filler (1) recess.



Attention

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



Attention

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

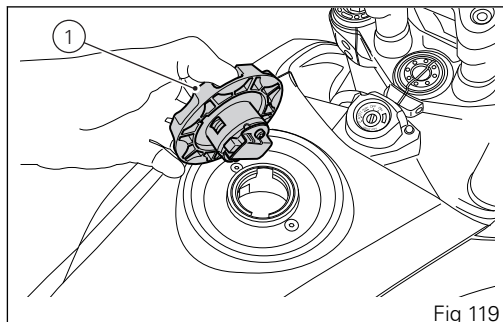


Fig 119

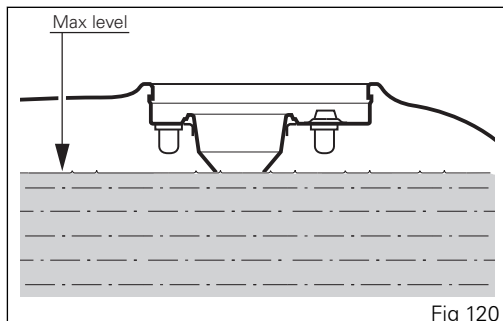


Fig 120

Tool kit and accessories

The tool box (2) is located under the seat (1), together with helmet lock cable.

Tool kit includes:

- fuse pliers;
- 8/10 double-ended wrench;
- screwdriver;
- screwdriver handgrip;
- box wrench, 0.55x0.62 in (14x16 mm);
- rod 0.23 in (6 mm);
- Allen wrench, 0.11 in (3 mm);
- Allen wrench, 0.20 in (5 mm);
- Allen wrench, 0.23 in (6 mm).

To access the compartment, remove the seat page 158.

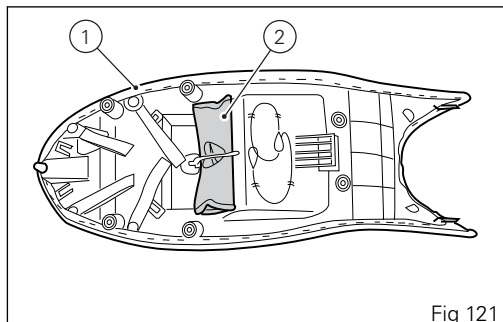


Fig 121

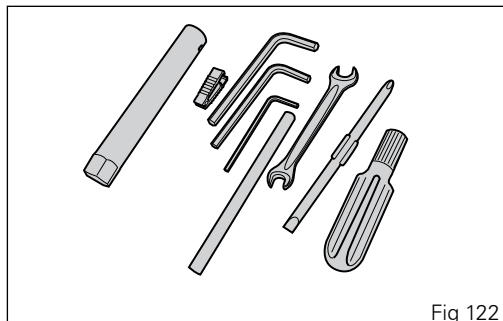


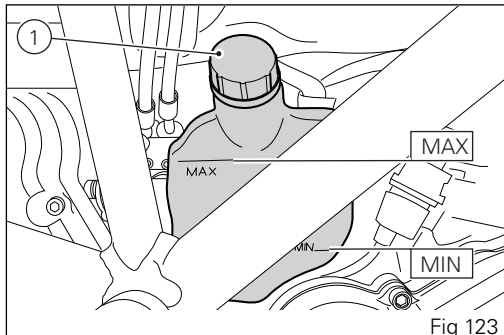
Fig 122

Main use and maintenance operations

Checking coolant level and topping up, if necessary

Check coolant level in the expansion tank on the right side of the steering tube. Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir. Top up if the level is below the MIN mark. Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level. Screw plug (1). This type of mixture ensures the best operating conditions (the coolant starts to freeze at $-4^{\circ}\text{F}/-20^{\circ}\text{C}$).

Cooling circuit capacity: 0.63 gallons (2.4 cu. dm liters)



Attention

This operation must be performed with cold engine. Failure to observe the above recommendation may lead to coolant or hot vapor leakage with possible consequent severe burns.

Check brake fluid level

The level must not go below the MIN mark shown on the respective reservoirs ((Fig 124) shows the front brake fluid reservoir, while (Fig 125) shows the rear brake fluid reservoir).

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

Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table contained in the Warranty Booklet; please contact a Ducati Dealer or Authorized Service Center.



Important

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

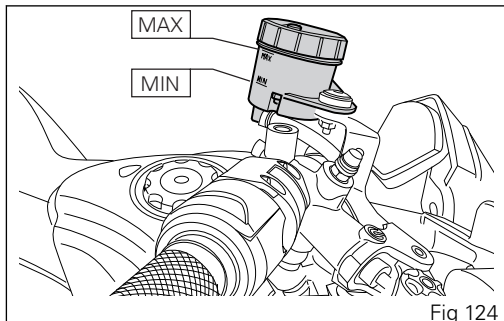


Fig 124

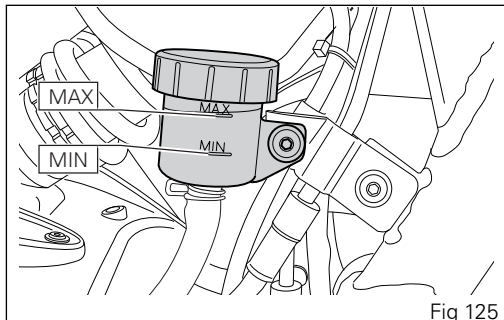


Fig 125

Brake system

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



Attention

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

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

Checking brake pads for wear

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

If the thickness of the friction material, even in just one pad, is about 0,039 in (1 mm) replace both pads.



Attention

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



Important

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

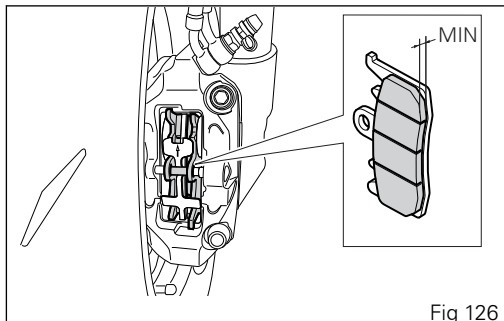


Fig 126

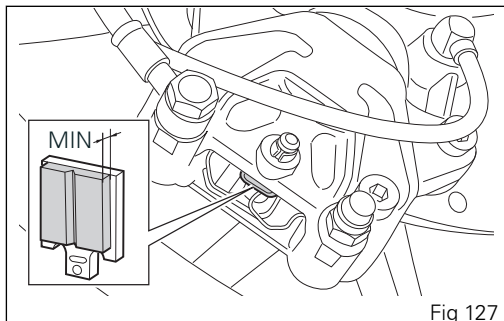


Fig 127

Charging the battery



Attention

Have the battery removed at a Ducati Dealer or Authorized Service Center.

To reach the battery it is necessary to remove the seat page 158. Loosen the screws (1), remove the positive cable (2) and (ABS) positive cable (3) from the positive terminal and the negative cable (4) from the negative terminal always starting from the negative one (-) and remove the battery by sliding it out of its housing.

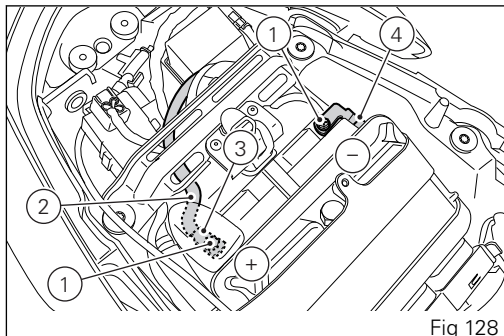


Fig 128



Attention

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

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



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.

Grease the screws (1).

Refit the battery, connect the positive cable (2) and ABS positive cable (3) to the positive terminal and the negative cable (4) to the negative terminal of the battery, always starting from the positive (+), and fit the screws (1).



Attention

Keep the battery out of the reach of children.

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

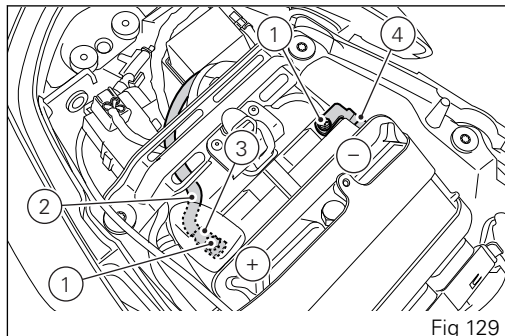


Fig 129

Charging and maintenance of the battery during winter storage

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



Note

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



Important

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

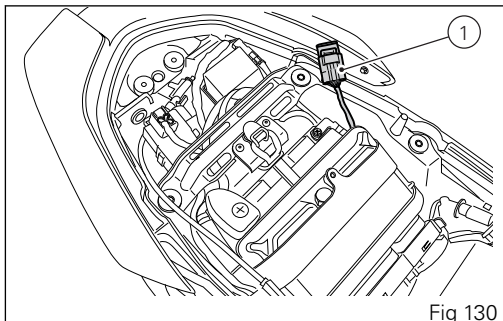


Fig 130

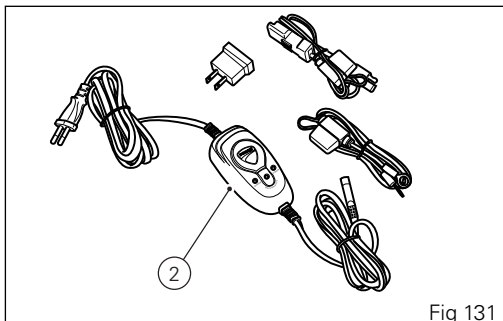


Fig 131



Note

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



Note

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

Checking drive chain tension



Important

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

Turn the rear wheel until you find the position where chain is tightest. Set the vehicle on the side stand. With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the center of the chain pins and the aluminum section of the swinging arm. It must be: $A = 2.68 \div 2.76$ in ($68 \div 70$ mm).



Important

This only applies to the motorcycle standard settings, available upon delivery.

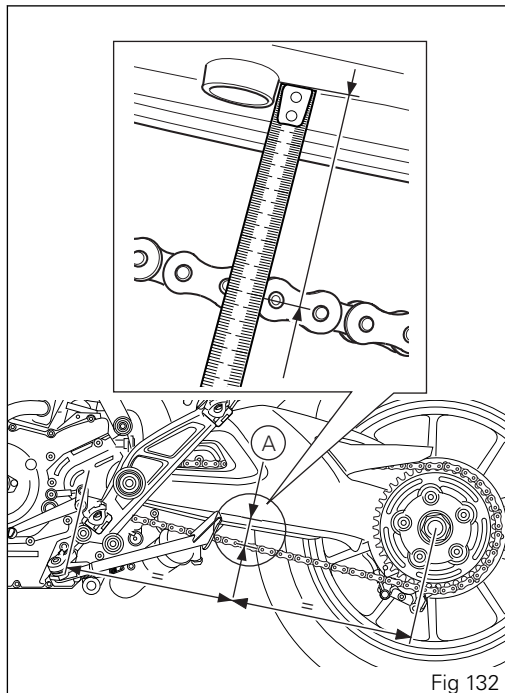


Fig 132



Important

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



Attention

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



Important

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

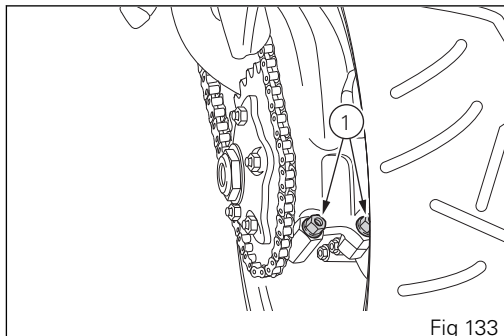


Fig 133

Lubricating the drive chain

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

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.

Replacing the headlight bulbs



Important

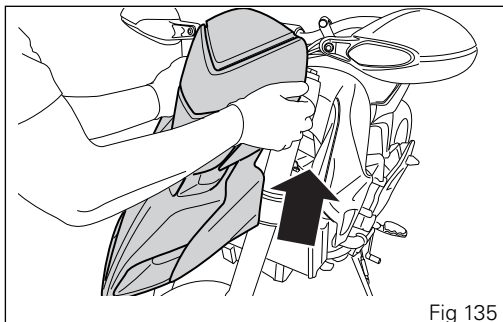
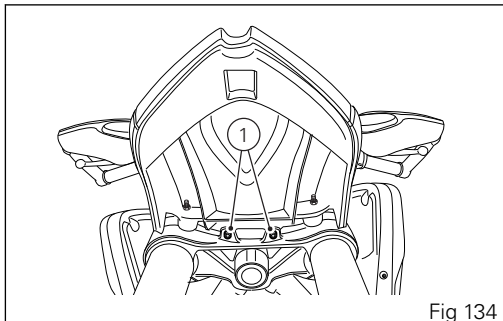
Have the bulbs replaced at a Ducati Dealer or Authorized Service Center.



Attention

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

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 222. Always check that the bulb functions before reassembling removed parts. Loosen the screws (1). Slightly lift the headlight support.



Slide headlight support out of rubber blocks (A).
Slide headlight support toward bike front end until
knob (2) is in view.
Turn knob (2) counter clockwise.

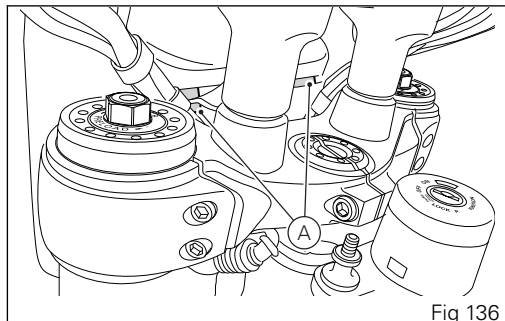


Fig 136

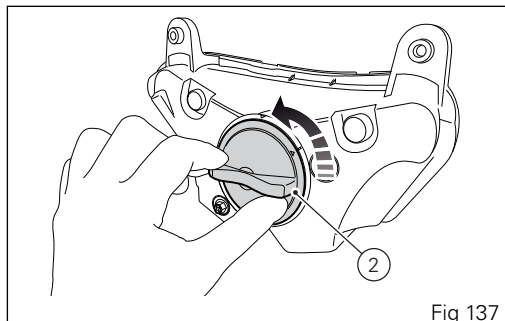


Fig 137

Disconnect connector (3).

Release the clip (4).

The bulb (5) is the banjo-type: press and rotate counterclockwise to remove. Fit the spare bulb by pressing and turning clockwise until it clicks.



Note

Do not touch the transparent part of the new bulb with the hands. This would cause it to blacken thereby reducing bulb brilliancy.

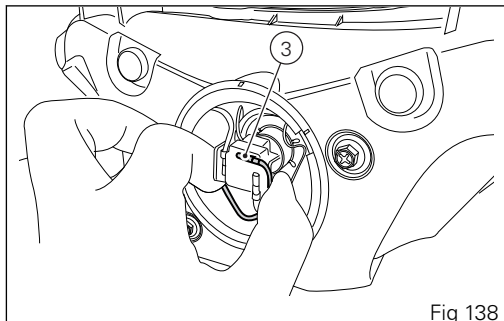


Fig 138

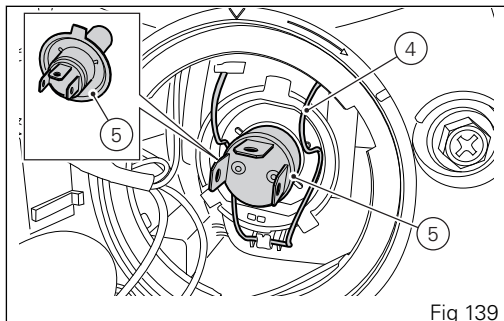
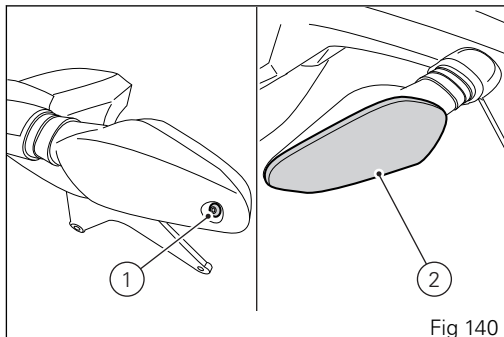


Fig 139

Changing the turn indicator bulbs

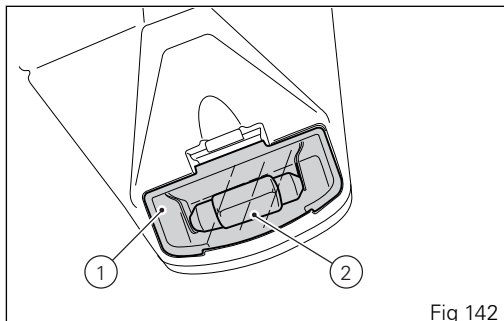
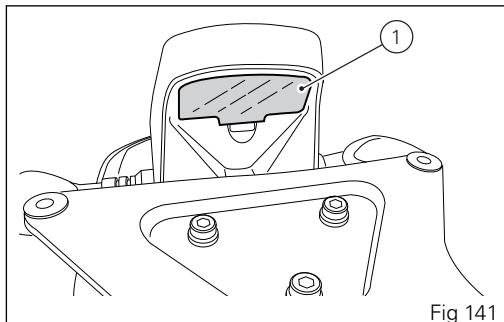
Front turn indicators are LED type.

To change the rear turn indicator bulbs, loosen the screw (1) and remove the lens (2).



Number plate light

To reach the number plate light bulb, open the number plate light lens (1), pull the bulb (2) out of the holder and replace it.



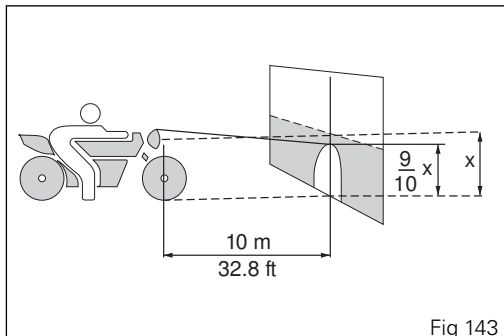
Aligning the headlight



Note

The headlight features a double adjustment, one for the right-hand and one for the left-hand light beam.

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



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.

Aligning the headlight

The horizontal alignment of the headlight can be manually set by turning screw (1).

The vertical alignment of the headlight can be manually set by turning screw (2).



Important

Headlight beam adjuster screws have no limit stop.



Attention

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

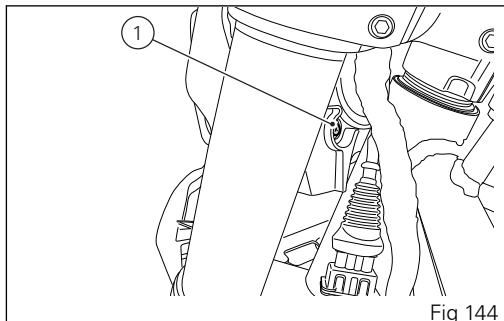


Fig 144

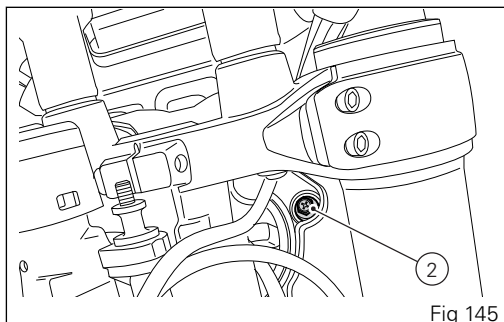
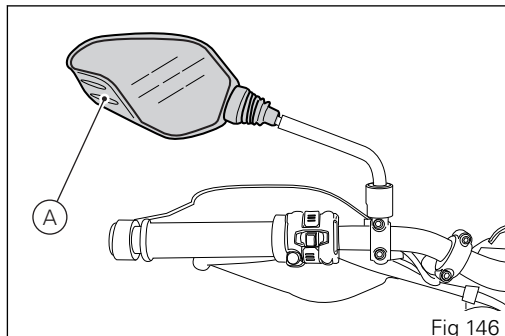


Fig 145

Adjusting the rear-view mirrors

Manually adjust rear-view mirror (A) to required position.



Tubeless tires

Front tire pressure:

2.50 bar - 36 PSI (rider only) - 2.50 bar - 36 PSI (full load).

Rear tire pressure:

2.50 bar - 36 PSI (rider only) - 2.90 bar - 42 PSI (full load).

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



Important

Check and set tire pressure when tires are cold. When traveling very bumpy roads, increase tire pressure by 0.2÷0.3 bar (2.9÷4.35 PSI) to preserve the roundness of the front rim.

Tire repair or change (Tubeless tires)

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



Attention

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

After replacing a tire, the wheel must be balanced.



Attention

Do not remove or shift the wheel balancing weights.



Note

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

Minimum tread depth

Measure tread depth (S, Fig 147) 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.

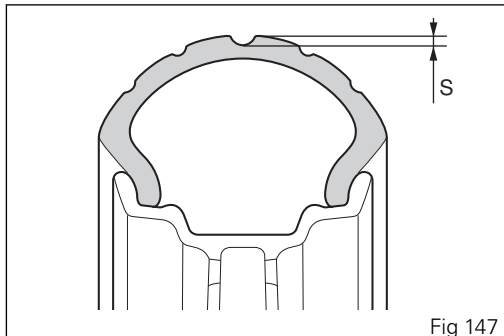


Fig 147

Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover.

Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic oil.

Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the 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.

To check the oil level correctly, carefully follow the instructions below.

1) The level must be checked with warm engine, so if it is not performed after riding for at least 20/30 minutes you will need to warm up the engine.

If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly warm to flow along the lines and reach the engine sump).

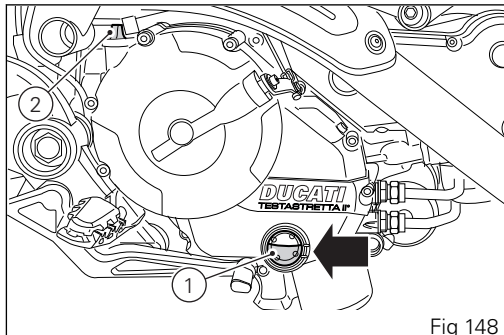


Fig 148

During this warming up phase, the bike can be left on the side stand.

2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.

3) Position the bike with both wheels on a flat ground and in straight position.

4) Then, check the engine oil through the sight glass.

5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.



Attention

Never exceed the MAX mark.

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:

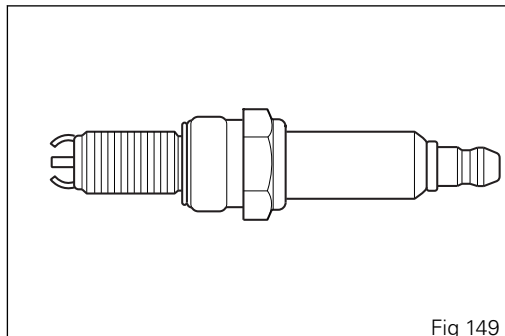
- viscosity grade SAE 15W-50.

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature.

Cleaning and replacing the spark plugs

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

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



Cleaning the motorcycle

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

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



Note

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

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



Important

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

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

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

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



Attention

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



Attention

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

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

Storing the motorcycle

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

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug seats, then crank the engine by hand a few times so a protective film of oil will spread on cylinder inner walls;
- place the motorcycle on a service stand;
- disconnect and remove the battery.

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unriden for over a month.

Protect the motorcycle with a suitable canvas. This will protect paintwork and prevent retaining condensate.

The canvas is available from Ducati Performance.

Important notes

Laws in some countries (France, Germany, Great Britain, Switzerland, etc.) set certain noise and pollution standards.

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

Scheduled maintenance chart

Scheduled maintenance chart: operations to be carried out by the dealer



Attention

This scheduled maintenance chart is designed for a road use. If it is used on the track, even if not during sport competitions, all parts of the bike are more stressed so routine maintenance operations must be carried out more frequently than indicated.



Attention

Please contact a Ducati Dealer or Authorized Service Center for customized service advice on the sport use.

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1	15	30	45	60	Time (months)
		0.6	9	18	27	36	
Reading of the error memory with DDS and check of software version update on control units		•	•	•	•	•	12
Check the presence of any technical updates and recall campaigns		•	•	•	•	•	12
Change engine oil and filter		•	•	•	•	•	12
Clean the engine oil mesh filter assembly		•		•		•	-
Check and/or adjust valve clearance				•		•	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1	15	30	45	60	Time (months)
		0.6	9	18	27	36	
Change timing belts				●		●	60
Change spark plugs			●	●	●	●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake fluid level		●	●	●	●	●	12
Change brake fluid							36
Check brake disk and pad wear. Change if necessary		●	●	●	●	●	12
Check the proper tightening of brake caliper bolts and brake disk flange screws		●	●	●	●	●	12
Check frame-to-engine fasteners tightening			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1	15	30	45	60	Time (months)
		0.6	9	18	27	36	
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	-
Change front fork fluid					●		-
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side and central stand (if any)		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant					●		48
Check the coolant level and check circuit for damage		●	●	●	●	●	12
Check tire pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check idling		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

Scheduled maintenance chart: operations to be carried out by the customer



Important

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

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

* Service operation to be carried out in accordance with the specified distance or time intervals (km or months), whichever occurs first

Specifications

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 443 lb (201 kg).

Overall weight (without fluids and battery): 392.4 lb (178 kg).

Maximum allowed weight (carrying full load): 895 lb (406 Kg).



Attention

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

Overall dimensions

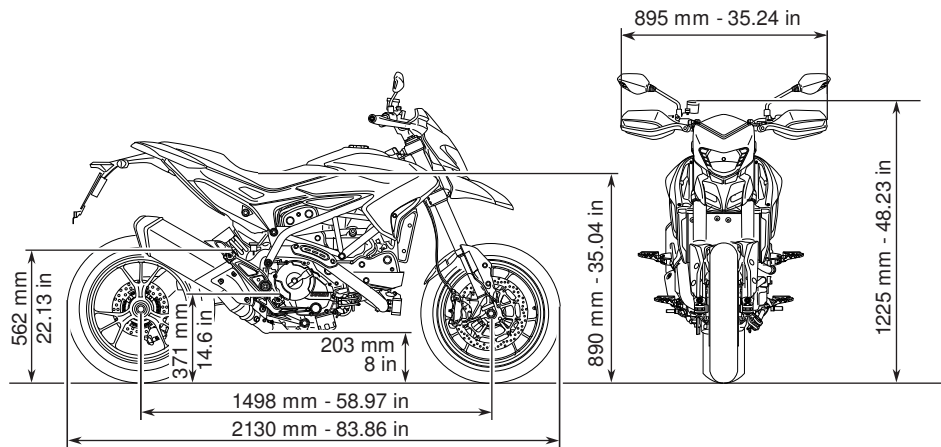


Fig 150

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.05 gallons (4 cu. dm liters)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2.	4.22 gallons (16 cu. dm liters)
Lubrication circuit	Ducati recommends you use SHELL Advance DUCATI 15W-50 Fully Synthetic oil.	0.88 gallons (3.35 cu. dm - liters)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork	SHELL Donax TA	34.8 ± 0.2 cu in (571 ± 4 cc) 9 in (230 mm) (measured without spring and tube preload on the upper part of the air tube)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.63 gallons (2.4 cu. dm - liters)



Important

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



Attention

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

Engine

Twin cylinder, four-stroke, 90° "L" type, longitudinal.

Bore:

3.7 in (94 mm).

Stroke:

2.66 in (67.5 mm).

Total displacement:

5.72 cu in (936.9 cu. cm).

Compression ratio:

12.6±0.5:1

Maximum power at crankshaft (EU) Regulation no.

134/2014 Annex X, kW/HP:

83.1 kW / 113 HP at 9,000 rpm.

Maximum torque at crankshaft (EU) Regulation no.

134/2014, Annex X:

10 kgm/97.9 Nm at 7,500 rpm

Maximum rpm:

10,500.



Important

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

Timing system

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms and two overhead camshafts. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

- 1) opening (or upper) rocker;
- 2) opening rocker shim;
- 3) closing (or lower) rocker shim;
- 4) return spring for lower rocker;
- 5) closing (or lower) rocker;
- 6) camshaft;
- 7) valve.

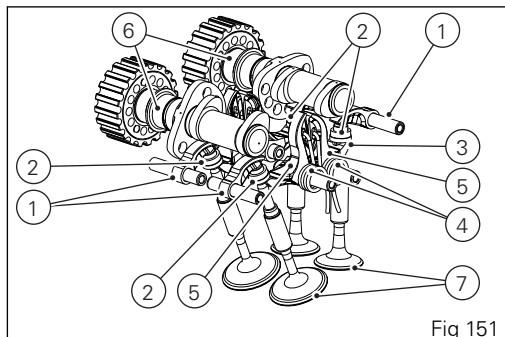


Fig 151

Performance

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



Important

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

Spark plugs

Make:

NGK

Type:

MAR9A-J

Fuel system

MARELLI indirect electronic injection.

Throttle body with full Ride by wire system, round cross-section having a diameter of 2.04 in (52 mm).

Injectors per cylinder: 1.

Firing points per injector: 4.

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



Attention

The motorcycle is only compatible with fuel having a maximum content of ethanol of 10% (E10). Using fuel with ethanol content over 10% is forbidden. Using it could result in severe damage to the engine and motorcycle components. Using fuel with ethanol content over 10% will make 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 of 12.60 x 0.18 in (320 x 4.5 mm).

Braking material: stainless steel.

Carrier material: stainless steel, black color.

Disk diameter: 12.60 x 0.18 in (320 x 4.5 mm).

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

Brake caliper make: BREMBO.

Type: M4.32 b.

Friction material: TT 2182 FF.

Cylinder type: PS 16/22.

REAR

With fixed drilled steel disk.

Disk diameter: 9.65 in (245 mm).

Hydraulically operated by a pedal on RH side.

Make: BREMBO

Type: P34e.

Friction material: TT 2172 HH.

Cylinder type: PS 11.



Attention

The brake fluid used in the brake system is corrosive.

In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Transmission

Multiplate wet clutch controlled mechanically, by the lever on left-hand side of the handlebar. Self-servo and slipper mechanism.

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 20/28

4th gear 22/26

5th gear 23/24

6th gear 24/23

Drive chain from gearbox to rear wheel.

Make: DID

Type: 525 VZ

Links: 106



Important

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

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



Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or Authorized Service Center.

If improperly replaced, this component could seriously endanger your safety and that of your passenger, and cause irreparable damage to your motorcycle.

Frame

Steel tubular trellis with 1,34 in (34 mm) main tubes.

Die-cast aluminum rear subframe.

Steering head angle: 25.5°.

Steering angle: 35° on the left / 35° on the right.

Trail: 4.09 in (104 mm).

Wheels

Front

Three-spoke, light-alloy forged rims.

Size: MT3.50x17"

Rear

Ten-spoke, light-alloy forged rims.

Size: MT5.50x17"

Both wheel shafts can be removed.

Tires

Front

Pirelli Diablo Supercorsa SP "tubeless" radial type.

Size: 120/70-ZR17

Rear

Pirelli Diablo Supercorsa SP "tubeless" radial type.

Size: 180/55-ZR17

Suspensions

Front

Aluminum alloy upside-down pressurized fork with hard oxide treatment, fully adjustable.

Stanchion diameter:

1.89 in (48 mm).

Wheel travel: 7.28 in (185 mm).

Rear

Progressive. The shock absorber is adjustable for compression, rebound and spring preload. At the bottom pivot point it is connected to a die-cast aluminum single-sided swinging arm. The whole system gives the bike excellent stability.

Shock absorber stroke: 2.42 in (61.5 mm).

Rear wheel travel: 6.89 in (175 mm).

Exhaust system

Absorption-type single silencer in stainless steel.
Catalytic converter built into the silencer and two
lambda sensors on the exhaust pipes at the head
output.

Available colors

Primer (Primer 2 K Black) code 873.A002 (PALINAL);
Primer (Black Stealth - Black 94) code 929.R223
(PALINAL);
Primer (Tricolore White) code 929.D398 (PALINAL);
Clear coat code 923M1598 (PALINAL);
Mercury Grey subframe (Powder mercury gray) code
79086 (INVER);
Red frame (Ducati Red) code 81784 (INVER);
Black wheel rims.

Electric system

Basic electric items are:

Headlight:

low/high beam: H4 blue vision bulb (12V – 60/55W);

parking light: no. 8 LEDs;

Electrical controls on handlebars.

Turn indicators:

front: GE 2641A 12VRY10W bulb;

rear: GE 2641A 12VRY10W bulb.

Horn.

Stop light switches.

Battery, 12V-10 Ah, dry.

GENERATOR 14V-460W-33A.

ELECTRONIC REGULATOR, protected by a 30A fuse

located next to rear fuse box (C, Fig 154).

Starter motor: 12V-0.7 kW.

Tail light:

parking light: 6 LEDs (0.27W -13.5V);

stop light: 6 LEDs (2.43W-13.5V).

Number plate light:

lamp: C5W (12-5W).



Note

For bulb replacement instructions, please read "Replacing the high and low beam bulbs".

Fuses

There are thirteen fuses that protect the electric components, located inside the front and rear fuse boxes, and one on the 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 front fuse box (A, Fig 152) is located on the left side and can be reached by removing the front LH half-fairing. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

The rear fuse box (B, Fig 153) is located under the seat, next to the ABS control unit. To reach rear fuse box, remove the seat, see page 158. To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover.

Front fuse box key		
Pos	El. item	Rat.
1	Lights	10 A
2	Instrument panel	10 A
3	Key-1	15 A
4	Key-2	10 A
5	Key-7SM	15 A
6	Injection	20 A
7	-	-

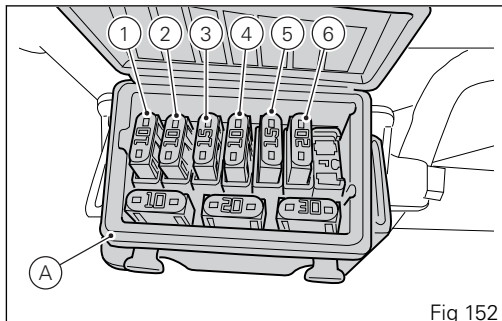


Fig 152

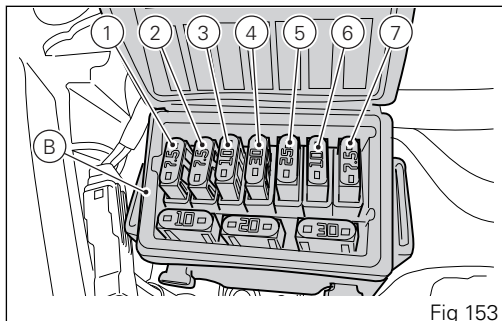


Fig 153

Rear fuse box key		
Pos	El. item	Rat.
1	Key-sense	7.5 A
2	Diagnosis	7.5 A
3	Black Box System (BBS)	10 A
4	ABS 1	30 A
5	ABS 2	25 A
6	Alarm	10 A
7	ECU	7.5 A

The main fuse (C) is located next to the rear fuse box, on solenoid starter (D). Remove the fuse cap (E) to reach it. A blown fuse is identified by the interrupted center link (F).



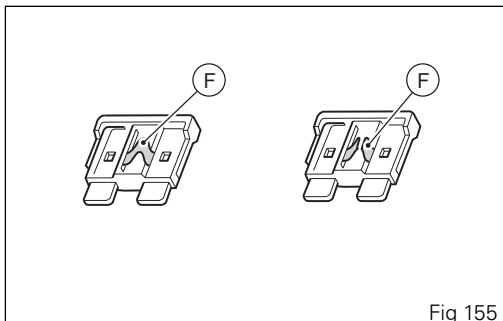
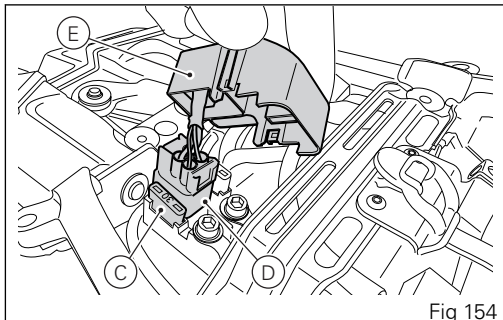
Important

Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.



Attention

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



Injection /electric system diagram key

- 1) Right-hand switch
- 2) Ignition system (ignition switch)
- 3) Main relay
- 4) Regulator
- 5) Generator
- 6) GPS navigation system
- 7) Front fuse box
- 8) Starter motor
- 9) Fused solenoid
- 10) Battery
- 11) Wiring ground
- 12) Data Acquisition / Diagnosis
- 13) Rear fuse box
- 14) ABS control unit
- 15) ABS diagnosis
- 16) Front speed sensor
- 17) Rear speed sensor
- 18) RH fan
- 19) LH fan
- 20) Rear light
- 21) Rear right turn indicator
- 22) Rear wiring
- 23) Rear left turn indicator
- 24) Exhaust valve actuator

- 25) Vehicle control unit (BBS)
- 26) Anti-theft system alarm
- 27) Oil pressure switch
- 28) Gear sensor
- 29) Side stand switch
- 30) Clutch switch
- 31) Timing/rpm sensor
- 32) Vertical MAP sensor
- 33) Horizontal MAP sensor
- 34) Engine temperature
- 35) Vertical lambda sensor
- 36) Horizontal lambda sensor
- 37) Accelerator position sensor (APS)
- 38) Potentiometer motor / ride-by-wire (TPS/ ETV) - horizontal
- 39) Potentiometer motor / ride-by-wire (TPS/ ETV) - vertical
- 40) Horizontal coil
- 41) Vertical coil
- 42) Main horizontal injector
- 43) Main vertical injector
- 44) Secondary air actuator
- 45) Fuel pump
- 46) Fuel pump relay
- 47) Control unit - frame connector
- 48) Control unit - engine connector

- 49) Left-hand switch
- 50) Front left turn indicator
- 51) Horn
- 52) Air temperature sensor
- 53) Heated handgrips
- 54) Instrument panel
- 55) Rear stop light
- 56) Front stop light
- 57) Front right turn indicator
- 58) Headlight
- 59) Serial line
- 60) Immobilizer
- 61) Purge Valve

Wire color coding

B Blue
W White
V Violet
Bk Black
Y Yellow
R Red
Lb Light blue
Gr Gray
G Green
Bn Brown

O Orange
P Pink



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

Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
15000	9000			
30000	18000			
45000	27000			
60000	36000			

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