

The image features a red rectangular block in the top-left corner containing the word "DUCATI" in white, bold, italicized capital letters. The background of the entire page is a light gray with a large, faint, circular watermark. This watermark contains the word "DUCATI" in a large serif font, with "MECCANICA" written in a smaller font below it. A diagonal line, resembling a wing or a stylized 'D', cuts across the watermark. In the top-right corner, there is a small black square containing a white icon of a wrench.

DUCATI

**SUPERSPORT CR-SP
900 desmodue**

Owner's manual

"TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED"

Owners are warned that the law may prohibit:

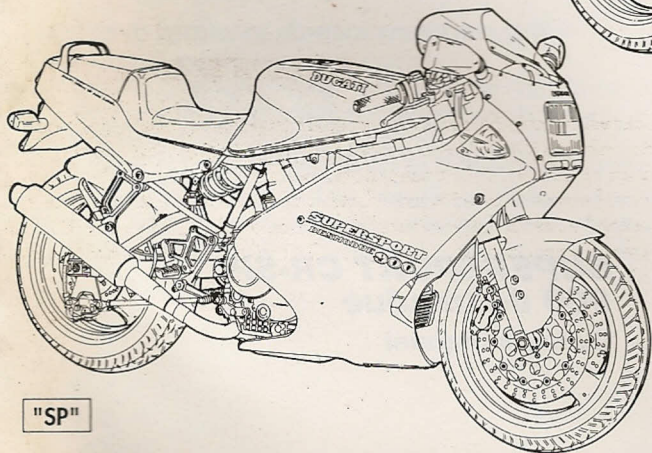
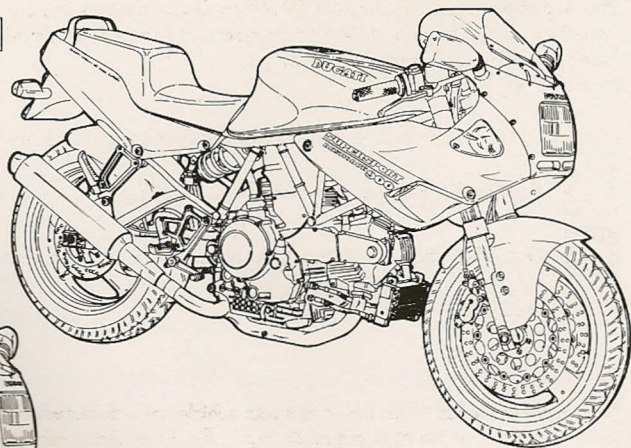
- a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use;
-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

39.4.2 With every "Motor Cycle" the "Manufacturer" shall provide written instructions for the proper maintenance, use and repair of the vehicle in order to provide reasonable assurance of the elimination or minimisation of the degradation of noise control equipment throughout the life of the "Motor Cycle".

SUPERSPORT CR-SP
900 desmodue

Owner's manual

"CR"



"SP"

900 Supersport. Owner's Manual 1996® by Ducati Motorcycles S.p.a.

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Printed in Italy.

Read this owner manual carefully and pay special attention to statements preceded by the following words:



WARNING - Indicates a possibility of severe personal injury or loss of life if instructions are not followed.



CAUTION - Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

CAGIVA Trading S.p.A.

Message must read: "If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Cagiva North America. 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 Cagiva 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, U.S. Department of Transportation, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline".



IMPORTANT - READ BEFORE RIDING

- Welcome to the CAGIVA motorcycling Family! Your new Ducati motorcycle is designed and manufactured to be the finest in the field.
- Read this Owner's **Manual** before riding so you will be thoroughly familiar with the proper operation of your motorcycle's controls, its features, capabilities and limitations.

The purpose of this manual is not to provide instruction in all the techniques and skills required to ride a motorcycle safely.

- Your Ducati motorcycle is an extremely high performance sport machine. Obtain proper instruction from an accredited motorcycle instruction organization before riding your Ducati. Do not rely solely on the riding tips given in this manual. This motorcycle is capable of extremely rapid acceleration and deceleration and very high speed. Improper use can lead to serious accidents. Do not attach a side car, trailer, or any other accessory to this motorcycle. Failure to heed this warning could result in loss of handling stability and subsequent serious accident.
- To ensure a long, trouble-free life for your motorcycle, give it the proper care and maintenance described in this owner's manual. For more detailed information on your Ducati motorcycle, a Service Manual is available for purchase from any Cagiva/Ducati dealer.
- When service is required, remember that your Cagiva/Ducati dealer knows what it takes to keep your Ducati in good condition.
- Due to improvements in design and performance during production, in some cases there may be minor changes between the actual vehicle and the illustrations and text in this manual.



WARNING

The maintenance and operation procedures outlined in this manual must be followed. Failure to perform the safety checks and maintenance operations listed can result in unsafe conditions which in turn can lead to serious accidents. Always wear a helmet and proper protective gear when you ride. Obey all laws. Failure to do so can seriously compromise your personal safety.



WARNING

This motorcycle is designed and intended for use on streets and other smooth, paved areas **only**. Do not use this motorcycle on unpaved surfaces. Such use could lead to upset or other accident.



SAFETY WARNINGS

Traffic Rules vary from jurisdiction to jurisdiction. Know the regulations in your jurisdiction before riding this motorcycle.

GASOLINE IS HIGHLY FLAMMABLE

Always turn off the ignition when refueling.

Be extremely careful not to spill gasoline on the engine or exhaust system when refueling.

Never refuel while smoking or in the vicinity of an open flame.

If you should swallow some gasoline, inhale a lot of gasoline vapor, or allow some gasoline to get in your eyes, see your doctor immediately. If any gasoline spills on your skin or clothing, immediately wash it with soap and water and change your clothes.

Always turn off the ignition and remove the key when you leave your motorcycle unattended.

The engine, exhaust pipes, and mufflers stay hot for a long time.

Park the motorcycle where no one is likely to touch it.

Do not park on a slope or soft ground, the motorcycle may fall over.

Never start or run the engine in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always ensure adequate ventilation if you must run your motorcycle indoors.

Keep your and your passenger's feet on the footrests whenever the motorcycle is in motion. Keep your hands on the handlebars at all times.

If you must transport your motorcycle in a truck or on a trailer, shut off the fuel petcock. This will prevent spillage from the carburetors should the motorcycle lean over excessively.

NOISE EMISSION WARRANTY

Cagiva Commerciale S.r.l. warrants that this exhaust system, at the time of sale, meets all applicable U.S. EPA Federal noise standards. This warranty extends to the first person who buys this exhaust system for purposes other than resale, and to all subsequent buyers. Warranty claims should be directed to (manufacturer shall fill in his name, address and phone number).

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. Cagiva/Ducati utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

The Exhaust Emission Control System is composed of lean carburetor settings, 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 carburetor.

Evaporative Emission Control System

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

Noise Emission Control System

Tampering with the Noise Control System is prohibited: Federal Law prohibits the following acts or the 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 of 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 THOSE ACT PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

- 1) Removal of, or puncturing the muffler, baffles, header pipes or any other component which 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.

Problems with may affect motorcycle emissions

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

Symptoms:

- 1) Hard starting or stalling after starting.
- 2) Rough idle.
- 3) Misfiring or backfiring during acceleration.
- 4) After-burning (backfiring).
- 5) Poor performance (driveability) and poor economy.

RIDING SAFETY

The points given below are applicable for every day motorcycle use and should be carefully observed for safe and effective vehicle operation.

A motorcycle does not provide the impact protection of an automobile, so defensive riding in addition to wearing protective apparel is extremely important.

Do not let protective apparel give you a false sense of security.

Before changing lanes, look over your shoulder to make sure the way is clear. Do not rely solely on the rear view mirror; you may misjudge a vehicle's distance and speed, or you may not see it at all.

When going up steep slopes, shift to a lower gear so that there is plenty of power to spare rather than over loading the engine.

When applying the brakes, use both the front and rear brakes. Applying only one brake for sudden braking may cause the motorcycle to skid and lose control.

When going down long slopes, control vehicle speed by closing the throttle. Use the front and rear brakes for auxiliary braking.

Riding at the proper rate of speed and avoiding unnecessarily fast acceleration are important not only for safety and low fuel consumption but also for long vehicle life and quieter operation.

When riding in wet conditions or on loose roadway surfaces, the ability to maneuver will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control.

When the roadway is wet, rely more on the throttle to control vehicle speed and less on the front and rear brakes. The throttle should also be used judiciously to avoid skidding the rear wheel from too rapid acceleration or deceleration.

On rough roads, exercise caution, slow down, and grip the fuel tank with the knees for better stability.

When quick acceleration is necessary as in passing, shift to a lower gear to obtain the necessary power.

Do not down shift at too high an r.p.m. to avoid damage to the engine from overrevving.

Avoiding unnecessary weaving is important to the safety of both the rider and other motorists.

Do not exceed the legal speed limit or drive too fast for existing conditions. High speed increases the influence of any condition affecting stability and the loss of control.

Operate motorcycle **only at moderate speed** and out of traffic until you have become thoroughly familiar with its operation and handling characteristics **under all conditions**. This is a very high performance motorcycle, designed and intended for use by experienced careful riders only!

A new motorcycle must be operated according to a special break-in procedure (see Running in recommendations).



WARNING: Before starting engine, check for proper operation of brake, clutch, shifter, throttle controls, correct fuel and oil supply.

Gasoline is extremely flammable and is explosive under certain conditions. Refuell in a well ventilated area with the engine stopped. Do not smoke or allow open flames or sparks when refuelling or servicing the fuel system. Always close the fuel petcock when the engine is not running to prevent flooding of the carburetor. Do not overfill fuel tank. Leave at least one inch air space to allow for fuel expansion.

Motorcycle exhaust contains poisonous carbon monoxide gas.; Do not inhale exhaust gases and never run the engine in a closer garage or confined area.

Use only Cagiva/Ducati approved parts and accessories.

This motorcycle was not intended to be equipped with a sidecar or to be used to tow any trailer or other vehicle. Cagiva/Ducati does not manufacture sidecars or trailers and cannot predict the effects of such accessories on handling or stability, but can only warn that the effects will be adverse any damage to motorcycle components caused by the use of such accessories will not be remedied under warranty.



WARNING: Do not ride the motorcycle with helmets attached to the hooks; the helmets could cause an accident by distracting the operator or interfering with normal vehicle operation.

PROTECTIVE APPAREL

Always wear a helmet. Most motorcycle accident fatalities are due to head injuries.

For safety eye protection, gloves, and high top, sturdy boots should also be worn.

The exhaust system becomes very hot during operation, never touch the exhaust system. Wear clothing that fully covers your legs. Do not wear loose clothing which could catch on the control levers, footrests, wheels, or chain.

A passenger needs the same protection.

Any amount of alcohol will significantly interfere with your ability to safely operate your motorcycle. Don't drink and ride.

LOADING AND ACCESSORIES

This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load as shown on the tire information label.

The combined weight of the rider, passenger cargo and additional accessories must not exceed 882 lbs (400 Kg). Cargo weight alone should not exceed 44 lbs (20 Kg).

- 1) Load weight equally on both sides.
- 2) Keep cargo and accessories weight low and close to the center of the motorcycle.
- 3) Adjust rear suspension to suit load weight.
- 4) All cargo and accessories must be secure for stable handling.
- 5) Do not attach large heavy items to the handlebars, front forks or fender. Difficult handling may result.



WARNING To prevent an accident, use extreme care when riding with accessories and cargo.

Never ride a loaded motorcycle above 55 m.p.h., a motorcycle's stability and performance can be reduced with the cargo.

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SPECIFICATION

IDENTIFICATION DATA

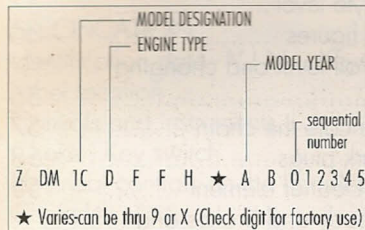
Your DUCATI is identified by two numbers:

- frame number (see fig. 1.1)
- engine number (see fig. 1.2).

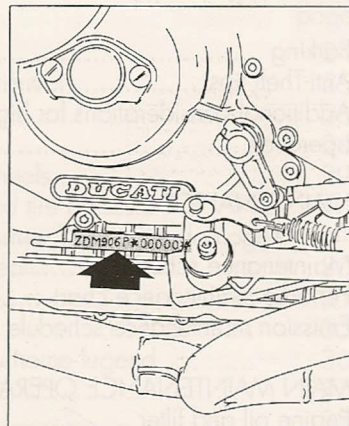
Frame No.

Engine No.

VEHICLE IDENTIFICATION NUMBER (V.I.N.)



1.1

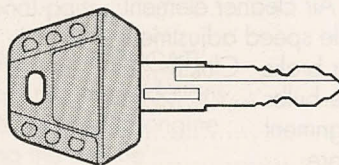


1.2

KEYS (fig. 1.3)

Your DUCATI has been delivered with an universal key (in double copy) for starting, steering lock and for saddle and helmet lock.

1.3



LABEL LOCATION

CAUTION

Never fill tank so fuel level rises into filler neck. If tank is overfilled, heat may cause fuel to expand and flow into Evaporative Emission Control System resulting in hard starting and engine hesitation.

WARNING: YOUR DUCATI MOTORCYCLE IS EQUIPPED WITH A WARNING LIGHT FLASHING WHEN THE SIDE STAND IS LOWERED (ON). HOWEVER, IT IS THE RIDER'S RESPONSIBILITY TO INSURE THAT THE SIDE STAND IS STOWED COMPLETELY BEFORE STARTING OUT. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN AN UPSET AND CONSEQUENT SERIOUS BODILY INJURY.

OBJECTS IN MIRROR ARE CLOSER THAN THEY APPEAR.

ATTENZIONE:

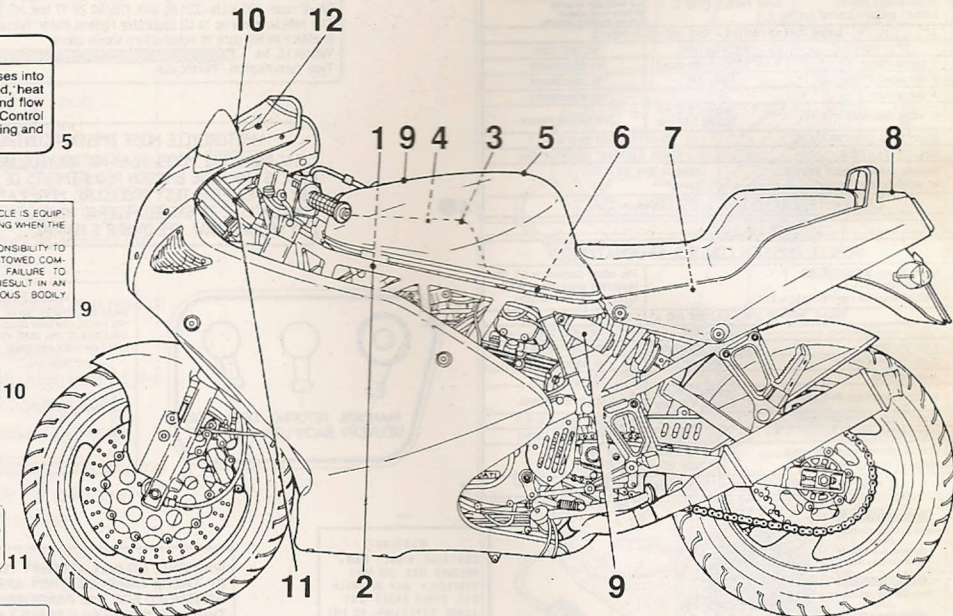
Non superare mai i 9000RPM

CAUTION:

Never exceed 9000RPM

WARNING

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



VEHICLE EMISSION CONTROL INFORMATION

Engine family: **PCG50POGARA**
Displacement: 304 cc
Exhaust emission control system: E.M.

EVAP FAMILY: EVAP 6

This vehicle conforms to U.S. EPA and California regulations applicable to **1994** model year new motorcycles 14 g/hp (14 g/kwh) engine family exhaust (See table above in California)

ENGINE TUNE-UP SPECIFICATIONS AND ADJUSTMENTS

ITEM	SPECIFICATIONS	INSTRUCTIONS
1. Ignition timing	6° bTDC at idle speed	No adjustments
2. Idle speed (RPM)	1300±50	No adjustments
3. Idle mixture		No adjustments
4. Valve clearance (in & ex)	Opening 0.10 mm Closing 0.02 mm	See Service Manual

SPARK PLUG: CHAMPION RA6HC

SPARK PLUG GAP (mm): 0.6-0.7

FUEL SPECIFICATIONS

ENGINE LUBRICANT SPECIFICATIONS

Gasoline grade: regular (leadless)
Research Octane: 91 min.

Engine oil: SAE 20 W 50
Type: SF

CAGIVA TRADING S.p.A. - BOLOGNA - ITALY

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3. Idle mixture		No adjustments
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Research Octane: 91 min.

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CAGIVA TRADING S.p.A. - BOLOGNA - ITALY

SUPPORTO CASCO

INSERIRE LA CINGHIA DI CHIUSURA CASCO
NEL PUNTO INDICATO E
INSTALLARE LA SCELIA

HELMET HOLDER

PUT THE STRAP OF THE HELMET
ONTO
THE PIN INDICATED AND
INSTALL THE SADDLE



7

only for California version

Manufactured by CAGIVA TRADING S.p.A.

DATE: _____

GVWR 774.0 Lbs/351 Kg

GAWR front: 286.6 Lbs-130 Kg with 120/70 ZR 17 tire, MT 3.50x17 RIM at 32.7 PSI cold.

GAWR rear: 487.4 Lbs-221 Kg with 170/60 ZR 17 tire, MT 5.50x17 RIM at 36.9 PSI cold.

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

Vehicle I.D. No. : _____

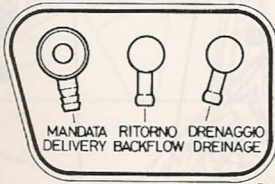
Type classification : Motorcycle

2

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS **1994** MODEL YEAR MOTORCYCLE, **PCG50POGARA** MEETS EPA NOISE EMISSION REQUIREMENTS OF 80 dBA AT 3850 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.

1

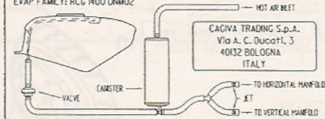


6

VEHICLE EMISSION CONTROL LABEL

ENGINE DISPLACEMENT: 304 cc
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 1994 MODEL YEAR NEW MOTORCYCLES.

ENGINE FAMILY: PCG50POGARA
APPLICABLE TO 1994 MODEL YEAR NEW MOTORCYCLES.



3

WARNING

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

9

WARNING: DO NOT ATTEMPT TO LIFT THE MOTORCYCLE BY THESE HANDLES. THEY ARE PROVIDED ONLY AS A HANDHOLD FOR THE PASSENGER. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN AN UPSET AND CONSEQUENT SERIOUS BODILY INJURY.

8

CONTROLS AND INSTRUMENTS

Instrument cluster (fig. 2.1):

- 1) Speedometer (mph)
 - a) Trip counter
 - b) Odometer
 - c) Odometer zerosetting knob
 - d) Start limit of engine speed

CAUTION - This zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life.

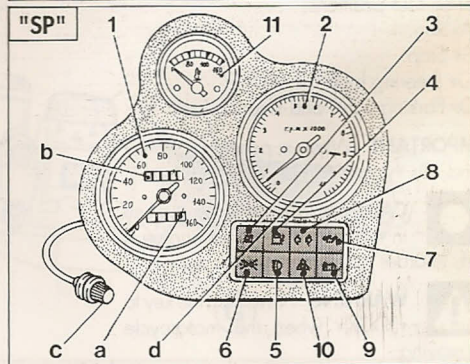
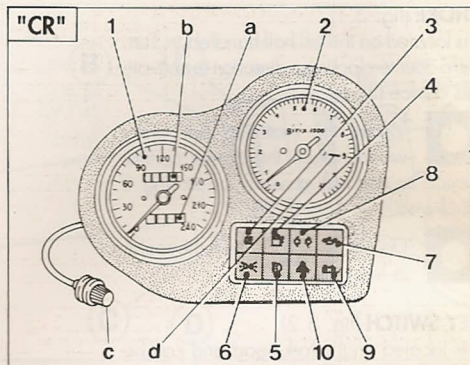
- 2) Tachometer.
- 3) Green w/l = Gear selector is in neutral position.
- 4) Yellow w/l = Fuel reserve.
- 5) Blue w/l = Headlamp high beam ON.
- 6) Green w/l = Outer lighting ON.
- 7) Red w/l = Insufficient oil pressure.

CAUTION - Running the engine with insufficient oil pressure will cause serious engine damage.

- 8) Green w/l = Turn indicators.
- 9) Red w/l = Battery charge warning (light always on).
- 10) Red w/l = Side stand emergency lights.
- 11) Oil temperature indicator (only for "SP" version).

2.1

2.1



CHOKE (fig. 3.1)

It is located on the left half-handlebar. Turn it in a counterclockwise direction to activate this device (B).



When the motor is sufficiently warm, return the choke control device to the rest position by turning it clockwise.



Do not use the choke if the motor is hot.

KEY SWITCH (fig. 3.2)

It is located on the fork head and can be set on four positions:

- «A» Run.
- «B» Stop.
- «C» Steering lock.
- «D» Parking lights and steering lock.

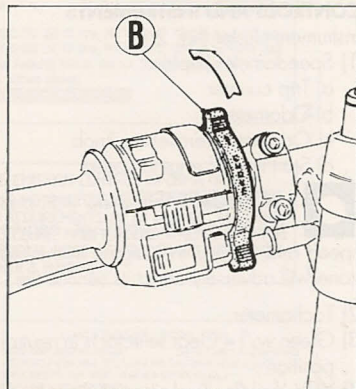
IMPORTANT - When in position «B», «C» and «D» the key can be withdrawn.



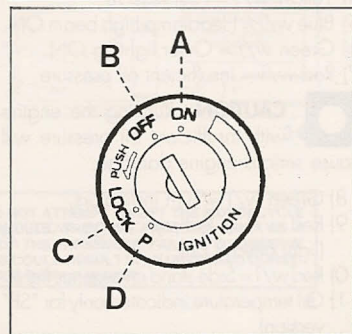
CAUTION - Never leave the key in «ON» position when engine is off, in order to avoid damages to coils.



WARNING - Never turn the key to «LOCK» when the motorcycle is moving.



3.1



3.2

ELECTRICAL CONTROLS ON THE HAN- DLEBAR

Left (fig. 4.1).

Switch B, (LIGHTS), lights change over,
two positions:

«LO» = Low beam

«HI» = High beam

Switch C, (TURN) three positions turn in-
dicator:

Centre = OFF

«L» = Left turn

«R» = Right turn

Button D, (HORN) warning horn.

Right (fig. 4.2)

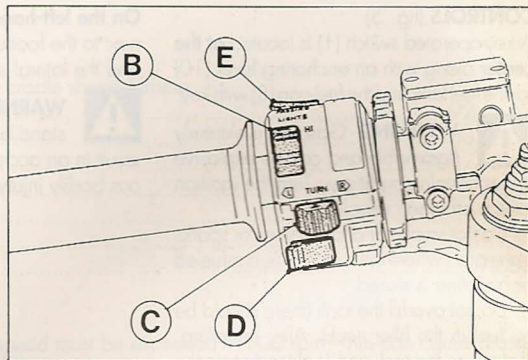
Switch F, three positions:

«OFF» (left+right) stop

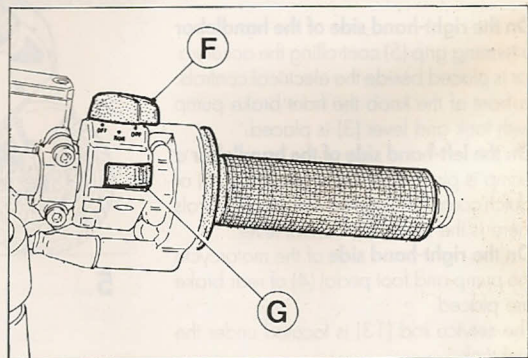
«RUN» (center) running

Button G, «START» starting.

4.1



4.2



CONTROLS (fig. 5)

A key-operated switch (1) is located **at the center** along with an anchoring lever (10) for the fuel tank and the fuel cap (8) with key.



WARNING - Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition switch off when refueling.

- Do not smoke or allow flames or sparks in the area where the motorcycle is refueled or gasoline is stored.

- Do not overfill the tank (there should be no fuel in the filler neck). After refuelling, make sure the tank cap is closed securely.

On the right-hand side of the handlebar a twisting grip (5) controlling the accelerator is placed beside the electrical controls. In front of the knob the front brake pump with tank and lever (3) is placed.

On the left-hand side of the handlebar a pump is placed with tank and lever (6) of clutch control. Beside the electrical controls there is the choke (7) control lever.

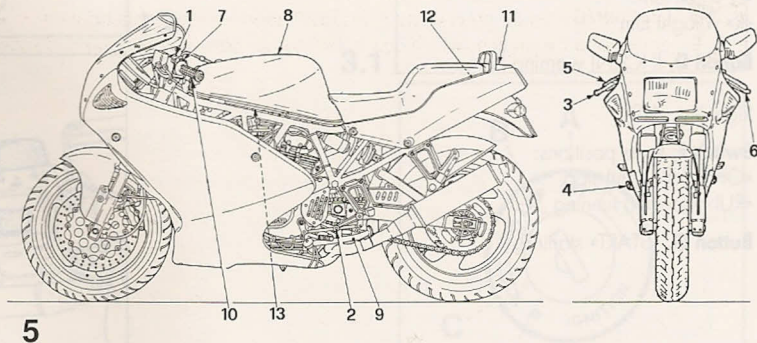
On the right-hand side of the motorcycle the pump and foot pedal (4) of rear brake are placed.

The service rod (13) is located under the fuel tank.

On the left-hand side of the motorcycle, next to the footrest, the gear shift lever (2) and the lateral stand (9) are located.



WARNING - Failure to insure that stand is stowed completely could result in an accident and consequent serious bodily injury.



TECHNICAL FEATURES

ENGINE

Twin cylinder, 90° V twin, 4-stroke, mounted in a steel tubular double cradle shaped frame.

Bore, mm./in.	92/3.62
Stroke, mm./in.	68/2.67
Total displacement cm ³ /in. ³	904/55.14
Compression ratio	1:9.2±0.5
Max.crankshaft power kW (HP)	59 (80)
at rpm	7.250
Max engine speed rpm	9.000



WARNING - Under no circumstances must the max. engine speed must be exceeded 9.000 rpm. This can cause drastic damage to the engine, which can in turn cause rear wheel locking and upset!

VALVE GEAR (fig. 6)

Your motorcycle features the "Desmodromic" valve gear system. DUCATI is the only make which uses such a sophisticated system.

TIMING SPECIFICATIONS

Inlet valve: $\varnothing$ 43 mm/1.69 in.

Exhaust valve: $\varnothing$ 38 mm/1.49 in.

Measurements with a free play of: 0,20 mm/0.0078 in. (1 mm/0.04 in.)

Inlet valve opening: 43° (20° before TDC)

Inlet valve closing: 85° (60° after BDC)

Exhaust valve opening: 82° (58° before BDC)

Exhaust valve closing: 46° (20° after TDC)

The tappet clearances, with the motor cold, should be:

Opening rocker arm

Inlet: 0.10 ± 0.12 mm/0.0039 $\pm$ 0.0047 in.

Exhaust: 0.12 ± 0.15 mm/0.0047 $\pm$ 0.0059 in.

A working play (A) up to 0.05 mm/0.0019 in. is allowed. Should this be exceeded, it should be adjusted.

Closing rocker arm

Inlet and exhaust: 0.00 ± 0.02 mm/0.00 $\pm$ 0.00078 in.

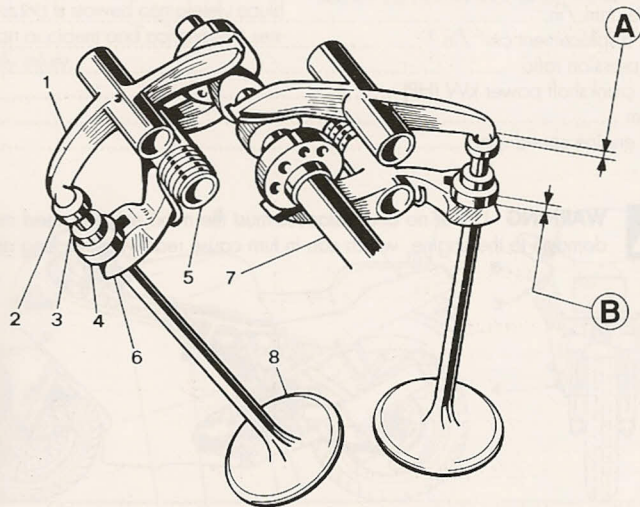
A working play (B) up to 0.20 mm/0.0078 in. is allowed. Should this be exceeded, it should be adjusted.

Valve lift

Measurements with a free play of: 0 mm/in.

Inlet: 11.76 mm/0.46 in.

Exhaust: 10.56 mm/0.41 in.



6

Desmodromic Timing System - 1. Opening rocker arm (upper). 2. Upper rocker arm adjuster. 3. Hole rings. 4. Closing rocker arm adjuster (lower). 5. Return spring of lower rocker. 6. Closing rocker arm (lower). 7. Camshaft. 8. Valve.

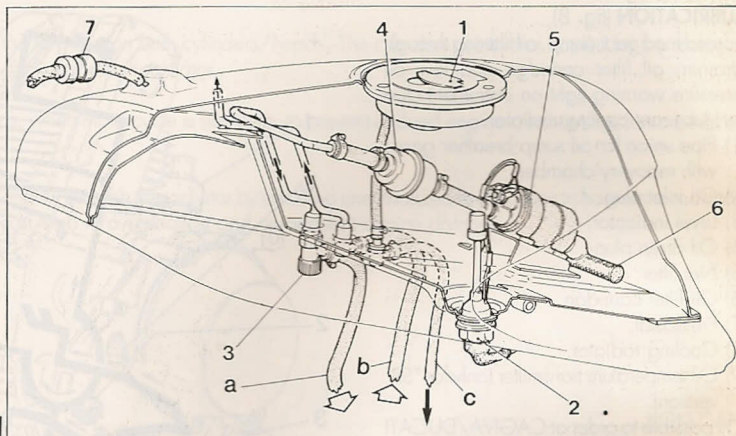
FUEL FEED SYSTEM (fig. 7.1)

By means of electrical pump and filter.
Dry air inlet and cleaner, located under the fuel tank.

The fuel feed system consist of:

- 1) Fuel filler cap;
- 2) Fuel level indicating device;
- 3) Fuel hand cock for stopping the fuel feed;
- 4) Fuel filter;
- 5) Electric pump;
- 6) Pump filter;
- 7) Breather valve;
- a) Feeding;
- b) Return;
- c) Cap breather pipe.

Provided with two carburetors: ...MIKUNI
TypeBDST 38 B 73



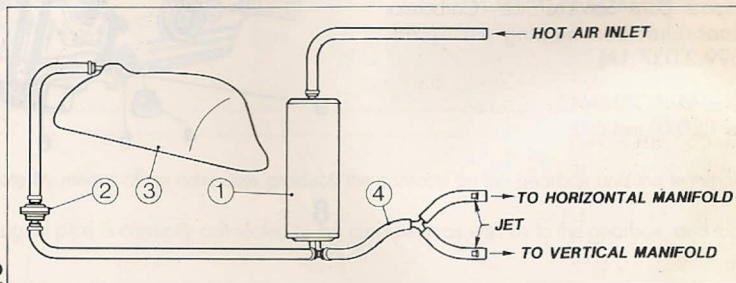
7.1

Carb. Main specifications

- Choke mm/in. 38/1.49
- Main nozzle 140
- Idling nozzle 37,5
- Needle valve nozzle Y-2
- Starter nozzle 70
- Needle nozzle 5C22 (1 pos. from top)

Evap. emission system consists of (fig. 7.2):

- 1) Canister;
- 2) Non return valve;
- 3) Fuel tank;
- 4) Induction manifold.



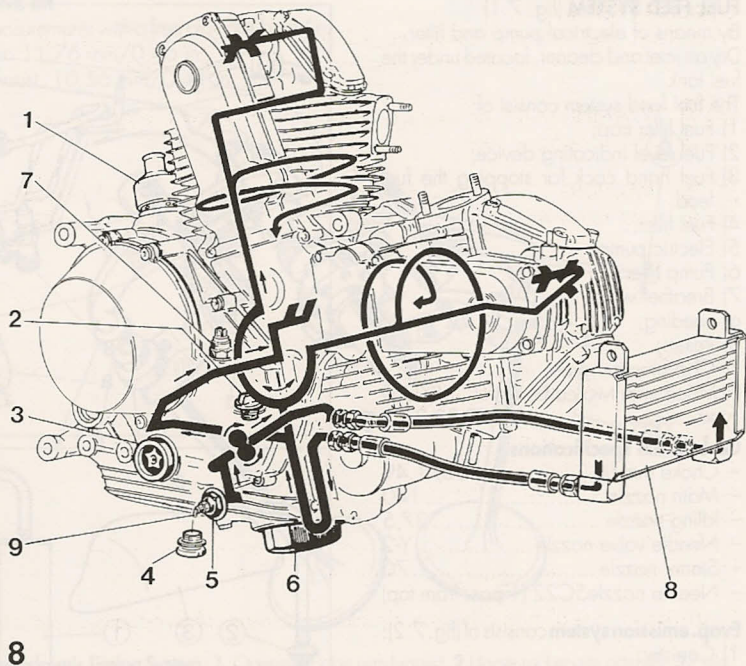
7.2

LUBRICATION (fig. 8)

Forced-feed gear pump, oil filtering through strainer; oil filter cartridge and low oil pressure warning light on instrument cluster; lubricant cooling radiator.

- 1) Pipe union for oil sump breather gases with recovery chamber.
- 2) Oil inlet plug.
- 3) Level indicator.
- 4) Oil drain plug.
- 5) Net filter.
- 6) Oil filter cartridge.
- 7) Pressostat.
- 8) Cooling radiator.
- 9) Oil temperature transmitter (only for "SP" version).

It is possible to order at CAGIVA/DUCATI "Spare parts Services" the "Carburetor float chamber heating kit" (cod. 699.2.037.1A).



COOLING SYSTEM

Air cooling by natural heat dispersion through the large fin on both cylinders/heads. The cylinders are further cooled by the motor oil sent into them by external pipings. Engine oil cooling through radiator.



WARNING - Avoid engine high speeds, when motorcycle is standing, to prevent undue engine overheating, because of no air flow being present.



WARNING - Do not obstruct or deflect airflow through the radiator by installing unauthorized accessories in front of the radiator. Interference with the radiator airflow can lead to overheating and consequent engine damage.

IGNITION

Electronic type with inductive discharge.

Trade-mark KOKUSAN

Two-step automatic advance: 6° (up to 1700 rpm $\pm$ 200)

gradually increased up to 36° (1700 to 2600 rpm $\pm$ 300)

(Check using a stroboscopic light)

Spark plugs

Trade-mark CHAMPION RA6HC

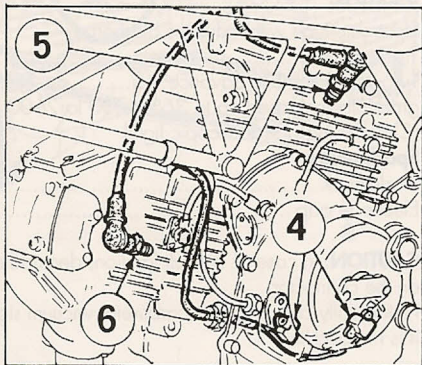
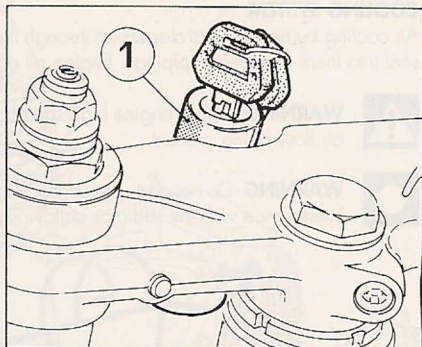
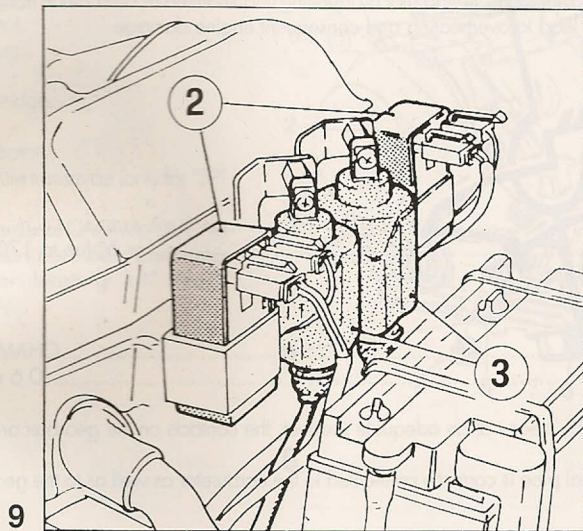
Electrode gap 0.6 mm/0.023 in.

CAUTION: In case of difficult ignition, deoxidate by means of an adequate product, the contacts on the gearbox and the terminals on the connector.

Periodically check that the carburetor vacuum signal pipe is correctly connected to the carburetor as well as to the gearbox, and that it is not buckling.

IGNITION SYSTEM (fig. 9)

- 1) Ignition key located on the fork head.
- 2) Electronic ignition control units located on the filter box, under the tank.
- 3) H.T. coils located on the filter box, under the tank.
- 4) Electronic ignition pick-ups in oil sump left side cover.
- 5) Vertical cylinder spark plug.
- 6) Horizontal cylinder spark plug.

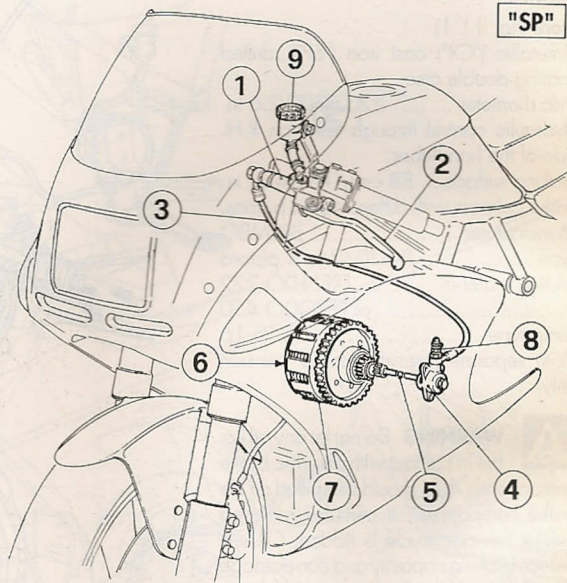


HYDRAULIC CLUTCH CONTROL (fig. 10)

The motorcycle clutch is operated by an hydraulic control system, which allows a more accurate and less tiring use. In order to avoid sudden kicks, which could damage the transmission elements, a flexible coupling has been inserted, so to soften the clutch engagement.

The system consists of:

- 1) Clutch pump (PS13)
- 2) Control lever
- 3) Pump-clutch connecting pipe
- 4) Thrust plunger
- 5) Release rod
- 6) Push disc
- 7) Clutch bell
- 8) Oil breather pipe fitting
- 9) Separate reservoir (only for "SP" version).



10

BRAKES

Front (fig. 11.1)

Bimetallic ("CR") cast iron ("SP"), drilled floating double disc.

Disc diameter 320 mm/12.6 in.

Hydraulic control through lever on R.H. side of the handlebar.

Braking surface ... 88 cm²/13.64 sq.in.

Brake calipers with differentiated pistons.

Manufacturer BREMBO

Type P4.30/34 - 4 pistons

Friction material FRENDO 222

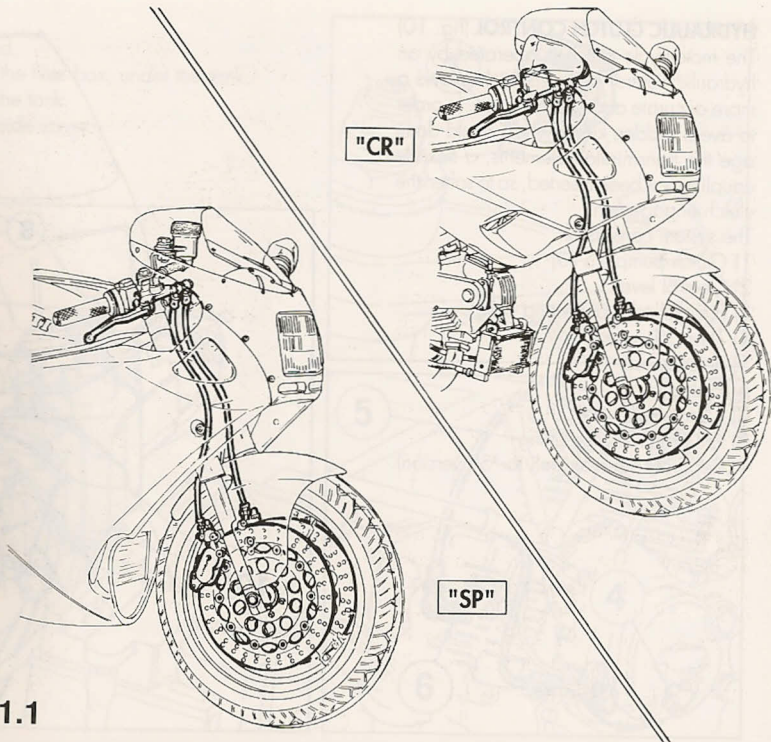
..... or FERODO 450

Pump type PS 16

With separate reservoir for "SP" version only.



WARNING - Do not let any oil come in contact with any disc brake components. If oil should be spilled on the brake components, it must be removed before the motorcycle is ridden. Oil will reduce braking capacity and can damage rubber parts of the brake assembly.



11.1

Rear (fig. 11.2)

Fixed, drilled disc type. Anti-bouncing device for rear wheel bracking (only for "SP" version).

Disc diameter 245 mm/9.64 in.

Hydraulic control through pedal on R.H. side.

Braking surface 25 cm²/3.87 sq.in.

Brake calipers:

Manufacturer BREMBO

Type P2.105N

Friction material FREN-DO 222

..... or FERODO 450

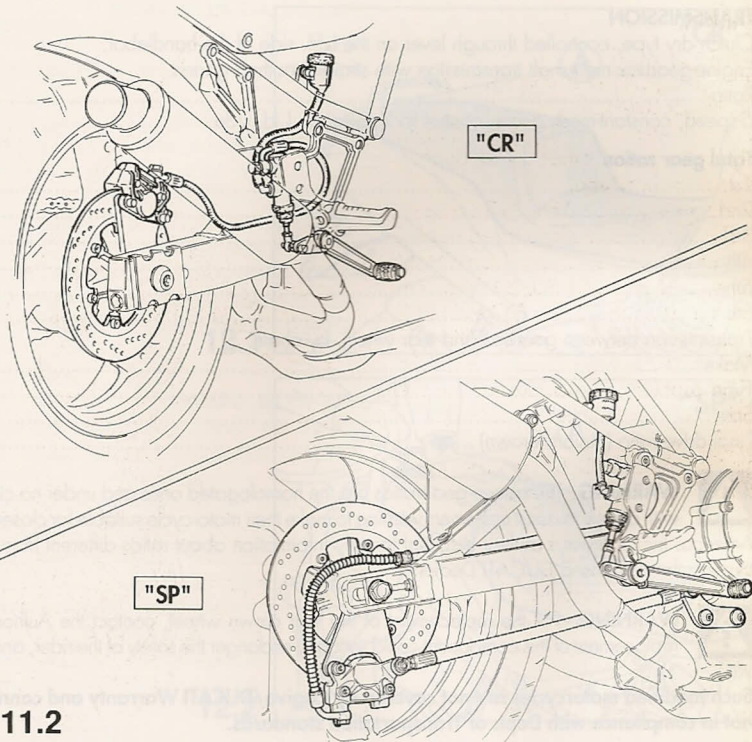
Pump type PS 11



WARNING - To avoid a serious burn, never touch a hot exhaust pipe during inspection or replacing brake pads.



WARNING - Do not let any oil come in contact with any disc brake components. If oil should be spilled on the brake components, it must be removed before the motorcycle is ridden. Oil will reduce braking capacity and can damage rubber parts of the brake assembly.



11.2

TRANSMISSION

Clutch dry type, controlled through lever on the L.H. side of the handlebar.

Engine-gearbox mainshaft transmission with straight toothed gears.

Ratio 31/62=1/0.5

6-speed, constant-mesh gears, control foot pedal on L.H. side.

Total gear ratios

1st 37/15=12.169

2nd 30/17=8.706

3rd 27/20=6.660

4th 24/22=5.382

5th 23/24=4.727

6th 24/28=4.228

Transmission between gearbox and rear wheel, by chain:

Make D.I.D.

Type 520 VL4

Size links 98,5/8"x1/4"

Final drive ratio (pinion/crown) 15/37



WARNING - The above gear ratios are the homologated ones and under no circumstance they must be modified. However, with a view to assist customers wishing to make their motorcycle suitable for closed course competitive racing, the Cagiva North America, Inc. is always at their disposal for any information about ratios different from the standard ones, which may be requested through the authorised DUCATI Dealers.



WARNING - For the replacement of the rear crown wheel, contact the Authorized Dealer Assistance Service: the incorrect replacement of this component could seriously endanger the safety of the rider, and cause irreparable damage to the motorcycle.

Such modified motorcycles are not covered by Cagiva/DUCATI Warranty and cannot be used on normal roads, since they are not in compliance with Dept. of Transportation standards.

FRAME

The frame is trestle shaped, made of Chromium-Molybdenum tubes, very sturdy in its structure as a consequence of our great know-how on the matter.

Tube inclination (motorbike

without pilot] 25°

Steering angle (for each side) 25°

Forward stroke, mm 103

SEAT

Dual-seat type. To remove the seat press on the rear end and, at the same time, release the lock (A, fig. 12.1). The "SP" version is equipped with a cover (B, fig. 12.2) for the single-seat transformation.

WHEELS

Three spokes light-alloy rims.

Front

Make BREMBO

Size 3.50x17"

Rear

Make BREMBO

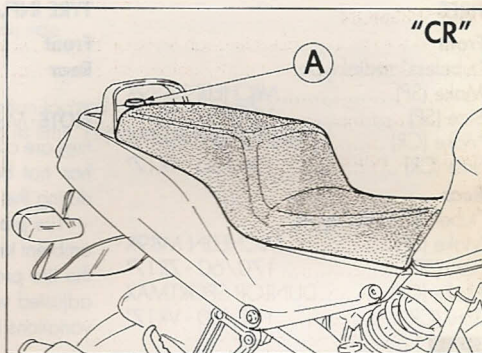
Size (SP) 5.50x17"

Size (CR) 4.50x17"

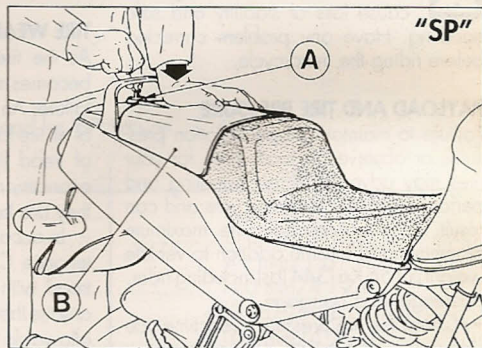
Wheels have hubs with removable pin.

The rear wheel is fitted with a special flexible coupling. To remove it first take out the chain.

12.1



12.2



TIRES

Front

"tubeless" radial type.

Make (SP) MICHELIN A89X

Size (SP) 120/70 - ZR17"

Make (CR) DUNLOP SPORTMAX

Size (CR) 120/60 - VR17"

Rear

"tubeless" radial type.

Make (SP) MICHELIN M89X

Size (SP) 170/60 - ZR17"

Make (CR) DUNLOP SPORTMAX

Size (CR) 160/60 - VR17"



WARNING - Fork oil leakage can cause loss of stability and safe handling. Have any problem corrected before riding the motorcycle.

PAYLOAD AND TIRE PRESSURE

Failure to maintain proper inflation pressures or observe payload limits for your tires may adversely affect handling and performance of your motorcycle and can result in loss of control. The maximum recommended load in addition to vehicle weight is 156 Kg (344 lbs) including rider, passenger and baggage.

– Check the tire pressure every time you ride, using an accurate gauge.

TYRE INFLATION PRESSURE

Front 2,1 bar; 2,14 kg/cm²

Rear 2,3 bar; 2,34 kg/cm²

NOTE - Measure the tire pressure when the tires are cold (that is, when the motorcycle has not been ridden more than a mile during the past 3 hours).

– Tire pressure is affected by changes in ambient temperature and altitude, and so the tire pressure should be checked and adjusted when your riding involves wide variations in temperature or altitude.

TIRE WEAR, DAMAGE

As the tire tread wears down, the tire becomes more susceptible to puncture and failure. An accepted estimate is that 90% of all tire failures occur during the last 10% of tread life (90% worn). So it is false economy and unsafe to use the tires until they are bald.

– In accordance with the Periodic Maintenance Chart, measure the dept of the tread with a depth gauge, and replace any tire that has worn down to the minimum allowable tread depth.

MINIMUM TREAD DEPT

Front	2 mm (0.08 in.)
Rear	2 mm (0.08 in.)

– Visually inspect the tire for cracks and cuts, replacing the tire in case of bad damage. Swelling or high spots indicate internal damage, requiring tire replacement.

– Remove any imbedded stones or other foreign particles from the tread.



WARNING - Do not ride on a tire with less than the minimum tread depth or with any other defect.



CAUTION - Have the wheel balance inspected whenever a new tire is installed.



WARNING - To ensure safe handling and stability, use only the recommended standard tire for replacement, inflated to the standard pressure. Under no circumstances use a tube type tire. Failure to heed this warning will very probably lead to sudden tire deflation and subsequent serious accident.

NOTE: Tire pressure should be checked when the tires are «cold», before you ride.



WARNING - Maximum inflation pressure must not exceed specification located on tire side wall.
If a tire tread shows crosswise lines, it means that the tire is worn to its limit. Replace the tire immediately.

SUSPENSIONS

Front

Oleodynamic upside-down fork.

With outer system for rebound and compression adjustment and spring preload for "SP" version.

SUSPENSIONS

	CR	SP
Make	MARZOCCHI	SHOWA
Type	40 USD/E	SPECIAL GD021
Barrel diameter	40 mm/1.57 in.	41 mm/1.61 in.
Travel on the legs axle	120 mm/4.72 in.	120 mm/4.72 in.
Oil quantity for each leg	380 cc/23.18 cu.in.	440 cc/26.58 cu.in.
Oil level to the barrel	90 mm/3.54 in.	108 mm/4.25 in.
Oil type	MARZOCCHI Art. 550009 or SAE 7,5	SHOWA S.S8 or A.T.F. or SAE 10W20

Hydraulic brake adjustment during rebound and compression and spring preload of the front fork (SP).

The hydraulic braking degree of the fork is adjustable both in rebound and compression actions.

The adjustment is made by means of external screw adjusters (A in fig. 13.1 for hydraulic rebound braking, C in Fig. 13.2 for compression braking).

When you rotate the adjustment screw you can hear various clicks, each one of them corresponds to a braking position.

If you fully screw in the screw to lock it, you'll reach the position "0", corresponding to the max. braking effect.

From this position you can rotate in counterclockwise direction and count the various clicks, which corresponds to the positions 1, 2 etc. respectively.

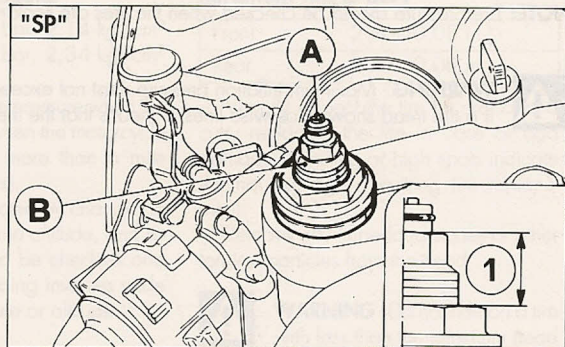
Standard positions are as follows:

- compression: 6th position
- rebound: 4th position

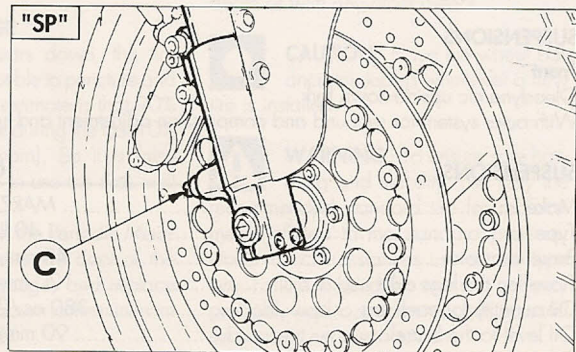
The max. value is of 14 clicks, corresponding to the min. braking position.

In order to modify the **spring preload** of each leg, turn the upper adjusting screw (B, of fig. 13.1) with a 22 mm allen wrench.

13.1



13.2



The preload value (1 fig. 13.1) can vary between 25 and 10 mm. The factory presetting corresponds to 18 mm.



Important - Set the adjustments of both legs at the same positions.

Rear

Aluminium (for SP version) and steel (for CR version) swinging fork in rectangular section, fixed to the engine. Oilpneumatic single-shock absorber adjustable in extension and compression.

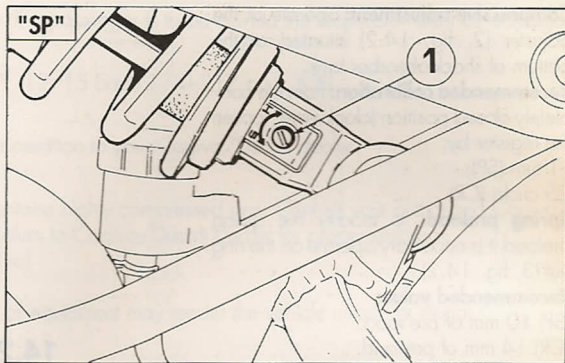
	SP	CR
Make	SHOWA	SACHS BOGE
Type	GD022-007-0X	
Travel	65 mm/2.56 in.	

Extensive adjustment: operate on the adjuster (1, fig. 14.1) situated on the eye of piston control rod.

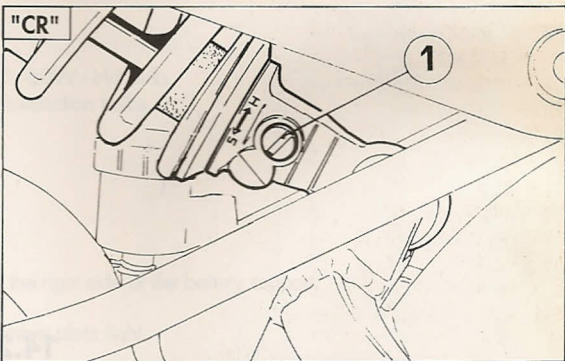
Recommended calibration: from the completely closed position (clockwise), loosen the register by:

- 1 turn (SP);
- 6 clicks (CR).

14.1



14.1



Compressive adjustment: operate on the adjuster (2, fig. 14.2) situated at the bottom of shock-absorber tank.

Recommended calibration: from the completely closed position (clockwise), loosen the register by:

-1 turn (SP);

25 clicks (CR).

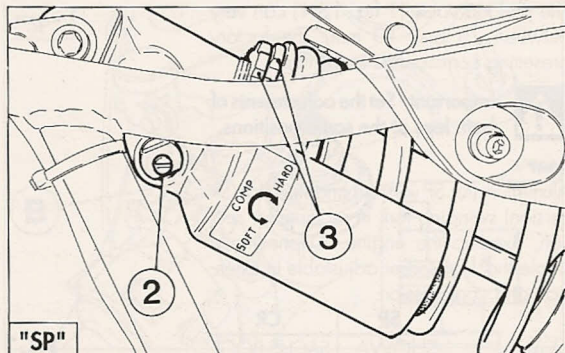
Spring preload: to modify the spring preload it is necessary operate on the ring nut (3, fig. 14.2).

Recommended value:

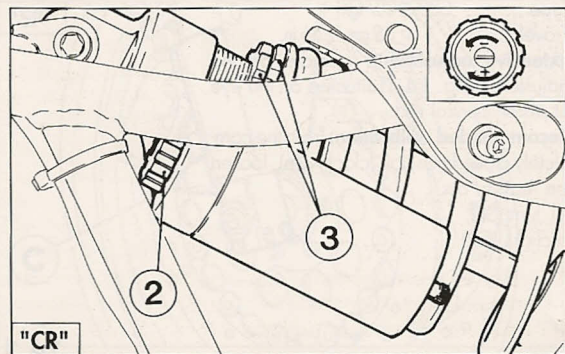
(SP) 10 mm of pre load.

(CR) 14 mm of pre-load.

14.2



14.2





CAUTION - The factory suspension setting is for rider only. If a passenger is to be carried the suspension must be adjusted.

Pressure settings for rear shock absorbers: 10 bars/145 p.s.i. (SP), 12÷15 bars/174÷217 p.s.i. (CR).



WARNING - Only dry nitrogen may be used. Entrust this operation to your Cagiva/Ducati dealer.



WARNING - Never disassemble the shock absorber. It contains highly compressed gas. Contact your authorized Cagiva/Ducati dealer for such major service. Do not incinerate. Return to Cagiva/Ducati Dealer for proper disposal.

Do not drill the shock! Incineration or drilling could lead to explosion!



WARNING - Modifications of the motorcycle, or removal of equipment may render the vehicle unsafe or illegal. Obey all federal, state and local equipment regulations.

ELECTRICAL SYSTEM

Independent circuits. Main components:

Headlamp - in rectangular shape, iodine, double filament, 12V-55/60W - H4 bulb.

Instrument cluster, 12V-1,2W signal bulbs, 12V-3W instrument illumination bulbs.

Electrical controls on handlebar.

Direction indicator, 12V-10W bulbs.

Horn.

Stop light switches.

Battery, 12V-16 Ah.

Alternator 12V-350W.

Electronic voltage regulator protected by a 30A fuse, located on the right side of the battery support.

Starter motor 12V-0,7 kW.

Tail lamp unit, 12V-21W bulb for stop light, 12V-5W bulb for number plate light.

ELECTRICAL SYSTEM SCHEME LEGEND (see page 72)

- 1 Headlight
- 2 Front, right turn indicator
- 3 Front, left turn indicator
- 4 Horn
- 5 Revolution counter
- 6 Speedometer (m.p.h.)
- 7 Instrument cluster warning lights
- 8 Regulator
- 9 Key switch
- 10 R.H. grip switch
- 11 L.H. grip switch
- 12 Front, stop light switch
- 13 Rear, stop light switch
- 14 Neutral warn. light switch
- 15 Oil pressure sender
- 16 Side stand switch
- 17 Fuel level gauge
- 18 Fuel pump
- 19 Relay
- 20 Turn flashing
- 21 Alternator
- 22 Ignition pick up
- 23 Ignition module
- 24 Tail light
- 25 Fuse holder 30A
- 26 Coil (horizontal cylinder)

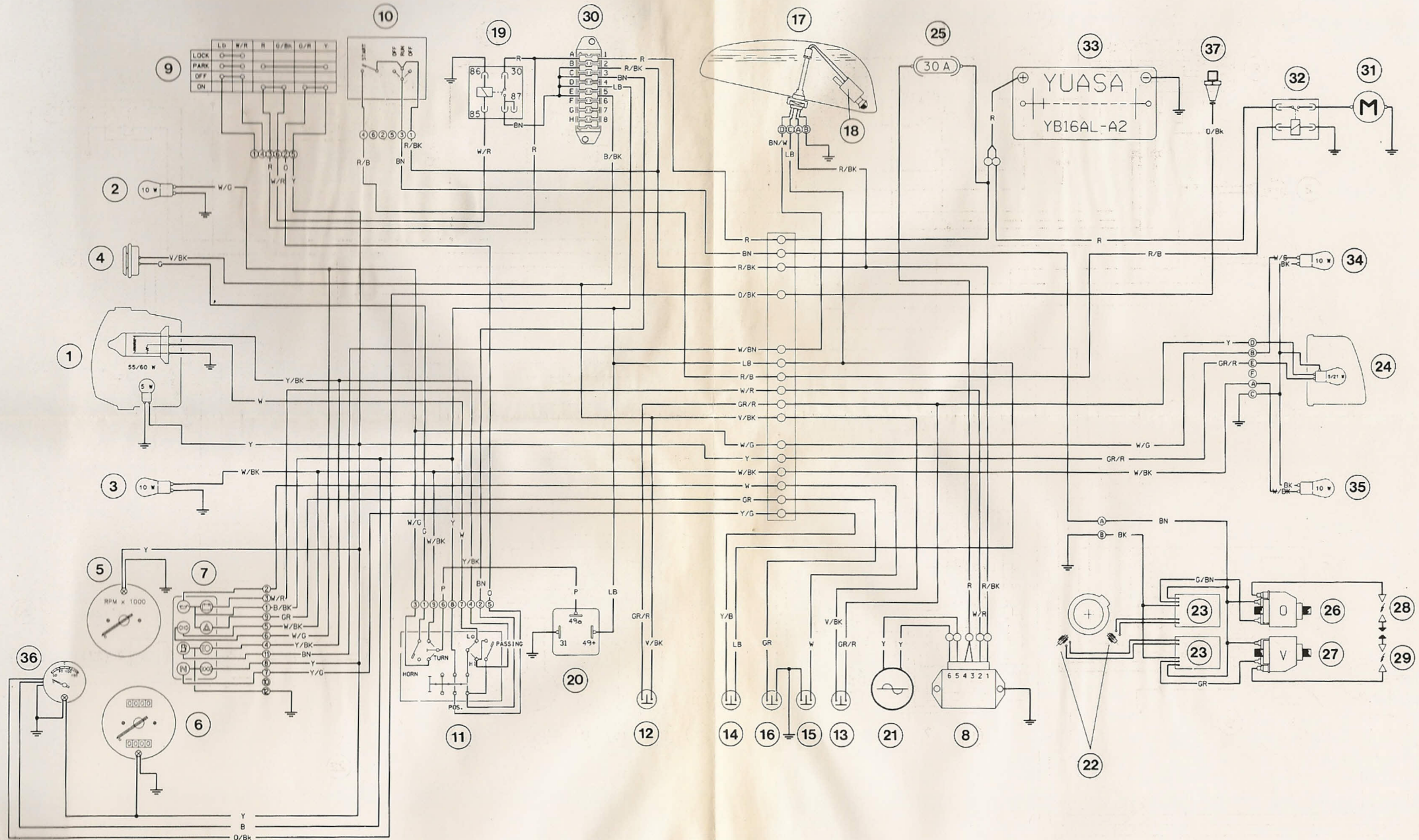
- 27 Coil (vertical cylinder)
- 28 Spark plug (horizontal cylinder)
- 29 Spark plug (vertical cylinder)
- 30 Fuse box
- 31 Starter motor
- 32 Remote starting switch
- 33 Battery
- 34 Rear, right turn indicator
- 35 Rear, left turn indicator
- 36 Oil temperature indicator (only SP)
- 37 Oil temperature transmitter (only SP)

Wire color code

R	Red
G	Green
Y	Yellow
V	Violet
P	Pink
Lb	Light blue
GR	Grey
BN	Brown
BK	Black
W-R	White-Red
G-W	Green-White
GR-R	Grey-Red
R-BK	Red-Black
O-W	Orange-White
Y-G	Yellow-Green
Y-BK	Yellow-Black
GR-BK	Grey-Black
R-G	Red-Green
O-BK	Orange-Black
V-BK	Violet-Black
W-B	White-Blue
R-B	Red-Blue
G-BK	Green-Black
G-B	Green-Blue

Black color are all lath cables

The oil temperature indicator (36) and the oil temperature transmitter (37) are only for "SP" model.



FUSEBOX (fig. 15.1)

The fuses used can be reached by removing the protection cover (A). Only five fuses are connected to the circuit:

A1 = 30 A

B2 - C3 = 15 A

D4 - E5 = 7,5 A

(F6 - G7 - H8 = spare)



WARNING - Never use a fuse with a different rating than specified.

Serious damage to the electrical system or a fire may result; causing a dangerous loss of lights or engine power at night or in traffic.

BATTERY

Battery electrolyte level inspection

(fig. 15.2)

The battery is under the tank.

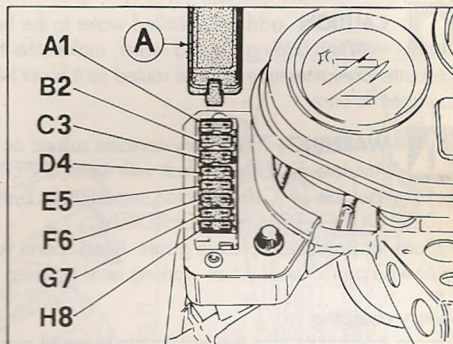
Lift the tank and check the electrolyte level.

The electrolyte level must be maintained between the upper and the lower level marks on the front of the battery.

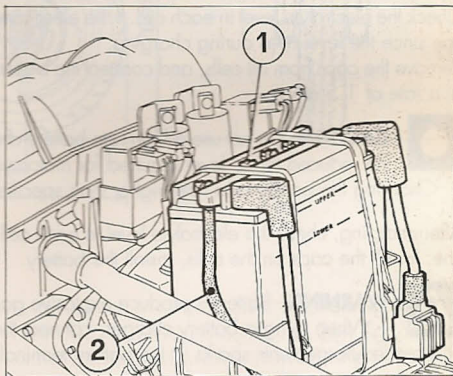
If the electrolyte level is low, remove caps (1) and fill battery.

Fill carefully with distilled water to the upper level mark with help of a small syringe or plastic funnel.

15.1



15.2





CAUTION - add only distilled water to the battery. Ordinary tap water may shorten the life of the battery.

- When adding distilled water, make sure the breather tube (2, fig. 1.5.2) is connected to the battery breather out let.

The battery breather tube must be routed so it is not bent or twisted. A bent or or kinked breather tube may pressurize the battery and damages its case.



WARNING - The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing.

Antidote: **EXTERNAL** - Flush with water. **INTERNAL** - Drink large quantities of water or milk. Follow with milk of manesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water for no less than 15 minutes and get prompt medical attention.

- **DEEP OUT OF REACH OF CHILDREN.**

- Batteries produce explosive gases. Keep sparks flames and cigarettes away.

- Always protect eyes when working near batteries.

Battery charging

Remove the battery from the motorcycle to avoid electrolyte spill and the corrosion of frame or other parts of the motorcycle.

Check the electrolyte level in each cell. If the electrolyte level is low in any cell, fill to cover the lower level line but not to the upper level line since the level rises during charging.

Remove the caps from all cells, and connect the battery charger leads to the battery terminals (red to +, black to -). Charge the battery at a rate of 1.5 amps.



CAUTION - Do not use a high rate battery charger, as employed at automotive service stations, unless the charging rate can be reduced to the level required for motorcycle batteries.

- Charging the battery at a rate higher than specified may ruin the battery.

After charging, check the electrolyte level in each cell. If the level has fallen, add distilled water to bring it back up to the upper level line. Install the caps on the cells, install the battery.

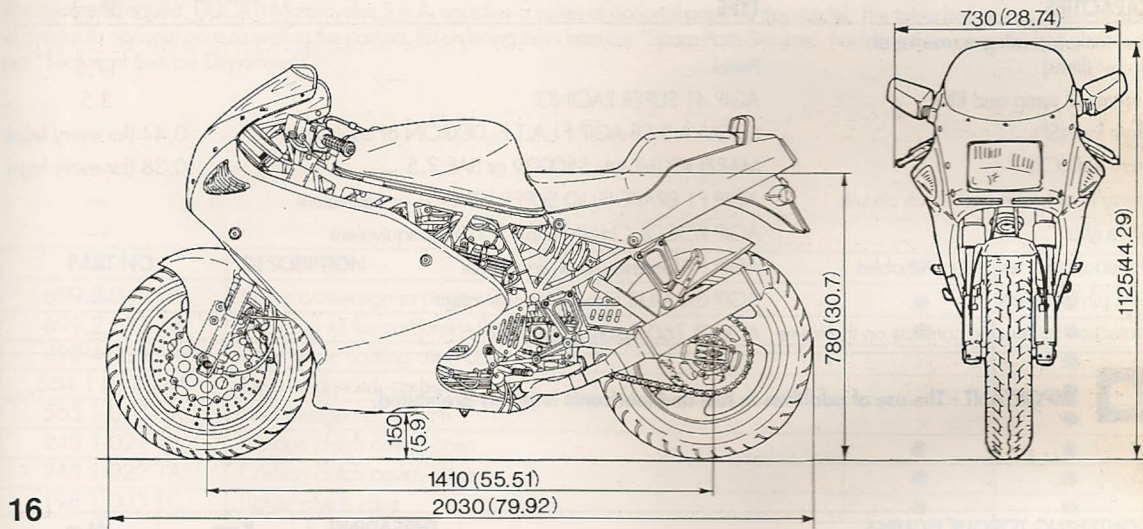


WARNING - Batteries produce explosive gases, ventilate when charging or using in enclosed space.

- When using a battery charger, connect the battery to the charger before turning on the charger.

This procedure prevents sparks at the battery terminals which could ignite any battery gases.

OVERALL DIMENSIONS mm (in)



WEIGHTS

Kerb weight (fuel tank empty)	186 Kg (410 lb)
Kerb weight (driver 70 Kg/154 lb + full tank)	264 Kg (582 lb)
With driver and passenger (140 kg/308 lb)	334 Kg (736.3 lb)

CAPACITIES	TYPE	dm ³ (litres)
Fuel tank, including a reserve of 4 dm ³ (litres)	Petrol	17,5
Engine oil sump and filter	AGIP 4T SUPER RACING	3.5
Front fork (SP)	SHOWA S.S8-AGIP F1-A.T.F. DEXRON or equivalent	0,44 (for every legs)
Front fork (CR)	MARZOCCHI Art. 550009 or SAE 7,5	0,38 (for every legs)
Front/Rear brake and clutch circuits	AGIP F1 BRAKE FLUID SUPER HD DOT or equivalent	—
Drive chain	AGIP ROCOL CHAIN LUBE SPRAY or equivalent	—
Speedometer, rev. counter cables	AGIP F1 Grease 30 or equivalent	—
Fork pin bearings	AGIP GR MU3 Grease or equivalent	—
Protection for electric contacts on the frame	AGIP PI 160 Spray or equivalent	—



IMPORTANT - The use of additives in fuel and lubricants is strictly prohibited.

TIGHTENING TORQUE FIGURES	THREADING	Kgm	N.m.
Spark plugs	12 x 1.25	2÷3	19.6÷29.4
Front wheel pin	16x1.5	7÷7.5	68.7÷73.6
Front wheel pin setscrew	6x1	0.8÷1	7.8÷9.8
Rear wheel nut	16x1.5	7÷7.5	68.7÷73.6

OPTIONAL PARTS

At customer's request, DUCATI Motorcycles S.p.A. supplies a series of optional parts for this model. The table below lists a description of available optional parts as well as the part no. for ordering them from our "Spare Parts Service". For fitting them on motorcycle, contact our "Technical Service Department".

PART NO.	DESCRIPTION	SP	CR
699 2 049 1A	Kit for conversion to single-seat version	●	●
699 2 037 1A	Anti-icing kit for carburetor float chambers	●	●
492 4 008 1A	Front brake floating disc, cast iron		●
564 1 013 1AA	Front mudguard, carbon		●
565 1 013 1A	Rear mudguard, carbon		●
243 1 021 1A	Carbon clutch cover, open	●	●
243 1 022 1A	Carbon clutch cover, closed	●	●
198 1 003 1C	Lighter clutch case	●	●

RIDING YOUR DUCATI

BREAK-IN RECOMMENDATIONS

First 500 km (325 miles)

Never exceed 5500÷6000 rpm!

During the first hours of service, we suggest changing engine load and speed periodically - do not maintain a steady load and speed.

Under no circumstances must the engine be revved over 5500÷6000 rpm.

From 500 to 1000 km (325 to 625 miles)

Avoid rapid accelerations or high engine speeds, especially on uphill, or the mechanical components will not properly wear in with consequent reduced life.

Furthermore, inspect drive chain, lubricate it and, if necessary tighten it, often.

From 1000 to 2500 km (625 to 1550 miles)

You may run the engine harder, being careful, however, not to exceed 7000 rpm during the 2500 km (1550 miles) break-in period.

If you have not made several long trips (50 miles or more), extend the 7000 rpm limit to 4000 km (2500 miles). The more carefully you break in your **900 Supersport**, the longer the life of the engine.



CAUTION - During break-in, maintenance operations must be scrupulously followed.



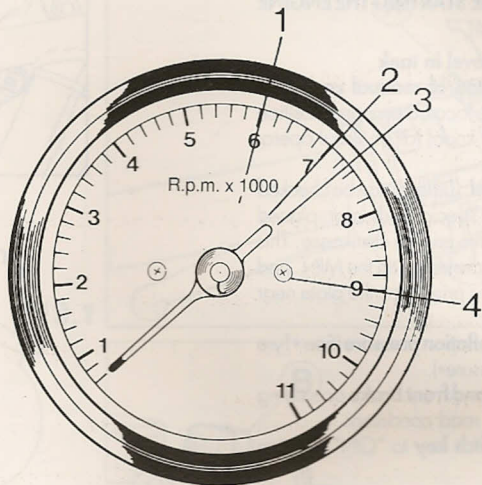
CAUTION - If you fail to follow break-in running and maintenance instructions, your Cagiva/Ducati warranty will not cover any engine damage or life reduction which results.



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



IMPORTANT - Never exceed maximum engine speed in any gear (9.000 rpm). Your Cagiva/Ducati warranty does not cover this abuse. Also, you could cause engine failure which will result in rear wheel lockup, or other accident.



17

Maximum speed sectors (fig. 17) - **1.** First 500 km. **2.** First 3000 km. **3.** Max. power rating. **4.** Max. engine rpm.



BEFORE STARTING THE ENGINE (fig. 24)

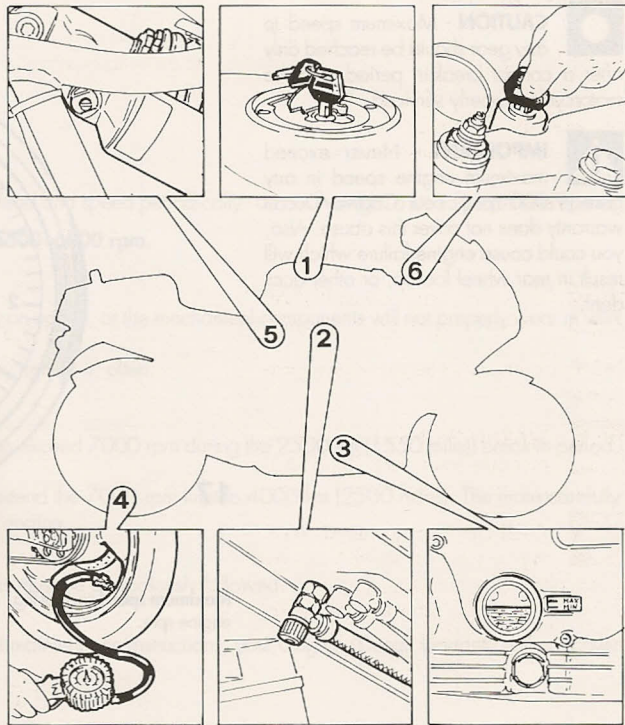
- 1) **Check fuel level in tank.**
- 2) **Check position of manual cock.** The cock shall be located on open position (unscrew the knob) for an usual operation.
- 3) **Sump oil level.** Oil level can be checked through the special indicator placed right side of the engine crankcase. This level must come between the MIN. and MAX. notches printed on the plate near the indicator.
- 4) **Check tyre inflation pressure** (See «Tyre Inflation Pressure»).
- 5) **Adjust rear and front brake** according to load and road conditions.
- 6) **Starting switch key** to "ON" position (fig. 3.2).



WARNING - Failure to perform these checks every day before you ride may result in serious damage or a severe accident.



CAUTION - Do not run the motorcycle until you know the motorcycle has enough engine oil.



STARTING THE ENGINE

Shift choke control lever over «A» (fig. 19.1). Make sure that the switch «B» (fig. 19.2) is on «RUN» position, then press the start push-button «C» (START, fig. 19.2). As soon as engine is started, do not accelerate heavily to ensure an adequate oil warm-up and circulation in every lubricating point. Return choke lever to rest position. In any case, avoid harsh accelerations.



Let motor start spontaneously, without acting on the throttle grip.

NOTE - No choke is needed when engine is warm.

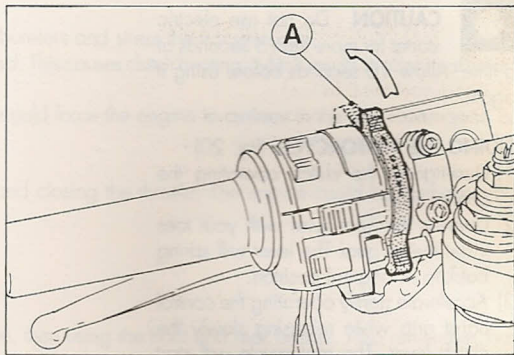


WARNING - Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.

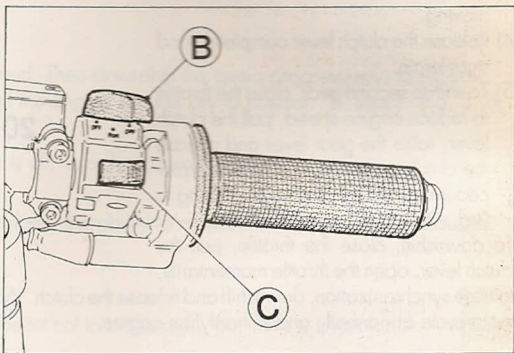


CAUTION - The oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Do not operate the engine with insufficient oil pressure.

19.1



19.2





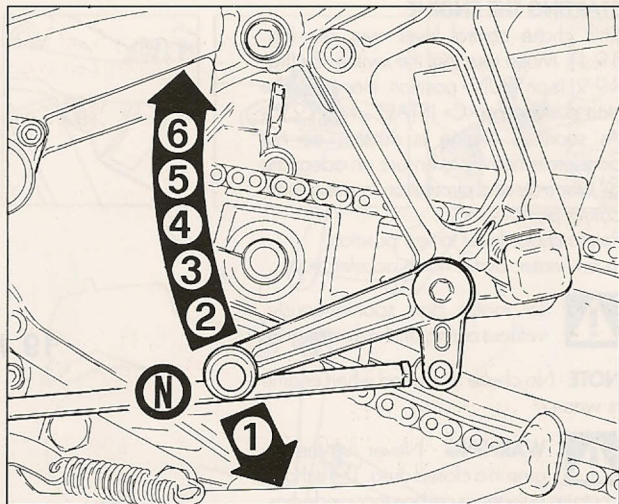
CAUTION - Do not use electric starter for more than 5 seconds at a time. Allow 10 seconds before using it again.

RIDING THE MOTORCYCLE (fig. 20)

- 1) Desengage the clutch operating the control lever.
- 2) Depress the gear lever with your toes insert the 1st gear. The lever will spring back to its original position.
- 3) Accelerate gently operating the control hand grip while releasing slowly the clutch lever. The motorcycle will start moving.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift to second gear, close the throttle to reduce engine speed, pull the clutch lever, raise the gear lever and release the clutch control lever. The same procedure should be used when shifting to 3rd, 4th 5th or top gear.

To downshift, close the throttle, pull the clutch lever, open the throttle momentarily, to ease synchronization, downshift and release the clutch. When riding on uphill do not hesitate to downshift to avoid stressing the whole motorcycle abnormally and not only the engine.

20



Gear position - N = Neutral



CAUTION - Avoid rapid accelerations which may flood the carburetors and stress the transmission. Don't keep the clutch lever pulled unnecessarily with a gear engaged. This causes clutch heating, which results in abnormal wear.



WARNING - Do not downshift when travelling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.



CAUTION - Do not shift gears without disengaging the clutch and closing the throttle. The engine could be damaged by overspeed and shock.

BRAKING

Braking should be gentle using engine braking first, by closing the throttle, then using the front and rear brakes. Also remember that underinflated tires decrease braking efficiency, and increase wear.

STOPPING THE MOTORCYCLE

By closing the throttle grip a smooth and gradual slowing down is obtained. Then downshift the gears progressively, to neutral, when brake application will stop the motorcycle completely. To switch off the engine turn the key to position "B" (stop) - (fig. 3.2).



CAUTION - Never leave the key in "ON" position when engine is off, in order to avoid damage to coils.



WARNING - When riding in wet or rainy conditions on loose surface, the ability to maneuver and stop will be reduced.

– All of your actions must be smooth under these conditions.

Sudden acceleration, braking or turning may cause loss of control.

For safety, exercise extreme caution when braking, accelerating or turning.

– lock the brakes and cause the tires to skid. When turning a corner it is better not to brake at all, but if this is unavoidable, use light, coordinated braking action.



WARNING - Independent use of only the front or rear brake reduces stopping performances.

— When descending a long, steep grade, use engine compression braking, with intermittent use of both brakes.

Continuous brake application can overheat the brakes and reduce their effectiveness.

PARKING

After stopping the motorcycle, use the side stand to support the motorcycle while parked.

To avoid theft, lock the handlebar by pushing in and turning the ignition key to the "LOCK" position (fig. 21).

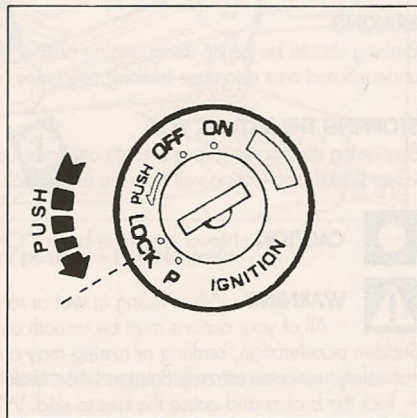
If parking inside a garage or other structure, be sure it is well ventilated and the motorcycle is not close to any source of flame or sparks; this includes any appliance with a pilot light.



WARNING - Gasoline is extremely flammable and can be explosive under certain conditions.



CAUTION - Do not park on a soft or steeply inclined surface or the motorcycle may fall over.



ANTI-THEFT TIPS

- Always lock the steering and never leave the key in the ignition switch.
- Be sure the registration information for your motorcycle is accurate and current.
- Park your motorcycle in a locked room whenever possible.
- Put your name, address, and phone number in this Owner's Manual and keep it on your motorcycle at all times.

NAME

ADDRESS

.....

.....

.....

PHONE NO.

VEHICLE IDENTIFICATION NO.

WARRANTY START DATE

ENGINE DISPLACEMENT

.....

ADDITIONAL CONSIDERATIONS FOR HIGH-SPEED OPERATION

Your **900 Supersport** is one of the most advanced motorcycles available.

It is particularly well suited to high-speed operation off the public highways. However, such use is **NOT** covered by your Cagiva/Ducati warranty.



WARNING - Handling characteristics of your **900 Supersport**, at high speeds may vary from those you are familiar with at legal highway speeds. Do not attempt high speed operation unless you have received sufficient training and have the required skills.

NEVER engage in high-speed operation on public streets or highways. To do so is not only extremely dangerous, and illegal, but very bad for the public image of all motorcyclists.

ADDITIONAL CONSIDERATIONS FOR HIGH SPEED OPERATION

- | | |
|-----------------------|---|
| Brakes: | The importance of the brakes, especially for high speed operation, cannot be overemphasized. Check to see that they are correctly adjusted and functioning properly. |
| Steering: | Looseness in the steering can cause control difficulties. Check to see that the fork turns freely but has no play. |
| Tires: | High speed operation is very hard on tires, and good tires are crucial for riding safety. Examine their overall condition, inflate to the proper pressure, and check the wheel balance. |
| Spark Plugs: | For high-speed operation such as road racing use, use spark plugs one or two heat range (s) colder than stock. |
| Fuel: | Have sufficient fuel for high consumption. |
| Engine Oil: | To avoid engine seizure and resulting loss of control, the oil level must be all the way up. |
| Electrical Equipment: | Make certain that the headlight, tail/brake light, turn signals, horn, etc., all work properly. |
| Miscellaneous: | Check to see that all nuts and bolts are tight and that all safety related components are in good condition. |

MAINTENANCE

TOOL KIT

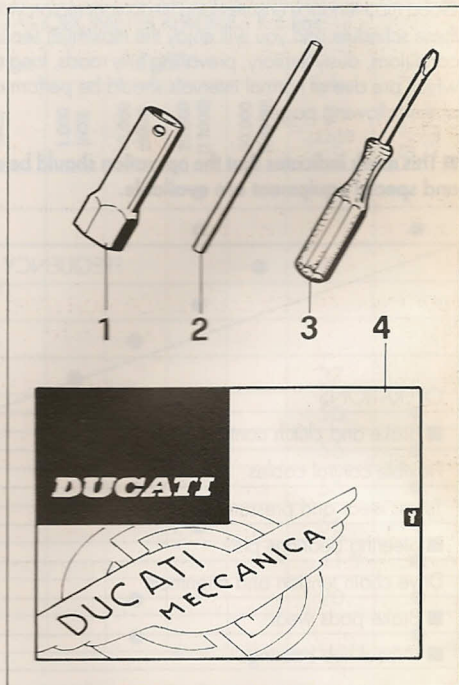
The wrench and tool kit for normal maintenance and checks by the user is contained in a tool bag located in the compartment under the seat.

To reach this compartment, the seat must be removed as described on page 29.

The tool bag holds (fig. 22):

- 1) Box spanner for spark plugs.
- 2) Tommy bar.
- 3) Screwdriver.
- 4) Operating instructions booklet.

22



MAINTENANCE SCHEDULE

Good maintenance ensures long life to your motorcycle. The initial (1000 km/600 miles) maintenance is particularly important. Follow these schedule and you will enjoy the maximum service life from your **900 Supersport**. If your motorcycle is used mainly in city traffic conditions, dusty territory, prevailing hilly roads, long motorway trips at high speed or under adverse climatic conditions, the operations which are due at normal intervals should be performed more frequently. All the operations required have been reported on the chart of the following pages.

■ This mark indicates that the operation should be entrusted to CAGIVA/DUCATI Service Network where high trained personnel and special equipment are available.

PERIODIC MAINTENANCE CHART

FREQUENCY OPERATIONS	OPERATIONS IDENTIFICATION SYMBOL	* ODOMETER READING Km (mi)								
		«SET UP»	After the first	EVERY					Refer to page	EMISSION RELATED
			1.000 (600)	1.000 (600)	10.000 (6000)	20.000 (12000)	30.000 (18000)			
■ Brake and clutch controls	C	●	●	●						
Flexible control cables	C/L	●	●	●						
Tyres: wear and pressures	C	●	●	●				30		
■ Steering bearings play	C	●	●			●				
Drive chain tension and alignment	C	●	●	●				57		
■ Brake pads wear	C/S		●		●					
■ Wheel hub bearings	C					●				

PERIODIC MAINTENANCE CHART

OPERATIONS	FREQUENCY	OPERATIONS IDENTIFICATION SYMBOL	* ODOMETER READING Km (mi)						Refer to page	EMISSION RELATED
			«SET UP»	After the first	EVERY					
				1.000 (600)	1.000 (600)	10.000 (6000)	20.000 (12000)	30.000 (18000)		
■ Flexible coupling of rear wheel		C		●			●			
■ Fuel tank		P					●			●
■ Front fork oil		S						●	31	
■ Tightening of nuts and bolts		C	●	●			●			
■ General lubrication		L		●		●				
Battery electrolyte level		C		●	●				37	
Engine oil level		C	●		●				56	●
Engine oil		S		●		●			56	●
Engine oil filter		S		●		●			56	●
Intake engine oil filter		P		●			●		56	●
■ Tightening of engine cylinders heads		C		●					41	●
■ Valve clearance		C		●		●			20	●
■ Timing belts		C		●		●				●

PERIODIC MAINTENANCE CHART

FREQUENCY OPERATIONS	OPERATIONS IDENTIFICATION SYMBOL	* ODOMETER READING Km (mi)						Refer to page	EMISSION RELATED
		SET UP	After the first	EVERY					
			1.000 (600)	1.000 (600)	10.000 (6000)	20.000 (12000)	30.000 (18000)		
■ Timing belts	S					●		●	
Spark plugs	C/S	●		●			40- 58	●	
■ Ignition advance	C	●						●	
■ Fuel filter	P/S	●		●				●	
■ Carburetor: synchroniz. and idling adj.	C/P	●		●			59	●	
Air filter	C/P	●		●			58	●	
■ Engine oil pressure	C	●		●				●	
■ Engine cylinders compression	C	●		●				●	
Brake and clutch oil level	C	●	●	●			61		
■ Brake and clutch oil replacement	S					●			

Damage which can be attributed to improper, or lack of, maintenance is not covered by your Cagiva/Ducati warranty.

*: For higher odometer readings, repeat at the frequency interval established here.

Operation identification symbol:

C - Check and adjustment

L - Lubrication and/or greasing

P - Cleaning

S - Replacement

EMISSIONS MAINTENANCE SCHEDULE

The following operations at the following intervals must be carried out in order that your new Ducati motorcycle will remain in compliance with applicable emission regulations:

**500 Km
(310 mi)**

Check and adjust as necessary:

valve tappet clearance
timing belt tension
cylinder & head bolts & nuts torque
idle speed
carburetor synchronization
idle CO

Replace:

engine oil and filter.

**4.500 Km
(2.800 mi)**

Check and adjust as necessary:

valve tappet clearance
timing belt tension
cylinder & head bolts & nuts torque
idle speed
carburetor synchronization
idle CO

**10.000 Km
(6.000 mi)**

Replace:

engine oil and filter

Clean:

air filter

Check and adjust as necessary:

valve tappet clearance
timing belt tension
cylinder & head bolts & nuts torque
idle speed
carburetor synchronization
idle CO

Replace:

engine oil and filter
air filter
fuel filter
spark plugs

Every 5.000 km (3000 miles) thereafter - repeat 4.500 km (2800 miles) service.

Every 10.000 km (6000 miles) thereafter - repeat 10.000 km (6000 miles) service.

This is the schedule of maintenance you must follow in order to keep your emissions control system warranty in effect.

MAIN MAINTENANCE OPERATIONS

ENGINE OIL AND FILTER (fig. 23)

In order for the engine, trasmission, and clutch to function properly, maintain the engine oil at the proper level, and charge the oil and oil filter in accordance with the Periodic Maintenance Chart. Not only do dirt and metal particles collect in the oil, but the oil itself loses its lubricative quantity if used too long.

Oil is replaced by discharging the used one from sump through plug (3). Then clean gauze filter (4) to remove any residuals and refit plug tightening it deeply. Remove the filter cartridge (5) and replace it with a new one, being careful to oil the seal. Tighten cartridge in its seat, locking it by hand. Undo plug (1) and refill with fresh oil of the recommended type (see "Capacities" table), up to the indicator level (2).

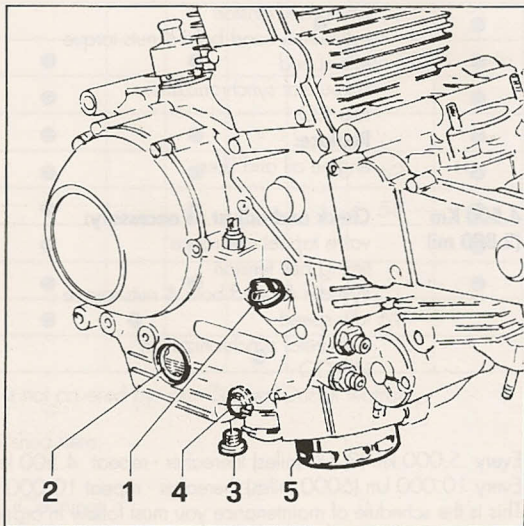


WARNING - Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated wear and may result in engine or trasmission seizure, accident, and injury.



CAUTION - Racing the engine before the oil reaches every part can cause engine seizure.

23



CHECKING DRIVE CHAIN TENSION AND CHAIN LUBRICATION (fig. 24)

The drive chain must be checked, adjusted, and lubricated in accordance with the Periodic Maintenance Chart, for Safety and to prevent excessive wear.

The chain must be at a min. distance of $20 \div 30 \text{ mm} / 0.78 \div 1.18 \text{ in.}$ from the fork, with wheels contacting the ground and without pilot.

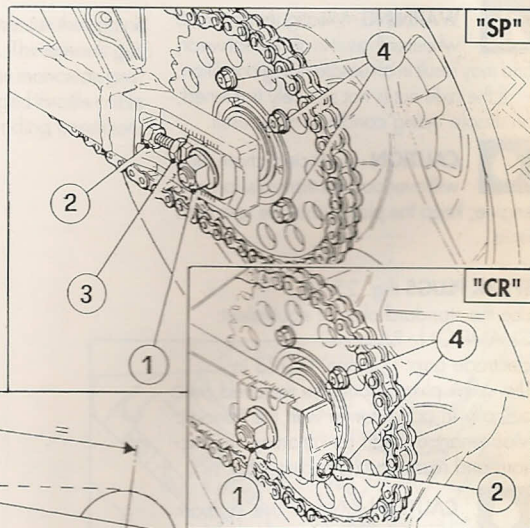
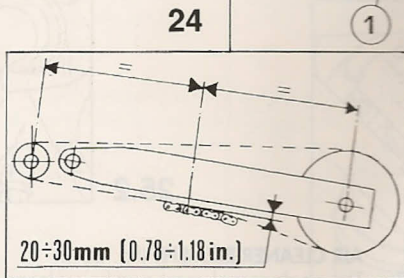
Proceed as follows (SP version):

using a 22 mm wrench, loosen nut (1) fixing the rear wheel axle. Using a 10 mm wrench, loosen the nuts (2) and, operate on the screw (3) to obtain a correct chain tension and wheel alignment; then tighten the nut (2).

Proceed as follows (CR version):

using a 10 mm wrench, loosen nut (1) fixing the rear wheel axle. Operate on the screw (2) to obtain a correct chain tension and wheel alignment; then tighten the nut (1) checking for correspondence, on both fork sides, of the positioning notches.

Check that the nuts (4) securing the crown to the flange are tight. This operation can also be carried out with the wheel fitted, by inserting an 8 mm universal socket wrench from the opposite side to hold the pins firm in correspondence to the above nuts.





WARNING - Misalignment of the wheel will result in abnormal wear, and may result in an unsafe riding condition.

- If the axle nut is not securely tightened, an unsafe riding condition may result.



CAUTION - Insufficient chain play will overload the transmission and engine; keep the play within the specified limits.

SPARK PLUGS (fig. 25.1)

Use the standard plug or equivalent:
CHAMPION - RA 6 HC

Electrode gap: 0,6 mm/0,023 in.

The spark plugs should be removed periodically in accordance with the Periodic Maintenance Chart for cleaning, inspection, and resetting of the plug gap.

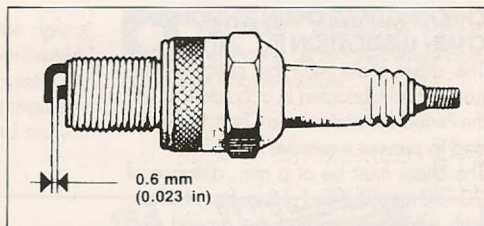


CAUTION - Never use a spark plug with an improper heat range, or of improper thread length.

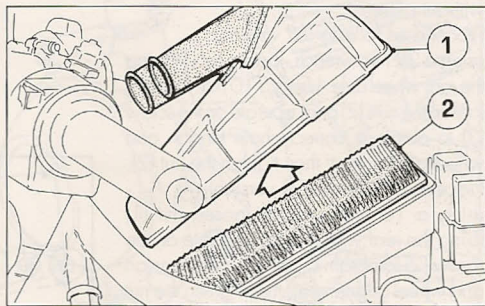
- The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.

Tightening torque: 19,6÷29,4 N·m
2÷3 Kg·m
14,5÷22 ft·lbs

25.1



25.2



AIR CLEANER ELEMENT (fig. 25.2)

The air cleaner element must be replaced in accordance with the periodic Maintenance Chart. When riding in dusty areas, more frequent service may be necessary. To remove the filter, proceed as follows:

- lift the tank
 - remove the cover (1) through the proper hooks.
 - extract the filter cartridge (2).
- Clean the filter cartridge though a compressed air jet or, if necessary, replace it.



WARNING - If dirt or dust is allowed to pass through into the carburetors, the throttle may become stuck, possibly causing an accident.



CAUTION - If dirt gets through into the engine, excessive engine wear and possibly engine damage will occur.

– Do not run engine without filter element.

NOTICE: A clogged air cleaner restricts the engine's air intake increasing fuel consumption, reducing engine power, and causing spark plug fouling.

CARBURETOR IDLE SPEED ADJUSTMENT

The carburetor idle speed is set at the factory for maximum performance and compliance with emissions regulations, and is sealed to prevent adjustment. If necessary, to perform this operation act on screw (1, fig. 26).

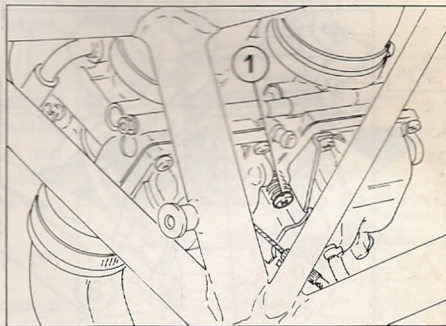
Index of CO: 1,5÷2%

Idling revolution speed: 1300 rpm $\pm$ 50.



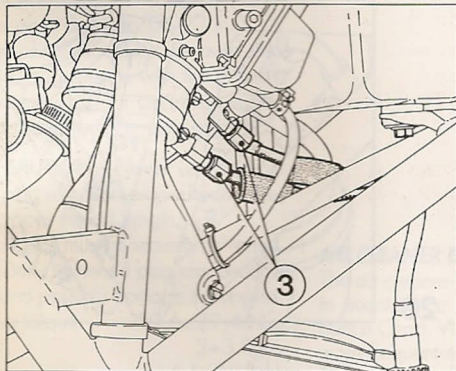
WARNING - Never run the engine in a closed area. The exhaust gas contains poisonous carbon monoxide gas.

- Operation with damaged throttle cable could result in an unsafe riding condition.

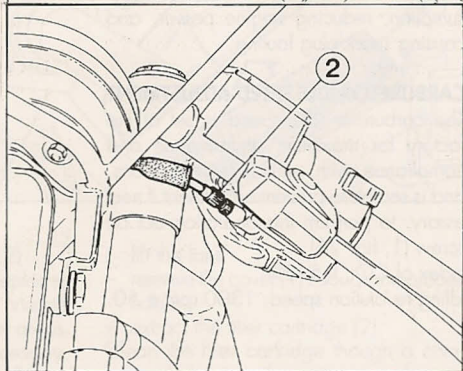
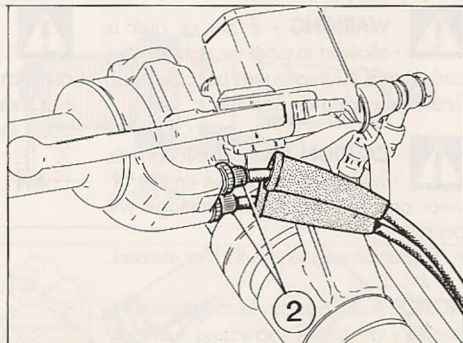


26

The terminals of the accelerator and choke cables must have a clearance of $1,5 \pm 2,0$ mm/ 0.06 ± 0.08 in.; if necessary, use the proper adjusters next to the control (2, fig. 27.1) on the handlebar and to the carburetor (3, fig. 27.2 only for accelerator).



27.2



27.1

FRONT AND REAR BRAKE

The front brake fluid level must be above the mark «MIN» indicated on reservoir (fig. 28.1 for SP, fig. 28.2 for CR).

The rear brake fluid level in the reservoir must be kept between the upper and lower level lines.

There are no adjustments to perform, but fluid level must be inspected periodically, and system inspected or fluid leaks in accordance with the Periodic Maintenance Chart.



WARNING - If the brake lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit there is probably air in the brake system and it must be bled out.



WARNING - Brake fluid may cause irritation.

Avoid contact with skin or eyes. In case of contact flush thoroughly with water and call a doctor if your eye were exposed.



WARNING - If the brake lever feels mushy when it is applied there might be air in the brake lines or the

brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately by an authorized Cagiva/DUCATI dealer.



CAUTION - Use only DOT 4 brake fluid from a sealed container.

- Handle brake fluid with care because it can damage paint and instrument leses.
- Never allow contaminants (dirt, water, etc) to enter the brake fluid reservoir.
- Do not mix two brands of fluid. Change the brake fluid in the entire brake system if you wish to switch to another fluid brand.

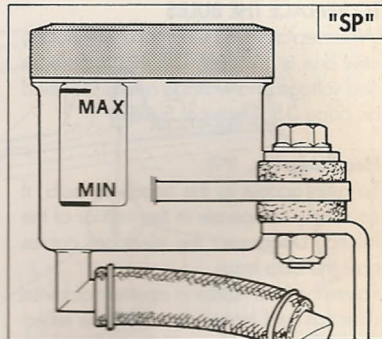
CLUTCH

Your **900 Supersport** has a hydraulically operated clutch. The clutch system must be inspected periodically for fluid level and leakage. The clutch oil level must be above the mark «MIN» indicated on the reservoir.

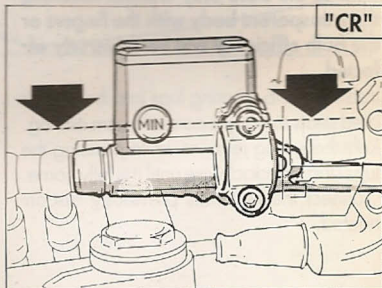


WARNING - Clutch fluid may cause irritation.

Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if you eyes were exposed.



28.1



28.2

TO REPLACE THE BULBS

When replacing a bulb, make sure that the new one is identical with that it replaces and voltage and wattage are as specified on page 35, Electrical System.

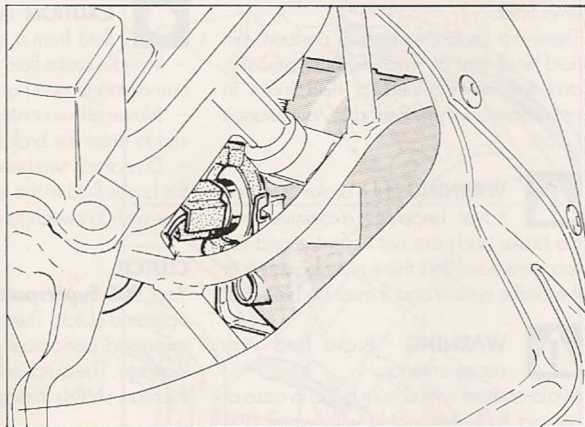
Headlamp (fig. 29)

To gain access to the headlight bulb, if necessary to operate in the interior of the fairing. Disconnect the electrical cables from the bulb base.

Rotate the bulb-holder in counterclockwise direction and make it free from the reflector, remove the blown bulb and replace with a new one. **Be careful to grip the new bulb at the base only without touching the transparent body with the fingers or the bulb efficiency will be adversely affected.**

Insert the bulb locating lugs into the associated seats to have a correct beam aiming. Refit the spring retainer while pressing the lugs and turn clockwise until it is fully home. Connect the terminals previously disconnected.

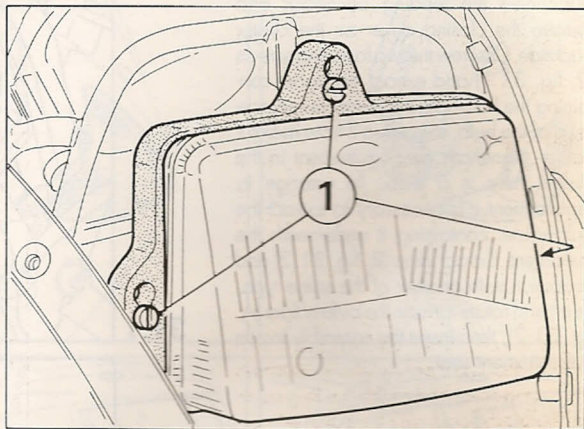
29



Instrument cluster

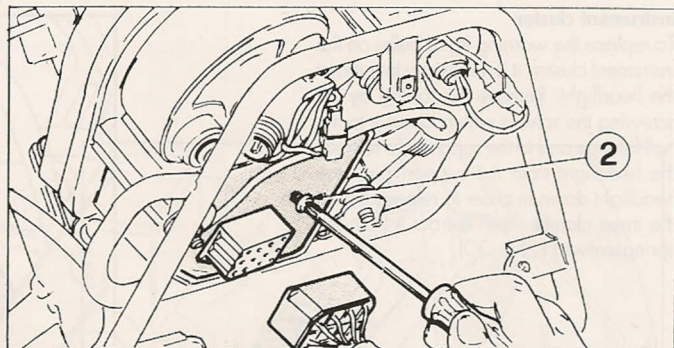
To replace the warning lights bulbs on the instrument cluster, it is necessary to remove the headlight. Remove the fairing by unscrewing the screws which fasten it to the half-fairings and to the support. To remove the headlight from the support push the headlight down in order to release it from the three clamps, then extract it from the springscrews (1, fig. 30).

30

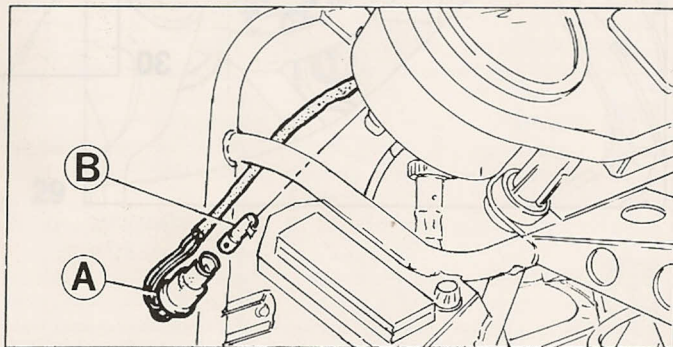


Disconnect the feeding connector and remove the closing cover on the cluster backside. Unscrew the two fastening screws (2, fig. 31.1) and extract the panel containing the bulb-holders. Arrange replacement of the bulb, extracting it from its bulb-holder. Beneath every instrument in the cluster there is a bulb. To arrange its replacement it is necessary to extract the bulb-holder containing it underneath the instrument. Extract lamp (B, fig. 31.2) and replace it with another of the same type. Insert and rotate it inside the bulb-holder (A, fig. 31.2), then insert the assembly inside the instrument sect.

31.1



31.2



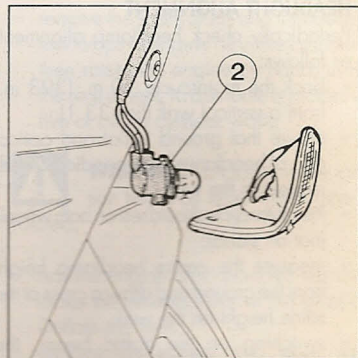
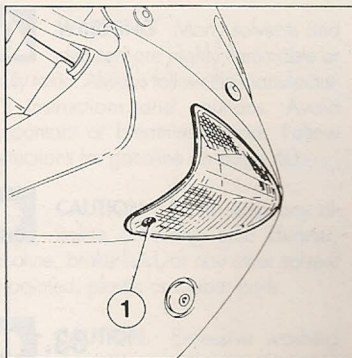
Turns indicators, license plate and stop lights

To reach the front indicators, loosen the screw (1, fig. 32.1) fixing the cup. Extract the cup from the half-fairing and extract the bulb-holder (2, fig. 32.1) by turning it counterclockwise. Replace the bulb pushing and rotating it in its saddle. Refit the cup using the proper fastening screws.

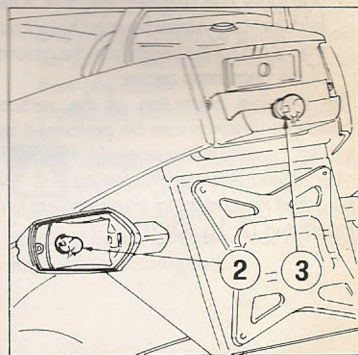
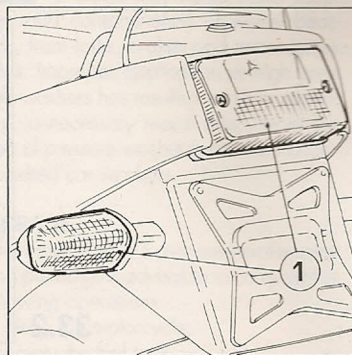
To renew the bulbs of remaining lights simply remove the crosshead screws securing their lenses (1, fig. 32.2).

Then replace bulbs (2-3, fig. 32.2) (all of them are of the bayonett-base type) and refit the lens correctly with their fastening screws.

32.1



32.2



HEADLIGHT ALIGNMENT

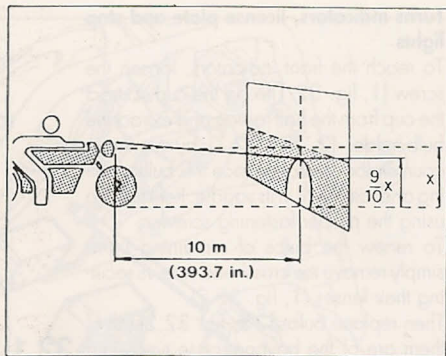
Periodically check headlamp alignment, as follows:

- back the motorcycle 10 m. (393 in.) from a vertical wall (fig. 33.1);
- ensure that ground is flat and optical axis of headlamp is perpendicular with respect to the wall;
- the motorcycle should rest on both wheels (not on stand);
- measure the centre headlamp height from the ground and draw a cross at the same height on the wall;
- switching on the traffic beam, the boundary line between the dark zone and the lit zone must have an height not over $\frac{9}{10}$ of the height from the ground of the headlamp centre;

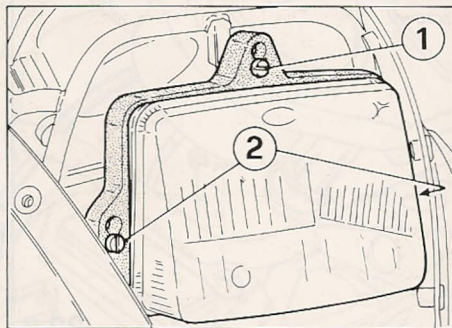
The possible correction of the vertical headlight direction can be performed by turning the adjustment screw (1, fig.33.2) after having removed the fairing.

To adjust the horizontal displacement turn the screws (2, fig.33.2).

33.1



33.2



MOTORCYCLE CARE

Periodically, clean the motorcycle, keeping in mind the following:

- Clean the engine using a nonflammable solvent or a proprietary engine cleaner, and dry with a clean cloth.
- Sponge down the painted parts of the frame with water and dry with a chamois or soft towel.
- Never use solvents, petrol, alcohol or paraffin to avoid damaging the paintwork.
- Be careful not to wet electrical connections or control units and coils.



WARNING - Braking performance may be impaired immediately after washing the motorcycle.

- Never wax or lubricate the brake discs. Loss of braking and an accident could result.
- Clean the discs with an oilless solvent such as acetone or trichloroethylene.



CAUTION - Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they cause damage.



WARNING - Many solvents and cleaners are highly flammable or seriously toxic. Always follow the manufacturer's instructions and cautions. Avoid skin contact or breathing vapors. Follow instructions for gasoline on page 40.



CAUTION - Avoid using any alkaline or strong acid cleaner, gasoline, brake fluid, or any other solvent on painted, plastic or rubber parts.



CAUTION - Excessive washing pressure may cause water seepage and contamination of wheel bearings, front forks, brakes and transmission seals. Improper application of high pressure washers has resulted in many expensive, unnecessary repair bills. Avoid the type of pressure washer available in coin-operated car washers.

STORAGE

If the motorcycle is to remain inactive over long periods it is advisable to carry out the following operations:

- clean the motorcycle;
- empty the fuel tank;

- remove the spark plugs and introduce a few drops of engine oil in the cylinders, then rotate the engine by hand, using the rear wheel, to distribute a protective film of oil on cylinder walls;



WARNING - Make sure the ignition key is off when the engine is rotated.

- rest the engine on a wooden stand to make the wheels clear of the ground. Deflate the tyres;
- remove the battery and store well charged in a dry place. Battery check and charge should be performed after the vehicle has been out of use for more than one month;
- protect the motorcycle with a cover.



WARNING - Gasoline is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.

The descriptions and illustrations appearing in this Manual are not binding. CAGIVA NORTH AMERICA, Inc. & DUCATI Motorcycles S.p.A., therefore, reserves the right - while retaining the basic features of the Model herein described and illustrated - to make at any time, and without necessarily bringing this Manual up-to-date, any alteration to units, parts or accessories deemed expedient for any technical, manufacturing or commercial reason.

CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE ON DRY PAVEMENT

This table indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading.

The information presented represents results obtainable by skilled riders under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: **900 Supersport**

VEHICLE TEST SPEED M.P.H.	STOPPING DISTANCE (feet)				
	service brake system		partial service brake system		
	limit	test result	limit	test r. (front)	test r. (rear)
30	43	24	97	54	70
60	185	127	388	282	326
80	345	225	689	553	605

CAGIVA LIMITED WARRANTY ON EMISSION CONTROL SYSTEM

Cagiva North America, Inc., 5 Washington Avenue, FAIRFIELD, N.J. 07004 (hereinafter "Cagiva") warrants that each new Cagiva/Ducati motorcycle manufactured on or after January 1, 1978, 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 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, depending on the engine displacement, of 12.000 kilometers (7.456 miles), if the motorcycle's engine displacement is less than 170 cubic centimeters; of 18.000 kilometers (11.185 miles), if the motorcycle's engine displacement is equal to or greater than 170 cubic centimeters but less than 280 cubic centimeters; or of 30.000 kilometers (18.641 miles) if the motorcycle's engine displacement is 280 cubic centimeters or greater; or five (5) years from the date of initial retail purchase, whichever first occurs.
- B.

- I. **COVERAGE.** Warranty defects shall be remedied during customary business hours at any authorized Cagiva 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 Cagiva.

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 injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; pressure control valve; fuel/vapor separator; canister; ignition points mounting plate; pulsing coils; 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 Cagiva dealer.

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) lack of reasonable and proper maintenance, (4) repairs improperly performed or replacements improperly installed, (5) use of replacement parts or accessories not conforming to Cagiva specifications which adversely affect performance and/or (6) 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 Cagiva under this Emission Control Systems Warranty is limited solely to the remedying of defects in material or workmanship by an authorized Cagiva 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 Cagiva dealer. CAGIVA SHALL NOT BE LIABLE FOR ANY OTHER EXPENSE, LOSS OR DAMAGE, WHETHER DIRECT, INCIDENTAL, CONSEQUENTIAL OR EXEMPLARY ARISING IN CONNECTION WITH THE SALE OR USE OF OR INABILITY TO USE THE CAGIVA/DUCATI MOTORCYCLE FOR ANY PURPOSE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.
- B.** NO EXPRESS EMISSION CONTROL SYSTEM WARRANTY IS GIVEN BY CAGIVA EXCEPT AS SPECIFICALLY SET FORTH HEREIN. ANY EMISSION CONTROL SYSTEMS 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 Cagiva 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.

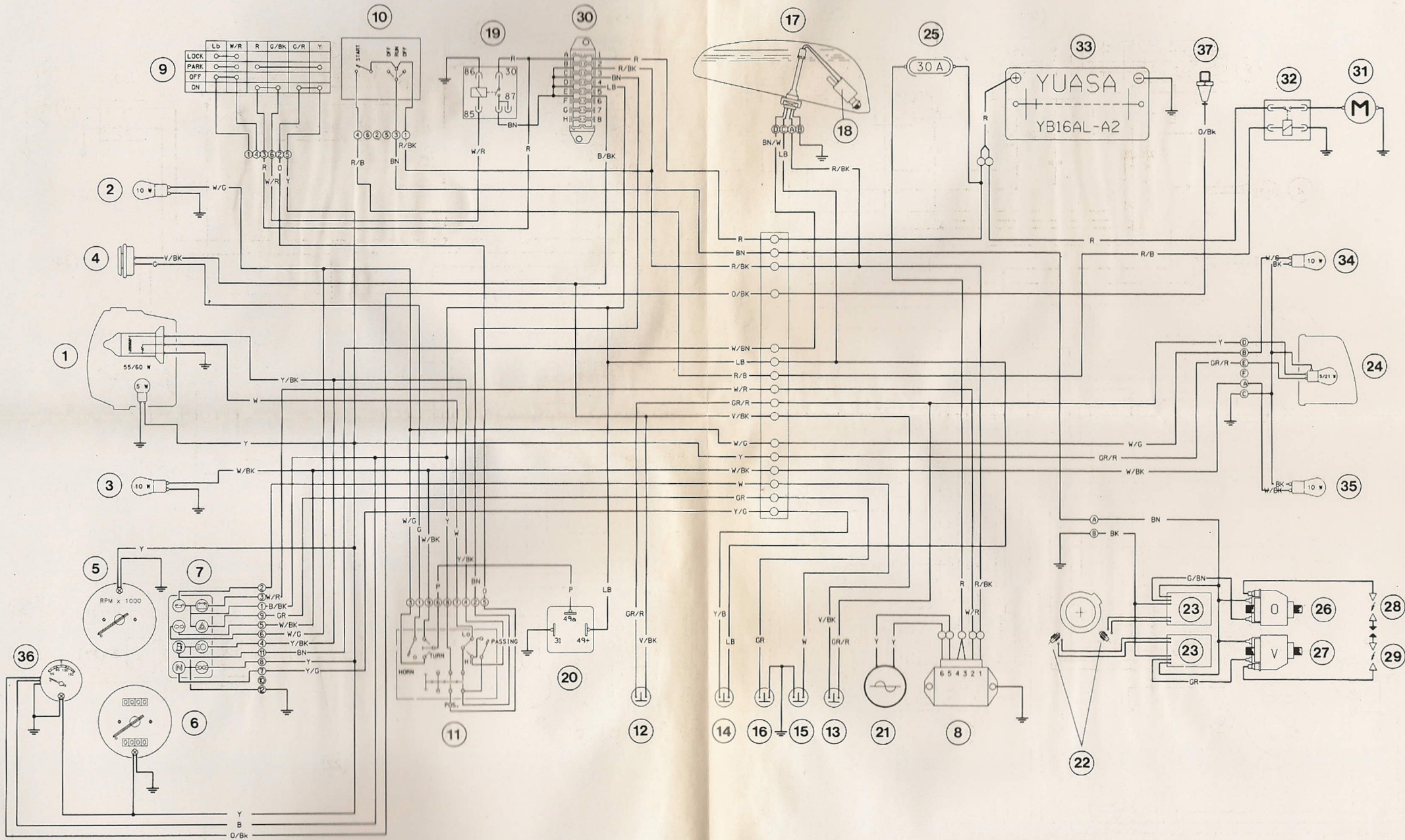
V. THIS WARRANTY IS IN ADDITION TO THE CAGIVA LIMITED MOTORCYCLE WARRANTY.

MEMORANDUM ON ROUTINE MAINTENANCE

km/miles	CAGIVA/DUCATI SERVICE	Mileage	Date
	Name		
500/310			
1.000/620			
10.000/6000			
20.000/12000			
30.000/18000			
40.000/24000			

ELECTRICAL SYSTEM SCHEME

The oil temperature indicator (36) and the oil temperature transmitter (37) are only for "SP" model.



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