Owner's manual

STREETFIGHTER

STREETFIGHTER 848

US/CANADA

STREETFIGHTER

STREETFIGHTER 848

Introduction

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

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

In your own interest and safety, and in order to guarantee product reliability, we strongly recommend that you go to an Authorized Dealer or Service Center for any servicing included on the scheduled maintenance chart (see p. 131)

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

All Ducati motorcycles come with a Warranty Booklet.

The Warranty does not extend to motorcycles used in competitions or competitive trials.

Any tampering or even partial modification of the components will result in automatic invalidation of Warranty rights.

Incorrect or insufficient servicing procedures, use of non-original spare parts or parts not explicitly approved by Ducati may lead to the invalidation of the Warranty, besides potential damage and reduced performance.

Table of contents

Safety guidelines

Your safety and that of others are very important. Ducati Motor Holding S.p.A. urges you to ride your motorcycle responsibly.
Before using your motorcycle for the first time, please read this manual carefully from start to finish and closely follow the guidelines. This will allow you to obtain all information regarding a correct use and maintenance.
If you have any doubts or questions, consult a Dealer or Authorized Service Center.

Warning symbols used in the manual.

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

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

Warning

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

Important

Possibility of damaging the motorcycle and/or its components.

Note

Additional information regarding the job being performed.

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

Permitted use

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

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

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

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

Rider's obligation

All riders must hold a driver's license.

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

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

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

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

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

Some countries require mandatory insurance coverage.

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

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

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

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

Warning
Make sure that the helmet is in compliance with safety specifications, provides excellent visibility, is the correct size for the head, and has the DOT (Department of Transportation) label affixed to the helmet surface.

Laws regulating traffic vary from country to country. Check the laws in force in your country before riding the motorcycle and pay strict adherence to them.

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

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

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

1) Removal of, or puncturing the muffler, baffles, header pipes or any other component that conducts exhaust gases.
2) Removal or puncturing of any part of the intake system.
3) Lack of proper maintenance.

4) Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

This product should be checked for repair or replacement if the motorcycle noise has increased significantly through use. Otherwise, the owner may become subject to penalties under state and local ordinances.

Reporting safety defects

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

Rider education

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

Warning

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

Be sure you know the "RULES OF THE ROAD", carefully read and familiarize with the contents of the M.O.M. (Motorcycle Operator Manual) for information on your Status and which can be viewed on the M.S.F. (Motorcycle Safety Foundation) website (www.msf-usa.org).
You are strongly recommended to take a riding course approved by the M.S.F. (Motorcycle Safety Foundation).

Clothing

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

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

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

Important

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

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

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

"Best Practices" for safety

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

Important
During the break-in period, carefully observe the instructions contained on page 99. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

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

Before starting the motorcycle, always performs the checks detailed in this manual (see page 101).

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

Warning
Start the engine when outdoors or in a well ventilated place. Never start the engine in a closed environment.
Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.
During the ride, assume a correct body position and make sure the passenger does the same.

Important
The rider should ALWAYS keep both hands on the handlebar.

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

Important
The 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.

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

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

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

Do not smoke or ever use flames during refueling.

Be careful never to drop fuel on the engine or exhaust pipe.

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

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

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

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

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

Carrying the maximum load allowed

Your motorcycle is designed for long-distance riding with the maximum load allowed carried in full safety.

Even weight distribution is critical to preserving these safety features and avoiding difficulties when performing sudden maneuvers or riding on bumpy roads.

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

Information about carrying capacity

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

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

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

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

Warning
Make sure tires are inflated to the correct pressure indicated at page 125 and that they are in good condition.

Dangerous products - warnings

Used engine oil

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

Brake lining debris

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

Brake fluid

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

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

Coolant

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

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

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

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

Battery

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

Vehicle ID number

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

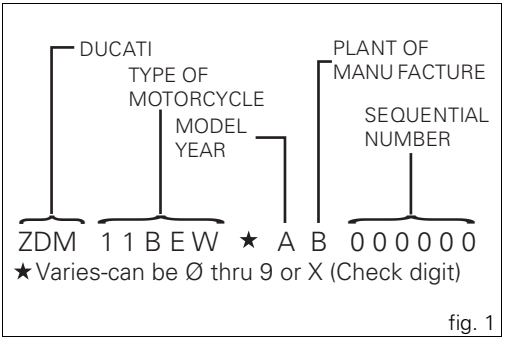


fig. 1

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

Frame number

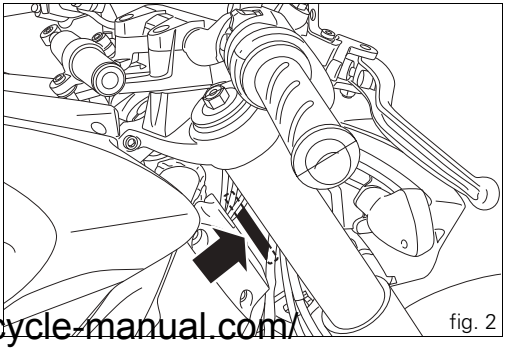


fig. 2

Engine ID number

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

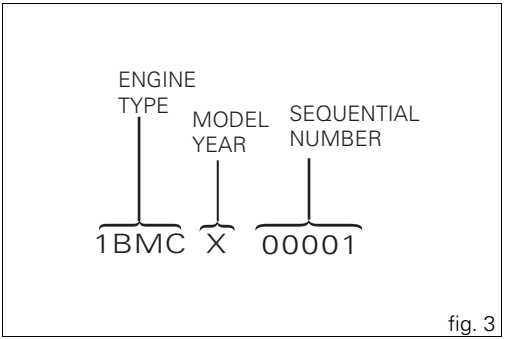


fig. 3

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

Engine number

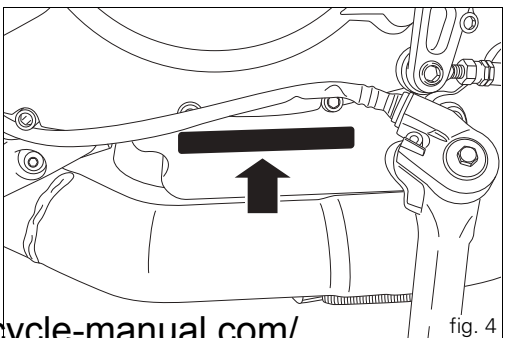


fig. 4

Plate positioning

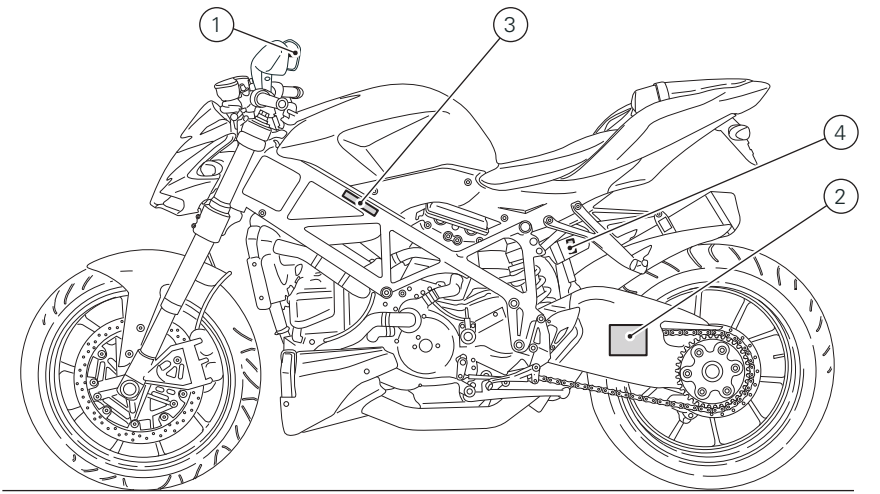
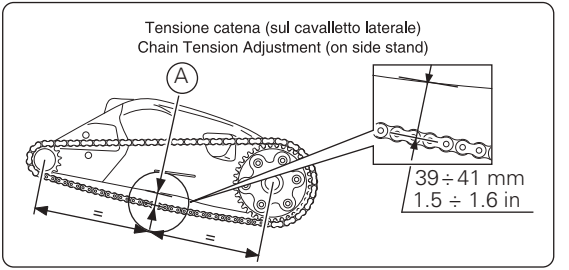


fig. 5

WARNING

DO NOT ATTEMPT TO LOOK THROUGH THIS FAIRING. THIS IS NOT A WINDSHIELD, BUT AN AERODYNAMIC FAIRING ONLY; FAILURE TO OBSERVE THIS WARNING COULD RESULT IN A COLLISION OR UPSET AND CONSEQUENT SERIOUS BODILY INJURY. Cod. 433 1 165 1A

1



2

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

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

Cod. 432 1 233 1A

3

WARNING

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

4

fig. 6

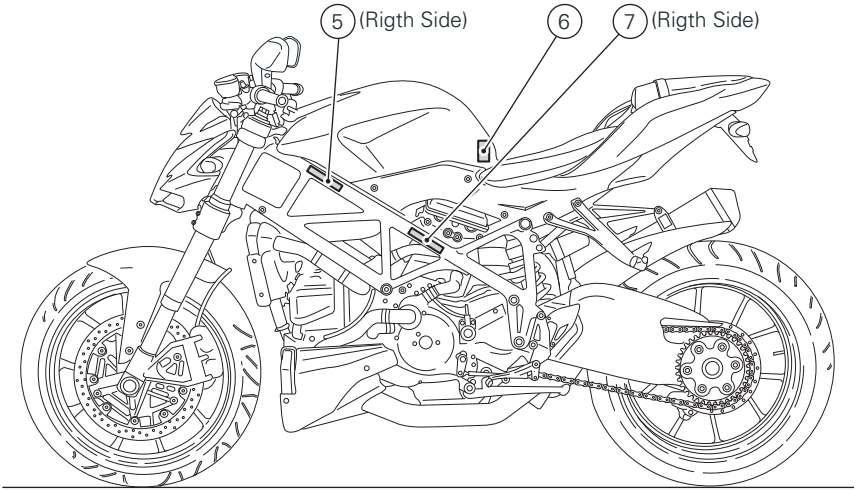


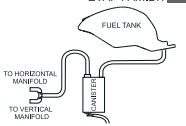
fig. 7

VEHICLE EMISSION CONTROL LABEL

ENGINE DISPLACEMENT: [redacted] 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

482.1.628.1D

5

CAUTION

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

6

VEHICLE EMISSION CONTROL INFORMATION

Engine displacement: [redacted] cc
Engine family: [redacted]
Engine exhaust control system: [redacted]

THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS APPLICABLE TO [redacted] MODEL YEAR NEW MOTORCYCLES

ENGINE TUNE-UP SPECIFICATIONS

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

DUCATI*MOTOR*HOLDING *spa* - BOLOGNA - ITALY

7

fig. 8

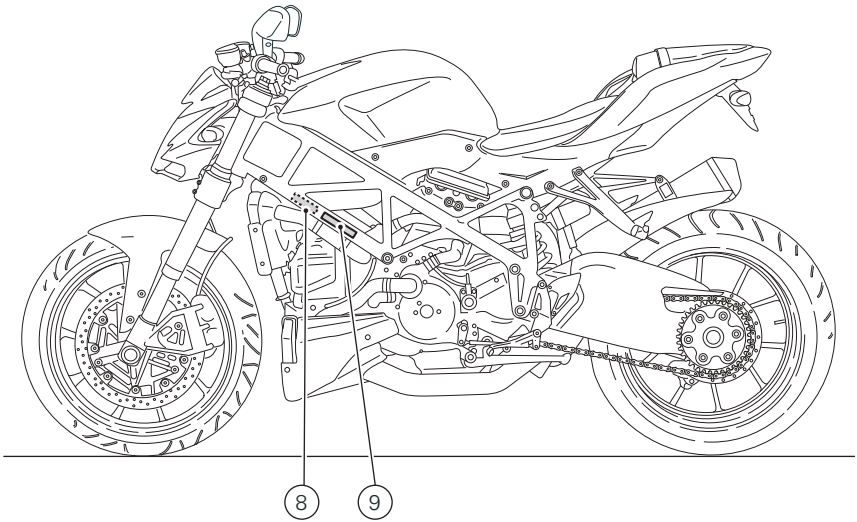
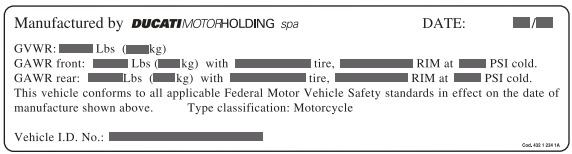


fig. 9



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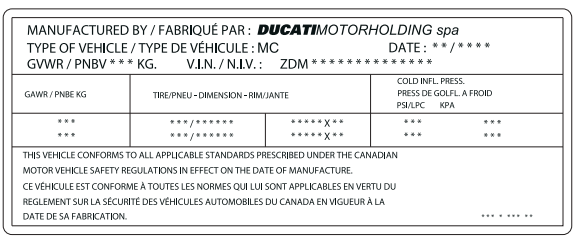


3 (Only Canada)

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 (drivability) and poor economy.

California emission control warranty statement
Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2013 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.
Your emission control system may include parts such as fuel-injection system, the ignition system, catalytic converter, and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies. Where a warrantable condition exists, Ducati North America, Inc. will repair your motorcycle at no cost to you including diagnosis, parts and labor.

Manufacturer’s warranty coverage

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

Owner's warranty responsibilities:

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

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

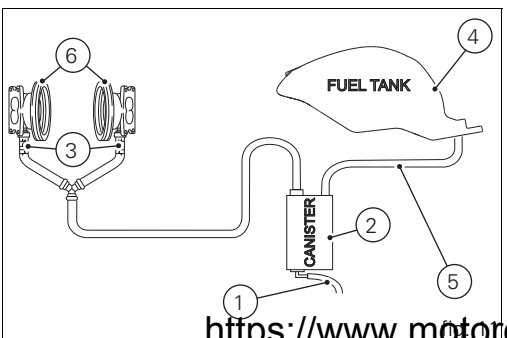
California evaporation emission system

This system consists of (fig. C):

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

Important

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



Ducati limited warranty on emission control system

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

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

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

I. Coverage

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

Air Resources Board. Any part or parts replaced under this warranty shall become the property of Ducati.
In the state of California only, emissions related warranted parts are specifically defined by that state's Emissions Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank, fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points, condensers, and spark plugs if failure occurs prior to the first scheduled replacement, and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts.
In the state of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized Ducati dealer. An emergency situation occurs when an authorized Ducati dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. Ducati will reimburse the owner for the expenses, including diagnosis, not to exceed Ducati's suggested retail price for all warranted parts replaced and labor charges based on Ducati's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

II. Limitations

This Emission Control System Warranty shall not cover any of the following:
A. Repair or replacement required as a result of
(1) accident,
(2) misuse,
(3) repairs improperly performed or replacements improperly installed,
(4) use of replacement parts or accessories not conforming to Ducati specifications which adversely affect performance and/or
(5) use in competitive racing or related events.
B. Inspections, replacement of parts and other services and adjustments required for routine maintenance.
C. Any motorcycle on which odometer mileage has been changed so that actual mileage cannot be readily determined.

III. Limited liability

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

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

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

IV. Legal rights

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

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

VI. Additional information

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

Ducati North America, Inc..
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Fax: 001.408.253.4099
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Instrument Panel (Dashboard)

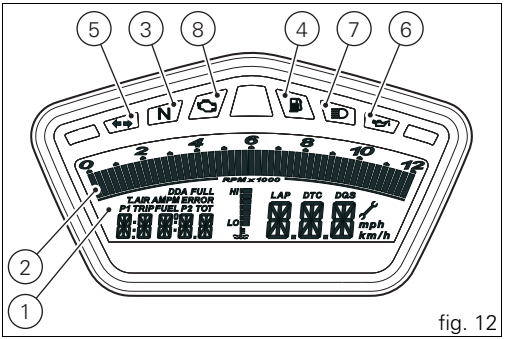


fig. 12

Dashboard

1) LCD, (see page 33)
2) REVOLUTION COUNTER (rpm).
Indicates engine revs per minute
3) NEUTRAL LIGHT N (GREEN).
Comes on when in neutral position.
4) FUEL WARNING LIGHT (AMBER YELLOW).
Turns on when fuel is low and there are about 0.5 gallons (2 liters) of fuel left in the tank.
5) TURN INDICATOR LIGHTS (GREEN).
Illuminates and flashes when the turn indicators are in operation.
6) ENGINE OIL PRESSURE LIGHT (RED).
Comes on when engine oil pressure is too low. It briefly comes on when the ignition is switched to ON and normally goes out a few seconds after engine starts.
May come on briefly when the engine is hot, but should go off as the engine revs up.

Important
If this light (6) stays on, stop the engine or it may suffer severe damage.

7) HIGH BEAM LIGHT (BLUE).
Comes on when high beam is on.
8) "ENGINE/VEHICLE DIAGNOSIS - EOBD" LIGHT (AMBER YELLOW).
The engine ECU illuminates this light to indicate "Engine" and/or "Vehicle" errors and, in some cases, consequent engine lock.
9) LIMITER LIGHT - OVER REV (RED)
Lights 9B + 9C: These lights come on steady at 400 rpm below the limiter threshold.

Lights 9+ 9B + 9C: These lights come on steady at 800 rpm below the limiter threshold.
Lights 9A + 9B + 9C: They start flashing when the rev limiter is reached.
10) TRACTION CONTROL LIGHT (RED) (fig. 13)
Lights 10B + 10C: with DTC active, these lights turn on when a low torque reduction is applied.
Lights 10+ 10B + 10C: with DTC active, these lights turn on when a high torque reduction is applied.
11) CONTROL SWITCH (fig. 14)
Button used to display and set dashboard parameters "▲".
12) CONTROL SWITCH (fig. 14)
Button used to display and set dashboard parameters "▼".
13) HIGH-BEAM FLASH BUTTON FLASH (fig. 14)
The high-beam flash button may also be used for LAP functions and DDA data acquisition of the dashboard.
14) TURN INDICATORS CANCEL BUTTON (fig. 14)

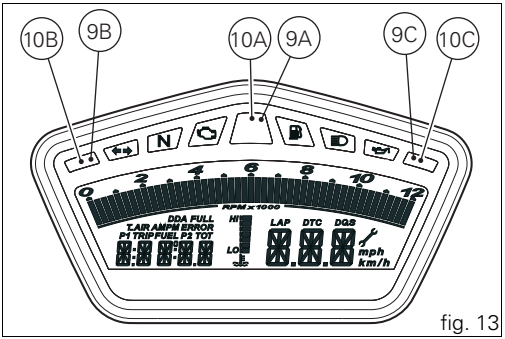


fig. 13

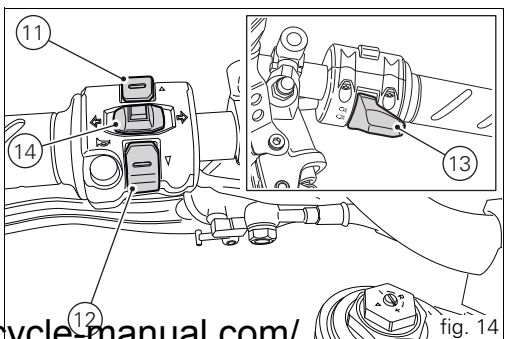


fig. 14

The turn indicators cancel button may also be used for the RESET/CONFIRM function of the instrument panel.

LCD unit functions

Warning

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

1) SPEEDOMETER.

Indicates road speed

2) ODOMETER.

Gives total distance covered.

3) Trip meter.

Indicates distance covered since the meter (TRIP) was last reset.

4) TRIP FUEL METER.

Gives total distance covered.

5) CLOCK.
6) LAP TIMER.
7) ENGINE RPM INDICATOR (RPM).
8) LAP TIME, MAXIMUM RPM RECORDING (LAP). AND REV LIMITER STATUS (IF KICKED IN).
9) BATTERY VOLTAGE INDICATOR (BATT).
10) AIR TEMPERATURE INDICATOR.
11) WATER TEMPERATURE INDICATOR.

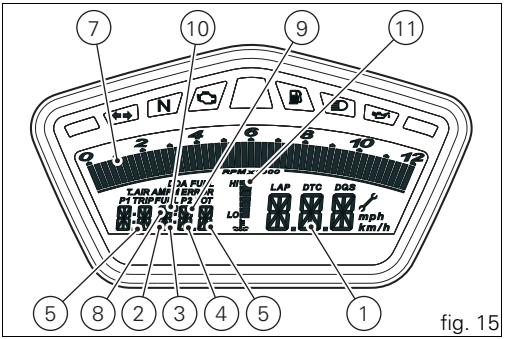


fig. 15

Indicates engine coolant temperature.

Important

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

12) SERVICE WARNING.
This indication shows the user that the bike is due for scheduled service.
The indication will stay displayed until system is RESET by a Ducati Dealer or authorized Service Center during servicing.
13) LAP FUNCTION.
Indicates activation of the LAP function.
14) DDA FUNCTION.
Indicates activation of the DDA function.
15) TRACTION CONTROL (DTC).
Indicates activation of the DTC system control unit.
16) DQS FUNCTION.
Indicates activation of the DQS function.

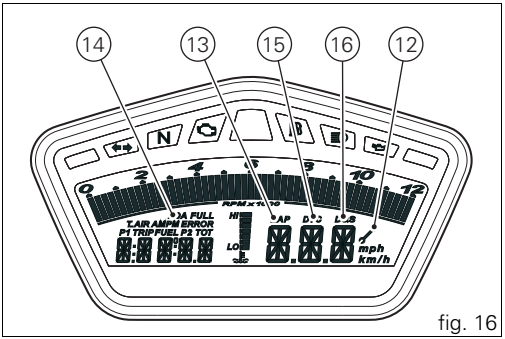


fig. 16

Important
The dashboard allows the diagnosis of the electronic ignition/injection system. Should you accidentally enter any reserved menus, do not use them for any reason whatsoever and set the key to OFF. In case of problems have a Ducati Dealer or an Authorized Service Center perform the required checks.

LCD – How to set/display parameters

At key-on (key turned from OFF to ON) the dashboard activates all the digits of the LCD for 1 second and switches on the indicator lights in sequence.

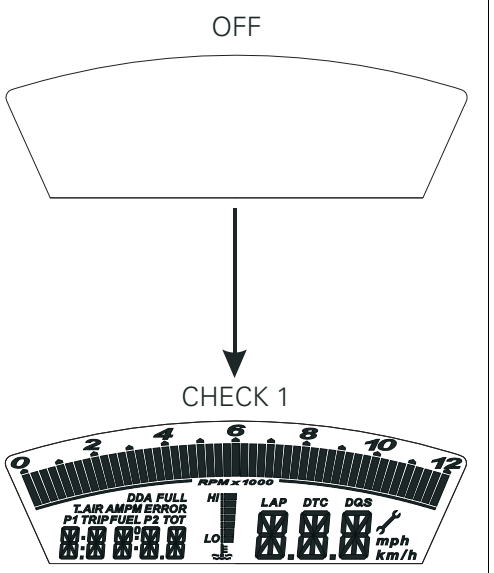


fig. 17

It then switches to “normal“ display mode showing the model indication in place of the odometer readout and the version (EU, UK, USA, CND, FRA, JAP) for 2 seconds, in place of the road speed readout.
Model is displayed as “scrolling“ text just once.

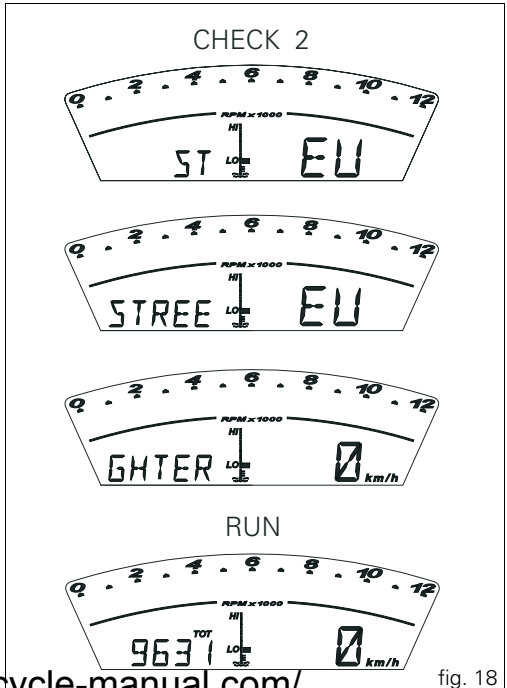


fig. 18

Upon Key-On, the dashboard will always indicate the following information (disabling any previously activated functions, except the Traction Control, if active):
ODOMETER
SPEED
RPM BAR GRAPH
ENGINE COOLANT TEMPERATURE BAR GRAPH

With the button (1, fig. 19) "▲" the ODOMETER READOUT (TOT) will cycle through the following functions:
TRIP
TRIP FUEL (only if active)
CLOCK
T_AIR
DTC (available only if Traction Control is fitted and active)
until cycling back to the ODOMETER (TOT) function.

Pressing button (2, fig. 19) "▼" gives access to the MENU and the following functions are displayed one after another:
ERROR (only if at least one error is present)
BATT
RPM
LIGHT SET
LAP (OFF or ON)

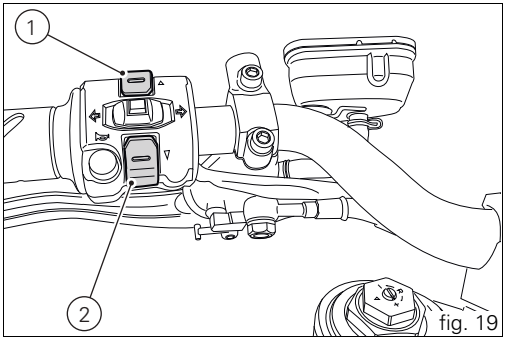


fig. 19

LAP MEM
DDA (OFF or ON)
ERASE DDA
DTC OFF/ON (active only if Traction Control is fitted)
DTC SETUP (active only if DTC has been activated)
DQS OFF/ON (working only if the Performance quick shifter kit part no. 96524412A is fitted)
TIME SET
CODE (only if active)

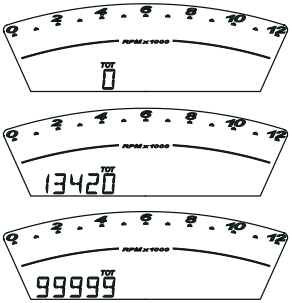
Warning
Have the Performance quick shifter kit part no. 96524412A installed at a Ducati Dealer or Authorized Service Center.

Important
This menu is active only if the speed of the motorcycle is less than 12.4 mph (20 km/h). If this MENU is open and the speed of the motorcycle exceeds 12.4 mph (20 km/h), the instrument panel automatically exits the menu and returns to the initial display. It is possible to exit the MENU at any time, however, by pressing button (2, fig. 19) "▼" for 3 seconds.

Total distance covered indicator: "Odometer"

This function shows the total distance covered by the vehicle.
At Key-On the system automatically enters this function.
The odometer reading is stored permanently and cannot be reset.
If the distance traveled exceeds 99999 mi (or 99999 km), the value "99999" will be displayed permanently.

EU, CND, FRA, JAP versions



UK, USA versions

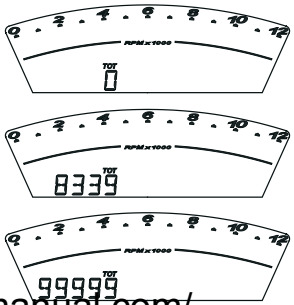


fig. 20

Vehicle speed indication

This function displays vehicle speed.
The instrument panel receives the actual speed value (expressed in km/h) from the ECU and displays the value increased by 8%.
Maximum speed displayed is 186 mph (299 km/h).
Over 186 mph (299 km/h) the instrument panel displays the dashes "- - -" (not flashing).

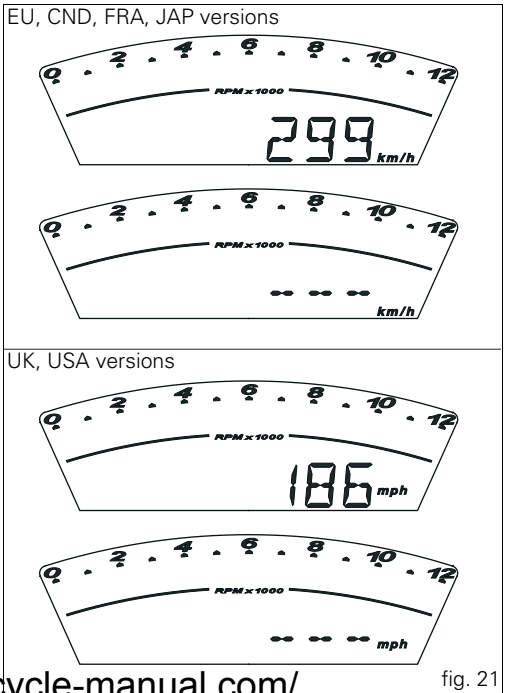


fig. 21

Engine coolant temperature indicator

This function indicates engine coolant status.

Indications:

- if the reading is below +40 °C the instrument panel displays “STATUS 2”;
- if the reading is between +40°C and +120°C the instrument panel progressively displays status “3”, “4”, “5”, “6”, “7”, “8”, as temperature increases;
- if the reading is above +120 °C the instrument panel displays “STATUS 9” with the notches flashing;
- In case of sensor FAULT, “STATUS 1” is displayed and blinks.

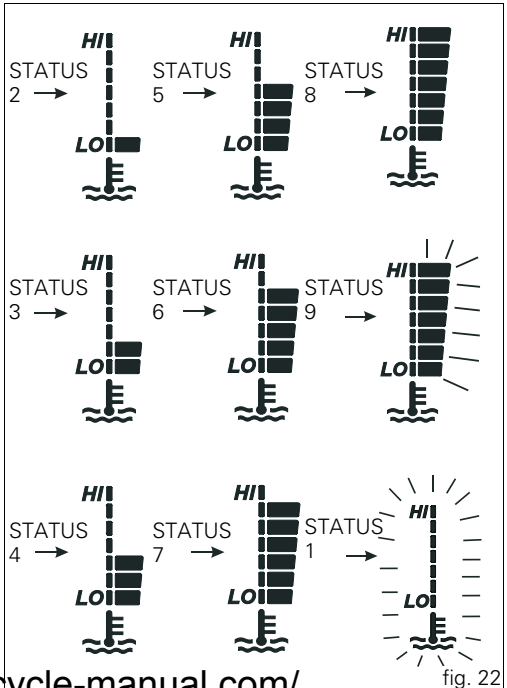
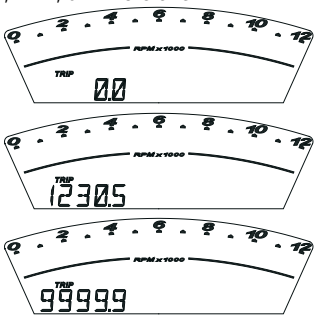


fig. 22

“TRIP “ meter

This function shows the partial distance covered by the vehicle.
Holding the (1, fig. 19) “▲” button pressed for 3 seconds when this function is displayed resets the trip meter.
When the reading exceeds 999.9, distance traveled is reset and the meter automatically starts counting from 0 again.

EU, CND, FRA, JAP versions



UK, USA versions

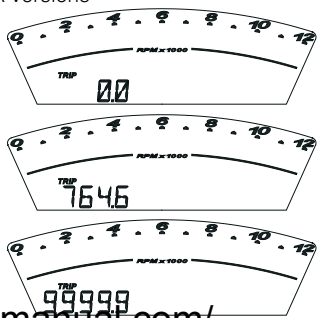
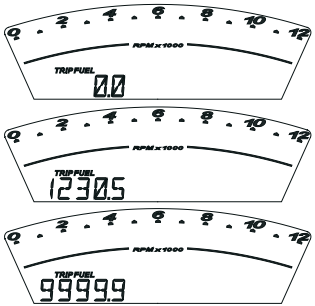


fig. 23

Distance traveled on fuel reserve: “TRIP FUEL“

This function shows the partial distance covered by the vehicle on reserve.
When the fuel light comes on, the display automatically switches to the “TRIP FUEL“ indicator.
Trip fuel reading remains stored even after Key-Off until the vehicle is refueled.
Count is interrupted automatically as soon as fuel is topped up to above minimum level.
When the reading exceeds 999.9, the counter is reset and the count restarts automatically.

EU, CND, FRA, JAP versions



UK, USA versions

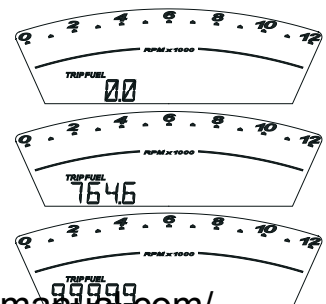


fig. 24

Clock indicator

This function displays the time.
Time is always displayed as follows:
AM from 0:00 to 11:59
PM from 12:00 to 11:59

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

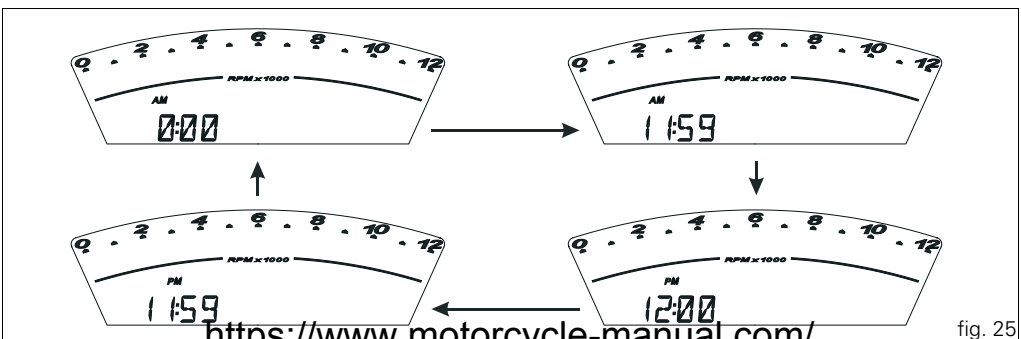


fig. 25

Air temperature indicator

This function shows the external temperature.
Display limits: -39°C ÷ +124°C
In the event of a sensor FAULT (-40°C,+125°C or disconnected), a string of dashes "---" (not flashing) is displayed and the "Vehicle/Engine diagnosis - EOBD" light comes on (8, fig. 12) as well as a warning of memorized error in the "ERRORS" Menu.

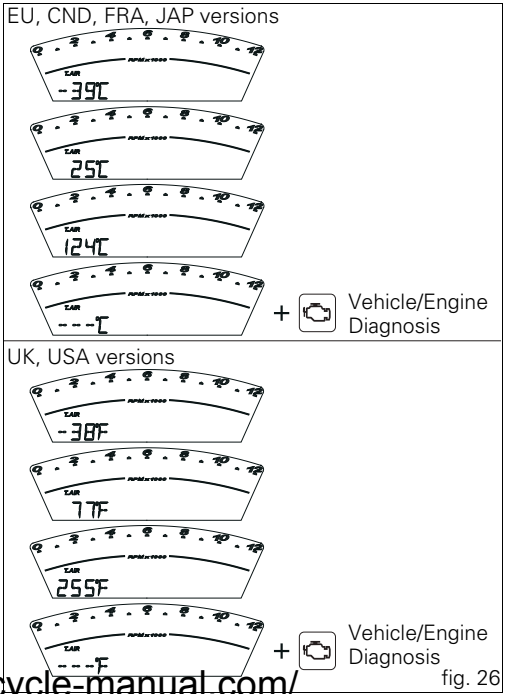


fig. 26

Maintenance indicator

It shows service intervals (service).

This indication (🔧) shows the user that the bike is due for scheduled service.

The instrument panel shows a maintenance warning as follows:

after the first 621 mi (1000 km) on the odometer;

every 7456 mi (12000 km) on the odometer.

This information is displayed on the instrument panel until duly reset.

When the service indicator appears, contact a dealer or authorized service center.

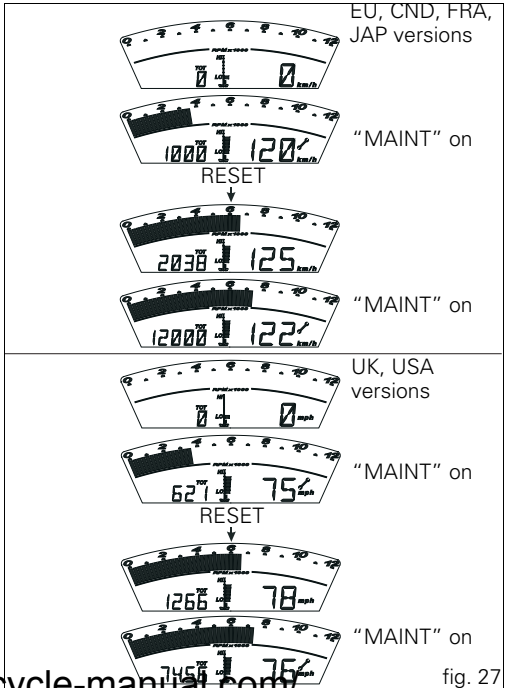


fig. 27

Battery voltage indicator (BAT)

This function describes the battery voltage indicator. To display this function, go into the menu and select the "BAT" page.

The dashboard displays the battery voltage information as follows:

- if voltage is between 12.1 and 14.9 Volt, the reading is on steady;
- if voltage is between 10.0 12.0 or between 15.0 and 16.0 Volt, the reading is flashing;
- if battery voltage is equal or less than 9.9 Volt, "LOW" is shown flashing and the "Vehicle/ Engine Diagnosis- EOBD" light comes on (8, fig. 12);
- if battery voltage is equal or greater than 16.1 Volt, "HI" is shown flashing and the "Vehicle/Engine Diagnosis - EOBD" light comes on (8, fig. 12).

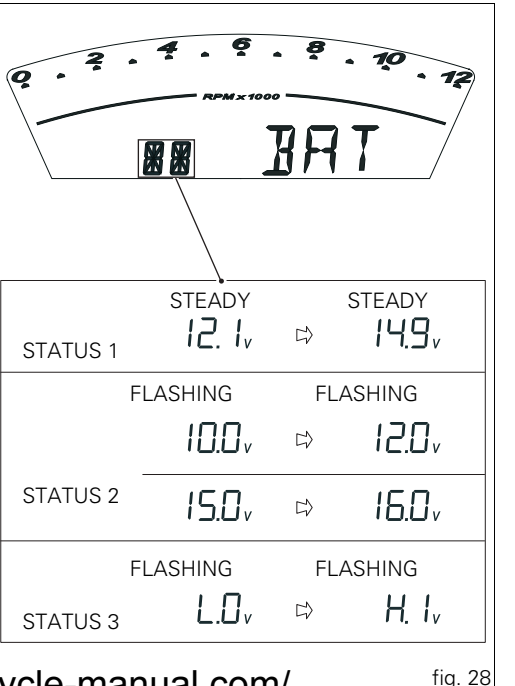


fig. 28

Engine idle RPM setting (RPM)

This function describes engine idle setup.
To display the function, go into the menu "RPM" page.
In addition to the upper rev counter scale, the instrument panel also displays engine rpm numerically so that you can adjust the idle speed more precisely.

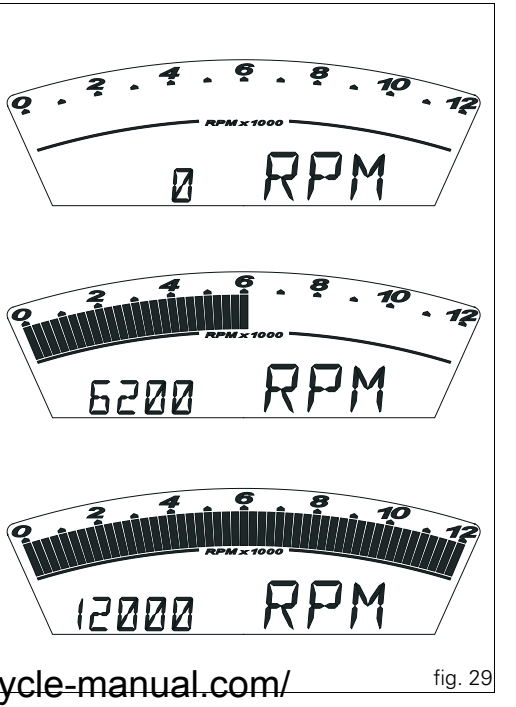


fig. 29

Backlighting setting (LIGHT SET)

This function allows backlighting setting of the dashboard.
To display the function, go into the menu "LIGHT SET" page.
Holding RESET button (14, fig. 14) pressed for 3 seconds in this menu page gives access to the setup mode and the following pages are displayed, one after the other.
Page 1 - "LIGHT MAX" set up:
Within this page backlighting is set to maximum power; press button (1, fig. 19) "▲" to go to page 2.
Page 2 - "LIGHT MID" set up:
Within this page backlighting is reduced by approximately 30% compared to its maximum power; press button (1, fig. 19) "▲" to go to page 3.
Page 3 - "LIGHT MIN" set up:
Within this page backlighting is reduced by approximately 70% compared to its maximum power; press button (1, fig. 19) "▲" to go to page 1.

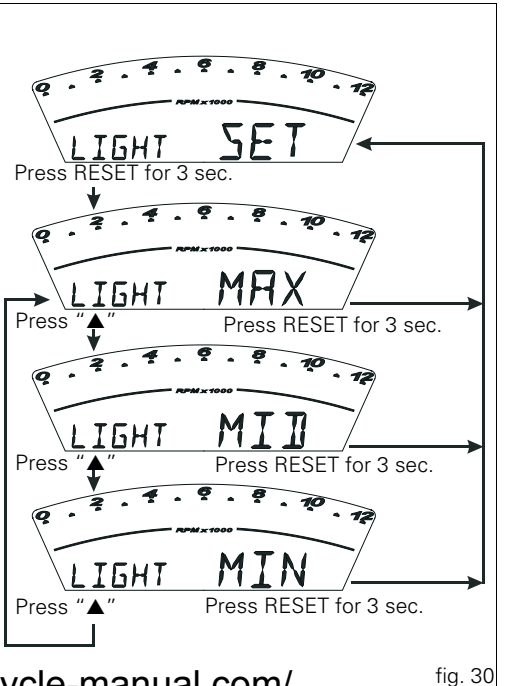


fig. 30

If the RESET BUTTON (14, fig. 14) is pressed for 3 seconds from one of these three pages, the instrument panel goes back to “LIGHT SET” main page and selected backlighting setting is saved.

If battery power is cut off (Batt-OFF), when battery power is restored and upon the next Key-On, the backlighting setting is taken to max. power.

LAP timer

This function describes the lap time display.
To enable this function, enter the menu and set the LAP function to "On" by holding RESET button (14, fig. 14) pressed for 3 seconds.
The lap timer is started and stopped using the high-beam flasher button FLASH (13, fig. 14) on the LH switch.
When the LAP function is active, each time you press the FLASH button, the instrument panel will display the lap time for 10 seconds, before reverting to normal mode.
You can save a maximum of 30 laps in the memory. Once the memory is full, the dashboard no longer stores lap times when the FLASH headlight button is pressed, and the flashing message "FULL" is shown on the display for 3 seconds until the times are reset.

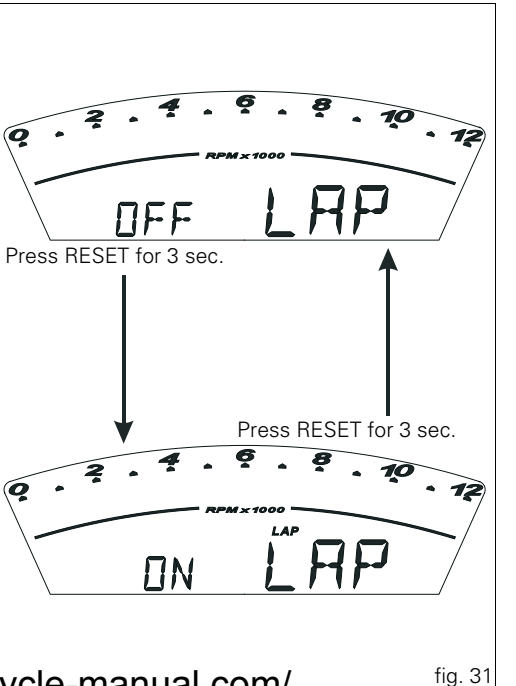


fig. 31

When the LAP function is set disabled on the menu, the current "lap" is not stored.
If the LAP function is active and the dashboard is suddenly turned off (Key-Off), the LAP function will be automatically disabled (even if the lap timer was active, the current "lap" is not stored).
If the time is never "stopped", it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from 0 (zero) and will keep running until the function is disabled.
If, however, the LAP function is switched on and the memory has not been cleared, but fewer than 30 laps have been saved (e.g. 18 laps), the Dashboard will store any remaining laps until the memory is full (in this case, it will store an additional 12 laps).
This function only displays lap times; but other data are also saved (MAX rpm, rev limiter if reached) for viewing at a later date in the Lap Memory function.

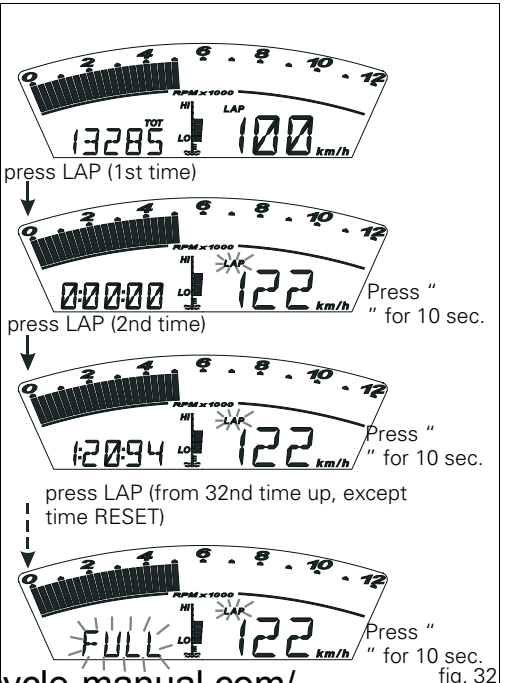


fig. 32

Stored data display (LAP Memory)

It displays data stored using the LAP function: lap time, MAX rpm and rev limiter, if kicked in.
To view stored lap times, enter the menu and go to page "LAP MEM".
Holding RESET button (14, fig. 14) pressed for 3 seconds in this menu page accesses the "1st lap" view mode. The instrument panel will show the lap number, lap time, and the MAX rpm reached for the lap in question.
Press button (1, fig. 19) "▲" repeatedly to scroll through the 30 laps stored until returning to the 1st lap. If you press RESET button (14, fig. 14) for 3 seconds while the saved times are displayed, the instrument panel immediately resets all the saved times and the LAP function is disabled automatically, if active.
If the memory is empty, the display shows the 30 lap times with the lap timer reading "00.00.00", MAX RPM = 0 and MAX speed = 0.
If the engine reached one of the two thresholds before the limiter or the limiter threshold during a lap, the corresponding lights (9, fig. 12) come on while viewing stored lap times.

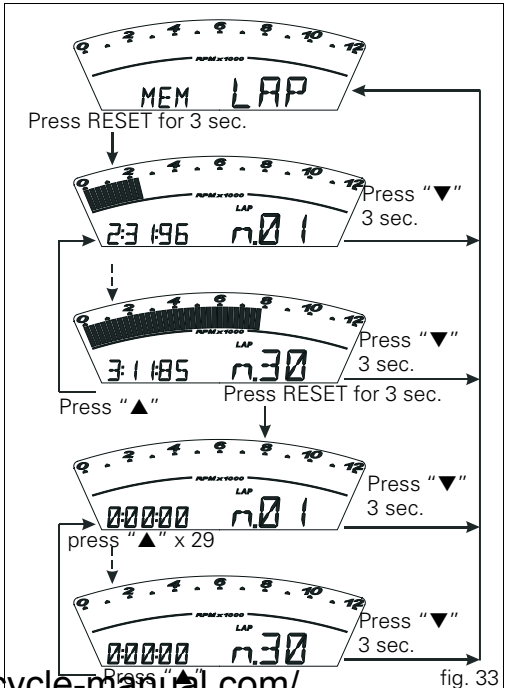


fig. 33

DDA data acquisition

This function allows activating the DDA (Ducati Data Analyzer) (ref. page 110): data logger must be connected to vehicle wiring.
To enable this function, enter the menu and set the "DDA" data acquisition to "On" by holding the RESET button (14, fig. 14) pressed for 3 seconds.
As a confirmation that the function is active, the (small) DDA text is turned on and will remain always visible even outside the menu.
The START/STOP control for the data logger lap separator is the high-beam flash button FLASH (13, fig. 14) on the LH switch.
If the DDA function is active and the instrument panel is suddenly switched off (Key-Off), the function is switched off automatically.

Note

Online assistance is available to Ducati Data Analyzer (DDA) owners (http://dda.prosa.com). This service will provide anything necessary to correctly use the DDA with your PC: both for the device and the software for analyzing the recorded data.

Warning

After use, disconnect the DDA from the main wiring harness.

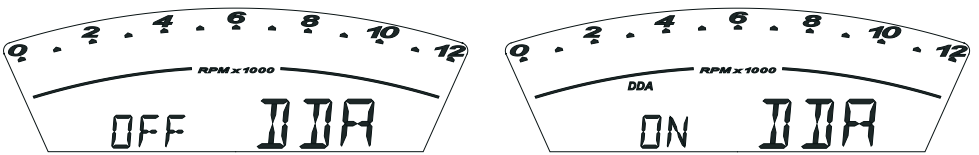


fig. 34

Erase DDA

This function deletes all data from the DDA: the data logger must be connected to vehicle wiring.
To erase data, enter the menu page “Erase DDA“.
If you press RESET (14, fig. 14) for 3 seconds and the DDA is not acquiring data, the message “WAIT…” is shown on the instrument panel for 10 seconds; after these 10 seconds, message “ERASE OK” is displayed for 2 seconds to confirm that the data in the DDA data logger have been erased.
If RESET (14, fig. 14) is pressed for 3 seconds while the DDA data logger is acquiring data, the data logger memory is not erased and the instrument panel displays message “FAIL” for 2 seconds.

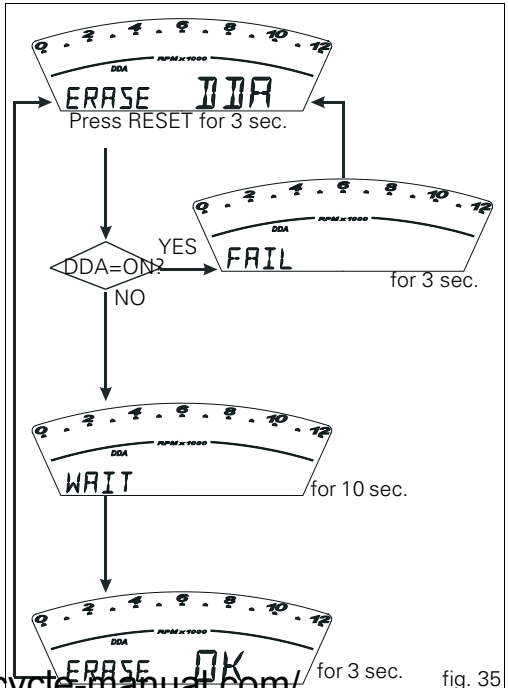


fig. 35

Function for activation of DTC (Ducati Traction Control)

It is used to activate the Ducati Traction Control system: DTC.
DESCRIPTION OF THE SYSTEM

Warning
DTC is a rider aid that can be used both on the track and the road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accident or force emergency maneuvers, whether caused by his own errors or those of other road users.The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with road conditions, the laws of physics, good riding standards and traffic laws.

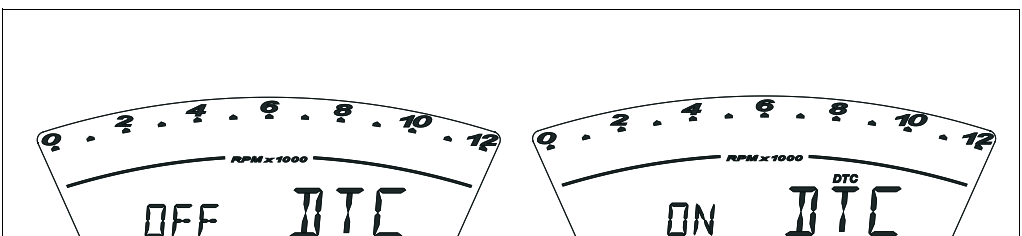


fig. 36

Activation of the system

To activate the system, the motorcycle must be stationary and safely parked.
To enable Traction Control, enter the menu and set "DTC" to "On" by pressing RESET button (14, fig. 14) for 3 seconds; once the 3 seconds have elapsed, the message "DTC" will appear on the display to indicate activation of the Ducati Traction Control system. When activated, the message "DTC" is visible both on the normal display and also within the menu pages.

Note

The functions of the system
To operate on the system, the motorcycle must be stationary and safely parked.
Each time DTC is activated, the Traction Control ECU will set the sensitivity level to 8; the level may then be adjusted using the function "Traction Control Sensitivity Level Setting (DTC SETUP)".
To disable Traction Control, enter the menu and set "DTC" to "OFF" by pressing RESET button (14, fig. 14) again for 3 seconds; once the 3 seconds have elapsed, the message "DTC" will disappear from the display, thereby indicating deactivation of the Ducati Traction Control system.
If the engine suddenly stops or is switched off (Key-Off) while Traction Control is activated, the function will NOT be disabled but will still be active (DTC On) at the next Key-ON.
If, however, battery power is suddenly cut off (Batt-OFF), when battery power is restored and upon next Key-On, the Traction Control will no longer be activated (DTC OFF).

Routine maintenance

To ensure that the system continues to function correctly it is necessary to observe the manufacturer's programmed maintenance schedule.

DTC (Ducati Traction Control) setting function

This function serves to set the sensitivity level for the DTC (Ducati Traction Control).
To set the Traction Control sensitivity level, with the motorcycle stationary, enter the "Setup DTC" menu page. This page only appears in the menu once the Traction Control ECU has been activated (DTC ON).
The Traction Control sensitivity level setting (L.1…….L.8) is indicated on the left-hand side of the display. The sensitivity levels range from "1" to "8"; the higher the number, the greater the intervention of the Traction Control system (see following paragraph).
Within this menu page, press reset button (14, fig. 14) for 3 seconds to access the level setting function.

page 1: the display will show "LEVEL 1".
If you wish to set this level, press RESET button (14, fig. 14) for 3 seconds; the instrument panel will automatically quit this page and return to the initial display, with the level setting indicated at the center.
If instead you wish to set the next highest level, press button (2, fig. 19) "▼".
page 2: the display will show "LEVEL 2".
if you wish to set this level, press the reset button (14, fig. 14) for 3 seconds; the instrument panel will

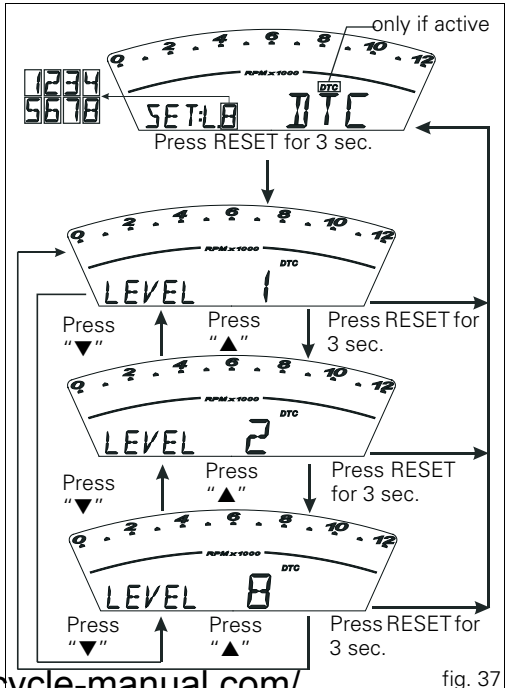


fig. 37

automatically quit this page and return to the initial display, with the level setting indicated on the right. If instead you wish to set the next highest level, press button (2, fig. 19) "▼". While if you wish to go back to the previous level, press button (1, fig. 19) "▲".

page 3: the display will show "LEVEL 3".
if you wish to set this level, press the reset button (14, fig. 14) for 3 seconds; the instrument panel will automatically quit this page and return to the initial display, with the level setting indicated on the right. If instead you wish to set the next highest level, press button (2, fig. 19) "▼". While if you wish to go back to the previous level, press button (1, fig. 19) "▲".

page 4: the display will show "LEVEL 4".
if you wish to set this level, press the reset button (14, fig. 14) for 3 seconds; the instrument panel will automatically quit this page and return to the initial display, with the level setting indicated on the right. To move instead to the next level, press the button (2, fig. 19) "▼"; to return to the previous level, press button (1, fig. 19) "▲".

page 5: the display will show "LEVEL 5".
if you wish to set this level, press the reset button (14, fig. 14) for 3 seconds; the instrument panel will automatically quit this page and return to the initial display, with the level setting indicated on the right. To move instead to the next level, press the button (2, fig. 19) "▼"; to return to the previous level, press button (1, fig. 19) "▲".

page 6: the display will show "LEVEL ". 6 ".
if you wish to set this level, press the reset button (14, fig. 14) for 3 seconds; the instrument panel will automatically quit this page and return to the initial display, with the level setting indicated on the right. To move instead to the next level, press the button (2, fig. 19) "▼"; to return to the previous level, press button (1, fig. 19) "▲".

page 7: the display will show "LEVEL 7".
if you wish to set this level, press the reset button (14, fig. 14) for 3 seconds; the instrument panel will automatically quit this page and return to the initial display, with the level setting indicated on the right. To move instead to the next level, press the button (2, fig. 19) "▼"; to return to the previous level, press button (1, fig. 19) "▲".

page 8: the display will show “LEVEL 8“.
if you wish to set this level, press the reset button (14, fig. 14) for 3 seconds; the instrument panel will automatically quit this page and return to the initial display, with the level setting indicated on the right. To move instead to the next level, press the button (2, fig. 19) “▼“; to return to the previous level, press button (1, fig. 19) “▲”.

If DTC is activated, the level setting can also be displayed when quitting the page “SEtUP DTC” at the end of the TOT, TRIP and TRIP Fuel (if active), Clock and T-AIR display functions.

The level setting will remain in memory even after Key-Off.

If, however, battery power is suddenly cut off (Batt-OFF), when battery power is restored and upon next Key-On, the Traction Control will no longer be activated (DTC OFF).

Tips on how to select the sensitivity level

Warning

The 8 level settings of the DTC were calibrated using tires of the same make, model and size as those originally fitted on the motorcycle.
Using tires of a different size from the original tires may alter the operating characteristics of the system.
In the case of minor differences, such as tires of a different make and/or model than the original, but with the same dimensions (rear = 180/60-17; front = 120/70-17), it may be sufficient to select the most suitable level setting from those available to restore optimal system operation.
If tires of a different size class are used or if the tire dimensions differ significantly from the original tires, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results.
In this case it is advisable to deactivate the traction control system.

If level 8 is selected, the DTC control unit will kick in at the slightest hint that the rear wheel is starting to spin.
Between level 8 and level 1 there are an additional 6 intermediate levels. The level of DTC intervention decreases in equal steps from level 8 to level 1.

When level 1, 2 or 3 is selected the DTC control unit will allow the rear wheel to spin and also slide sideways on exiting a corner; we recommend that this setting is only used by very experienced riders on the track.
The choice of the correct level depends on 3 main variables:

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

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

The relation of the DTC intervention level to the circuit characteristics:
If all the corners on the track/circuit can be taken at a similar speed, it will be easier to find an intervention level that is satisfactory for every bend; on the other hand, if the track has, for example, one corner that is much slower than all the others, it will be necessary

to find a compromise level (on the slow corner the DTC will tend to control more than on the faster corners).

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

Tips for use on the track

We recommend that level 5 be used for a couple of full laps (to allow the tires to warm up) in order to get used to the system. Then try levels 4, 3, etc., in succession until you identify the DTC sensitivity level that suits you best (always try each level for at least two laps to allow the tires to warm up). Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a more “rough” approach to cornering i.e. straighten up more rapidly on exiting the corner instead of immediately trying a different level setting.

Tips for use on the road

Activate the DTC, select level 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).
WET: levels 7 and 8 are designed for use on wet surface. It is recommended to select level 8 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try reducing the setting to level 7. Please remember that levels 6, 5, … to 1 are designed for use on dry surface.

Quick Shift (DQS ON/OFF) enable / disable function

This function allows disabling, and if necessary also re-enabling, DQS - Ducati Quick shift.

Note
The Quick Shift system is working only if the Performance quick shifter kit part no. 96524412A is fitted.

Warning
Have the Performance quick shifter kit part no. 96524412A installed at a Ducati Dealer or Authorized Service Center.
To disable the "DQS" function, enter the menu and set the LAP function to "OFF" by holding button (14, fig. 14) pressed for 3 seconds.

The function can be re-enabled:
1) either by switching the bike off (Key-Off); upon the next Key-On the "DQS" function will be active again (On);
2) or by entering again the menu page "DQS", and setting the function to "On" by holding button (14, fig. 14) pressed for 3 seconds.

If, however, battery power is suddenly cut off (Batt-OFF), when battery power is restored and upon next Key-On, the function is automatically disabled (DQS OFF).

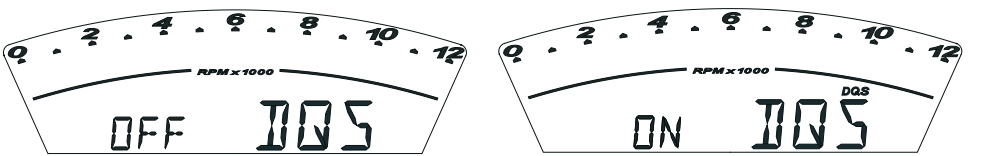


fig. 38

Clock setting function

This function is used to set the clock time.
To set the clock, select the "TIME SET" page from the menu.
Holding RESET button (14, fig. 14) pressed for 3 seconds in this menu page gives access to the setup mode.
When you access this function, the text "AM" flashes; if you press button (1, fig. 19) "▲" the text "PM" flashes; if you press button (1, fig. 19) "▲" mode will go back to previous setting (if it is 00:00, when toggling from "AM" to "PM", 12:00 will be displayed).
pressing button (2, fig. 19) "▼" accesses the hour setting mode; the hours start to flash. Each time you press the button (1, fig. 19) "▲" the digit will increase by 1 hour; if the button is held pressed down (1, fig. 19) "▲" the digit will increase by 1 hour every second (when the button is held pressed, the hours do not flash).
pressing button (2, fig. 19) "▼", gives access to the minute setting mode; minutes start to flash. Each time you press the button (1, fig. 19) "▲" the digit will increase by 1 minute; holding down the button (1, fig. 19) "▲" the digit will increase by 1 minute each second. If the button is held down (1, fig. 19) "▲" for more than 5 seconds the steps increase by 1 every

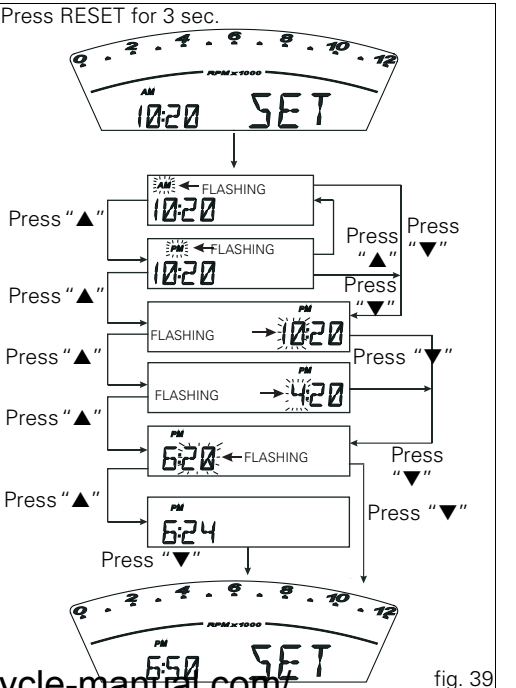


fig. 39

100 ms (during prolonged pressing of the button (1, fig. 19) "▲" the seconds will not flash).
Pressing the button (1, fig. 19) "▲" exits setup mode and the new time is displayed.

Dashboard diagnosis

Important
The instrument panel runs system diagnostics after 60 seconds from the last Key-Off.

Any abnormal vehicle behavior is displayed.
If more errors are present, they are displayed one by one every 3 seconds.
The table below shows the errors that can be displayed.

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

WARNING LIGHT	ERROR MESSAGE		ERROR
	TPS	1.1	Throttle position sensor error
	TPS	1.2	Throttle position sensor error
	PRES	2.1	Pressure sensor error
	PRES	2.2	Pressure sensor error

WARNING LIGHT	ERROR MESSAGE	ERROR	
	T WAT	3.1	Water temperature sensor error
	T WAT	3.2	Water temperature sensor error
	T AIR	4.1	Air temperature sensor error
	T AIR	4.2	Air temperature sensor error
	BATT	5.1	Battery voltage error
	BATT	5.2	Battery voltage error
	LAMB	6.1	Lambda sensor error
	LAMB	6.2	Lambda sensor 2 error
	FUEL	7.1	Reserve error

WARNING LIGHT	ERROR MESSAGE	ERROR	
	FUEL	7.2	Reserve error
	DTC	8.0	Traction control ECU error
	COIL	10.1	Horizontal cylinder coil error
	COIL	10.2	Horizontal cylinder coil error
	COIL	11.1	Vertical cylinder coil error
	COIL	11.2	Vertical cylinder coil error
	INJE	12.1	Horizontal cylinder injector error
	INJE	12.2	Horizontal cylinder injector error
	INJE	13.1	Vertical cylinder injector error

WARNING LIGHT	ERROR MESSAGE	ERROR	
	INJE	13.2	Vertical cylinder injector error
	PUMP	16.0	Fuel pump relay error
	FAN	18.1	Fan relay error
	FAN	18.2	Fan relay error
	STRT	19.1	Solenoid starter error
	STRT	19.2	Solenoid starter error
	STEP	21.1	Stepper motor error
	STEP	21.2	Stepper motor error
	STEP	21.3	Stepper motor error

WARNING LIGHT	ERROR MESSAGE	ERROR	
	LAMB	22.1	Lambda heaters error
	LAMB	22.2	Lambda heaters error
	EXVL	23.1	Exhaust valve starter motor error
	EXVL	23.2	Exhaust valve starter motor error
	EXVL	23.3	Exhaust valve starter motor error
	EXVL	23.4	Exhaust valve starter motor error
	ECU	30.0	ECU error
	PK UP	34.0	Pick-up sensor error
	SPEED	36.0	Speed sensor error

WARNING LIGHT	ERROR MESSAGE	ERROR	
	IMMO	37.0	Immobilizer error
	IMMO	37.1	Immobilizer error
	IMMO	37.5	Immobilizer error
	CAN	38.0	CAN communication line error

Turn indicators automatic “RESET“ function

After activating one of the two turn indicators, they can be deactivated using the RESET button (14, fig. 14).
If the turn indicator is not “RESET“ manually, it will automatically switch off after the motorcycle has traveled 0.6 miles (1 km) from when the turn indicator was activated.

Headlight “gradual” SWITCH-ON

Upon Key-On, the low beam (LO) turns on “gradually” (switch-on time approx. 3 sec.). Switch-off is immediate.

Headlight “smart” auto-off

This function allows you to reduce current consumption from the battery by automatically managing headlight switching-off. The device is enabled in three instances:

- 1) When the key is turned from OFF to ON and the engine is not started within 60 seconds, the headlight is turned off and will be turned back on next time you start the engine.
- in case 2, after the vehicle has been running with the headlights on and the engine is stopped using the RUN-STOP button on the RH switch.In this case, 60 seconds after stopping the engine, the headlight is turned off and will be turned back on next time you start the engine.
- 3) While starting up the engine, the headlight is turned off and back on as soon as the engine is started.

The Immobilizer system

For improved antitheft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.
Housed in the handgrip of each ignition key is an electronic device that modulates an output signal. When the ignition is turned on this signal is generated by a special antenna incorporated in the switch and changes every time. The modulated signal acts as a password (which is different at each start-up) and tells the ECU that an "authorized" ignition key is being used to start up the engine. When the ECU recognizes the signal, it enables engine start-up.

Keys (fig. 40)

The Owner receives a set of keys comprising:
- 2 (BLACK) keys B

These keys contain the "immobilizer system code".

Note
Your Ducati dealer may ask you to produce your Code Card in order to carry out certain servicing operations.

The black keys (B) are regular ignition keys and are used to:
- start up the engine.
- open the fuel tank filler plug.
- open the seat lock.

Note
The two keys have a small plate (1) attached that reports their identification number.

Warning
Separate the keys and use only one of the two black keys to start the motorcycle.

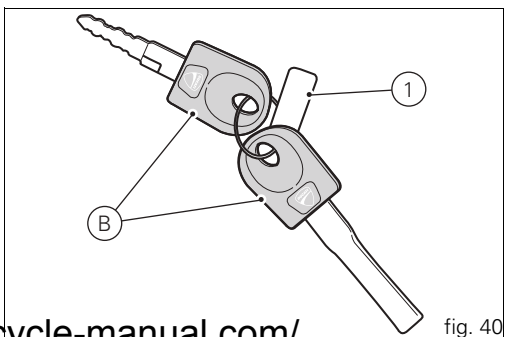


fig. 40

Code card

The CODE CARD (fig. 41) supplied with the keys reports an electronic code (A, fig. 42) to start the engine in the event it fails to start after KEY-ON because the immobilizer system inhibited the ignition.

Warning

Keep the CODE CARD in a safe place. However, it is advisable to keep the electronic code printed on the CODE CARD handy when you ride your motorcycle, in case it is necessary to enable the engine through the procedure described below. This procedure lets you disable the “engine block” function - indicated by the amber “Vehicle/Engine diagnosis - EOBD“ light (8, fig. 12) coming on - in the event of problems with the immobilizer system. This operation is only possible if the electronic code indicated on the code card is known.

Warning

Your dealer will ask you to produce the Code Card in order to reprogram or replace a key.

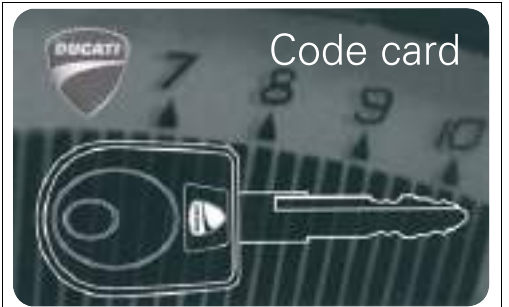


fig. 41

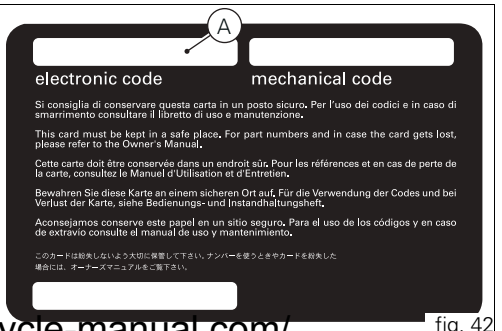


fig. 42

Immobilizer override procedure

Should the immobilizer become locked, you can perform the "Immobilizer Override" procedure from the instrument panel by entering the relevant function as described below.
Enter the menu and go to page "CODE".

Note
This menu should only be active when at least one Immobilizer error is present.

This menu page shows a default "00000" code. If you hold RESET button (14, fig. 14) depressed for 3 seconds, you will access the procedure for entering the electronic code given on the Code Card.

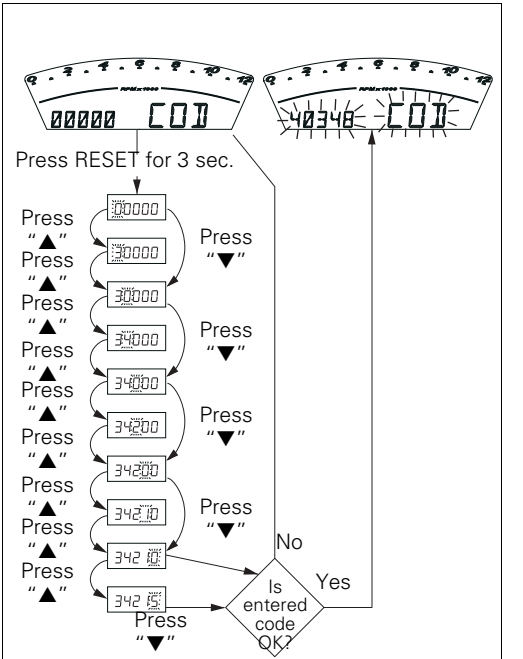


fig. 43

Entering the code:
when you access this function, the first digit on the left will flash.
Button (1, fig. 19):
each time you press the button (1, fig. 19) "▲" the digit will increase by one unit every second;
pressing button (2, fig. 19) "▼" accesses setting mode of the second digit which will start to flash.
Each time you press the button (1, fig. 19) "▲" the digit will increase by one unit every second;
pressing button (2, fig. 19) "▼" accesses setting mode of the third digit which will start to flash. Each time you press the button (1, fig. 19) "▲" the digit will increase by one unit every second;
pressing button (2, fig. 19) "▼" accesses setting mode of the fourth digit which will start to flash. Each time you press the button (1, fig. 19) "▲" the digit will increase by one unit every second;
pressing button (2, fig. 19) "▼" accesses setting mode of the fifth digit which will start to flash. Each time you press the button (1, fig. 19) "▲" the digit will increase by one unit every second;
press the button (2, fig. 19) "▼" to confirm the code.

If the code has been entered correctly, the word "CODE" and the code you just entered will flash for 4 seconds. The "Vehicle/Engine diagnosis - EOBD" light (8, fig. 12) will turn off; the instrument panel automatically exits the menu and the engine start-up inhibition is temporarily overridden.
If the error is still present, at the next Key-On the instrument panel error and the inhibited status will persist.
If the code is not entered correctly, the instrument panel reverts to the "CODE" menu and displays the default "00000" code.

Operation

When the ignition key is turned to OFF, the immobilizer inhibits engine operation. When the ignition key is turned back to ON to start the engine, the following happens:
1) if the code is recognized, the immobilizer enables engine ignition. Press the START button (2, fig. 51), to start the engine;
2) if the "Vehicle/Engine diagnosis - EOBD" light (8, fig. 12) comes on and the page with the message "IMMO" is displayed when you press button (2, fig. 19) "▼" it means that the code was not recognized. When this is the case, turn the ignition key back to OFF and then to ON again. If the engine still does not start, try with another black key. If the other key does not work out either, contact the Ducati Service network.

Warning

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

Duplicate keys

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

Note

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

Service menu - unit of measurement (UNIT SET)

This function allows you to configure the units of measurement of the values displayed by the instrument panel.
To enter the service menu push button (2, fig. 19) "▼" while turning the key from "Off" to "On".

Note
Within this MENU all other functions are excluded and motorcycle starting is disabled.

The first function displayed is the "Immobilizer Reprogramming" procedure (00000 PRO); press the button (1, fig. 19) "▲" to display the other service menu function "UNIT SET".
Now press the RESET button (14, fig. 14) for 3 seconds.
Each time you press button (1, fig. 19) "▲" or (2, fig. 19) "▼" the instrument panel scrolls through the following sequence of options, which flash on the display:

UNIT OF MEASUREMENT			
Country standard	Speed	Air temperature	Odometer /trip meters
EU	km/h	°C	km
EN	Mph	°C	miles
USA	Mph	°F	miles
CND	km/h	°C	km
FRA	km/h	°C	km
JAP	km/h	°C	km
ECU Id.	The instrument panel sets units of measurement according to ECU information		

If you press the RESET button (14, fig. 5) for 3 seconds, the option currently displayed will be saved to memory and the word "MEM" will appear.
Upon the following Key-On the instrument panel will be set to the new settings.

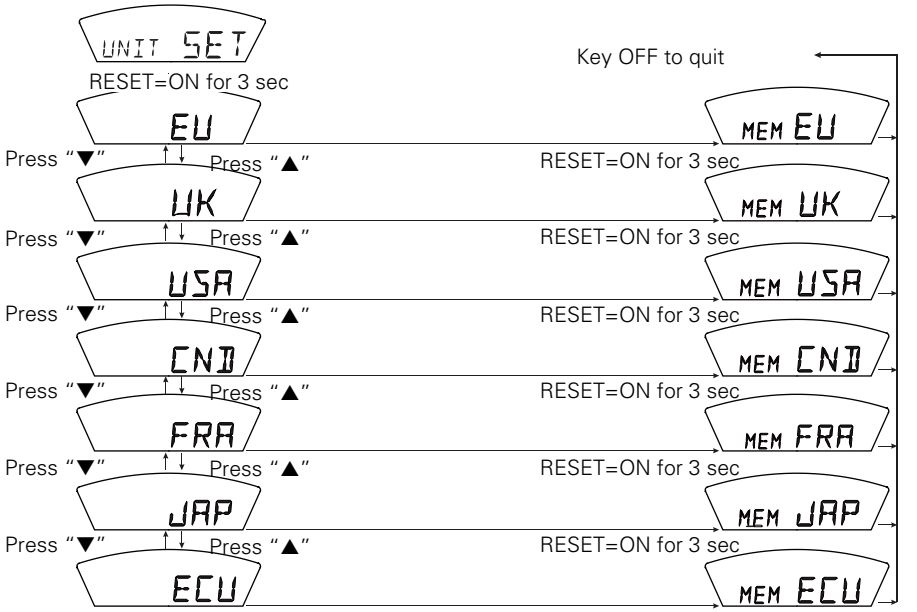


fig. 44

Controls

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

Position of motorcycle controls (fig. 45)

1) Dashboard.
2) Key-operated ignition switch and steering lock.
3) Left hand handlebar switch.
4) Clutch lever.
5) Rear brake pedal.
6) Right hand handlebar switch.
7) Throttle twistgrip.
8) Front brake lever.
9) Gear change pedal.

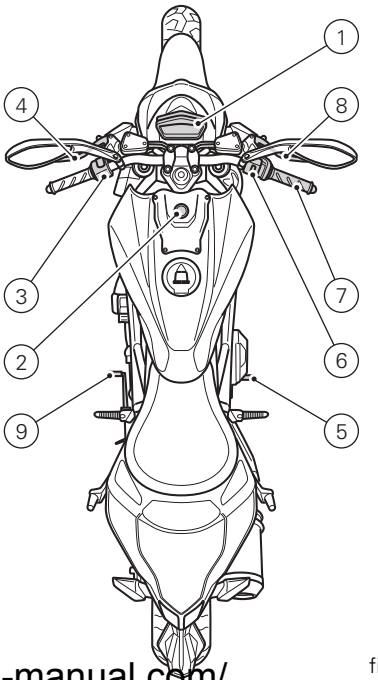


fig. 45

Key-operated ignition switch and steering lock (fig. 46)

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

A) ○ : enables lights and engine operation;
B) ⊠ : enables lights and engine operation;
C) 🔒 : 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).

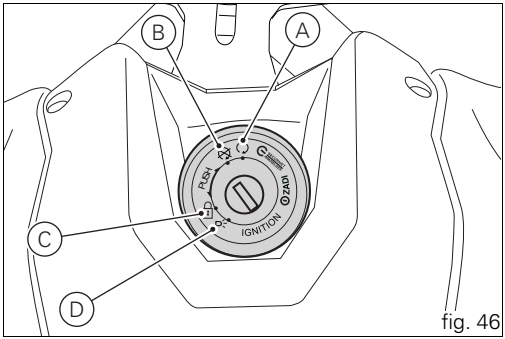


fig. 46

LH switch (fig. 47 and fig. 48)

1) Dip switch, two-position light selector switch:position ≡D = low beam on (A);position ≡D = high beam on (B).Button ≡D = high-beam flasher (FLASH) and instrument panel control (C).

2) Button ⇦⇨ = three-position turn indicator:
central position = off;
position ⇦ = left turn;
position ⇨ = right turn.
To cancel turn indicators, push in once switch returns to central position.

3) Button = warning horn.

4) Dashboard position control switch "▲"
5) Dashboard position control switch "▼"

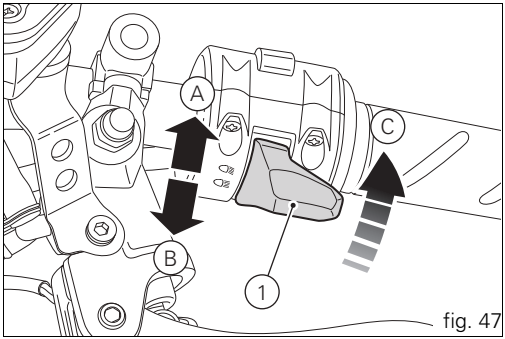


fig. 47

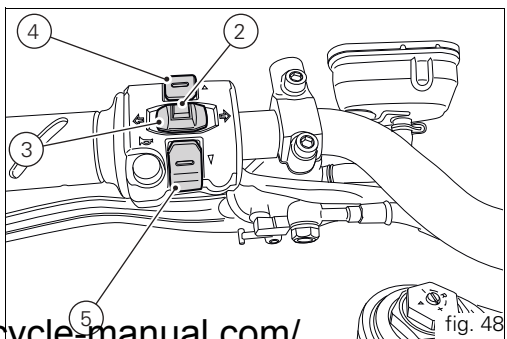


fig. 48

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the twistgrip on handlebar.
The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counter clockwise to decrease lever distance.
When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.

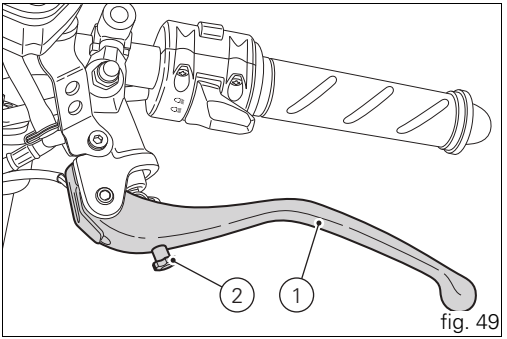


fig. 49

Warning
Set clutch lever when motorcycle is stopped.

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

Note
It is possible to start the engine with the side stand down and the gearbox in neutral. When starting the bike with a gear engaged, pull the clutch lever (in this case the side stand must be up).

RH switch (fig. 50 and fig. 51)

1) ENGINE STOP switch, two positions:
position " ∩ " (RUN) = run (A, fig. 51);
position " ⊠ " (OFF) = stop (B, fig. 51).

Warning

This switch is mainly intended for use in emergency cases when you need to stop the engine quickly. After stopping the engine, take the switch back to the " ∩ " position (A, fig. 51) to enable starting.

Important

Stopping the engine using switch (1) after riding with the lights on and leaving the ignition key in the ON position, may run the battery flat as the lights will remain on.

2) Button ⓘ = engine start.

Throttle twistgrip (fig. 50)

The twistgrip (3, fig. 50) on the right handlebar opens the throttles. When released, it will spring back to the initial position (idling speed).

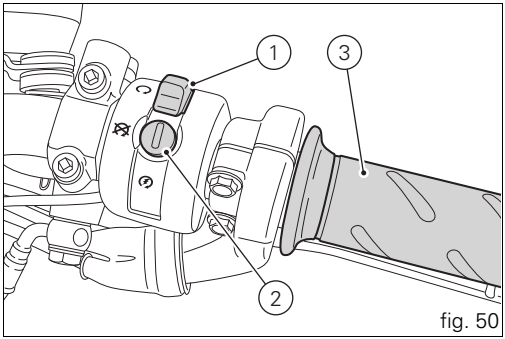


fig. 50

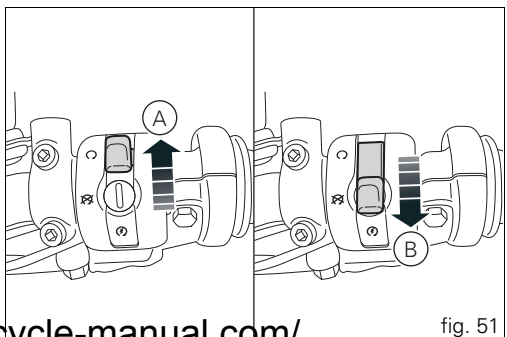


fig. 51

Front brake lever (fig. 52)

Pull 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 (1) 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 counter clockwise to decrease lever distance.

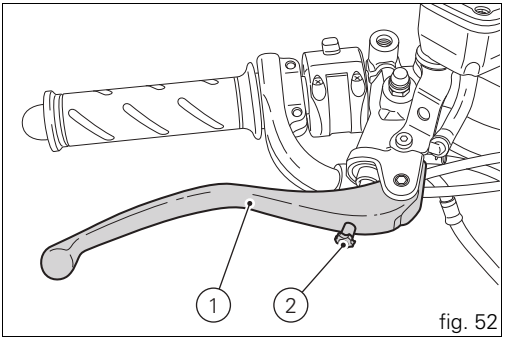


fig. 52

Rear brake pedal (fig. 53)

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

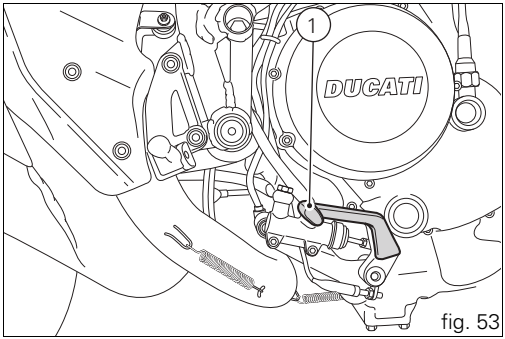


fig. 53

Gear change pedal (fig. 54)

When released, the gear change pedal automatically returns to rest position N in the center. This is indicated by the dashboard light N (3, fig. 12) coming on.

The pedal can be moved:

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

upwards= lift the pedal to engage 2nd gear and then 3rd, 4th, 5th and 6th gears.

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

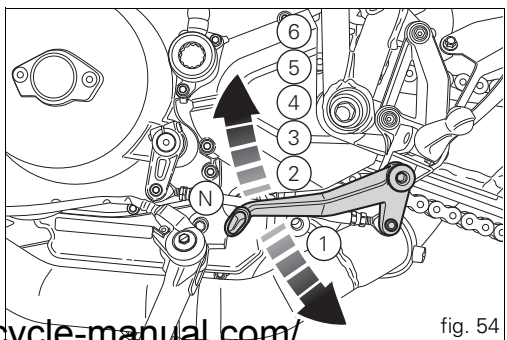


fig. 54

Adjusting the position of the gear change and rear brake pedals (fig. 55 and fig. 56)

The position of the gear change and rear brake pedals in relation to the footrests can be adjusted to suit the requirements of the rider.
To adjust the position, proceed as follows:
hold the linkage (1) and slacken the lock nuts (2) and (3).

Note
Nut (2) has a left hand thread.

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

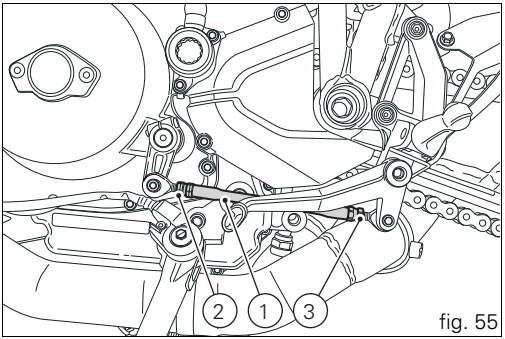


fig. 55

To adjust the position, proceed as follows:
Loosen counter nut (4).
Turn pedal stroke adjusting screw (5) until pedal is in the desired position.
Tighten the check nut (4) to 2.3 Nm.
Operate the pedal by hand to check that there is 0.05÷0.07 in (1.5÷2 mm) of freeplay before the brake bites.
If not, adjust the length of the master cylinder pushrod as follows.
Slacken the counter nut (6) on the pushrod.
Screw the pushrod into the front fork (7) to increase the freeplay, or screw it out to reduce it.
Tighten the check nut (6) to 7.5 Nm and check freeplay again.

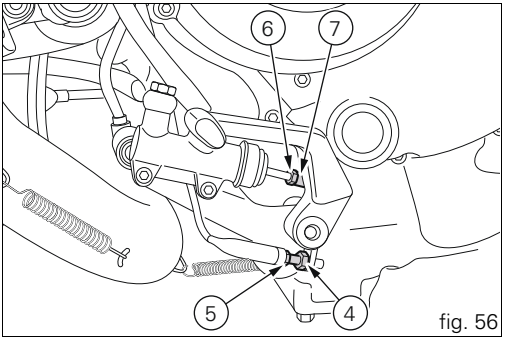


fig. 56

Main components and devices

Position on the vehicle (fig. 57)

1) Tank filler plug.
2) Seat lock.
3) Side stand.
4) Catalytic converter.
5) Rearview mirrors.
6) Front fork adjusters.
7) Rear shock absorber adjusters.
8) Exhaust muffler (see “Warning” on page 106).

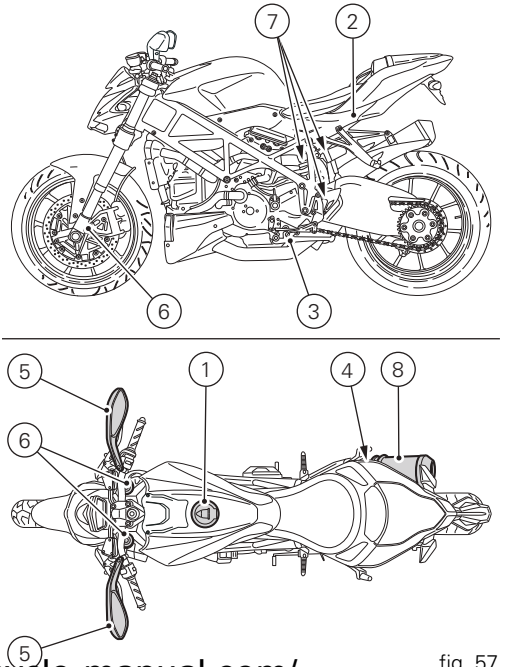


fig. 57

Tank filler plug (fig. 58)

Opening
Lift the protection lid (1) and fit the ignition key into the lock. Turn the key clockwise 1/4 turn to unlock. Lift the plug.

Closing
Close the cap with the key inserted and press it into its seat. Turn the key counter-clockwise to the initial position and remove it. Close the lock protection lid (1).

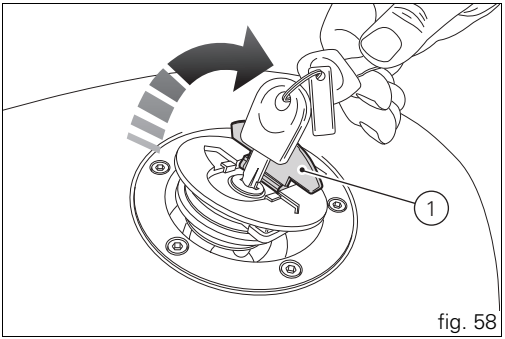


fig. 58

Note
The plug can only be closed with the key in.

Warning
Always make sure you have properly refitted (see page 108) and closed the plug after refueling.

Seat lock (fig. 59 and fig. 60)

Opening

Insert the key into the seat lock (1, fig. 59) and turn it clockwise until the seat catch disengages with an audible click.
Pull the seat forward to release it from the front catches and lift to remove it.

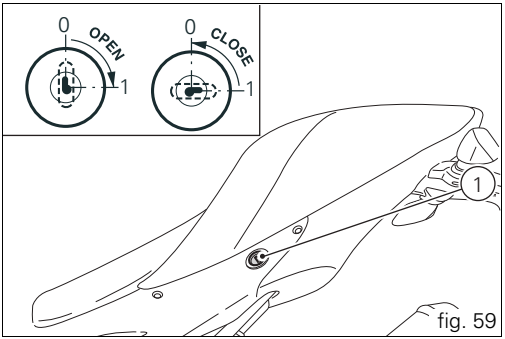


fig. 59

Closing

Insert the hooks (3) on the base of the seat in the relevant tail guard openings, pushing them under the frame tube.
Push the passenger seat rear end until pin (4) clicks in place inside latch (5).
Pull the passenger seat moderately upwards to make sure it is correctly and firmly engaged.

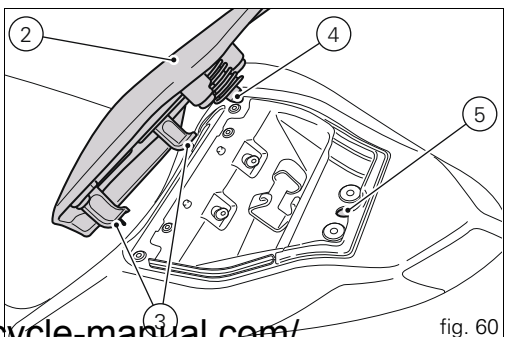


fig. 60

Side stand (fig. 61)

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

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over.
When parking downhill, always position the motorcycle with the rear wheel facing downhill.
To pull down the sidestand, hold the motorcycle handlebar with both hands and push down on the sidestand (1) with your foot until it is fully extended.
Tilt the motorcycle until the side stand is resting on the ground.

Warning
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 thrust arm (1) with your foot.

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

Note
The engine can be started with the 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).

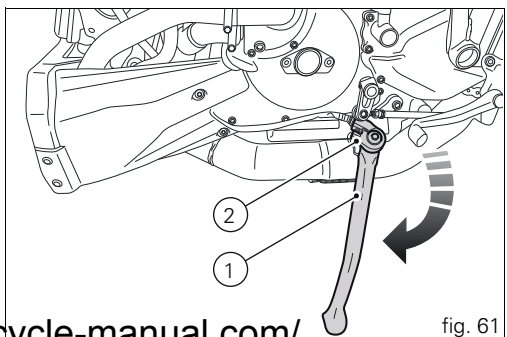


fig. 61

Front fork adjusters

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

Use the external screw adjusters to make adjustments.

1) to adjust the rebound damping (fig. 62);
2) to adjust the preload of the inner springs (fig. 62);
3) to adjust the compression damping (fig. 63).

Position the motorcycle on its side stand so that it is stable.

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

Turn the adjuster (3) on fork leg bottom with a flat screwdriver to adjust compression damping.

As you turn the adjusting screws (1 and 3), you will hear them click. Each click identifies a setting. By turning the screw all the way until it stops, you will arrive at position "0", which corresponds to the maximum damping. Starting from this position and by rotating counterclockwise, you can count the clicks.

To adjust the preload of the spring inside each leg, turn the hexagonal adjuster (2, fig. 62) using a 0.9 in (22 mm) box wrench starting from the fully open position (clockwise). From reference (A, fig. 62), every full turn clockwise corresponds to 0.04 in (1 mm) of preload of

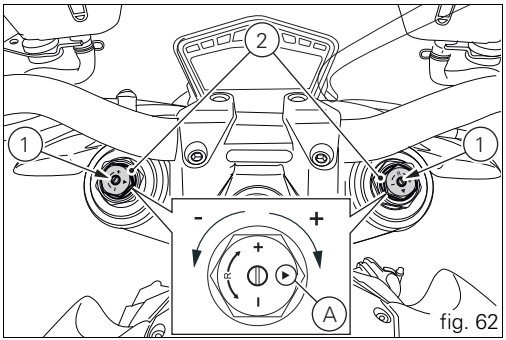


fig. 62

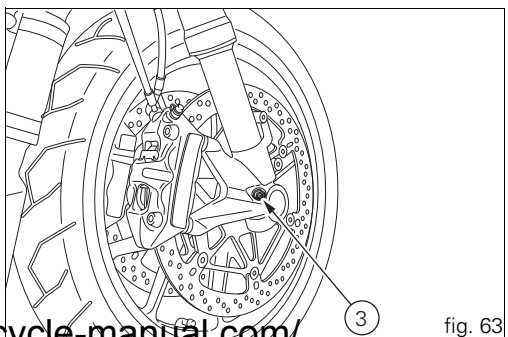


fig. 63

the spring, up to a maximum of 0.6 in (15 mm), corresponding to 3 full turns.
STANDARD factory setting is as follows:
compression:
1.5 turns from fully closed;
rebound:
2.5 turns from fully closed.
0.08 in (2 mm) spring preload: from FULLY OPEN, turn adjuster clockwise by 2 turns;
corresponding to an actual preload of 0.08 in (2 mm).

Important
Regulate the adjusters on both legs to the same positions.

Refer to the table on page 98 to adjust suspension settings according to motorcycle use.

Rear shock absorber adjusters (fig. 64)

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 left side next to the lower connection holding the shock absorber to the swingarm adjusts the rebound damping.
The adjuster (2) on the expansion tank of the shock absorber adjusts the compression damping.
Turning the adjusters (1 and 2) clockwise gives harder damping, turning anticlockwise gives softer damping.

STANDARD setting:
from the fully closed position (clockwise) unscrew:
adjuster (1) by 9 clicks from fully closed;.
adjuster (2) by 1.5 turns from fully closed;.
Spring preload: 0.9 in (23 mm).

The two ring nuts (3) located in the upper part of the shock absorber adjust the preload of the external spring.To adjust the spring preload, loosen the top ring nut. UNSCREWING or SCREWING the bottom ring nut INCREASES or DECREASES the preload. Once you have set the desired preload, tighten the top ring nut.

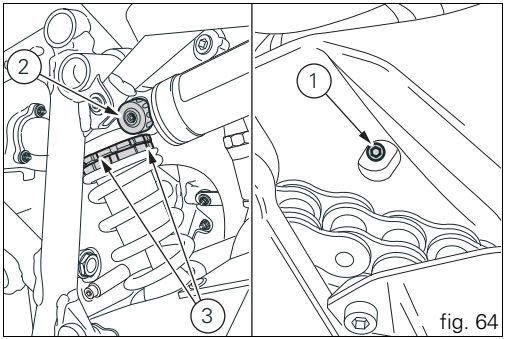


fig. 64

Warning
Use a specific pin wrench to turn the preload adjusting nut. Be careful when turning the nut with the wrench, as the pin may slip out of the ring nut recess and you may hurt your hand hitting motorcycle parts.

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

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

Following is a table with suspension settings for different conditions of use of the motorcycle.

	Rebound	Compression	Spring preload	
Front fork	2.5 turns from fully closed	1.5 turns from fully closed	2 turns from fully open	"Comfort" setup for use on the road
Rear shock absorber	9 clicks from fully closed	1.5 turns from fully closed	0.9 in (23 mm)	
Front fork	2.5 turns from fully closed	1/2 turns from fully closed	2 turns from fully open	"Sport" setup for use on the road
Rear shock absorber	5 clicks from fully closed	1/4 turns from fully closed	0.9 in (23 mm)	

Riding the motorcycle

Break-in recommendations

Maximum rpm (fig. 65)

Rotation speed for Break-in period and during standard use (rpm):
1) Up to 621 mi (1000 km)
2) 621 mi (1000 km) to 1553 mi (2500 km)

Up to 621 mi (1000 km)

During the first 621 mi (1000 km) keep an eye on the rev counter, it should never exceed:
5.500÷6000 min^{-1}.
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 61 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake disks.
For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.
It is also advisable to inspect the drive chain frequently and lubricate as required.

621 mi (1000 km) to 1553 mi (2500 km)
At this point, you can squeeze some more power out of your engine. However never exceed 7000 min^{-1}.

Important

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

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

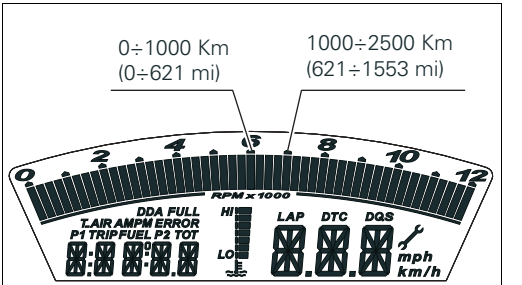


fig. 65

Pre-ride checks

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

Before riding, perform a thorough check-up on your bike as follows:
FUEL LEVEL IN THE TANK
Check the fuel level in the tank. Fill tank if needed (page 108).
ENGINE OIL LEVEL
Check oil level in the sump through the sight glass. Top up if needed (page 127).
BRAKE AND CLUTCH FLUID
Check fluid level in the relevant reservoirs (page 112).
COOLANT
Check coolant level in the expansion reservoir. Top up if needed (page 111).
TIRE CONDITION
Check tire pressure and condition (page 125).
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 121).

KEY LOCKS
Ensure that fuel filler plug (page 92) and seat (page 93).
SIDE STAND
Make sure side stand operates smoothly and is in the correct position (page 94).

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

Starting the engine

Warning
Before starting the engine, become familiar with the controls you will need to use when riding (page 10).

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

1) Move the ignition key to ON (fig. 66). Make sure both the green light N and the red light on the dashboard come on.

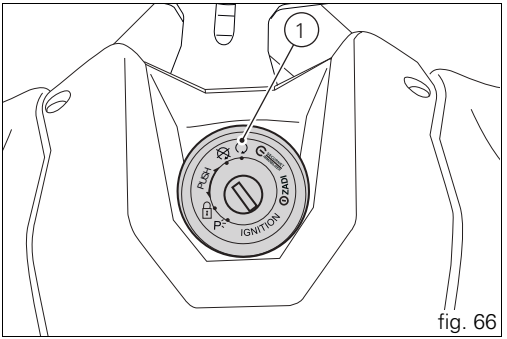


fig. 66

Important
The oil pressure light should go out a few seconds after the engine has started (page 31).

Warning
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).

2) Check that the stop switch (2, fig. 67) is positioned to ○ (RUN), then press the starter button (3, fig. 67).

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

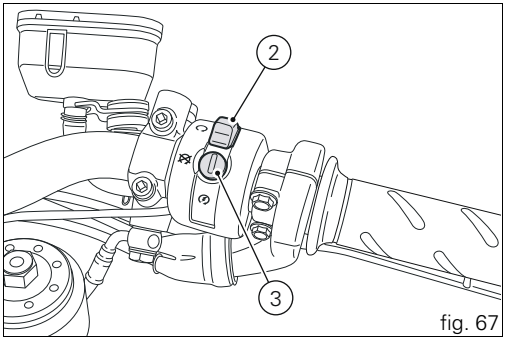


fig. 67

Moving off

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

To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronize, shift down (engage next lower gear) and release the clutch.
The controls should be used correctly and with promptness. When riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down. This will avoid undue stress on the engine and motorcycle.

Important

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

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.

Warning

Use both brake lever and pedal for effective braking.

Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle.

When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral. Apply the brakes and bring the motorcycle to a complete stop. To switch the engine off, simply turn the key to position (2, fig. 68).

Important

Do not leave the key turned to ON, position (1, fig. 68) if engine is off since the electric components could get damaged.

Parking

Stop the motorcycle, then put it on the side stand (see page 94).
Steer the handlebar completely to the left and bring the key to position (3, fig. 69) to prevent thefts.
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, fig. 69).

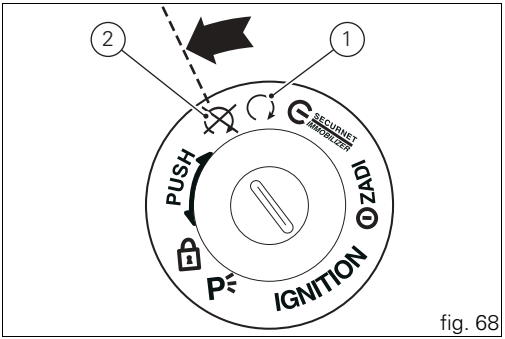


fig. 68

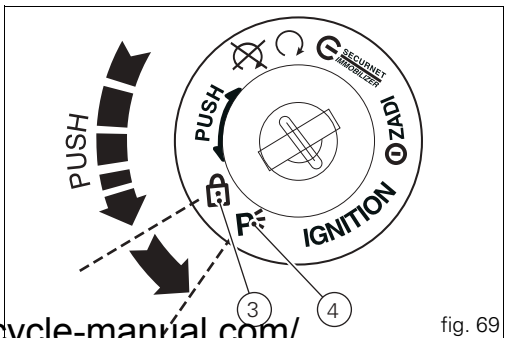


fig. 69

Important
Do not leave the key turned to position (4, fig. 69) for long periods or the battery will run down. Never leave the ignition key in the switch when you are leaving your bike unattended.

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

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

Refueling (fig. 70)

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

Warning

Use low-lead fuel with min. 90 (RON+MON)/2 octane rating at origin minimum (see “Top-ups” table, page 136). Be sure there is no fuel trapped in the filler recess.

Warning

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

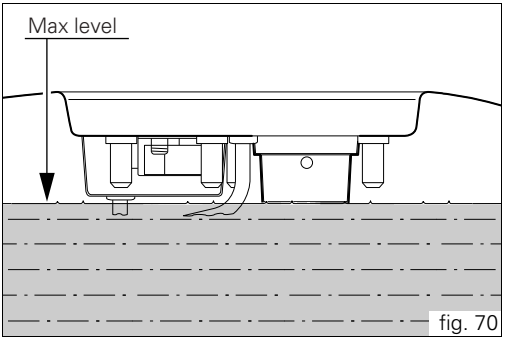


fig. 70

Tool kit and accessories (fig. 71)

The owner's manual is located under the passenger seat.
The tool kit (1) is fastened with velcro inside the tail guard, on vehicle RH side. It includes:
- Box wrench for spark plugs;
- Tommy bar for plug wrench;
- Double-tip screwdriver;
- Allen wrench for fairings.

To reach the tool kit (1), remove the rider seat as explained on page 143.

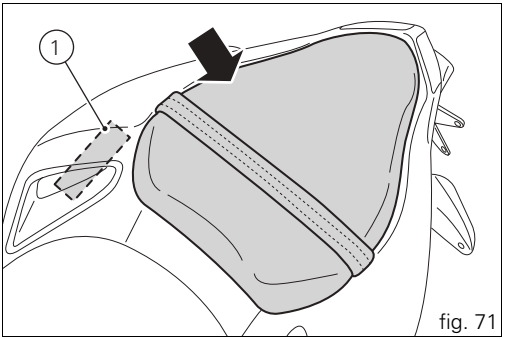


fig. 71

USB Data Logger

Note
USB data logger (1) is available as spare part.

To use it, set it under the seat with cap (2) installed and main wiring connection (3) connected.
Please refer to the "DDA data acquisition" procedure under "LCD – How to set/display parameters".

Note
Online assistance is available to Ducati Data Analyzer (DDA) owners (http://dda.prosa.com). This service will provide anything necessary to correctly use the DDA with your PC: both for the device and the software for analyzing the recorded data.

Warning
After use, disconnect the DDA from the main wiring harness.

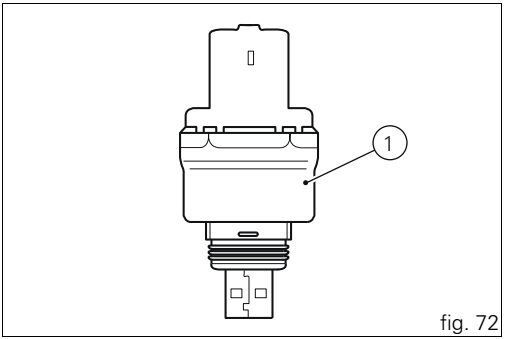


fig. 72

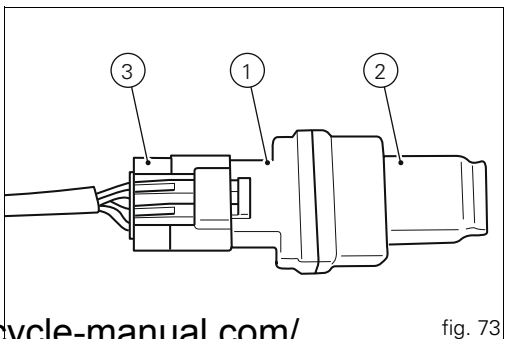


fig. 73

Main maintenance operations

Change the air filter

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

Checking and topping up coolant level (fig. 74)

Check coolant level in the expansion tank on the right side of the vehicle. It should be between the two marks (1) and (2). Mark (2) indicates MAX level; mark (1) indicates MIN level.
Top up if the level is below the MIN mark.
Unscrew the filler plug (3, fig. 74) and add a mixture consisting of water and SHELL Advance Coolant or Glycoshell antifreeze (35-40% of the volume) up to the MAX level.
Refit the filler plug (3) and reassemble all removed parts.

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

Cooling circuit capacity: 2.3 cu. dm (liters - 0.66 gallon)

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

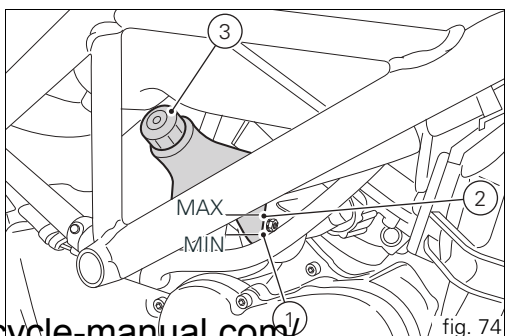


fig. 74

Checking brake and clutch fluid level

Level should never drop below the MIN marks on the tanks (fig. 75) (shown in the figure are the front and rear brake fluid 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.

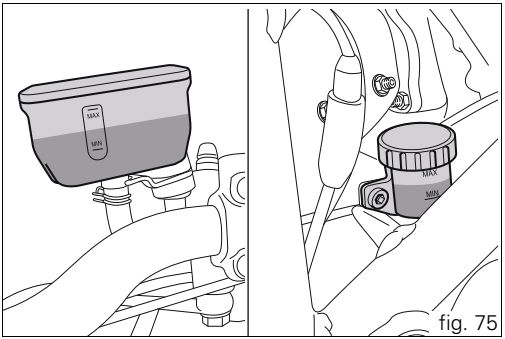


fig. 75

Important

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

Brake system

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

Warning

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact. Hydraulic oil is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Clutch system

If the control lever has too much play and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or Authorized Service Center to have the system inspected and air drained out.

Warning

Clutch fluid level will increase in reservoir as clutch plate friction material wears down. Do not exceed the specified level (0.1 in (3 mm) above the minimum level).

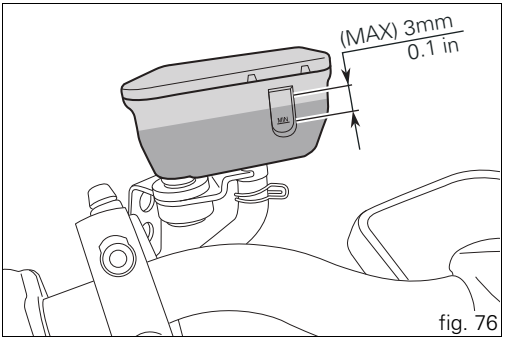


fig. 76

Checking brake pads for wear (fig. 77 and fig. 78)

Check brake pads wear through the inspection hole in the calipers.
If the thickness of the friction material, even in just one pad, is about 0.04 in (1 mm) replace both pads.

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

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

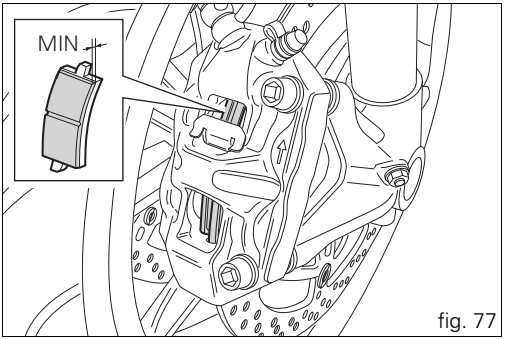


fig. 77

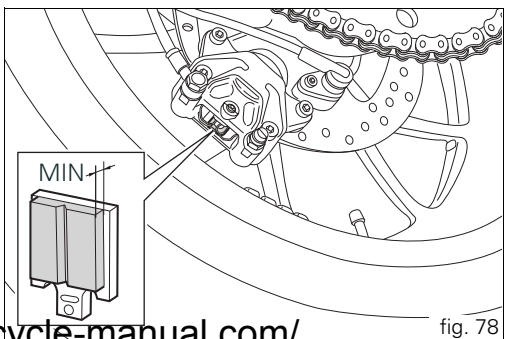


fig. 78

Lubricating cables and joints

Check the outer sheath of the throttle control cables for damage at regular intervals. The outer plastic cover should not be flattened or cracked. Operate the controls to make sure the inner cables slide smoothly inside the outer sheath: if you feel any friction or catching, have the cable replaced by a Ducati Dealer or Authorized Service Center.
To avoid this kind of problem with the throttle cable, unscrew the two retaining screws (1, fig. 79), to open the case and then grease cable end and pulley with SHELL Advance Grease or Retinax LX2 grease.

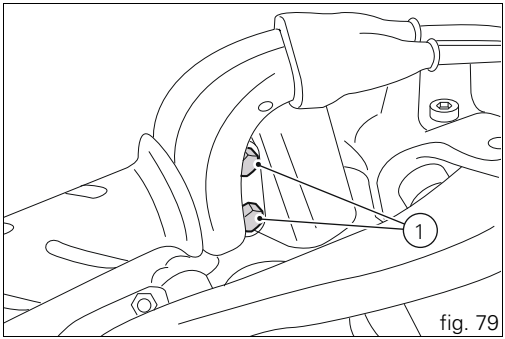


fig. 79

Warning

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

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

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

Adjusting throttle control free play

In all steering positions, the throttle twistgrip must have
a freeplay of 0.05÷0.07 in (1.5÷2.0 mm) measured on the outer edge of the twistgrip.If necessary, adjust it using the adjusters (1 and 2, fig. 81) located on the steering tube on the righthand side of the vehicle.
Adjuster (1) is for throttle opening, and adjuster (2) is for throttle closing.
Slip the rubber gaiters off the adjusters (3) and loosen the counter nuts (4). Adjust both adjusters by the same amount: turn clockwise to increase free play and counterclockwise to reduce free play. When finished, tighten the counter nuts (4) and refit the rubber gaiters to the adjusters.

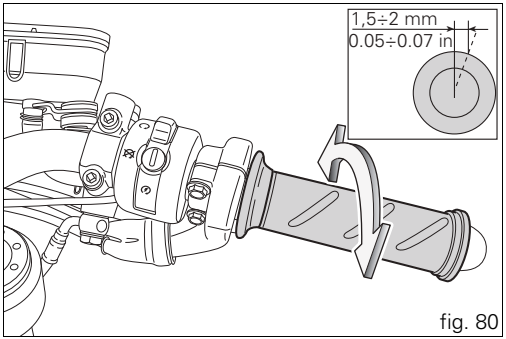


fig. 80

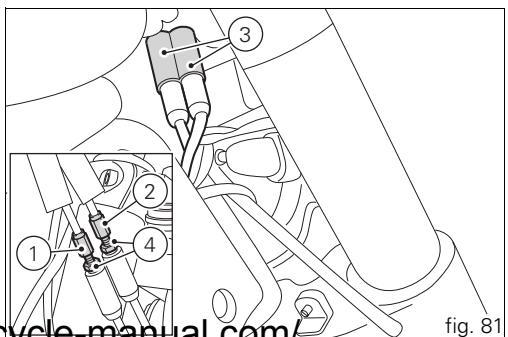


fig. 81

Charging the battery (fig. 82 and fig. 83)

Before charging the battery, it is best to remove it from the motorcycle. Remove the passenger seat (page 93), loosen screws (1) and remove the underseat compartment (2). Always disconnect the black negative terminal (-) first, then the red positive terminal (**+**). Remove the battery by sliding it up.

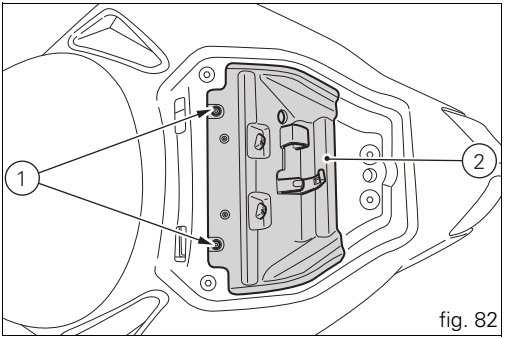


fig. 82

Warning

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

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

Important

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

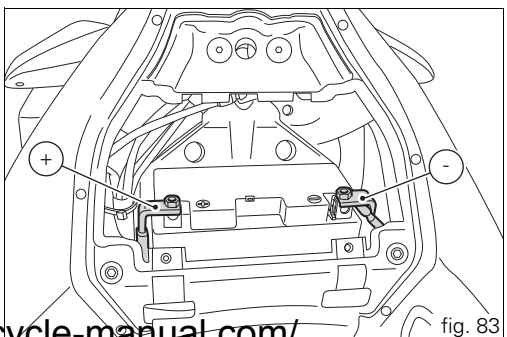


fig. 83

Refit the battery to the vehicle, connect the terminals and grease the screws to improve conductivity. Set underseat compartment (2) on rear subframe and fasten it using screws (1). Refit the passenger seat (page 93).

Warning
Keep the battery out of the reach of children.

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

Checking drive chain tension (fig. 84)

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

Turn the rear wheel until you find the position where chain is tightest. Set the vehicle on the sidestand. With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the center of the chain pins and the aluminum section of the swingarm. Must equal: A = 1.5 ÷ 1.6 in (39 ÷ 41 mm)

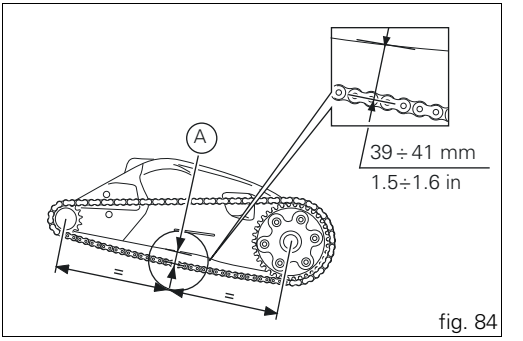


fig. 84

Warning
Correct tightening of swingarm screws (1) is critical to rider and passenger safety.

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

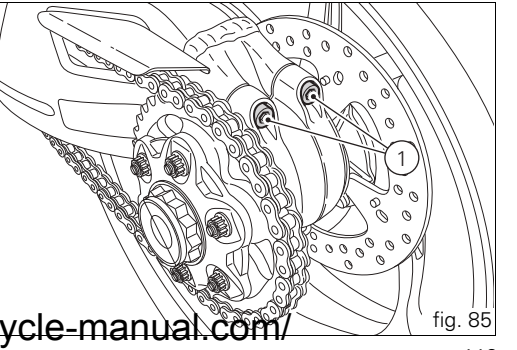


fig. 85

Chain lubrication

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt and to hold the lubricant inside.
The seals might be irreparably damaged if the chain is cleaned using any solvent other than those specific for O-ring chains or washed using steam or water cleaners.
After cleaning, blow the chain dry or dry it using absorbent material and apply SHELL Advance Chain or Advance Teflon Chain on each link.

Important

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

Replacing the high and low beam bulbs

Before replacing a blown bulb, make sure that the replacement bulb has the same voltage and power as that specified in the paragraph "Electrical System" on p. 142. Always check that the bulb functions before reassembling removed parts.
Shown in fig. 86 are the locations of the low beam (LO) high beam (HI) bulb (1) and parking light bulb (2).

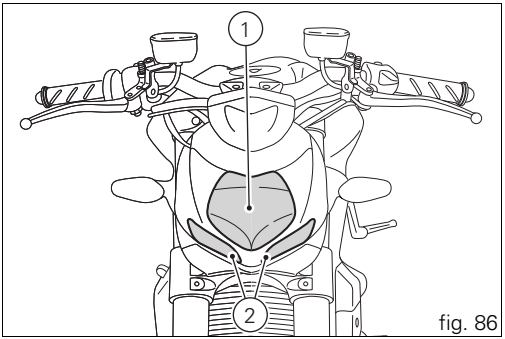


fig. 86

Headlight

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

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

Rear turn indicators (fig. 87)

Loosen screw (1) and separate the lens (2) from turn indicator mount.
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 (2) inserting the tab in the relevant slot on turn indicator mount.

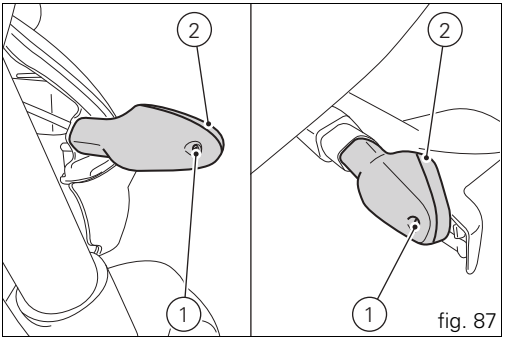


fig. 87

Number plate light (fig. 88)

To reach the number plate light, open the number plate light cover (3), remove the bulb and renew it.

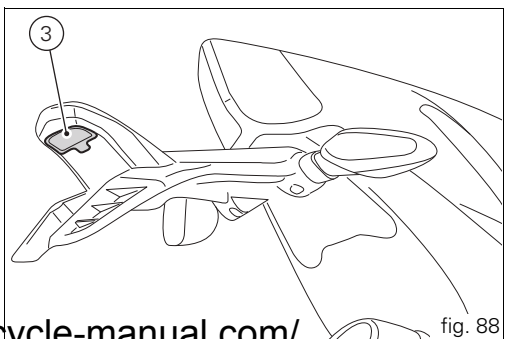


fig. 88

Beam setting (fig. 89)

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). Draw a horizontal line corresponding to the center of the headlamp and a vertical one in line with the longitudinal axis of motorcycle.
If possible, perform this check in dim light.
Switch on the low beam.
The height of the light spot (measured at the upper limit between dark and lit-up area) should not exceed 9/10th of the height from ground of headlamp center.

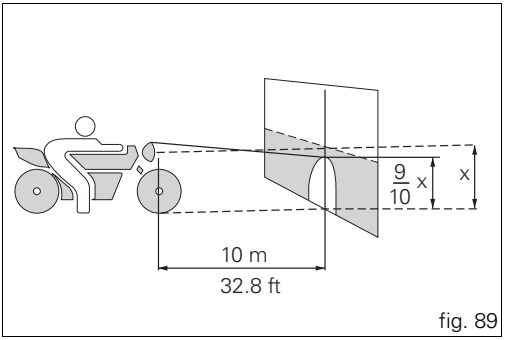


fig. 89

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.

The side position of the left beam can be corrected using the screw (1, fig. 90), on the rear side of the headlamp. Turn the screw clockwise to move the beam to the right, counterclockwise to move it to the left.
To adjust the headlight beam vertically use the screw (2, fig. 91), on the rear side of the headlamp. Turn the screw clockwise to lower the beam, anticlockwise to raise it.

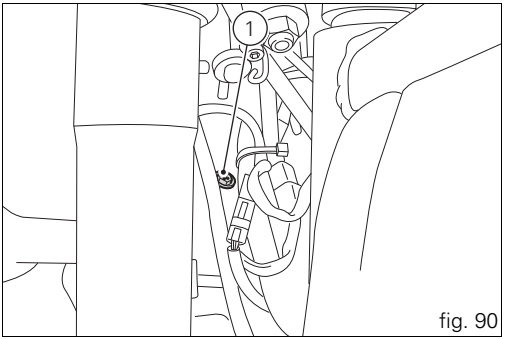


fig. 90

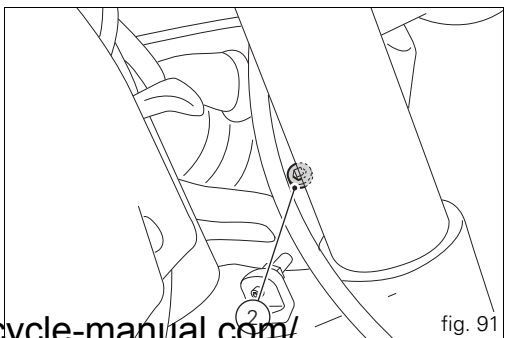


fig. 91

Tubeless tires

Front tire pressure:
2.5 bar (36.2 PSI).
Rear tire pressure:
2.5 bar (36.2 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. To prevent distortion of the front wheel rim, increase tire pressure by 0.2÷0.3 bar (2.9÷4.3 PSI) when riding on bumpy roads.

tire repair or change (Tubeless tires)

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

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

After replacing a tire, the wheel must be balanced.

Important
Do not remove or shift the wheel balancing weights.

Important
Have the tires replaced at a Ducati Dealer or Authorized Service Center. Correct removal and installation of the wheels is essential.

Minimum tread depth

Measure tread depth (S, fig. 92) at the point where tread is most worn down.
It should not be less than 0.08 in (2 mm), and in any case not less than the legal limit.

Important

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

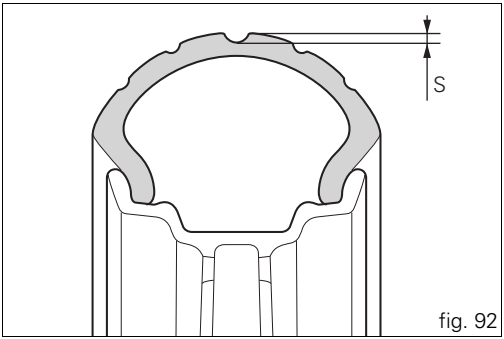


fig. 92

Checking engine oil level (fig. 93)

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

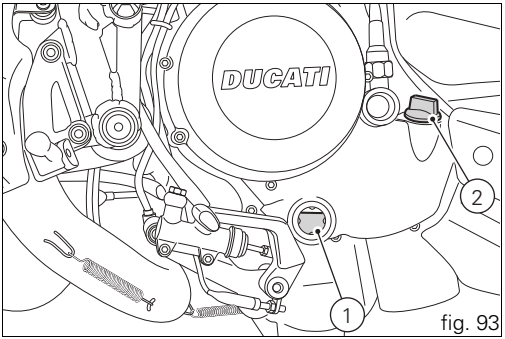


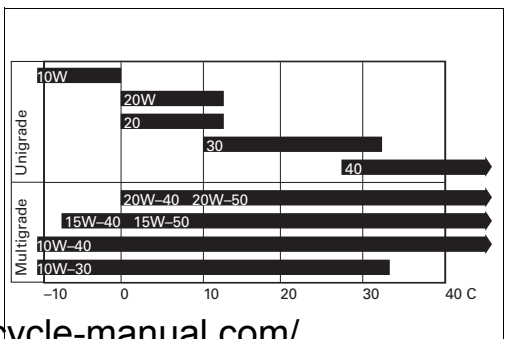
fig. 93

Important

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

Viscosity

SAE 15W-50
The other viscosity degrees indicated in the table can be used if the local average temperature is within the limits specified for that oil viscosity.



Cleaning and replacing the spark plugs (fig. 94)

Spark plugs are essential to smooth engine running and should be checked at regular intervals.
The condition of the spark plugs provides a good indication of how well the engine is running.
Have the spark plugs inspected or replaced at a Ducati Dealer or Authorized Service Center; they will check the color of the ceramic insulator of the central electrode: an even brown color is a sign that the engine is in good running order.

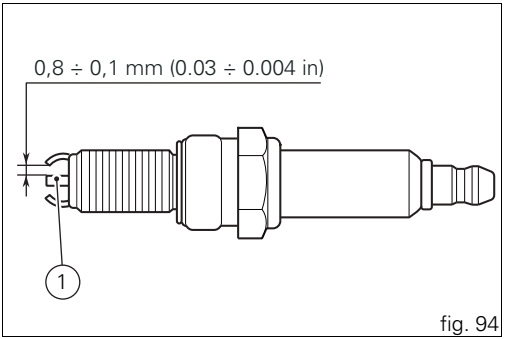


fig. 94

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

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

Cleaning the motorcycle

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

Note

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

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

Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces. Never clean the motorcycle using hot or high-pressure water jets. Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the safety requirements.

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

Warning

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

Warning

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

Storing the motorcycle

If the motorcycle is to be left unridden over long periods, you should perform the following procedures before storing it away:
clean the motorcycle;
empty the fuel tank;
pour a few drops of engine oil into the cylinders through the spark plug bores, then turn the engine over by hand a few times to form a protective film of oil on the inner walls of the cylinder;
place the motorcycle on the service stand;
disconnect and remove the battery.
If the motorcycle has been left unused for more than a month, the battery should be checked and recharged if necessary.
Protect the motorcycle with a specific motorcycle cover that will not damage the paintwork or retain moisture.
The canvas is available from Ducati Performance.

Important notes

Some countries, such as France, Germany, Great Britain, Switzerland, etc. have compulsory emission and noise standards that include mandatory inspections at regular intervals.
Periodically carry out the required checks and replace parts as necessary using Ducati original spare parts to be in compliance with regulations in the given country.

Scheduled maintenance chart: operations to be performed by the Dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	km x1000	1	12	24	36	48	Time (months)
	mi x1000	0.6	7.5	15	22.5	30	
Read the error memory with DDS and check whether any update is available for control unit Software version.		●	●	●	●	●	12
Check whether there are technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12
Clean the engine oil intake filter		●					-
Check and/or adjust valve clearance				●		●	-
Replace the timing belts				●		●	60
Replace the spark plugs			●	●	●	●	-
Change the air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							36

List of operations and type of intervention [set mileage (km/mi) or time interval *]	km x1000	1	12	24	36	48	Time (months)
	mi x1000	0.6	7.5	15	22.5	30	
Check brake disks and pad wear.Replace if necessary		●	●	●	●	●	12
Check the tightening of the safety components (brake disc carrier bolts, brake caliper bolts, front and rear wheel nuts, final drive front/ rear sprocket nuts)		●	●	●	●	●	12
Check and lubricate the rear wheel shaft				●		●	-
Check the drive chain tension and lubrication		●	●	●	●	●	12
Check final drive wear (chain, front/rear sprocket) and chain sliders			●	●	●	●	12
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Change the front fork fluid							36
Check the freedom of movement and tightening of the side stand (if present)		●	●	●	●	●	12
Check rubbing points, clearance and freedom of movement and position of the flexible cables and electric wiring in view		●	●	●	●	●	12
Checking the coolant level		●	●	●	●	●	12
Change coolant							36
Check electric fan operation		●	●	●	●	●	12
Check tire pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check idling		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	km x1000	1	12	24	36	48	Time (months)
	mi x1000	0.6	7.5	15	22.5	30	
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check the indicators and lighting		●	●	●	●	●	12
Reset the Service indication through the DDS		●	●	●	●	●	12
Road test of the motorcycle with test of safety devices (e.g. ABS and DTC)		●	●	●	●	●	12
Cleaning the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in the Warranty Certificate		●	●	●	●	●	12

* Service on the set interval, whichever comes first (mileage or months)

Scheduled maintenance chart: operations to be performed by the customer

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

* Service on the set interval, whichever comes first (mileage or months)

Technical data

Overall dimensions (mm) (fig. 95)

Weights

Weight in running order without fuel:
414 lb (188 kg).

Weight in running order without fluids and battery:
372 lb (169 kg).
Carrying full load:
359 lb (390 kg).

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

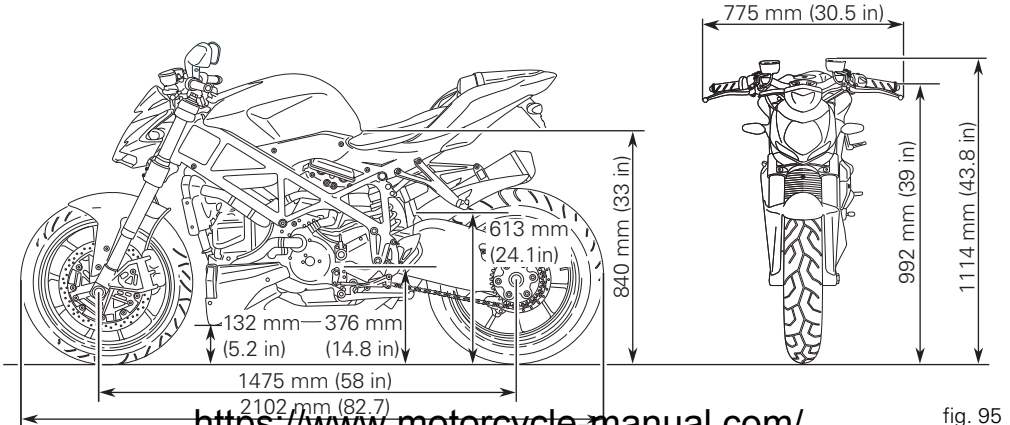


fig. 95

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1 gallon (4 cu. dm liters)	Unleaded fuel with a minimum octane rating of 90 (RON+MON)/2.	4.3 gallon (16.5 cu. dm) (liters)
Lubrication circuit	SHELL - Advance 4T Ultra	0.9 gallon (3.7 cu. dm) (liters)
Front/rear brake and clutch circuits	Special hydraulic fluid SHELL Advance Brake Dot 4	—
Protectant for electric contacts	SHELL - Advance Contact Cleaner spray for electric systems	—
Front fork	SHELL - Advance Fork 7.5 or Donax TA	390 cu. cm (per leg) oil level height
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.7 gallon (2.9 cu. dm) (liters)

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

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

Engine

Longitudinal 90° "L" twin cylinder, four-stroke.
Bore:
3.7 in (94 mm)
Stroke:
2.4 in (61.2 mm)
Total displacement, cu. cm:
849
Compression ratio:
13.2±0.5:1.
Max power at crankshaft (95/1/EC), kW/HP:
97 kW/132 HP at 10,000 min^{-1}
Max torque at crankshaft (95/1/EC):
9.5 kgm/93,5 Nm at 9,500 min^{-1}
Maximum rpm:
11,300

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

Timing system

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

Desmodromic timing system (fig. 96)

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

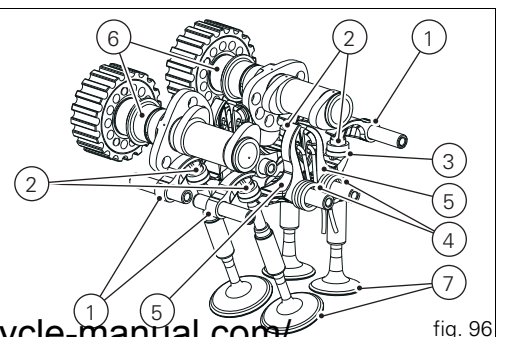


fig. 96

Performance data

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

Important

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

Spark plugs

Make:
NGK
Type:
MAR10A-J

Fuel system

MARELLI indirect electronic injection.
Throttle body diameter:
2.4 in (60 mm)
Injectors per cylinder: 1
Firing points per injector: 12
Fuel specifications: 90 (RON+MON)/2.

Warning

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

Brakes

Front

Semi-floating drilled twin-disk.
Braking material:
steel.
Carrier material:
aluminum.
disk diameter:
12.6 in (320 mm).
Hydraulically operated by a control lever on handlebar right hand side.
Brake caliper make:
BREMBO.
Friction material:
Toshiba TT 2182 FF
Master cylinder:
Ø 18 mm (PR18/19).
Caliper cylinder:
Ø 32 mm (P4).32K).
Master cylinder type:
PR18/19.

Rear

With fixed drilled steel disk.
disk diameter:
9.6 in (245 mm).
Hydraulically operated by a pedal on RH side.
Make:
BREMBO
Friction material:
FERIT I/D 450 FF
Master cylinder:
Ø 11 mm (PS11b).
Caliper cylinder:
Ø 34 mm (P34c).
Master cylinder type:
PS11b.

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

Transmission

Wet clutch controlled by the lever on left hand side of the handlebar.
Drive is transmitted from engine to gearbox main shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio:
33/61
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.
Gearbox output sprocket/rear chain sprocket ratio:
15/42
Total gear ratios:

1st gear 37/15

2nd gear 30/17

3rd gear 28/20

4th gear 26/22

5th gear 24/23

6th gear 23/24

Drive chain from gearbox to rear wheel:
Make:
Regina
Type:
525 ZRPK
Dimensions:
5/8“x5/16“

Links:
104.

Important

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

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

Warning

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

Frame

ALS450 steel tubular trellis frame.
Steering angle (on each side):
29°
Steering head angle:
24.5°

Wheels

Wheel rims in light alloy with ten spokes.

Front

Dimensions:
MT 3.50x17".

Rear

Dimensions:
MT 5.50x17".

Both wheel shafts can be removed.

Tires

Front

Tubeless, radial tire.
Size:
120/70-ZR17

Rear

Tubeless, radial tire.
Size:
180/60-ZR17

Suspensions

Front

Hydraulic upside-down fork provided with external adjusters for rebound and compression damping and preload (for inner springs of fork legs).
Stanchion diameter:
1.6 in (43 mm).
Travel along leg axis:
5 in (127 mm).

Rear

Of the progressive type, thanks to a rocker arm connecting frame and upper pivot point of the shock absorber.
The shock absorber allows rebound, compression damping and spring preload adjustment and is connected to a light alloy swingarm at the bottom pivot point. The swingarm hinges on a pivot shaft that passes through the frame and engine.
The whole system gives the bike excellent stability.
Shock absorber stroke:
2.4 in (62 mm).

Wheel travel:
5 in (127 mm).

Exhaust system

Lightweight "2 into 1 into 2" exhaust system, with catalytic converter and lambda sensor. Two stainless steel silencers

Available colors

Ducati Anniversary red 473.101 (PPG);
Clear coat code 228.880 (PPG);
red frame and black wheel rims.

Fighter Yellow;
Bottom Fighter Yellow cod. 873.T223 (PALINAL);
Base Fighter Yellow cod. 928.T224 (PALINAL);
Clear lacquer 2K, matte, part no. 923I2105 (PALINAL);
Racing Black frame and black wheel rims.

Dark Stealth;
Base primer 2K, Black, part no. 54M22705 (Akzo Nobel);
Base cod. 54M22704 (Akzo);
Clear lacquer part no. 55K23020 (Akzo);
Racing Black frame and black wheel rims.

Electrical system

Basic electric items are:
Headlight with:
lamp type: 1 x H4 (12V-60/55W).
Parking light type: LED (13.5V - 6.1 W).
Electrical controls on handlebars.
Turn indicators:
Front: bulb type: RY10W (12V-10W) AMBER YELLOW
Rear: bulb type: RY10W (12V-10W) AMBER YELLOW
Horn.
Brake light switches.
Battery 12V-10 Ah.
GENERATOR 12V -360W.
ELECTRONIC RECTIFIER, protected by a 30A fuse located on the solenoid starter, on rear subframe LH side (12, fig. 99).
Starter motor: 12V-0.7 kW.
Tail light and brake signal:
LED (13.5V-0.3/3.8W).
Number plate light:
bulb type: C5W (12-5W).

Note
For bulb replacement instructions, please refer to page 121 under "Replacing the high and low beam bulbs".

Fuses

Electrical parts are protected by nine fuses housed inside special fuse boxes. Only 7 fuses are connected. There are two spare fuses.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.

LEGEND TO FUSE BOX (fig. 97)

Pos.	El. item	Rat.
1	Key-On	10 A
2	Fans	7.5 A
3	Lights	15 A
4	Instrument Panel	5 A
5	Injection	20 A
6	ECU (engine control unit)	5 A
7	Spare	20 A
8	Spare	15 A

The main fuse box (9, fig. 97) is located under the rider seat (10, fig. 98). Loosen the screws (11, fig. 98) securing rider seat to subframe. Remove the rider seat (10, fig. 98) from the vehicle by slightly pulling it back and up.

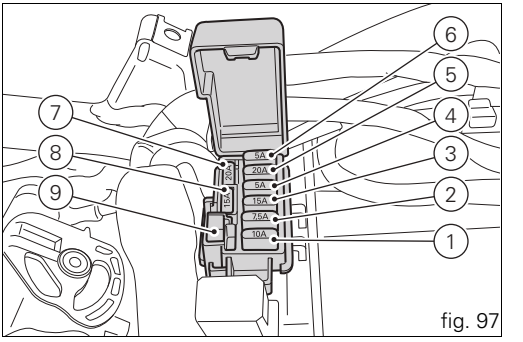


fig. 97

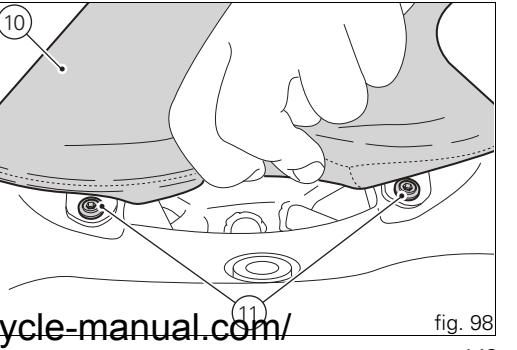


fig. 98

To expose the fuses, remove the box protective cover. Mounting position and ampere capacity are marked on box cover.
The fuse (12, fig. 99) protects the electronic regulator.

Important
To reach the fuse (12, fig. 99) please contact a Ducati Dealer or Authorized Service Center.

A blown fuse is identified by the interrupted center link (13, fig. 100).

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

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

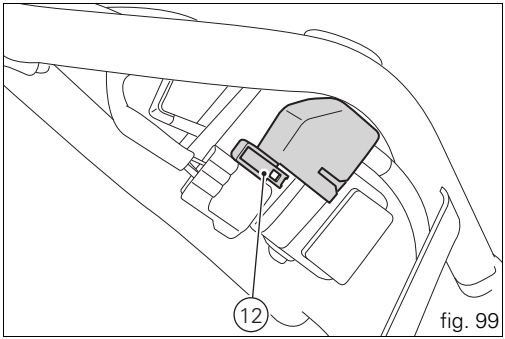


fig. 99

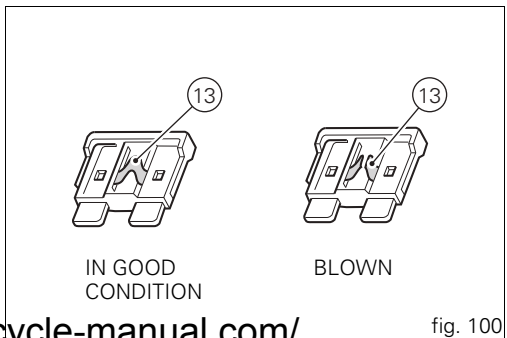


fig. 100

Injection /electric system diagram key

1) Righthand switch
2) Ignition switch
3) LH fan
4) RH fan
5) Starter motor
6) Solenoid starter
7) Battery
8) Regulator fuse
9) Regulator
10) Generator
11) RH rear turn indicator
12) Tail light
13) Number plate light
14) LH rear turn indicator
15) Fuel tank
16) Stepper motor
17) Injection relay
18) Self-diagnosis
19) Horizontal cylinder coil
20) Vertical cylinder coil
21) Horizontal cylinder spark plug
22) Vertical cylinder spark plug
23) Horizontal cylinder injector 1
24) Vertical cylinder injector 1
25) Throttle position sensor
26) Timing/rpm sensor
27) Water temperature sensor
28) Rear speed sensor
29) Side stand
30) Horn
31) Neutral switch
32) Oil pressure switch
33) Rear stop switch
34) ECU
35) Fuses
36) Clutch switch
37) Front stop switch
38) Lefthand switch
39) Transponder antenna
40) Air temperature sensor
41) Finish line
42) Dashboard
43) Light relay
44) LH front turn indicator
45) Headlight
46) Front RH parking light
47) RH front turn indicator
48) EX-UP drive
49) Fan relay
50) Front LH parking light
51) Data logger
52) Lambda sensor 1
53) Quick shifter (arrangement)
54) -
55) Lambda sensor 2
56) Ignition relay
57) DTC
58) Front speed sensor

Wire color coding

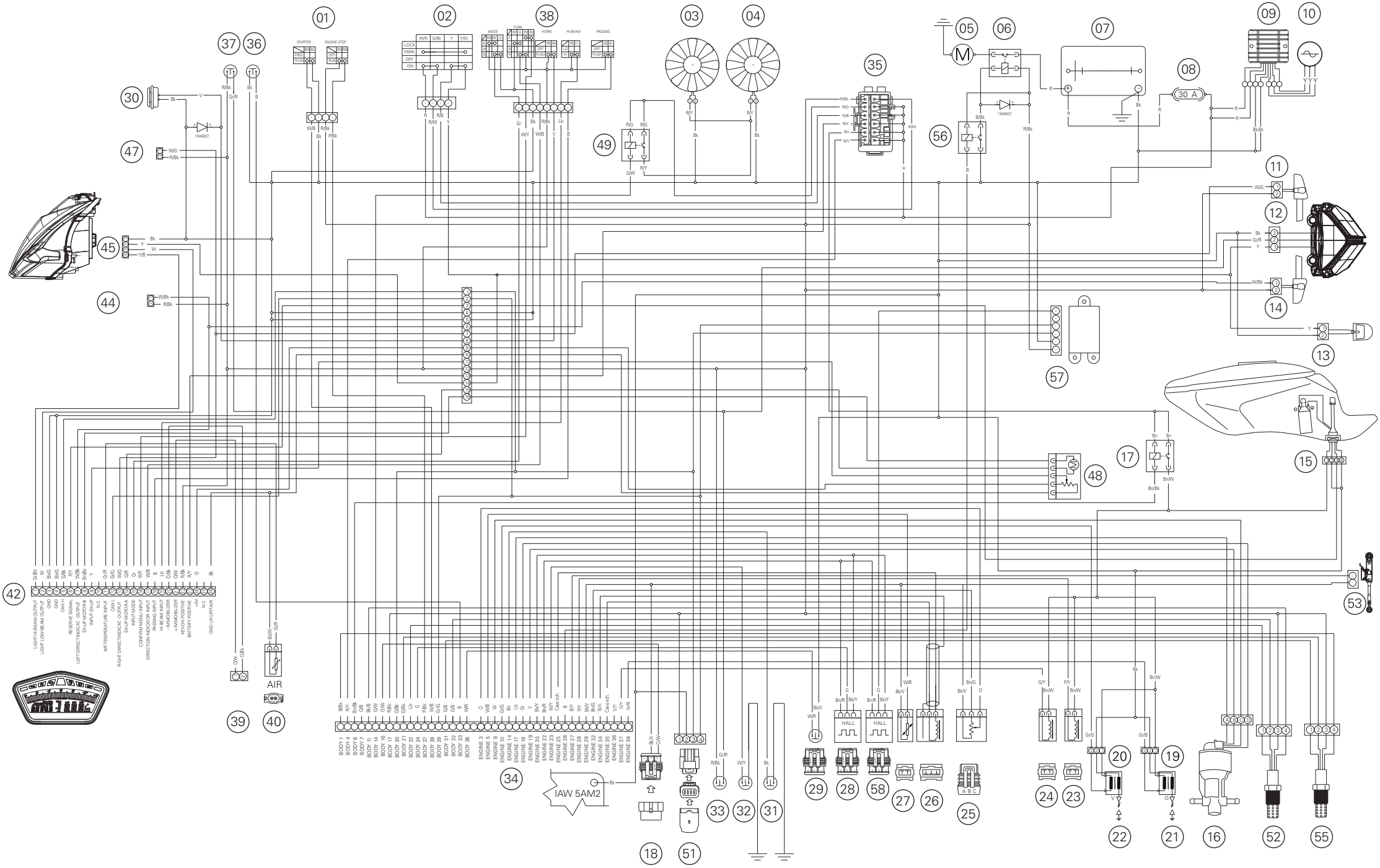
B Blue
W White
V Violet
BK Black
Y Yellow
R Red
LB Light blue
GR Gray
G Green
BN Brown
O Orange
P Pink

Note

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

Routine maintenance record

KM	DUCATI SERVICE	MILEAGE	DATE
1000			
12000			
24000			
36000			
48000			
60000			



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