

Owner's manual

SUPERSPORT

SUPERSPORT S



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

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

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

Any and all reproduction or dissemination of the contents in whole or in part is strictly prohibited. All rights are reserved by Ducati Motor Holding S.p.A. Requests for authorizations shall be made in writing to this company with specification of the reason.



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

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

Owner's manual

US/CANADA

SUPERSPORT
SUPERSPORT S

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

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

In your own interest and safety, and in order to guarantee product reliability, we strongly recommend that you go to an Authorized Dealer or Service Center for any servicing included on the scheduled maintenance chart, see page 304.

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!

Table of Contents

Introduction	8
Safety guidelines	8
Warning symbols used in the manual	8
Intended use	9
Rider's obligations	10
Reporting of safety defects	12
Rider's training	13
Apparel	13
Safety "Best Practices"	14
Refueling	16
Carrying the maximum load allowed	17
Information about carrying capacity	17
Hazardous products - warnings	18
Vehicle identification number	20
Engine identification number	22
Plate position	24

Noise and exhaust emission control system information	28
California emission control warranty statement Your warranty rights and obligations	29
Manufacturer's warranty coverage	30
Owner's warranty responsibilities:	31
California evaporation emission system	32
Ducati limited warranty on emission control system	33

Instrument panel (Dashboard)	36
Instrument panel	36
Acronyms and abbreviations used in the Manual	41
Technological Dictionary	41
Function buttons	43
Parameter setting and displaying	44
Main functions	51
Engine rpm indication (RPM)	53
Vehicle speed	55
Gear	57
Fuel level	58
Riding Mode (RIDING MODE)	59
DTC	63

ABS	69	Viewing side stand status	116
DQS	75	Setting menu	117
Menu 1 functions	77	Customizing the Riding Mode (RIDING MODE)	119
Odometer (TOT)	78	Customizing the Riding Mode: storing settings	123
Trip meter 1 (TRIP 1)	79	Customizing the Riding Mode: engine adjustment	125
Trip meter 2 (TRIP 2)	80	Customizing the Riding Mode: setting the DTC level	127
Residual range (RANGE)	81	Customizing the Riding Mode: ABS adjustment	130
Trip time	82	Customizing the riding mode: DQS enabling/disabling	133
Clock	83	Customizing the Riding Mode: restoring default settings	135
LAP TIME	84	Customizing the Riding Mode: restoring default settings (ALL DEFAULT)	137
Menu 2 functions	87	PIN CODE	138
Average fuel consumption	87	Changing the PIN CODE	142
Engine coolant temperature	89	Backlighting setting	148
Instantaneous fuel consumption	91	DRL light mode setting	150
Average speed	92	Clock setting	151
External air temperature	93	Date setting	153
Auxiliary functions	94	Service information	158
Infotainment	96	LAP	160
Service warning (SERVICE)	108		
OIL SERVICE zero warning	109		
OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE COUNTDOWN indication	110		
OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE indication	111		
Warnings/Alarms (WARNING)	112		
Error warnings	115		

Setting the unit of measurement 167
Battery voltage 176
Engine rpm digital indication (RPM) 177
Tire Setting 167
Bluetooth device setting 182
Light control 198
Immobilizer system 206
Keys 207
Operation 208
Duplicate keys 209
Restoring motorcycle operation via the PIN
CODE 210

Controls 212

Position of motorcycle controls 212
Ignition switch and steering lock 213
Left-hand switch 214
Clutch lever 215
Right-hand switch 218
Throttle twistgrip 219
Front brake lever 220
Rear brake pedal 221
Gear change pedal 222
Adjusting the gear change pedal and the rear
brake 223

Main components and devices 226

Position on the vehicle 226
Fuel tank plug 227
Seat lock 228
Helmet cable 229
Side stand 230
Bluetooth control unit 232
USB connection 234
Adjusting windscreen height 235
Front fork adjusters 238
Front fork adjusters 240
Rear shock absorber adjusters 242
Rear shock absorber adjusters 244

Riding the motorcycle 246

Running-in recommendations 246
Pre-ride checks 248
Engine start 250
Moving off 252
Braking 253
Stopping the motorcycle 255
Refueling 256
Parking 257
Tool kit and accessories 258

Main use and maintenance operations 259

- Removing the fairings 259
- Side fairings 260
- Changing the air filter 262
- Checking coolant level and topping up, if necessary 263
- Check brake fluid level 265
- Checking brake pads for wear 266
- Charging the battery 267
- Charging and maintenance of the battery during winter storage 269
- Removing the battery 271
- Refitting the battery 272
- Checking drive chain tension 273
- Lubricating the drive chain 275
- Changing bulbs 280
- Aligning the headlight 283
- Adjusting the rear-view mirrors 285
- Tires 287
- Check engine oil level 297
- Cleaning and replacing the spark plugs 299
- Cleaning the motorcycle 300
- Storing the motorcycle 302
- Important notes 303

Scheduled maintenance chart 304

- Scheduled maintenance chart: operations to be carried out by the dealer 304
- Scheduled maintenance chart: operations to be carried out by the customer 308

Specifications 309

- Weights 309
- Overall dimensions 310
- Top-ups 311
- Engine 313
- Timing system 314
- Performance 315
- Spark plugs 315
- Fuel system 315
- Brakes 315
- Transmission 316
- Frame 317
- Wheels 317
- Tires 317
- Suspensions 317
- Exhaust system 318
- Available colors 318
- Electric system 319

Routine maintenance record 325

Routine maintenance record 325

Introduction

Safety guidelines

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

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

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

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

Intended use

This motorcycle must be used only on road surfaces with asphalt or flat and even pavement. This motorcycle may not be used on dirt roads or for off-road riding.



Attention

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



Attention

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

This motorcycle carries the rider and may carry one passenger upon installation of a dedicated kit performed exclusively at a Ducati Dealer or Authorized Service Center.



Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 904lb/ 410kg.



Important

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

Rider's obligations

All riders must hold a driver's license.



Attention

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

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



Attention

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

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



Attention

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

Some countries require mandatory insurance coverage.



Attention

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

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



Attention

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



Attention

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



Attention

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



Attention

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

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

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

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

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

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

Reporting of safety defects

If you believe your vehicle has a defect that could cause a crash or cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying Ducati North America, Inc., 448 E. Middlefield Road, Mountain View, CA 94043 USA, Tel.: 001.888.391.5446. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider's training

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



Attention

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

Apparel

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

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

- The helmet must meet the requirements listed at page 10; if your helmet does not have a visor, use suitable eye wear;
- Gloves must have five fingers and be made of leather or other abrasion-resistant material;
- Boots or shoes used for riding must have non-slip soles and ankle protection;

- Jacket and pants, or even riding suits, must be made of leather or abrasion-resistant material and in a color with inserts that are very visible.



Important

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



Important

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



Important

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

Safety "Best Practices"

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

Important

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

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

Attention

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

Before starting the motorcycle, always perform the checks detailed in this manual (see page 248).

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 strap on passenger 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 287.

Hazardous products - warnings

Used engine oil

Attention

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

Brake lining debris

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

Brake fluid

Attention

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

Attention

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

Coolant

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

Attention

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

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

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

Battery



Attention

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

Vehicle identification number



Note

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

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

Frame number

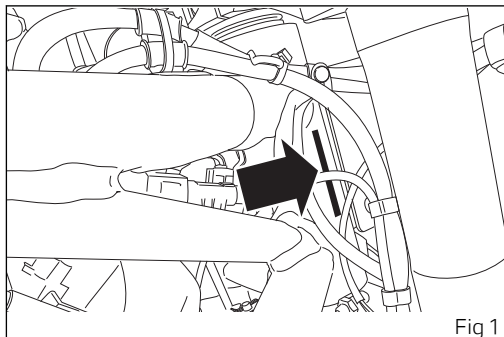
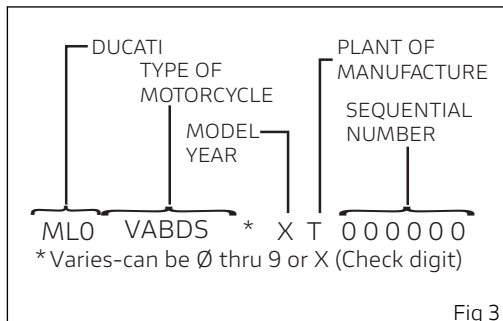
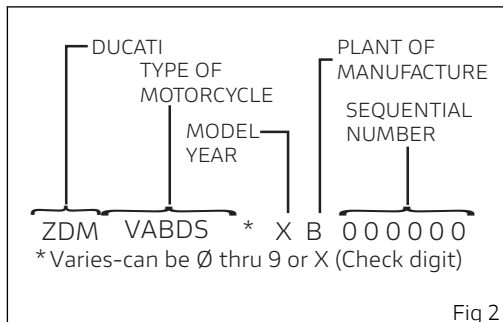


Fig 1

There are two types of VIN number: VIN (Fig 2) refers to vehicles produced in the Italian factory, whereas VIN (Fig 3) refers to vehicles produced in the Thai factory.



Engine identification number



Note

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

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

Engine number

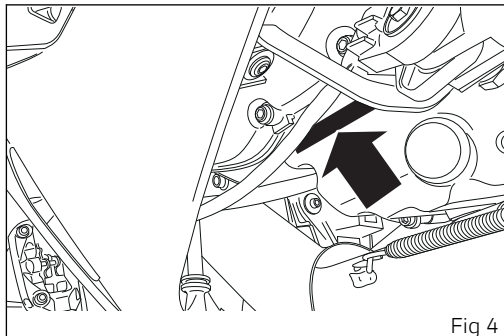


Fig 4

There are two types of engine number: number (Fig 5) refers to vehicles produced in the Italian factory, whereas number (Fig 6) refers to vehicles produced in the Thai factory.

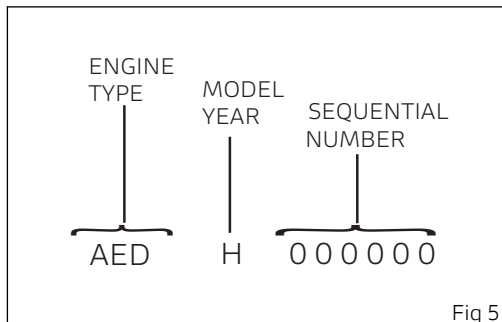


Fig 5

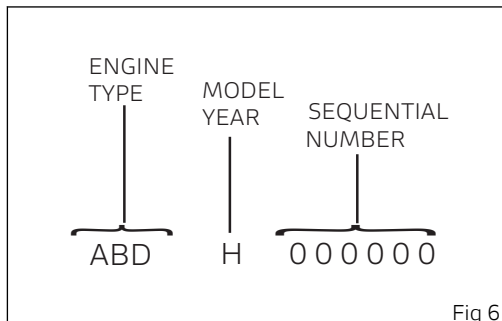


Fig 6

Plate position

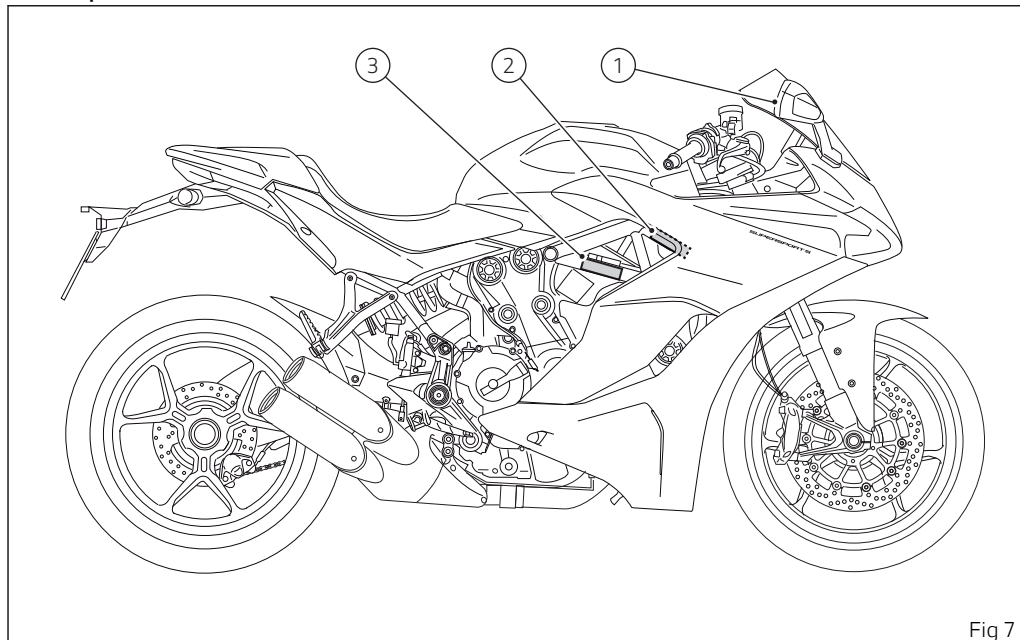


Fig 7

OBJECT IN MIRROR ARE
CLOSER THAN THEY APPEAR

CoC, 423 1 106 1A

1

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

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

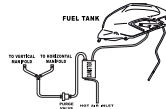
2

VEHICLE EMISSION CONTROL LABEL [REDACTED]

ENGINE DISPLACEMENT: [REDACTED] CC

ENGINE FAMILY: [REDACTED]

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA
REGULATIONS APPLICABLE TO [REDACTED] MODEL YEAR NEW
MOTORCYCLES EVAP FAMILY: [REDACTED]



DUCATI

Via A. C. Ducati, 3
40132 BOLOGNA
ITALY

3

Fig 8

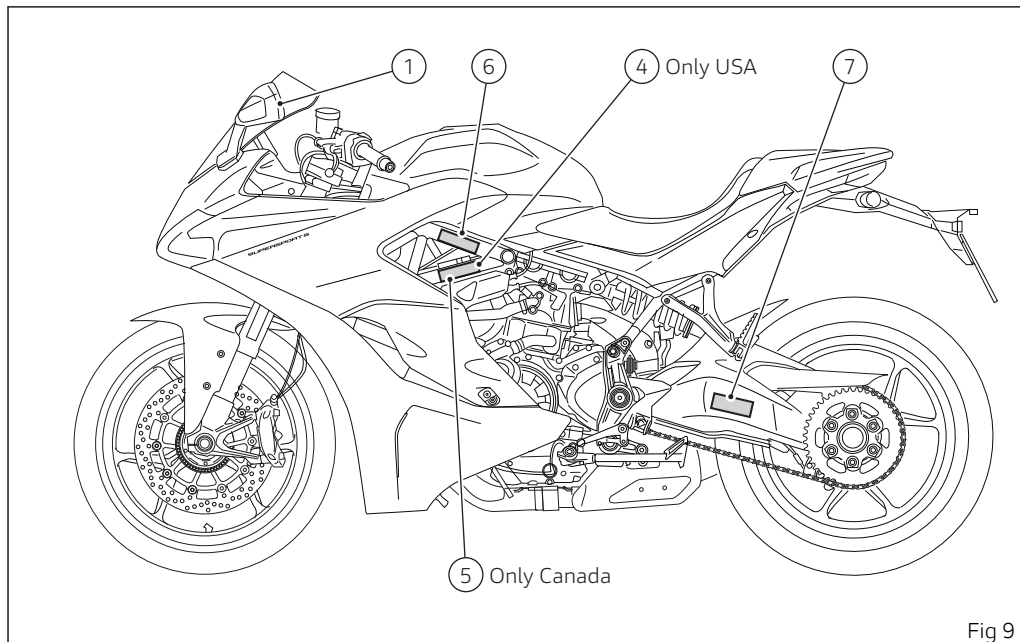


Fig 9

OBJECT IN MIRROR ARE CLOSER THAN THEY APPEAR

Cod. 423 I 108 1A

1

Manufactured by: **DUCATI MOTORHOLDING spa** date: / /

GVWR: 1025 Lbs (kg); GAWR FRONT: Lbs (kg); GAWR REAR: Lbs (kg)

WITH TIRES: FRONT REAR

WITH RIMS: FRONT REAR

RECOMMENDED TIRE COLD INFLATION PRESSURE

DRIVER ONLY/M+S, FRONT PSI (kPa) REAR PSI (kPa)

DRIVER AND PASSENGER/M+S, FRONT PSI (kPa) REAR PSI (kPa)

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE

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

4 (Only USA)

VEHICLE EMISSION CONTROL INFORMATION

Engine displacement: cc

Engine family: THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO HC+NOx GEM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA

Engine exhaust control system:

Evap family:

Permeation family:

ENGINE TUNEUP SPECIFICATIONS

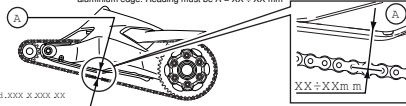
ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	bTDC at idle speed	No adjustments
IDLE SPEED (RPM):		No adjustments
IDLE MIXTURE:		No adjustments
VALVE CLEARANCE (in & ex):	Opening Closing mm mm	See Service Manual
SPARK PLUG:		OIL: FUEL: Unleaded gasoline
SPARK PLUG GAP (mm):		

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

6

Girare la ruota posteriore per trovare la posizione in cui la catena risulta più tesa.
Appoggiare il veicolo sulla stampella laterale. Con la sola pressione del dito, spingere verso il basso la catena nel punto di misura indicato e poi rilasciarla. Misurare la distanza (A) tra il centro dei perni della catena e l'alluminio del forcellone. Deve risultare: $A = XX + XX$ mm

Make the rear wheel turn until you find the position where chain is tightest.
Set the vehicle on the side stand. Push down the chain with one finger at the indicated point of measurement and release. Measure the distance (A) between the chain pins centre and swingarm aluminium edge. Reading must be $A = XX + XX$ mm



Cod. XXXX X XXX XX

7

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

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

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

5 (Only Canada)

Fig 10

Noise and exhaust emission control system information

Source of Emissions

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

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

Exhaust Emission Control System

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

Crankcase Emission Control System

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

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

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

Problems that may affect motorcycle emissions

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

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (driveability) and poor economy.

California emission control warranty statement Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2019 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

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

Manufacturer's warranty coverage

Source of Emissions

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

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

Exhaust Emission Control System

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

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

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

Problems that may affect motorcycle emissions

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

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (driveability) and poor economy.

Owner's warranty responsibilities:

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

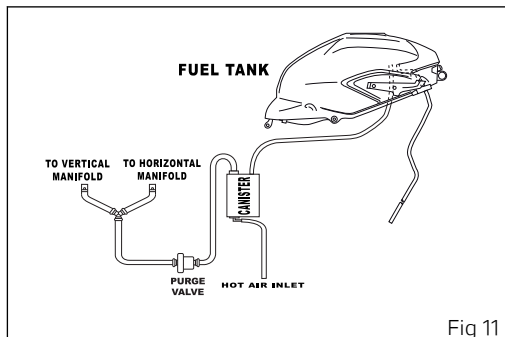
If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system



Attention

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



Ducati limited warranty on emission control system

Ducati North America, Inc., 448 E. Middlefield Road, Mountain View, CA 94043 USA warrants that each new 1998 and later Ducati motorcycle, that includes as standard equipment a headlight, tail-light and stoplight, and is street legal:

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

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

I. Coverage

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

applicable regulations of the United States Environmental Protection Agency and the California

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

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

II. Limitations

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

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

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

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

III. Limited liability

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

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

IV. Legal rights

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

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

VI. Additional information

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, Ducati is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any

individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

Ducati North America, Inc..

448 E. Middlefield Road
Mountain View, CA 94043 USA

Tel.: 001.888.391.5446

E-mail: customerservice@ducatiusa.com

Web site: www.ducatiusa.com

Instrument panel (Dashboard)

Instrument panel

1) LCD display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) GENERAL WARNING LIGHTS (RED).

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

4) HIGH BEAM LIGHT  (BLUE).

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

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Turns on when fuel is low and there are about 1.06 gal (4 liters) of fuel left in the tank.

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

7) 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.

8) DTC STATUS LIGHT (AMBER YELLOW).

This light indicates DTC system enabling/disabling status.

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

9) "ENGINE DIAGNOSIS - MIL " LIGHT  (AMBER YELLOW).

It turns on in the case of "engine" errors that in some cases will lock the engine.

10) ABS LIGHT  (AMBER YELLOW).

Indicates ABS status.

Speed below 3 mph (5 km/h)		
Light off	Light flashing	Light steady
-	ABS enabled but not working yet	ABS disabled or in fault
Speed above 3 mph (5 km/h)		
Light off	Light flashing	Light steady
ABS enabled and functioning	-	ABS disabled or in fault

11) GENERIC ERROR WARNING LIGHT.

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

12) OVER REV / IMMOBILIZER SYSTEM (RED)

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

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

13) DTC INTERVENTION LIGHT

	DTC
No intervention	Light OFF

Spark advance cut	Light steady ON
Injection cut	Light steady ON



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.

14) DRL LIGHT WARNING LIGHT (GREEN)

Indicates DRL light status.

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



Important

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

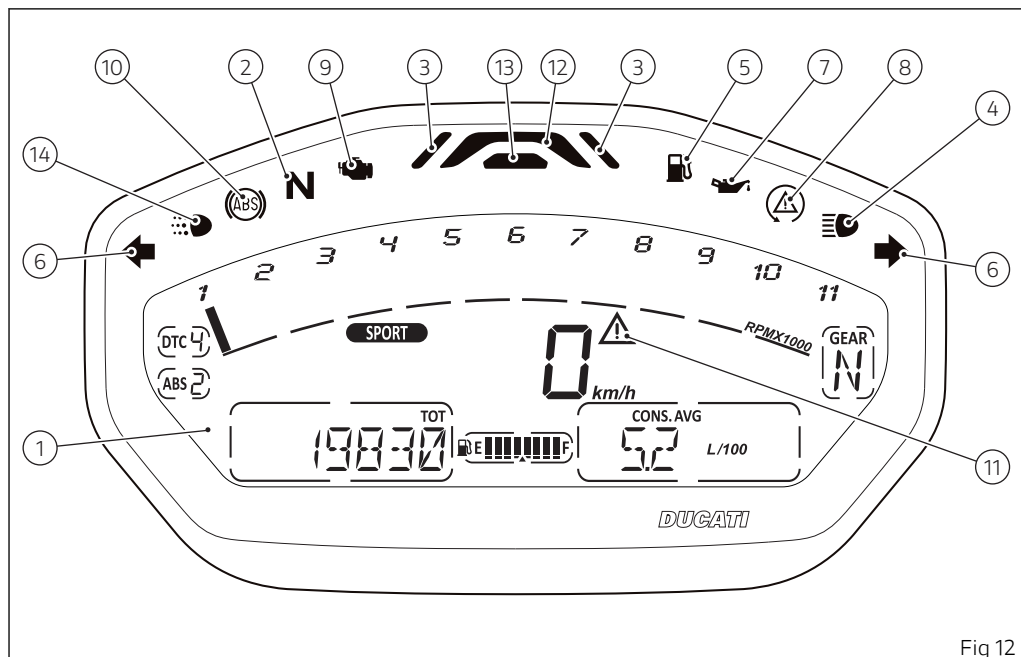


Fig 12

Acronyms and abbreviations used in the Manual

ABS

Anti-lock Braking System

BBS

Black Box System

CAN

Controller Area Network

DDA

DUCATI Data Acquisition

DQS

DUCATI Quick Shift

DRL

Daytime Running Light

DSB

Instrument panel

DTC

DUCATI Traction Control

EBC

DUCATI Engine Brake 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, DTC, DQS (for SuperSport S only) settings. Available Riding Modes: Sport, Touring, 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 calibrated to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a preset intervention level. Level 8 indicates system intervention whenever a slight slipping is detected, while level 1 is for off-road use and very expert riders because it is less sensitive to slipping and intervention is hence softer.

Anti-lock Braking System (ABS) 9.1 MP

The ABS 9.1MP system fitted to the SuperSport is a safety system preventing wheel lockup while riding with the motorcycle not leaning over.

The SuperSport ABS implements rear wheel lift-up control in order to ensure not only smaller stopping

distance under braking, but also the best possible stability.

These functions are available in 3 different levels. ABS can be disabled.

Ducati Quick Shift (DQS)

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

Function buttons

1) CONTROL SWITCH UP "▲"

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

2) CONTROL SWITCH DOWN "▼"

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

3) HIGH-BEAM FLASH BUTTON FLASH

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

4) TURN INDICATORS CANCEL BUTTON

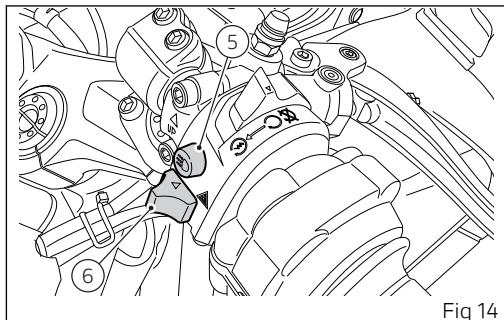
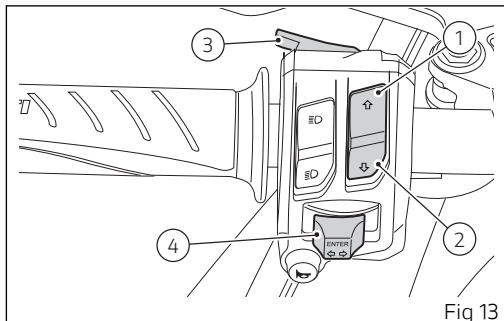
The turn indicators cancel button may also be used for the CONFIRM MENU function, for selecting the riding style.

5) DRL BUTTON

Button used to switch on/off the DRL.

6) HAZARD BUTTON

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



Parameter setting and 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 first check stage, if the motorcycle speed exceeds 3.1 mph (5 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.

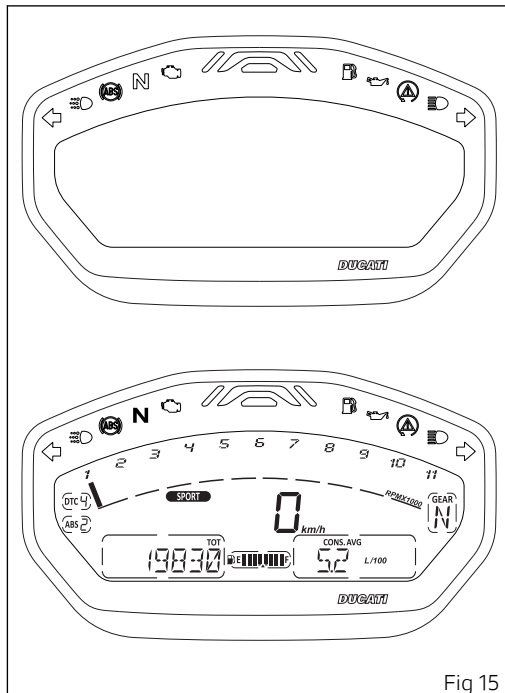


Fig 15

Data displayed on the main screen are as follows:

- 1) Vehicle speed.
- 2) Menu 1 (Odometer, Trip 1, Trip 2, Range, Trip time, Clock, Lap Time if active, and Player if the Bluetooth is available).
- 3) Fuel level.
- 4) Menu 2 (Average consumption, Coolant temperature, Instant consumption, Average speed, Ambient air temperature, Heated handgrips, if present).
- 5) ABS level indication (ON) or ABS OFF indication.
- 6) DTC level indication (ON) or DTC OFF indication.
- 7) Gear indication.
- 8) Set Riding Mode.
- 9) Generic error warning light.
- 10) Rev counter.
- 11) Infotainment (if available);
- 12) Indication for: DQS active for upshifting (U), DQS active for upshifting and downshifting (U/D) or DQS disabled (for SuperSport S only);
- 13) DRL light status (Auto / Manual).

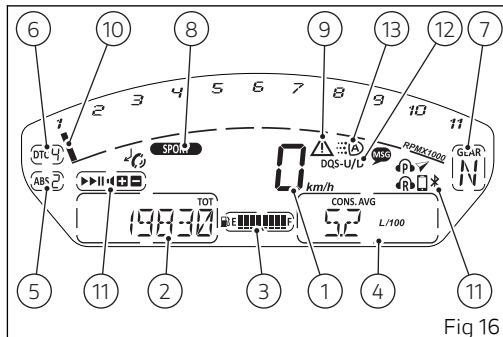


Fig 16

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

- Odometer (TOT);
- Trip meter 1 (TRIP 1);
- Trip meter 2 (TRIP 2);
- Residual range (RANGE);
- Trip time (TRIP TIME);
- Clock;
- LAP time (if active);
- Player (if Bluetooth is available).

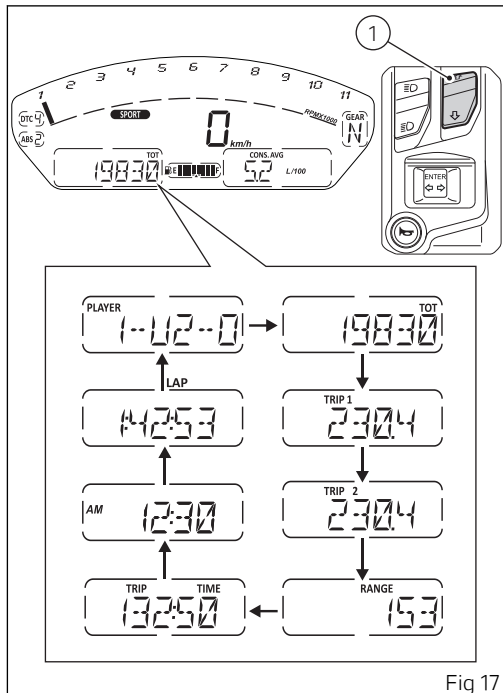


Fig 17

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

- Average fuel consumption (CONS. AVG);
- Coolant temperature;
- Instantaneous fuel consumption (CONS.);
- Average speed (SPEED AVG);
- Air temperature (T-AIR);
- Heated handgrips (H.GRIPS) (optional).

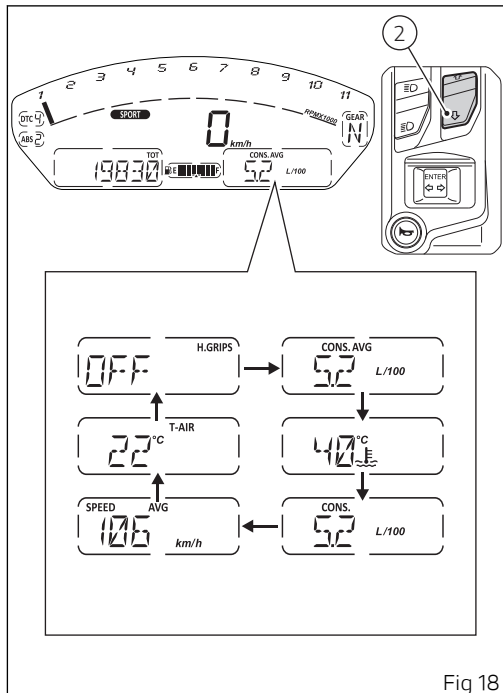


Fig 18

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

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

- Menu 1 default screen = Odometer (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 is displayed, hold the button (4) for 2 seconds, when actual motorcycle speed is $\leq$ (lower than or equal to) 5 km/h (3.1 mph), to enter the Setting Menu, where you can set any function.



Note

You can enter the SETTING MENU only if vehicle actual speed is $\leq$ (lower than or equal to) 5 km/h (3.1 mph). Within the SETTING MENU, if vehicle actual speed exceeds 5 km/h (3.1 mph), the instrument panel automatically quits the menu and shows the Standard Screen.

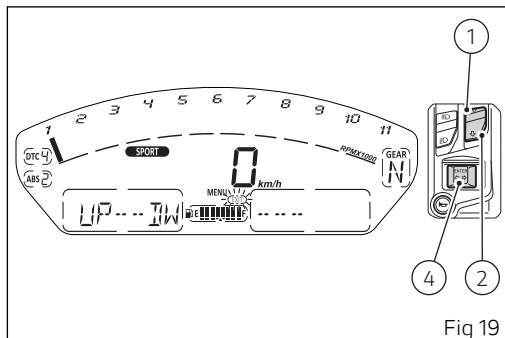
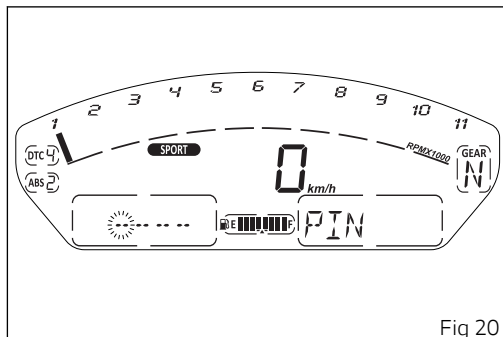


Fig 19

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

- if the PIN CODE function is not active, the instrument panel skips the warning light check, displays the standard screen with an error warning and does not allow accessing the Setting Menu;
- if the PIN CODE function is active, the PIN CODE function page is displayed, allowing the rider to enter the personal code.



Main functions

The functions displayed in the Standard Screen are the following:

Main information

- Engine rpm indication (RPM)
- Vehicle speed
- Fuel level
- Engine coolant temperature
- Riding Mode
- ABS
- DTC
- DQS
- Gear
- Menu 1 displays the following functions:
 - Odometer (TOT)
 - Trip meter 1 (TRIP1)
 - Trip meter 2 (TRIP2)
 - Residual range (RANGE)
 - Trip time (TRIP TIME)
 - Clock
 - LAP time, if active
 - Bluetooth Player

- Menu 2 displays the following functions:
 - Average fuel consumption (CONS. AVG)
 - Coolant temperature
 - Instantaneous fuel consumption (CONS.)
 - Average speed (SPEED AVG)
 - Ambient air temperature (T-AIR)
 - Heated handgrips (H.GRIPS) (optional)

Additional information

- Infotainment — Bluetooth (if present only)
- Service warning (SERVICE)
- Warning/Alarm indication (Warning)

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

- Riding mode (R.M.) customization: within this menu, rider can customize the following:
 - Engine setting (ENGINE)
 - DTC level (DTC)
 - ABS setting (ABS)
 - DQS setting (if available) (DQS)
 - Reset to default factory settings (DEFAULT)
- PIN CODE (enter/change) (PIN)
- Display backlighting (B.L.)
- DRL light automatic/manual mode setting
- Clock setting (CLK)
- Date settings (DAT)
- Service information (SRV.)
- LAP setup (LAP)
- Units of measurement (Speed - Temperature - Fuel consumption) (UNT)
- Battery indication (BAT)
- Engine rpm digital indication (RPM)
- TIRE SETUP (TSU)
- Bluetooth setting (pairing/deleting any paired devices) (B.T.)

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.

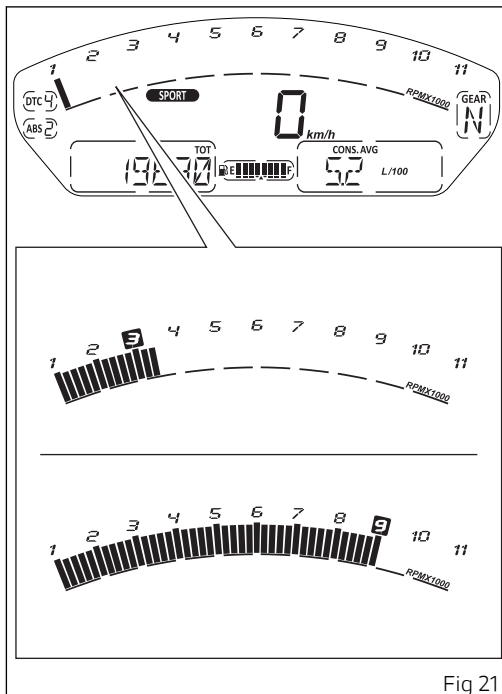


Fig 21

When the thresholds before the rpm limiter are reached, the corresponding warning lights will turn on.



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.

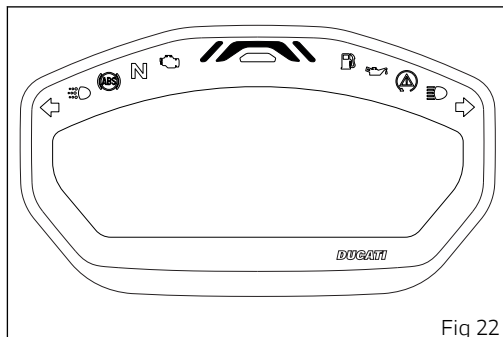


Fig 22

Vehicle speed

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

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

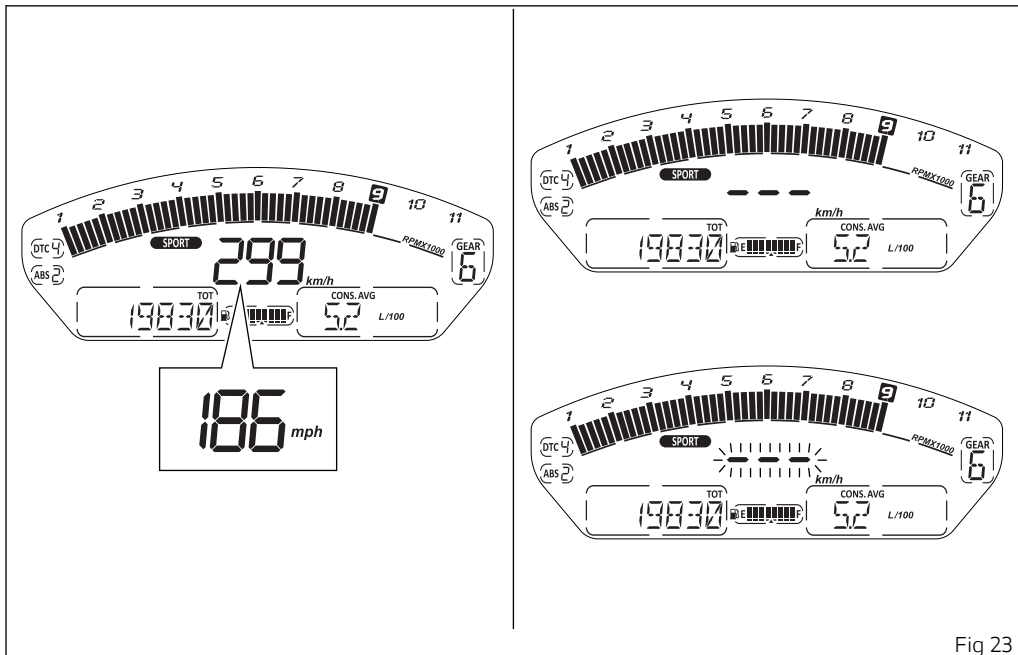


Fig 23

Gear

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

If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed and the "NEUTRAL N" warning light turns on.

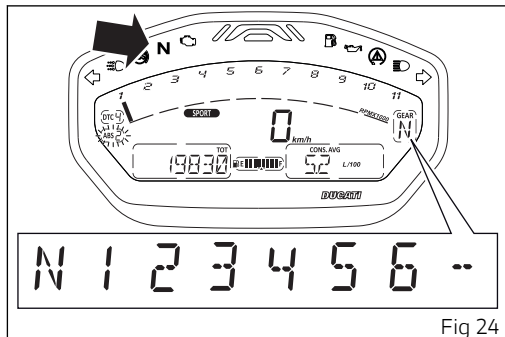
If gear teach-in has not been carried out yet, "C" letter is displayed flashing.

If the instrument panel does not receive the gear information, it shows "-" and the "NEUTRAL N" light flashing.

If the gear sensor is in fault, the display shows "-" steady on and the "NEUTRAL N" light flashing.

Note

If the display shows "-" steady on and the Neutral light is off, then the gearbox could be in a mechanically unstable position; in such a case, up/downshift until the correct gear is indicated.



Fuel level

This function displays the fuel level.

The low fuel light turns on when the level goes down to 2 steady marks: this means that there are approximately 1.06 gal (4 liters) in the tank.

If the level goes further down, the last mark will be flashing.

Important

If the vehicle enters the reserve status and the light has turned on, it is recommended to turn the vehicle off when refueling (Key-Off); if fuel is added without turning it off (Key-On and engine off) the data may not be immediately updated.

Note

In the case of a level sensor "error", the bargraph without marks is displayed and the rest of the digit will flash.

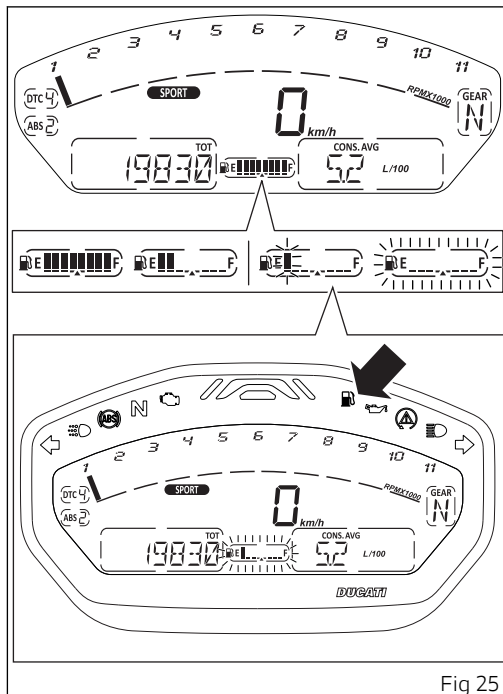


Fig 25

Riding Mode (RIDING MODE)

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

The selected and active riding mode is displayed in the central part of the instrument panel display, close to the speed indication, in all three layouts.



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).

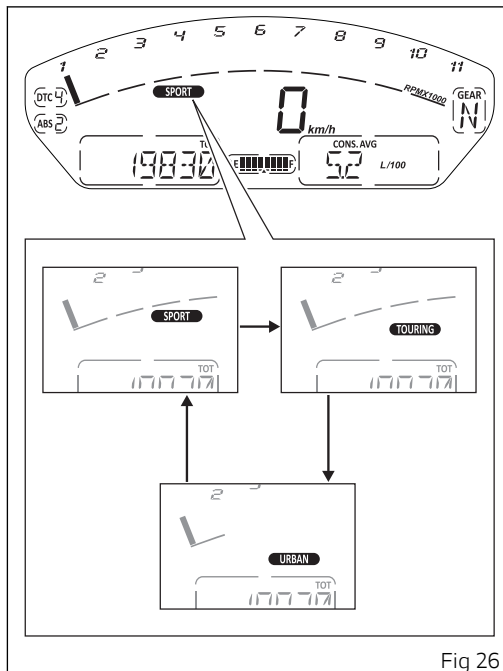


Fig 26

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 ABS calibration (1, 2, 3, OFF);
- a specific engine power that will change throttle behavior (HIGH, MEDIUM, LOW).
- a specific DQS quick shifter status (off, UP, UP-DW) (for SuperSport S only).

Riding mode change function

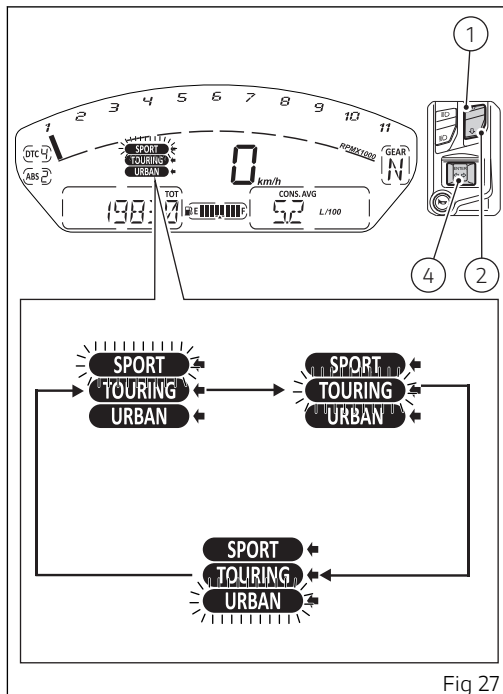
This function allows changing vehicle riding mode. Press the CONFIRM MENU button (4) to change the riding mode.

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

With buttons 1 and 2 it is possible to select the required Riding Mode.

After selecting the desired riding mode, confirm it by keeping the CONFIRM MENU (4) button pressed for 2 seconds.

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



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

- the vehicle is still and the throttle control is open so the "CLOSE GAS" indication will be displayed.
- the vehicle is still and the brakes are pulled so the "DON'T BRK" indication will be displayed;
- The vehicle is moving, the throttle control and the brake pressure are checked and "CLOSE GAS" and "DON'T BRK" may be displayed.

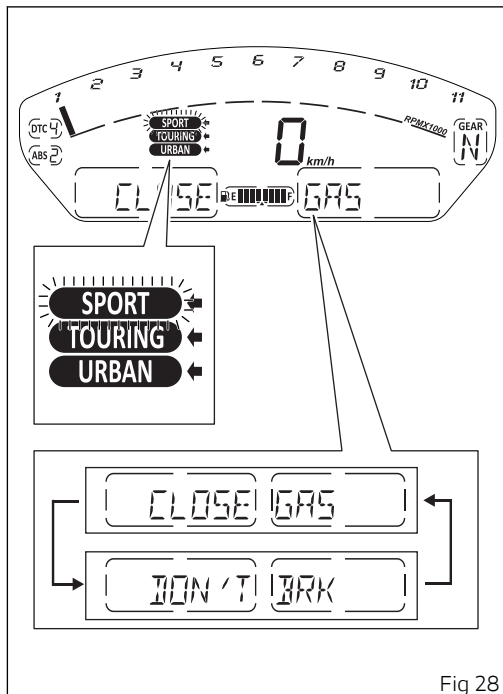


Fig 28

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

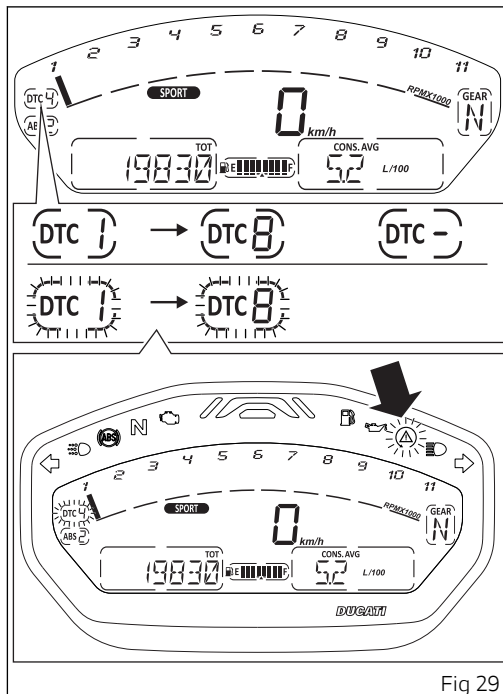


Fig 29

If DTC is in fault or the Black Box is in fault, the instrument panel will display DTC lettering flashing and "-" flashing and DTC warning light will be steady on.



Attention

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

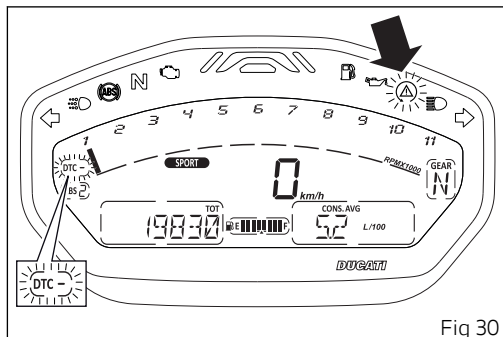


Fig 30



Attention

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

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

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

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

Tips on how to select the sensitivity level



Attention

All levels of the DTC system of your vehicle have been calibrated with original equipment tires (Pirelli Diablo Rosso III 120/70 - 17 front and Pirelli Diablo Rosso III 180/55 - 17 rear). Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system.

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

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

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

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

Level depends on grip conditions

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

Level depends on type of track

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

Level depends on riding style

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

Tips for use on dry road

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

If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on

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

Tips for use on wet road

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

ABS

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

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

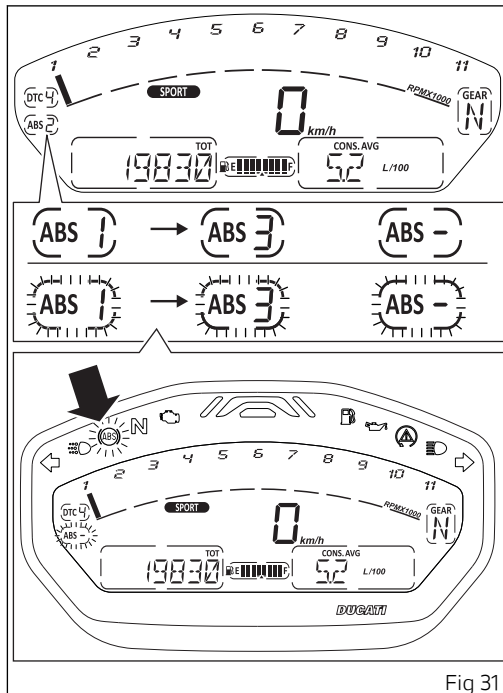


Fig 31

If the ABS is in fault, the instrument panel will display ABS lettering flashing, the dash “-” flashing and ABS warning light will be steady on.



Attention

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

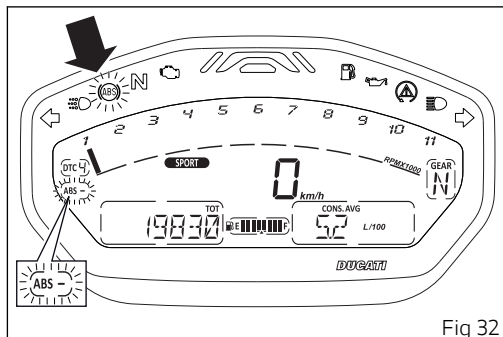


Fig 32

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control. The Anti-lock Brake System (ABS) has been developed to enable riders to use the vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

The front and rear brakes use separate control systems.

If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.



Attention

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

A harsh or sudden use of the brake controls with ABS system may cause rear wheel lift-up and you may 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.

When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply

one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat as well as a possible generation of vapor lock (brake fluid boiling) with a considerable reduction of the braking power. Underinflated or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

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

ABS	RIDING MODE	FEATURE	DEFAULT
OFF		The ABS is disabled	NO
1	TRACK/SPORT	This level is thought for extremely expert users. ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control the lift-up.	
2	SPORT/TOURING	This level is designed for road use, with good grip conditions. In this level, the ABS works on both wheels. In this level, the lift-up control function is active. This calibration focuses on braking power and wheel lift-up should be managed by the rider.	It is the default level for the "SPORT" Riding Mode
3	ALL/URBAN/WET CONDITION	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels and the anti-lift-up function is active.	It is the default level for the TOURING and URBAN riding modes.

Tips on how to select the sensitivity level



Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are Pirelli Diablo Rosso III in the following sizes: 120/70 - 17 at the front, 180/55 -17 at the rear. Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

Selecting level 3, the ABS will ensure a very stable braking thanks to lift-up control, and the motorcycle will keep a good alignment during the whole braking action.

Selecting level 2, the ABS will privilege more and more the braking power rather than stability and lift-up control, which is disabled in level 2.

ABS level 1 is specific for off-road use and ABS is active only on the front wheel to help braking

performance on dirt roads. In this level there is no lift-up control.

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

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

DQS

The instrument panel displays DQS status as follows:

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

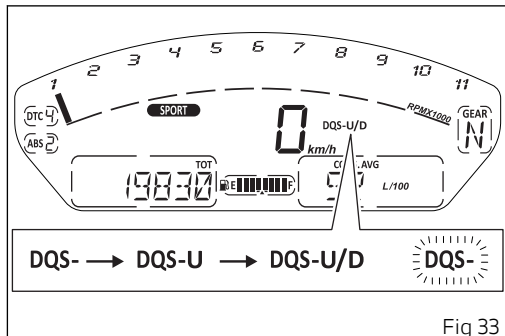


Fig 33

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated. The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting. Extent and duration of these actuations aim at ensuring excellent engagement smoothness under any riding condition; system works in synergy with slipper clutch during downshifting. The user can decide whether to activate only the upshift feature or both up and down features of the DQS, using the relevant menu on the instrument panel.

Menu 1 functions

Menu 1 displayed functions are:

- Odometer (TOT)
- Trip meter 1 (TRIP1)
- Trip meter 2 (TRIP2)
- Residual range (RANGE)
- Trip time (TRIP TIME)
- Clock
- Lap time (LAP) (only if active)
- PLAYER (if Bluetooth control unit is available)

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

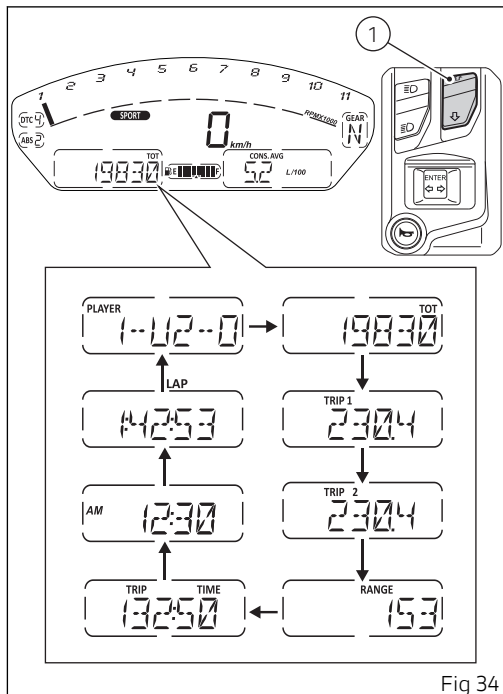


Fig 34

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).



Note

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

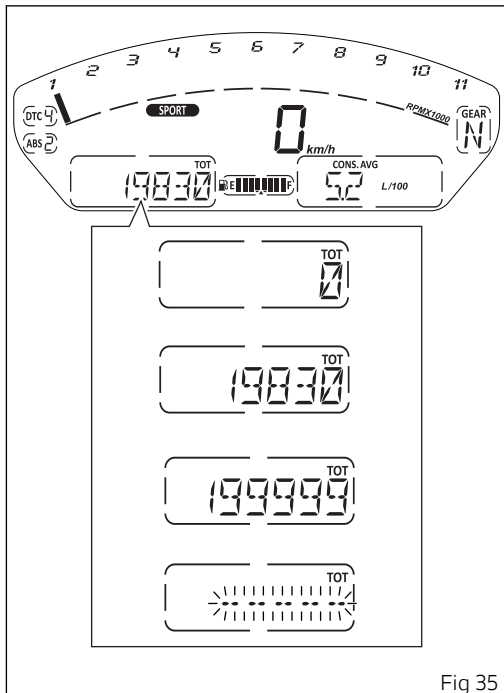


Fig 35

Trip meter 1 (TRIP 1)

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

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

While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 1. When TRIP1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

The TRIP1 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

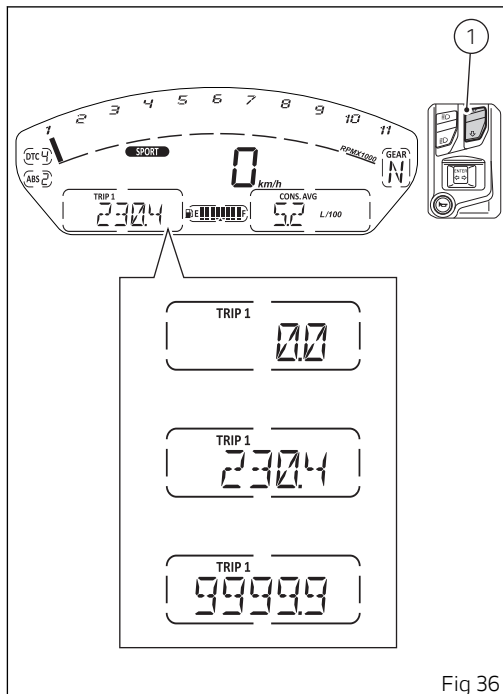


Fig 36

Trip meter 2 (TRIP 2)

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

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

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

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

The TRIP2 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

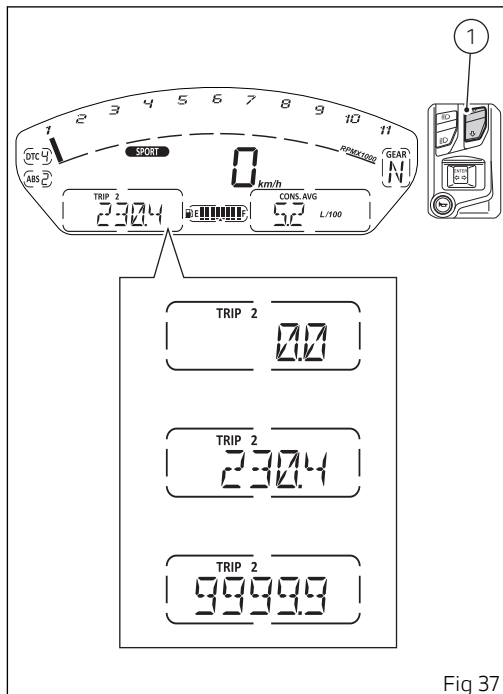


Fig 37

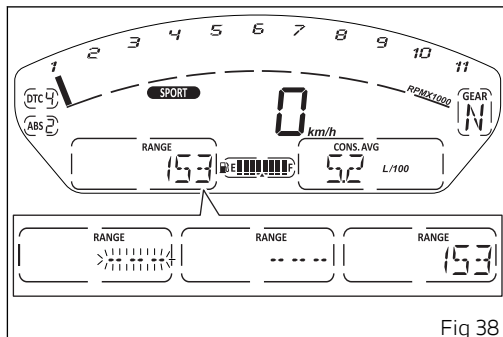
Residual range (RANGE)

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

Information is indicated as RANGE.

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

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



Trip time

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



Note

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

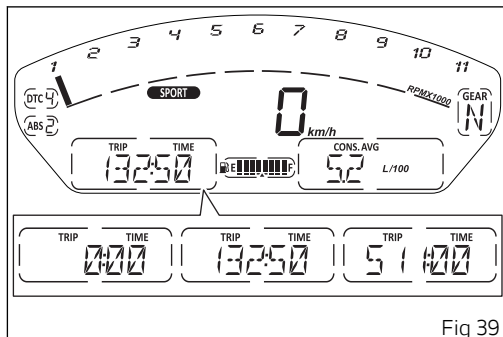


Fig 39

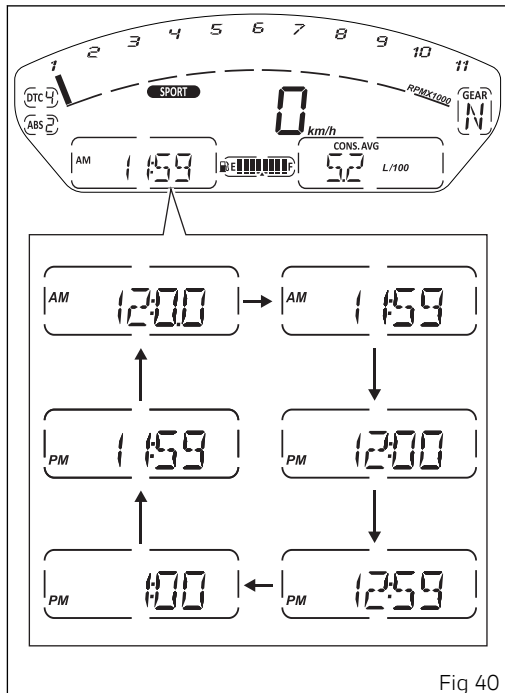
Clock

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);
- followed by a.m. (from 12:00 to 11:59) or p.m. (from 12:00 to 11:59).

In case of a power off (Battery Off), upon the following Key-On, the instrument panel displays 4 dashes " - - : - - " steadily and with flashing colon.



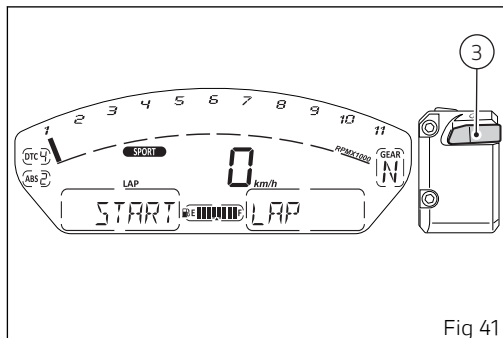
LAP TIME

LAP function information is available when the function is active.

After the LAP function activation from the SETTING MENU, in the standard screen the LAP function is available among the functions of MENU 1 and the LAP indication is displayed.

To select the LAP function from the MENU 1, press button (1) to scroll through the functions. The LAP function is displayed with the indications "START" and "LAP".

When the FLASH button (3) is pressed for the first time, instead of the "START" indication the timer starts with resolution of a tenth of a second ("0:00:00"). Every time the FLASH button (3) is pressed again, the display temporarily shows the number and time of the just-ended lap, then it will show the lap timer and number of the new current lap.



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).

LAP recording

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

Operation:

- when the FLASH button (3) is pressed for the first time, the instrument panel displays the lap timer with resolution of a tenth of a second ("0:00:00");
- the next time the FLASH button (3) is pressed, the instrument panel displays for 5 seconds the time for the just-ended lap, with a resolution of a hundredth of a second;
- after these 5 seconds, the instrument panel goes back to lap timer page referred to the new current lap.
- if the vehicle is at a standstill for more than 5 seconds, lap timer operation is temporarily stopped and it displays the initial indication "0:00:00";
- the next time rider pushes the FLASH button (3), the lap timer is reactivated.

If the time is never stopped, it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from zero and will keep

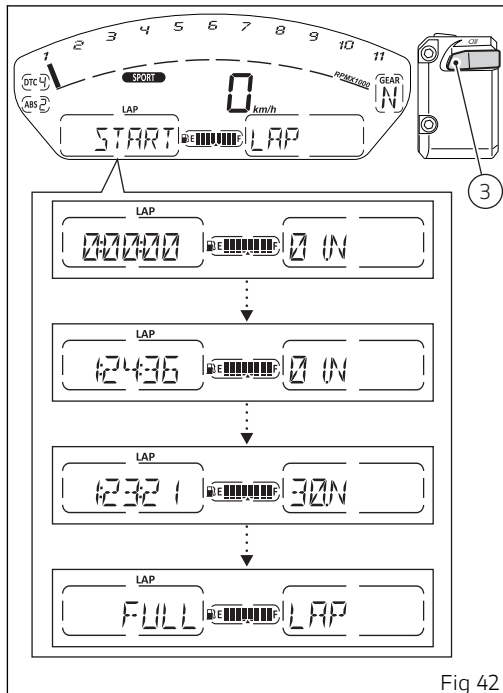


Fig 42

running until the lap is stopped or the recording function is disabled.

Laps are numbered from 01 to 30: after the first 30 laps, the instrument panel shows "FULL".

If, on the contrary, the LAP function is enabled and "memory" was not reset, but recorded laps are less than 30 (e.g.: 12 recorded laps) the instrument panel records any left lap until memory is full (in this case, max. 18 further laps can be recorded).

During every lap, the following data are stored:

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

Menu 2 functions

Menu 2 displayed functions are:

- Average fuel consumption (CONS. AVG)
- Coolant temperature
- Instantaneous fuel consumption (CONS.)
- Average speed (SPEED AVG)
- External air temperature
- Heated handgrips (H.GRIPS) (optional)

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

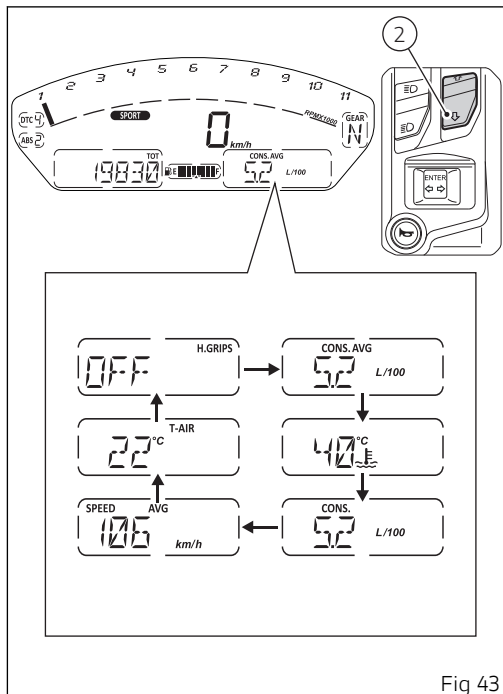


Fig 43

Average fuel consumption

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

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

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

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

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

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

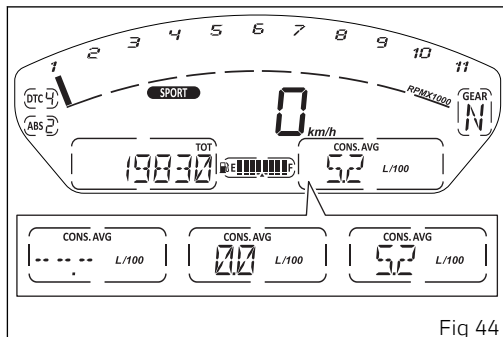


Fig 44



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.

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;
- within the range -39 °C (-38 °F) to +39 °C (+102 °F), "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 with the set unit of measurement.

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

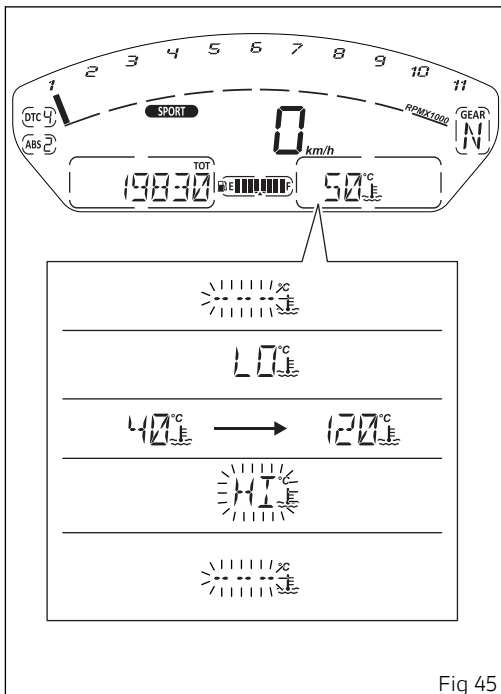


Fig 45



Note

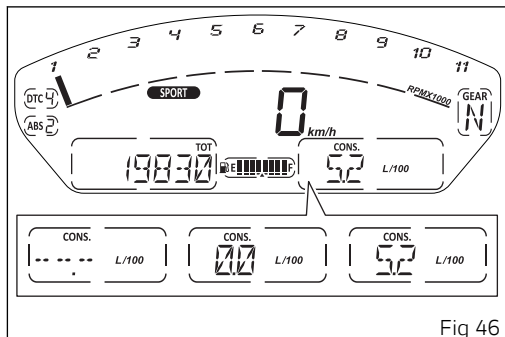
If the instrument panel does not receive any information on the unit of measurement, the last unit of measurement set is displayed flashing.

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.

Average speed

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

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

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



Note

You may change the units of measurement of speed (and distance traveled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the "SET UNITS" Function.

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

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

The active calculation phase occurs when the engine is running and the vehicle is stopped (moments

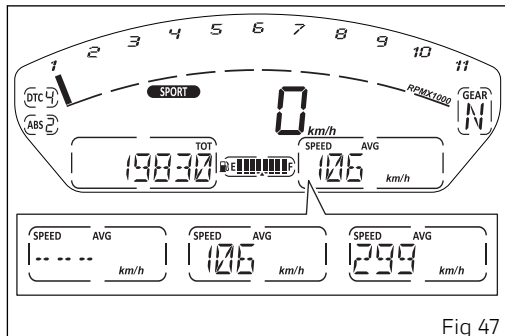


Fig 47

when the vehicle is not moving and the engine is off are not considered).

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 message T AIR. The temperature value is displayed when ranging from -38°F to $+257^{\circ}\text{F}$ (or -39°C to $+125^{\circ}\text{C}$). For different temperature values (lower than -38°F (-39°C) or higher than $+257^{\circ}\text{F}$ ($+125^{\circ}\text{C}$)) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

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



Note

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

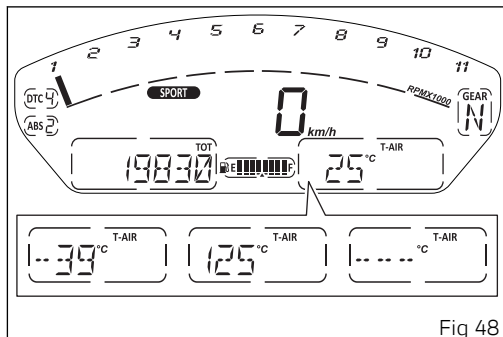


Fig 48

Auxiliary functions

Heated handgrips (option) control function

This function allows enabling and adjusting the heated handgrips. If the heated handgrips are installed, this function is shown in Menu 2.

By pressing button (2) and scrolling through the Menu 2 functions it is possible to select the function that is displayed with letters "H.GRIPS" followed by the currently set level. To change the setting keep button (4) pressed for 2 s. By means of buttons (1) and (2) it is possible to scroll through the OFF, LO, MED, and HI levels. To confirm the selected level, press button (4) for 2 s.



Note

The heated handgrips are actually "on" (heating) only when engine is running.

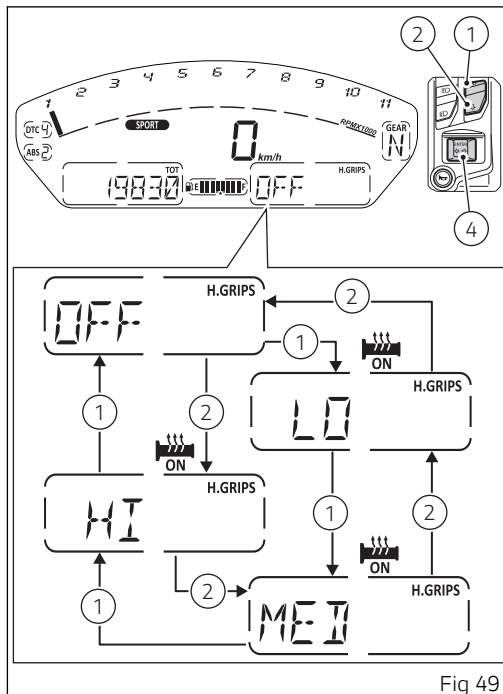


Fig 49

When the heated handgrips are ON, the relevant warning light turns on together with the indication "ON".

Note

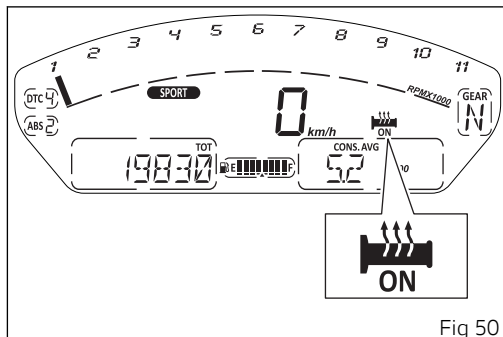
In case of Battery-Off, upon the following Battery-On / Key-On, the instrument panel sets this function by default to "OFF".

Note

This means that if heated handgrips are enabled and engine stops, the heating is "temporarily" disabled but the ON indication is still active. Heating will automatically turn on when engine is started again.

Note

Handgrip heating requires a high current draw which, at low engine rpm, might result in the battery getting soon flat. If the battery is not fully charged (voltage below 11.9 V) handgrip heating is disabled to ensure engine start-up ability; it will automatically activate again when battery voltage is above the specified value.



Infotainment

SuperSport can fit the Ducati Multimedia System (DMS) only when the Bluetooth control unit is available; thanks to the DMS system the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.

In this model, the Bluetooth control unit can be purchased by a Ducati Dealer or Authorized Service Center.

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

When the Bluetooth is active, the main screen displays the Bluetooth icon.

Furthermore, the Infotainment functions can be viewed in the dedicated menus:

- Connected devices (A);
- Player (B);
- Telephone (C).

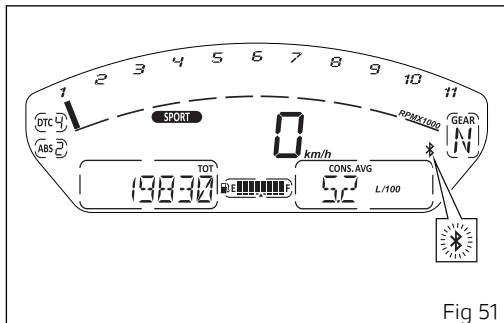


Fig 51

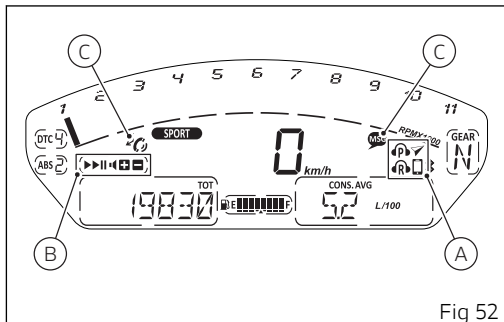


Fig 52

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as:

- 1) Smartphone;
- 2) Rider helmet earphones;
- 3) Passenger helmet earphones;
- 4) Ducati GPS navigator.

It is possible to connect up to a maximum of 4 devices.

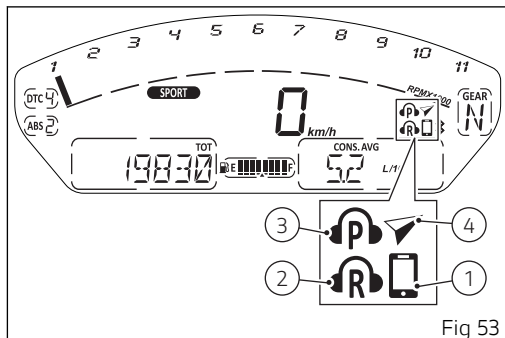


Fig 53

Phone

Use the PHONE function:

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



Note

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

When there is an incoming call, the relevant symbol starts flashing whereas, when you answer the call, the same symbol remains steady ON.

To answer the call, press button (2).

To terminate the call, keep button (1) pressed for 2 seconds.

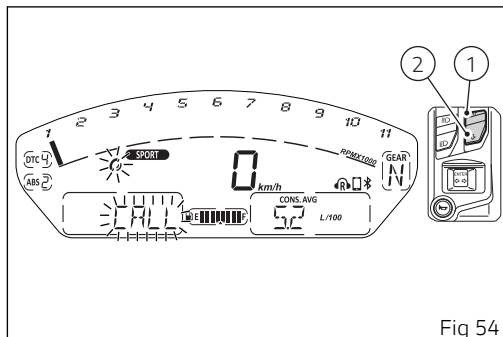


Fig 54

During the 5 seconds after hang-up, the Recall function is activated to allow the recall: Menu 1 shows the indication RECALL.

After this 5 second time, the Recall function is disabled.

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

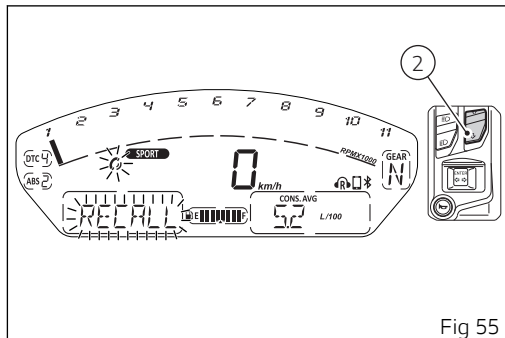


Fig 55

During a call, the receiver symbol (A) is displayed. If there is an incoming call while the Player (B) is active, the latter is paused throughout the phone call and will resume operation when call is over.

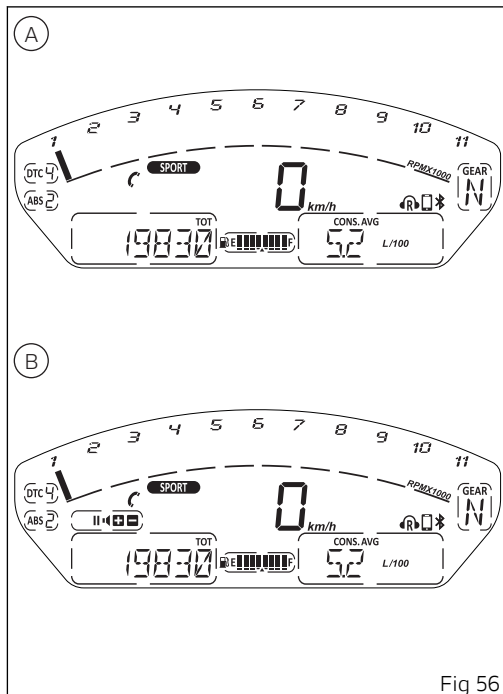


Fig 56

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed for one minute. The number of missed calls is not displayed.

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

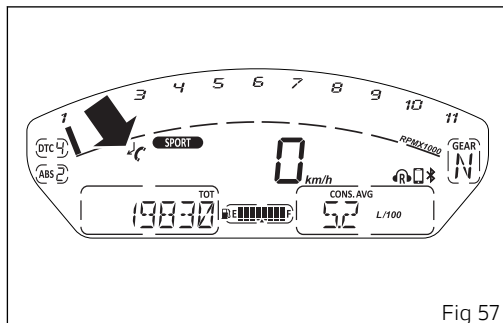


Fig 57

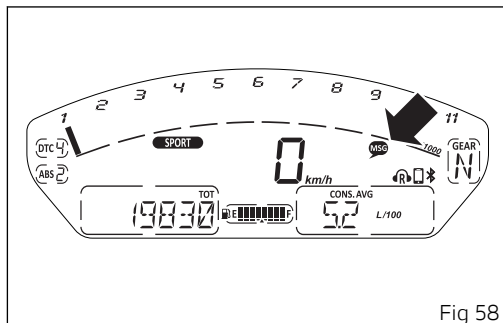


Fig 58

Player

If at least one Smartphone is connected, Menu 1 will show the PLAYER OFF function.
The Player is activated by pressing button (1) for 2 seconds.



Important

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

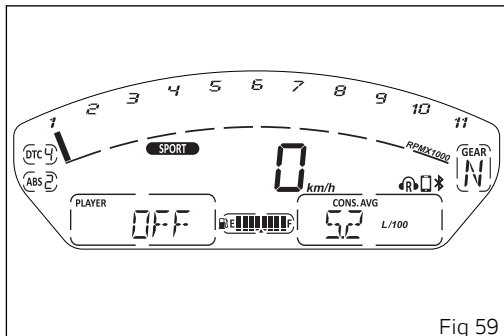


Fig 59

On instrument panel, Menu 1 PLAYER option and the active track name (C) are displayed. together with the Player menu. If the Player is turned on, button (1), button (2) and button (4) can only be used to control the PLAYER.

If there are no tracks to be played, Menu 1 will show "NO TRACK" (B).

If the Player is ON, but instrument panel is not receiving track name, it pauses the track being played and Menu 1 will read the message "PLAYER NOT AVAILABLE" (A).

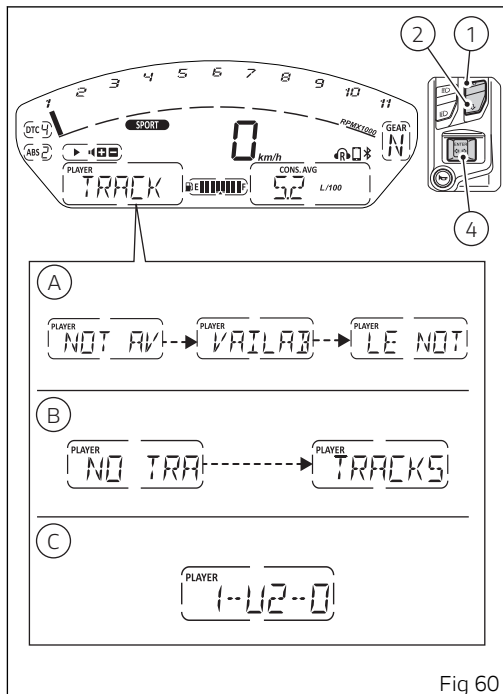


Fig 60

Adjust volume as follows:

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

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

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

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

After disabling the Player controls, they can be re-enabled after 3 seconds if the item PLAYER and the track name are available in Menu 1.

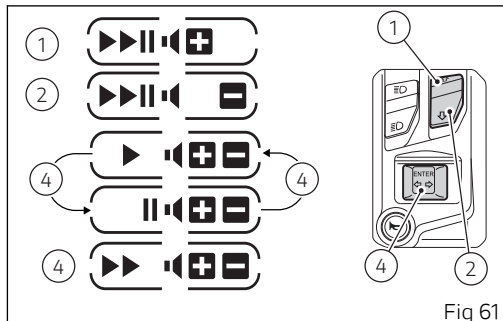


Fig 61

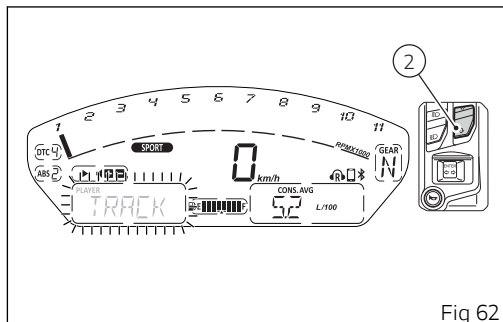


Fig 62

The Player can be turned off by quitting the player control and pressing button (1) for 2 seconds: Menu 1 will show PLAYER OFF option.

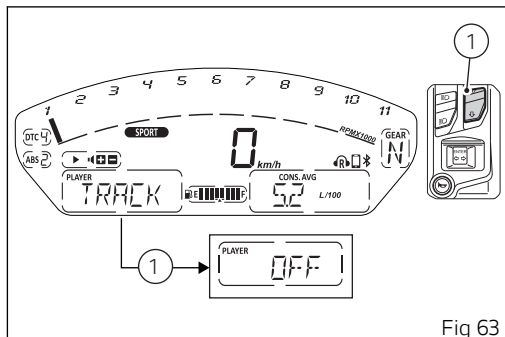


Fig 63

F.A.Q.

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

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

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

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

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

3) Earphones do not connect. Why?

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

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

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

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

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

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

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

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

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

Service warning (SERVICE)

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

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

There are 3 types of scheduled maintenance interventions:

- OIL SERVICE ZERO: service at the first 600 mi (1000 km);
- OIL SERVICE and SERVICE DATE: oil service or annual service (requiring the same maintenance operations);
- DESMO SERVICE.

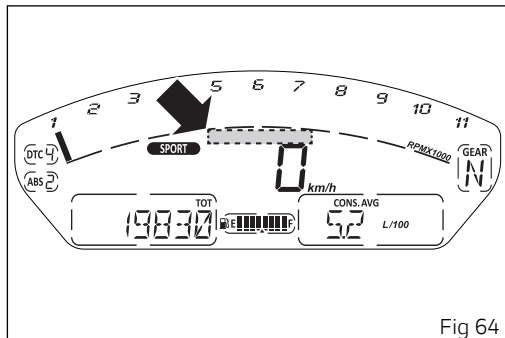


Fig 64

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 includes displaying for 5 seconds 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 a Ducati authorized service center performs a reset.

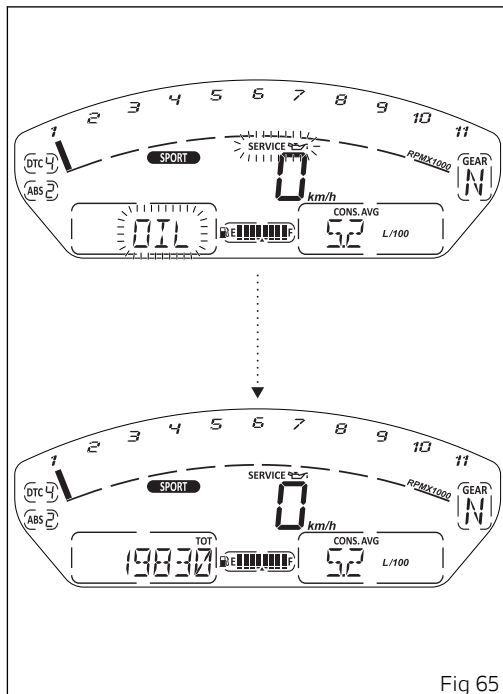


Fig 65

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE COUNTDOWN indication

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

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

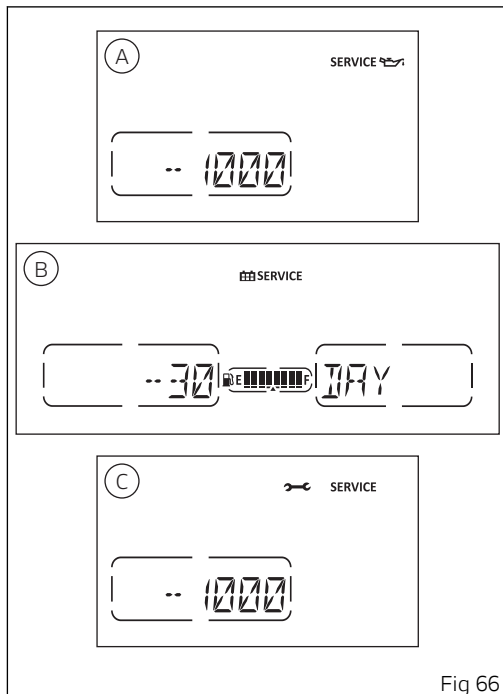


Fig 66

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE indication

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

- OIL SERVICE (A);
- SERVICE DATE (B);
- DESMO SERVICE (C).

The indication includes displaying for 5 seconds the flashing message SERVICE, the Oil or the Desmo or DATE symbols as well as the message OIL or DESMO or DATE upon each Key-ON; after 5 seconds, both the message SERVICE and the Oil or Desmo or DATE symbols become steady until Key-OFF or until an Authorized Ducati Service Center performs a Reset.

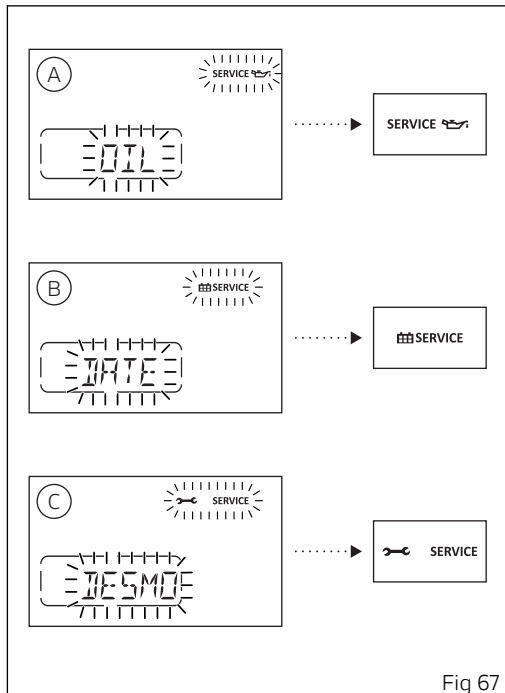


Fig 67

Warnings/Alarms (WARNING)

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

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

During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning.

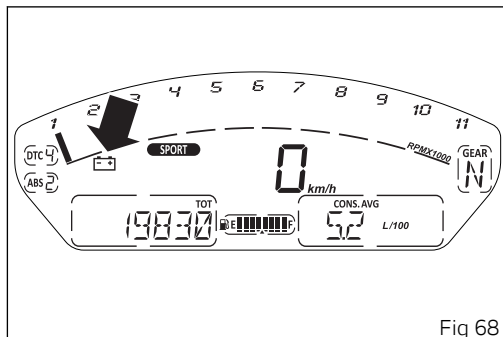


Fig 68

Low battery indication (LOW Battery)

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

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



Note

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



Fig 69

Date setting

This "warning" indicates that it is necessary to enter the date through the setting Menu. The instrument panel shows "INSERT" and "DATE" 6 seconds upon Key-ON.

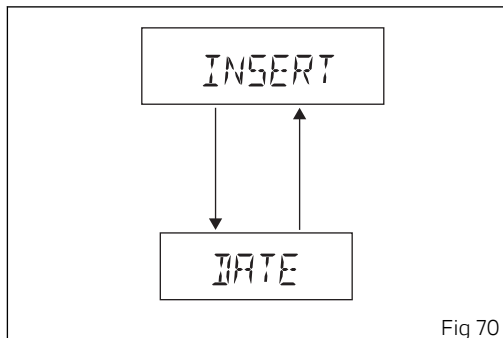


Fig 70

Error warnings

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

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

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



Attention

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

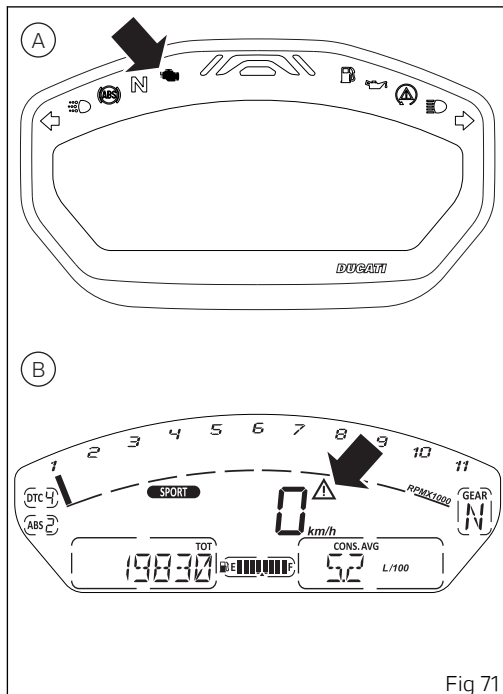


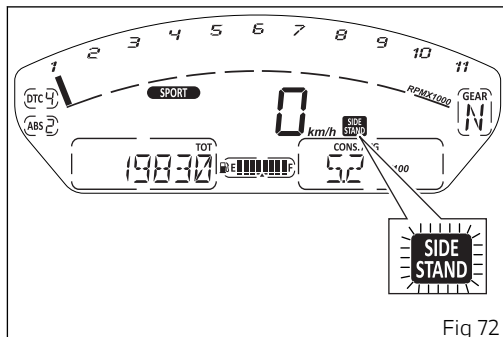
Fig 71

Viewing side stand status

The instrument panel receives information on side stand status and if side stand is down/open, the icon "SIDE STAND" is displayed.

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

If the instrument panel does not receive the side stand status, the "SIDE STAND" indication (open side stand) will flash to indicate an indefinite status.



Setting menu

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

To enter the Setting Menu hold button (4) for three seconds, with Key-On and vehicle actual speed $\leq$ (lower than or equal to) 3.1 mph (5 km/h): once inside this menu, you may no longer view any other function.

The Setting MENU displays the following functions:

- RIDING MODE (R.M.)
- PIN CODE (PIN)
- BACK LIGHT (B.L.)
- DRL CONTROL (DRL)
- CLOCK SETTING (CLK)
- DATE SETTING (DAT)
- INFO SERVICE (SRV)
- LAP (LAP)
- UNITS SETTING (UNT)
- BATTERY (BAT)
- RPM (RPM)
- TIRE SETUP (TSU)
- BLUETOOTH (only if the relevant control unit is fitted) (B.T.)



Important

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

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

After displaying 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 quit the Setting Menu you shall highlight "EXIT" and press button (4).

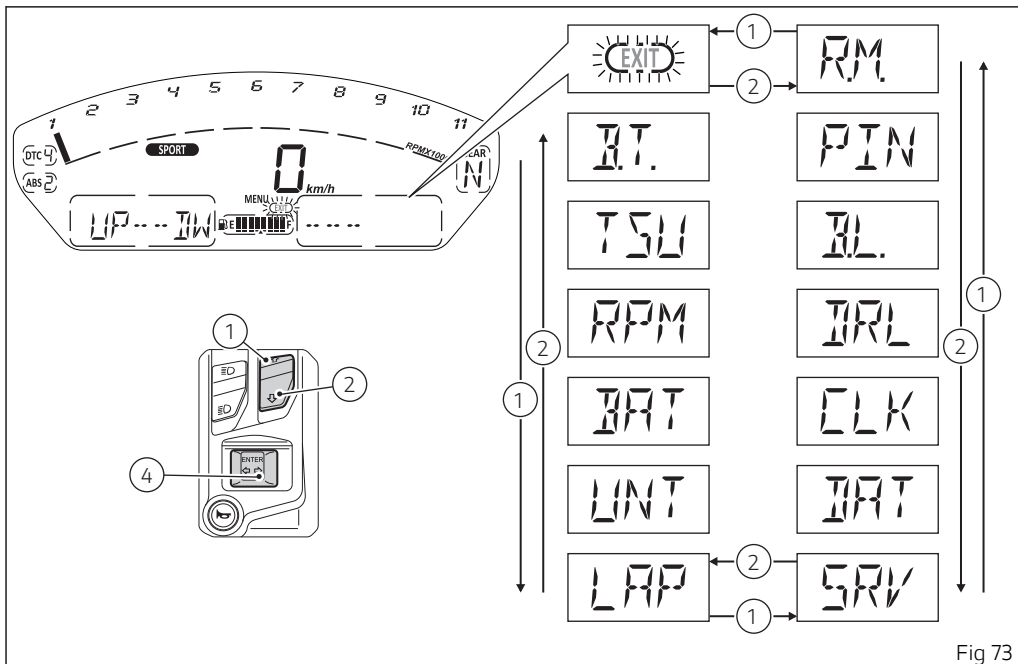


Fig 73

Customizing the Riding Mode (RIDING MODE)

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

Select R.MODE (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).

After entering the function, the display shows the four available riding modes (SPORT, TOURING, URBAN). Press buttons (1) and (2) to highlight (flashing arrow beside) the riding mode to be customized. Press button (4) to enter the customization of the selected Riding Mode.

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

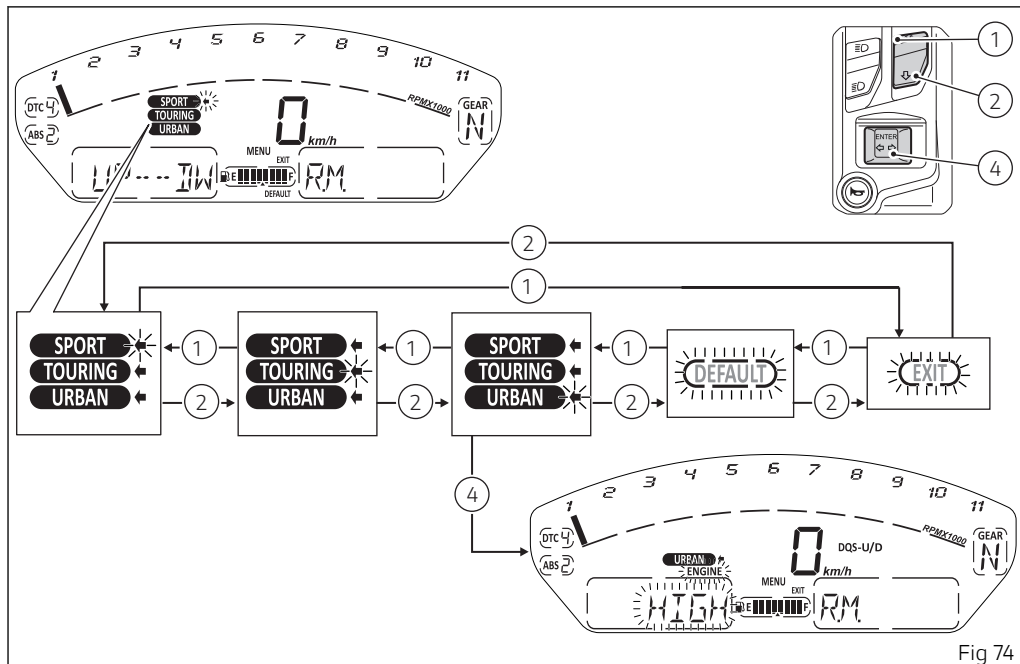


Fig 74

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

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

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
- DQS (if available)
- MEM (memorization)
- DEFAULT
- EXIT

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.

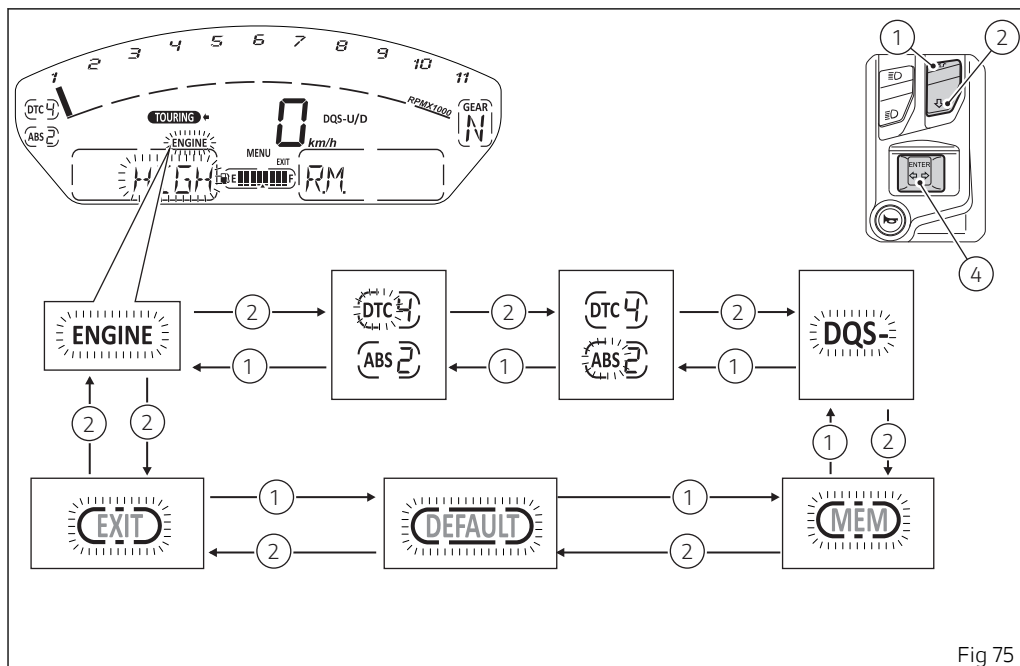


Fig 75

Customizing the Riding Mode: storing settings

After changing a Riding Mode parameter (ENGINE, DTC, ABS, DQS), 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 "MEM" (flashing frame) and keep button (4) pressed for 2 seconds; then the display will show "WAIT" (for 2 other seconds) followed by "MEM-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.

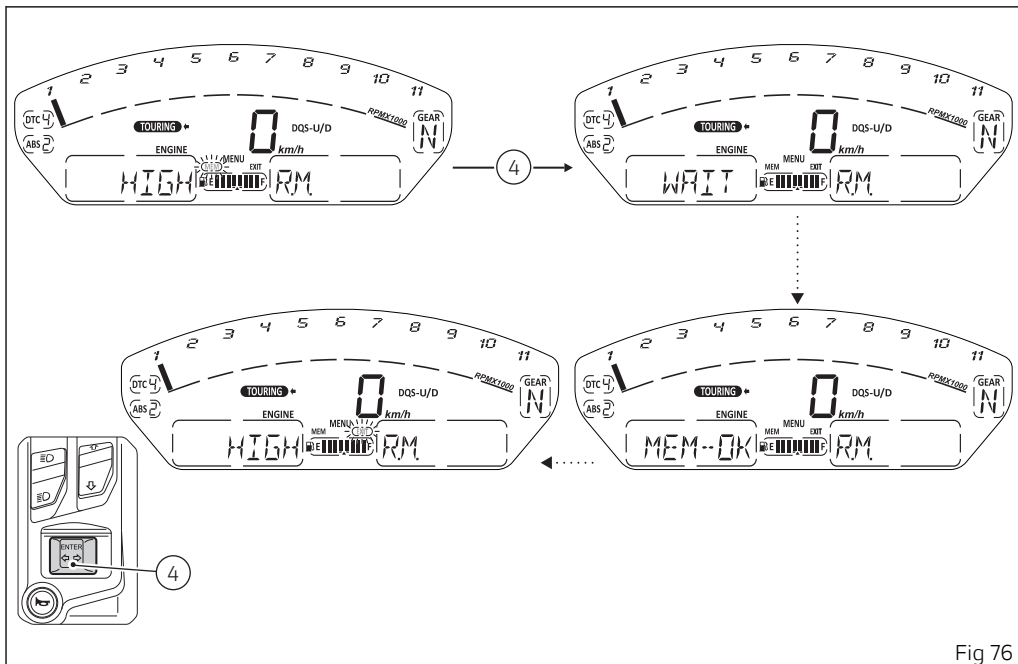


Fig 76

Customizing the Riding Mode: engine adjustment

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 button (4). You open the R.M. Menu (Riding mode).

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

You open the selected riding mode customization Menu.

Select the parameter to be customized (ENGINE) by pressing button (1) or (2). Once the desired parameter is highlighted, press 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 "Parameter storage" procedure.



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.

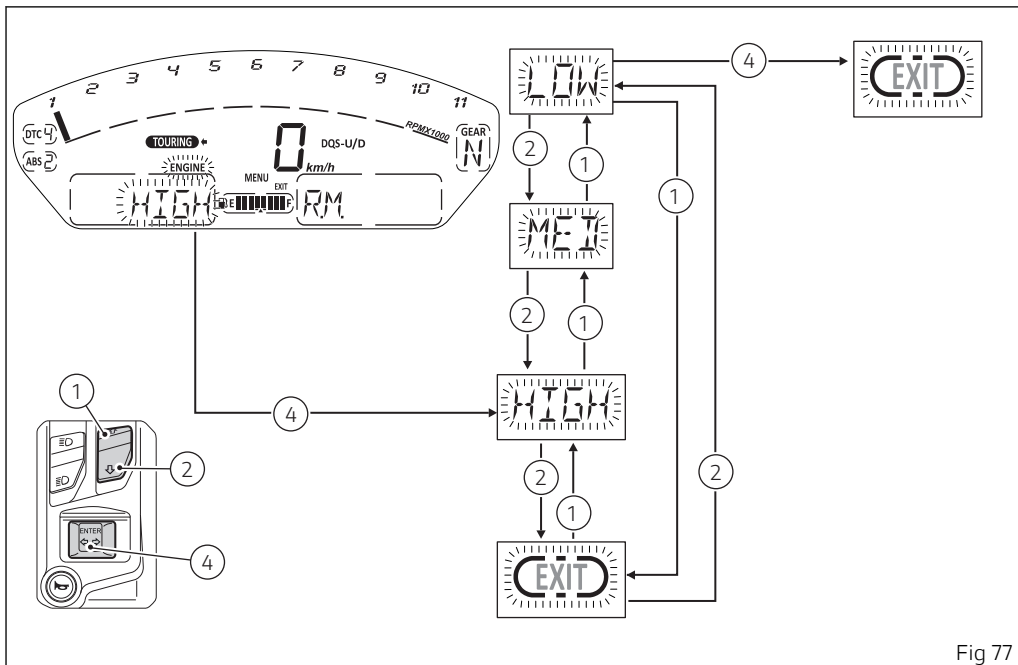


Fig 77

Customizing the Riding Mode: setting the DTC level

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

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

Once function is highlighted, press button (4).

You open the R.M. Menu (Riding mode). Select the desired riding mode (SPORT, TOURING, 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 the desired parameter is highlighted, press 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 "Parameter storage" procedure.

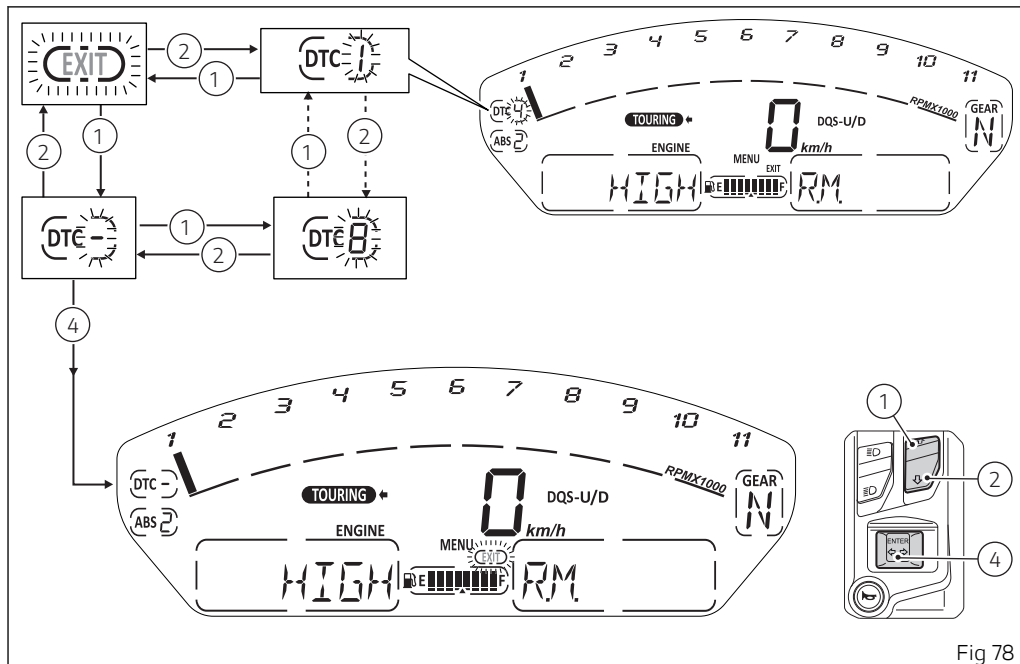


Fig 78

**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 adjustment

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 button (4). You open the R.M. Menu (Riding mode). Select the desired riding mode (SPORT, TOURING, URBAN), by pressing button (1) or (2).

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

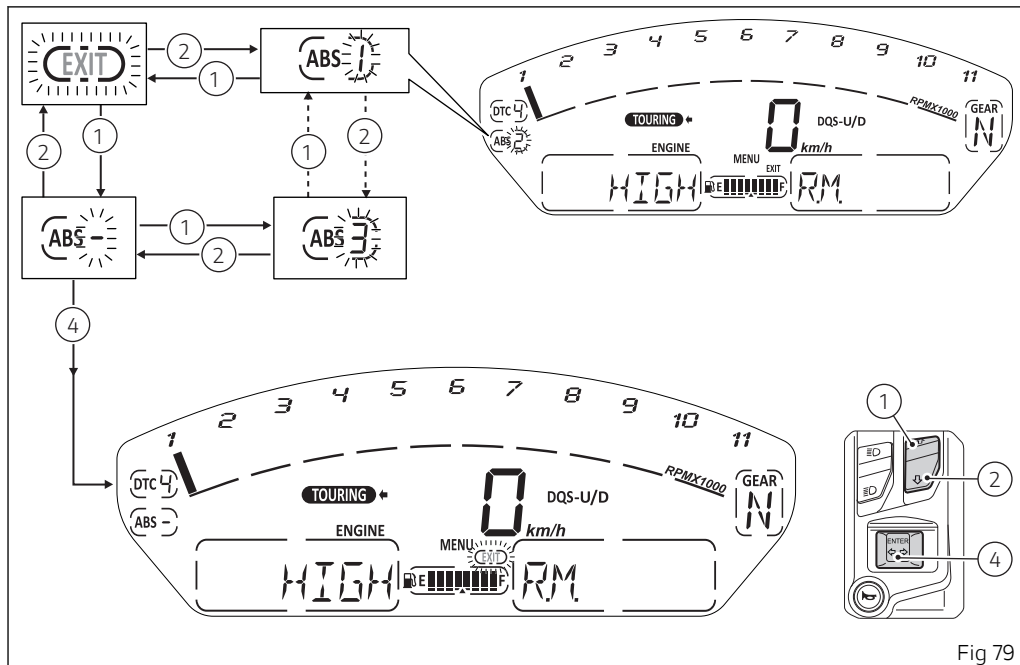
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument

panel will go back to the previous menu level and it will be possible to start the "Parameter storage" procedure.



Note

To save the new ABS 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

When you enable or disable the ABS through this function, i.e. toggling from disabled to enabled system or vice-versa, the procedure for activating or deactivating the ABS is carried out: the change of status of the ABS control unit is not instantaneous, it takes at least 6 seconds.



Important

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

Customizing the riding mode: DQS enabling/disabling

This function disables or sets DQS 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 button (4).

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

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

When entering the function, the currently set DQS level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level among OFF, UP, UP-DW and press button (4) to confirm.

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

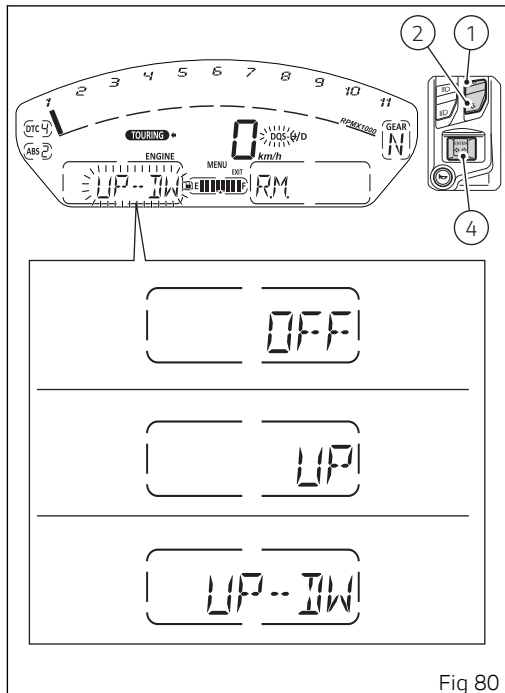


Fig 80

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

Customizing the Riding Mode: restoring default settings

This function allows restoring the default values set by Ducati for the parameters associated to a specific riding mode.

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

Once function is highlighted, press button (4). You open the R.M. Menu (Riding mode).

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

Select the DEFAULT box (DEFAULT box flashing) by pressing button (1) or (2). Once desired parameter is highlighted, keep button (4) pressed for 2 seconds.

After 2 seconds the arrow on the Riding Mode left side starts flashing and blinking dashes will be displayed instead of all parameters (ENGINE, DTC, ABS and DQS). 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.

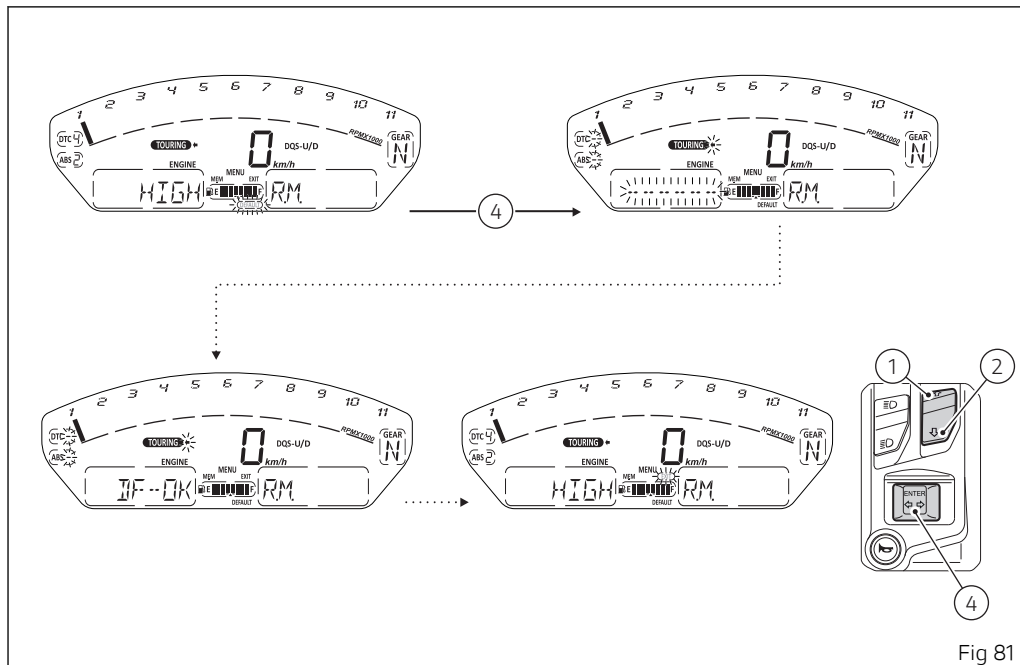


Fig 81

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

This function allows restoring the default values set by Ducati for all the parameters associated to all riding modes.

To do this, you must enter the Setting Menu.

Select the R.M. (Riding mode) option by pressing button (1) or (2). Once function is highlighted, press button (4). You open the R.M. Menu (Riding mode). Select the DEFAULT box by pressing button (1) or (2). Once the desired indication is selected, press button (4) for 2 seconds.

After 2 seconds, the four arrows on the Riding Mode left 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.

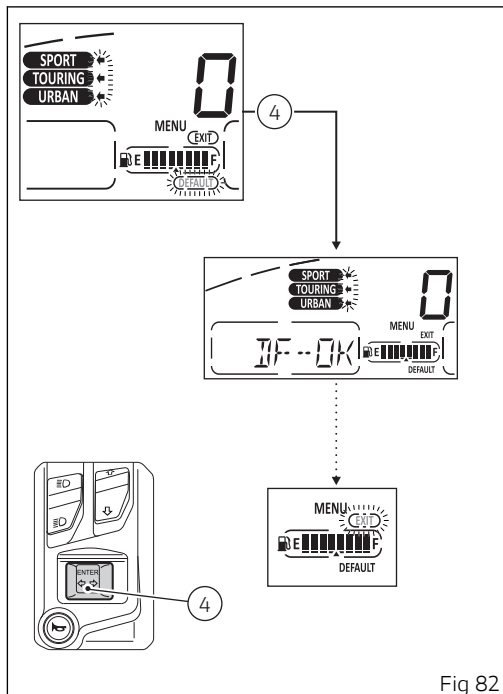


Fig 82

PIN CODE

This function allows the user to activate or modify the PIN CODE.

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 "Activating the PIN CODE" procedure.

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

In order to temporarily start the motorcycle in case of malfunction, please refer to the Vehicle Overriding procedure page 210.



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.

Activating 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 button (4).



If, upon accessing this function, the "O: " (Old) indication is displayed together with four flashing dashes "- - - -", it means that 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 4 digits of the PIN CODE.

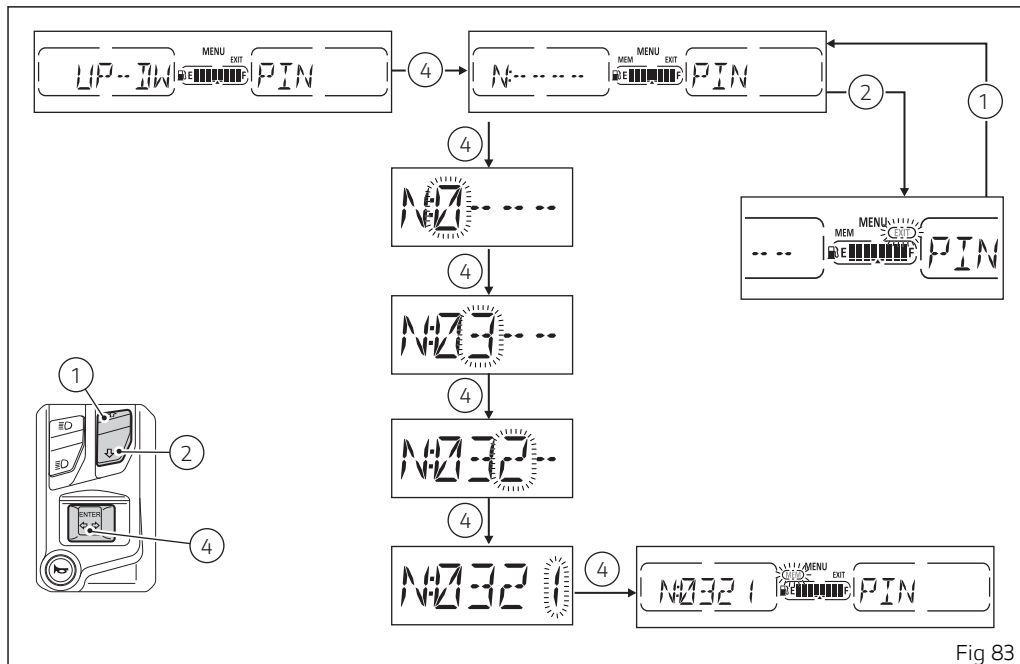


Fig 83

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, the message "MEM" and the relevant box will be shown steady ON for 2 seconds, and then the "EXIT" box 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.

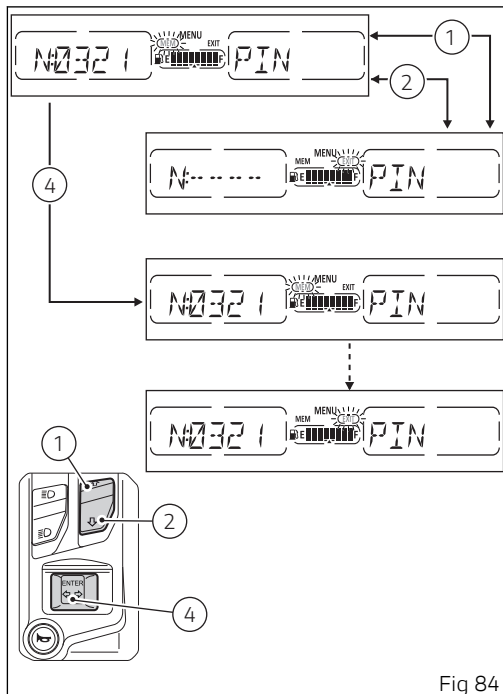


Fig 84

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 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 4 digits of the PIN CODE.

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

Press button (4) for 2 seconds and the system will check the entered PIN CODE. After 2 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.
- if the PIN CODE is not correct (E), the instrument panel shows ERROR flashing for 2 seconds, followed by "EXIT".

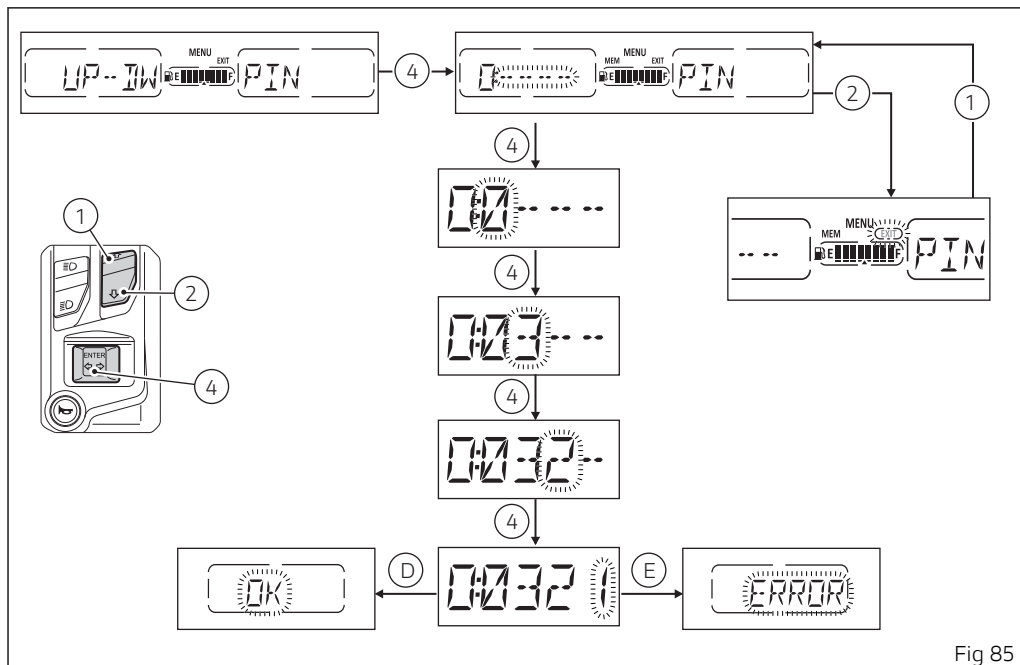


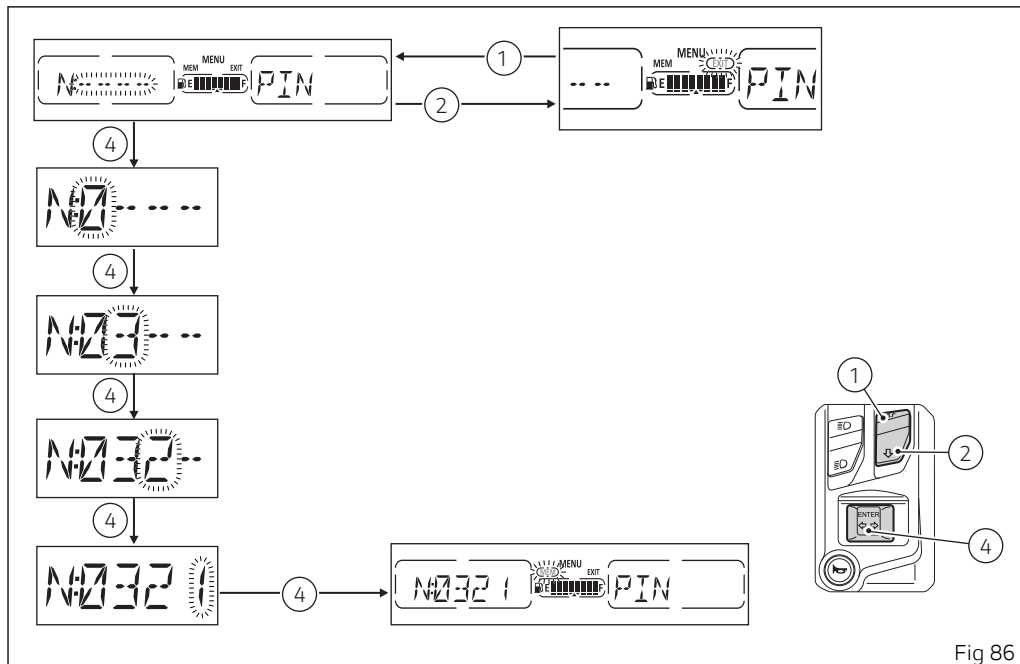
Fig 85

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);

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



 **Note**
You can

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



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, MEDIUM, LOW) and press button (4) to confirm.

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

Select MEDIUM 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.

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

After saving, the display will show MEM-OK for 2 seconds; then, "EXIT" will be highlighted with

flashing frame. To exit the menu and go back to previous page, 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.

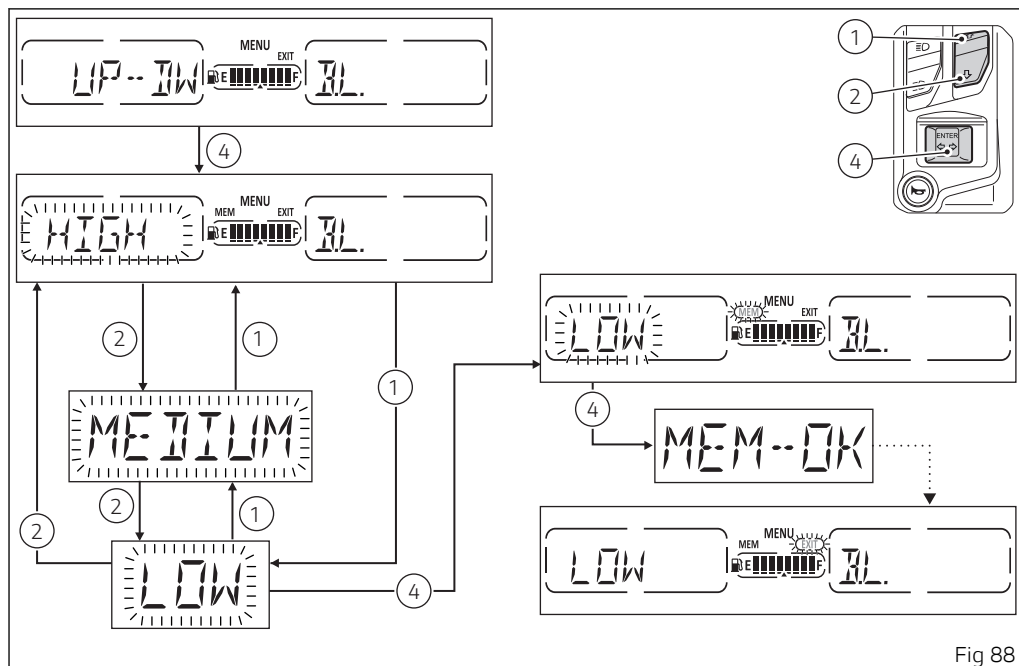


Fig 88

DRL light mode setting

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

To adjust the backlighting gain access to the SETTING MENU, and keys (1) and (2) to select the "DRL" 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.

With buttons (1) and (2) it is possible to select the AUTO and MANUAL level. To set the selected level, press button (4); then the display will show "EXIT" with flashing frame. To exit the menu and go back to previous page, press button (4).

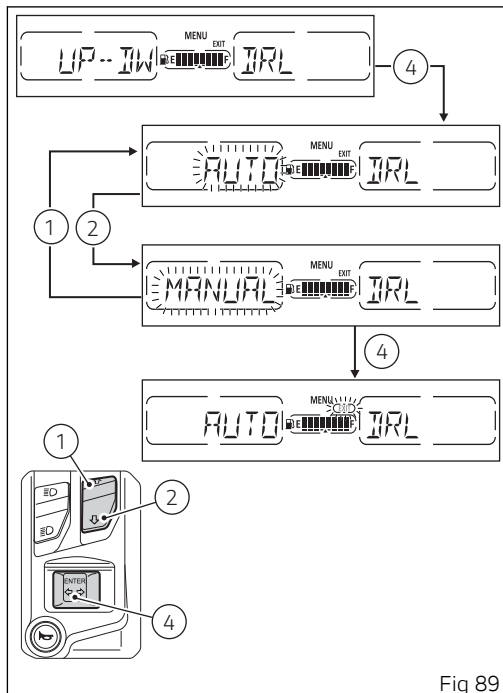


Fig 89

Clock setting

This function allows user to set or adjust the time. Enter the Setting Menu. Select "CLK" option, by pressing button (1) or (2).

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

It is possible to set the clock as follows:

- the "AM" indication starts flashing;
 - if you press button (2) the "PM" indication starts flashing;
 - press button (1) to go back to previous step.
- 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).

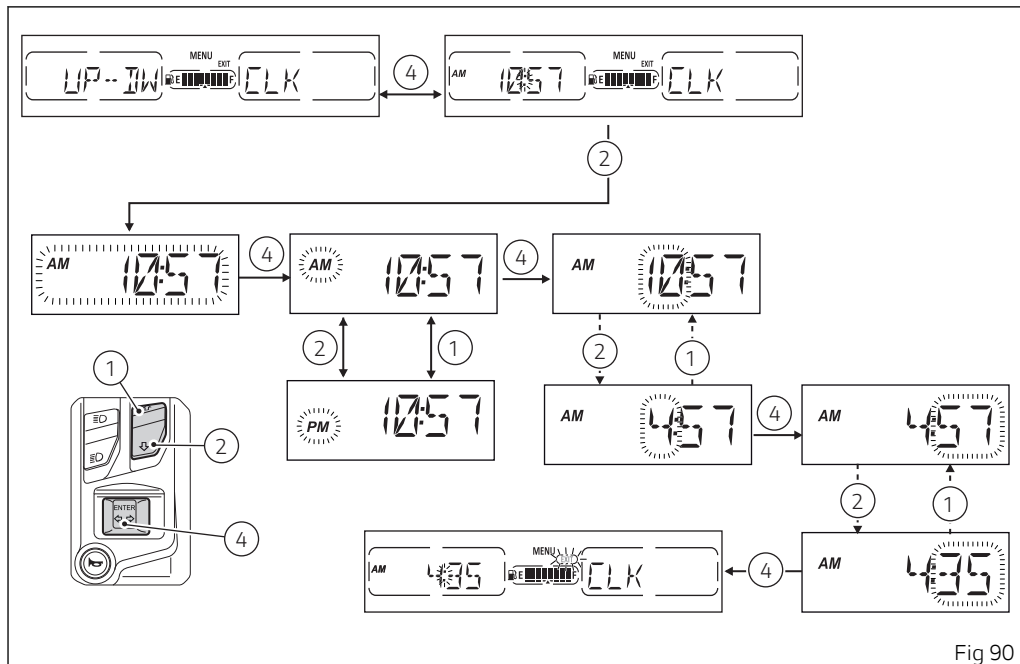
To confirm (store) the new set time press button (4). The EXIT box starts flashing; press button (4) to go back to the setting menu.

Press button (4) to quit.



Note

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



Date setting

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

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

Once function is highlighted, press button (4).



Important

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

The displayed available settings are:

- Y: year
- M: month
- D: day

with the two-digit value next to each item.

When entering the function, the "Y" indication will flash.

To set and/or change the date, use buttons (1) and (2) to select the field to be modified (Y for year, M for month, D for day) and press button (4).

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

Setting the year

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

Once option is highlighted, press button (4).

Year two-digit value starts flashing.

Press button (1) to decrease year value by 1: 99, 98, ..., 00, 99.

Press button (2) to increase year value by 1: 00, 01, ..., 99, 00.

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

Setting the month

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

Once option is highlighted, press button (4).

Month two-digit value starts flashing.

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

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

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

Setting the day

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

Once option is highlighted, press button (4).

Day two-digit value starts flashing.

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

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

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

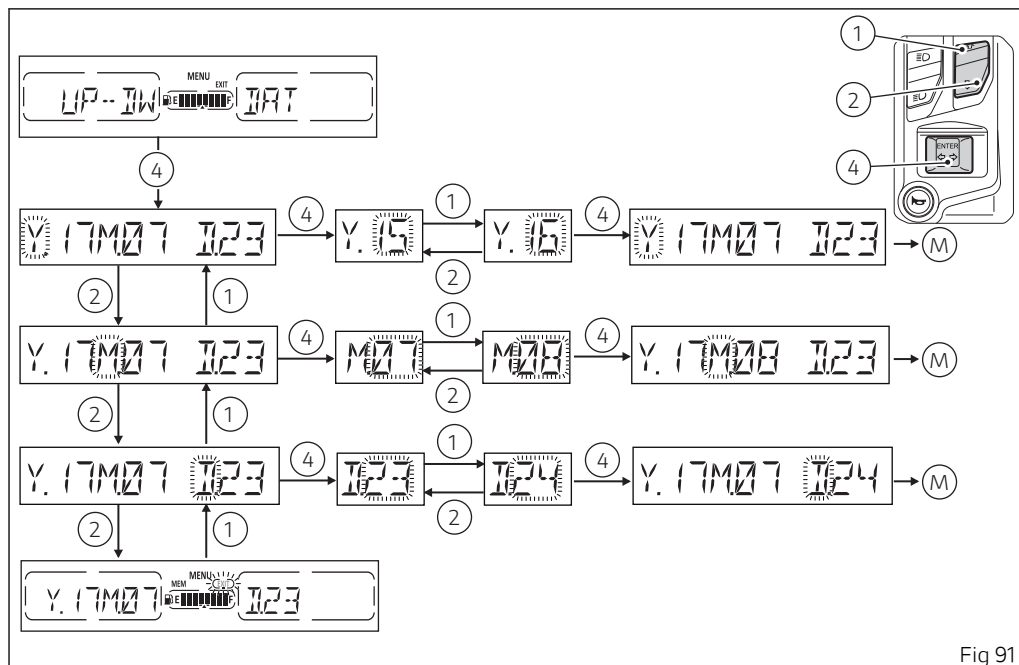


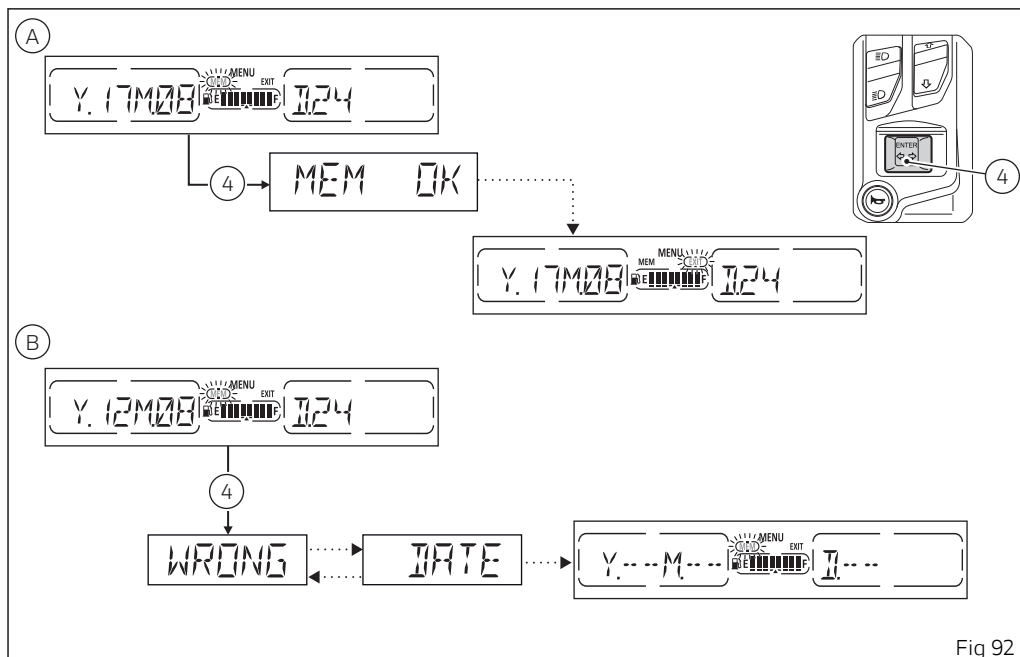
Fig 91

Storing the date

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

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

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



Service information

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

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

Available information:

- Desmo Service: indicates the mile (or km) count-down to the next DESMO SERVICE: it is displayed when the Desmo Service symbol (A) flashes;
- Oil Service: indicates the mile (or km) count-down to the next OIL SERVICE: it is displayed when the Oil Service symbol (B) flashes;
- Annual Service: indicates the ANNUAL SERVICE expiration date: it is displayed when the symbol DATE (C) flashes.

When accessing the menu, the word SERVICE is steady on, the Desmo Service symbol (A) flashes and the mile (or km) count-down to the next DESMO SERVICE is displayed.

By pressing button (1) or (2), the Oil Service symbol (B) starts flashing: the display shows the mile (or km) count-down to the next OIL SERVICE.

By pressing button (1) again or button (2) the display shows the symbol DATE (C) flashing: the ANNUAL SERVICE expiration date is displayed.

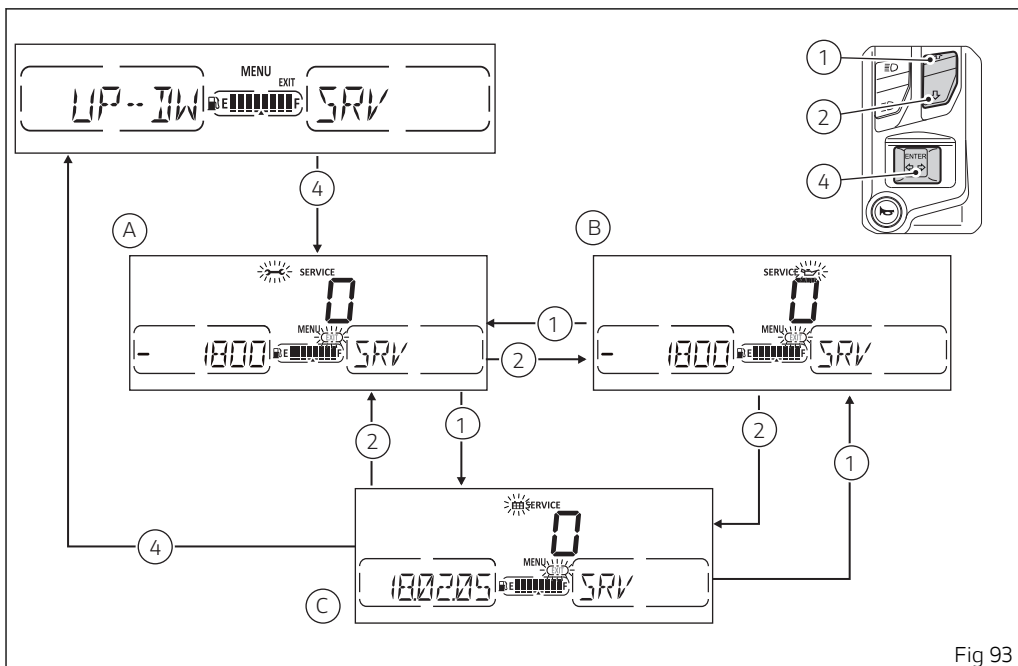


Fig 93

LAP

The LAP function can be enabled and disabled by the user through the SETTING MENU, in the LAP page. When activating this function, the instrument panel displays the stopped timer (0' 00'' 00) in MENU 1 on the main screen.



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).

Enabling / disabling Lap recording

To enable / disable the Lap recording gain access to the SETTING MENU, use keys (1) and (2) to select the LAP indication, then press button (4).

When entering the function, the currently set LAP function status starts flashing. Use buttons (1) and (2) to select the new desired status (the selected status will flash) and press button (4) to confirm. The set status value will be updated and the message will return steady.

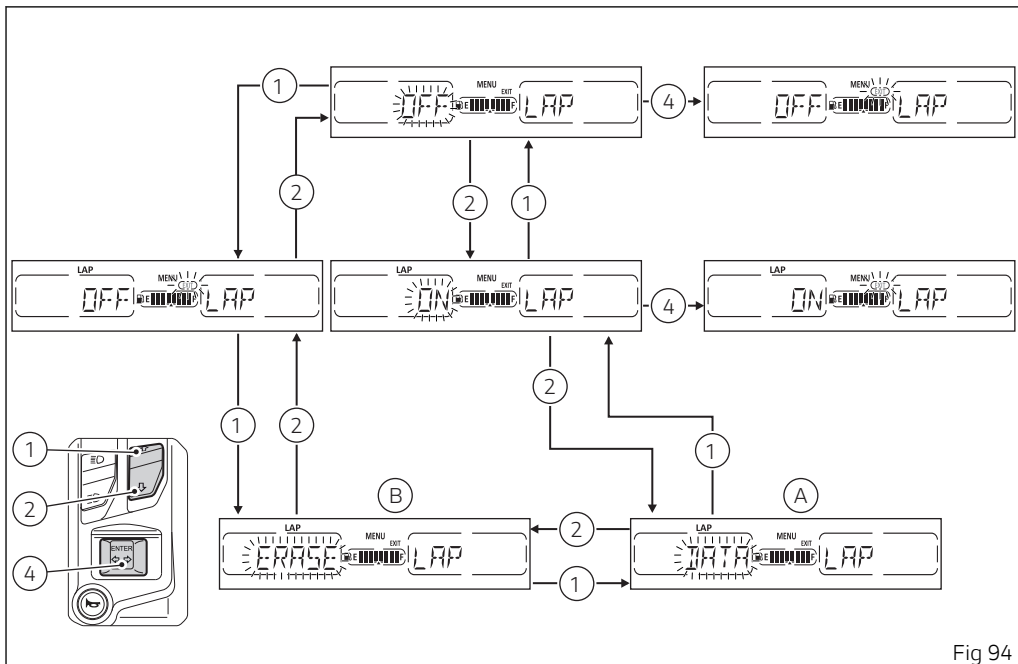
To exit the menu and go back to previous page, select "EXIT" and press button (4).

When the LAP function is disabled its status is OFF, otherwise it is ON; if you select DATA, the instrument panel shows the memorized Laps (A) whereas if you select ERASE you can erase all memorized Laps (B).



Note

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



The LAPs previously stored with the "LAP recording" function of the Menu can be displayed. The information displayed is lap time, maximum rpm and top speed. Saved LAPs can also be deleted.

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.

When you enter the function, the following is displayed:

- the LAP number followed by letter "N" (e.g.: 01.N);
- the recorded lap time;
- the top speed recorded during the lap;
- the RPM value recorded during the lap.

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

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



Note

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



Note

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

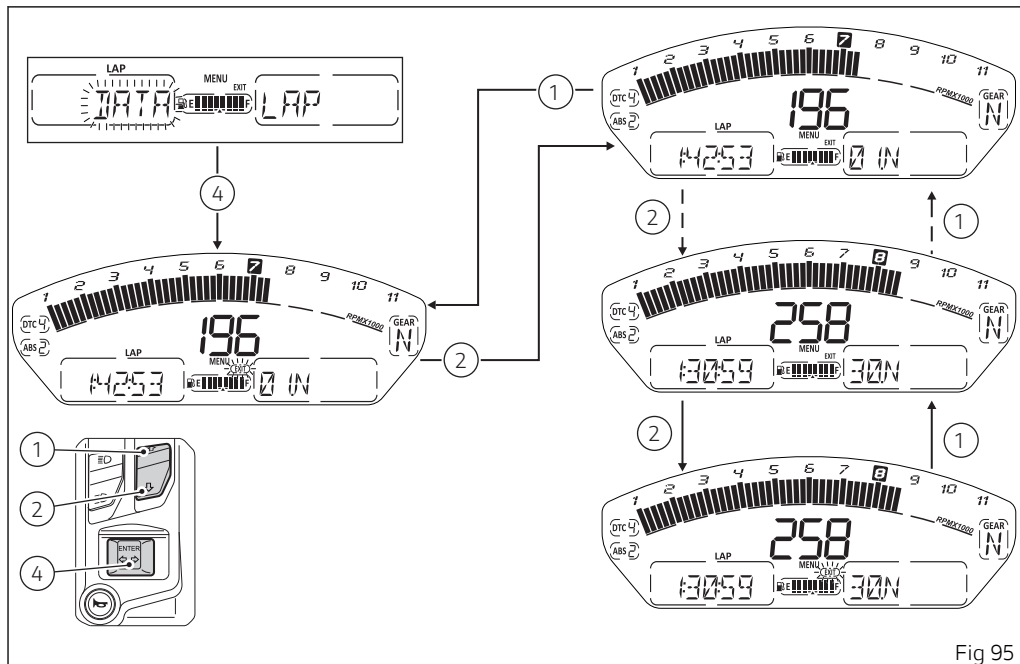


Fig 95

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 2 seconds to confirm.

After 2 seconds, the instrument panel will display:

- "WAIT" for 2 seconds;
- OK for 2 seconds to inform about the result of the deletion process.

Deletion is one single command that erases all stored laps.

When the erasing procedure is completed the instrument panel shows "EXIT".

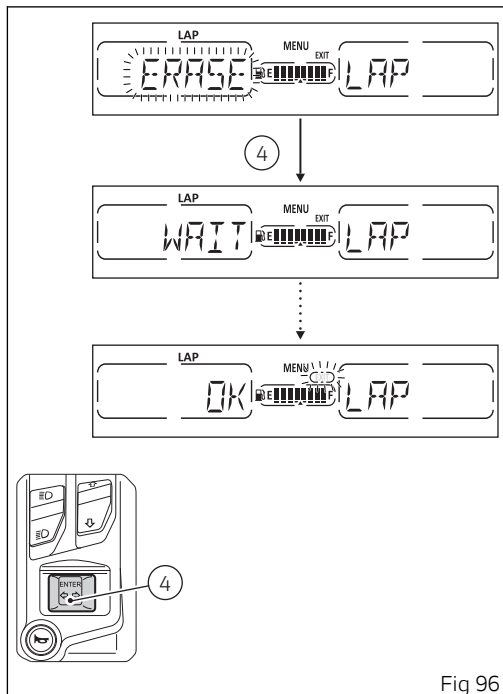


Fig 96

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 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.

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

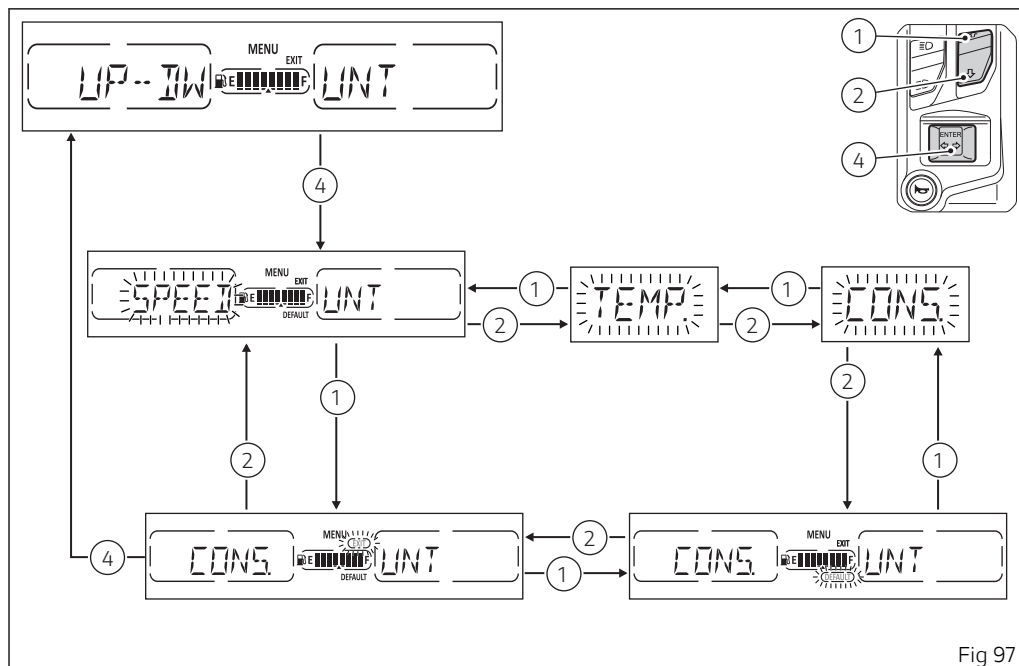


Fig 97

Setting the unit of measurement: Speed

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

You open the "UNT" menu, as described on the previous pages.

Select "SPEED" option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the "SPEED" menu.

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 (2) to highlight the following item and button (1) to highlight the previous item. Select the required unit of measurement and then press button (4) to confirm the selected unit; then the selected unit of measurement is saved in the instrument panel and the SPEED indication starts flashing again.

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

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

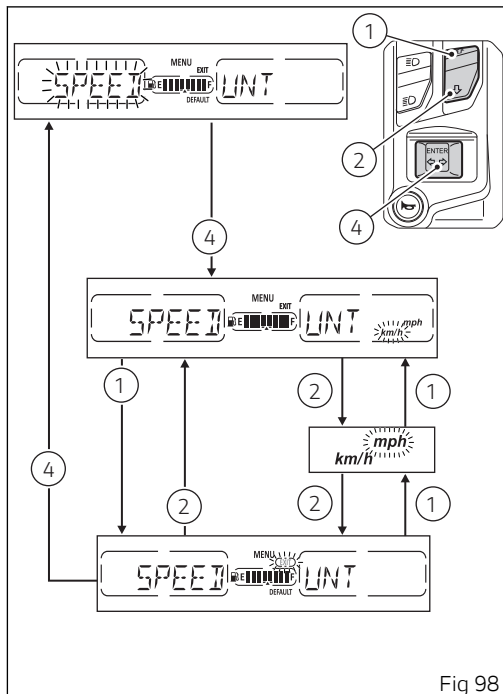


Fig 98

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

Setting the unit of measurement: Temperature

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

You open the "UNT" menu, as described on the previous pages.

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

Once function is highlighted, press button (4).

You open the "TEMP." menu. 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 (2) to highlight the following item and button (1) to highlight the previous item. Select the required unit of measurement and then press button (4) to confirm the selected unit; then the selected unit of measurement is saved in the instrument panel and the TEMPERATURE indication starts flashing again. Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window.

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

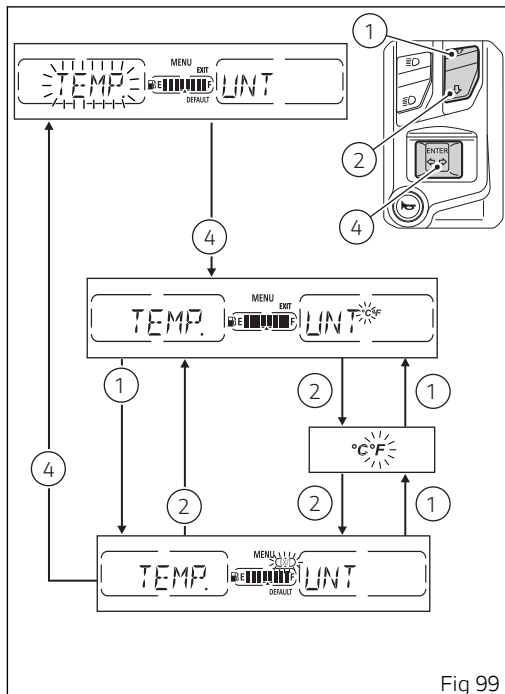


Fig 99

- Engine coolant temperature and Ambient air temperature.

Setting the unit of measurement: Fuel consumption

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

You open the “UNT” menu, as described on the previous pages.

Select "CONS." option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the "CONS." menu.

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

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

Select the required unit of measurement and then press button (4) to confirm the selected unit; then the selected unit of measurement is saved in the instrument panel and the "CONS." indication starts flashing again.

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

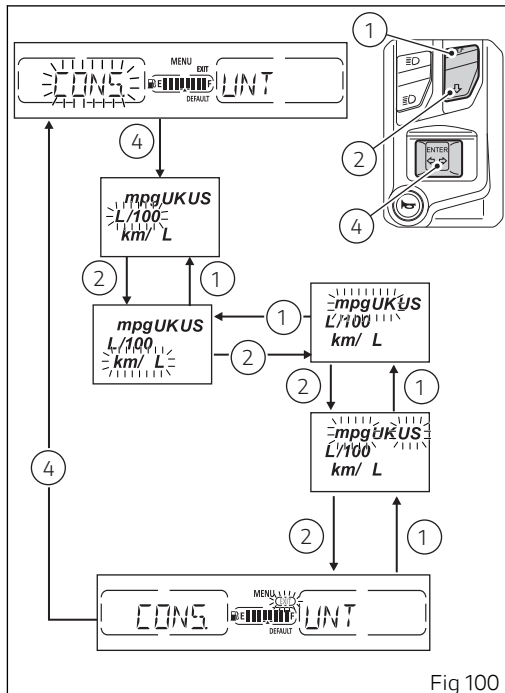


Fig 100

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

- Instantaneous fuel consumption and Average fuel consumption.

Setting the unit of measurement: Reset to automatic settings

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

Once function is highlighted, press button (4) for 2 seconds. The display shows WAIT for two seconds;

then the "DF-OK" message indicates that the units of measurement have been restored.

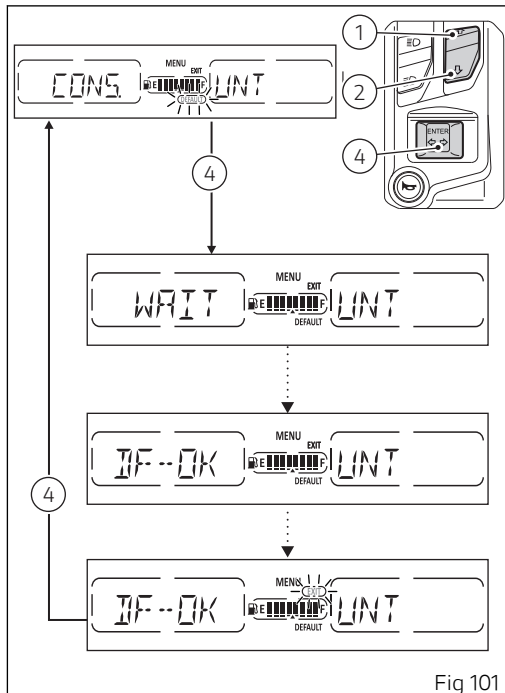


Fig 101

Battery voltage

This function allows you to check the vehicle battery voltage. Enter the Setting Menu. Select "BAT" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

The information will be displayed as follows:

- if battery voltage is below 11.0 V, a flashing "LOW" warning is displayed;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed flashing;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steady;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed flashing;
- if battery voltage is higher than 16.1 V, a flashing HIGH warning is displayed.

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

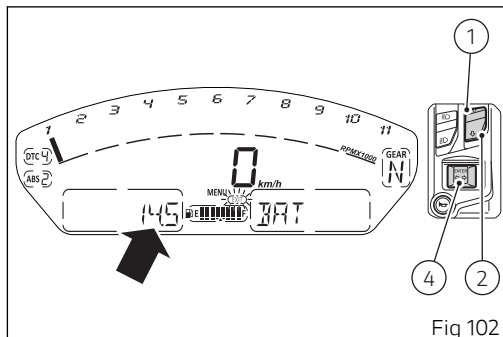


Fig 102

Engine rpm digital indication (RPM)

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

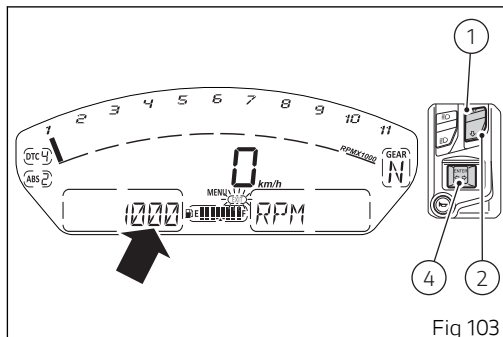
Enter the Setting Menu.

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

You open the "RPM" menu. The display shows the numerical value of the RPM with a precision of 50 rpm.

If the instrument panel is not receiving RPM value, a string of five steady dashes "- - - - -" is displayed to indicate an undefined reading.

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



Tire Setting

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

From the Setting Menu, it is possible to start the teach-in procedure of the new rolling circumference and new final drive ratio or restore the default settings as established by Ducati for original equipment: Pirelli Diablo Rosso III, front 120/70 - 17, rear 180/55 - 17.

To do this, you must enter the Setting Menu. Select "TSU" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You open the TIRE SET-UP menu.

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

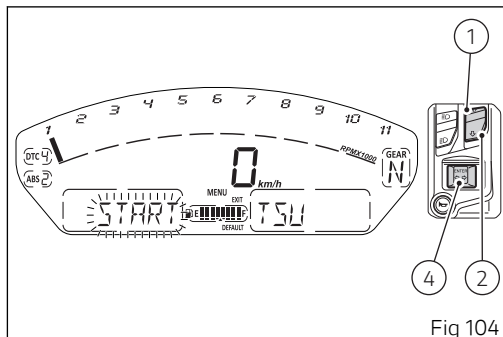


Fig 104

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

Teach-in procedure

The teach-in procedure is allowed only at a vehicle speed between 30 mph (48 Km/h) and 32 mph (52 Km/h) in the 2nd gear.

To start the learning procedure, select "START" (flashing) by means of buttons (1) or (2) and then press button (4) for 2 seconds.

The display shows the rev counter scale, the current speed, the engaged gear, "TSU" and the word "READY" flashing.

Then, the display shows alternatively the speed range and the gear to be maintained to allow the instrument panel to complete the teach-in process. When the rider complies with the required conditions of vehicle speed and gear displayed, the instrument panel starts the system calibration.

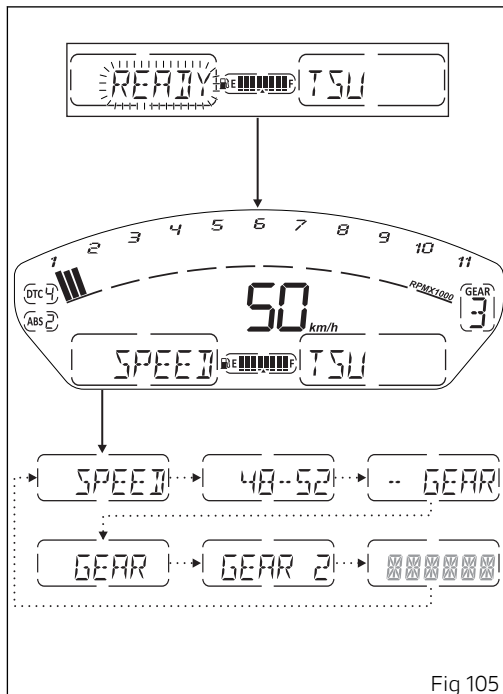


Fig 105

If the teach-in procedure is completed correctly, the instrument panel shows "ENDED" (A) followed by the previous screen after a few seconds.

The rider can abort the procedure during the READY stage by pressing button (1) for 2 seconds. In this case the instrument panel shows "ABORT" (B) followed by the previous screen after a few seconds.

If, on the other hand, an error or malfunction occurs during the teach-in procedure, the instrument panel shows "FAILED" (C) followed by the previous screen after a few seconds.

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

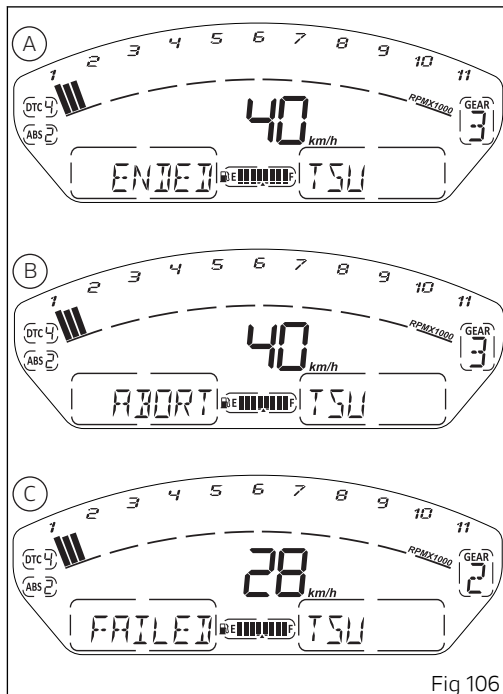


Fig 106

Restoring default settings

To reset the default settings, use button (1) or (2) to select "DEFAULT" (flashing frame) and press CONFIRM MENU (4) for 2 seconds.

Then, the display shows "WAIT.." and after a while "OK" for 2 seconds, then followed by the previous screen.

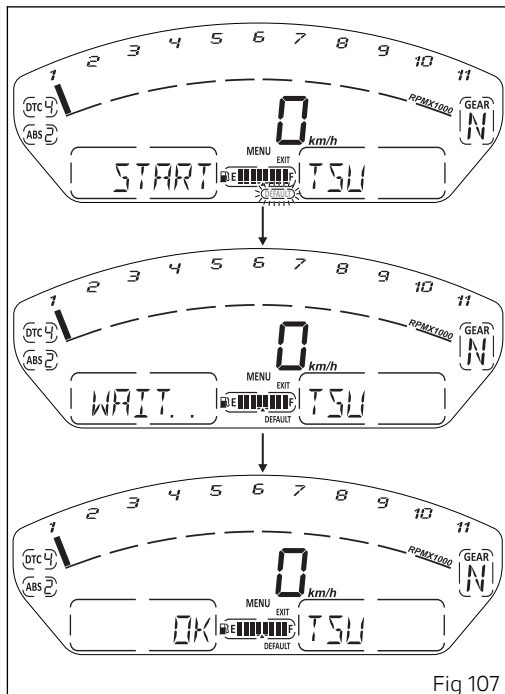


Fig 107

Bluetooth device setting

This function can be activated only if the Ducati Multimedia System (DMS) and the Bluetooth control unit are available: for this model the Bluetooth control unit can be purchased at a Ducati Dealer or Authorized Service Center.

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

To do this, you must enter the Setting Menu.

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

Once function is selected, press button (4).

You enter the "BLUETOOTH" menu, which is active only if the Bluetooth function is active.

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

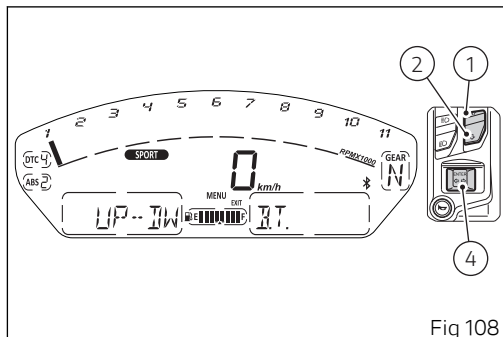


Fig 108

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

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

Following is the information contained in the Bluetooth Setting Menu:

- number of paired devices (from 0 to 5);
- number of devices detected during the pairing phase (from 0 to 20);
- Label Pairing, Exit , Setting Menu;
- name of the first paired device, if available (in Menu 1);
- Icon of the type of paired device shown in that moment;
- "DEL" indication (delete) in Menu 2, used to delete the device.

To quit the Bluetooth Setting Menu, use buttons (1) and (2) to select EXIT and then press button (4).

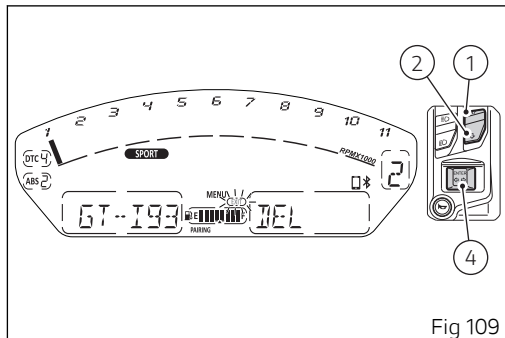


Fig 109

Pairing of a new device

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

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

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

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

Attention

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



Attention

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

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



Attention

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



Note

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

When opening the BLUETOOTH menu for the first time, the first label highlighted by default will be "PAIRING".

The Pairing function is activated by pressing button (4): this runs a search for all Bluetooth devices present within a certain range. Therefore, the "WAIT.." indication is displayed in Menu 1. During the search, besides the "WAIT.." indication in Menu 1 also two flashing dashes are displayed.

The pairing ends automatically when devices are detected within the range.

During the pairing it is possible to use only the EXIT: to quit the pairing in progress, use buttons (1) and (2) to select EXIT and press button (4).

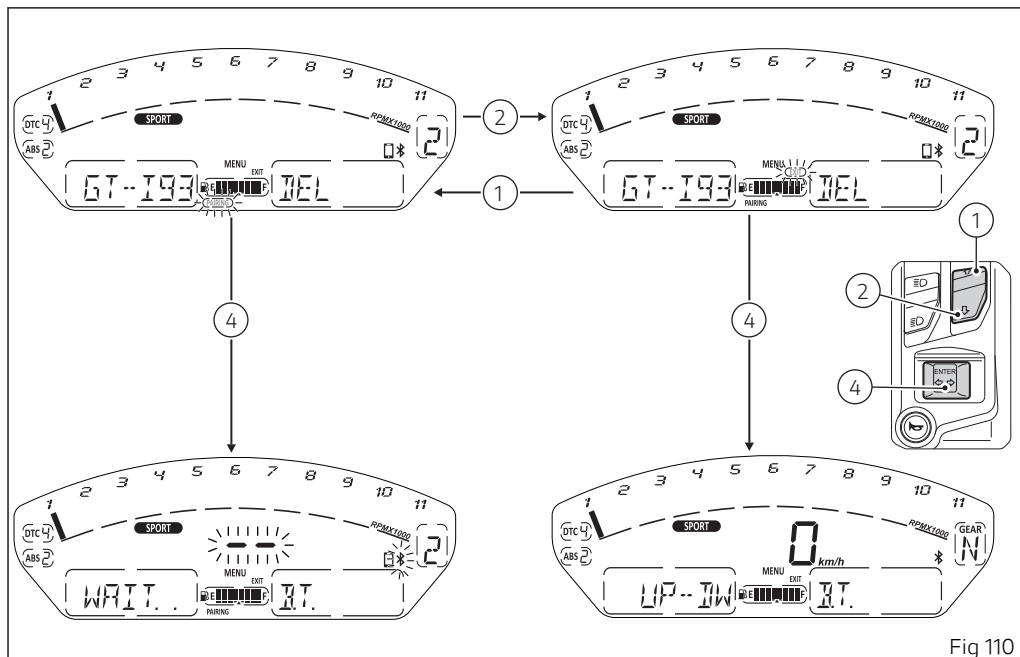


Fig 110

At the end of the pairing, the number of the detected devices is displayed.
If the Pairing fails (A), the "PAIR" indication is displayed in Menu 1 and "OFF" in Menu 2. Now you can only quit the BLUETOOTH Setting Menu, and then go back in to run a new Pairing procedure.
If Pairing is successful (B), as soon as Bluetooth devices are detected, their name is displayed in a list: up to 20 devices can be displayed.

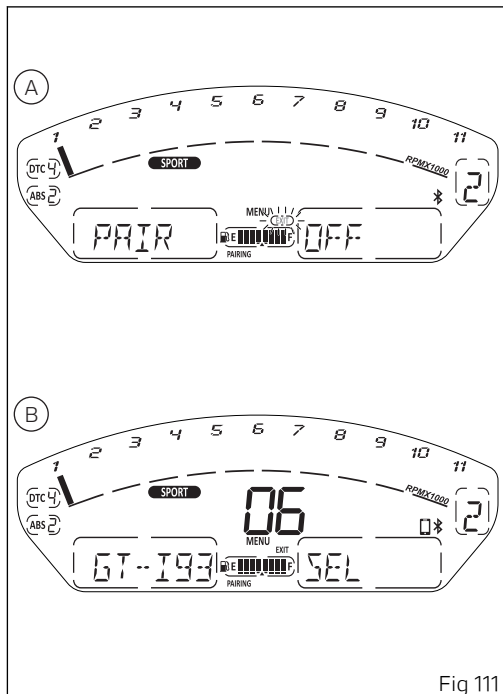


Fig 111

The list of devices found within the range during the Pairing stage does not include already paired devices, even if their Bluetooth connection is ON.

The name of the device is scrolled on the display.

To pass from one device to the other, press buttons (1) and (2).

Once the desired device is selected, press button (4) to confirm it: Menu 2 will show "SEL" flashing.

In this condition, it is possible to use buttons (1) and (2) to select the SEL or EXIT function:

- if you select SEL and press button (4), the indication will remain steady ON in Menu 2 whereas Menu 1 will show the first six characters of the selected device. Then, the selected device will be paired.
- If you select EXIT and press button (4), you quit the Pairing function and go back to the main setting menu.

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

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

It is possible to pair up to:

- two Smartphones;
- one rider helmet;
- one passenger helmet;
- one navigator.

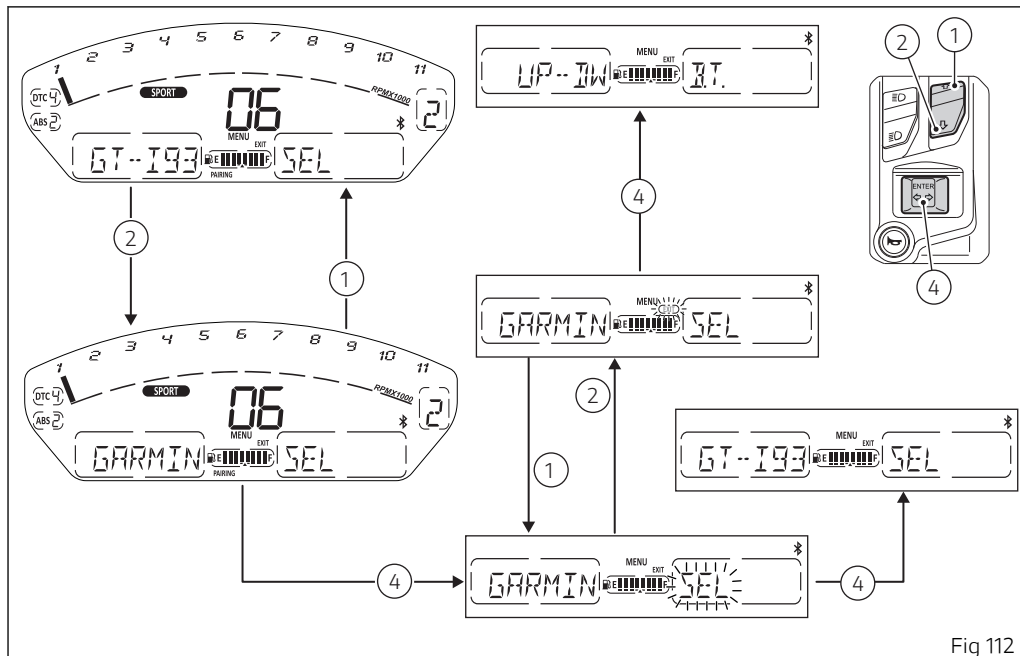


Fig 112

If at least 5 devices have already been paired and the user attempts to run the Pairing, the following message will be displayed: "MAX 5" in Menu 1 and "DEV" in Menu 2 for 3 seconds (flashing).

After 3 seconds, Menu 1 will show the name of the first paired device and Menu 2 will show DEL to allow deleting it: for the deletion procedure of one or more devices, refer to paragraph "Deleting associated devices".

To quit the Bluetooth Setting Menu select "EXIT" and press button (4).

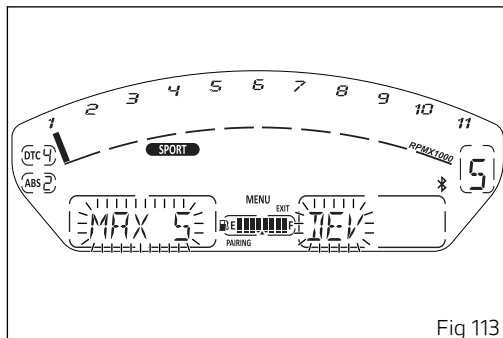


Fig 113

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

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

If, on the other hand, you confirm a device pairing, the number of paired devices will be updated (from 0 to 5).

Pairing deactivation takes place when quitting the Bluetooth Setting Menu or when no more Bluetooth devices are present.



To pair a Smartphone, the pairing procedure with the Bluetooth control unit requires user to enter a code (0000), which is only necessary the first time the device is paired with the Bluetooth control unit.

In this case, the Instrument panel displays the PIN to be entered: "0000" in Menu 1, "PIN" in Menu 2 and the Smartphone icon flashing.

When the user enters the PIN code on the Smartphone, the display will automatically show the Bluetooth Setting Menu main page and the device will be paired.

If the user does not enter the PIN CODE on the Smartphone within 30 seconds, the instrument panel will automatically show the Bluetooth Setting Menu main page.

As soon as the pairing is finished, the indication WAIT is replaced by the name of the connected device: the complete name will be scrolled and then only the first characters will be displayed. Once the device is paired, the display will automatically show the Bluetooth Setting Menu main page.

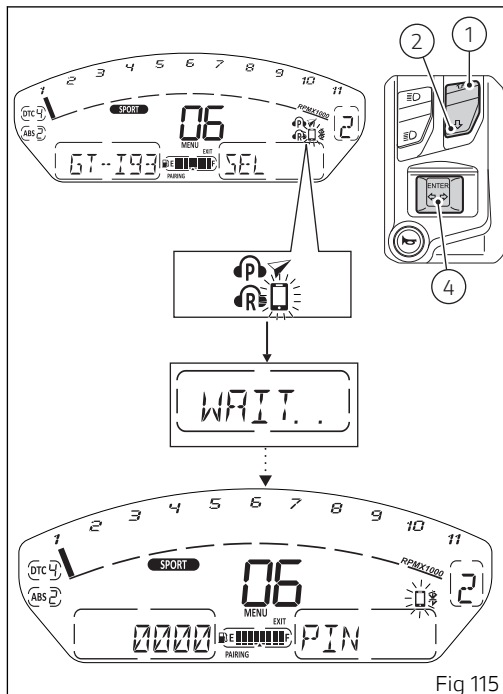


Fig 115

If you wish to connect a Bluetooth Navigator, the connection procedure shall be completed on the navigator, by selecting the connection with the motorcycle Bluetooth control unit. In this case, during the pairing procedure, the Navigator icon will flash in the Bluetooth Setting Menu. When the Bluetooth control unit is connected to the device, the icon stops flashing and becomes steady ON. If user does not complete the pairing procedure on the Navigator within 90 seconds, pairing screen on instrument panel will go out, and display will go back to Bluetooth Setting Menu main screen. As soon as the pairing is finished, the indication WAIT is replaced by the name of the connected device: the complete name will be scrolled and then only the first characters will be displayed. Once the device is paired, the display will automatically show the Bluetooth Setting Menu main page.

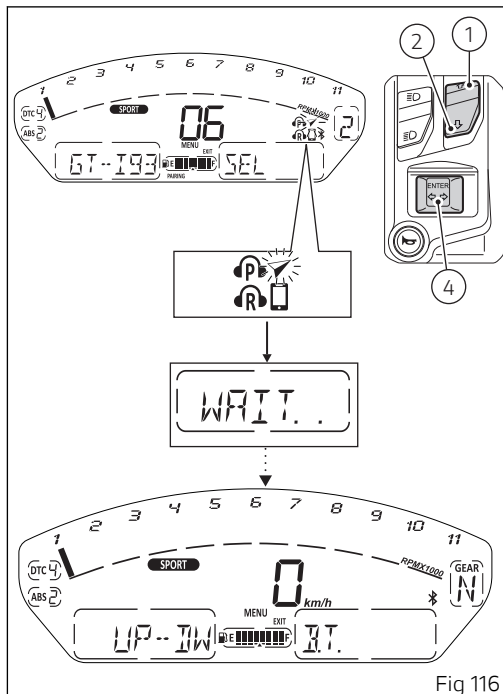


Fig 116



Attention

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

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



Note

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

If no device is selected during the pairing phase, Menu 1 will show "NO DEV" and the displayed number will be ZERO. If no device is connected, no icon of the device type will be displayed.

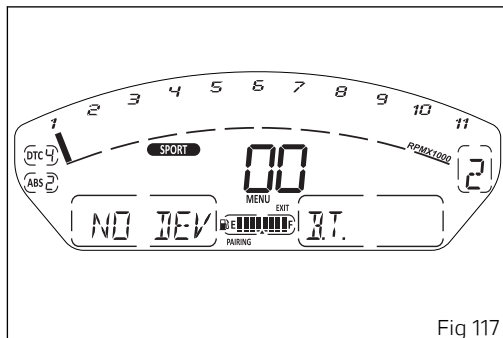


Fig 117

Deleting associated devices

From the Bluetooth Menu it will be possible to access the list of paired devices in Menu 1. Use buttons (1) and (2) to select the desired device and confirm by pressing button (4): the DEL indication will start flashing in Menu 2.

Then, by pressing button (4) for at least two seconds, the WAIT indication will be displayed in Menu 1. As soon as the deletion procedure is completed, the number of paired devices will be automatically updated.

Now, Menu 1 will show the name of the device that followed the deleted one and the EXIT function will start flashing. Select the flashing box of the EXIT option, and press button (4) to quit the list of associated devices and go back to Setting Menu main screen.

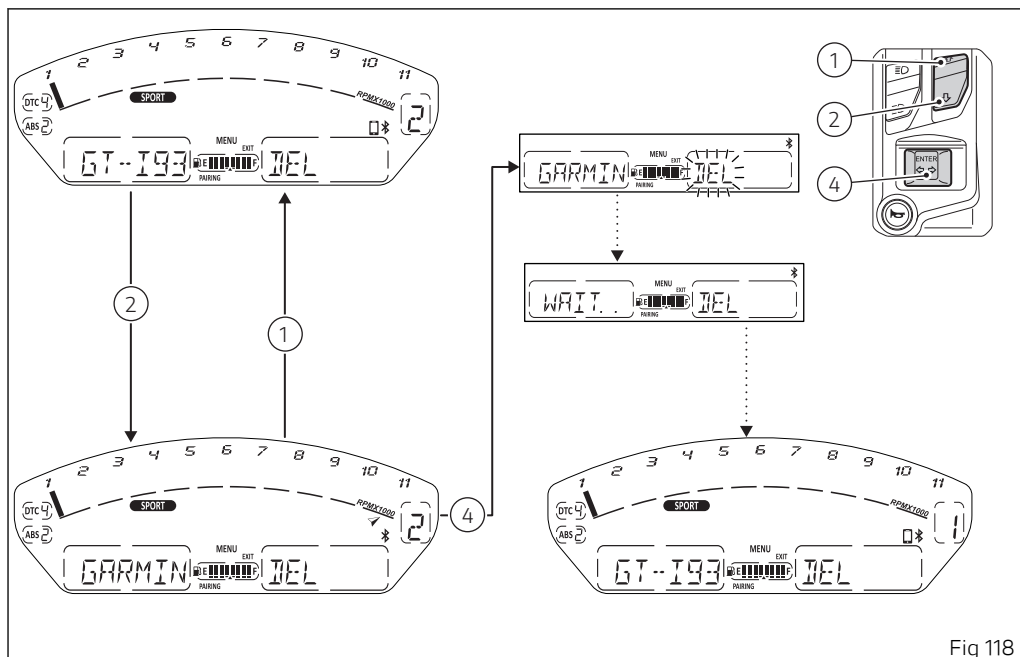


Fig 118

Light control

Low/high beam (version without DRL)

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

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

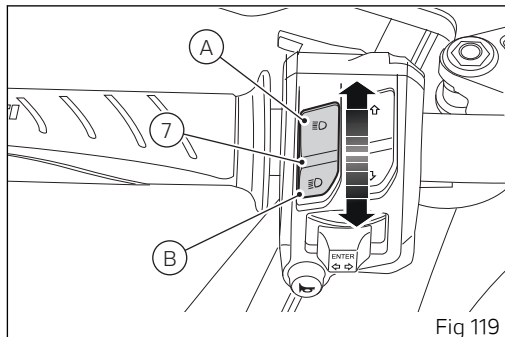


Fig 119

Low/high beam (version with DRL)

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

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

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

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

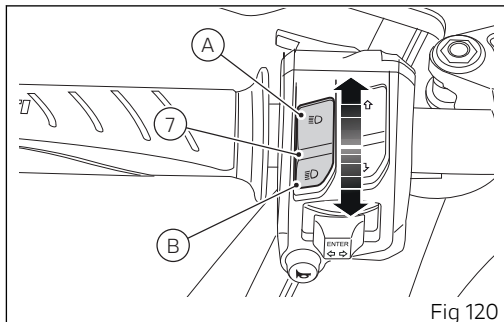


Fig 120

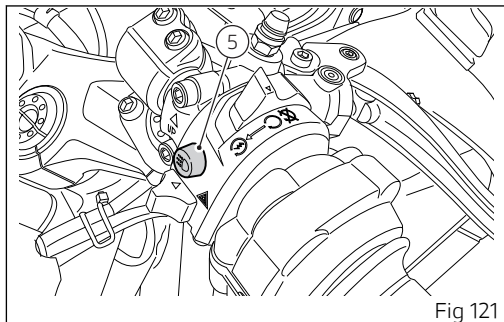


Fig 121

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

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

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

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

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

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



Note

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

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

DRL light in AUTO mode

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

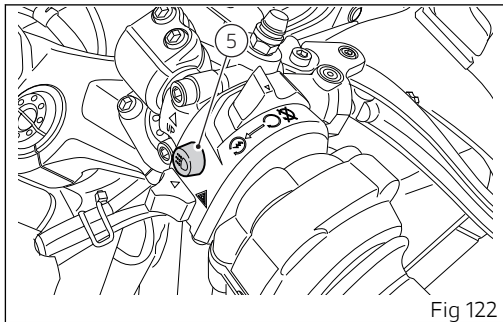


Fig 122

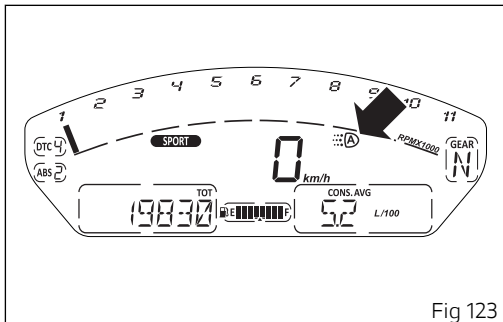


Fig 123

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



Note

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



Attention

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

DRL light in MANUAL mode

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



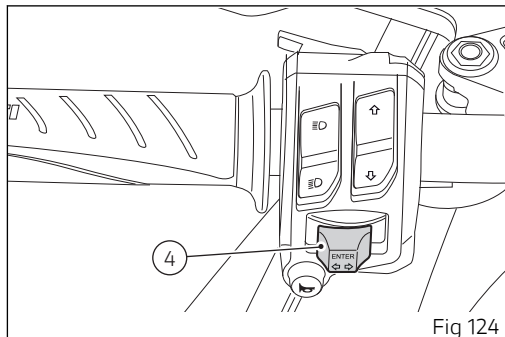
Attention

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

Turn indicators

Turn indicators are automatically reset by the instrument panel.

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



Hazard function

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

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

Note

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

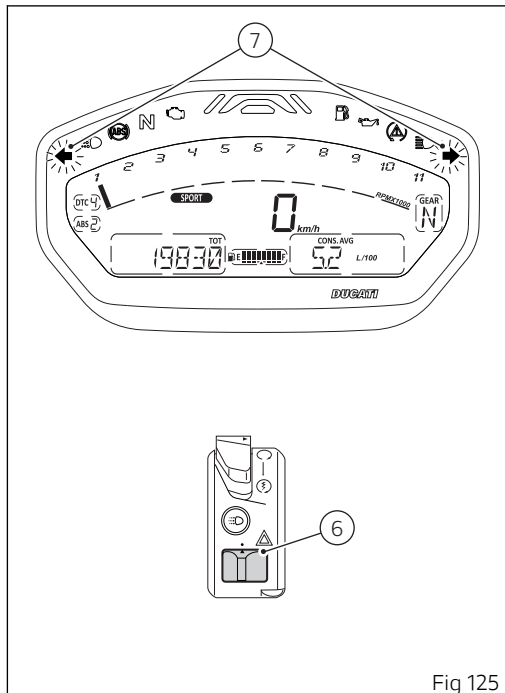


Fig 125

**Note**

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

**Note**

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

Immobilizer system

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

The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna in the headlight fairing when the ignition is switched On. The modulated signal is the "password", different upon every Key-On, used by the control unit to acknowledge the key. Engine can be started only after key acknowledgment.

Keys

The owner receives 2 keys with the vehicle.

These keys contain the "immobilizer system code".

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

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



Attention

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

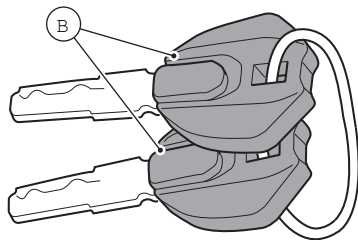


Fig 126

Operation

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



Attention

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

Duplicate keys

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

Restoring motorcycle operation via the PIN CODE

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

If the PIN CODE function is active, the instrument panel enables in "Menu 1" the possibility to enter the PIN CODE.

Entering the code:

- 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.

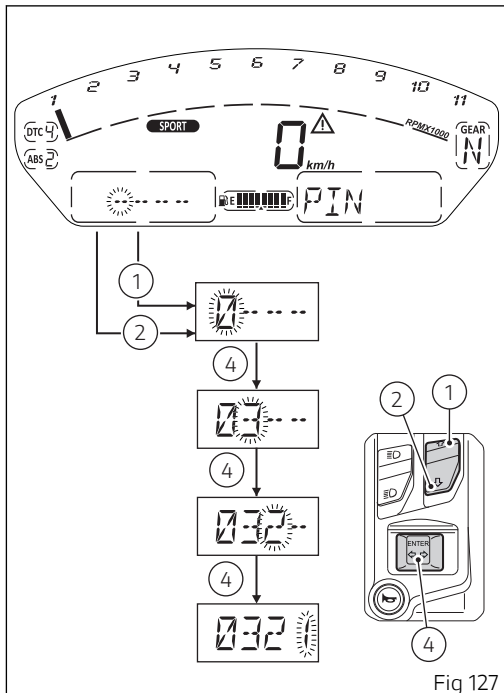


Fig 127

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 3 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 3 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 this time, the instrument panel will show "TIME OUT" and after 3 other seconds it will toggle to the standard screen and will not allow (D) the vehicle start.

Important

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

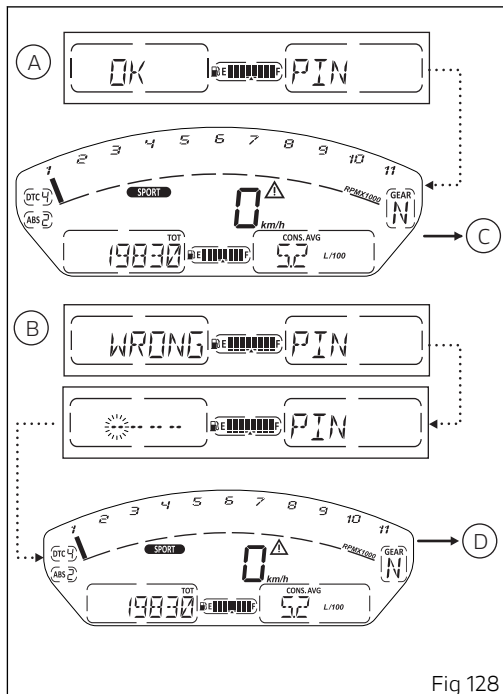


Fig 128

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.

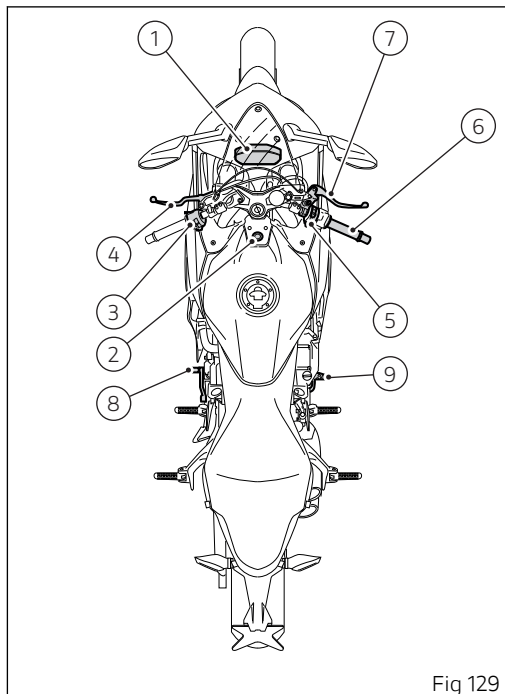


Fig 129

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).

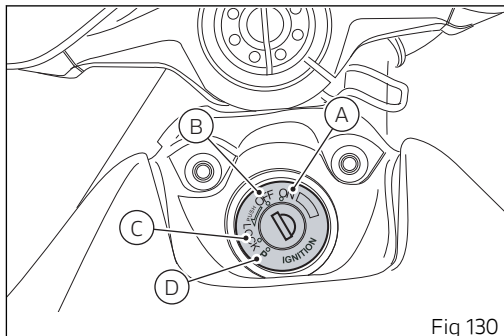


Fig 130

Left-hand switch

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

2) 2-position light switch:

- high beam ()
- low beam ();

3) Menu navigation buttons:

- menu  (UP)
- menu  (DOWN);

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

- central position = off
- position  = left turn
- position  = right turn
- pressed = menu confirmation (ENTER);

5) Horn button ().

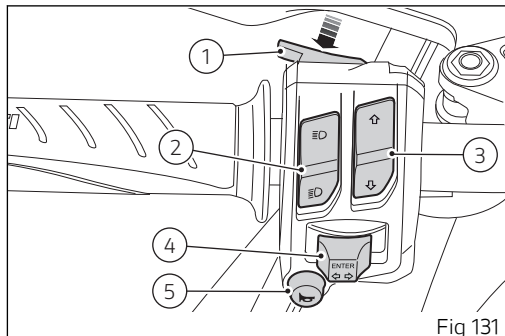


Fig 131

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).

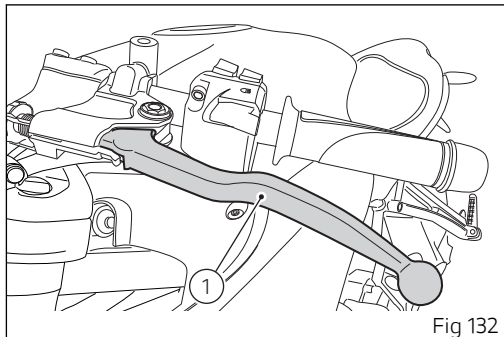


Fig 132

Clutch control free play adjustment



Attention

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

A worn clutch makes the clutch cable tension increase.

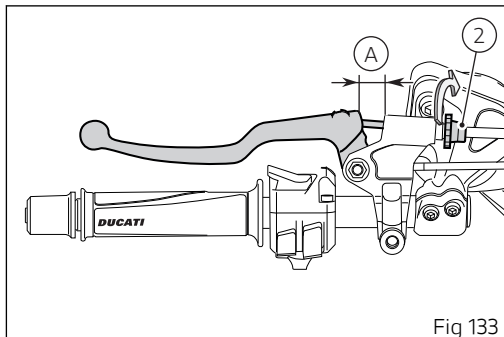
Always check the free play, with cold engine, before using the vehicle.

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

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

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

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



Adjuster (2), located on the lever, allows a maximum value (Q) of 0.4 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.

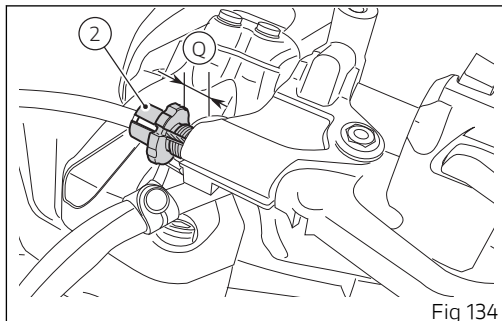


Fig 134

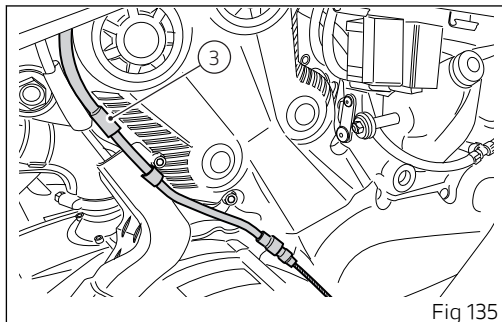


Fig 135

Right-hand switch

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

The switch (1) has three positions:

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

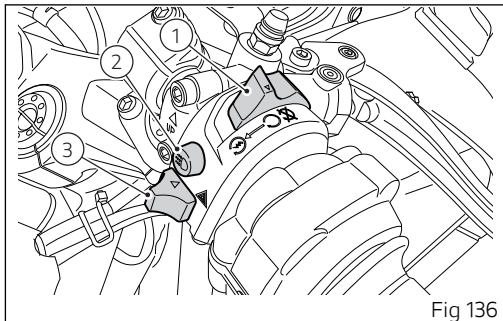


Fig 136

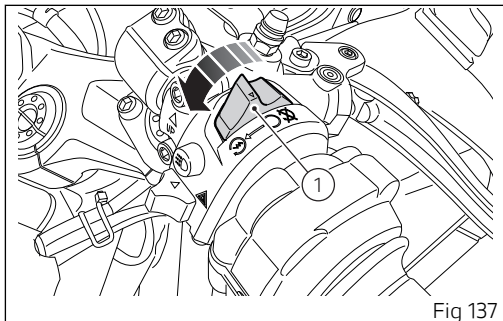


Fig 137

Throttle twistgrip

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

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

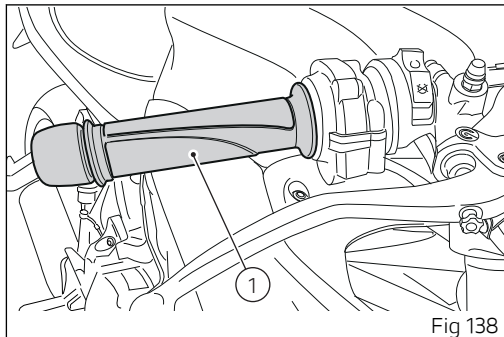


Fig 138

Front brake lever

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

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



Attention

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



Attention

Set front brake lever when motorcycle is stopped.

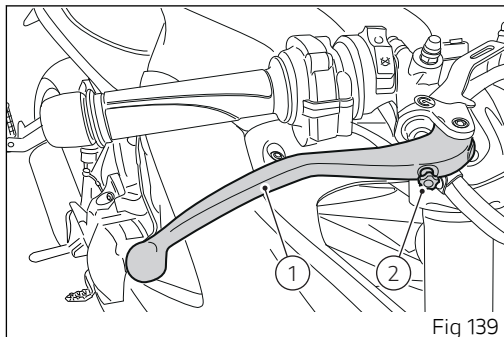
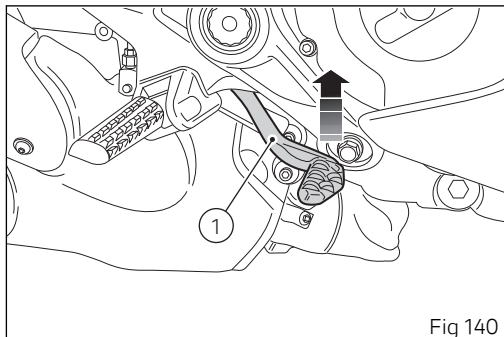


Fig 139

Rear brake pedal

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



Gear change pedal

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

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

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

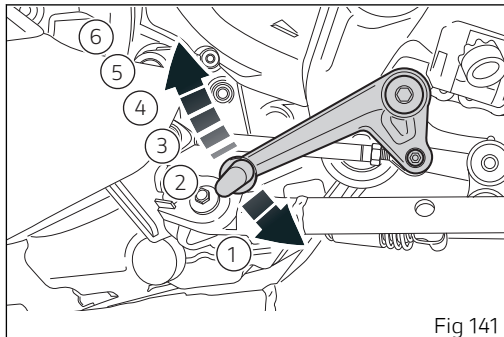


Fig 141

Adjusting the gear change pedal and the rear brake

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

Gear change pedal (SuperSport)

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.

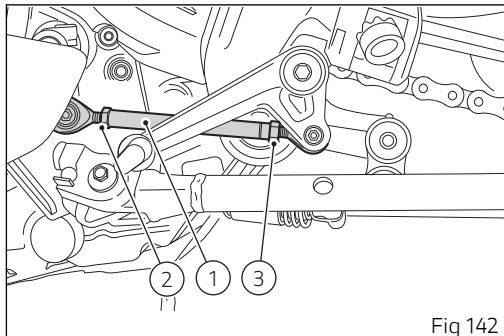


Fig 142

Gear change pedal (SuperSport S)

Adjust rod (1) position by working on screw (A).

Set the gearchange pedal to the required position.

Tighten the screw (A).

Once the setting is completed, check that value (B) is 5.6 in (142.5 mm) + 0.2 in (0 - 5.5 mm).



Attention

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

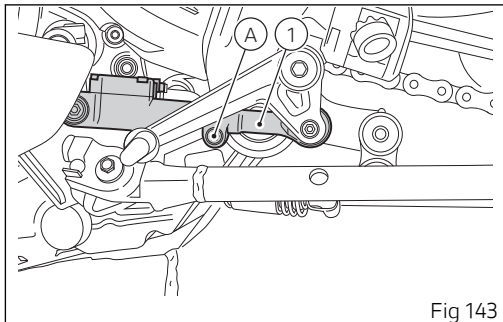


Fig 143

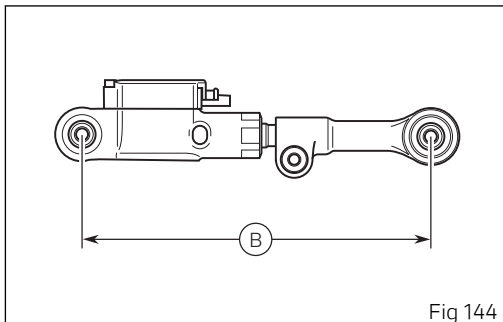


Fig 144

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).

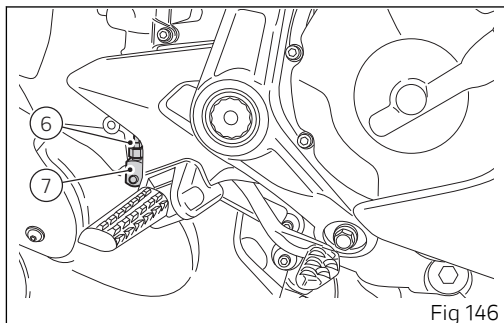
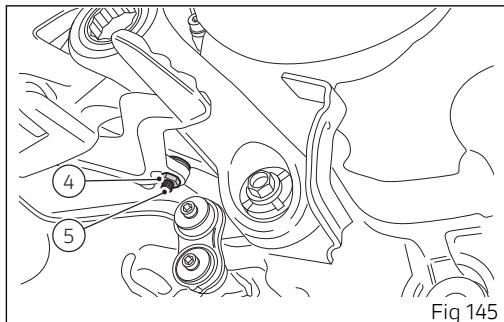
Operate the pedal by hand to check that there is about 0.06-0.08 in (1.5-2 mm) of free play before the brake bites.

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) USB connection.
- 7) Front fork adjusters.
- 8) Rear shock absorber adjusters.
- 9) Catalytic converter.
- 10) Exhaust silencer.
- 11) Windscreen.

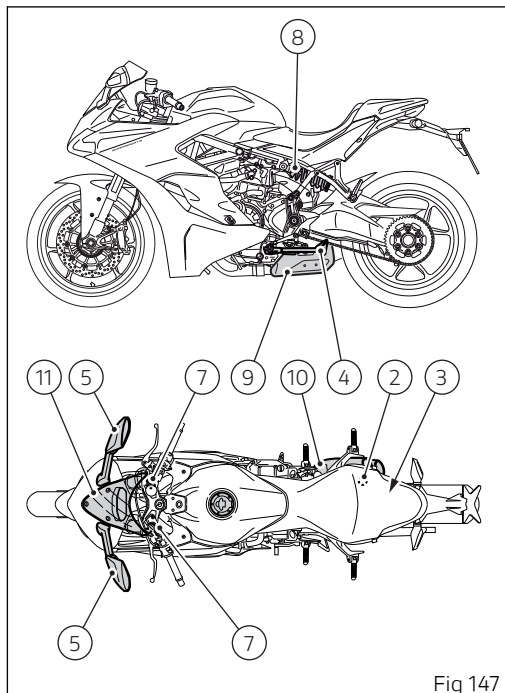


Fig 147

Fuel tank plug

OPENING

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

CLOSING

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



Note

The plug can only be closed with the key in.



Attention

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

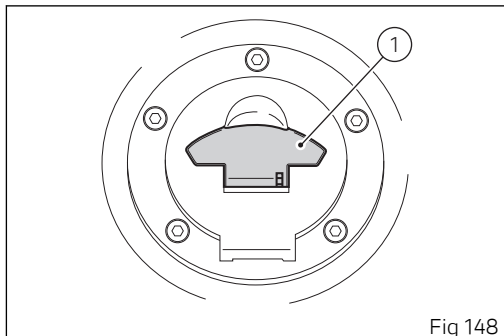


Fig 148

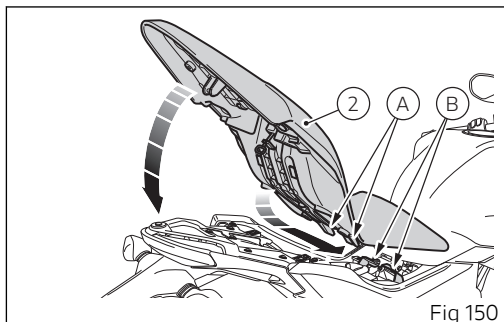
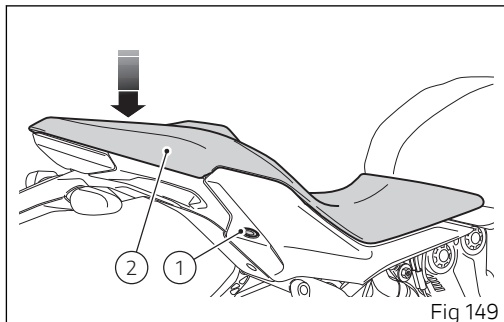
Seat lock

OPENING

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

CLOSING

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



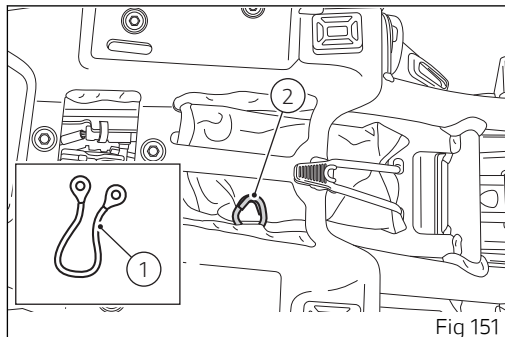
Helmet cable

The helmet cable (1) is inside the tool box, refer to "Tool kit and accessories" page 258. Route cable through helmet and engage cable end into pin (2). Leave the helmet hanging and refit the seat to hold it in place.



Attention

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



Side stand



Attention

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

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

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



Attention

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

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

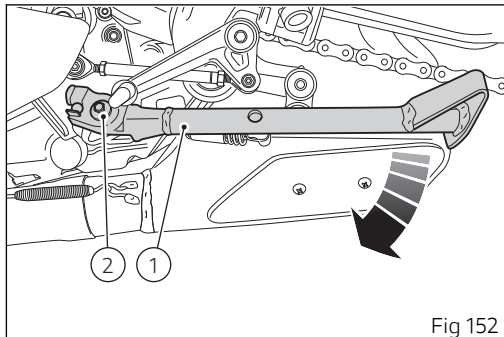


Fig 152

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



Note

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



Note

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

Bluetooth control unit

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

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



Attention

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



Attention

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

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



Attention

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



Note

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



Attention

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

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



Note

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

Check that your Smartphone supports the following profiles:

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

USB connection

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

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



Important

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



Attention

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



Attention

NEVER use the USB socket if it is raining.

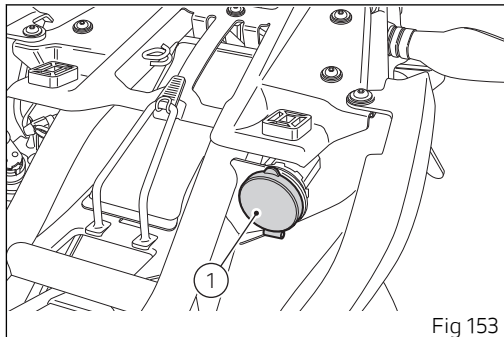


Fig 153

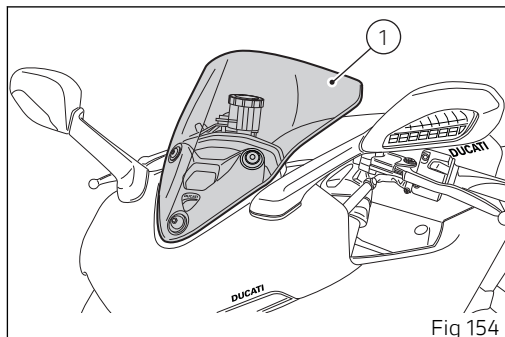
Adjusting windscreen height



Attention

Adjusting windscreen height while riding could cause an accident. Adjust the windscreen only with motorcycle at a standstill.

Windscreen (1) can be adjusted in two positions: high and low.



To move windscreen (1) from the low to the high position, grab it in the central area and pull it up, as shown in the figure, until hearing the "clicks" indicating the correct positioning of windscreen (1).

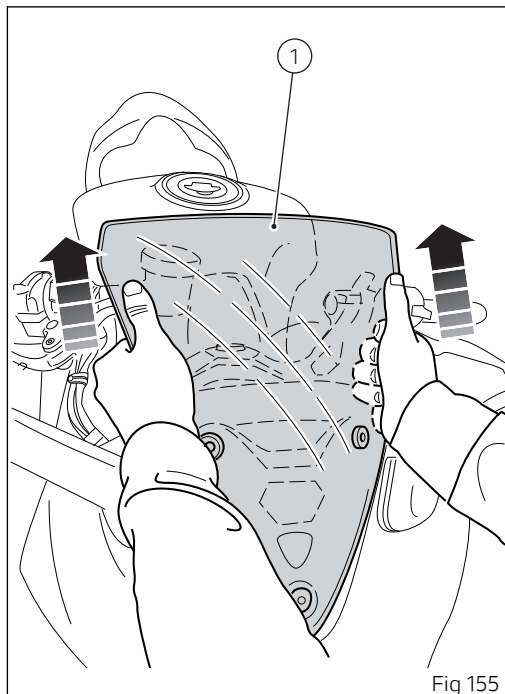


Fig 155

To move the windscreen (1) back to the low position, lower it with one hand, as shown in the figure.

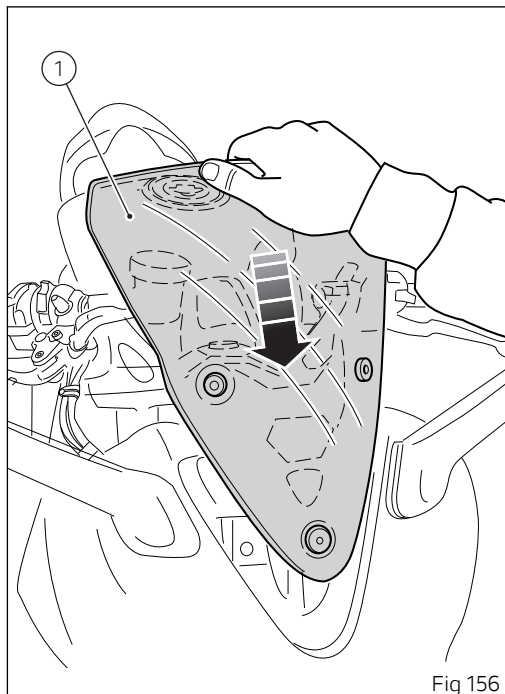


Fig 156

Front fork adjusters

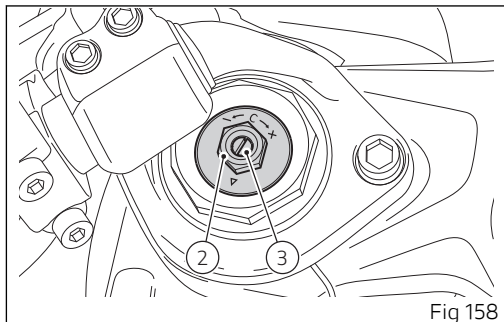
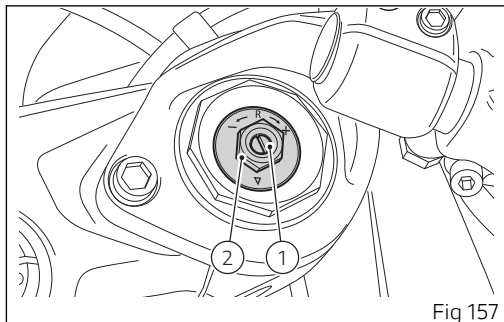
The front fork used on the SuperSport has rebound, compression and spring preload adjustment. Spring preload can be adjusted on both fork legs, while compression damping can be adjusted only on the LH fork leg and rebound damping only on the RH fork leg.

Use the external screw adjusters:

- 1) to adjust the rebound damping (Fig 157);
- 2) to adjust the preload of the inner springs (Fig 157) and (Fig 158);
- 3) to adjust the compression damping (Fig 158).

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

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



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

STANDARD factory setting is as follows:

compression: 3 turns (from fully closed);

rebound: 3 turns (from fully closed);

spring preload: 5 turns (from fully unloaded).

To change preload of the spring inside each fork leg, turn adjuster (2, Fig 157) and (2, Fig 158), with a hexagon wrench, completely counter clockwise, to obtain fully uncompressed position. From this position, adjust the spring preload by turning the adjuster clockwise. Every turn corresponds to 0.04 in (1 mm) of spring preload.



Attention

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

Front fork adjusters

The front fork used on the SuperSport S has rebound, compression and spring preload adjustment.

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

Use the external screw adjusters:

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

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

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

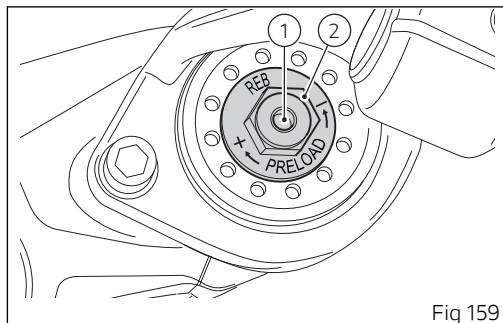


Fig 159

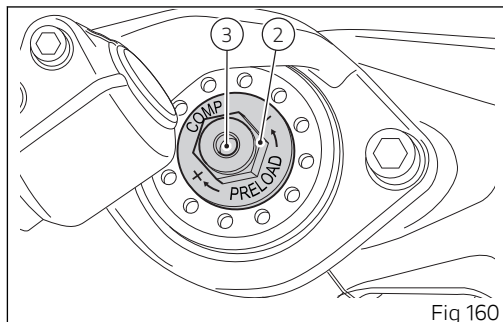


Fig 160

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: 16 clicks (from fully closed);
- rebound: 6 clicks (from fully closed);
- spring preload: 7 turns (from fully unloaded).

To change preload of the spring inside each fork leg, turn adjuster (2, Fig 159) and (2, Fig 160), with a hexagon wrench, completely counter clockwise, to obtain fully uncompressed position. From this position, adjust the spring preload by turning the adjuster clockwise. Every turn corresponds to 0.04 in (1 mm) of spring preload.



Attention

Regulate the adjusters on both legs to the same positions.

Rear shock absorber adjusters

SuperSport

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).

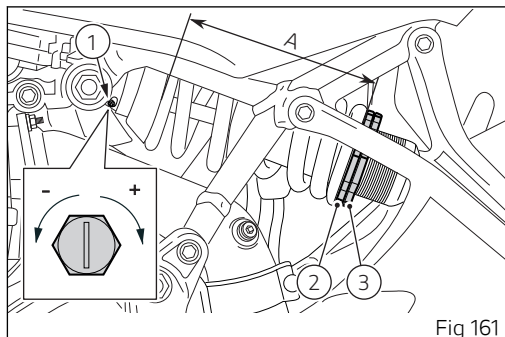


Fig 161

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

- rebound: loosen adjuster (1) by 1+1/4 turns (from fully closed);
- spring preload: Lift the rear wheel from the ground. Length (A) of the spring must be 6.5 in (164 mm).



Attention

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



Attention

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

SuperSport S

the motorcycle. The knob (1) located on the expansion reservoir adjusts the compression damping.

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

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

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

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

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

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

STANDARD setting from the fully closed position:

- rebound: loosen adjuster (3, Fig 163) by 14 clicks (from fully closed);

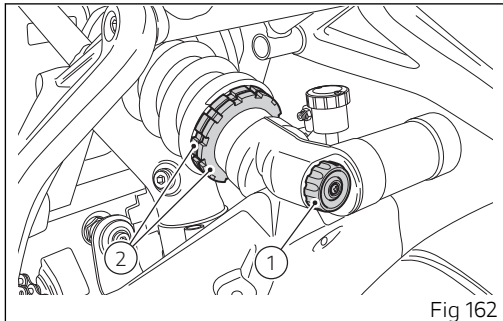


Fig 162

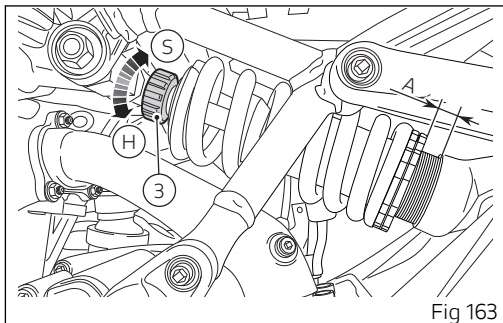


Fig 163

- compression: loosen adjuster (1, Fig 162) by 12 clicks (from fully closed);
- spring preload: Position the ring nuts at a distance (A, Fig 163) from the endcap of 0.75 in (19 mm).



Attention

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



Attention

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

Riding the motorcycle

Running-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: $5,500 \div 6,000$ rpm.

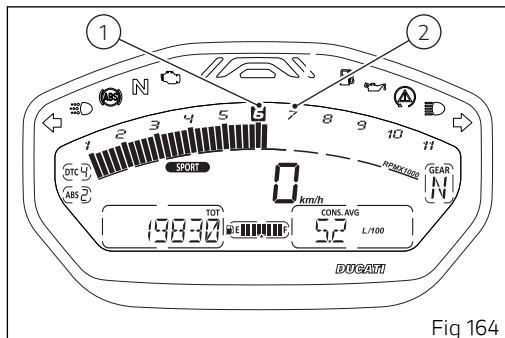


Fig 164

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 other, 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.

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 256).
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if needed (page 297).
- **BRAKE FLUID**
Check fluid level in the relevant reservoirs (page 265).
- **COOLANT**
Check coolant level in the expansion reservoir. Top up if needed (page 263).
- **TIRE CONDITION**
Check tire pressure and condition (page 287).

- **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 280).
- **KEY LOCKS**
Ensure that tank filler plug (page 227) and seat (page 228).
- **STAND**
Make sure side stand operates smoothly and is in the correct position (page 230).

ABS LIGHT

After Key-ON, the ABS light (9, Fig 12) stays ON when the motorcycle speed exceeds 3 mph (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.



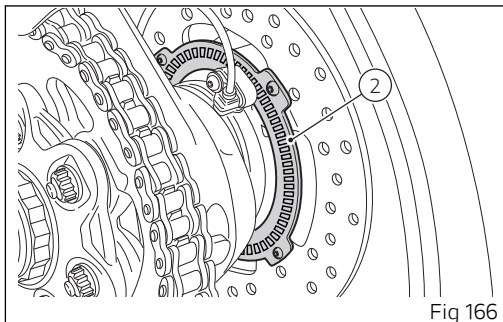
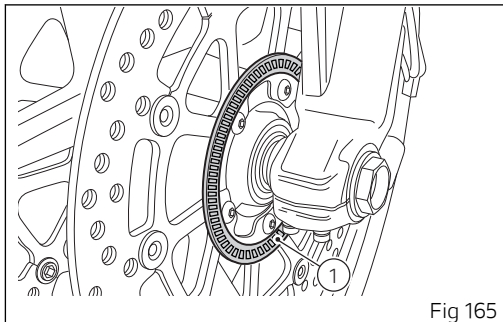
Attention

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.



Engine start



Attention

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



Attention

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

Move the ignition key to position (1, Fig 167). Make sure both the green light N and the red light  on the instrument panel come on.



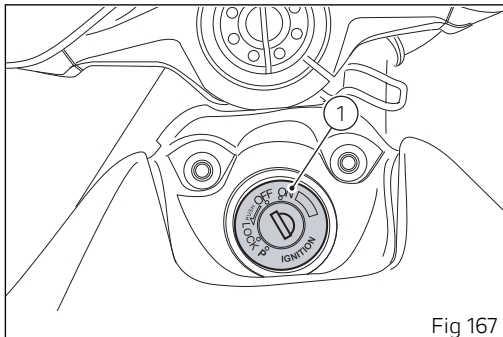
Important

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.



Note

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

Turn switch (2, Fig 168) to the  (RUN) position. Let the motorcycle start without operating the throttle control.

 Note

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

 Important

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

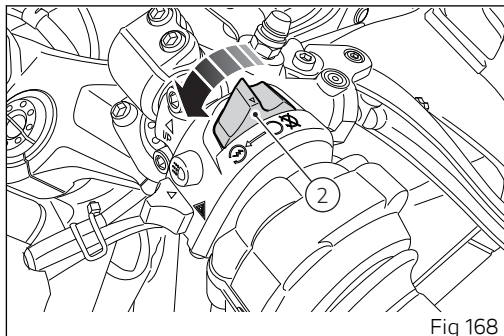


Fig 168

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 130).



Attention

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

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip.

Shift down to engage first gear and then neutral.

Stop the engine by pushing the switch (3) up.

Turn the vehicle key off by moving the key in position (2).



Important

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

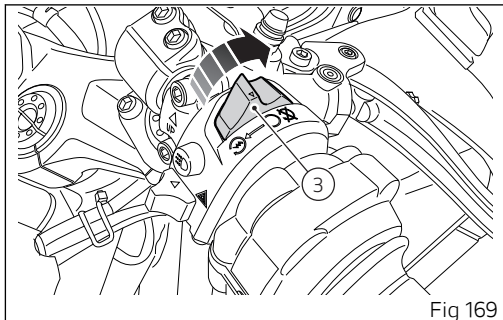


Fig 169

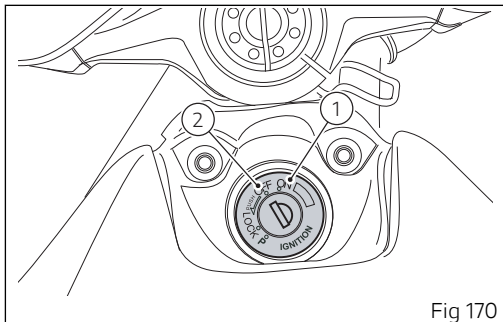


Fig 170

Refueling

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



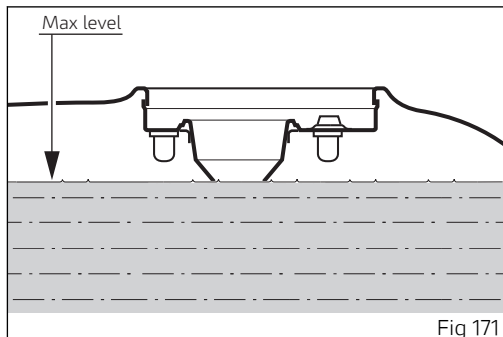
Attention

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.



Parking

Park the stopped motorcycle on the side stand (page 230).

To prevent theft, turn the handlebar fully left and turn the ignition key to position (3).

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

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



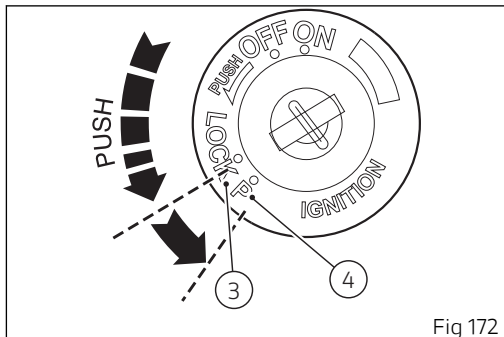
Important

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



Attention

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



Attention

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

Tool kit and accessories

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

Tool kit includes:

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

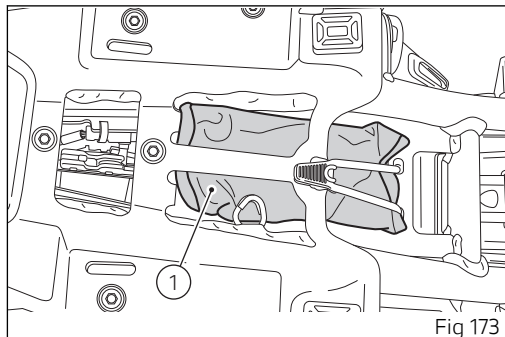


Fig 173

Main use and maintenance operations



Important

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

Removing the fairings

Some parts of the motorcycle fairing have to be removed for certain maintenance or repair operations.



Attention

Failed or incorrect refitting of one of the removed components could cause its sudden detachment while riding resulting in loss of control of the motorcycle.



Important

At every reassembly, to avoid damaging the painted areas and the Plexiglass windscreen, always place the nylon washers at the retaining screws.

Side fairings

Remove the fairings by loosening:

- the two screws (1) securing the tank front brackets;
- the two screws (2) securing the tank side brackets.

Release the breather tube (3) from its seat (4) on the lower side of the left fairing.

Remove the fairings by loosening:

- the two screws (5) located under the fairing that join the right fairing panel to the left fairing panel;
- the two screws (6) securing the fairing panels to the lower brackets;
- the two screws (7) securing the fairing panels to the side brackets;
- the four screws (8) securing the fairing panels to the headlight fairing;
- the four screws (9) securing the front to the headlight fairing and the radiator unit.

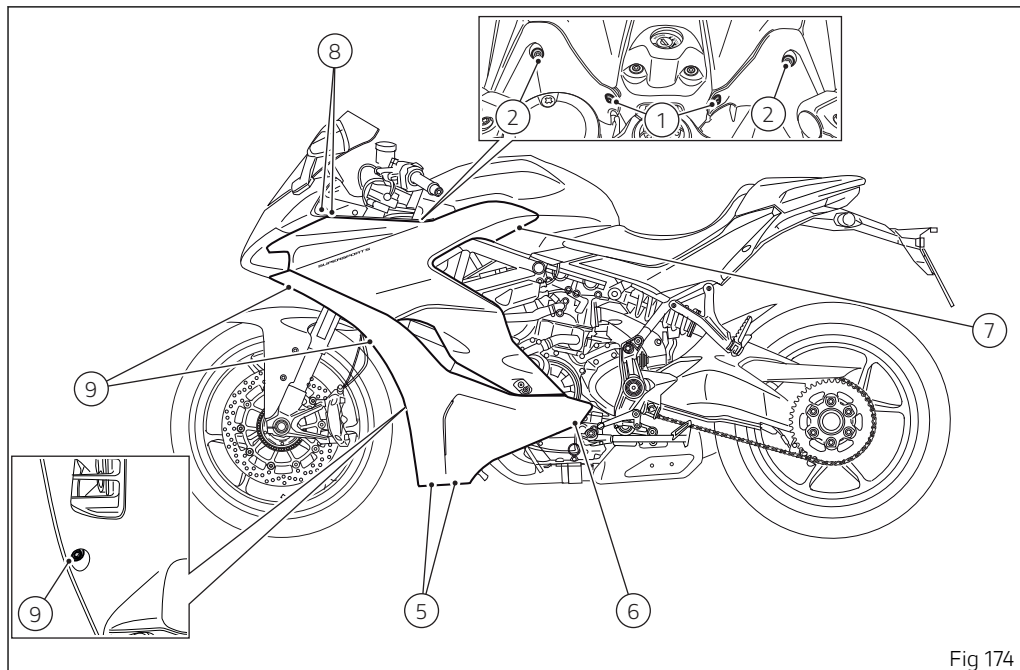


Fig 174

Changing the air filter



Important

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

Checking coolant level and topping up, if necessary

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

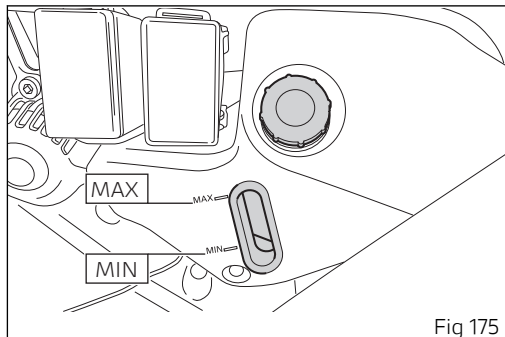
Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.

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: 0.61 gallons (2.3 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.

Check brake fluid level

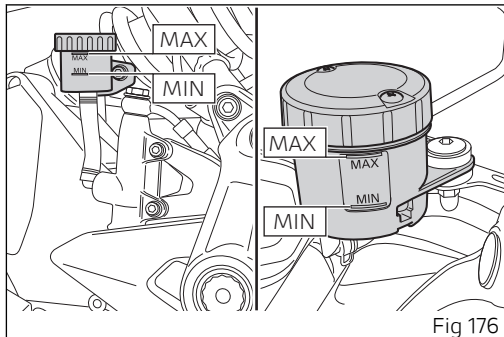
The levels should not fall below the MIN marks on the respective reservoirs.

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.

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.

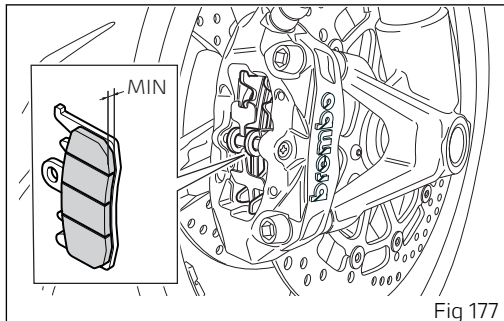


Fig 177

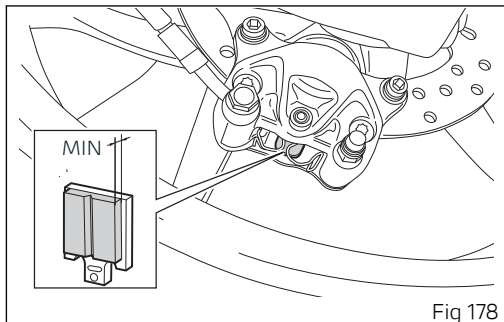


Fig 178

Charging the battery



Attention

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

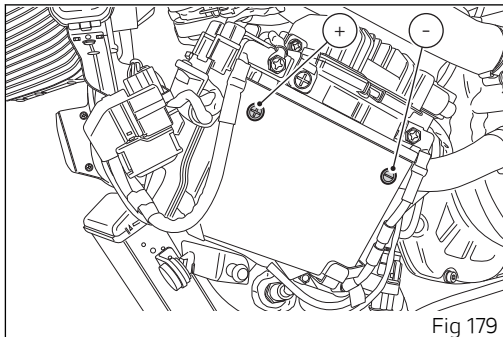
To reach the battery, refer to "Removing the battery" page 271.



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 272.



Attention

Keep the battery out of the reach of children.

Charging and maintenance of the battery during winter storage

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



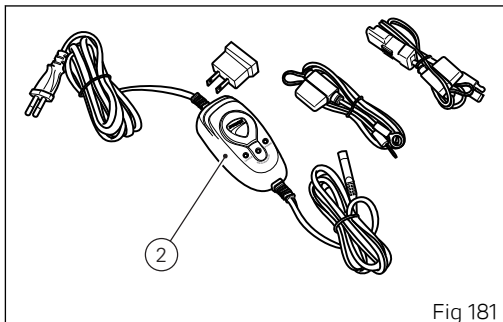
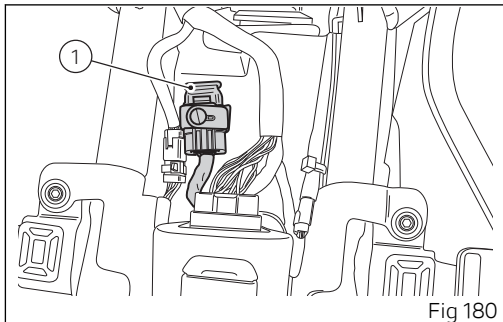
Note

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.





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.

Remove the left-hand side fairing page 260.

Loosen the two screws (1) and remove cover (A) and the retaining bracket (2) of the battery.

Slide out the battery (3) from its housing and, always starting from the negative terminal (-), loosen the screws (4).

Remove the positive cable (5), the ABS positive cable (6) from the positive terminal and the negative cable (7) from the negative terminal.

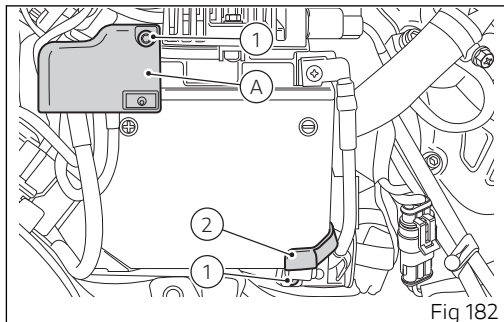


Fig 182

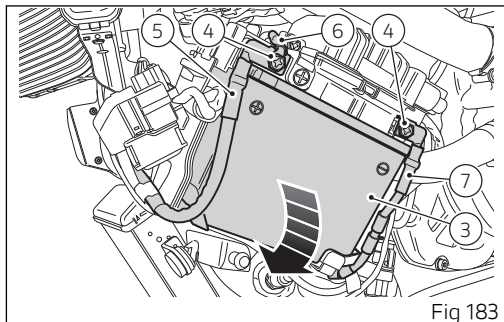


Fig 183

Refitting the battery



Important

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

Reposition battery (3) in its seat.

Lay down the ABS positive cable (6), onto positive cable (5) and start screw (4) in its thread on these cables.

Connect the positive cable (5), previously assembled to ABS cable (6), to battery positive terminal, and negative cable (7) to battery negative terminal, by starting the other screw (4) in its thread. Tighten the terminal clamp screws (4) to a torque of 5 Nm +/- 10% and apply grease onto the battery terminals to prevent oxidation.

Refit bracket (2) and cover (A) and start the two screws (1).

Tighten the two screws (1) to a torque of 5 Nm +/- 10%.

Refit the left-hand side fairing page 260.

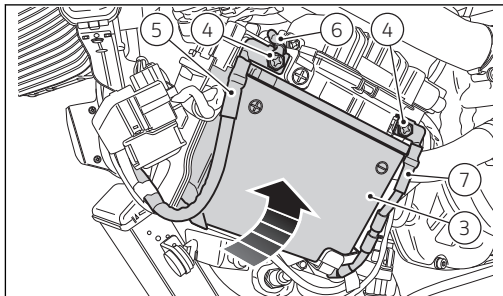


Fig 184

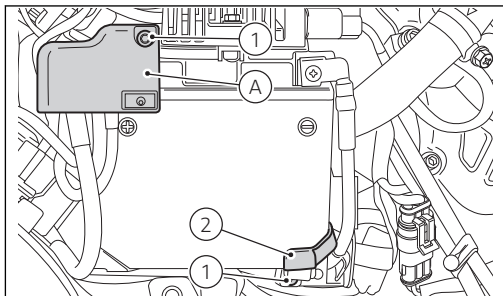


Fig 185

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 indicated 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: $A = 1.38 \div 1.46$ in ($35 \div 37$ mm).

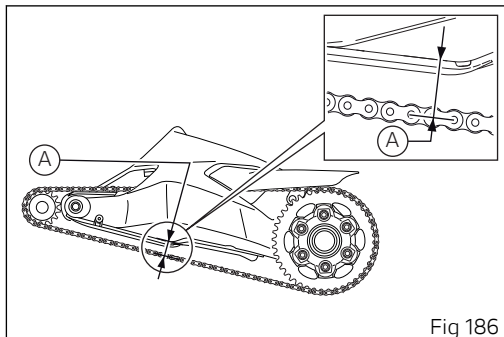


Fig 186



Important

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



Important

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



Attention

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



Important

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



Important

To ensure the best performance and long life of the chain, please follow the information related to chain cleaning, lubrication, inspection and tensioning.

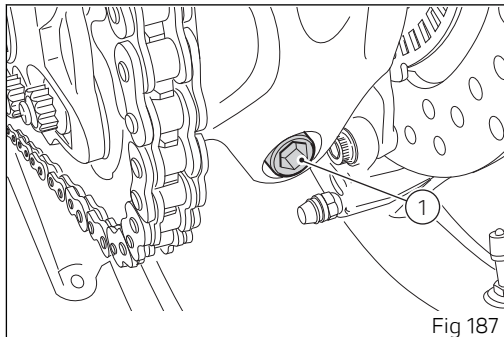


Fig 187

Lubricating the drive chain



Important

Have drive chain cleaned by a Ducati Dealer or authorized Service Center.

Cleaning and lubricating the drive chain

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

Before proceeding with the chain lubrication it is important to correctly wash and clean it.

The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain using a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).



Attention

Avoid the use of steam, fuel, solvents, hard brushes or other methods that could damage the O-rings; also avoid direct contact with the battery acid as it could cause mini cracks in the links as shown in the figure.



Attention

In particular, in case of Off-Road use of the bike, it is possible that excessive wear of the links occurs due to the contact with the chain sliding shoe; friction could in fact cause the chain to overheat, altering the heat treatment of the links and making them particularly fragile.

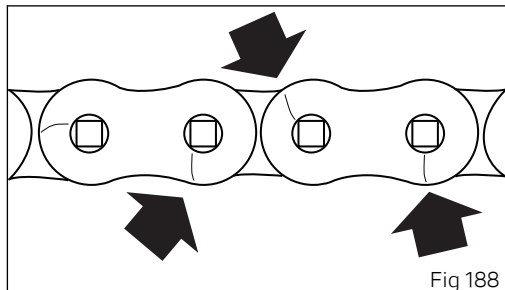


Fig 188

Lubricating the drive chain



Important

Have drive chain cleaned by a Ducati Dealer or authorized Service Center.



Attention

Use SHELL Advance Chain to lubricate the chain; the use of non-specific lubricants could damage the O-rings and therefore the entire drive system.

It is recommendable to lubricate the chain without waiting for it to cool down after using the motorcycle, so that the new lubricant can penetrate better between the inner and outer links and be more effective in its protective action.

Place the bike on the rear paddock stand. Make the rear wheel turns fast in the opposite direction to the direction of travel.

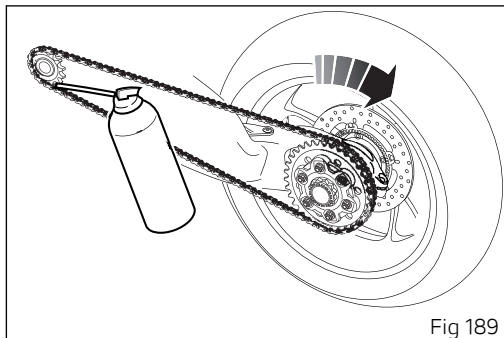
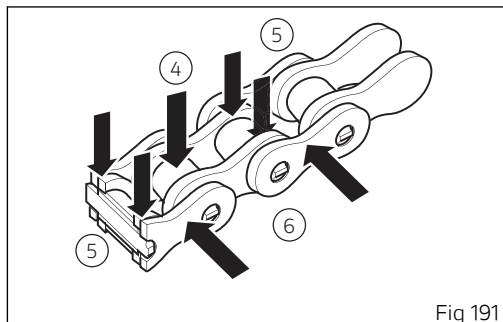
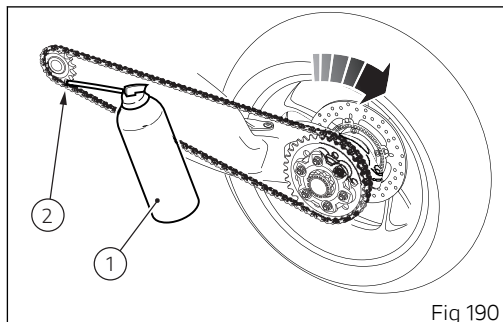


Fig 189

Apply the lubricant jet (1) inside the chain between the inner and outer links, in point (2) immediately before the engagement point on the sprocket.

Due to the centrifugal force, the lubricant, made fluid by the solvents contained in the spray, will expand in the working area between the pin and the bush, ensuring perfect lubrication.

Repeat the operation by aiming the lubricant jet to the central part (5) of the chain so as to lubricate the rollers (4), and to the outer plates (6) as shown in the figure.



After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.



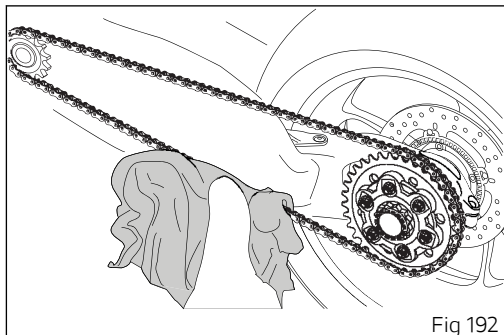
Important

Do not use the motorcycle immediately after lubricating the chain as the lubricant, still fluid, would be centrifuged outwards causing possible soiling of the rear tire or the rider's footpeg.



Important

Check the chain often, taking care to lubricate it, as also indicated in the table below: at least every 1000 km (621 mi) or more frequently (about every 400 km (248 mi)) when using the bike with high outside temperatures (40°C) or after long travels on the highway at high speed.



Changing bulbs

High / low beams

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 0 .

Always check that the bulb functions before reassembling removed parts.

(Fig 193) shows the location of the LED parking light (1), the low beam bulb (2) and the high beam bulb (3).



Note

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

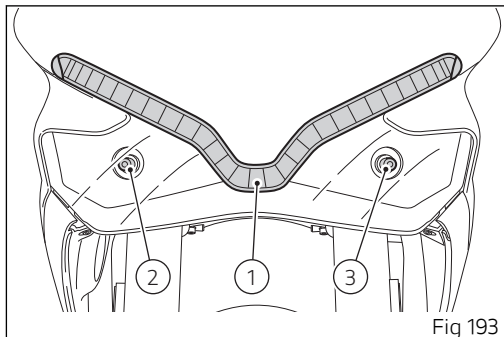


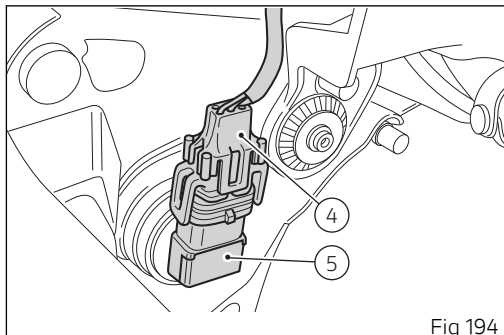
Fig 193

To replace the high beam bulb (3), disconnect connector (4) from the bulb holder (5). Rotate the bulb holder of the bulb to be replaced counter clockwise and remove it. Replace the light bulb with a new identical one. Upon reassembly, rotate bulb holder (5) clockwise to block it on the headlamp cover. Reconnect the connector (4). Perform the same procedure to replace the low beam bulb (2).



Note

To replace the LED parking light, contact a Ducati authorized service center.



Rear turn indicators

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 0 .



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).

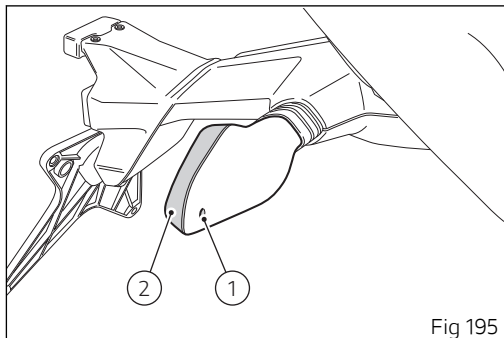


Fig 195

Aligning the headlight

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). On the wall or surface, draw a horizontal line at the same height from the ground as the center of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light. Switch on the low beam. The height of the upper limit between the dark area and the lit area must not be more than $\frac{9}{10}$ of the height from the ground of the headlight center.



Note

The procedure described here is in compliance with the Italian Standard establishing the maximum height of the light beam. Owners in other countries will adapt said procedure to the provisions in force in their countries.

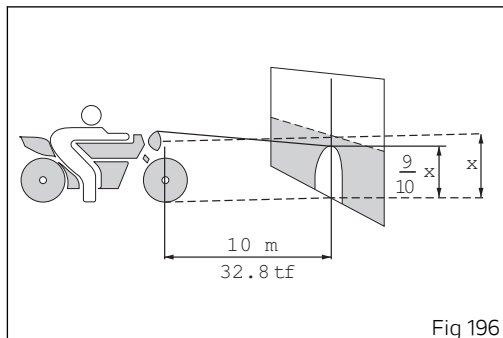


Fig 196

For the headlight vertical alignment, work on screw (1) to adjust the RH beam and on screw (2) to adjust the LH beam.



Attention

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

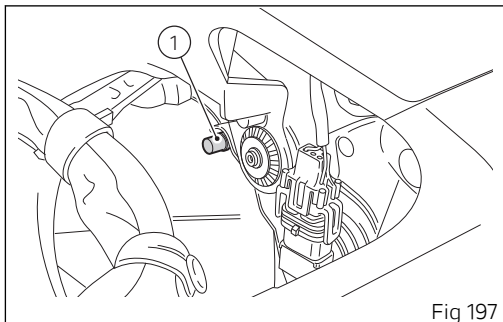


Fig 197

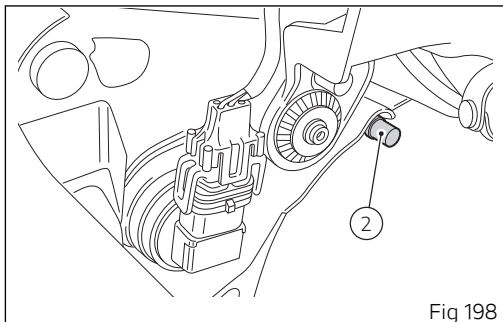
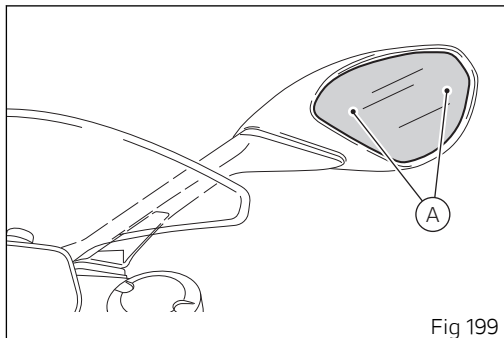


Fig 198

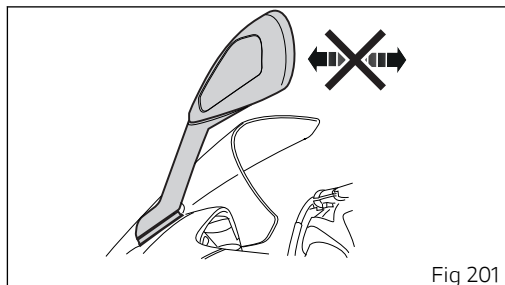
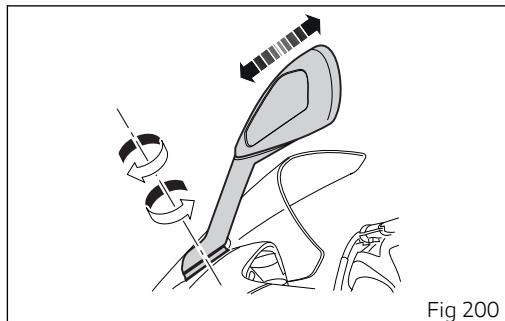
Adjusting the rear-view mirrors

Manually adjust the rear-view mirror by pushing at points (A).



The correct opening/closure of the rear-view mirrors is performed correctly by applying a force perpendicular to the rotation axis, as shown in (Fig 200).

(Fig 201) indicates the wrong opening/closure direction of the mirrors.



Tires

Front tire pressure:

2.50 bar (2.55 Kg/sq. cm) (36 PSI).

Rear tire pressure:

2.50 bar (2.55 Kg/sq. cm) (36 PSI).

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



Important

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

TIRE REPAIR OR CHANGE

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.

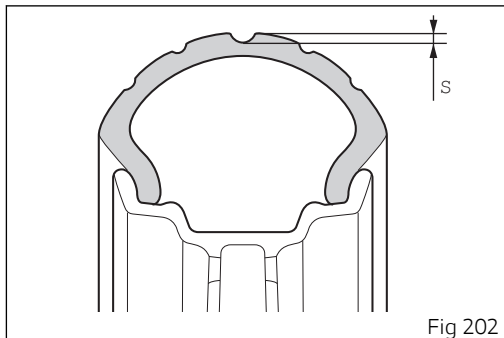
MINIMUM TREAD DEPTH

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



Important

Periodically check tyres to detect any cracks or shears - in particular in the side walls - swells or wide and evident spots that indicate internal damage; replace them in case of serious damage. Remove pebbles or other foreign objects remained stuck in the tyre tread pattern.



Rear tire replacement.



Attention

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

To remove the rear wheel and replace the tire you need to remove the two covers (4) and the silencers (5) as described here below.



Attention

The engine and exhaust parts become hot when the motorcycle engine is running and will stay hot for some time even after the engine has been stopped. Before removing the silencer, wait for all parts to have cooled down. Always use heat resistant gloves before removing the components.

Loosen the two TBEI screws (1) fixed on the clips (2) that retain the upper and lower cover (3).
Slide out the two covers (3) from silencers (5).
Loosen clamp (4) on the lower and upper silencer by loosening the screw (12), then slide out the two silencers (5).

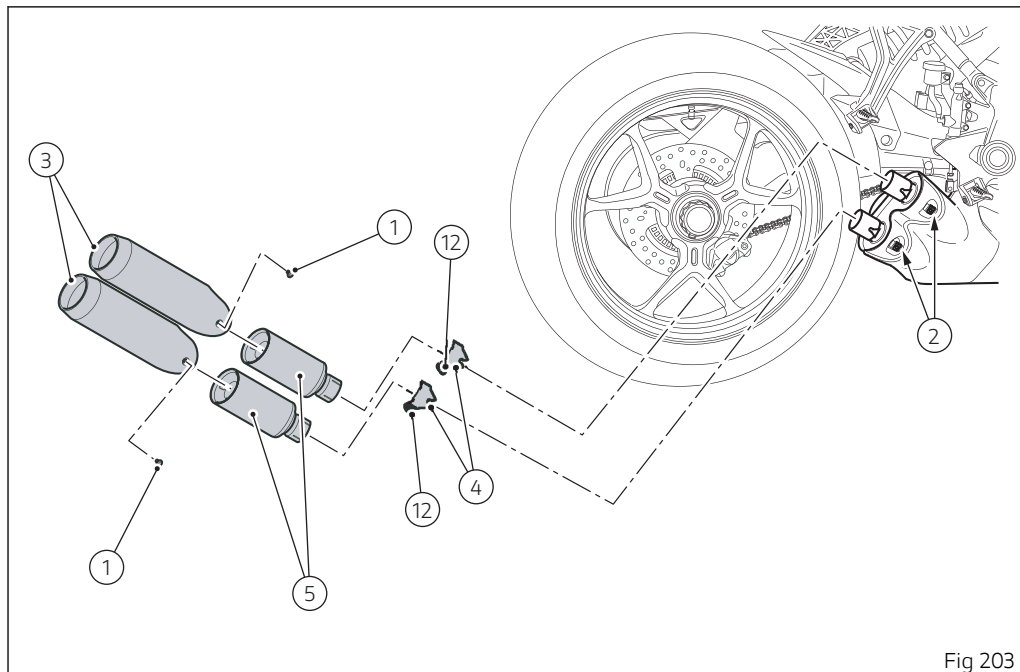


Fig 203

Removing the rear wheel

Place the motorcycle on the rear service stand and engage the first gear.

Remove the circlip (6). Fully unscrew the nut (7) and then slide out washer (8) and tapered spacer (9).

Remove the rear wheel (10) from the motorcycle.

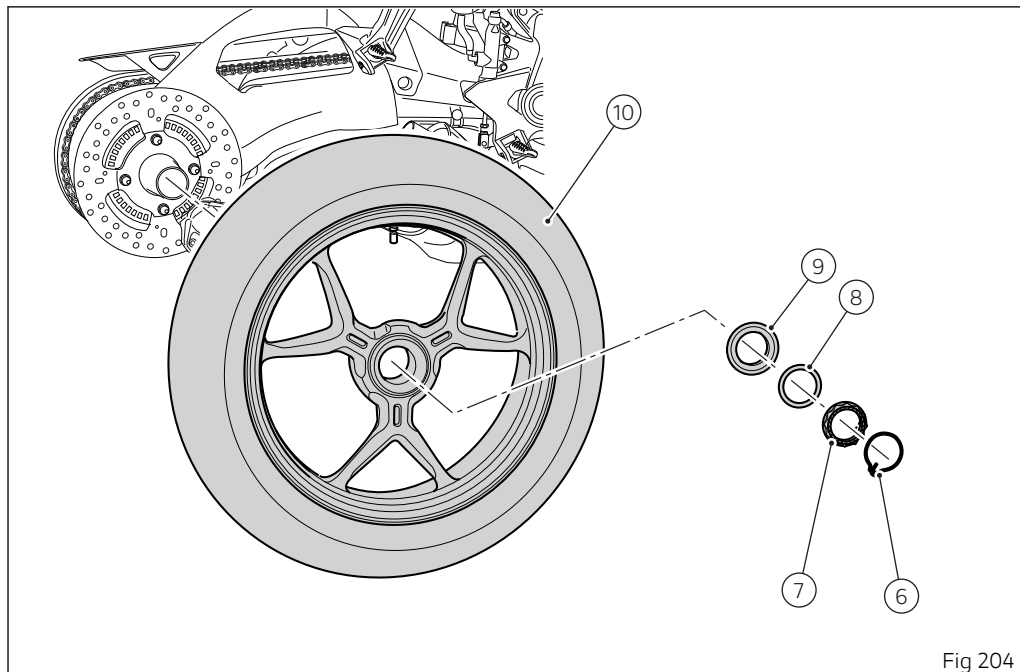


Fig 204

Refitting the rear wheel and the silencers

Lubricate the wheel shaft threaded end with recommended grease.

Fit the rear wheel (10) by engaging shafts (11) in the relevant seats on the wheel.

Install the tapered spacer (9) and washer (8).



Note

The tapered side of the spacer must be facing the wheel.

Apply the specified grease to the nut (7) and screw it by hand on the wheel shaft.

Tighten the nut (7) to a torque of $230 \text{ Nm} \pm 5\%$, checking that one of the grooves on the nut is aligned with one of the holes on the wheel shaft.

Fit the clip (6), fitting the end into one of the holes in the wheel shaft.

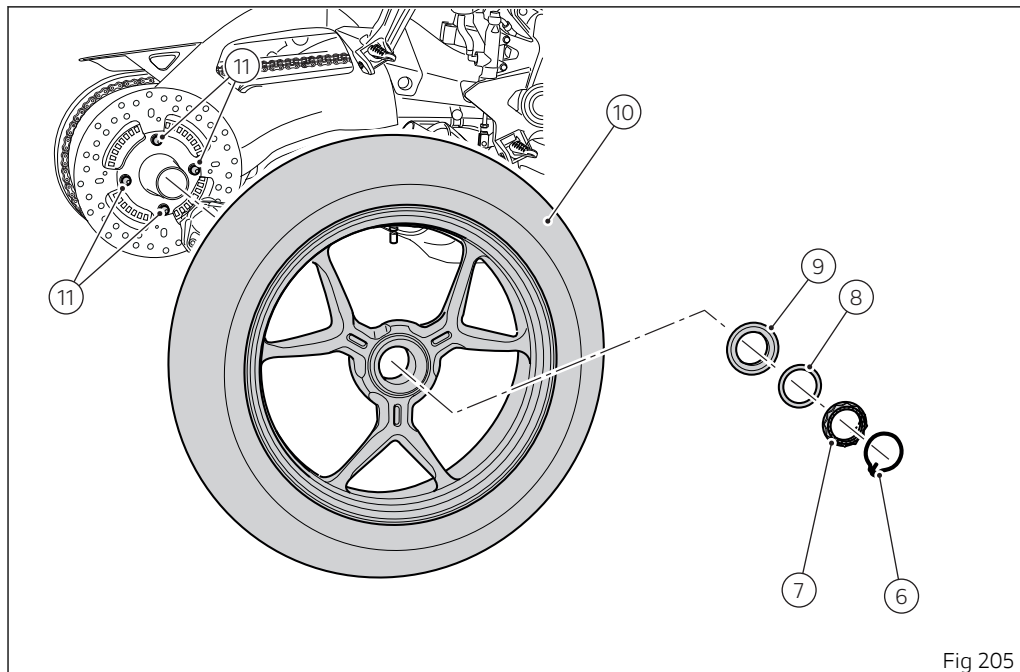


Fig 205

Fitting the silencer

Position the two silencers (5) with clamps (4) and tighten the screws (12) to a torque of $22 \text{ Nm} \pm 10\%$.

Position the two covers (3) on silencers (5).

Tighten the two TBEI screws (1) to $5 \text{ Nm} \pm 10\%$ fixed on the clips (2) that retain the upper and lower cover (3).

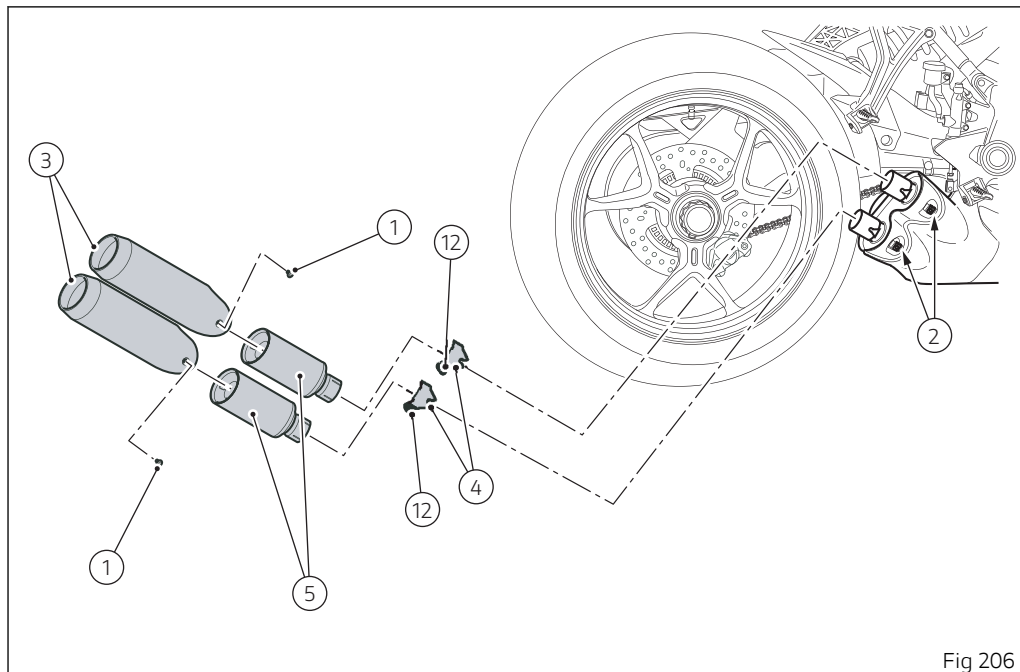


Fig 206

Check engine oil level

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

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

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

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



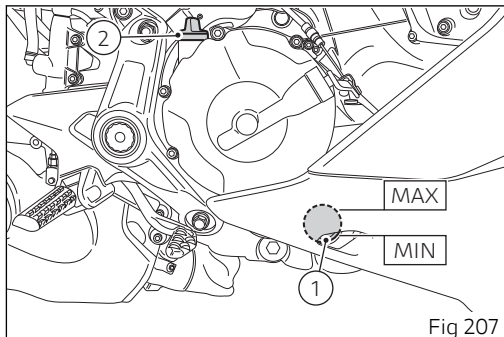
Important

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

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

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

If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly



warm to flow along the lines and reach the engine sump).

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

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

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

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

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



Attention

Never exceed the MAX mark.

Recommendations concerning oil

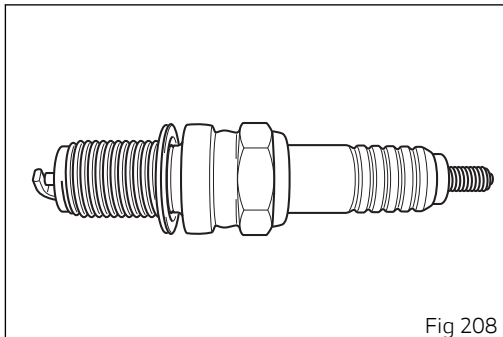
It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50.

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

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals. Have the spark plug replaced at a Ducati Dealer or Authorized Service Center.



Cleaning the motorcycle

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



Note

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

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



Important

Do not wash your motorcycle right after use.

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

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

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

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

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



Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.



Attention

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

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



Important

To clean and lubricate the drive chain, refer to the paragraph "Lubricating the drive chain".

Storing the motorcycle

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

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

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

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

Important notes

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

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

Scheduled maintenance chart

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



Attention

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



Attention

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Reading of the error memory with DDS 2.0 and check of software version update on control units		•	•	•	•	•	12
Check the presence of any technical updates and recall campaigns		•	•	•	•	•	12
Change engine oil and filter		•	•	•	•	•	12

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

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

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 coolant level and check circuit for damage		●	●	●	●	●	12
Check tire pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	12
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

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

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



Important

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

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

Specifications

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 463 lb (210 kg).

Overall weight (without fluids and battery): 406 lb (184 kg).

Maximum allowed weight (carrying full load): 904 lb (410 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

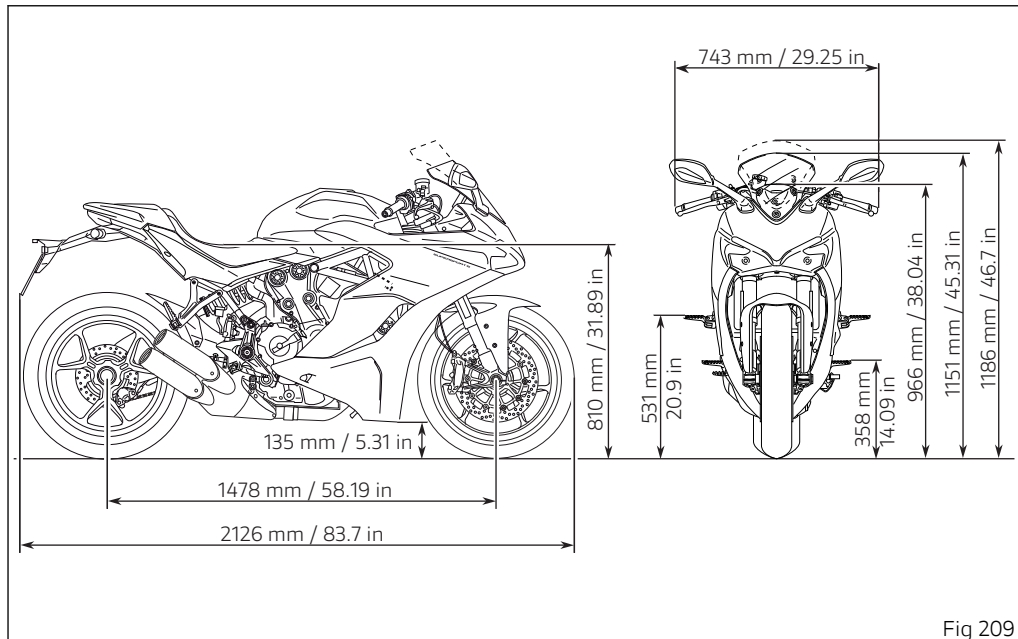


Fig 209

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.1 US gal (4 liters)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2.	4.23 US gal (16 liters)
Oil sump and filter	Ducati recommends you use SHELL Advance DUCATI 15W-50 Fully Synthetic oil.	0.88 US gal (3.35 liters)
Front/rear brake circuit	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork (Supersport)	SHELL Donax TA	26.5 cu in (435 cc) (RH leg) 26.5 cu in (435 cc) (LH leg)
Front fork (Supersport S)	SHELL Donax TA	35.9 cu in (587.55 cc) (RH leg) 35.9 cu in (587.55 cc) (LH leg)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.61 US gal (2.3 liters)



Important

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



Attention

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

Engine

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

Bore: 3.7 in (94 mm).

Stroke: 2.7 in (67.5 mm).

Total displacement: 57.18 cu.in (937 cu. cm).

Compression ratio: 12.6±0.5.

Maximum power at crankshaft (EU) Regulation no.
134/2014 Annex X, kW/HP:

81 kW/110 HP at 9,000 rpm.

Maximum torque at crankshaft (EU) Regulation no.
134/2014, Annex X:

93 Nm/9.5 kgm at 6,500 rpm.

Max. rotation speed: 10,200 rpm.



Note

The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.



Important

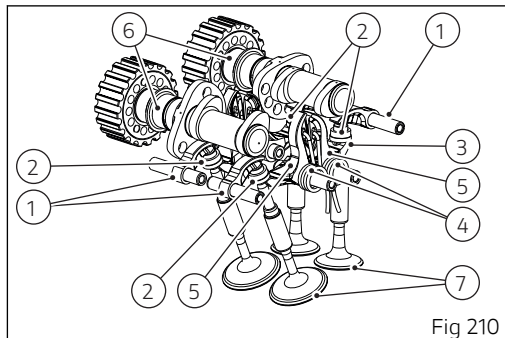
Do not exceed the specified rpm limits in any running conditions.

Timing system

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

Desmodromic timing system

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



Performance

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



Important

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

Spark plugs

Make: NGK.

Type: MAR9A-J.

Fuel system

Electronic injection with full Ride-by-Wire system.

Diameter of throttle body: 2.1 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 motorcycle is only compatible with fuel having a maximum content of ethanol of 10% (E10). Using fuel with ethanol content over 10% is forbidden. Using it could result in severe damage to the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.

Brakes

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

FRONT

Semi-floating twin-disk.

Braking material: stainless steel.

Carrier material: aluminum, black color.

Disk diameter: 12.6 in (320 mm).

Disk thickness: 0.18 in (4.5 mm).

Hydraulically operated by a lever on RH handlebar.

Brake caliper make: BREMBO, radially-mounted monobloc calipers.

Front brake type: M4.32 (caliper diameter 32).

Friction material: TT 2182 FF

Brake master cylinder type: PR 18/21

Number of pistons: 4

REAR

With fixed drilled steel disk.

Disk diameter: 9.6 in (245 mm).

Disk thickness: 0.2 in (5 mm).

Hydraulically operated by a pedal on RH side.

Brake caliper make: BREMBO, floating 2-piston caliper with cornering ABS as standard.

Rear brake type: P34e.

Friction material: TOSHIBA TT 2172 HH.

Brake master cylinder type: PS 11.

Attention

The brake fluid used in the brake system is corrosive.

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

Transmission

Mechanically-controlled slipper/self-servo wet multiplate clutch

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

Front chain sprocket/clutch gearwheel ratio: 33/61.

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

Gearbox output sprocket/rear chain sprocket ratio: 15/43.

Total gear ratios:

1st 15/37

2nd 17/30

3rd 20/28

4th 22/26

5th 23/24

6th 24/23

Drive chain from gearbox to rear wheel.

Make: Regina (520 ZRDK)

Links: 106

Important

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

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



Attention

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

Frame

Tubular steel trellis frame fixed to the heads.
Rear subframe Steel tube trellis rear sub-frame.
Steering head angle: 24°.
Trail: 3.6 in (91 mm)
Steering angle: 30° on the left / 30° on the right.
Lean angle: 48°.

Wheels

Front

Light alloy rim with 3 Y-shaped spokes.

Size: 3.50" x 17".

Rear

Light alloy rim with 3 Y-shaped spokes.
Size: 5.50" x 17".

Tires

Front

Pirelli Diablo Rosso III.
Size: 120/70 ZR17

Rear

Pirelli Diablo Rosso III.
Size: 180/55 ZR17

Suspensions

Supersport

FRONT

Marzocchi upside-down fork with spring preload, compression and rebound adjustment.
Stanchion diameter: 1.7 in (43 mm).
Wheel travel: 5.1 in (130 mm).

REAR

Progressive with Sachs adjustable monoshock.
Shock absorber stroke: 2.46 in (62.5 mm).

Rear wheel travel: 5.7 in (144 mm).

Supersport S

FRONT

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

Stanchion diameter: 1.9 in (48 mm).

Wheel travel: 5.1 in (130 mm).

REAR

Progressive with Öhlins completely adjustable monoshock.

Shock absorber stroke: 2.44 in (62 mm).

Rear wheel travel: 5.7 in (144 mm).

Exhaust system

Lay-out: 2 into a single multi-chamber pre-silencer with 2 lambda sensors and 1 catalytic converter.

Split absorption tail pipe.

Available colors

Supersport

Matt Titanium

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

Base coat, Met Grey code 928.D184 (Palinal);

Clear coat, 2K Matt clear coat code 932I0652 (Palinal);

Red frame and Glossy Red rims.

Supersport S

Ducati anniversary red

Primer, Antiflex White code L00440652 (Lechler).

Primer, Acriflex Red code 473.101 (PPG);

Clear coat code 228.880 (PPG);

Red frame and Black rims.

Star White Silk

Primer code 873.AC001 (Palinal);

Base coat code 928.T948 (Palinal);

Clear coat code 96.598 (Lechler);

Red frame and Glossy Red rims.

Electric system

Basic electric items are:

Headlight:

no. 1 bulb: H11 12 V 55 W (low beam);

no. 1 bulb: H11 12 V 55 W (high beam).

LED parking light (with DRL) type:

no. 14 DOMINANT NAW-HHG LEDs.

Tail light:

no. 8 OSRAM LA-E6SF LEDs (parking light);

no. 12 OSRAM LA-E6SF LEDs (stop light).

Number plate light:

no. 3 CREE CLA1A LEDs.

Front turn indicators:

no.15 OSRAM LYE6SF LEDs.

Rear turn indicators:

no. 1 bulb RY10W (12V - 10W).

Electric controls on handlebars.

Horn.

Stop light switches.

Battery 12 V - 10 Ah.

System voltage 12 V.

GENERATOR 490W, 14V.

ELECTRONIC RECTIFIER, protected by a 30A fuse located on the solenoid starter, under the battery (C, Fig 213).

Starter motor: 12V-0.7 kW.



Note

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

Fuses

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

Refer to the table below to identify the circuits protected by the various fuses and their ratings. The front left fuse box (A, Fig 211) and the front right one (B, Fig 212) are located on the front right side. To access the fuses, remove the right fairing (page 260).

To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

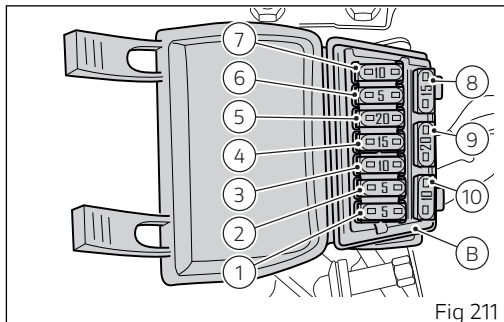


Fig 211

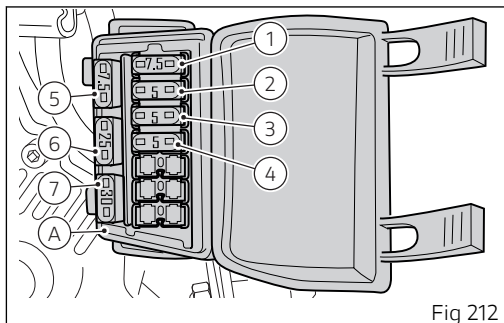


Fig 212

Fuse box (A) key		
Pos	El. item	Rat.
1	Optional Key	7.5 A
2	Alarm	5 A
3	Stop	5 A
4	Diagnostics	5 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	15 A
3	Key 1	10 A
4	Key 2	15 A
5	Relay	20 A
6	Control unit	5 A
7	BBS	10 A

Fuse box (B) key		
8	Spare	15 A
9	Spare	20 A
10	Spare	10 A

To access the main fuse, remove the left half-fairing (page 260).

The main fuse (C, Fig 213), is located near the battery on solenoid starter (D, Fig 213): fuse (L, Fig 213) is a spare fuse. Remove the fuse cap (E, Fig 213), to reach it. A blown fuse is identified by the interrupted center link (F, Fig 214).

Near the solenoid starter there are two fuses: a 25 A (G) fuse and a 10 A (H) one.

Important

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

Attention

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

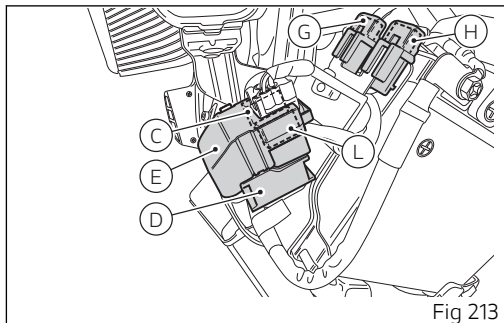


Fig 213

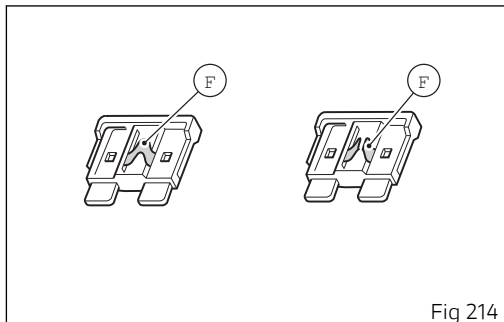


Fig 214

Injection /electric system diagram key

- 1) Ignition system (ignition switch)
- 2) LH fan
- 3) RH fan
- 4) Generator
- 5) Regulator
- 6) Solenoid starter
- 7) Battery
- 8) Wiring ground
- 9) Exhaust valve actuator
- 10) ABS control unit
- 11) Front fuse box
- 12) Rear fuse box
- 13) Front speed sensor
- 14) Rear speed sensor
- 15) Self-diagnosis/DDA
- 16) Rear right turn indicator
- 17) Rear light
- 18) Rear left turn indicator
- 19) Number plate light
- 20) BBS
- 21) Alarm (optional)
- 22) Gear sensor
- 23) Side stand switch
- 24) Clutch switch

- 25) Timing/rpm sensor
- 26) MAP sensor
- 27) Purge valve
- 28) Engine temperature
- 29) Ambient temperature sensor (TIA)
- 30) Horizontal exhaust lambda sensor
- 31) Vertical exhaust lambda sensor
- 32) Accelerator position sensor (APS)
- 33) Horizontal injector
- 34) Vertical injector
- 35) Potentiometer motor / ride-by-wire (TPS/ETV)
- 36) Secondary air actuator
- 37) Vertical coil
- 38) Horizontal coil
- 39) Fuel pump
- 40) Fuel pump relay
- 41) Injection power supply relay
- 42) Control unit A
- 43) Control unit B
- 44) Left-hand switch
- 45) Front left turn indicator
- 46) Horn
- 47) Air temperature sensor
- 48) Instrument panel
- 49) Rear stop light

- 50) Front stop light
- 51) Front right turn indicator
- 52) Headlight
- 53) Right-hand switch
- 54) Starter relay
- 55) ABS fuses
- 56) Immobilizer
- 57) Starter motor
- 58) USB
- 59) Bluetooth (optional)
- 60) Fuel level
- 61) Oil pressure sensor
- 62) Supplementary socket
- 63) Quick Shift (Supersport S version only)

Wire color coding

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

Bn Brown
O Orange
P Pink



Note

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

Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
15000	9000			
30000	18000			
45000	27000			
60000	37000			



Ducati Motor Holding spa
ducati.com

Via Cavalieri Ducati, 3
40132 Bologna, Italy
Ph. +39 051 6413111
Fax +39 051 406580

A Sole Shareholder Company
A Company subject to the Management
and Coordination activities of AUDI AG