

Owner's manual

MONSTER

MONSTER 821



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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Owner's manual

US/CANADA

MONSTER

MONSTER 821

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 243.

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

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

Enjoy your ride!

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Routine maintenance record 264

Introduction

Safety guidelines

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

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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.

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.

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

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.

Permitted use

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

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



Attention

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



Attention

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

This motorcycle carries the rider and can carry a passenger after the supplied kit is installed. It can only be installed at a Ducati Dealer or authorized Service Center.



Attention

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

Rider's obligation

All riders must hold a driver's license.



Attention

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

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



Attention

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

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



Attention

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

Some countries require mandatory insurance coverage.



Attention

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

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



Attention

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



Attention

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



Attention

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



Important

Before using the motorcycle, make sure that there are no labels on the rear-view mirrors; remove, if any.



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 safety defects

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

Rider education

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



Attention

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

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

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

Clothing

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

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

- The helmet must have the requisites as listed on page 10, if the helmet model has no visor, use suitable goggles;
- Gloves must have five fingers and be made of leather or other abrasion-resistant material;
- Boots or shoes used for riding must have non-slip soles and ankle protection;
- Jacket and pants, or even riding suits, must be made of leather or abrasion-resistant material and in a color with inserts that are very visible.



Important

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



Important

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



Important

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

"Best Practices" for safety

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



Important

During the break-in period, carefully observe the instructions contained 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 194).



Attention

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



Attention

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

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

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



Important

The rider should ALWAYS keep both hands on the handlebar.



Important

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



Important

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



Important

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



Important

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



Important

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



Important

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



Important

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



Attention

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



Attention

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

Refueling

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

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

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

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

Attention

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

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

Attention

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

Attention

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

Carrying the maximum load allowed

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



Attention

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

Information about carrying capacity



Important

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



Important

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



Important

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



Important

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



Attention

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

Please refer to paragraph "Tires" on page 234.

Dangerous products - warnings

Used engine oil



Attention

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

Brake lining debris

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

Brake fluid



Attention

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



Attention

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

Coolant

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



Attention

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

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

Battery



Attention

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

Vehicle ID number



Note

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

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

Frame number

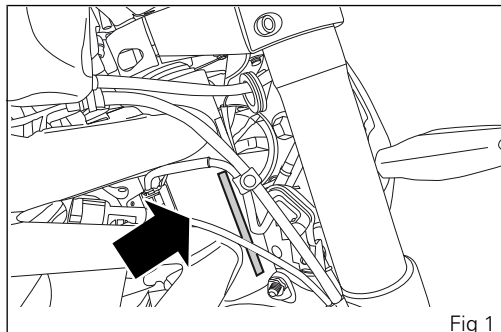


Fig 1

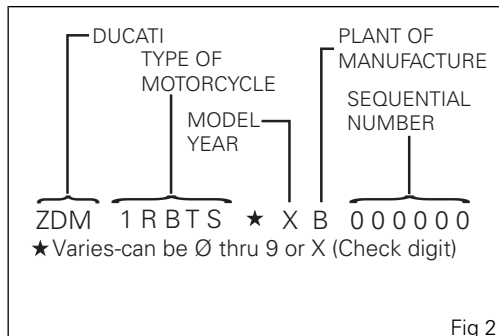


Fig 2

Engine ID number



Note

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

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

Engine number

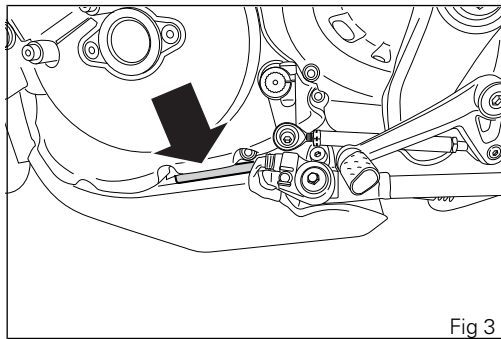


Fig 3

Plate positioning

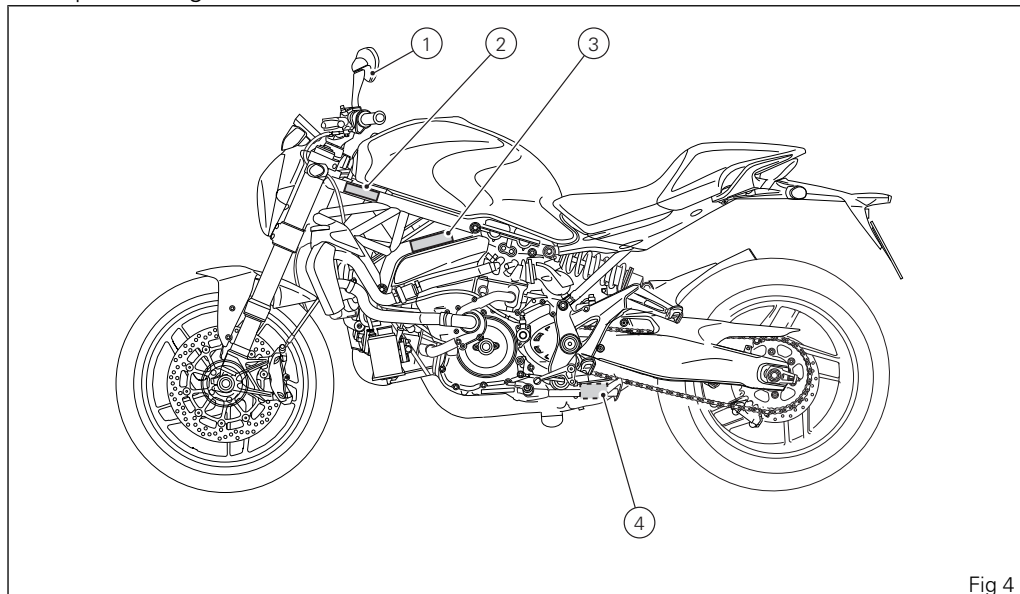


Fig 4

OBJECT IN MIRROR ARE CLOSER THAN THEY APPEAR

Col. 433 1 166 1A

1

VEHICLE EMISSION CONTROL INFORMATION		
Engine displacement: _____	THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO _____ MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 1.4 HC GRM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA	
Engine family: _____		
Engine exhaust control system: _____		
Evap family: _____		
ENGINE TUNE-UP SPECIFICATIONS		
ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING: _____	____ 1° BTDC at idle speed	No adjustment
IDLE SPEED (RPM): _____	_____ - _____ rpm	No adjustment
IDLE MIXTURE: _____	_____	No adjustment
VALVE CLEARANCE (in & ex): _____	Opening _____ - _____ mm Closing _____ - _____ mm	See Service Manual
SPARK PLUG: CHAMPION _____	OIL: _____	
SPARK PLUG GAP (mm): _____	FUEL: Unleaded gasoline	
DUCATI MOTORHOLDING 393 - BOLOGNA - ITALY		

3

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS MOTORCYCLE, MEETS EPA NOISE EMISSION REQUIREMENTS OF dBA AT 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.

Col. 433 1 233 1A

2

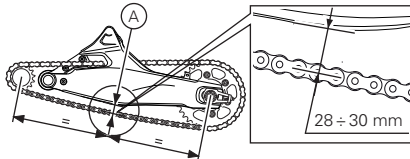
Appoggiare il veicolo sulla stampella laterale. Con la sola pressione del dito, spingere la catena verso il basso nel punto di misura e poi rilasciarla. Misurare la distanza (A) tra il centro dei perni della catena e l'alluminio del forcellone, che deve risultare: $A = 28 \pm 30$ mm

Chain tension: Make the rear wheel turn until you find the position where chain is tightest.

Set the vehicle on the side stand. Push down the chain with one finger at the point of measurement

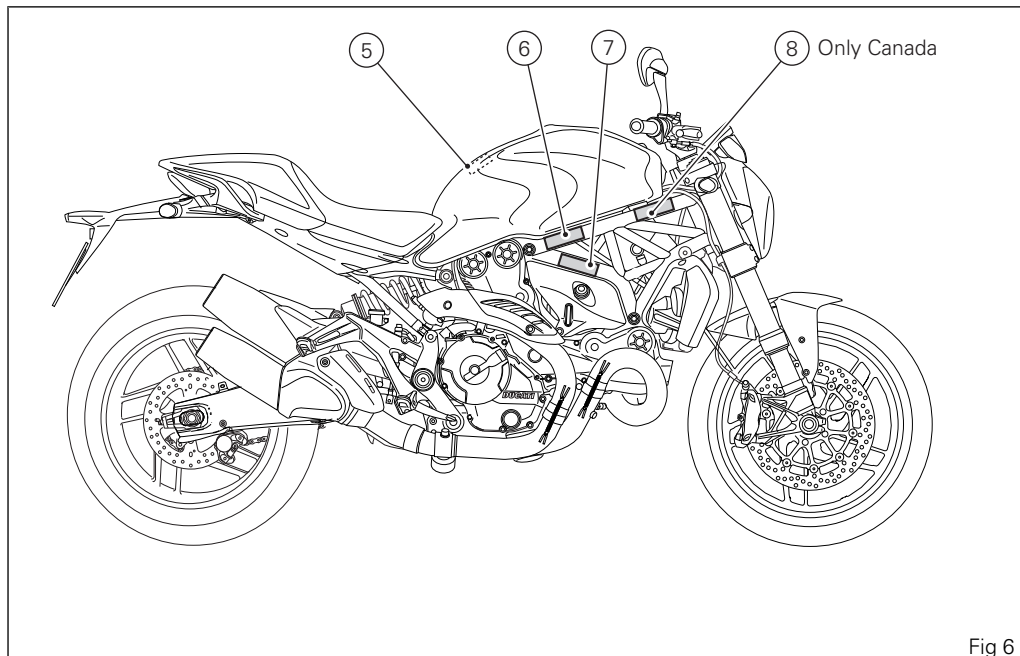
and release. Measure the distance (A) between the chain pins centre and swingarm aluminium edge.

Reading must be: $A = 28 \pm 30$ mm



4

Fig 5



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.

5

Manufactured by **DUCATI MOTORHOLDING spa**

DATE: / /

GVWR: Lbs (kg)

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

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

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

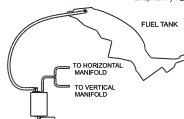
Vehicle I.D. No.:

046-438-1-208-1A

7

VEHICLE EMISSION CONTROL LABEL

Engine displacement: cc. Engine family:
This vehicle conforms to U.S. EPA and California regulations
Applicable to model year new motorcycles.
Evap family:



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

6

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

TYPE OF VEHICLE / TYPE DE VÉHICULE: MC

DATE: ** / ** / **

GVWR / PNBV *** KG.

V.I.N. / N.I.V.: ZDM *****

GAWR / PNBE KG	TIRES/PIEU - DIMENSION - INCH JANTE	COLD INFL. PRESS. PRESS. OR GOUÏL A FROID PSI/LPC KPA	
***	*** / *****	***** X **	***
***	*** / *****	***** X **	***

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

*** - ***

8 (Only Canada)

Fig 7

Noise and exhaust emission control system information

Source of Emissions

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

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

Exhaust Emission Control System

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

Crankcase Emission Control System

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

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

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

Problems that may affect motorcycle emissions

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

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (drivability) and poor economy.

California emission control warranty statement

Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2016 motorcycle. In California, new motor

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

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

Manufacturer's warranty coverage

Manufacturer's warranty coverage

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

Owner's warranty responsibilities:

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

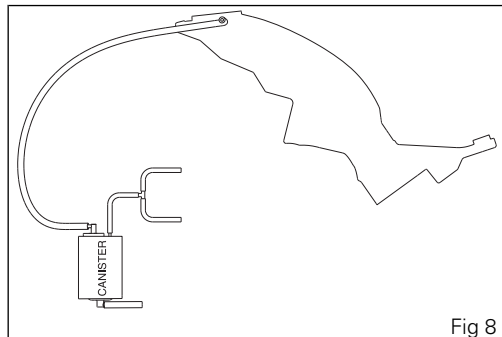
If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system



Attention

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



Ducati limited warranty on emission control system

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

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

B) is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use of 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 Bandle Drive
Cupertino, California, 95014
Tel: 001.408.253.0499
Fax: 001.408.253.4099
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

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Instrument Panel (Dashboard)

Display settings and functions

1) Display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) HIGH BEAM LIGHT  (BLUE).

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

4) ENGINE OIL PRESSURE LIGHT  (RED).

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

Important

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

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Turns on when fuel is low and there are about 0.66 gallons (2.5 liters) of fuel left in the tank.

6) TURN INDICATOR LIGHTS  (GREEN).

A warning light turns on and blinks when the relevant turn indicator is active; when the warning lights blink at the same time, the HAZARD function is active.

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

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

8) GENERAL WARNING LIGHTS (RED).

the lights (8a) turn on when RPM value reaches the first threshold before the rpm limiter kicks in;

the lights (8b) turn on when RPM value reaches the second threshold before the rpm limiter kicks in;

9) ABS LIGHTS (AMBER YELLOW).

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

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

10) DTC INTERVENTION (AMBER YELLOW).

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

Key-off status for over 12 hours	Light OFF
----------------------------------	-----------

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

	Over rev
No intervention	Light OFF
Limiter	Light ON flashing



Note

Each calibration of the Engine Control Unit may have a different setting for the thresholds that precede the rev limiter and the rev limiter itself.

	Immobilizer
Key-on status	Light OFF
Key-off status	Light ON flashing

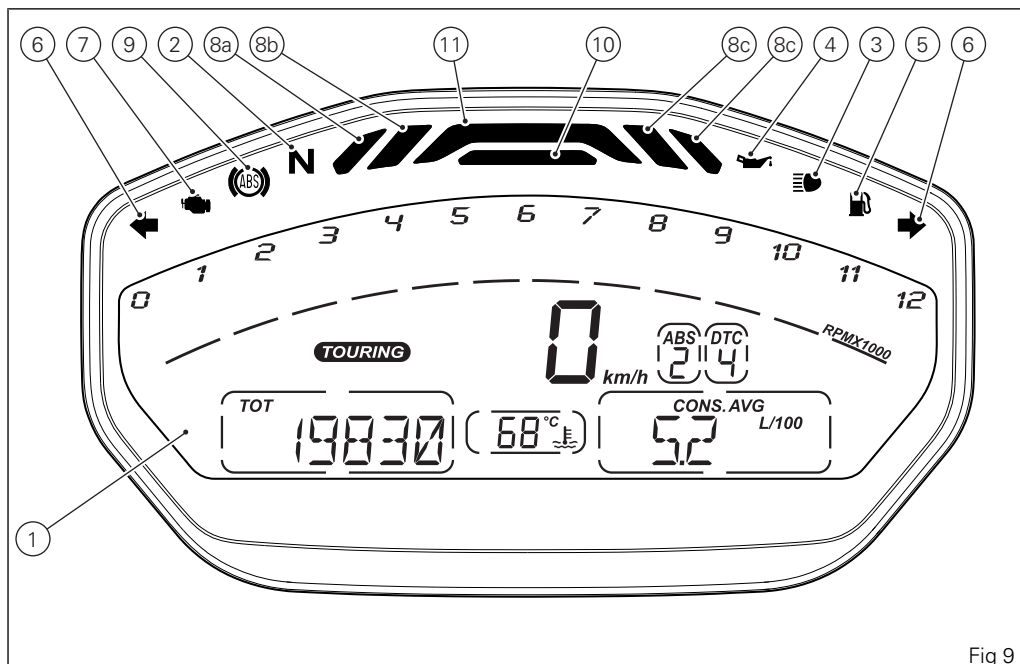


Fig 9

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 3 different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. The Riding Modes allow the user to instantly change the engine power delivery (Power Mode), and the ABS and DTC settings.

Available Riding Modes: Sport, Touring and Urban. Within every Riding Mode, the rider can customize any setting.

Power Mode

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

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

Ride by Wire (RbW)

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

The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Power Mode), but even to

accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Ducati Traction Control (DTC)

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

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

Anti-lock Braking System (ABS) 9ME

ABS 9ME system is a two-channel latest-generation 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 system features 3 levels, one associated to each Riding Mode.

Function push-buttons

1) CONTROL SWITCH UP "▲"

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

2) CONTROL SWITCH DOWN "▼"

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

3) HIGH-BEAM FLASH BUTTON FLASH

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

4) TURN INDICATORS CANCEL BUTTON

The turn indicators cancel button may also be used for the CONFIRM MENU function, for selecting the riding style. Press this button for 3 seconds to the left side to activate the "Hazard" lights.

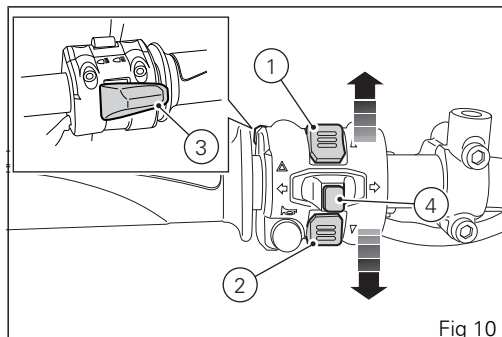


Fig 10

Parameter setting/displaying

Upon key-on, the instrument panel:

- turns on the display backlighting;
- activates the rev counter which increases from 0 to 11000 and then goes back to 0;
- activates the vehicle speed digits and shows a counting from 0 to 300 and then back to 0;
- turns on the warning lights in a sequence, starting from the outer to the inner ones.

At the end of the check routine, the instrument panel displays the main screen ("standard screen") showing the available functions and turns on the warning lights, if necessary.

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

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

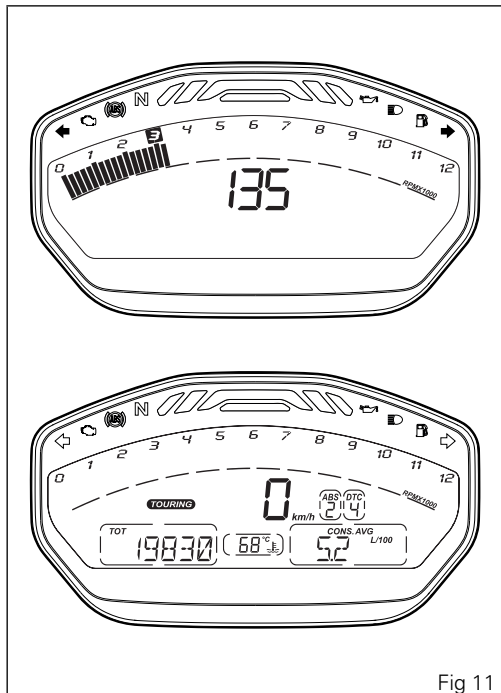


Fig 11

Data displayed on the main screen are as follows:

- 1) Rpm bar graph.
- 2) Vehicle speed.
- 3) MENU 1 (Odometer, Trip A, Trip B, Trip Fuel, Trip Time, Clock, Lap time - only if active).
- 4) MENU 2 (Average fuel consumption, Instant fuel consumption, Average speed, Ambient air temperature).
- 5) Engine coolant temperature.
- 6) Set Riding Mode.
- 7) DTC level indication (ON) or DTC OFF indication.
- 8) ABS level indication (ON) or ABS OFF indication.
- 9) Current LAP indication (only if present).
- 10) SERVICE indication (only if active).
- 11) Error presence indication (only if at least one error is present).

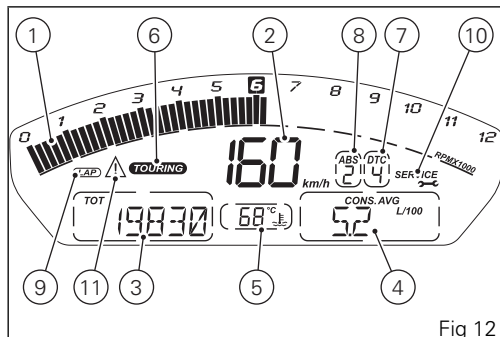


Fig 12

From the main screen, press button (1) on LH switch to view Menu 1 information.

- Odometer (TOT);
- TRIP A;
- TRIP B;
- TRIP FUEL (when function is active);
- TRIP TIME;
- Clock.

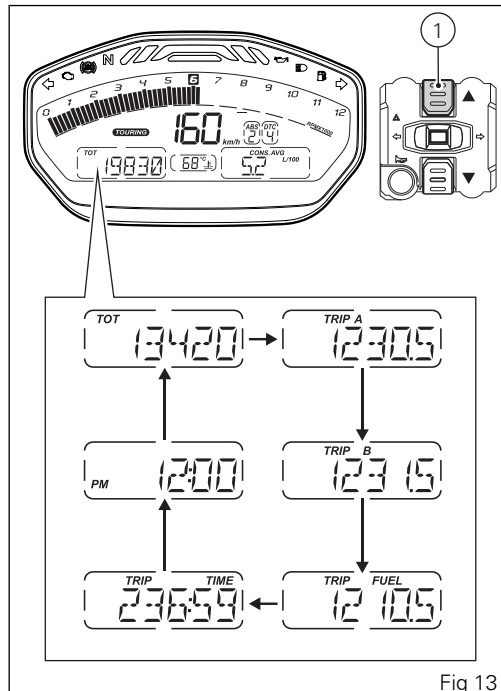
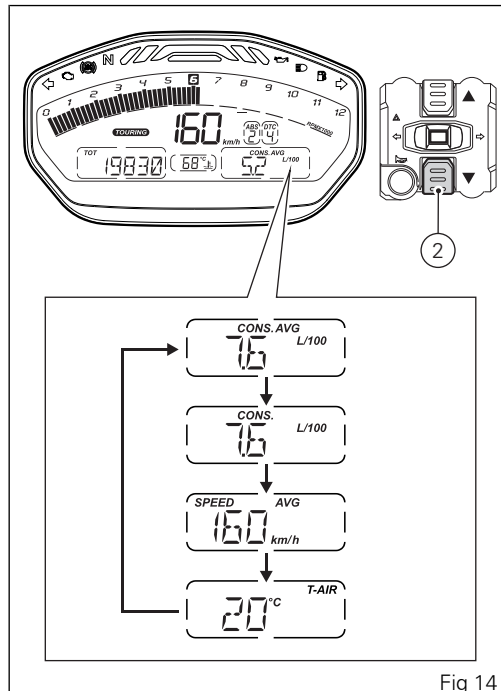


Fig 13

From the main screen, press button (2) on LH switch to view Menu 2 information.

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



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

In case of sudden and unexpected power off, the instrument panel displays the Menu1 and Menu 2 default settings upon the following KEY-ON:

- Menu 1 default screen = Odometer (TOT);
- Menu 2 default screen = Average fuel consumption (CONS.AVG).

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

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



Important

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

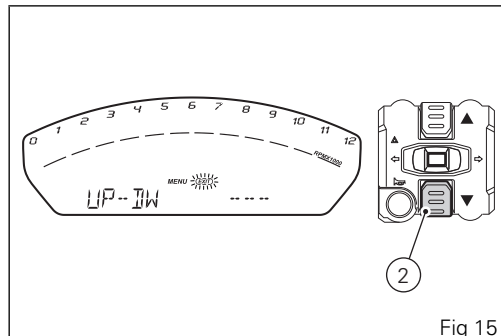


Fig 15

If, upon key-on and at the end of the check routine, an Immobilizer ERROR occurs, the instrument panel automatically activates in MENU 1 the possibility to enter the four-digit PIN CODE previously memorized with the PIN function in the Setting Menu.

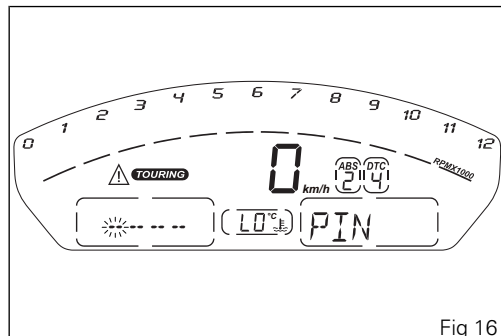


Fig 16

Main functions

The functions displayed in the Standard Screen are the following:

- Service warning (SERVICE)
- ERROR indication
- LAP

Main information

- Vehicle speed
- Engine rpm indication (RPM)
- Riding Mode
- ABS
- DTC
- Engine coolant temperature
- Menu 1 displays the following functions:
 - Odometer (TOT)
 - Trip meter A (TRIP A)
 - Trip meter B (TRIP B)
 - Partial fuel reserve counter (TRIP FUEL)
 - Trip time (TRIP TIME)
 - Clock
 - LAP time (only if active)
- Menu 2 displays the following functions:
 - Average fuel consumption (CONS. AVG)
 - Instantaneous fuel consumption (CONS.)
 - Average speed (SPEED AVG)
 - External air temperature (AIR)

Additional information

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

- RIDING MODE customization: within this menu, rider can customize the following:
 - ABS setting (ABS)
 - DTC level (DTC)
 - Engine setting (ENGINE)
 - Restoring the default settings of all Riding Modes (ALL DEFAULT)
 - Restoring the default settings of a single Riding Mode (DEFAULT)
- Battery voltage (BATTERY)
- Backlighting setting (BACK LIGHT)
- LAP (LAP time activation and displaying)
- Clock setting (CLOCK)
- PIN (enter/change PIN CODE)
- Engine rpm indication (RPM)
- Units of measurement (Speed - Temperature - Fuel consumption) UNT
- ERRORS (error indication — active only if one or more errors are active)

Motorcycle speed

This function allows displaying the vehicle speed (km/h or mph according to the specific application).

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

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

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

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

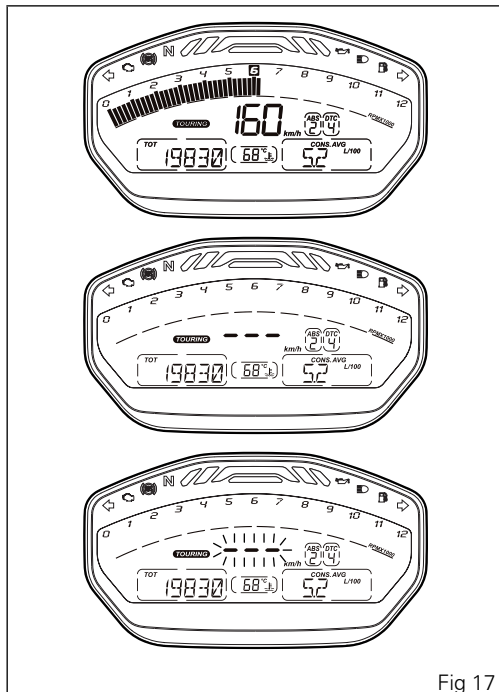


Fig 17

Engine rpm indication (RPM)

This Function allows displaying engine rpm. Instrument panel receives rpm value and displays it. The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the negative display (switching OFF of the digit and switching on of its rectangle) of the numerical digit of the relevant miles.

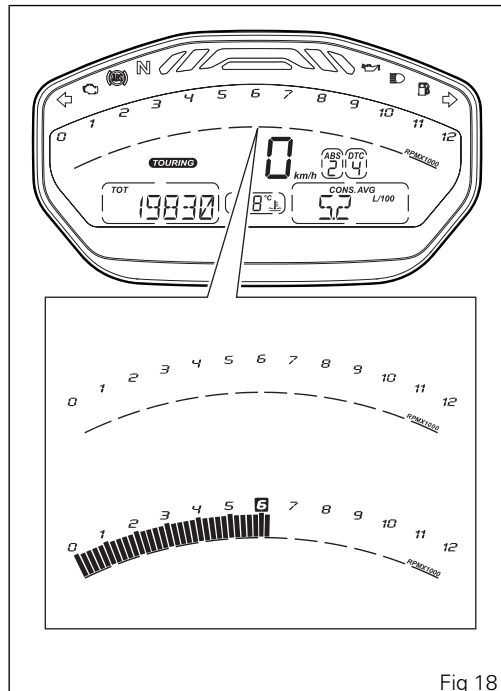


Fig 18

The thresholds before the rpm limiter are:

1st threshold 9900 rpm (A)

2nd threshold 10100 rpm (B)

When the rev limiter value (C) is reached, the warning lights start flashing.

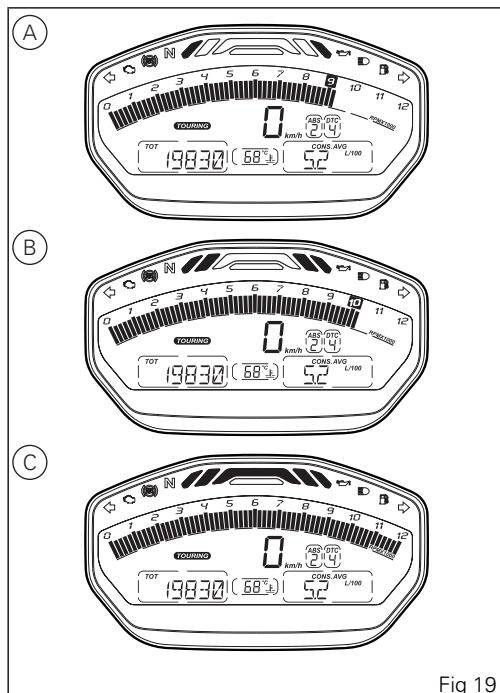


Fig 19

Riding Mode

This function indicates the "Riding mode" set in the vehicle; each riding mode can be changed using the "Setting Riding Mode" function.

It is possible to set three different riding modes: SPORT, TOURING and URBAN.

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

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific engine power that will change the engine power;
- a specific ABS calibration (1, 2, 3, OFF).



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).

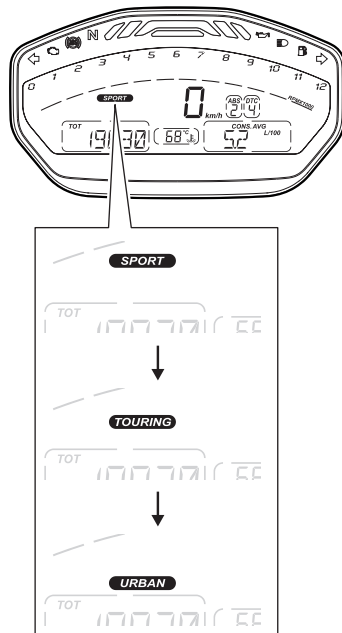


Fig 20

Riding mode change function

This function allows changing vehicle riding mode. Press the CONFIRM MENU button (4) to change the riding mode.

The display shows the three riding modes (SPORT, TOURING and URBAN).

Each time you press button (4), the instrument panel makes a Riding Mode name flash and shifts the arrow to the right side of the name to indicate the selected Riding Mode.

After selecting the desired riding mode, confirm it by keeping the CONFIRM MENU (4) button pressed for two seconds.



Attention

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

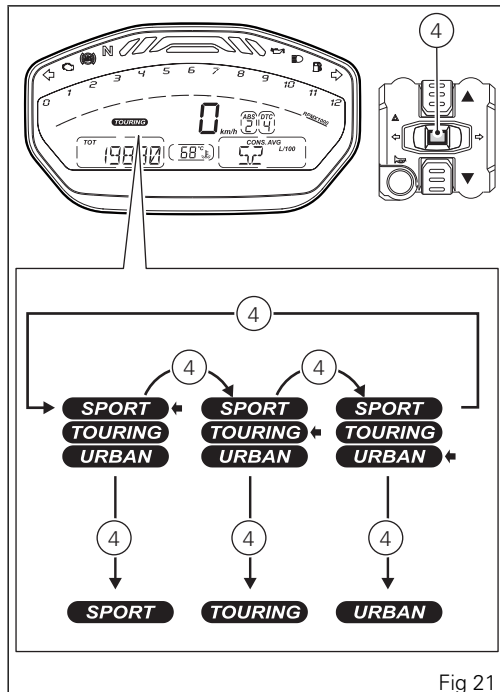


Fig 21

Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 10 seconds, the new riding mode selection is not stored and the standard screen is displayed.

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

- the throttle twistgrip is open, brakes are activated and the motorcycle is not still; in this case "CLOSE GAS" and "DON'T BRK" warnings flash on the display in MENU 1 and MENU 2, by alternating each writing every second. If within 5 seconds the throttle is not closed, the brakes are not released or the motorcycle is not stopped (zero speed), the procedure for changing riding mode will not be completed and the Standard screen is displayed.

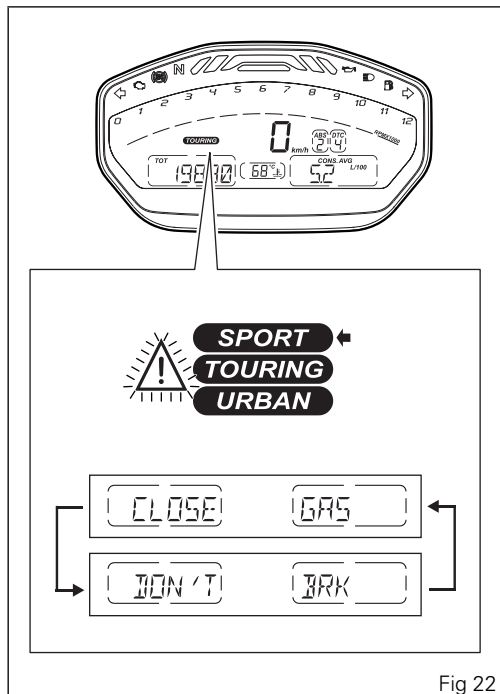


Fig 22



Note

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



Note

If at least one error is present upon Riding Mode change, priority is given to messages "CLOSE GAS" and "DON'T BRK", and the relevant Warning symbol will flash.

ABS

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

The instrument panel displays:

- if ABS is active, ABS indication and the rectangle with the set intervention level number (1 to 3);
- if ABS is disabled, ABS indication and the rectangle with the steady symbol "-";
- if ABS is in fault, the ABS indication inside the relevant rectangle, the flashing "-" symbol; the EOBD light and warning symbol turn on as well and the corresponding error is displayed.

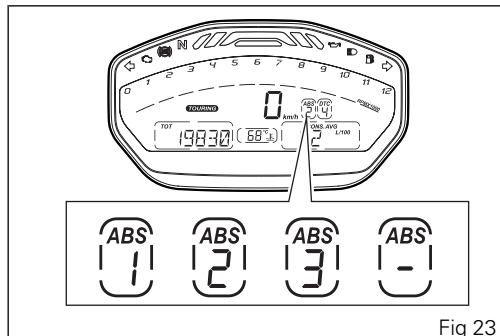


Fig 23

If the instrument panel does not receive information, the ABS warning light turns on.

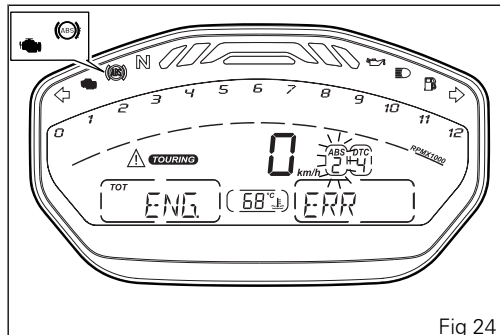


Fig 24

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

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
OFF		The ABS is disabled	NO
1	TRACK/SPORT	Typical use conditions: road or track use, in excellent grip conditions. The ABS in this mode controls both wheels, but NO anti lift-up* control is active. This calibration focuses on braking power.	It is the default level for the "SPORT" Riding Mode
2	SPORT/TOURING	Typical use conditions: road use, in excellent grip conditions. The ABS in this mode controls both wheels and 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 "TOURING" Riding Mode
3	ALL/URBAN/WET CONDITION	Typical use conditions: any riding condition. The ABS in this mode controls both wheels and anti lift-up* controls are active. This calibration focuses on maximum vehicle stability and lift-up* prevention, yet keeping good maximum deceleration performance.	It is the default level for the "URBAN" Riding Mode

* rear wheel lifting up upon maximum deceleration

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 tyres.

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

Motorcycle original equipment: (front 120/70ZR17 - rear 180/60ZR17).

- Pirelli Diablo Rosso II;

In the case of minor differences, such as tires of a different make and/or model than the OE ones, but with the same size (front 120/70ZR17 - rear 180/60ZR17), it may be sufficient to 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 3 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

Selecting level 3, the ABS will intervene to ensure a very stable braking, good lift-up control, the vehicle keeps a good alignment during the whole braking. Settings between level 3 and level 1 privilege more and more the braking power rather than stability and lift-up control; level 1 provides no lift-up control.

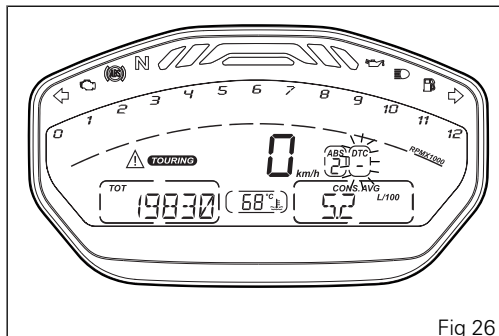
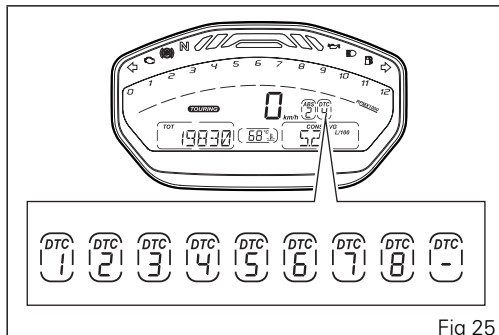
The choice of the correct level mainly depends on the following parameters:

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

DTC

The instrument panel displays DTC status as follows:

- if DTC is active, DTC indication and the rectangle with the Traction Control intervention level number (1 to 8);
- if DTC is disabled, DTC indication and the rectangle with the steady symbol "- -";
- If the DTC or the Black Box control unit feature an error, the message DTC and the rectangle with the flashing symbol "- -".





Attention

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

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

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

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

Tips on how to select the sensitivity level



Attention

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

Motorcycle original equipment: (front 120/70ZR17 - rear 180/60ZR17).

- Pirelli Diablo Rosso II.

In the case of minor differences, such as tires of a different make and/or model than the OE ones, but with the same size (front 120/70ZR17 - rear 180/60ZR17), it may be sufficient to select the suitable level setting from those available in order to restore optimal system operation.

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

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

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

Between level 8 and level 1 there are further intermediate levels. DTC intervention decreases from level 8 to level 1.

Levels 1, 2 and 3 allow both spinning and skidding of the rear wheel out of a corner: these levels are recommended only for expert riders, in particular level 1 is designed for track use.

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

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

Level depends on grip conditions: the choice of level setting depends greatly on the grip conditions of the

track/circuit (see below, tips for use on the 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 bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.

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

Tips for use on the track

We recommend that level 6 be used for a couple of full laps (to allow the tires to warm up) in order to get used to the system. Then try levels 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 "rouger" 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 dry road

Activate the DTC, select level 6 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try reducing the setting to level 5, 4, etc., until you find the level that suits you best.

If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on level 5 you cannot perceive any DTC intervention, switch to level 6).

Tips for use on wet road

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

Engine coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°F or °C), followed by the unit of measurement and the engine temperature symbol.

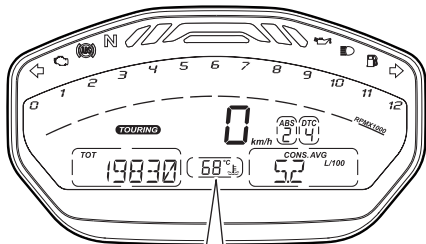
The temperature display range goes from +104 °F to +248 °F (40 °C to +120 °C).

If reading is:

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

If the coolant temperature sensor is in fault, a string of flashing dashes "--" is displayed, followed by the set unit of measurement; the EOBD light turns on as well.

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

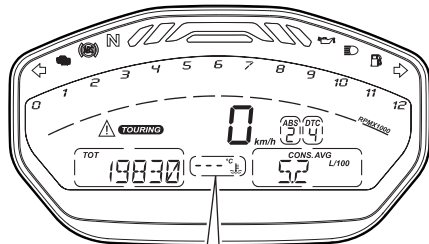


(---°C)

(10°C)

(40°C) → (120°C)

(H1°C)



(---°C)

Fig 27

Menu 1 functions

MENU 1 functions are:

- Odometer (TOT);
- Trip meter A (TRIP A);
- Trip meter A (TRIP B);
- Partial fuel reserve counter (TRIP FUEL);
- Trip time (TRIP TIME);
- Clock.

By pressing button (1) it is possible to view the functions of MENU 1.

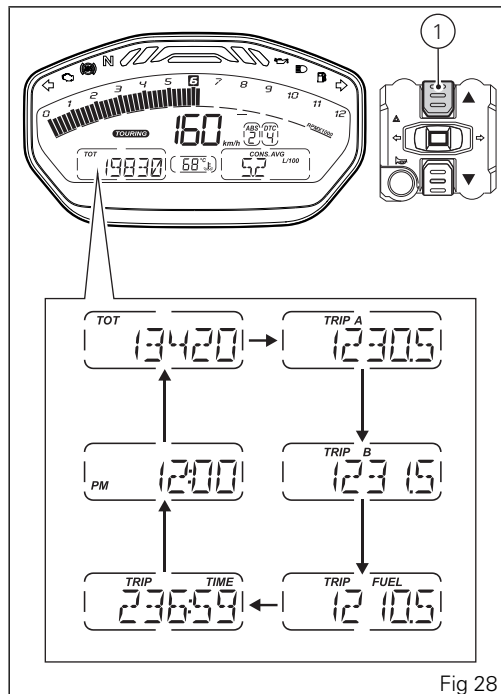


Fig 28

Odometer (TOT)

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

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

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

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

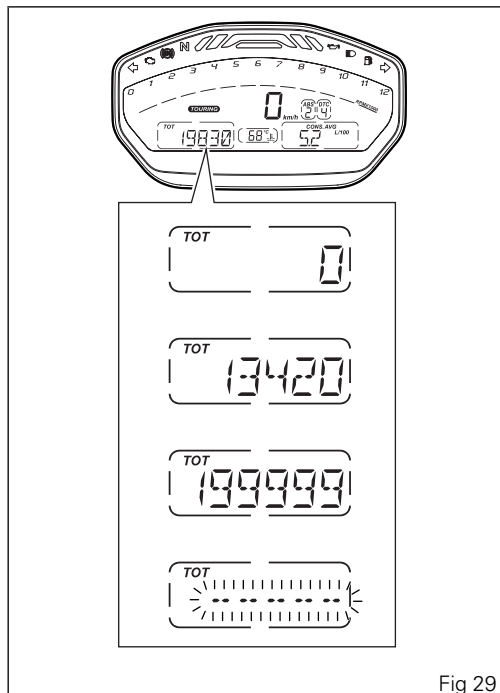


Fig 29



Note

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



Note

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

Trip meter 1 (TRIP A)

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

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

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

The TRIP A counter is automatically reset in case the system unit of measurement is changed manually or if the power supply is interrupted (faulty battery): the counter will then start back from zero, considering the new units of measurement.

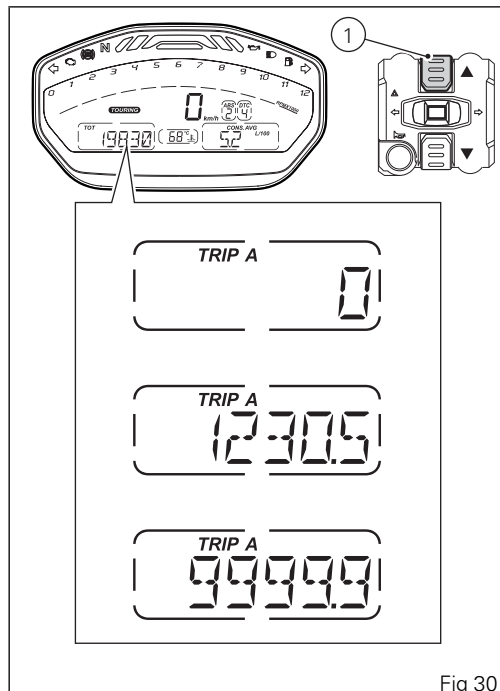


Fig 30

Trip meter 2 (TRIP B)

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

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

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

The TRIP B counter is automatically reset in case the system unit of measurement is changed manually or if the power supply is interrupted (faulty battery): the counter will then start back from zero, considering the new units of measurement.

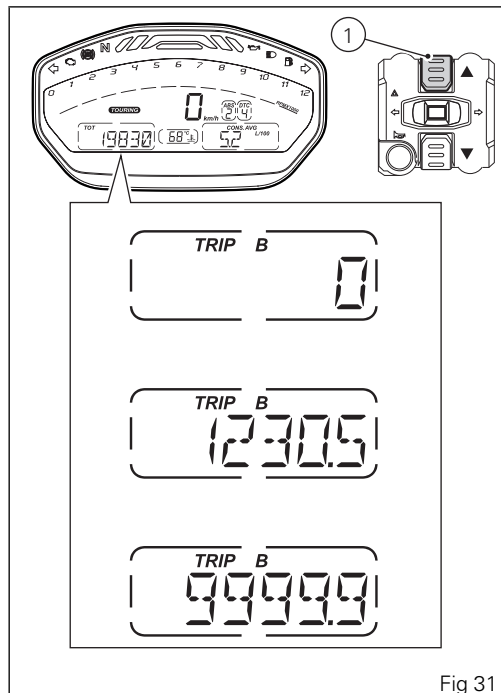


Fig 31

Partial fuel reserve counter (TRIP FUEL)

The fuel trip meter counts and displays the distance covered by the vehicle on reserve (since the low fuel light turns on) with the set unit of measurement (mi or km).

When the Low fuel light turns on, the display automatically shows the TRIP FUEL function, regardless of the currently displayed function; it is then possible to toggle through the other Menu 1 functions.

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

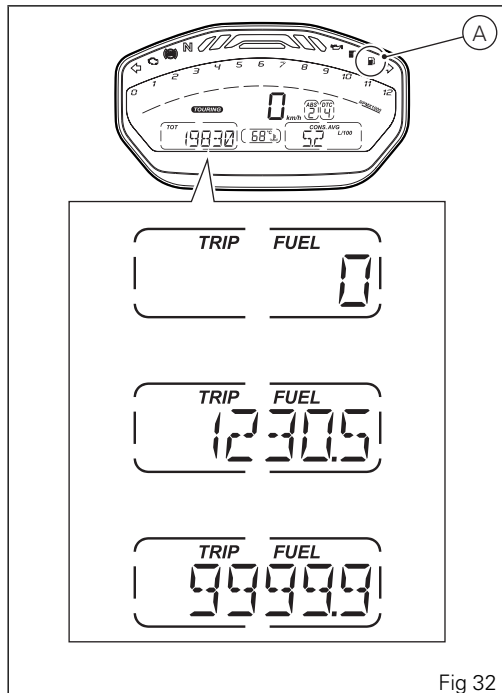


Fig 32

Trip time

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

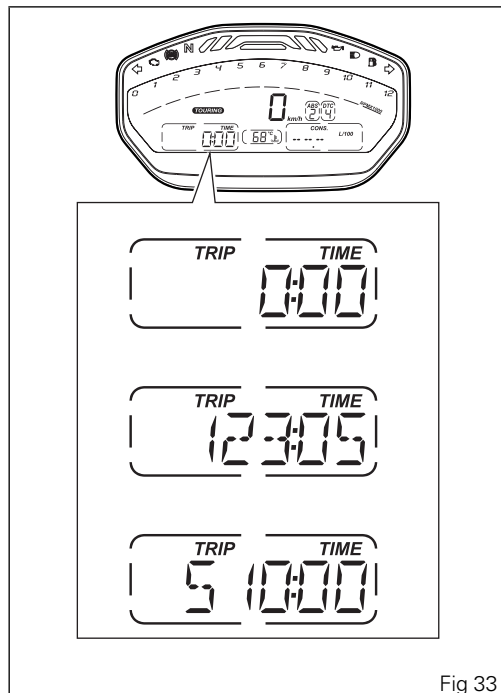


Fig 33

Clock

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

The instrument panel shows the time in the following format:

- hh (hours) : mm (minutes);
- with AM indication (for values ranging between 0:00 and 11:59), or with PM indication (for values ranging between 12:00 and 12:59 and between 1:00 and 11:59).

In case of power supply interruption (faulty battery), the clock is reset and starts automatically from "0:00".

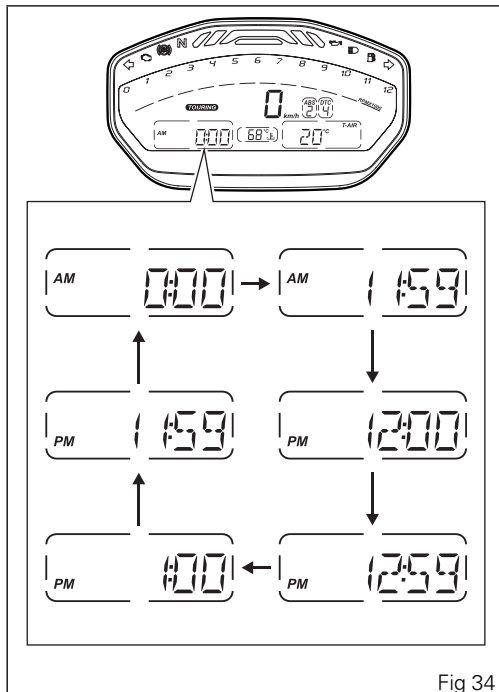


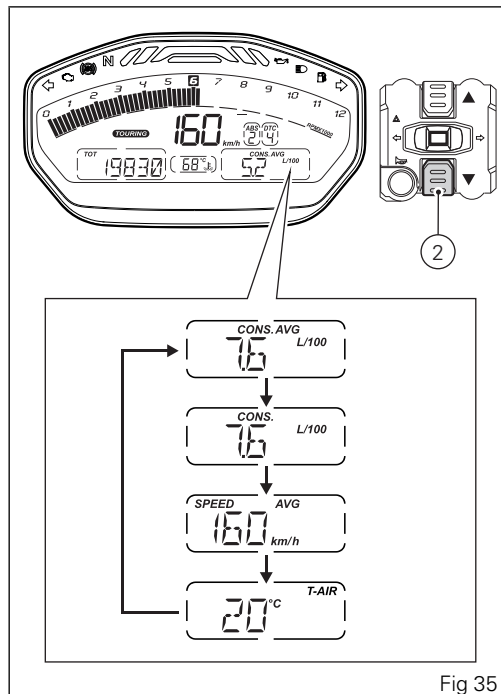
Fig 34

Menu 2 functions

MENU 2 functions are:

- Average fuel consumption (CONS. AVG)
- Instantaneous fuel consumption (CONS.)
- Average speed (SPEED AVG)
- External air temperature

By pressing button (2) it is possible to view the functions of MENU 2.



Average fuel consumption

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

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

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

During the first 10 seconds when the value is not available on the display, three steady dashes "- - -" are displayed as a value of average consumption.

Value is expressed in the set unit of measurement: (liters / 100 km or mpg UK or mpg USA).

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

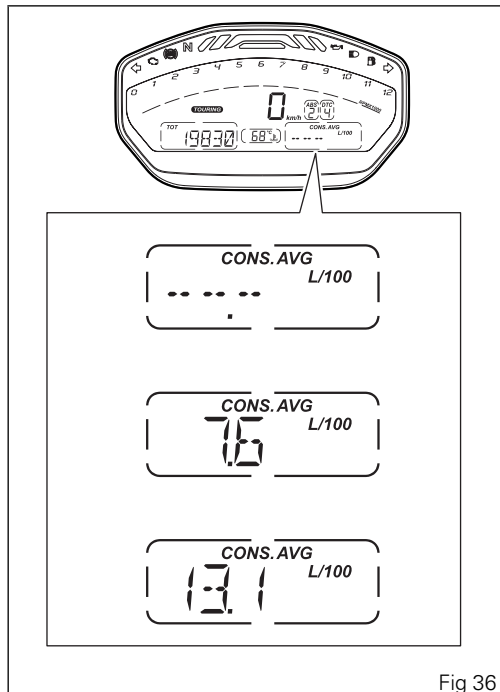


Fig 36



Note

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

Instantaneous fuel consumption

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

The calculation is made considering the quantity of fuel used and the distance traveled during the last second. Value is expressed in the set unit of measurement: liters / 100 km or mpg UK or mpg USA. The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). During the phase when no calculation is performed on the display, three steady dashes " - - - " are displayed as a value of instantaneous consumption.



Note

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

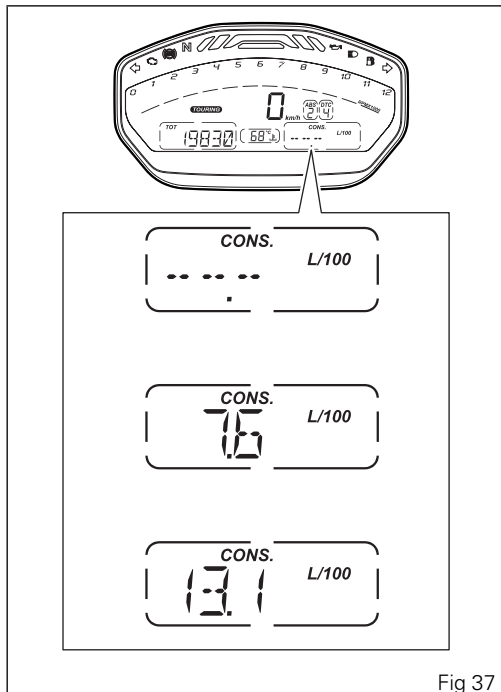


Fig 37

Average speed

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

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

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

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

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

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

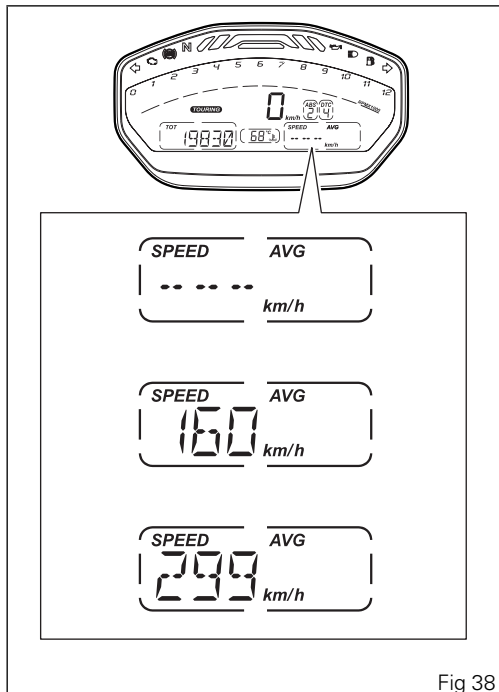


Fig 38



Note

It is possible to change the units of measurement of "speed" (and "distance" travelled) from Km/h (and Km) to mph (and miles) through the Setting menu, using the "SET UNITS" Function.

External air temperature

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

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement and the EOBD light will turn on.



Note

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

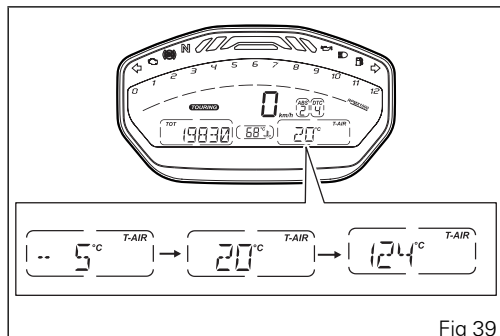


Fig 39

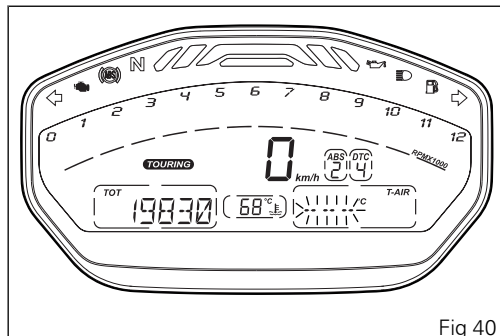


Fig 40

Service warning (SERVICE)

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

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

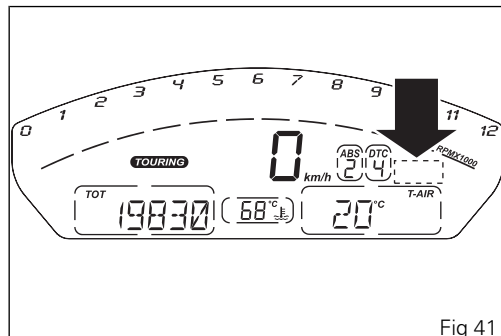


Fig 41

OIL SERVICE zero warning

The first maintenance indication is the OIL SERVICE zero warning, which is enabled for 5 seconds upon each key-on when the odometer counter reaches the first 600 miles (1,000 km).

The indication is the display for 5 seconds of the flashing message "SERVICE", the Oil symbol and the message "OIL" upon each Key-ON; after 5 seconds both the message "SERVICE" and the Oil symbol become steady until Key-OFF or until an Authorized Ducati Service Center performs a reset.

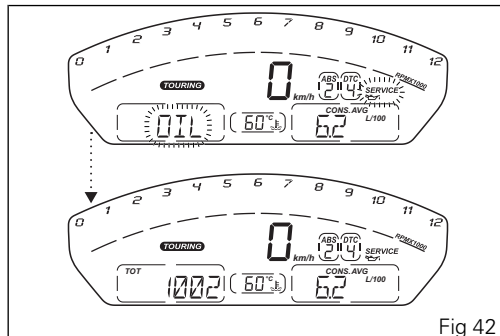


Fig 42

OIL SERVICE or DESMO SERVICE countdown indication

After OIL SERVICE zero reset (at 600 mi - 1000 km), the instrument panel activates the countdown of the miles (or kilometers) left before the following service operation: OIL SERVICE (A) or DESMO SERVICE (B). The kilometer count indication is shown upon Key-On for 2 seconds whereas when there are 600 mi (1000 km) left before the next service operation, the indication turns on upon every Key-On for 5 seconds. In other words, upon Key-ON the message "SERVICE", the Oil and the Desmo symbol are displayed together with the indication of the kilometers left before the following service operation.

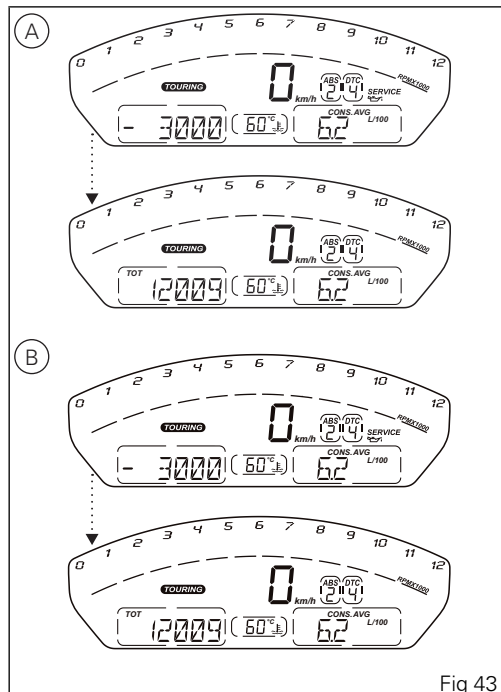


Fig 43

OIL SERVICE or DESMO SERVICE indication

When the service threshold is reached, the warning for the type of service required is triggered: OIL SERVICE (A) or DESMO SERVICE (B).

The indication is the display for 5 seconds of the flashing message "SERVICE", the Oil or Desmo symbol and the message "OIL" or "DESMO" upon each Key-ON; after 5 seconds both the message "SERVICE" and the Oil or Desmo symbol becomes steady until Key-OFF or until an Authorized Ducati Service Center performs a reset.

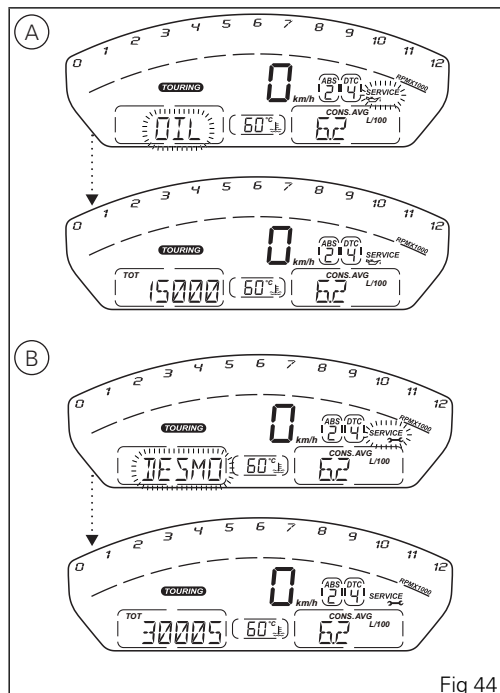


Fig 44

Errors

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

Upon Key-On, if there are active errors, the instrument panel turns on the EOBD light, the Warning symbol and activates the SETTING MENU Error page. During standard motorcycle operation, upon the activation of an error the instrument panel turns the EOBD light and Warning symbol ON and activates the Error page of the SETTING MENU.

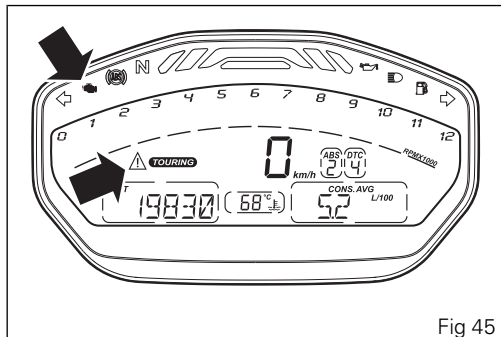


Fig 45

Error warnings

To view the present errors, it is necessary to enter the Setting Menu, select "ERR." using buttons (1) and (2) (that, in case of active errors, is the first available page) and press button (4).

The instrument panel displays "ERR" steady ON and:

- the error type indication steady ON;
- the EXIT steady ON and its box flashing.

If several errors are present, the corresponding indications will be displayed one after the other and each will stay on for 3 seconds.

When an error is triggered the EOBD light turns on as well.



Attention

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

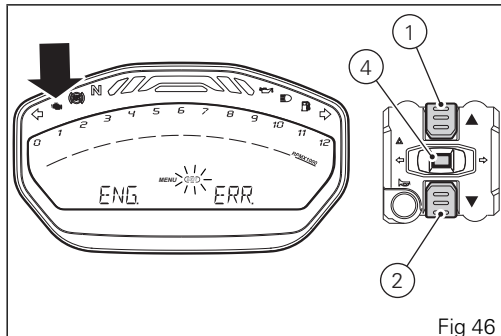


Fig 46

Displayed errors description

Displayed error	Description
CAN LINE	CAN line BUS Off
UNK-D	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 malfunction
DSB	DSB control unit faulty communication / operation
IMMO	Key missing
	Key not recognized
	Antenna not working
ENG.	ECU control unit faulty communication / operation
	ECU control unit general malfunction
	Throttle position sensor malfunction
	Throttle motor or relay malfunction
	Pressure sensor malfunction
	Engine coolant temperature sensor malfunction
	Intake duct air temperature sensor malfunction

Displayed error	Description
	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	Reserve NTC sensor malfunction
SPEED	Front and/or rear speed sensor malfunction
BATT.	Battery voltage too high or too low
STAND	Side stand sensor not working
FAN	Electric cooling fan malfunction
T_AIR	Ambient air temperature sensor malfunction



Note

"FAN" indication can be activated also by BBS ECU malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

Error icons table

WARNING LIGHT / ERROR MESSAGE		ERROR
	BBS	Black-Box
	ABS	ABS control unit
	DSB	Instrument panel control unit
	IMMO	Immobilizer antenna
	ENG.	ECU
	CAN	Can Bus OFF
	UNK-D	Software compatibility
	FAN	Cooling fan
	BATT.	Battery voltage

WARNING LIGHT / ERROR MESSAGE	ERROR
 T-AIR	Air temperature sensor
 STAND	Side stand sensor
 SPEED	Speed sensor
 FUEL	Low fuel sensor



Note

"FAN" indication can be activated also by BBS ECU malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

LAP time

LAP function information is available when the function is active.

When the LAP function is active and the FLASH button (3) is pressed, the messages "LAP" and "START LAP" will blink in menu 1 for 4 seconds and the function will be automatically displayed again.

Whenever FLASH button (3) is pressed, the display shows the time of the just ended lap with a resolution of one hundredth of a second ("0'00''00") for 10 seconds and the LAP number instead of the engine coolant temperature indication.

After 10 seconds, the display will automatically show the function that was displayed before pressing the FLASH button (3).

When storing the 30th LAP, the LAP function is stopped and upon any further press on the FLASH button (3), the instrument panel will display the "FULL - - LAP" flashing message for 4 seconds until the times are reset.



Note

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

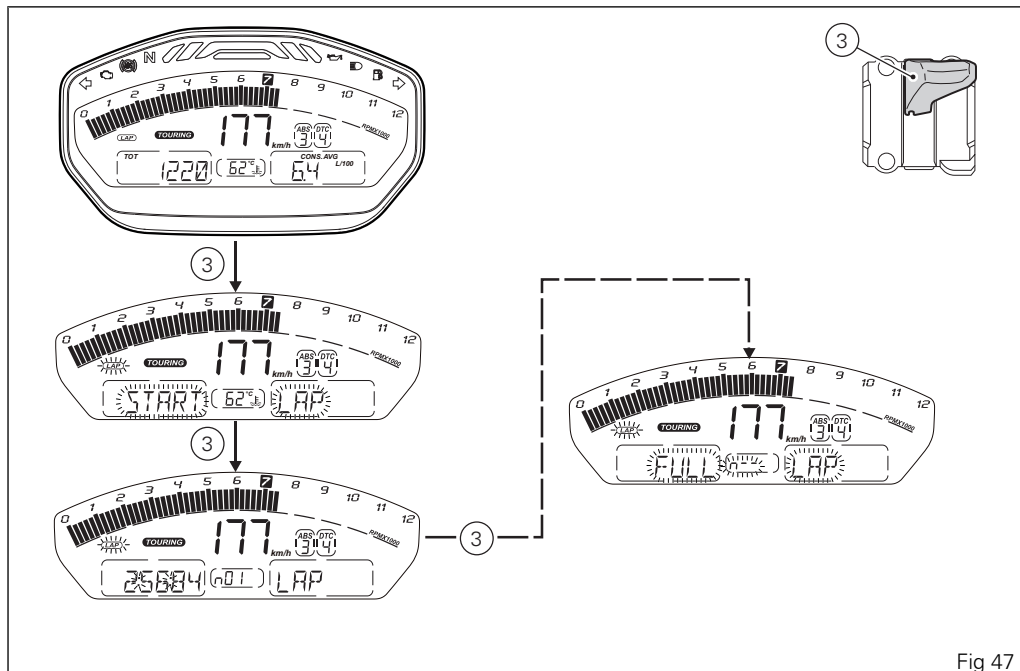


Fig 47

LAP recording

With the LAP function "active", it is possible to record the Lap time.

To record the lap time it is necessary to activate the LAP TIME function through the Setting Menu in the LAP page.

After enabling this function, lap time can be recorded as follows:

- the first time the rider presses button (3), the "timer" of the first lap starts and "START LAP" will be displayed flashing for 4 seconds in MENU 1: then the previous function will be displayed automatically;
- from this moment, whenever button (3) is pressed, the Instrument panel will automatically show the lap time in MENU 1 for 10 seconds and the LAP "number" instead of the engine coolant temperature indication: after 10 seconds it will display the previous function.

30 laps max. can be recorded.

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

indication will be displayed until all times are reset with the LAP erase function in the Setting Menu (ERASE).

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

If the LAP function is enabled and vehicle is suddenly stopped (Key-Off), the function will be automatically disabled (even if timer was active, the current "lap" would 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 and limiter if reached), and can be later displayed in the "Stored LAPs displaying" function (LAP REC) in the Setting Menu.

Setting MENU

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

To enter the Setting MENU hold button (2) for 2 seconds, with Key-On and vehicle actual speed $\leq$ (lower than or equal to) 12 mph (20 km/h): once inside this menu, you may no longer view any other function.

The Setting MENU displays the following functions:

- Riding mode (R.M.)
- Battery (BAT.)
- Back light (B.L.)
- LAP (LAP)
- Clock (CLK)
- PIN code (PIN)
- RPM (RPM)
- Units setting (UNT)
- Errors (ERR.) (only if active errors are present)

For safety reasons, the setting menu can be accessed only when Vehicle speed is below or equal to 12 mph (20 Km/h); if this menu is accessed and vehicle speed is above 12 mph (20 Km/h), the instrument panel will automatically quit and shift back to main screen.

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

After highlighting the required parameter, press button (4) to open the corresponding MENU page. If function is not available or temporarily disabled, the MENU page can not be opened.

To exit the Setting MENU, highlight "EXIT" and press CONFIRM MENU button 4.

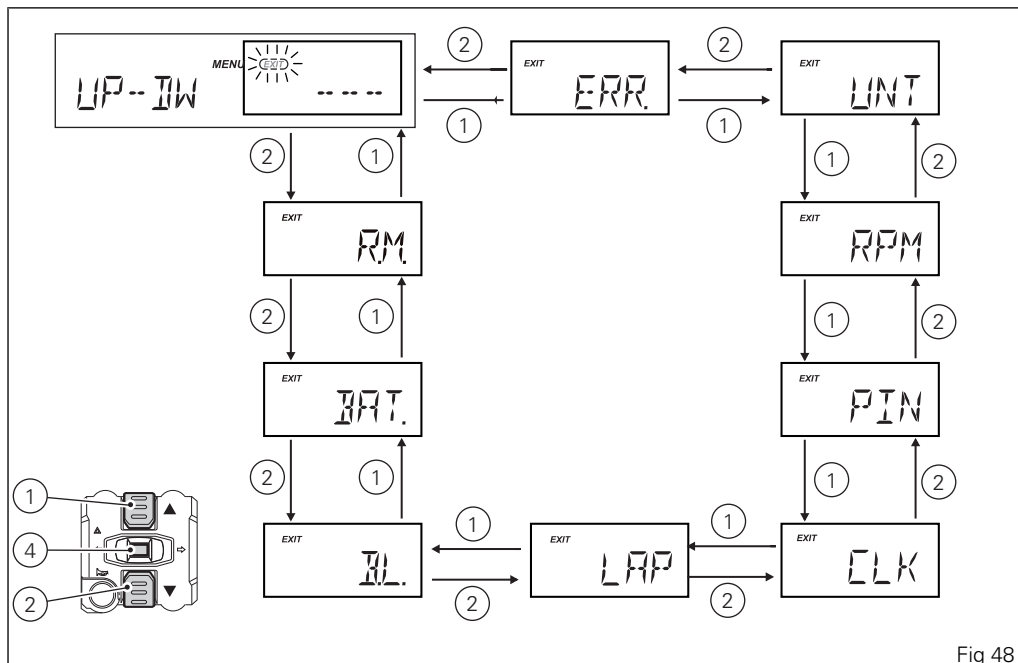


Fig 48

Customizing the Riding Mode

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

Select the R.M. (Riding mode) option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You open the R.M. MENU (Riding mode).

When accessing this function, the three riding modes (SPORT, TOURING or URBAN) will be displayed.

Press buttons (1) and (2) to highlight (flashing arrow beside) the riding mode to be customized. Press CONFIRM MENU button (4) to enter the menu for customizing the selected Riding Mode.

While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

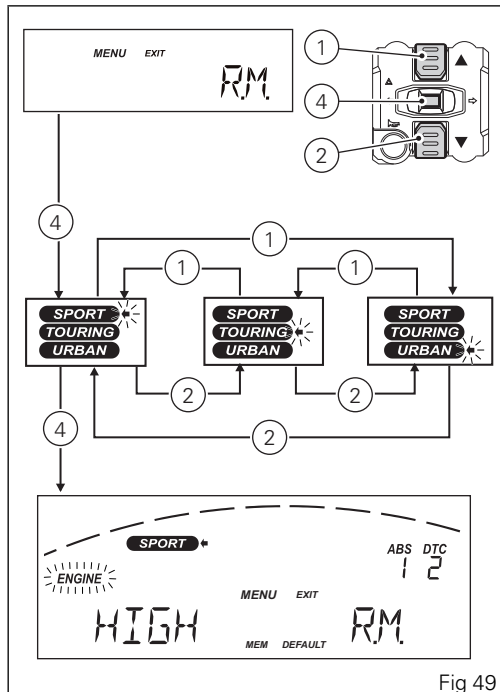


Fig 49

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

- ENGINE
- DTC
- ABS
- DEFAULT (to reset the parameters set by Ducati for each riding mode)

When entering the customization menu of the selected riding mode the ENGINE parameter is automatically highlighted (the relevant parameter flashes) and it is possible to scroll the menu items by pressing buttons (1) and (2) to select all available information (the selected parameter flashes) in the following sequence:

- ENGINE
- DTC
- ABS
- MEMORY
- EXIT
- DEFAULT

If you highlight "EXIT" and press button (4) you exit the sub-menu and go back to previous page.



Attention

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

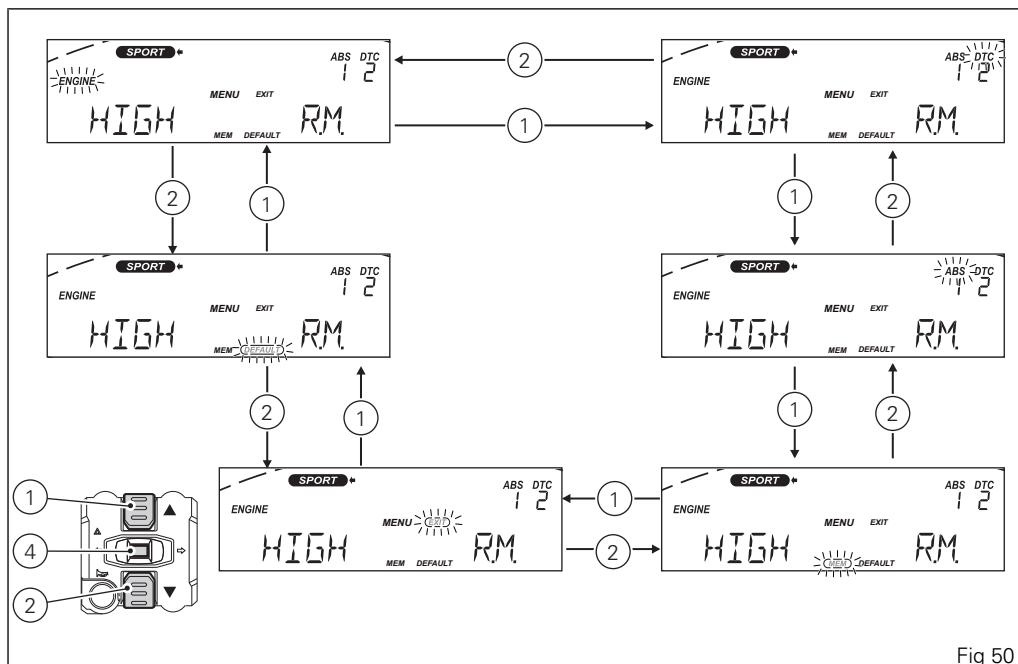


Fig 50

Customizing the Riding Mode: storing settings

After changing a Riding Mode parameter (ENGINE, DTC and/or ABS), to make the change effective, it is necessary to save it before quitting the customization menu.

It is possible to save the parameters set for each riding mode.

To save the parameter settings of a Riding Mode it is necessary to gain access to the SETTING MENU, use buttons (1) and (2) to select the message R.M. (Riding Mode) and press button (4). Use buttons (1) and (2) to select the riding mode you wish to edit, then press button (4). Then use buttons (1) and (2) to select "MEMORY" (flashing) and keep button (4) pressed for 2 seconds; then the display will show "WAIT" (for 2 other seconds) followed by "MEM" and "OK" to confirm that the new parameters have been memorized.

Any parameter change made is saved and remains in the memory also after a Battery-Off. If you highlight "EXIT" and press button (4) you exit the sub-menu and go back to previous page.



Attention

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

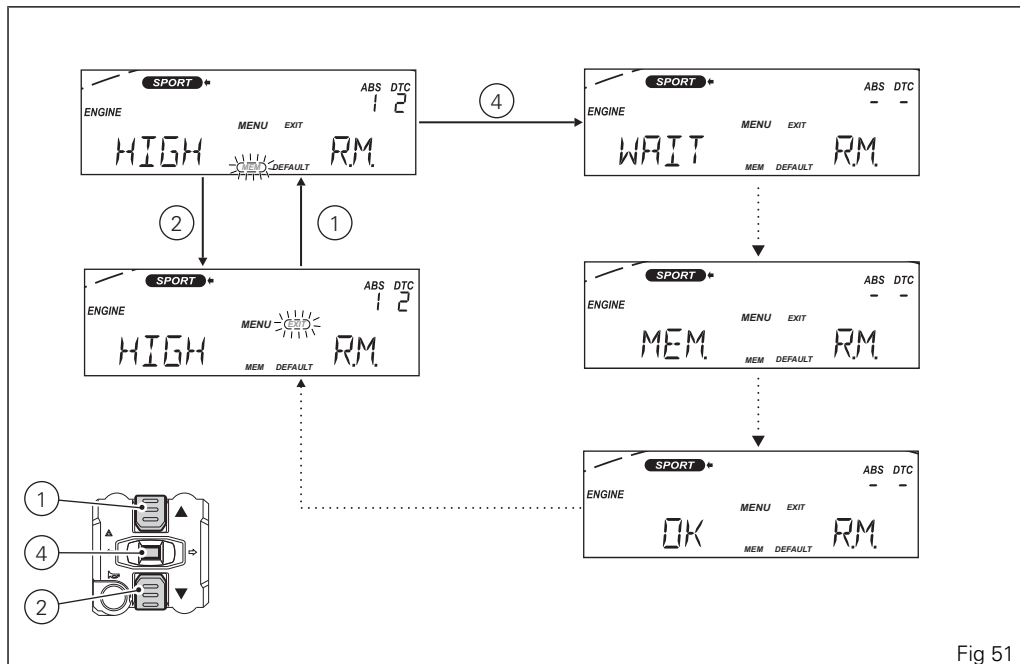


Fig 51

Customizing the Riding Mode: Engine setting

This function customizes engine power associated with each riding mode.

Enter the Setting MENU. Select the R.M. (Riding Mode) option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4). You open the R.M. Menu (Riding mode). Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2). After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).

You open the selected riding mode customization Menu.

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

When entering the function, the currently set engine power (HIGH, MED or LOW) starts flashing. Use buttons (1) and (2) to select the new desired engine power and press button (4) to confirm.

The value will become automatically steady and the message "EXIT" will be highlighted.

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



Note

To save the new ENGINE parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing settings". If the user quits the Riding Mode customization menu without performing the storing procedure, the just-selected settings will be lost.

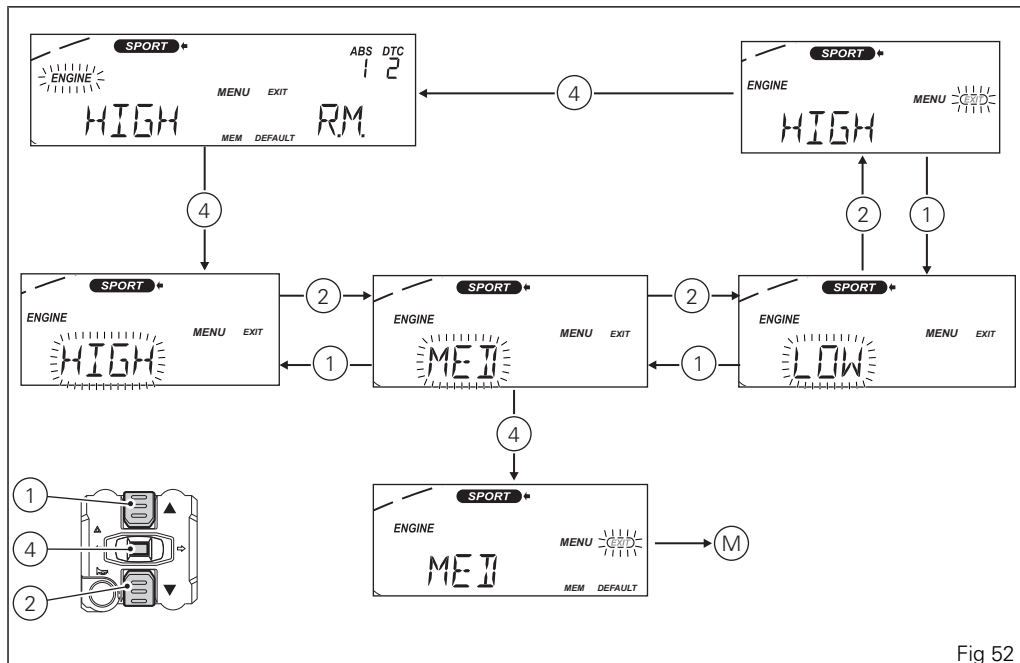


Fig 52

Customizing the Riding Mode: DTC level setting

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

Enter the Setting MENU. Select the R.M. (Riding mode) option by pressing button (1) or (2).

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

You open the R.M. Menu (Riding mode). Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2).

After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).

You open the selected riding mode customization Menu.

Select the parameter to be customized (DTC) by pressing button (1) or (2).

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

When entering the function, the currently set DTC level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level (from 1 to 8) or the symbol " – " (that identifies the "off" status) and press button (4) to confirm.

The value will become automatically steady and the message "EXIT" will be highlighted.

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

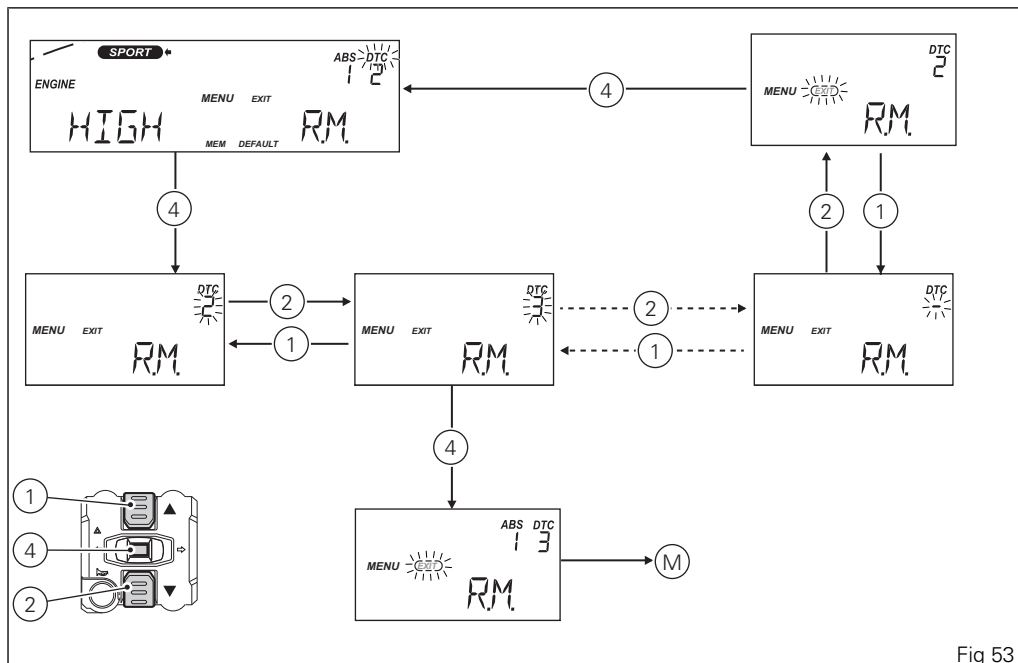


Fig 53



Note

To save the new DTC parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing settings". If the user quits the Riding Mode customization menu without performing the storing procedure, the just-selected settings will be lost.



Note

Setting “–” (Off) will disable the DTC.

Customizing the Riding Mode: ABS setting

This function disables or sets ABS level for the selected riding mode. Enter the Setting MENU. Select the R.M. (Riding mode) option by pressing button (1) or (2).

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

You open the R.M. Menu (Riding mode). Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2).

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

When entering the function, the currently set ABS level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level (from 1 to 3) or the symbol " – " (that identifies the "off" status) and press button (4) to confirm.

The value will become automatically steady and the message "EXIT" will be highlighted.

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



Note

To save the new ABS parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Parameter storage". If the user quits the Riding Mode customisation menu without performing the storing procedure, the just-selected settings will be lost.

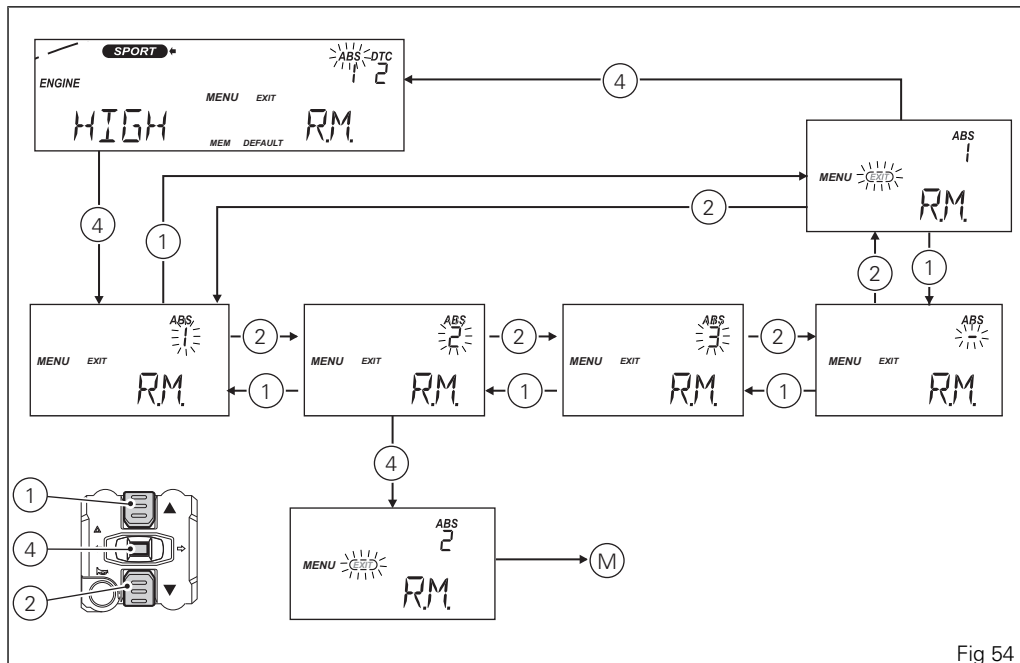


Fig 54



Note

By setting "-" (Off), the ABS will be disabled and the relevant warning light will start flashing.



Important

When setting the ABS OFF, Ducati recommends you to pay particular attention to the way you ride and brake.

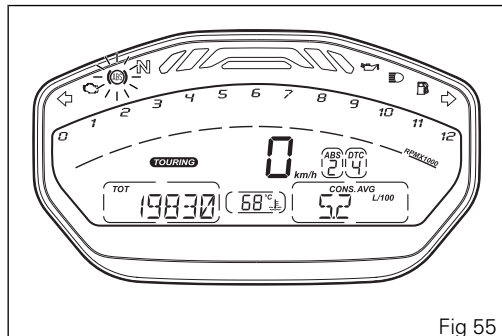


Fig 55

Customizing the Riding Mode: restoring default settings (ALL DEFAULT)

This function allows restoring all default values set by Ducati for the parameters relating to all riding modes (SPORT, TOURING or URBAN). Enter the Setting MENU.

Select the R.M. (Riding mode) option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the R.M. Menu (Riding mode). Select the DEFAULT box by pressing button (1) or (2). Once indication is selected, press CONFIRM MENU button (4) for 3 seconds. After 3 seconds, the three arrows on the Riding Mode right side will flash (for 2 seconds); then the display will show "DF-OK" for 2 seconds to indicate that the default parameters have been restored. After 2 seconds, the "EXIT" box starts flashing; press button (4) to quit and go back to the Setting Menu.

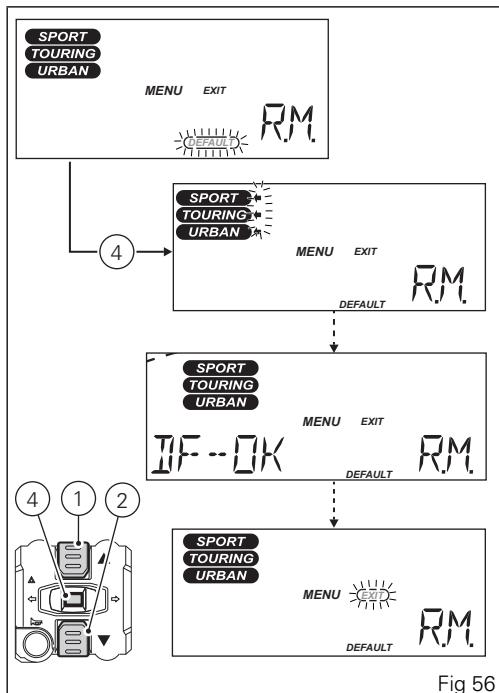


Fig 56

Customizing the Riding Mode: Restoring default settings

This function allows restoring the default values set by Ducati for the parameters relating to each riding mode. Enter the Setting MENU.

Select the R.M. (Riding mode) option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the R.M.

Menu (Riding mode). Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2). After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).

Select the DEFAULT box (DEFAULT box flashing) by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4) for 3 seconds.

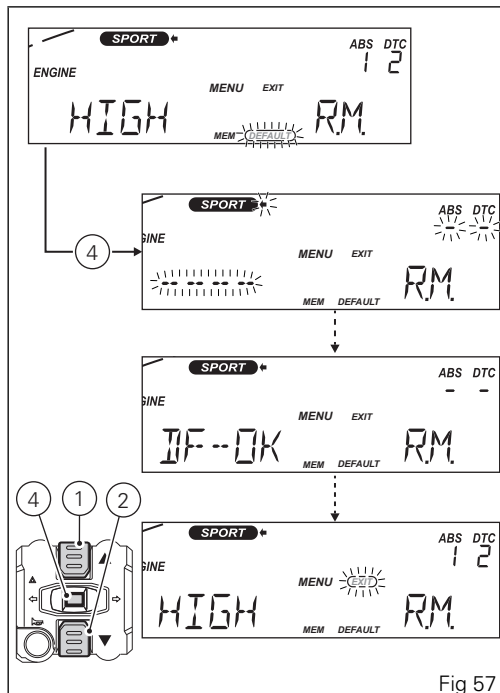


Fig 57

After 3 seconds, the arrow on the Riding Mode right side starts flashing and blinking dashes will be displayed instead of all parameters (ENGINE, DTC and ABS) for 2 seconds. Then the display shows "DF-OK" for 2 seconds to indicate that the default parameters have been restored. After 2 seconds, the "EXIT" box starts flashing; press button (4) to quit and go back to the Setting Menu.

Battery voltage

This function allows you to check the vehicle battery voltage. Enter the Setting MENU. Select the BAT. (Battery) option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the BAT. Menu (Battery). 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 battery voltage is equal to or lower than 10.9 V the "LOW" message starts flashing;
- if battery voltage is equal to or higher than 16.1 V the "HIGH" message starts flashing.

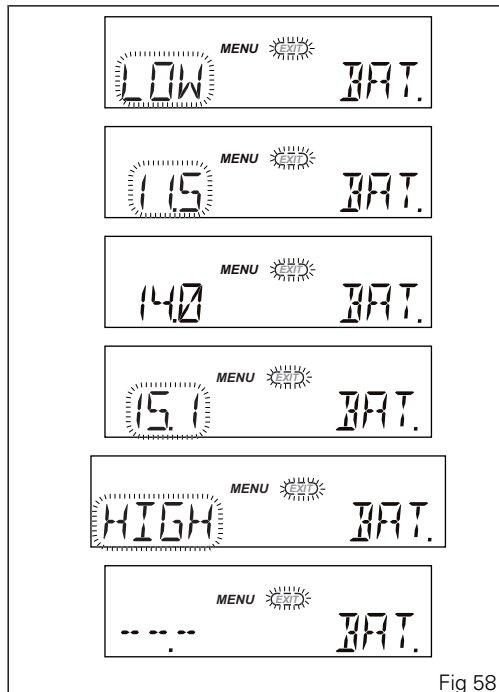


Fig 58

If the instrument panel is not receiving battery voltage value, a string of three dashes "---" is displayed.
To exit the menu and go back to Setting Menu main page, select EXIT and press button (4).

Backlighting setting

This function allows adjusting the backlighting intensity.

To adjust the backlighting gain access to the SETTING MENU, and keys (1) and (2) to select the "B.L." indication, then press button (4) to confirm.

When accessing the function, the active mode will flash whereas the MENU and EXIT texts will be steady on.

Use buttons (1) and (2) to select the desired brightness level (HIGH, MED, LOW) and press button (4) to confirm.

Select HIGH to set the display backlighting maximum brightness - recommended in conditions of strong ambient light.

Select MED to set the display backlighting medium brightness (70%) - recommended in conditions of medium/low ambient light.

Select LOW to set the display backlighting minimum brightness (50%) - recommended in conditions of low ambient light and/or during the night.

After confirming, the "EXIT" box will start flashing.

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



Note

In the event of a Battery off, when power is restored and upon the next Key-On, the backlighting will always be set by default to maximum brightness.

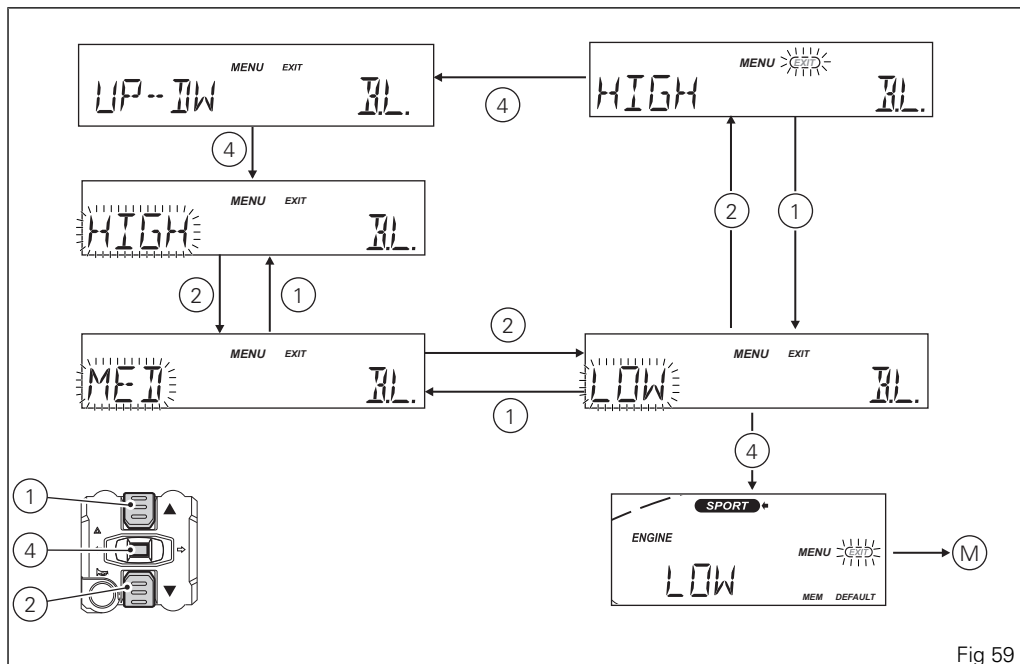


Fig 59

LAP

This Function allows enabling or disabling the LAP (lap time) function.

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

When accessing this function, the status of the currently set LAP function is displayed ("ON" or "OFF") on the left side, within MENU 1.

When button (2) is pressed, the LAP function status indication starts flashing and the other available function status option is displayed. If it was OFF, the ON indication will start flashing and vice versa. Then, it is possible to enable or disable the LAP function by pressing button (4) when the relevant indication is flashing:

- If OFF is saved, LAP function will be disabled.
- Storing the ON condition enables the LAP function to record the LAPs.

When the Function is enabled (ON), the display will also show the LAP indication with the box on top left, under the rev counter, as a confirmation of function activation.

To exit, press button (4) when the EXIT indication box flashes.

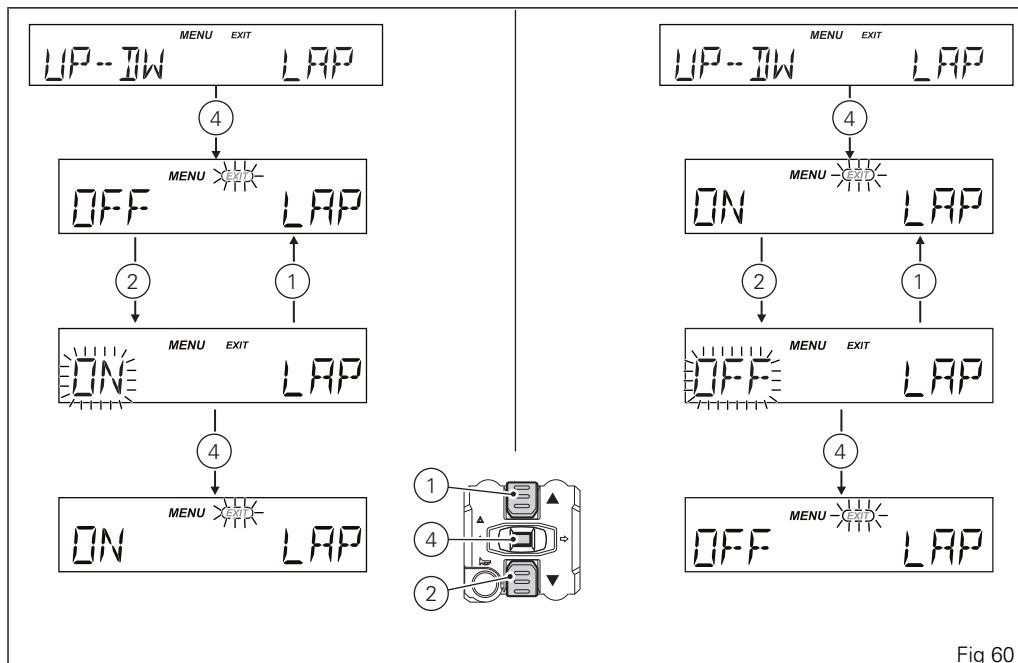


Fig 60



Note

When the LAP function is active, the FLASH button takes on the dual function of high beam "FLASH" and LAP timer start / stop (new lap start indication).



Note

Upon Key-OFF, the "LAP" function status is saved to restore it upon next Key-ON.



Note

When the battery is off, if the LAP function is active (ON), it is automatically disabled.

Displaying the stored LAPs

To view the stored LAPs, you must enter the Setting MENU.

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

Use buttons (1) and (2) to select the "DATA" indication (the selected status will flash) and press button (4) to confirm.

The instrument panel displays:

- A) the number of maximum RPM reached in the recorded lap;
- B) the maximum speed reached in the recorded LAP;
- C) the recorded lap time (e.g., 2:05:84) with the indication of the MINUTES, SECONDS and HUNDREDTH OF A SECOND;
- D) the number of the displayed lap (e.g., No.1).

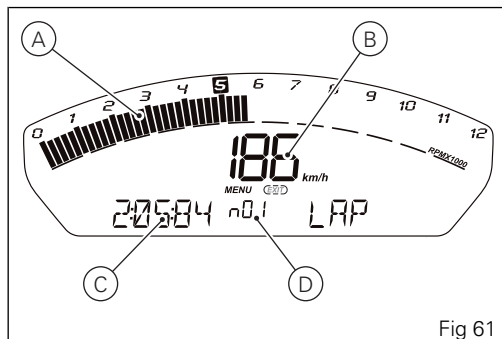


Fig 61

Press buttons (1) and (2) to highlight stored LAPs one by one; in particular: use button (2) to view next lap, or use button (1) to view previous lap.
To exit the menu and go back to previous page, select EXIT and press button (4).



Note

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



Note

If the MAX speed reading exceeds 186 mph (299 Km/h) while the information is stored, the speed that was reached is still displayed (example: 196 mph (316 km/h)).



Note

If there is no reading in the memory, the 30 times are shown, with the display showing "-.-.-", MAX rpm = 0 and MAX speed = - - -.



Note

If while recording the LAP the engine reaches the threshold that precedes the rev limiter or rev limiter threshold, the relevant Over_Rev light will turn on when displaying the stored times.

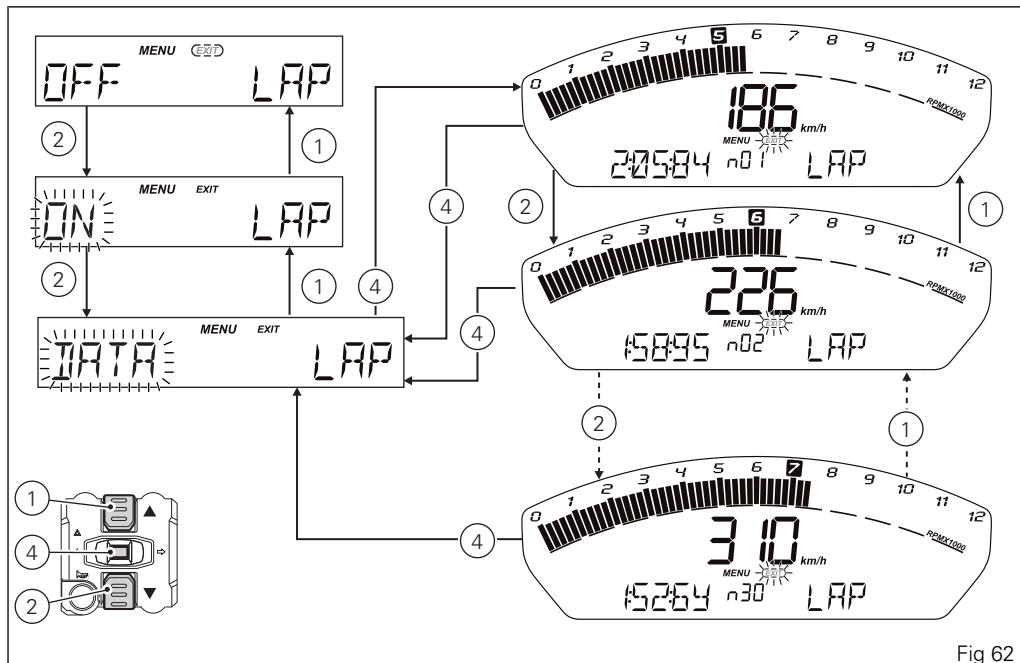


Fig 62

Erasing stored LAPs

To erase the stored LAPs, you must enter the Setting MENU.

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

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

Use buttons (1) and (2) to select the "ERASE" indication (the selected status will flash) and press button (4) for 3 seconds to confirm.

After 3 seconds, the instrument panel shows the message "WAIT" for 2 seconds, followed by "OK" to indicate that the Laps have been erased.



Note

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

Press button (4) to quit.

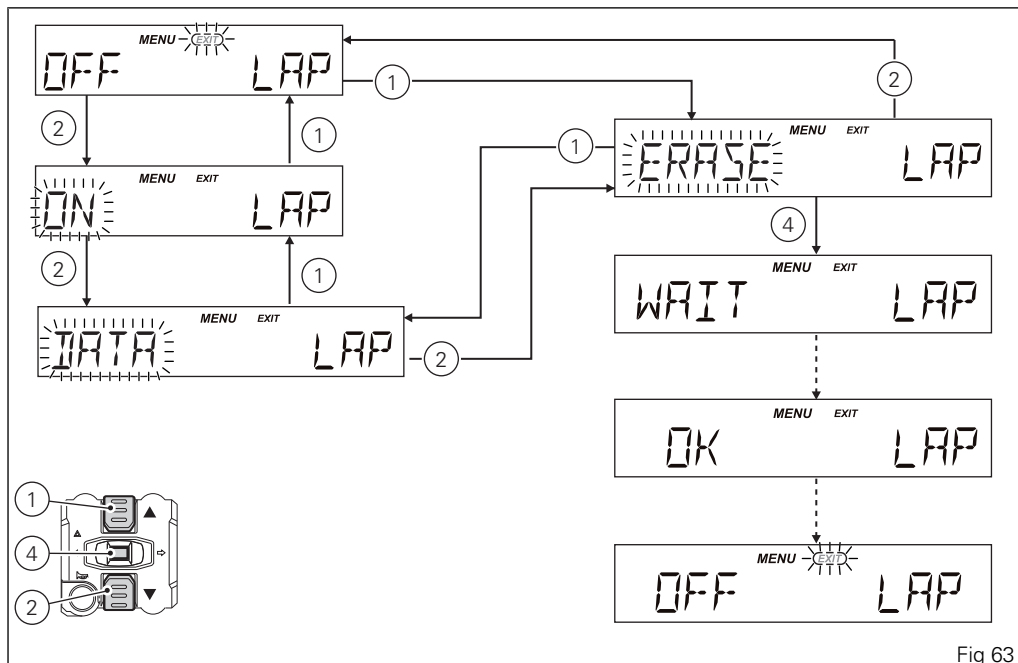


Fig 63

Clock setting

This Function allows setting time.

To view this function, enter the Setting Menu, use button (1) or (2) to select "CLK" and press button (4). To access the setting function, keep button (2) pressed for 3 seconds.

After 3 seconds, it is possible to set the time as follows:

- the "AM" indication starts flashing;
 - if you press button (2) the "PM" indication starts flashing;
 - if you press button (1) 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 you press button (2), the digit will increase by one hour. If you hold button (2) down, the number increases cyclically in steps of one hour every second (when the button is held depressed, the hours do not flash).
- Press button (4) to shift to minute setting, minutes will start flashing;
 - each time you press button (2), the digit will increase by one minute. If you hold button (2) down, the number increases cyclically in steps of one minute every 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).

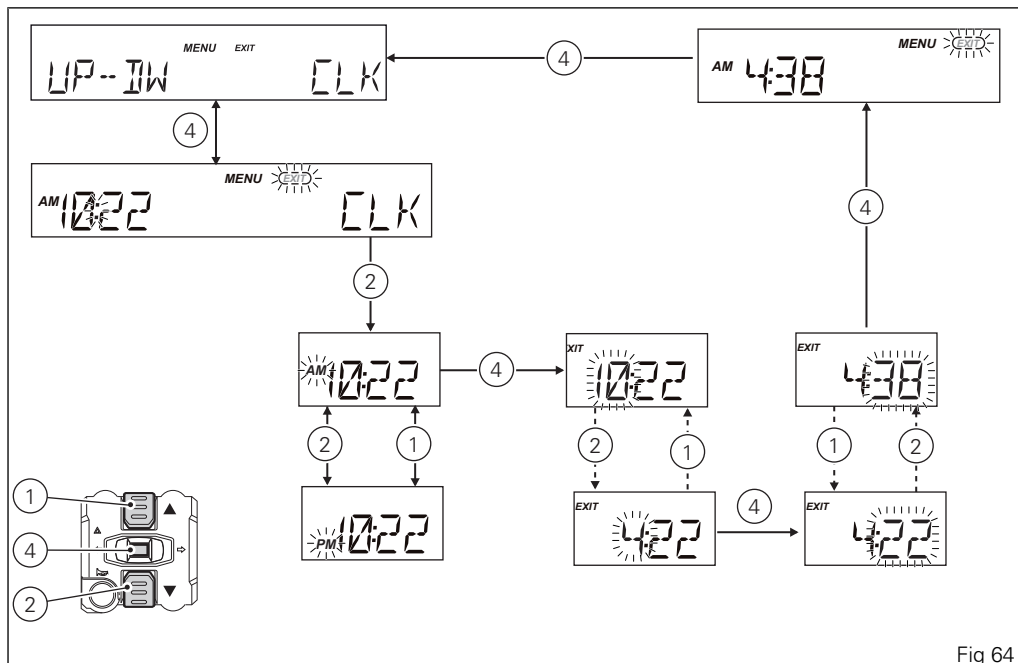


Fig 64

To confirm (store) the new set time press button (4).
The EXIT box starts flashing; press button (4) to go back to the setting menu.



Note

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

Press button (4) to quit.

Pin Code

This function allows enabling and then modifying a 4-digit PIN code to "temporarily" start the vehicle in case of Immobilizer system malfunction.

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

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

In order to temporarily start the vehicle in case of malfunction of the Immobilizer system, please refer to the "Vehicle Release" procedure.



Attention

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

Entering the PIN CODE

To activate the PIN CODE function and enter your own PIN CODE you must open the Setting MENU. Select PIN option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).



Note

If upon accessing this function, the "O : " (Old) indication is displayed together with four flashing dashes "- - - -", a PIN code is already stored and the Function is already active.

When accessing the function, the display will show "N:" (new) followed by four flashing dashes "- - - -".

To go back to the previous screen without activating any PIN CODE, press button (2); as soon as the "EXIT" box starts flashing, press button (4) again.

Entering the code:

- 1) Press button (4), one digit starts flashing indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";

- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

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

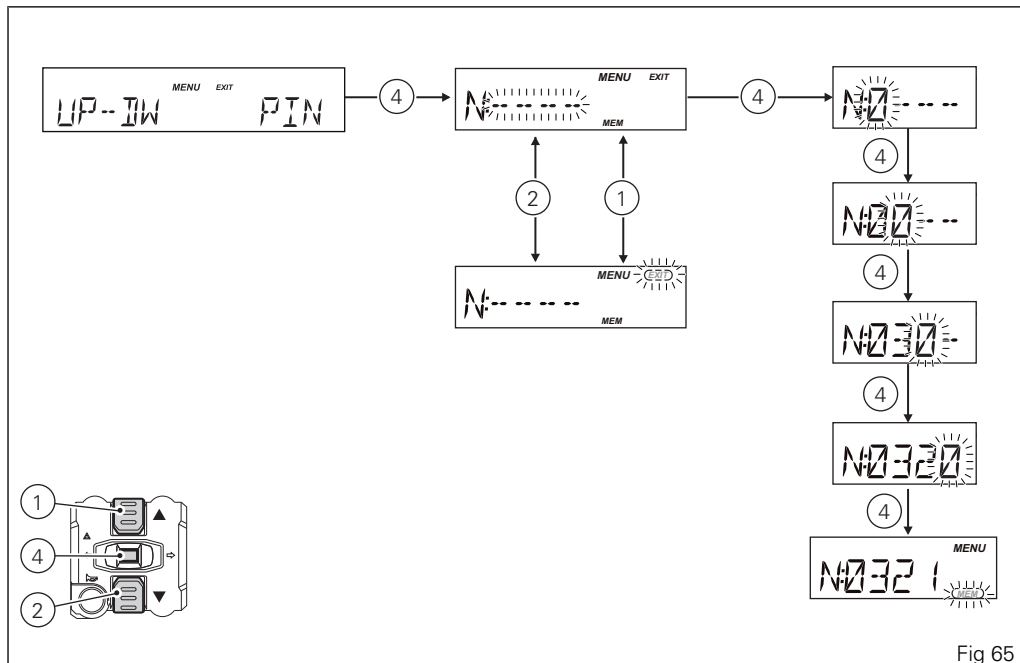


Fig 65

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the "MEM" item and the relevant box will start flashing.

To memorize the entered PIN, keep button (4) pressed for 2 seconds.

If settings have been saved (D), the message "MEM" and the relevant box will be shown steady ON for 2 seconds, and then the message "EXIT" will start flashing.

Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE.

Press button (4) to quit.

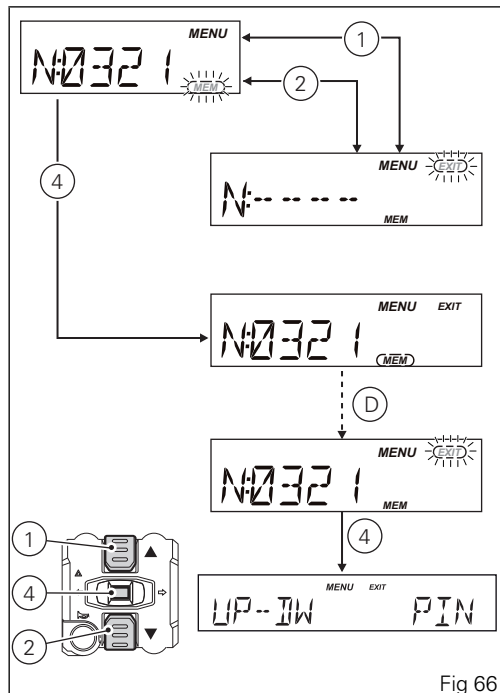


Fig 66

Changing the PIN CODE

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

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



Note

If upon accessing this function, the "N : " (New) and four flashing dashes "----" are shown, it means that the PIN CODE has never been activated and it is necessary to do it.

When accessing the function, the display will show "O:" (old) followed by four flashing dashes "----".



Note

To change the PIN CODE, you must know the already stored PIN.

To go back to the previous screen without changing the PIN CODE, press button (2); as soon as the "EXIT" box starts flashing, press button (4) again.

Entering the "old" code:

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

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

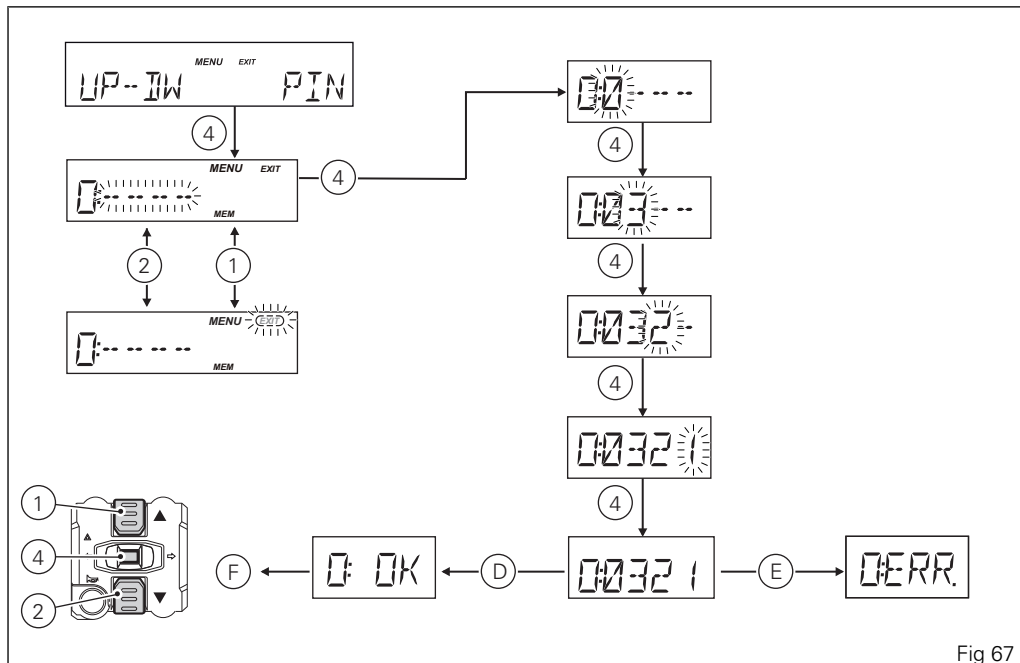


Fig 67

After pressing button (4) to confirm the fourth and last figure, the 4-digit code stops flashing.

Press button (4) for 3 seconds and the system will check the entered PIN CODE. After 3 seconds:

- if the PIN CODE is correct (D), the instrument panel shows "OK" flashing for 2 seconds, followed by " N: " (new) followed by four flashing dashes "- - - -" referred to the new PIN (F).
- if the PIN CODE is not correct (E), the instrument panel shows "ERR." flashing for 2 seconds, followed by "EXIT".

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

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

Entering the "new" code:

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

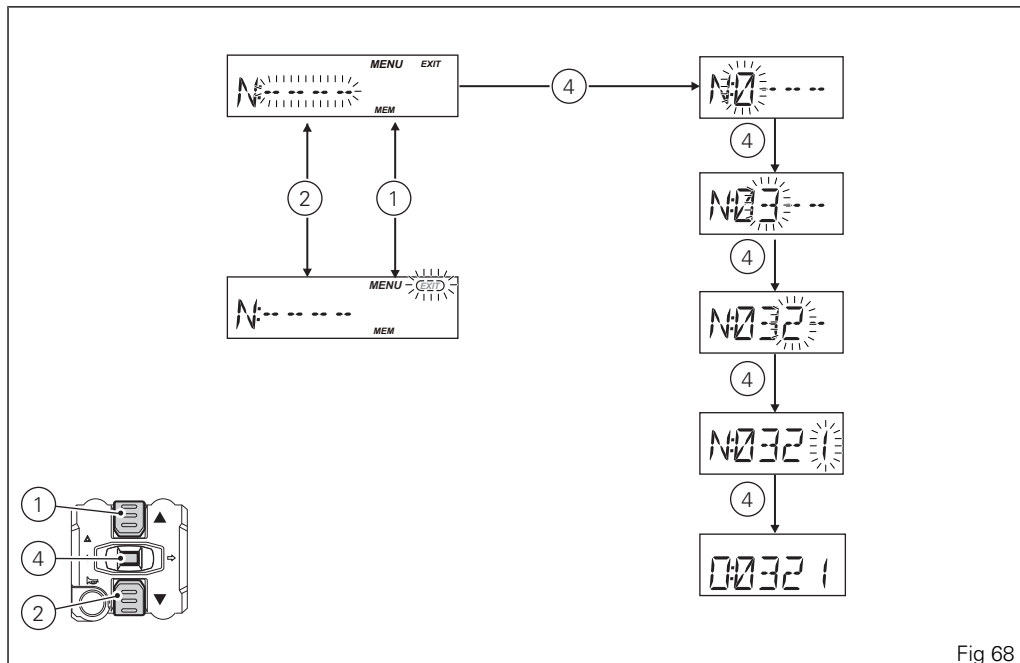


Fig 68

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the "MEM" item and the relevant box will start flashing.

To save the new setting, hold button (4) for 2 seconds while the "MEM" item is highlighted.

If settings have been saved (D), the message "MEM" and the relevant box will be shown steady ON for 2 seconds, and then the message "EXIT" will be highlighted with its box flashing.

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

Press button (4) to quit.



Note

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

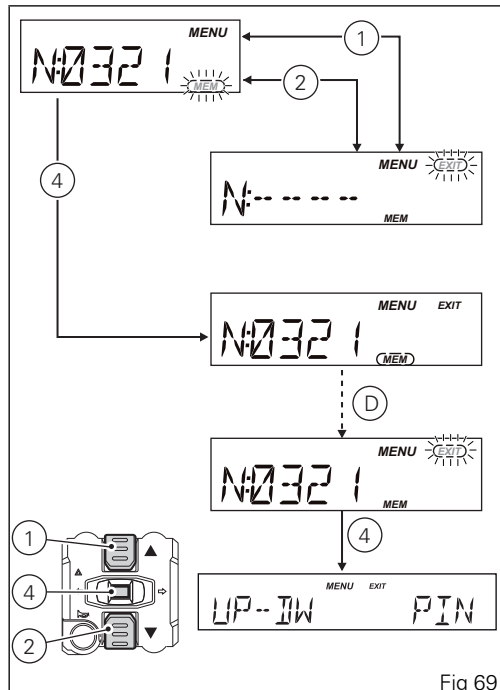


Fig 69

Engine rpm digital indication (RPM)

This function displays the number of RPM in digital format (recommended for improved accuracy when setting idle rpm).

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

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

The Instrument panel displays the engine rpm as a figure in the bottom left digits, in MENU 1.

The upper rev counter bar still indicates the engine rpm.

The Instrument panel shows the numerical value of the rpm with a precision of 50 rpm.

Press button (4) to quit.



Note

If the information is not available, the dashes " - - - - " and the rev counter scale start flashing.

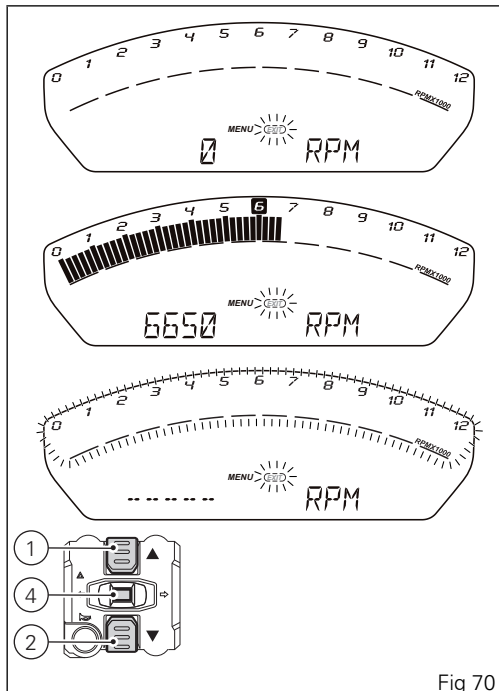


Fig 70

Setting the unit of measurement

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

To manually set the units of measurement, you must enter the SETTING MENU.

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

When entering this function, use buttons (1) and (2) to select the parameter for which you want to set a new unit of measurement or to restore the default settings:

- SPEED;
- temperature (TEMP.);
- fuel consumption (CONS.).

Besides the settings that can be modified, it is possible to select the "DEFAULT" box to restore the default units of measurement.



Note

The "UNT:DF" indication is only active if no unit of measurement has been modified and therefore, the instrument panel uses the units of measurement set by default.

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

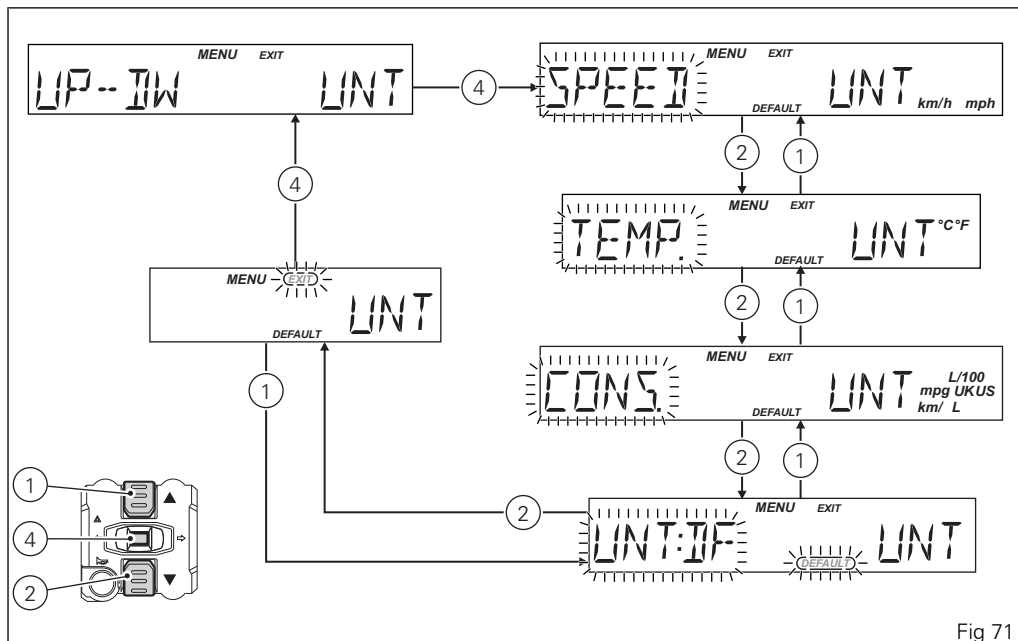


Fig 71

Setting the unit of measurement: Speed

This function allows changing the unit of measurement of Vehicle speed, Odometer, Trip A, Trip B, Trip Fuel (when active) and Average speed. To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the UNT indication, then press button (4). Select SPEED option, then press button (1) or (2). Once SPEED (A) function is highlighted, press CONFIRM MENU button (4). When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady on: mph, km/h. Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

Select the required unit of measurement and then press the CONFIRM MENU button (4): the selected unit is stored in the instrument panel and the SPEED option is flashing again.

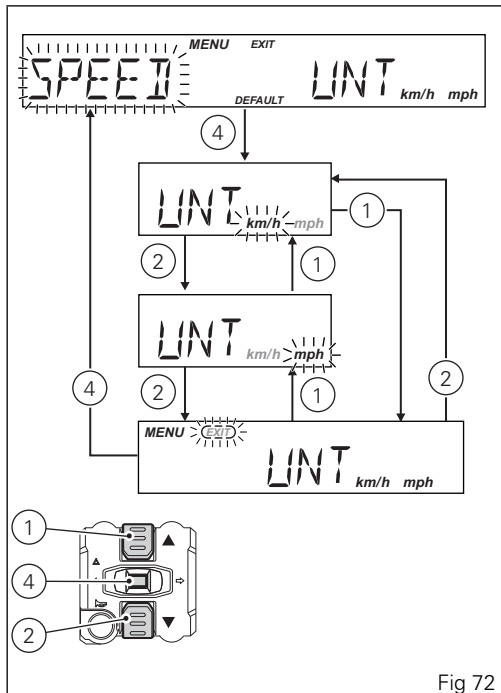


Fig 72

Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window.

- Km/h: if this unit is set, the following values will have the same units of measurement:
 - 1) TOT, TRIP A, TRIP B, TRIP FUEL: km
 - 2) Vehicle Speed and SPEED AVG: km/h
- mph: if this unit is set, the following values will have the same units of measurement:
 - 1) TOT, TRIP1, TRIP2, TRIP FUEL: miles
 - 2) Vehicle Speed and SPEED AVG: mph

Setting the unit of measurement: Temperature

This function allows changing the unit of measurement of the Engine coolant temperature and the Air Temperature.

To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the UNT indication, then press button (4).

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

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

When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady on: °C, °F.

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

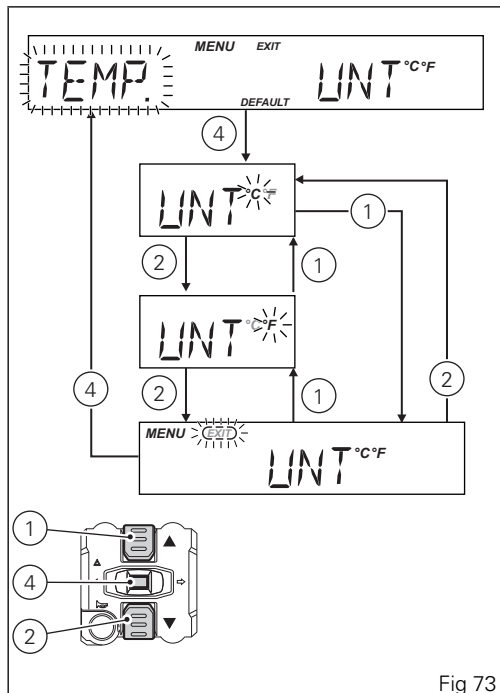


Fig 73

Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window.

- °C: if this unit is set, the following values will have the same units of measurement:
 - 1) Engine coolant temperature and T_AIR: °C
- °F: if this unit is set, the following values will have the same units of measurement:
 - 1) Engine coolant temperature and T_AIR: °F

Setting the unit of measurement: Fuel consumption

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

To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the UNT indication, then press button (4).

Select CONS. option, by pressing button (1) or (2). Once CONS. (C) function is highlighted, press CONFIRM MENU button (4). When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: L / 100km, km / L, mpg (UK), mpg (USA).

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

Select the required unit of measurement and then press the CONFIRM MENU button (4): the selected unit is stored in the instrument panel and the "CONS." option is flashing again.

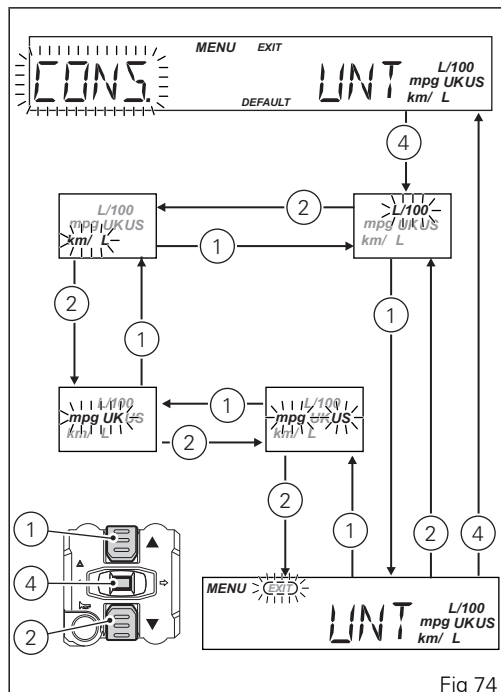


Fig 74

Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window.

- Km/L: if this unit is set, the following values will have the same units of measurement:
 - 1) CONS. and CONS. AVG: Km/L
- L/100: if this unit is set, the following values will have the same units of measurement:
 - 1) CONS. and CONS. AVG: L/100
- MPG UK: if this unit is set, the following values will have the same units of measurement:
 - 1) CONS. and CONS. AVG: mpg UK
- MPG USA: if this unit is set, the following values will have the same units of measurement:
 - 1) CONS. and CONS. AVG: MPG USA

DEFAULT setting

This function allows setting the DEFAULT units of measurement according to the vehicle version. To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the UNT indication, then press button (4). Press button (1) or (2) to make the "DEFAULT" box start flashing and then press button (4) for 2 seconds.

After 2 seconds, the instrument panel shows "WAIT" for 2 seconds; then the "DF-OK" message indicates that the units of measurement have been restored.



Note

When the current settings are the default ones, on the "DEFAULT" indication left side the display shows "UNT:DF".

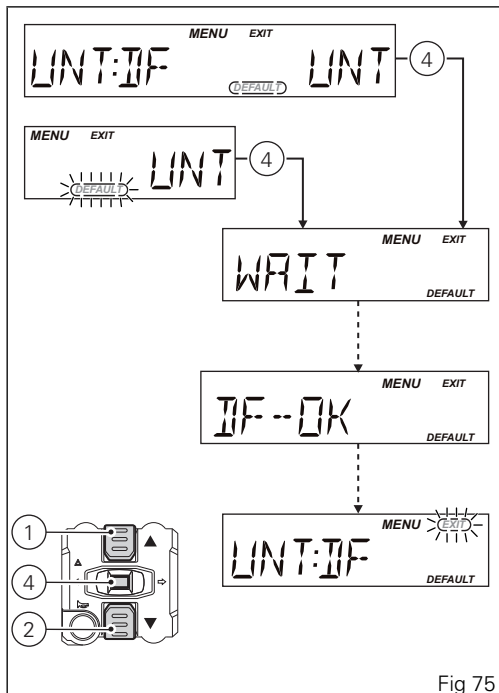


Fig 75

Chart of the units of measurement

	TOT TRIP A TRIP B TRIP FUEL	SPEED AVERAGE SPEED	T_ENGINE T_AIR	INSTANTANEOUS FUEL CONSUMP- TION AVERAGE FUEL CONSUMPTION
Europe	km	km/h	°C	l/100 km
UK	miles	mph	°C	mpg UK
USA	miles	mph	°F	mpg USA
Canada	km	km/h	°C	l/100 km
France	km	km/h	°C	l/100 km
Japan	km	km/h	°C	l/100 km
Brazil	km	km/h	°C	l/100 km
Taiwan	km	km/h	°C	l/100 km
China	km	km/h	°C	l/100 km

Light control

Low / High beam

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

At Key-On, the high beam and low beam lights are off, only the parking lights are turned on.

Once the engine is started, the low beam is turned on; with engine running the standard operation of the lights is restored: it is possible to switch on and off the high beam using button (1) in position (A), or flash using button (1) in position (B). If the engine is not started after key-on, it is still possible to turn on the low/high beam by pressing button (1) in position (A) on the left switch; press it once to turn on the low beam; any further time you press it you switch between low and high beam.

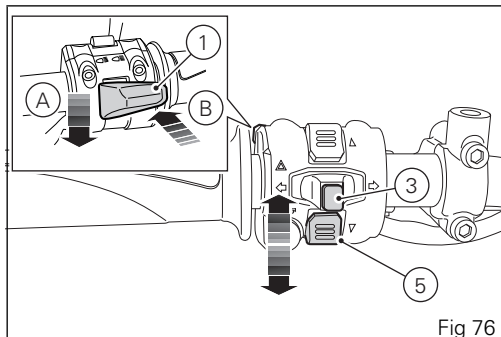


Fig 76

If engine is not started within 60 seconds since the button was first pressed, the low and high beam lights are turned off.

If the low beam or high beam was turned on before starting the engine (with the procedure described above), the headlight turns off automatically when starting the engine and will turn on again when the engine has been completely started to save the battery charge.

Turn indicators

Turn indicator automatic reset is controlled by the instrument panel.

After activating one of the two turn indicators, user can reset them using the button (3, Fig 76) on the left switch.

If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has traveled 0.3 miles (500 m) from when the turn indicator was activated. The counter for the distance traveled for automatic deactivation is only activated at speeds below 50 mph (80 km/h).

If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 50 mph (80 km/h), the calculation

is interrupted and will restart when the speed returns below the indicated threshold.

Hazard function

The "Hazard" function activates all four turn indicators at the same time to warn about an emergency situation. Take button (3) in position (6) for 3 seconds to activate "Hazard" function. It can only be activated when vehicle is on (i.e. when key is turned to "ON", engine condition is irrelevant). When the "Hazard" function is active, all four turn indicators and the warning lights (7) on the instrument panel will flash at the same time. The "Hazard" function can be turned off either when vehicle is on (i.e. key turned to "ON") by taking button (3) in position (6) or by taking button (3) in the central position, or with vehicle off (i.e. key turned to "OFF") by taking button (3) in position (6).

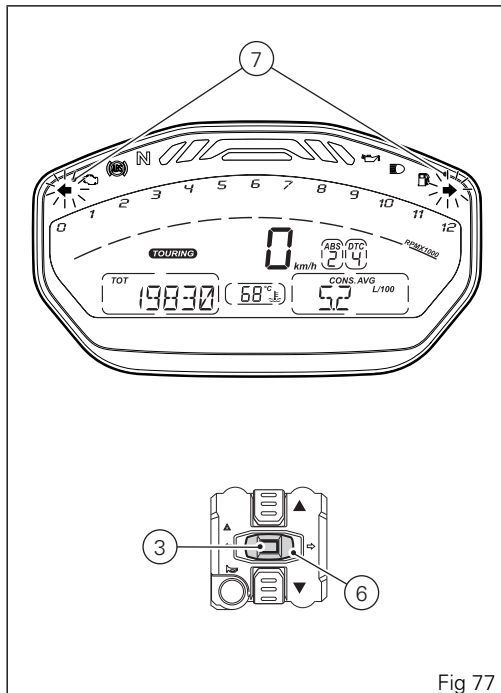


Fig 77

Once the "Hazard" function is activated, if vehicle is turned off (i.e. key turned to "OFF"), the function will stay active until manually disabled by the user or it will turn off automatically after 120 minutes (2 hours) in order to save battery charge.

The Immobilizer system

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

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

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

Keys

The owner receives 2 keys with the vehicle.

These keys contain the "immobilizer system code".

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

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



Attention

Keep the keys separate and use only one of the keys to start the motorcycle.

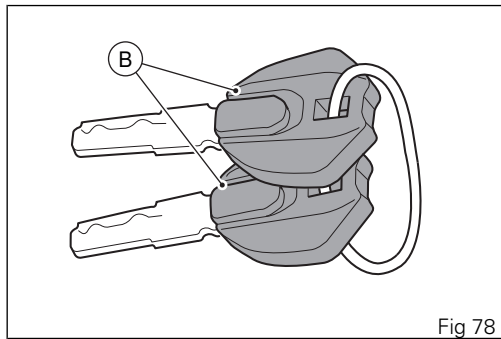


Fig 78

Operation

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

If the other key does not work out either, contact the Ducati Service network.



Attention

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



Note

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

Restoring motorcycle operation via the PIN CODE

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

If upon key-on an Immobilizer ERROR occurs, the Instrument panel automatically activates in MENU 1 the possibility to enter the four-digit PIN CODE previously memorized with the relevant function in the Setting Menu, PIN page.

Entering the code (A):

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

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

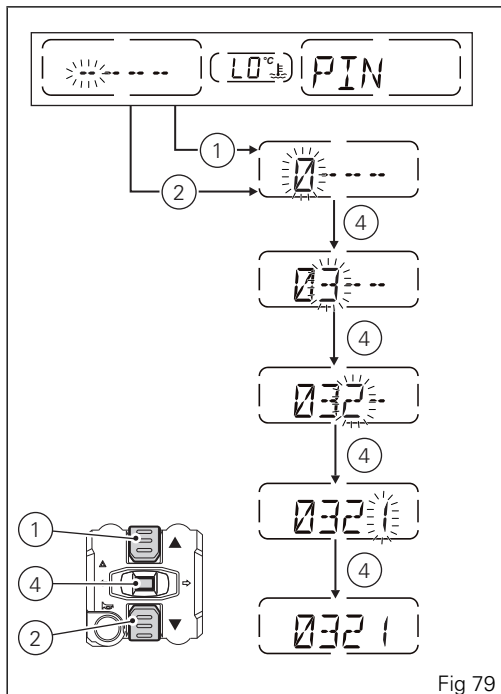


Fig 79

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

- if the PIN code is correct (A), the instrument panel shows the message OK for 2 seconds followed by the "Standard screen" and enables vehicle starting (C);
- if the PIN is not correct (B), the instrument panel displays the message WRONG for 2 seconds and then highlights the string of four dashes "----" to allow you to try again. The number of possible attempts is unlimited and features a preset time-out of 2 minutes. After 2 minutes, the instrument panel shows the standard screen and does not allow vehicle starting (D).

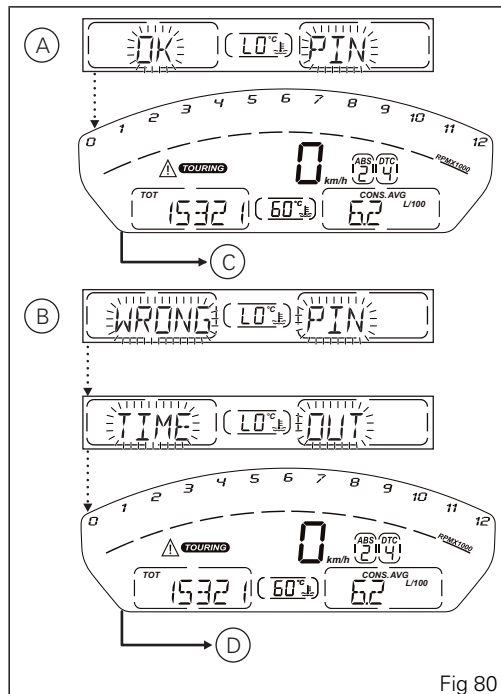


Fig 80



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.



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.

Controls

Position of motorcycle controls



Attention

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

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

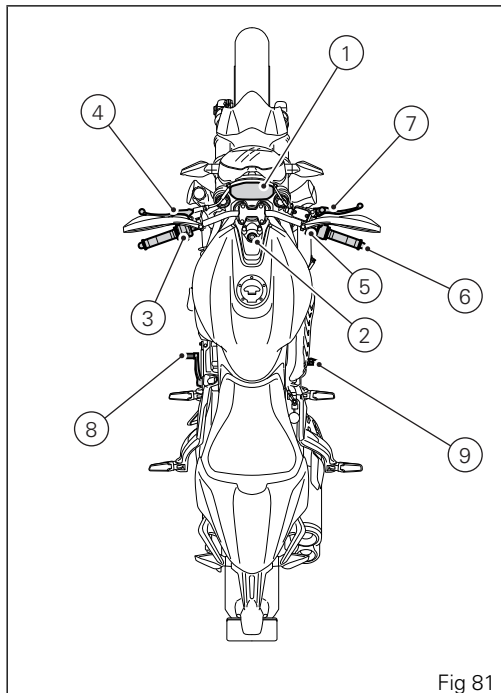


Fig 81

Key-operated ignition switch and steering lock

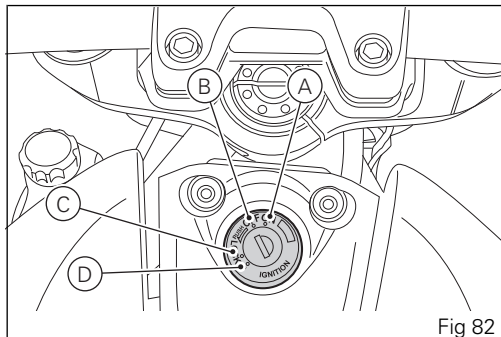
It is located in front of the fuel tank and has four positions:

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



Note

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



Left-hand switch

- 1) Dip switch, light dip switch, two positions:
position  = low beam on (A);
position  = high beam on (B);
position  = high beam (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 "▼".

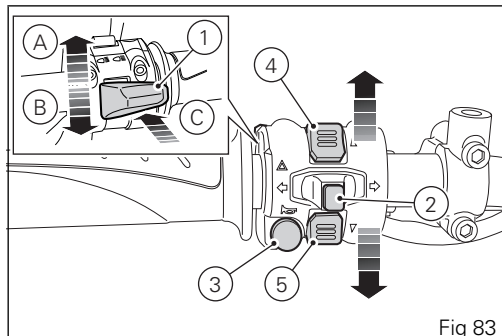


Fig 83

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).

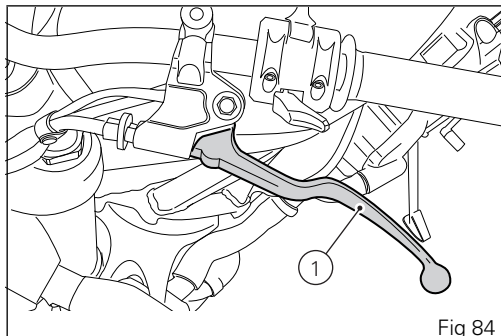


Fig 84

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.

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

To adjust the free play make sure that it is not equal to zero. Work on the primary adjuster (2) on the clutch control.

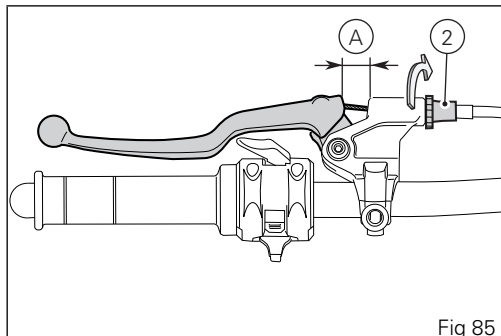


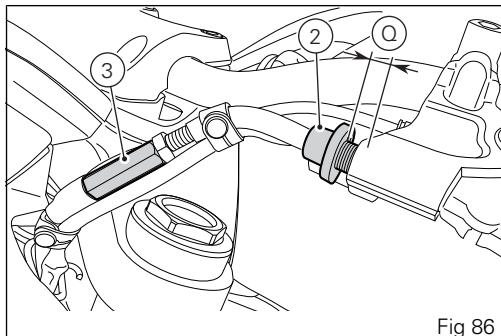
Fig 85

Adjuster (2), located on the lever, allows a maximum value (Q) of 0.43 in (11 mm), whereas the (factory) standard setting is 0.2 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.



Righthand 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).

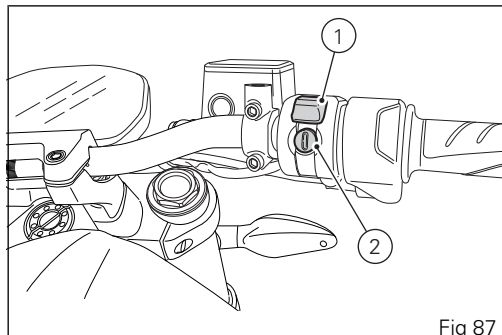


Fig 87

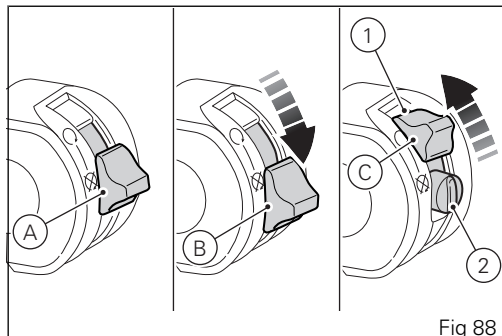


Fig 88

Throttle twistgrip

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

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

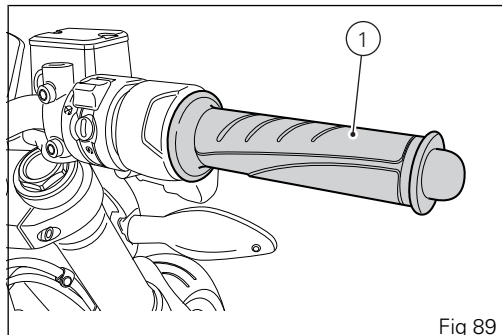


Fig 89

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) to set it to one of the four available positions. Keep in mind that the position no. 1 corresponds to the maximum distance between the lever and the handgrip, whereas position no. 4 corresponds to the minimum distance.

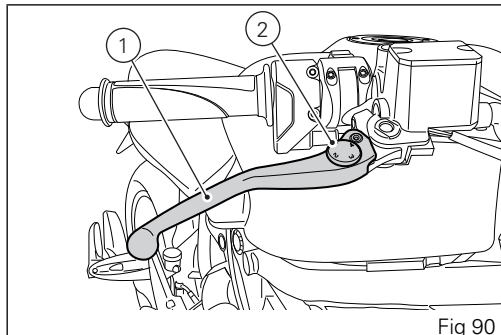


Fig 90



Attention

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



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.

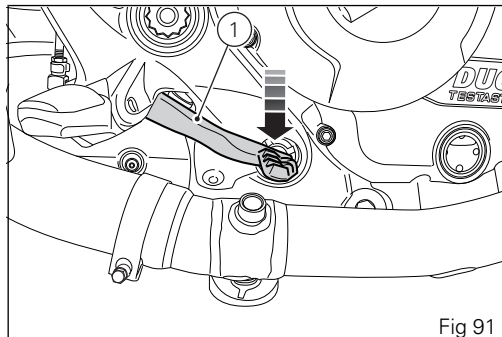


Fig 91

Gear change pedal

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

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

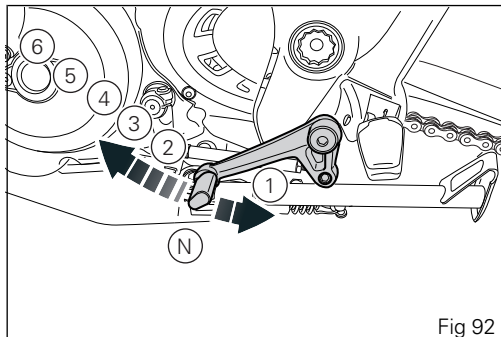


Fig 92

Adjusting the position of the gearchange and rear brake pedals

Gear change pedal

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

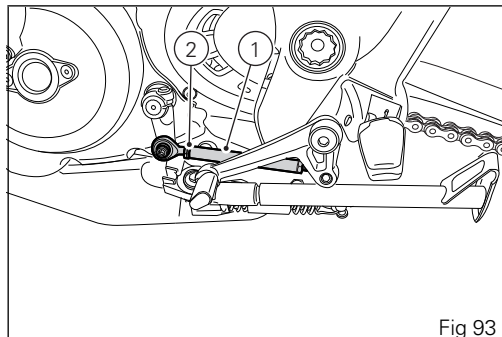
To adjust the position of the gear shift lever, proceed as follows: hold the linkage (1) and slacken the lock nuts (2) and (3).



Note

Nut (2) features a left-hand threading.

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



Rear brake pedal

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

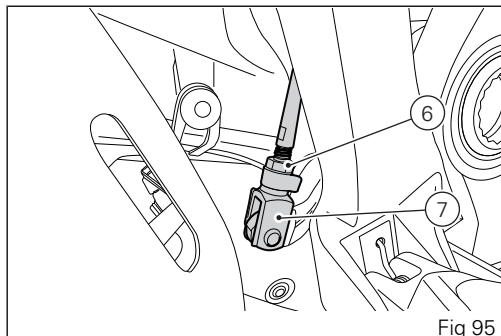
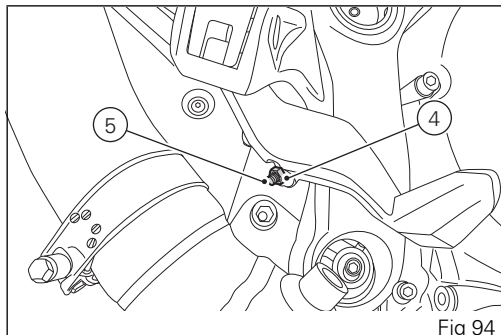
Operate the pedal by hand to check that there is about 0.06-0.08 in (1.5-2 mm) of free play before the brake bites.

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

Loosen lock nut (6) on master cylinder rod.

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

Tighten lock nut (6) and check again clearance.



Main components and devices

Position on the vehicle

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

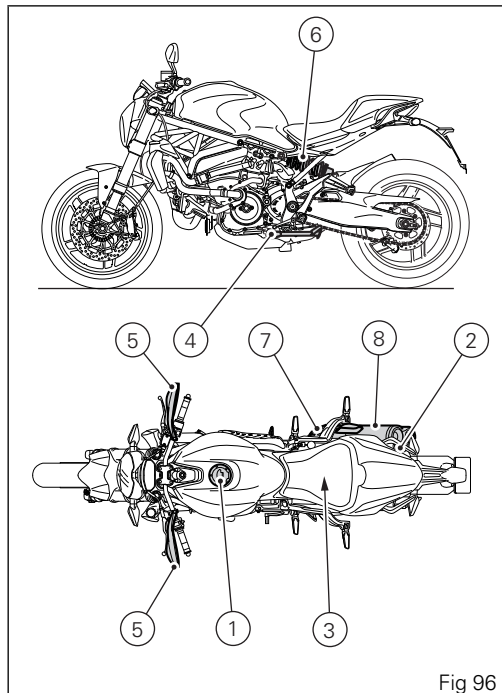


Fig 96

Tank filler plug OPENING

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

CLOSING

Close the plug with key inserted and press to fit in place. Turn the key counter clockwise to the original position and remove it. Close flap (1).



Note

The plug can only be closed with the key in.



Attention

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

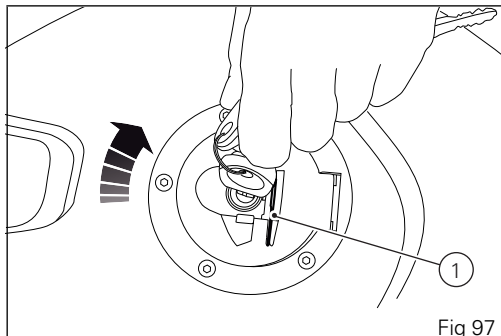


Fig 97

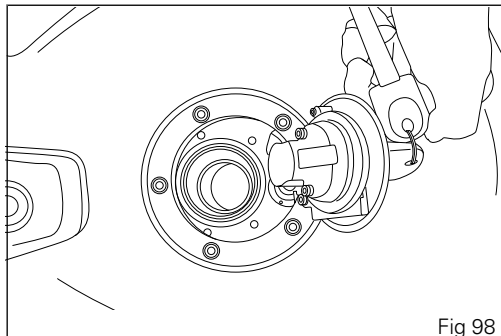
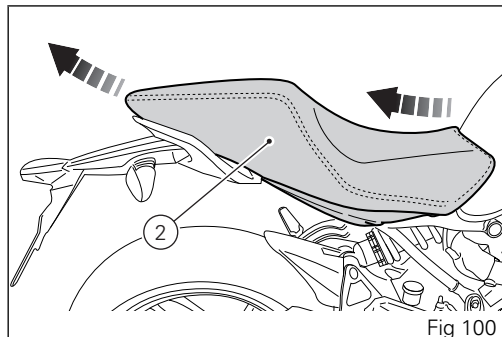
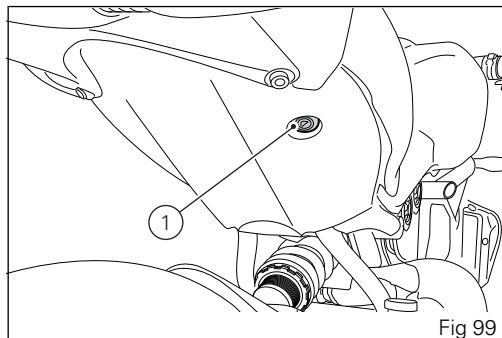


Fig 98

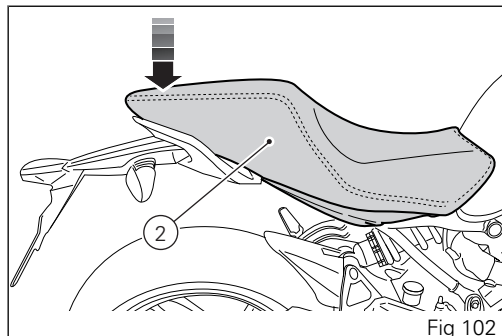
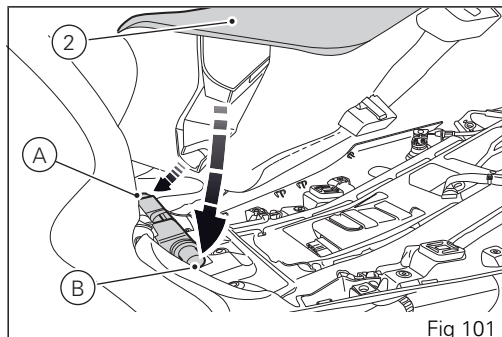
Seat lock OPENING

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



CLOSING

Make sure that all elements are correctly positioned and fastened to the compartment under the seat (2). Engage seat bottom front ends into pins (A) and (B) on the support fastened to rear subframe. Keep the rear part lifted, insert and push on the central fastener of the seat: push the seat rear end until you hear the latch clicking. Make sure the seat is safely secured to the frame and remove the key from the lock.

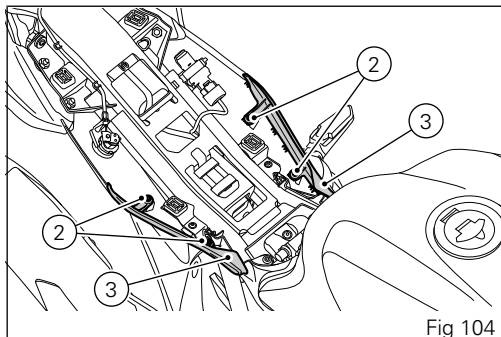
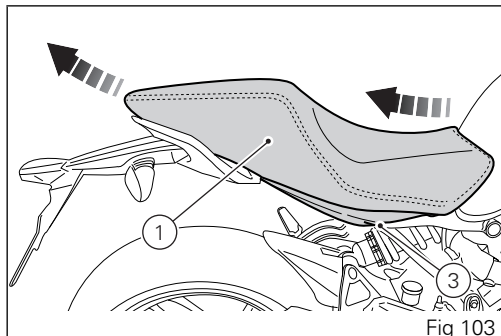


Seat height adjustment

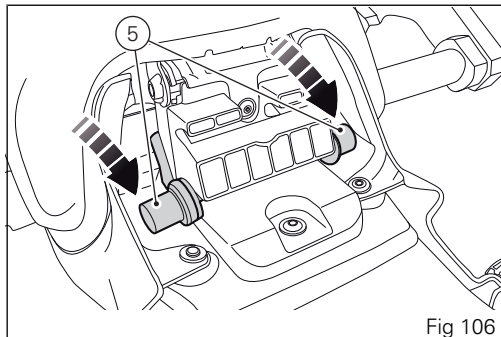
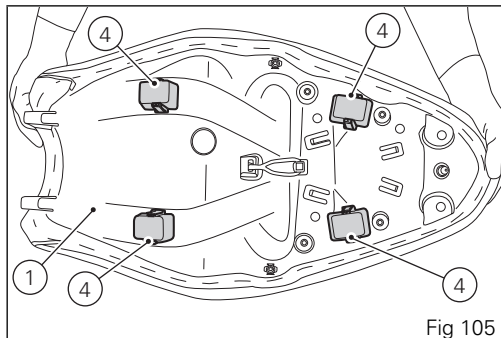
The motorcycle is sold with raised seat. Seat height can be lowered.

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

Loosen the four screws (2) and remove the two covers (3) under the seat.



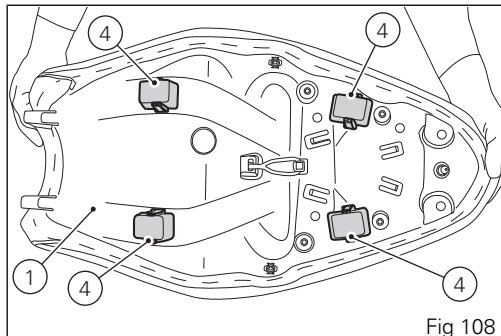
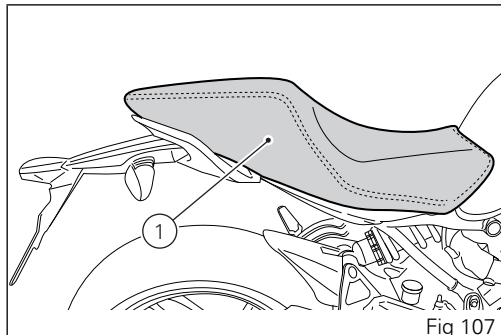
Remove the four blocks (4) located under the seat (1).
Position hook (5) with elastic band in the bottom
retainer.



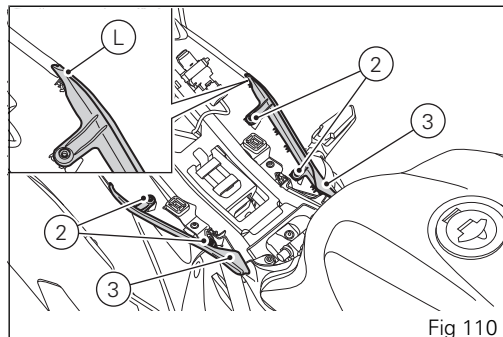
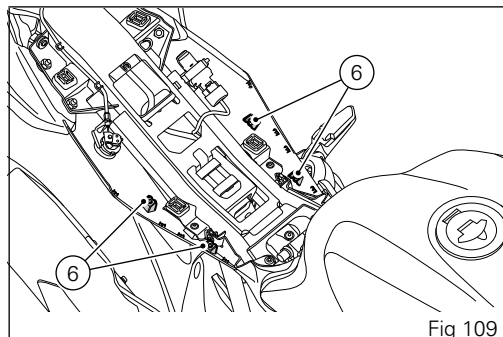
Fit the seat with its cover on the motorcycle. Now the seat is in a lowered position.

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

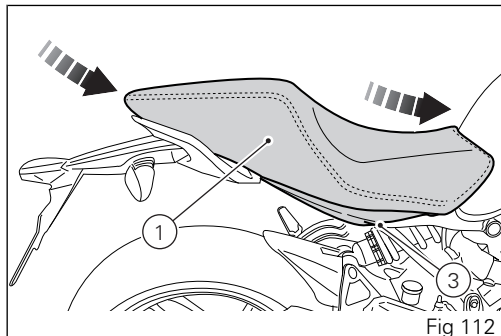
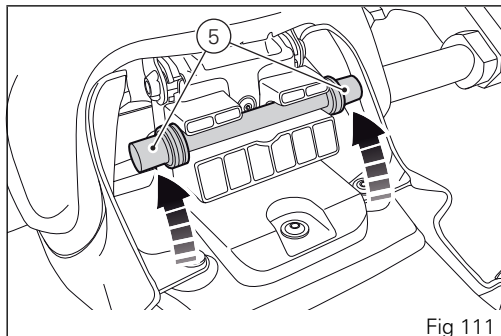
Fit the four blocks (4) in their housing under seat (1).



Make sure clips (6) are in place.
Position the two covers (3) under the seat, by
correctly inserting the tabs (L) on cover (3) into the
slots on underseat cover.
Tighten the four retaining screws (2).



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



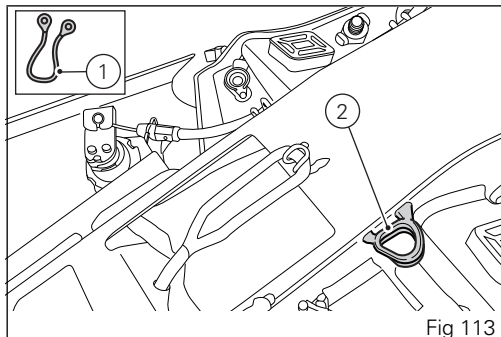
Helmet cable

The helmet cable (1) is inside the tool box, refer to "Tool kit and accessories" page 205. Route cable through helmet and engage cable end into pin (2). Leave the helmet hanging and refit the seat to hold it in place.



Attention

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



Sidestand



Attention

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

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

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



Attention

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

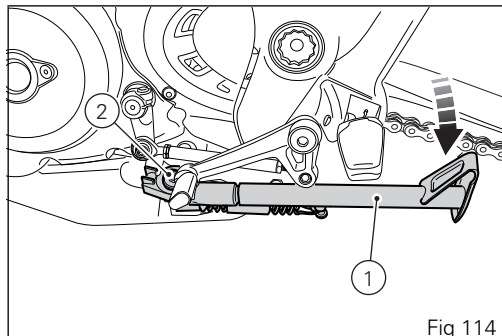


Fig 114

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



Note

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



Note

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

Front fork adjusters

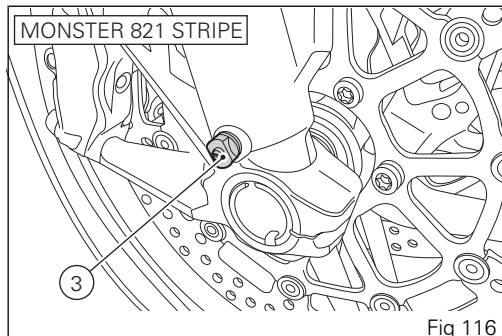
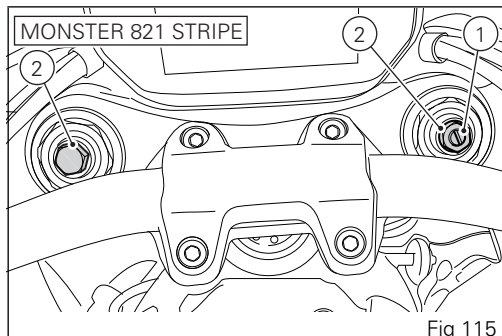
Monster 821 Stripe

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

Use the external screw adjusters:

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

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



By turning adjusters (1) and (3) you will hear some clicks; each click corresponds to a damping setting. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc..

STANDARD factory setting is as follows:

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



Attention

Regulate the spring preload adjuster on both legs to the same positions.

Rear shock absorber adjusters Monster 821 / 821 Dark / 821 Stripe

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

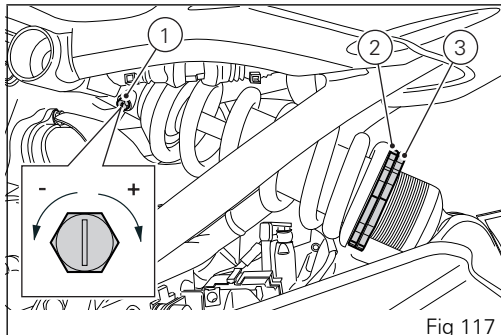
The adjuster (1) located on the LH side, at the top connection holding the shock absorber to the engine, adjusts the rebound damping.

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

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

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

Once the spring preload is set, tighten the bottom ring nut (3).



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

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



Attention

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



Attention

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

CHOOSING THE SUSPENSION SETTING

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

Front fork adjustments - Monster 821 Stripe					
Parameter	Range	Standard	Sport	Comfort	Rider + passenger
Compression	0 ÷ 16 clicks	11 clicks	3 clicks	14 clicks	11 clicks
Rebound	0 ÷ 16 clicks	7 clicks	5 clicks	12 clicks	5 clicks
Spring preload	0 ÷ 10 turns	5 turns	5 turns	5 turns	8 turns

Rear shock absorber adjustments - Monster 821 Stripe					
Parameter	Range	Standard	Sport	Comfort	Rider + passenger
Compression	—	—	—	—	—
Rebound	0 ÷ 3 turns	1.5 turns	1 turns	3 turns	1.5 turns
Spring preload	10 ÷ 20 mm 0.39 ÷ 0.79 in	15 mm 0.59 in	15 mm 0.59 in	15 mm 0.59 in	19 mm 0.59 in

Rear shock absorber adjustments - Monster 821 / 821 Dark					
Parameter	Range	Default	Sport	Comfort	Rider + passenger
Compression	–	–	–	–	–
Rebound	0 ÷ 5 turns	1.5 turns	0.5 turns	2.5 turns	1.5 turns
Spring preload	10 ÷ 20 mm 0.39 ÷ 0.79 in	15 mm 0.59 in	15 mm 0.59 in	15 mm 0.59 in	19 mm 0.59 in

Riding the motorcycle

Break-in recommendations



Important

Before using the motorcycle, make sure that there are no labels on the rear-view mirrors; remove, if any.

Maximum rpm

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

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

Up to 600 mi (1000 km)

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

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

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

For the first 60 mi (100 km), use the brakes gently.

Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake 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.

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

At this point, you can squeeze some more power out of your engine. However never exceed 7,000 rpm.



Important

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

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

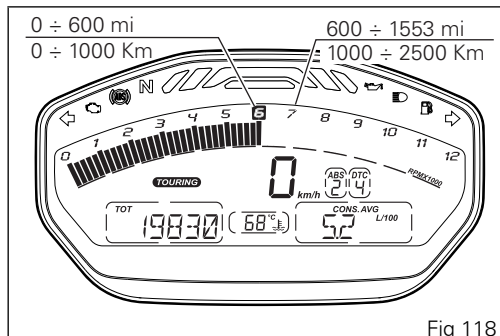


Fig 118

Pre-ride checks



Attention

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

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

- **FUEL LEVEL IN THE TANK**
Check the fuel level in the tank. Fill tank if needed (page 203).
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if needed (page 237).
- **BRAKE FLUID**
Check fluid level in the relevant reservoirs (page 208).
- **COOLANT**
Check coolant level in the expansion reservoir. Top up if needed (page 206).
- **TIRE CONDITION**
Check tire pressure and condition (page 234).

- **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 231).
- **KEY LOCKS**
Ensure that fuel filler plug (page 175) and seat (page 176) are locked.
- **SIDE STAND**
Make sure side stand operates smoothly and is in the correct position (page 184).

ABS LIGHT

After Key-ON, the ABS light (9, Fig 9) stays ON when the motorcycle speed exceeds 5 km/h; the warning light switches OFF to indicate the correct operation of the ABS system.



Attention

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

ABS

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



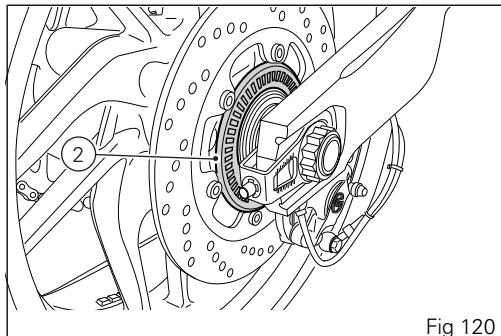
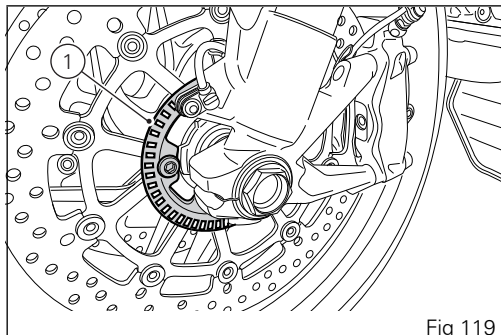
Attention

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.



Starting the engine



Attention

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



Attention

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

Move the ignition key to position (1, Fig 121). 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.

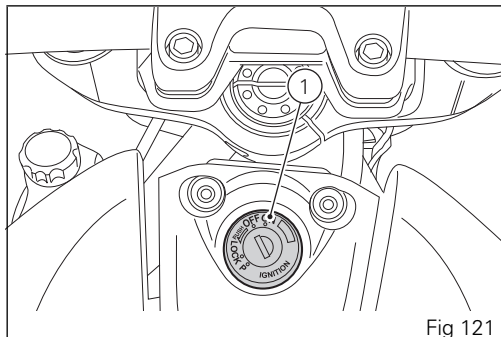


Fig 121



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, Fig 122) is positioned to  (RUN), then press the starter button (3, Fig 122).

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.

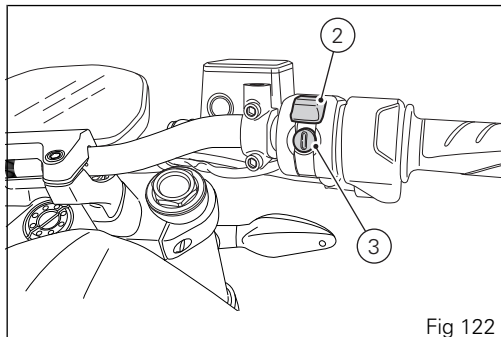


Fig 122

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 by using the "Customizing Riding Modes: ABS setting " function (see page 109).



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.

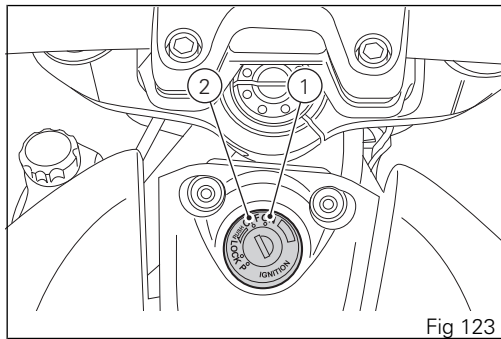
Shift down to engage first gear and then neutral. Apply the brakes and bring the motorcycle to a complete stop.

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.



Refueling

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



Attention

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

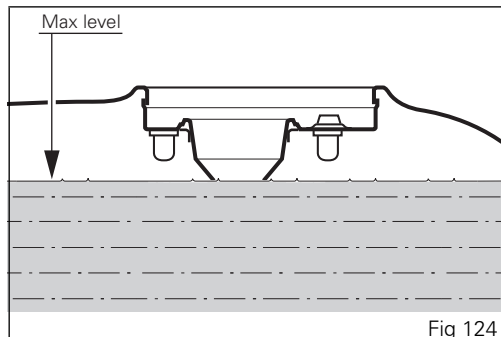


Attention

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

Refer to the “Top-ups” table.

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



Parking

Park the stopped motorcycle on the side stand (page 184).

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.).

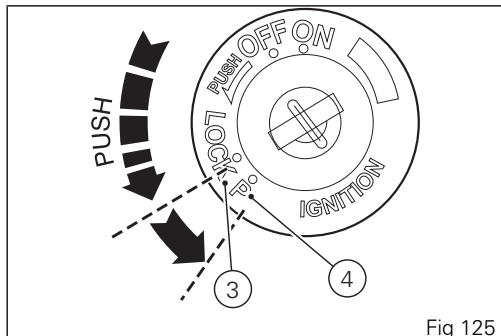


Fig 125



Attention

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

Tool kit and accessories

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

Tool kit includes:

- fuse pliers;
- two helmet anti-theft system cables;
- flat-blade/Phillips screwdriver;
- screwdriver handgrip;
- box wrench, 0.55x0.63x5.71 in (14x16x145 mm);
- rod, 0.24x4.72 in (6x120 mm);
- Allen wrench, 0.12 in (3 mm);
- Allen wrench, 0.16 in (4 mm).

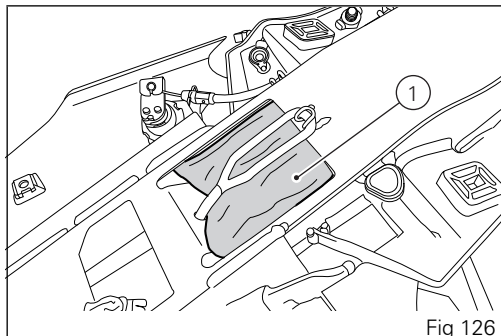


Fig 126

Main maintenance operations

Checking coolant level and topping up, if necessary

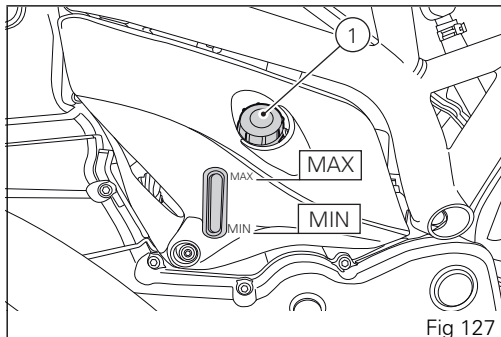
Check coolant level in the expansion tank on the right side of the steering tube.

Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.

Top up if the level is below the MIN mark.

Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.

Screw plug (1).



This type of mixture ensures the best operating conditions (the coolant starts to freeze at $-4^{\circ}\text{F}/-20^{\circ}\text{C}$).
Cooling circuit capacity: 0.66 gallons - 2.5 cu. dm (liters).



Attention

Make sure the engine is cold before proceeding. Attempting to change the coolant with the engine hot could lead to burns from hot coolant or scalding steam.

Change the air filter



Important

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

Check brake fluid level

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

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

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

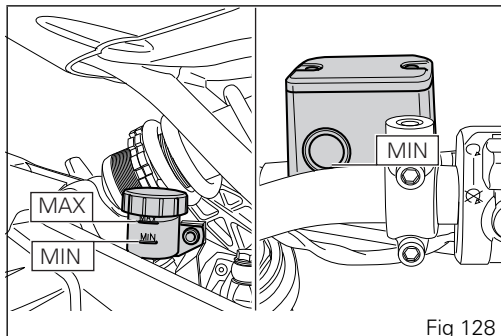


Important

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

BRAKE SYSTEM

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





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 0.04 in (1 mm) replace both pads.



Attention

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



Important

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

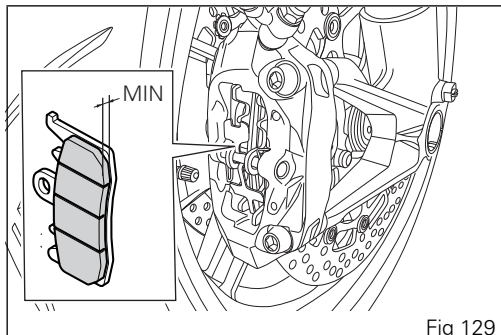


Fig 129

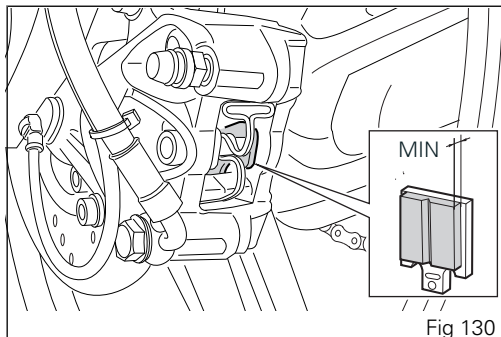


Fig 130

Charging the battery



Attention

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

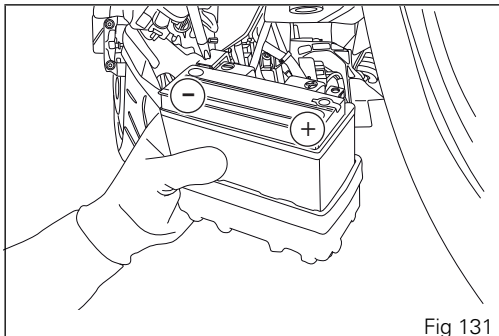
To reach the battery, refer to "Removing the battery" page 216.



Attention

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

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



Important

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

Charge the battery at 0.9 A for 5÷10 hours.
Install the battery on the vehicle as described under
"Refitting the battery" page 222.



Attention

Keep the battery out of the reach of children.

Jump-starting the motorcycle

If the motorcycle must be jump-started in an emergency with an external starting device, first loosen screws (2) using the supplied wrench to remove the battery cover (1).

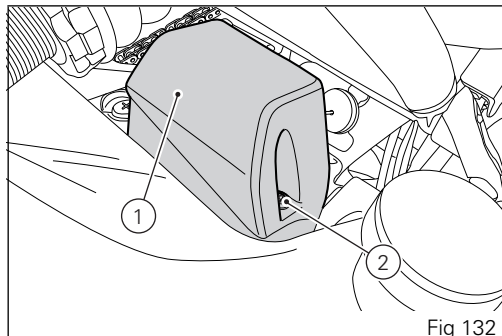


Fig 132

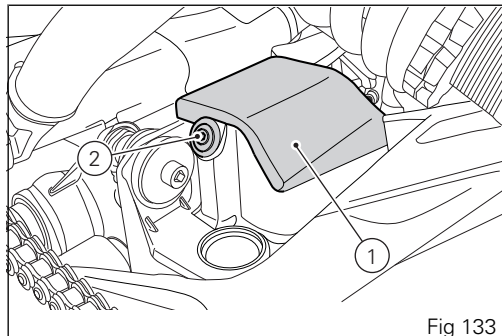


Fig 133

Connect the positive pole of the external device to the battery positive pole (3).
Connect the negative pole of the external device to engine mounting screw (4), after removing both covers on engine LH side.
To remove the covers, refer to "Removing the battery" page 216.



Attention

When connecting the positive pole of the external device to the positive pole (3) of the battery, pay utmost attention not to touch any other metal parts on the vehicle.

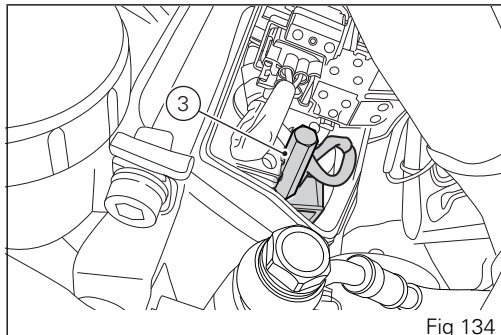


Fig 134

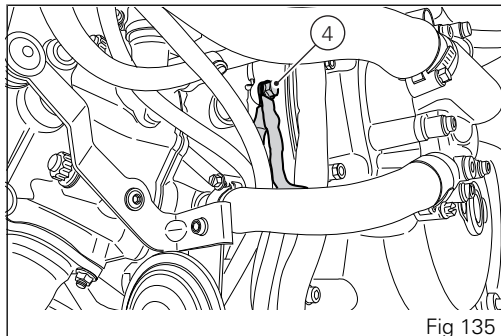


Fig 135

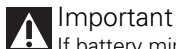
Charging and maintenance of the battery during winter storage

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



Note

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



Important

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

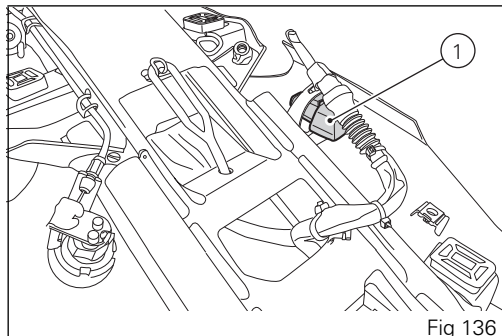


Fig 136

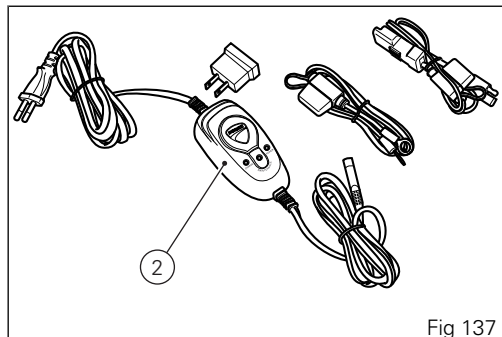


Fig 137



Note

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



Note

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

Removing the battery



Important

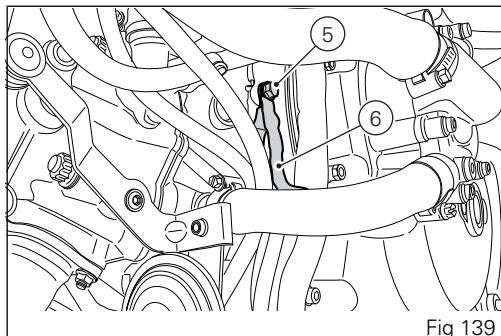
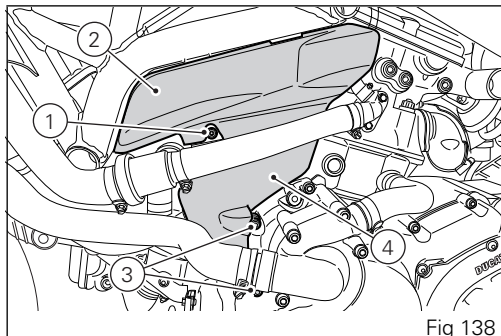
When battery must be removed, ALWAYS contact a Ducati Dealer or Authorized Service Center.

Loosen the screw (1) and remove the cover (2).
Loosen the screws (3) and remove the cover (4).
Loosen the screw (5) and disconnect the ground cable (6).

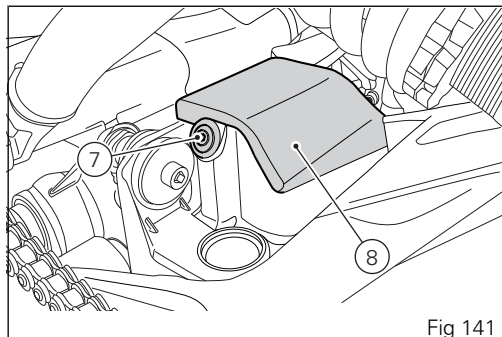
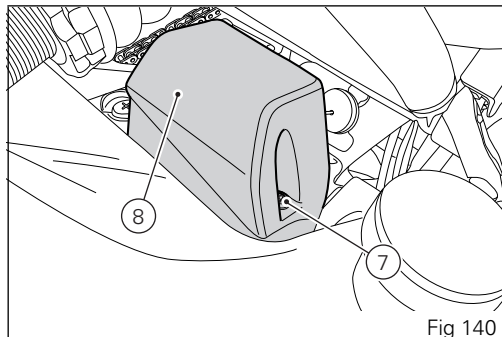


Attention

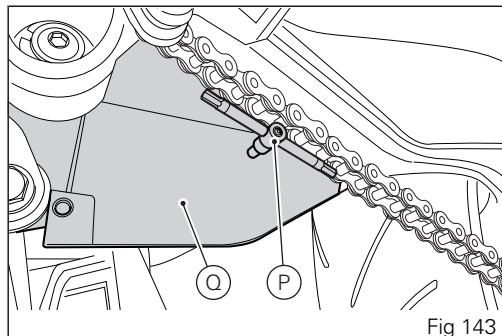
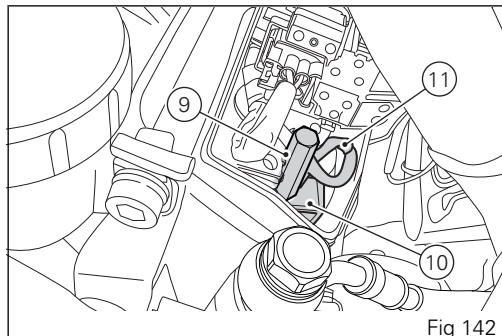
Insulate the ground cable end you just removed to prevent it from touching the motorcycle.



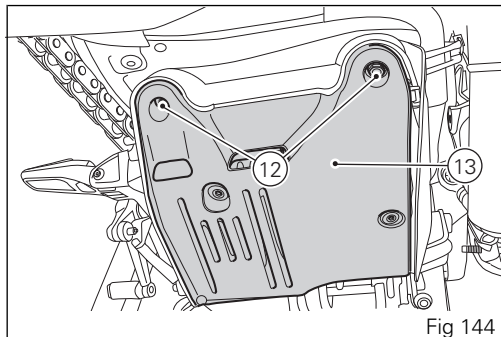
Loosen the screws (7) securing battery mount cover (8).



Loosen the special screw (9) retaining battery positive cable terminals (10) and ABS positive terminal (11) to battery positive pole.
Fit a service pin (P) in the hole on electric components support (Q) to change the battery.

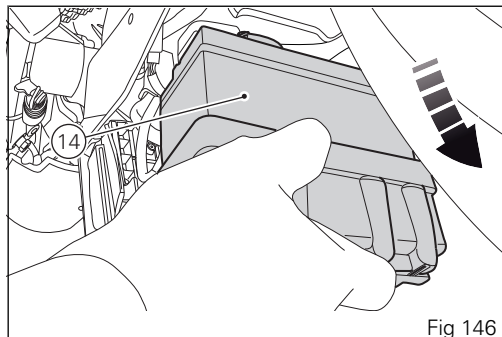
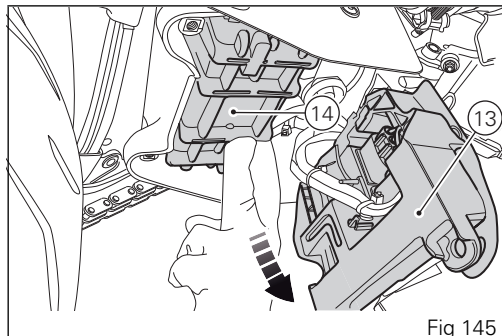


Loosen the screws (12) securing battery mount cover (13) to electric components support.



Turn battery mount cover (13) down and remove service pin (P) while supporting the battery (14) with your hand.

Slowly slide down battery (14), pay attention to the negative pole which is still connected to the wiring.



Loosen screw (15) securing negative cable (16) to battery negative pole and remove the battery.

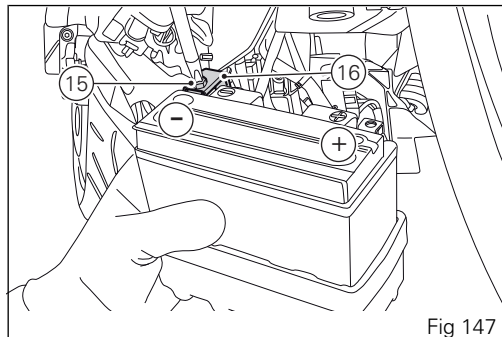


Fig 147

Refitting the battery



Important

When battery must be installed, ALWAYS contact a Ducati Dealer or Authorized Service Center.

Fit the battery negative cable (16) on battery negative pole and fasten it by tightening screw (15) to $10 \text{ Nm} \pm 10\%$.

Install battery (14) in its seat, from swinging arm bottom side.

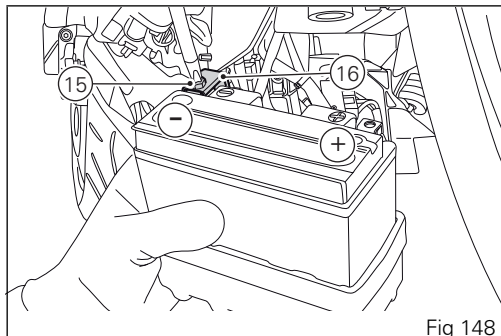


Fig 148

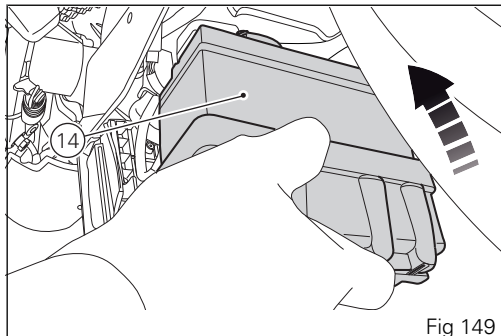
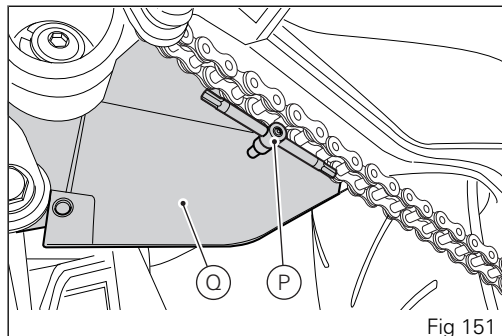
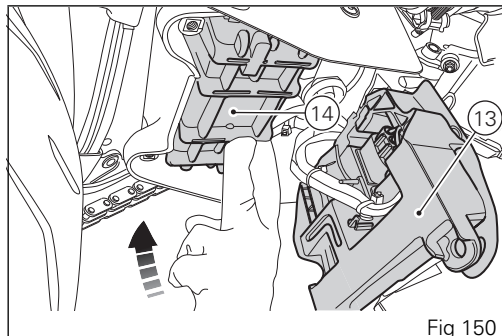
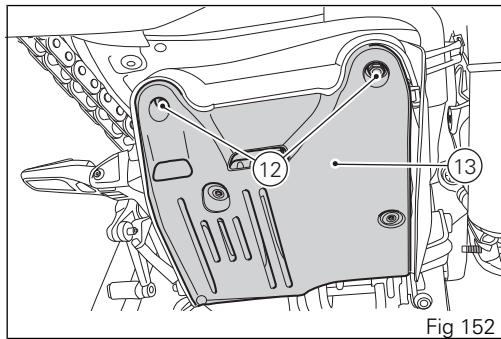


Fig 149

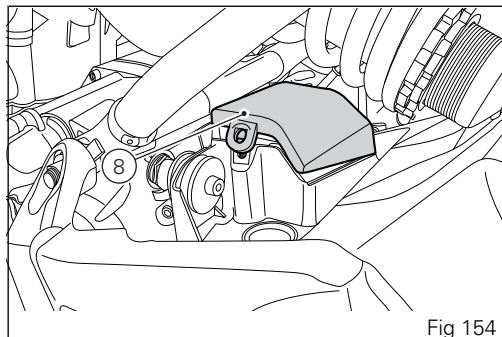
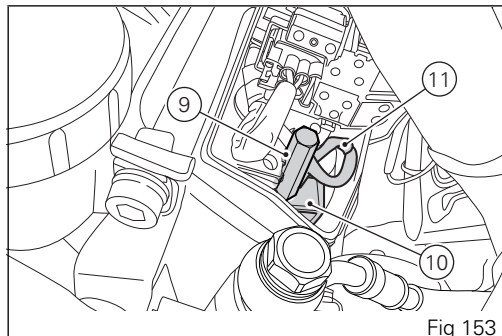
Once battery (14) is in place, fit service pin (P) in the hole on electric components support (Q) to support the battery.
Raise the battery mount cover (13) until it gets against the battery.



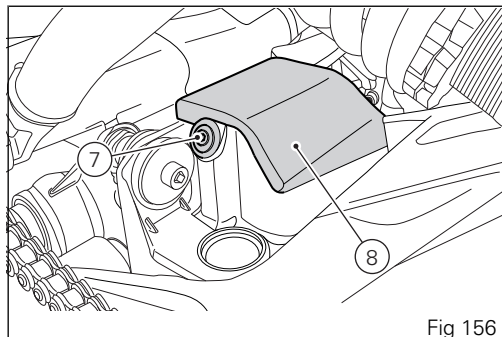
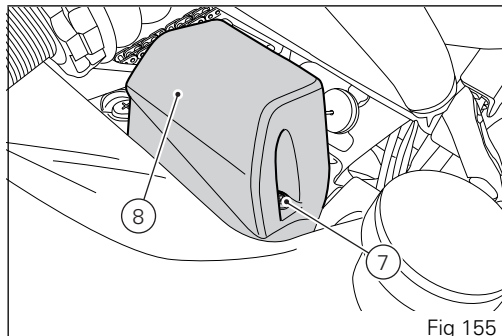
Slide out pin (P) and fasten battery mount cover (13) using screws (12); tighten them to $5 \text{ Nm} \pm 10\%$.



Fit the positive cable (10) and ABS positive cable (11) on battery positive pole and fasten it by tightening screw (9) to $10 \text{ Nm} \pm 10\%$.
Fit the battery cover (8) on electric components support.



Start screws (7) and tighten them to a torque of 4 Nm $\pm$ 10%.



Fit the ground cable (6) on motorcycle and fasten it by tightening screw (5) to $10 \text{ Nm} \pm 10\%$.
Install cover (4) and tighten the screws (3) to a torque of $5 \text{ Nm} \pm 10\%$.
Install cover (2) and tighten the screw (1) to a torque of $1 \text{ Nm} \pm 10\%$.

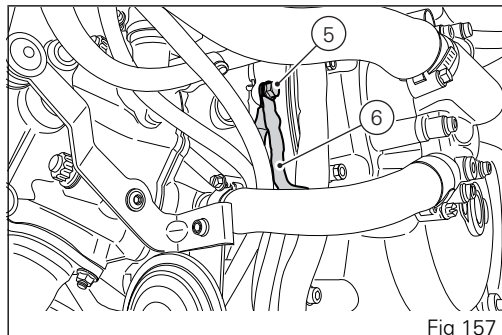


Fig 157

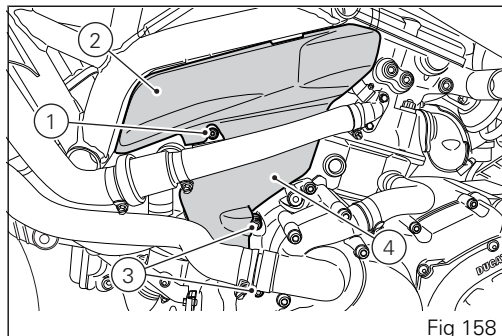


Fig 158

Checking drive chain tension



Important

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

Turn the rear wheel until you find the position where chain is tightest. Set the vehicle on the side stand. With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the center of the chain pins and the aluminum section of the swinging arm. It must be: $A = 1.10 \div 1.18$ in ($28 \div 30$ mm).



Important

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

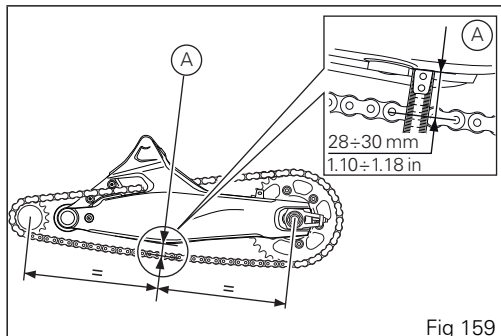


Fig 159



Attention

Correct tightening of swinging arm screws (2) is critical to rider and passenger safety.



Important

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

Check the correspondence of the positioning marks on both sides of the swinging arm to ensure a perfect wheel alignment. Grease the wheel shaft nut thread (1) with SHELL Retinax HDX2 and tighten it to a torque of 145 Nm. Grease the adjuster screws (2) thread with SHELL Alvania R3 and tighten them to a torque of 10 Nm.

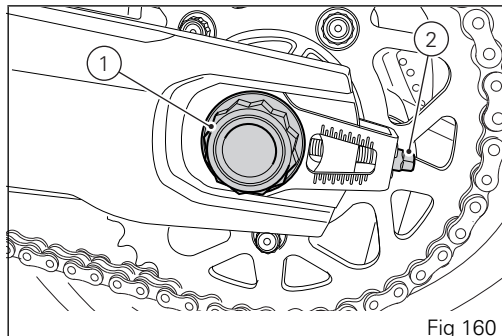


Fig 160

Chain lubrication

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

So as not to damage these seals when cleaning the chain, use special solvents and avoid aggressive washing with high-pressure steam cleaners. After cleaning, blow the chain dry or dry it using absorbent material and apply SHELL Advance Chain or Advance Teflon Chain on each link.



Important

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

Replacing the bulbs

Before replacing a blown bulb, make sure that the replacement bulb has the same voltage and power as that specified in the paragraph "Electrical System" on page 258.

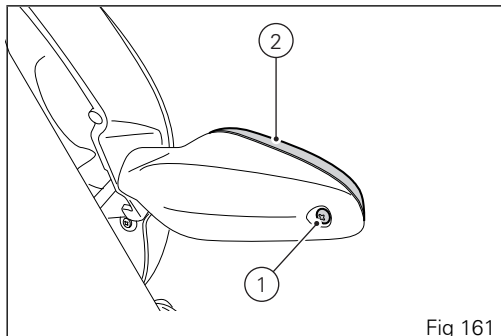


Important

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

Undo the screw (1) and detach the lens (2) from the turn indicator support.

The bulb is the banjo-type: press and rotate counterclockwise to remove. Fit the spare bulb by pressing and turning clockwise until it clicks. Refit the lens by inserting the tab in the corresponding slot in the turn indicator support. Tighten screw (1).



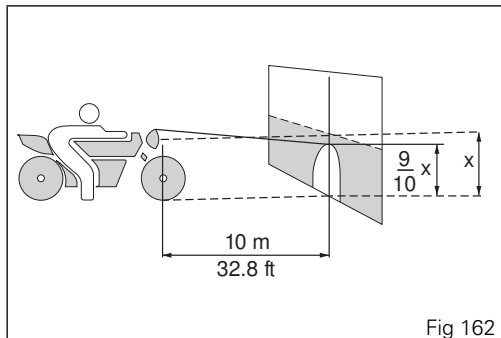
Beam setting



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

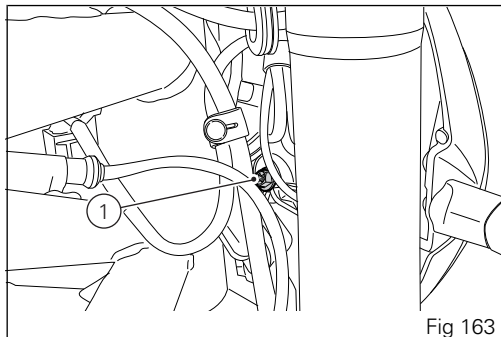
This is the procedure specified by Italian regulations for checking the maximum height of the light beam. Please adapt said procedure to the provisions in force in your own country.

To vertically align the headlight beam, turn the screw (1).



Attention

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



Tires

Front tire pressure:

2.50 bar (36.26 PSI) (rider only) - 2.6 bar (37.71 PSI)
(rider and passenger).

Rear tire pressure:

2.50 bar (36.26 PSI) (rider only) - 2.8 bar (40.61 PSI)
(rider and passenger).

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



Important

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

TIRE REPAIR OR CHANGE

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



Attention

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

After replacing a tire, the wheel must be balanced.



Attention

Do not remove or 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.

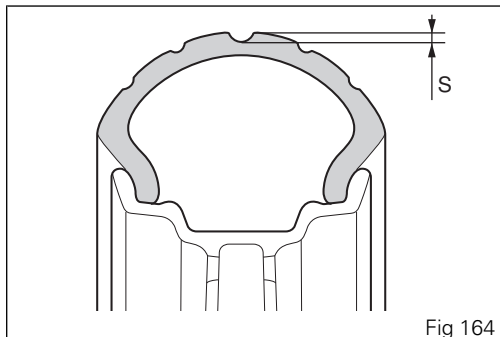
MINIMUM TREAD DEPTH

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



Important

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



Check engine oil level

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

Oil level must be checked with the motorcycle perfectly upright and the engine cold.

Oil level should be between the marks on the sight glass. If the level is low, top up with SHELL Advance 4T Ultra engine oil.

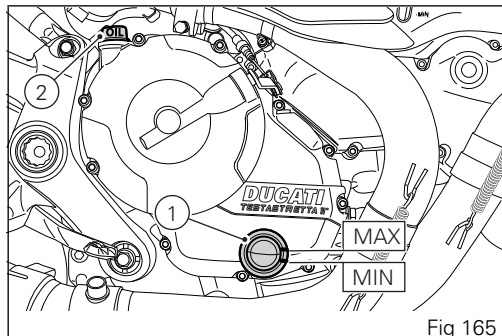
Remove the oil filler cap (2) and top up until the oil reaches the required level.

Refit the filler plug (2).



Important

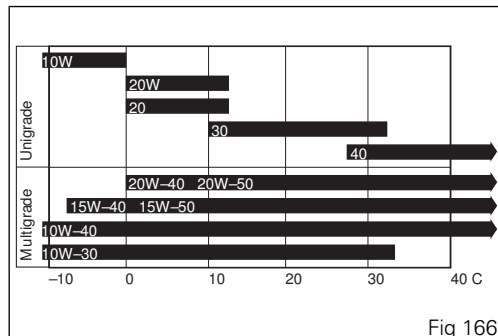
Engine oil and oil filters must be changed by a Ducati Dealer or Authorized Service Center at the intervals specified in the scheduled maintenance chart contained in the Warranty Booklet.



VISCOSITY

SAE 15W-50

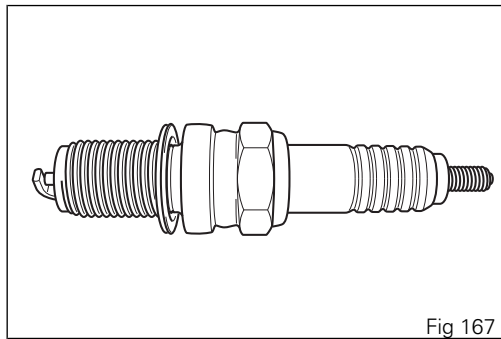
The other viscosity degrees indicated in the table can be used if the local average temperature is within the limits specified for that oil viscosity.



Cleaning and replacing the spark plugs

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

For spark plug replacement, contact 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, anyway according to the road conditions you ride in. Use specific products only. Prefer biodegradable products. Avoid harsh detergents or solvents.

Only use water and neutral soap to clean the Plexiglas and the seat. Periodically manually clean all aluminum components. Use special detergents, suitable for aluminum parts FREE of abrasives or caustic soda.



Note

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

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



Important

Do not wash your motorcycle right after use.

When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.

Never clean the motorcycle using hot or high-pressure water jets.

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

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

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



Attention

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



Attention

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

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

Storing the motorcycle

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

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

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

Protect the motorcycle with a specific motorcycle cover that will not damage the paintwork or retain moisture. The canvas is available from Ducati Performance.

Important notes

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

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

Maintenance

Scheduled maintenance chart: operations to be performed by the Dealer

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

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

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	
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 the operation of the safety electrical devices (side stand switch, front and rear brake switches, engine stop switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

Scheduled maintenance chart: operations to be performed by the customer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1000	0.6
	Months	6
Check engine oil level		●
Check brake 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, miles or months), whichever occurs first.

Technical data

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 453 lb (205.5 kg).

Overall weight (without fluids and battery): 395 lb (179.5 kg).

Maximum allowed weight (carrying full load): 859 lb (390 kg).



Attention

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

Overall dimensions

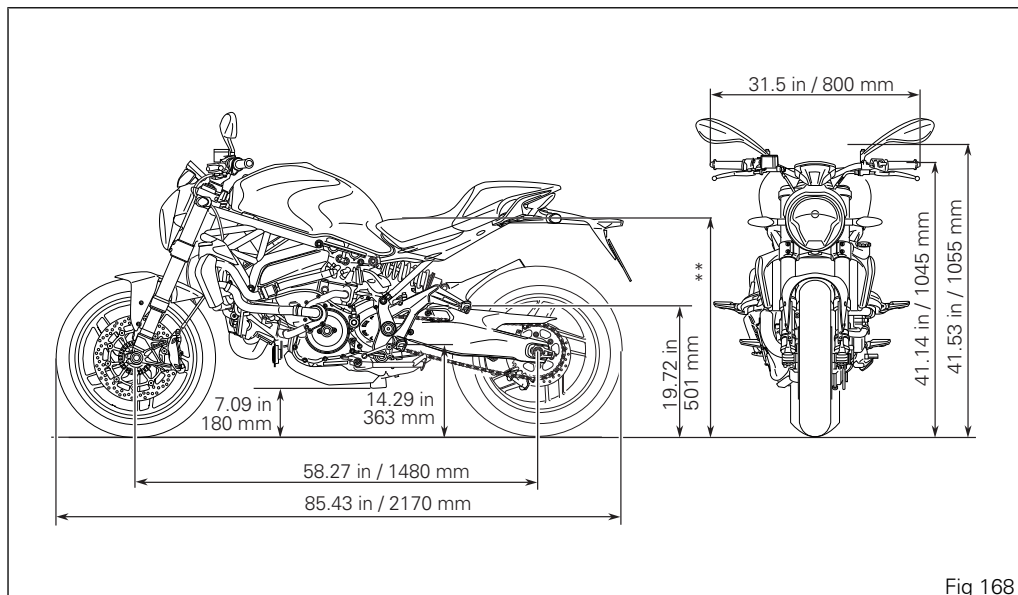


Fig 168

** Adjustable seat height 30.90 ÷ 31.89 in (785 ÷ 810 mm).

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 0.66 gallons (2.5 cu. dm liters)	Unleaded fuel with a minimum octane rating of 90 (RON+MON)/2.	17.5 cu. dm (liters) 4.62 gallons
Oil sump and filter	SHELL - Advance 4T Ultra	3.2 cu. dm (liters) 0.85 gallons
Front/rear brake and clutch circuits	SHELL Advance Brake DOT 4	-
Protectant for electric contacts	SHELL Advance Contact Cleaner	-
Front fork	SHELL Advance Fork 7.5 or Donax TA	0.14 gallons (521 cu. cm) (RH fork leg) 0.10 gallons (394 cu. cm) (LH fork leg)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.66 gallons - 2.5 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:

3.46 in (88 mm).

Stroke:

2.66 in (67.5 mm).

Total displacement:

821.1 cc.

Compression ratio:

12.8±0.5:1

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

82.4 kW/112 HP at 9250 rpm

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

9.1 kgm/89.4 Nm at 7750 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 (four opening and four closing ones) and two overhead camshafts. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

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

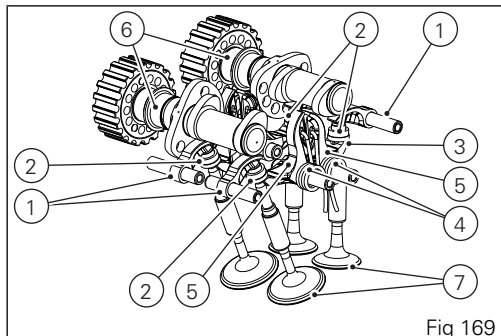


Fig 169

Performance data

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



Important

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

Spark plugs

Make: NGK

Type: MAR9A-J.

Fuel system

CONTINENTAL M3D indirect electronic injection.

MIKUNI throttle body with full Ride by wire system, diameter: 2.09 in (53 mm)

Injectors per cylinder: 1

Firing points per injector: 4

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



Attention

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

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

Brakes

Separate-action anti-lock brake system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

Front

Type: with drilled steel disk.
no. 2 disks.

Disk diameter: 12.6 in (320 mm).

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

Monoblock brake calipers with separate pistons.

Make and type: Brembo M4.32 b.

Friction material: Toshiba TT2182FF.

Cylinder type:

PR 16/22.

Cylinder Ø: 0.63 in (16 mm).

Rear

Type: with fixed drilled steel disk.

Disk diameter: 9.65 in (245 mm).

Hydraulically operated by a pedal on RH side.

Brake caliper: Cylinder Ø 1.34 in (34 mm).

Make and type: Brembo P 34 e

Friction material: Toshiba TT2172 HH.

Cylinder type: PS 11.

Cylinder Ø: 0.43 in (11 mm).



Attention

The brake fluid used in the brake system is corrosive.

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

Transmission

Wet slipper clutch with less effort at the lever controlled by the lever on left-hand side of the handlebar.

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

Front chain sprocket/clutch gearwheel ratio: 33/61. 6-speed gearbox with constant mesh gears, and gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/46.

Total gear ratios:

1th gear 37/15

2th gear 30/17

3th gear 28/20

4th gear 26/22

5th gear 24/23

6th gear 23/24

Drive chain from gearbox to rear wheel.

Make: Regina

Type: 520 ZRDK

Size: 5/8" x 1/4"

Links: 108



Important

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



Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or Authorized Service Center. If improperly replaced, this component could seriously endanger your safety and that of your passenger, and cause irreparable damage to your motorcycle.

Frame

Molybdenum-chrome steel tubular trellis, cast aluminum rear subframe

Steering angle (per side): 30°

Steering head angle: 24.3°

Trail: 3.67 in (93.2 mm)

Wheels

Ten-spoke light aluminum alloy rims.

Front

Size: MT3.50x17"

Rear

Size: MT5.50x17"

Both wheel shafts can be removed.

Tires

Front

Tubeless, radial tire.

Size: 120/70-ZR17

Rear

Tubeless, radial tire.

Size: 180/60-ZR17

Suspensions

Monster 821 Stripe

FRONT

KAYABA hydraulic upside-down fork with spring preload, compression and rebound adjustment.

Stanchion diameter: 1.69 in (43 mm).

Wheel travel: 5.12 in (130 mm).

REAR

Progressive with Sachs monoshock, with rebound and spring preload adjustment.

Shock absorber stroke: 2.42 in (61.5 mm).

Rear wheel travel: 5.79 in (147 mm).

Monster 821 / 821 Dark

FRONT

KAYABA hydraulic upside-down fork.

Stanchion diameter: 1.69 in (43 mm).

Wheel travel: 5.12 in (130 mm).

REAR

Progressive with Sachs monoshock, with rebound and spring preload adjustment.

Shock absorber stroke: 2.42 in (61.5 mm).

Rear wheel travel: 5.79 in (147 mm).

Exhaust system

Equipped with catalytic converter.

Available colors

Monster 821

(this model comes with seat cover as standard)

RED

Primer, Acriflex White code L0040652 (Lechler).

Primer, Acriflex Red code 473.101 (PPG).

Varnish, Acriplast Red Stoner SF code LMC06017 (Lechler).

Frame, Charcoal Black code 44974 (INVER SPA).

Rear subframe, Matt Black powder enamel code CN201V (Akzo Nobel).

Rims, Black.

STAR WHITE SILK

Primer 2 K White code 873.AC001 (Palinal).

Primer, Star White code 928.T948 (Palinal).

Clear coat code 96598 (Lechler).

Frame, Ducati Red code 81784 (INVER SPA).

Rear subframe, Matt Black powder enamel code CN201V (Akzo Nobel).

Rims, Red.

Monster 821 Dark

(this model does not come with seat cover as standard)

DARK STEALTH

Primer (Primer 2 K Black) code 873.A002 (PALINAL).

Primer (Black Stealth - Black 94) code 929.R223 (PALINAL).

Clear coat (Matt Clear Coat 2K) code 923I.2176 (PALINAL).

Frame, Charcoal Black code 44974 (INVER SPA).

Rear subframe, Matt Black powder enamel code CN201V (Akzo Nobel).

Rims, Black.

Monster 821 Stripe

(this model comes with seat cover as standard)

Ducati Anniversary red code 473.1010 (PPG) with White Stripe;

Clear coat code 228.880 (PPG);

Red frame and black rims.

Electrical system

Basic electric items are:

HEADLIGHT:

low beam: H4 BV (12 V - 60/55 W).

high beam: H4 BV (12 V - 60/55 W).

parking light: with six LEDs, 12V - 2.8W.

ELECTRICAL CONTROLS ON HANDLEBAR

front turn indicators: 12V - 10W lamp.

rear turn indicators: 12V - 10W lamp.

Horn.

Stop light switches.

Battery, 12 V-10 Ah.

Generator 490 W - 14 V - 34.8 A.

ELECTRONIC REGULATOR, protected by 2 fuses, 30

A, on solenoid starter (C) sides.

Starter motor, 12 V-0.7 kW.

Tail and stop light: LEDs.

parking light: with 8 LEDs, 13.5V - 0.45W.

rear stop light: with 12 LEDs, 13.5V - 2.8W.

Number plate light: 12V - 5W lamp.



Note

For the bulb replacement refer to paragraph
"Replacing the bulbs".

Fuses

There are eleven fuses that protect the electric components located inside the fuse boxes. There are three spare fuses in every box. Above the solenoid starter there are two 30 A fuses, whereas on its sides there are two ABS fuses: a 25 A and a 30 A one. The fuse boxes are located on the RH central side, under the RH side cover. Fuse box (A) is on the LH side, whereas fuse box (B) is on the RH side. To expose the fuses, lift the box protective covers. Mounting position and ampere capacity are marked on box cover. Refer to the table below to identify the circuits protected by the various fuses and their ratings.

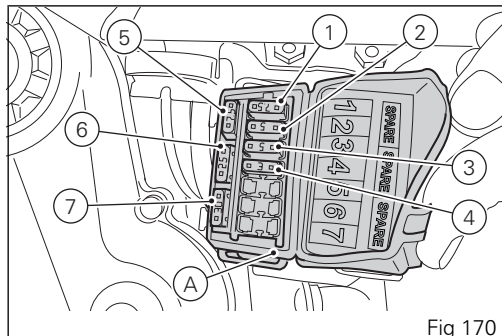


Fig 170

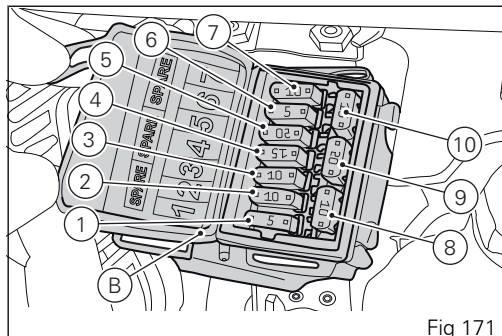


Fig 171

Fuse box (A) key		
Pos	El. item	Rat.
1	Optional Key	7.5 A
2	Alarm	5 A
3	Stop	5 A
4	Diagnostics	3 A
5	Spare	7.5 A
6	Spare	25 A
7	Spare	30 A

Fuse box (B) key		
Pos	El. item	Rat.
1	Lights	5 A
2	Instrument panel	10 A
3	Key 1	10 A
4	Key 2	15 A
5	Relay	20 A
6	Control unit	5 A
7	BBS	10 A
8	Spare	10 A
9	Spare	20 A
10	Spare	15 A

The two main fuses (C) are located on solenoid starter (D). Remove the fuse cap (E) on both fuses to reach them.

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

Near the solenoid starter there are two fuses: a 25 A (G) fuse and a 30 A (H) one.



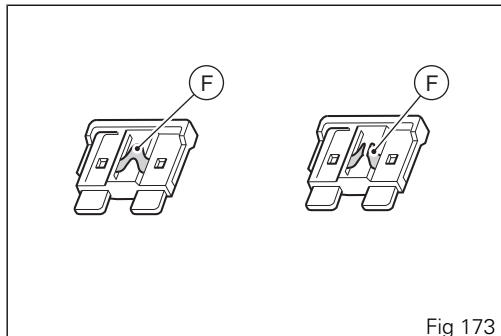
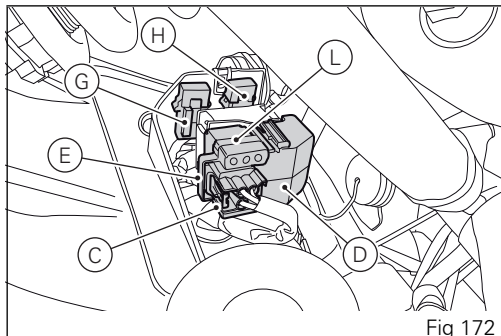
Important

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



Attention

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



Injection /electric system diagram key

- | | |
|--------------------------------------|---|
| 1) Ignition system (ignition switch) | 25) Clutch switch |
| 2) LH fan | 26) Timing/rpm sensor |
| 3) RH fan | 27) MAP sensor |
| 4) Generator | 28) Engine temperature |
| 5) Regulator | 29) Ambient temperature sensor (TIA) |
| 6) Solenoid starter | 30) Horizontal exhaust lambda sensor |
| 7) Battery | 31) Vertical exhaust lambda sensor |
| 8) Wiring ground | 32) Accelerator position sensor (APS) |
| 9) Exhaust valve actuator | 33) Horizontal injector |
| 10) ABS control unit | 34) Vertical injector |
| 11) Front fuse box | 35) Potentiometer motor / ride-by-wire (TPS/ ETV) |
| 12) Rear fuse box | 36) Secondary air actuator |
| 13) Front speed sensor | 37) Vertical coil |
| 14) Rear speed sensor | 38) Horizontal coil |
| 15) Self-diagnosis/DDA | 39) Fuel pump |
| 16) Rear right turn indicator | 40) Fuel pump relay |
| 17) Rear light | 41) Injection power supply relay |
| 18) Rear left turn indicator | 42) Control unit 2 |
| 19) Number plate light | 43) Control unit 1 |
| 20) BBS | 44) Left-hand switch |
| 21) Alarm (optional) | 45) Front left turn indicator |
| 22) Oil pressure sensor | 46) Horn |
| 23) Gear sensor | 47) Air temperature sensor |
| 24) Side stand switch | 48) Instrument panel |
| | 49) Rear stop light |
| | 50) Front stop light |

- 51) Front right turn indicator
- 52) Headlight
- 53) Right-hand switch
- 54) Starter relay
- 55) Heated handgrip power supply
- 56) ABS fuses
- 57) Immobilizer
- 58) Starter motor

Wire color coding

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



Note

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

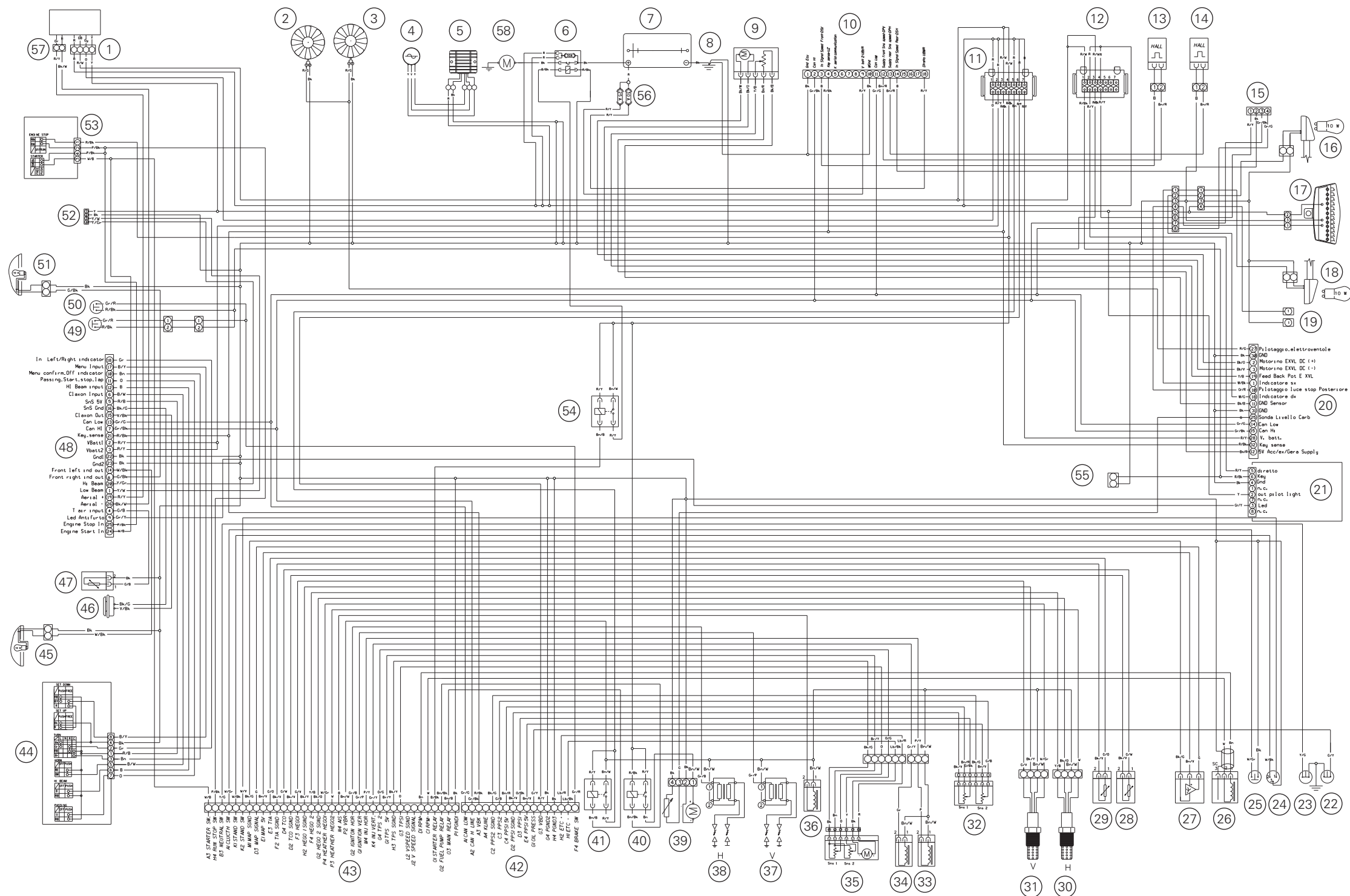
Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
15000	900			
30000	18000			
45000	27000			
60000	36000			

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Monster 821

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