

Owner's manual

HYPERMOTARD

HYPERMOTARD SP



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

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

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

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Owner's manual

US/CANADA

HYPERMOTARD

HYPERMOTARD SP

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

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

In your own interest, for your safety and in order to guarantee product reliability, we strongly recommend that you go to an Authorized Dealer or Service Center for any servicing included on the scheduled maintenance chart (see page 199).

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.

Have fun!

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Routine maintenance record 218

Introduction

Safety guidelines

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

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

Warning symbols used in the manual.

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

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

Permitted use

This motorcycle may be used on dirt roads or for off-road riding.

Attention

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

This motorcycle carries the rider and can carry a passenger.

Attention

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

Rider's obligation

All riders must hold a driver's license.

Attention

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

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

Attention

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

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

Attention

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

Some countries require mandatory insurance coverage.



Attention

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

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



Attention

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



Attention

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



Attention

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



Attention

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

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

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

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

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

Reporting of safety defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Ducati North America, 10443 Bandle Drive Cupertino, California, 95014, Tel: 001.408.253.0499, Fax: 001.408.253.4099. If NHTSA receives similar

complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider education

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



Attention

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

Be sure you know the "RULES OF THE ROAD", carefully read and familiarize with the contents of the M.O.M. (Motorcycle Operator Manual) for

information on your State and which can be viewed on the M.S.F. (Motorcycle Safety Foundation) website (www.msf-usa.org).

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

Clothing

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

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

- The helmet must have the requirements listed in page 8; if your helmet does not have a visor, use suitable eye wear;
- Gloves must have five fingers and be made of leather or other abrasion-resistant material;
- Boots or shoes used for riding must have non-slip soles and ankle protection;
- Jacket and pants, or even riding suits, must be made of leather or abrasion-resistant material and in a color with inserts that are very visible.



Important

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



Important

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



Important

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

"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

Closely follow the indications provided in chapter "Riding the Motorcycle" during the running-in period.

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

Attention

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

Before starting the motorcycle, always performs the checks detailed in this manual (see page 164).

Attention

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

Attention

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

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

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

Important

The rider should ALWAYS keep both hands on the handlebar.

Important

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



Important

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



Important

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



Important

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



Important

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



Important

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



Important

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



Attention

The engine, exhaust pipes and silencers remain hot for a long time after engine is switched off; pay particular attention not to touch exhaust system with any body part and do not park the vehicle next to inflammable material (wood, leaves etc.).



Attention

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

Refueling

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

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

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

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

Attention

The vehicle is compatible only with fuel having a maximum 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.

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

The maximum speed permitted with the side panniers, top case and the tank bag fitted must not exceed 111.85 mph (180 km/h).

Attention

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Attention

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

Please, refer to paragraph "Tires" in page 192.

Dangerous products - warnings

Used engine oil



Attention

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

Brake lining debris

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

Brake fluid



Attention

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



Attention

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

Coolant

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



Attention

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

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

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

Battery



Attention

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

Vehicle ID number

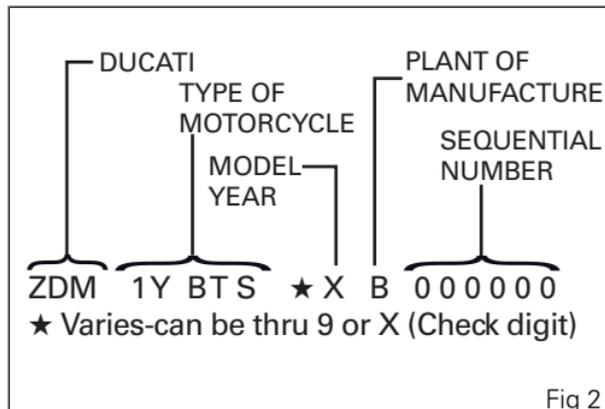
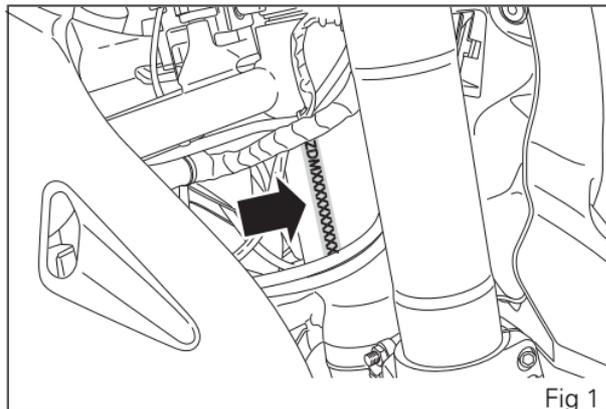


Note

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

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

Frame number



Engine ID number



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

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

Engine number.

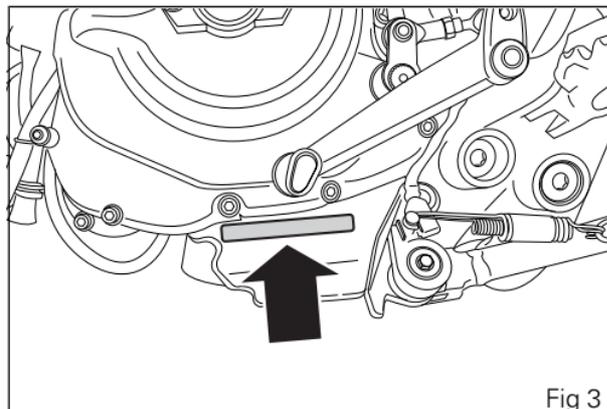


Fig 3

Plate positioning

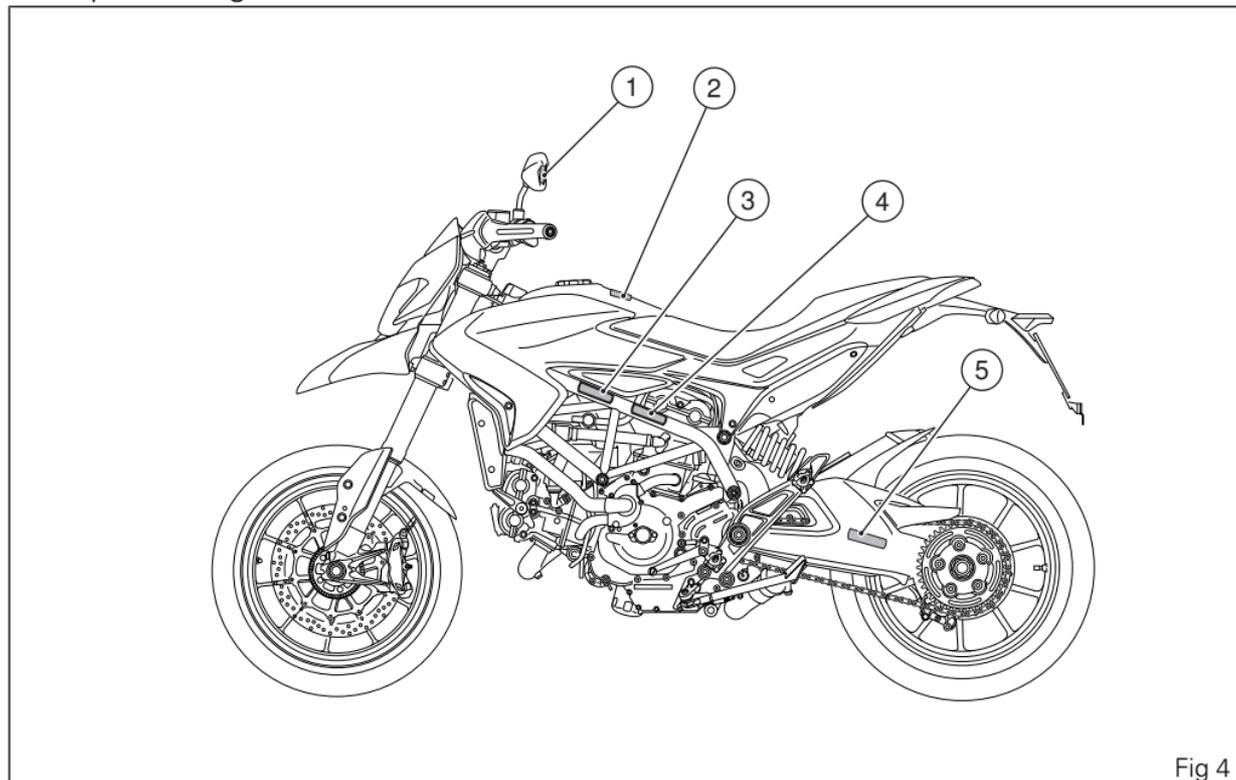


Fig 4

OBJECTS IN MIRROR ARE
CLOSER THAN THEY APPEAR

1

CAUTION

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

2

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

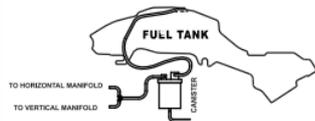
THIS xxxx DUCxxxxxxx MOTORCYCLE ZDMxxxxxxxxxxxxx
MEETS EPA NOISE EMISSION REQUIREMENTS OF xx dB(A) AT xxxxx RPM
BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS
MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED
BY FEDERAL LAW. SEE OWNER'S MANUAL

432.1.xxx.xx

3

VEHICLE EMISSION CONTROL LABEL

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

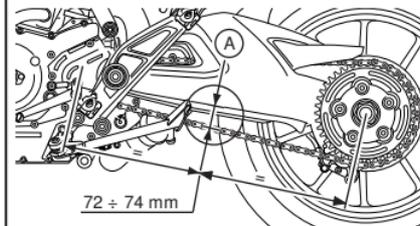


432.1.0000x

4

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

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



5

Fig 5

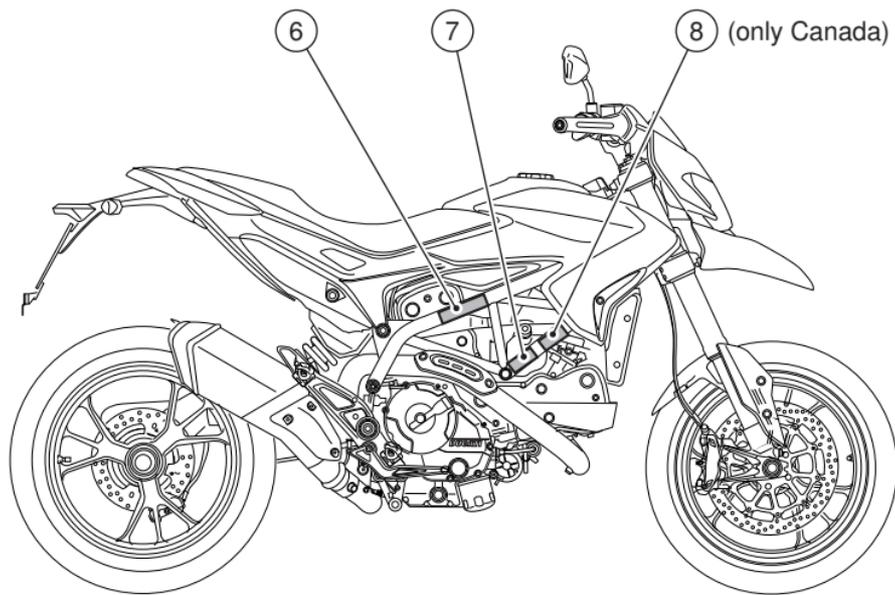


Fig 6

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

6

Manufactured by: DUCATI MOTORHOLDING spa DATE: xx/xxxx
 GVWR: xxx Lbs (xxx kg)
 GAWR F: xxx Lbs (xxx kg) with xxx/xx" tire, **x. xxxxx rim
 GAWR R: xxx Lbs (xxx kg) with xxx/xx" tire, **x. xxxxx rim
 Recommended tire cold inflation pressure:
 Driver only: front tire xx.x PSI cold, rear tire xx.x PSI cold
 Driver and passenger: front tire xx.x PSI cold, rear tire xx.x PSI cold.

This vehicle conforms to all applicable Federal Motor Vehicle Standards in effect on the date of manufacture shown above. Type classification: Motorcycle
 Vehicle I.D. No. ZDMxxxxxxxxxxxxx 432.1. xxx.xx

7

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

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

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

8 (Only Canada)

Fig 7

Noise and exhaust emission control system information

Source of Emissions

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

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

Exhaust Emission Control System

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

Crankcase Emission Control System

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

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

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

Problems that may affect motorcycle emissions

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

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (drivability) and poor economy.

California emission control warranty statement

Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2014 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

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

Manufacturer's warranty coverage

Manufacturer's warranty coverage

- 5 years or 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

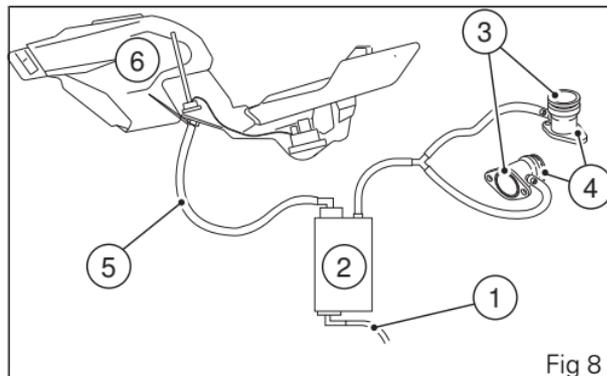
This system consists of:

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



Attention

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



Ducati limited warranty on emission control system

Ducati North America, Inc., 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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Instrument Panel (Dashboard)

Instrument panel

1) LCD Dot-Matrix.

2) REV COUNTER (rpm).

Indicates engine revs per minute.

3) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

4) HIGH BEAM LIGHT  (BLUE).

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

5) ENGINE OIL PRESSURE LIGHT  (RED).

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

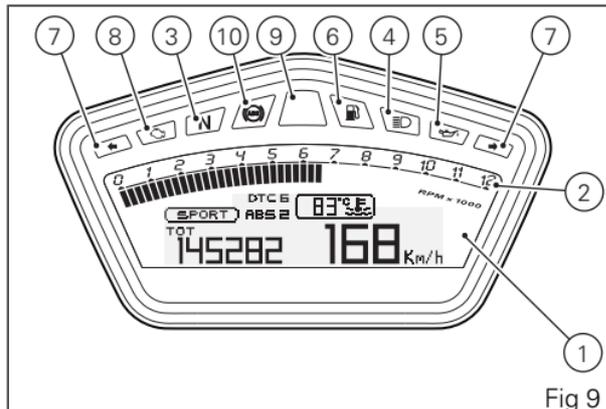


Fig 9



Important

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

6) LOW FUEL LIGHT  (AMBER YELLOW).

Comes on when fuel is low and there is about a gallon (4 liters) of fuel left in the tank.

7) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation. They both come on and flash when the Hazard function is in operation

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

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

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

	Over rev light
No limiter	Off
1st threshold - no. RPM before limiter kicks in (*)	On - STEADY
Rev limiter (limiter engaged due to overrevving) (*)	On - Flashing

(*) depending on the model, each calibration of the Engine Control Unit may have a different "setting" for

the thresholds that precede the rev limiter and the rev limiter itself.

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



Note

If the Over rev function light and the DTC intervention light should both come on at the same time, the instrument panel gives priority to the Over rev function.

10) ABS LIGHT  (AMBER YELLOW) (Fig 9).

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

(**) The ABS should be considered actually disabled only if the light continues to flash after starting the engine.

Technological Dictionary

Acronyms and abbreviations used in the Manual

ABS

Anti-lock Braking System

BBS

Black Box System

CAN

Controller Area Network

DDA

DUCATI Data Acquisition

DSB

Instrument panel

DTC

DUCATI Traction Control

ECU

Engine Control Unit

Riding Mode

The rider can choose from three different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. Riding Modes allow an immediate change of engine power and output (ENGINE), braking control levels (ABS) and traction control (DTC) intervention levels.

The available configurations are:

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

Race, Sport and Wet (for Hypermotard SP).

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

Ducati Traction Control (DTC)

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

Anti-lock Braking System (ABS)

The ABS system fitted to Hypermotard is a system that actuates combined braking with anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance, but also a higher stability under braking. The ABS features several levels, one associated to each Riding Mode.

Ride by Wire (RbW)

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

The Ride by Wire system allows different engine powers and outputs based on the selected Riding Mode (Engine), but also serves as a control of rear wheel slipping (DTC).

Function pushbuttons

1) CONTROL BUTTON

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

2) CONTROL BUTTON

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

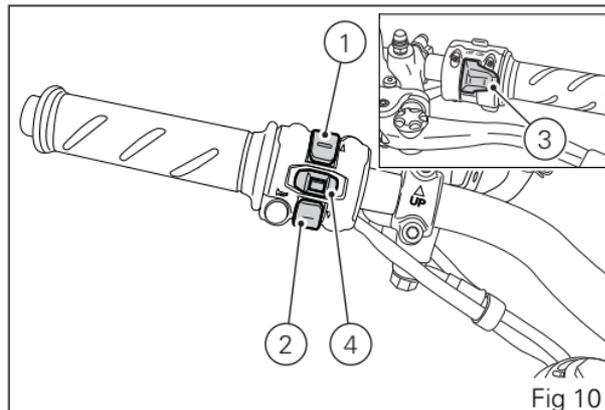
3) HIGH-BEAM FLASH BUTTON FLASH

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

4) TURN INDICATOR CANCEL BUTTON

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

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



LCD unit functions



Attention

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

Data displayed on the main screen are as follows:

- 1) Engine RPM Indicator;
- 2) Vehicle Speed Indicator;
- 3) MENU 1 (Odometer, Trip 1, Trip 2, Trip Fuel, Average Consumption, Instantaneous Consumption, Average Speed and Trip Time) – UP-MAP Menu and Riding Mode Set-up Menu;
- 4) MENU 2 (Engine Coolant Temperature, Ambient Air Temperature and Clock);
- 5) Name of set Riding Mode;
- 6) Riding Mode DTC and ABS settings.

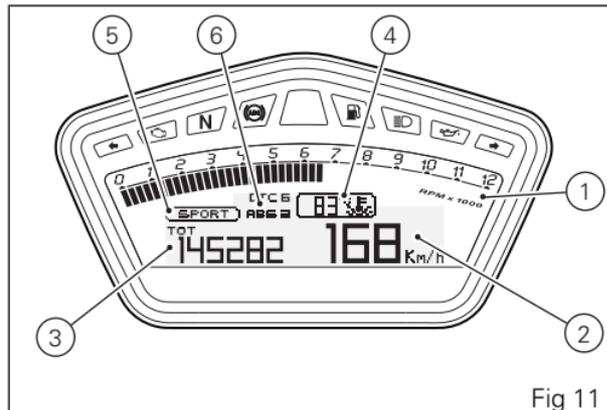


Fig 11



Important

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

LCD - How to set/display parameters

Upon key-on, the instrument panel enables the rev counter, which increases from 0 to 11,000 and decreases going back to 0; the "DUCATI HYPERMOTARD" lettering is enabled, in a scrolling manner, on the Dot-Matrix area; warning lights come on in sequence from the outside to the inside. Once check is completed, the instrument panel always displays Odometer (TOT), engine coolant temperature and "Riding mode" functions as "main" indicators.

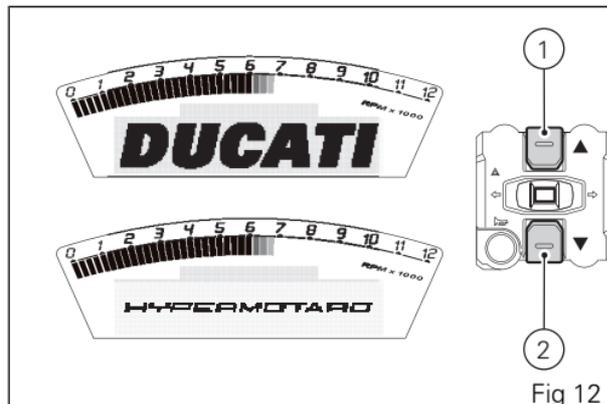


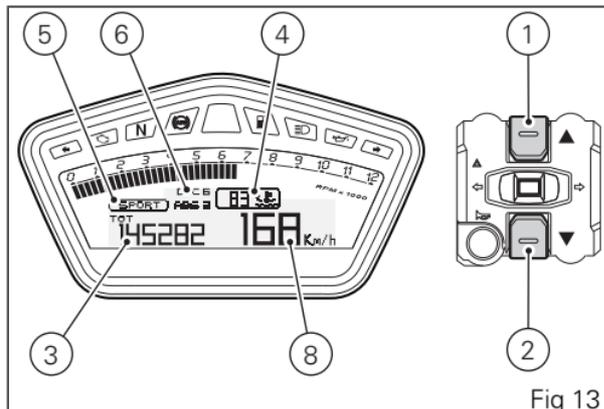
Fig 12

Once initial check is completed, the instrument panel always goes to the "main" displaying page, with the following information appearing on the display:

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

Press button (2) to scroll MENU 1 and shift to the following functions:

- TRIP 1 - Trip meter 1;
- TRIP 2 - Trip meter 2;
- TRIP FUEL - Fuel reserve trip meter (if active, only);
- CONS. AVG - Average Fuel Consumption;
- CONS. - Current fuel consumption;
- SPEED AVG - Average speed;
- TRIP TIME - Trip time.



Press button (1) to scroll MENU 2 and shift to the following functions:

- AIR - Air temperature;
- Clock.

Vehicle speed indicator

This function shows vehicle speed (Km/h or mph, based on the selected unit of measurement).

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

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

Over 186 mph (299 km/h) a series of dashes will be displayed " - - - " (not flashing).



Note

If instrument panel is receiving no data, a string of dashes will be displayed " - - - " (not flashing).

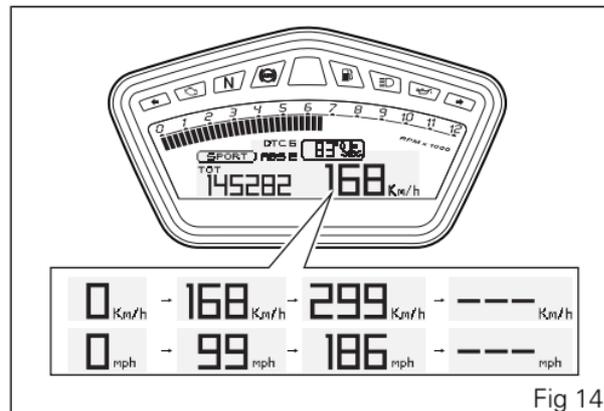


Fig 14

Engine rpm indicator (RPM)

This function shows engine rpm.

The instrument panel receives the engine rpm information and displays it.

This information on rpm is displayed progressively from left to right.

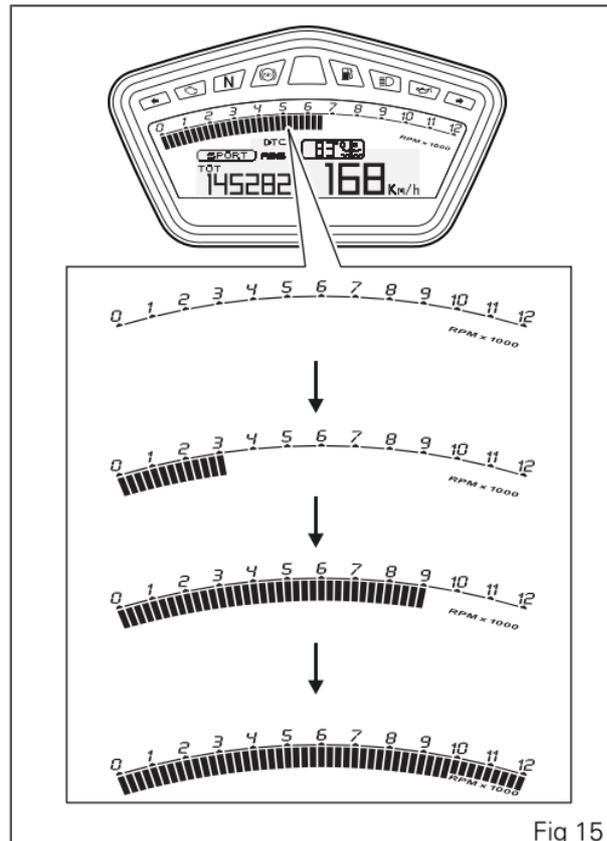


Fig 15

Menu 1 functions

MENU 1 functions are:

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

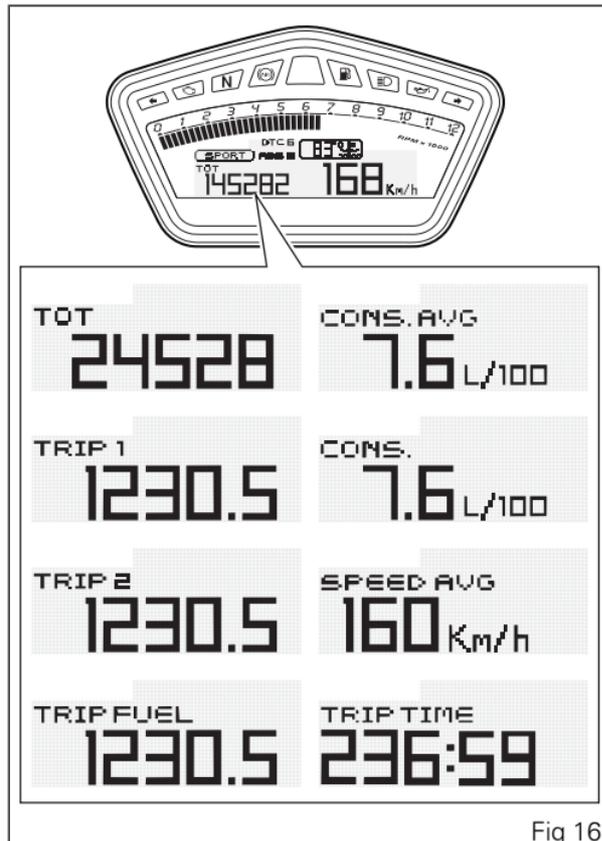


Fig 16

Menu 1 functions: Odometer (TOT)

This function shows the total distance traveled (km or miles, based on the specific application).

At Key-On the system automatically enters this function.

The odometer reading is stored permanently and cannot be reset.

If the distance traveled exceeds 199999 mi (or 199999 km), the value "199999" will be displayed permanently.



Note

Value will not be lost upon Battery Off.



Note

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

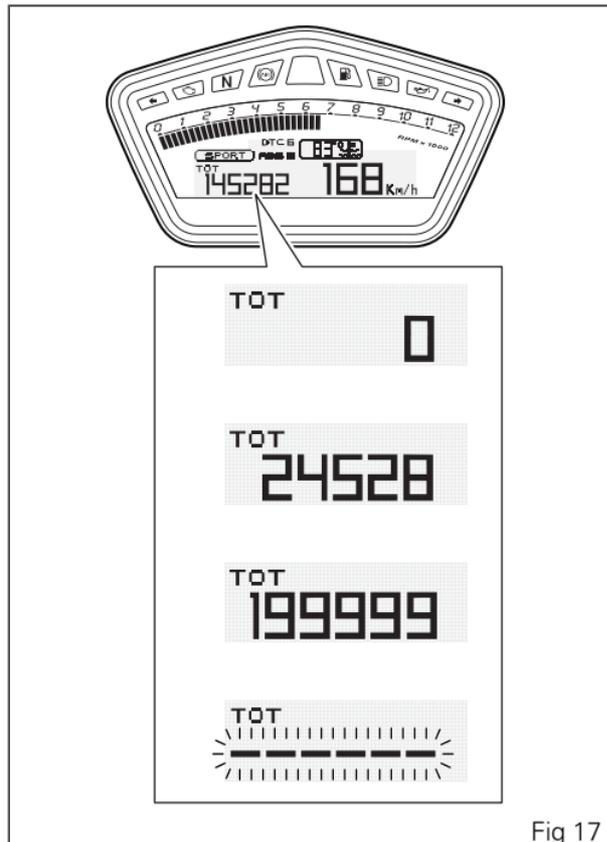


Fig 17

Menu 1 functions: Trip meter (TRIP 1)

This function shows the partial distance traveled (km or miles, based on the specific application).

Holding the (1) button pressed for 3 seconds when this function is displayed resets the trip meter. When the reading exceeds 9999.9, distance traveled is reset and the meter automatically starts counting from 0 again. If the system measurement units are changed at any moment, or if there is an interruption in the power supply (Battery Off), the distance traveled is reset and the count starts from zero (considering the newly set unit of measurement).



Note

When this value is reset, the "Average fuel consumption", "Average speed" and "Trip time" functions are also reset.

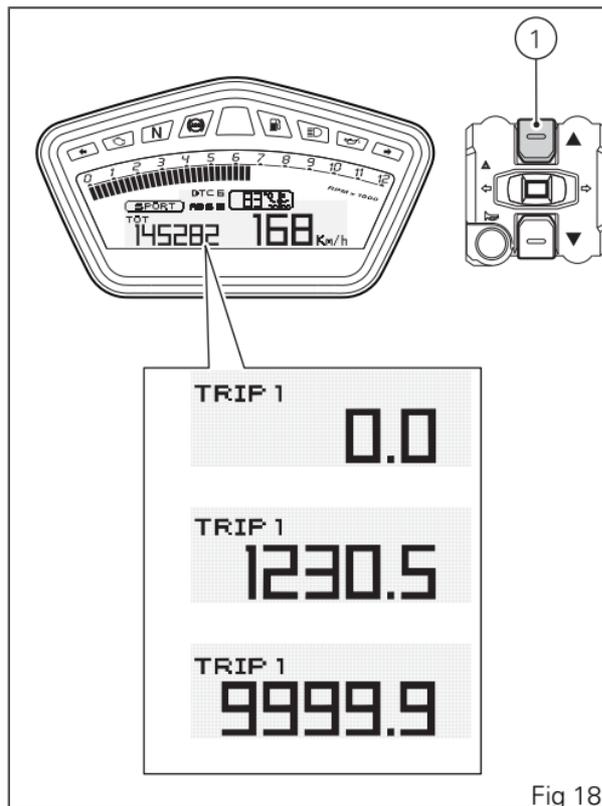


Fig 18

Menu 1 functions: "Trip 2" meter (TRIP 2)

This function shows the partial distance traveled (km or miles, based on the specific application).

Holding the (1) button pressed for 3 seconds when this function is displayed resets the trip meter. When the reading exceeds 9999.9, distance traveled is reset and the meter automatically starts counting from 0 again. If the system measurement units are changed at any moment, or if there is an interruption in the power supply (Battery Off), the distance traveled is reset and the count starts from zero (considering the newly set unit of measurement).

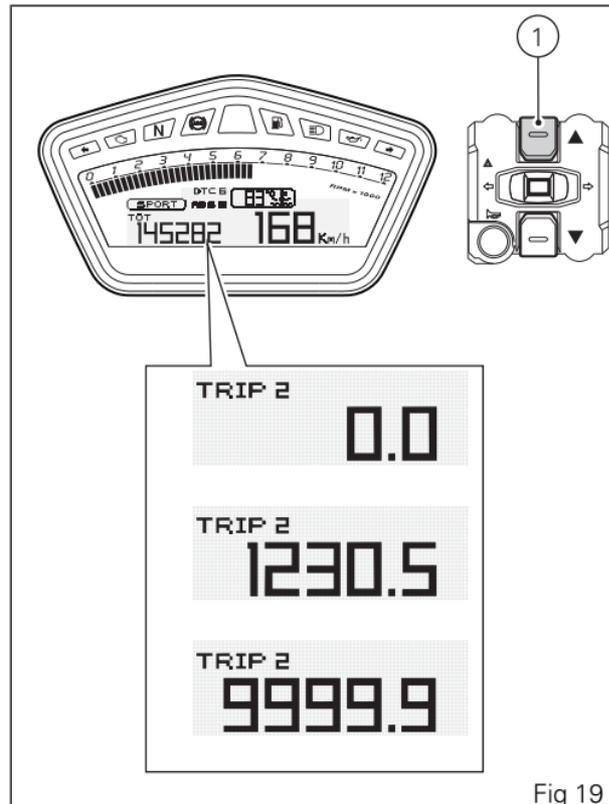


Fig 19

Menu 1 functions: Partial fuel reserve counter (TRIP FUEL)

This function shows the distance traveled (km or miles, based on the specific application) on fuel reserve. When the Low fuel light turns on, the display automatically shows the TRIP FUEL function, regardless of the currently displayed function; it is then possible to toggle through the other Menu 1 functions by means of button (2).

Trip fuel reading remains stored even after Key-Off until the vehicle is refueled. Count is interrupted automatically as soon as fuel is topped up to above minimum level. When the reading exceeds 9999.9, distance traveled is reset and the meter automatically starts counting from 0 again.

When the TRIP FUEL function is disabled, the corresponding page inside Menu 1 will not be available.

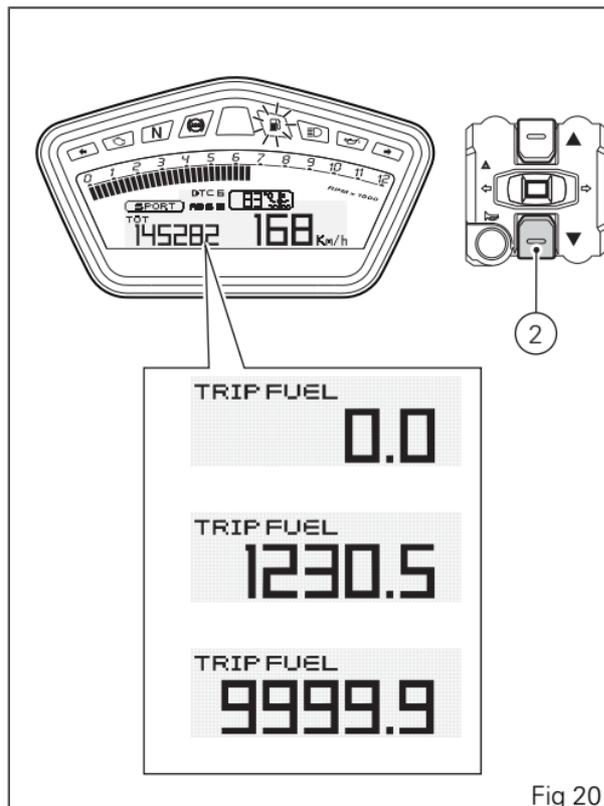


Fig 20

Menu 1 functions: Average Fuel Consumption indicator (CONS. AVG)

This function indicates the “average” fuel consumption. The calculation is made considering the quantity of fuel used and the distance traveled since Trip 1 was last reset. When Trip 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. Dashes “- - -” are shown on the display during the first 10 seconds when the value is not yet available.

The reading is in “mpg” (miles per gallon).

The unit of measurement can be changed through the "Change unit of measurement (UNITS)" function. The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered).

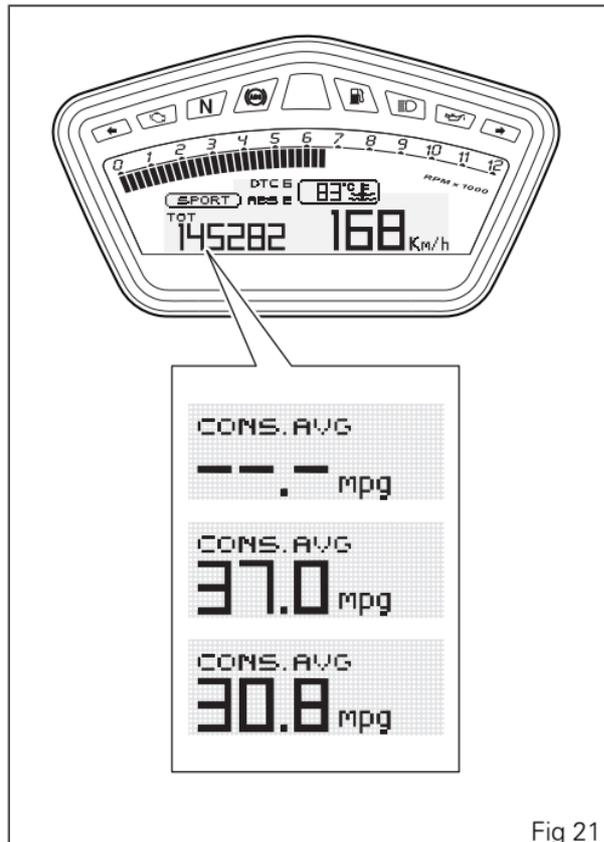


Fig 21

Menu 1 functions: Instantaneous fuel consumption indicator (CONS.)

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

The reading is in “mpg” (miles per gallon).

The unit of measurement can be changed through the “Change unit of measurement (UNITS)” function.

The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). Dashes “-.-” are shown on the display when the calculation is not being made.

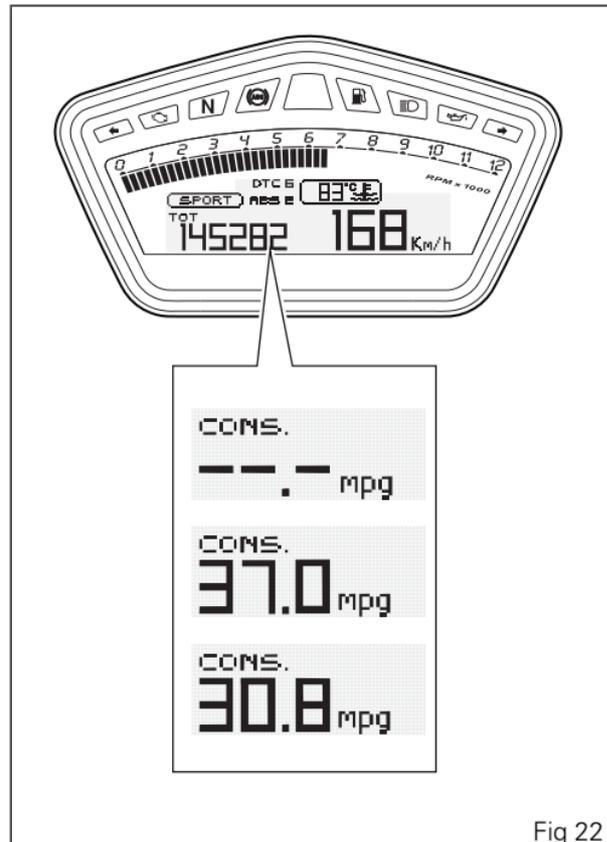


Fig 22

Menu 1 functions: Average speed indicator (SPEED AVG)

This function shows the average speed of the motorcycle.

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

Dashes “- - -” are shown on the display during the first 10 seconds when the value is not yet available.

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

The calculated value is displayed increased by 5% to align it with the indicated speed of the vehicle.

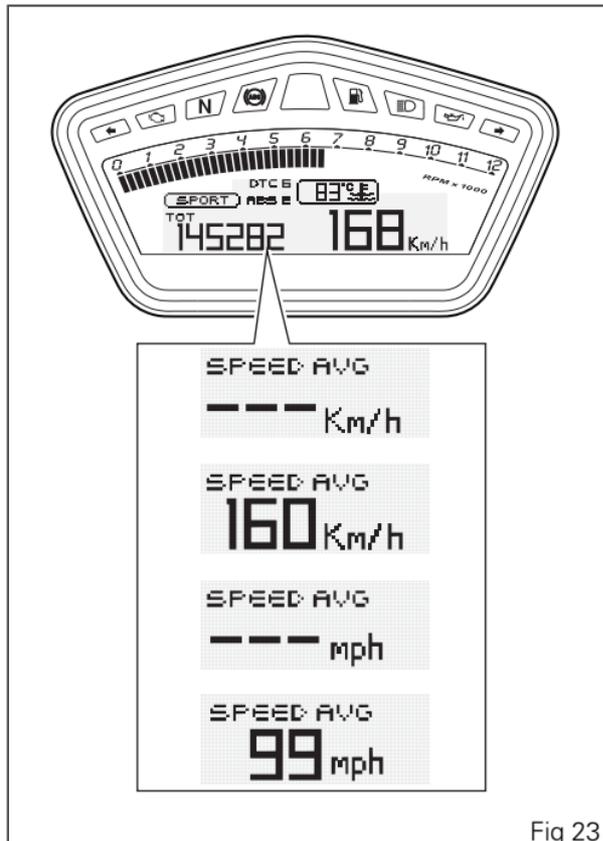


Fig 23

Menu 1 functions: Trip time indicator (TIME TRIP)

This function shows the vehicle trip time.

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

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

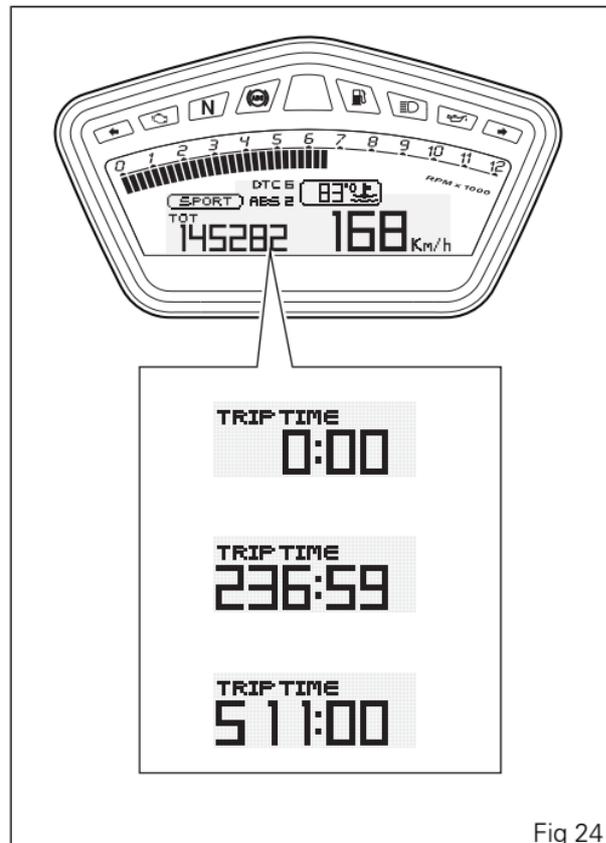


Fig 24

Menu 2 functions

MENU 2 functions are:

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

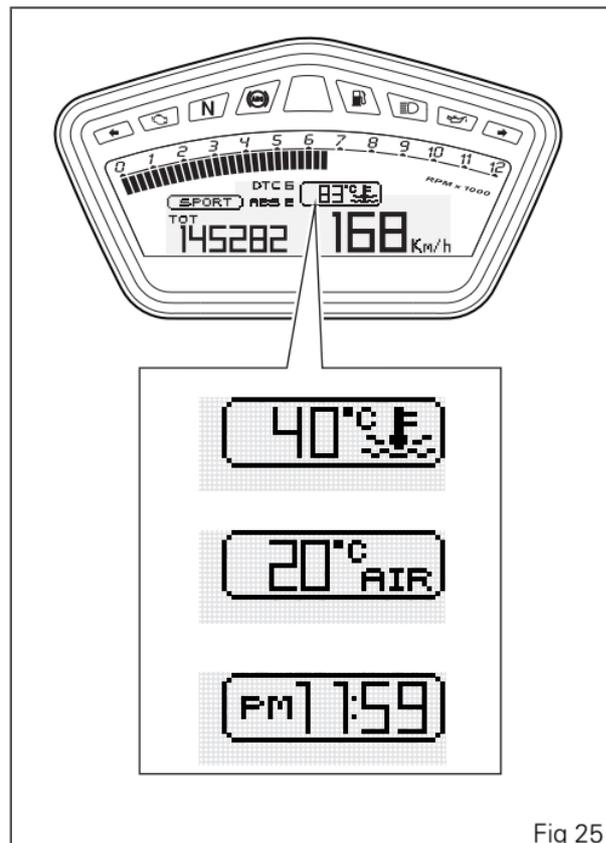


Fig 25

Menu 2 functions: Coolant temperature

This Function is used to display coolant temperature (°F or °C, based on the specific application).

The instrument panel receives the temperature reading value and displays it.

The reading is indicated as follows:

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

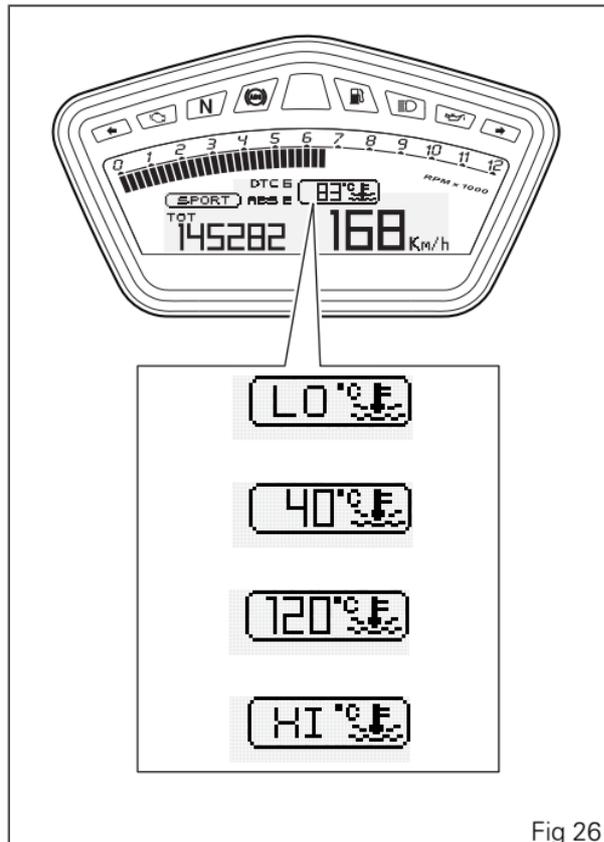
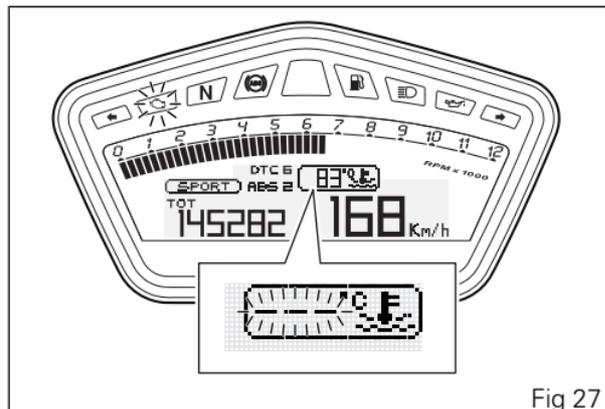


Fig 26



Note

In the event of a sensor "error", a string of flashing dashes ("—") is shown and the "Engine/ Vehicle diagnosis - EOBD" light comes on.



Menu 2 functions: Air temperature (AIR)

This function indicates ambient temperature. Instrument panel takes temperature value directly from sensor and displays it.



Note

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

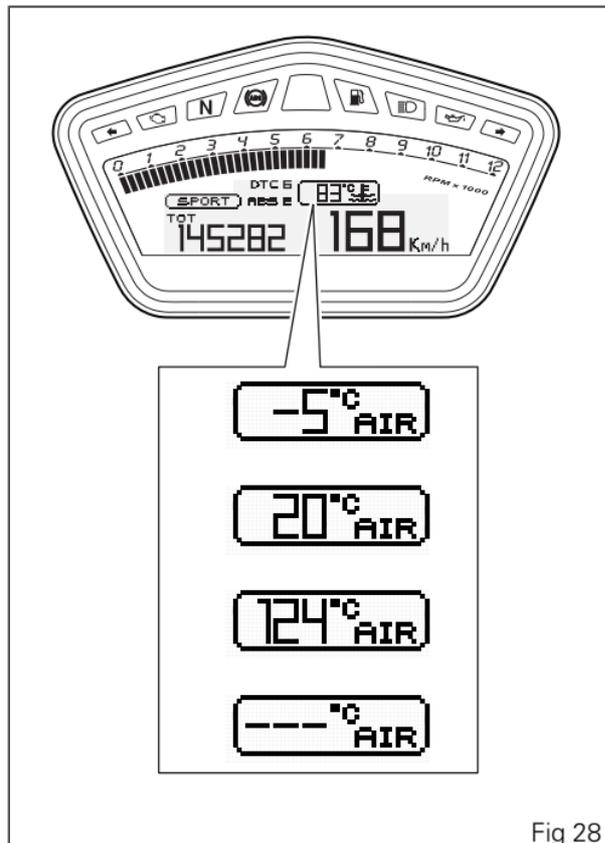


Fig 28

Menu 2 functions: Clock

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".

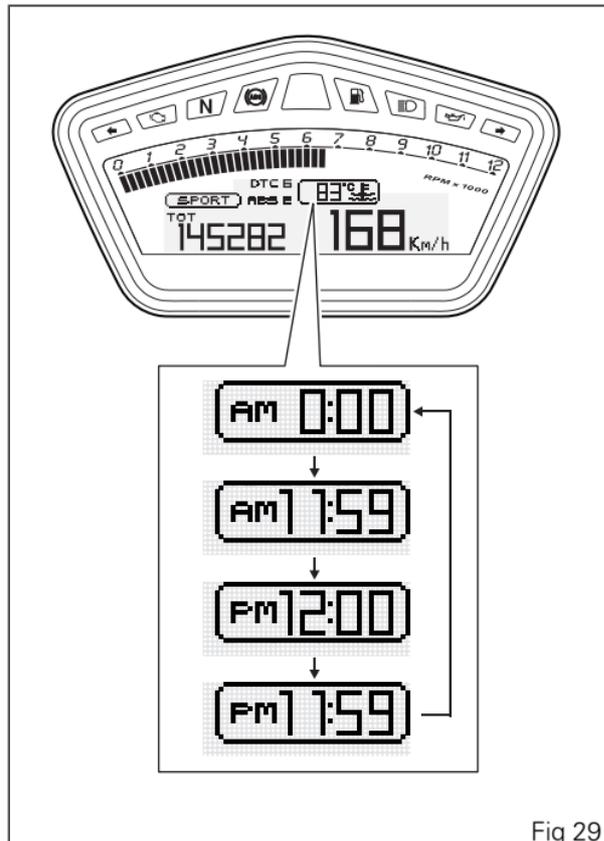


Fig 29

SET UP - Riding Mode set

This function indicates the "Riding Mode" set for the vehicle.

Each riding mode can be changed using the "Riding Mode" function.

The set riding mode, the Traction Control level (DTC) and corresponding ABS level are indicated.

Three different riding modes can be set: SPORT, TOURING, URBAN.

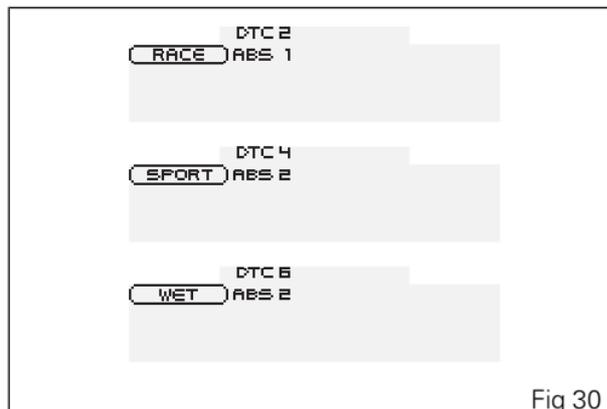


Fig 30

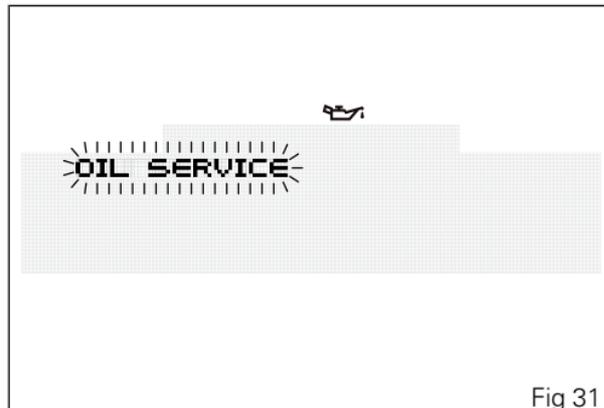
SERVICE function - Maintenance interventions

This indicator is used to inform the user to contact an authorized Ducati Service Center to carry out the scheduled maintenance operations (service) on the vehicle.

All maintenance indicators can be "Reset" only by the authorized Ducati Service Center that will service the vehicle.

First indicator: OIL SERVICE (600 mi - 1,000 Km)

The first maintenance indicator is the "OIL SERVICE" signal, coming on when the first 600 miles (1,000 km) are reached on the odometer. The "OIL SERVICE" indicator will come on flashing for 5 seconds upon every Key-ON; while the OIL SERVICE symbol will remain steady on. Both signals will be active until "Reset" by the authorized Ducati Service Center.



Mileage countdown indicator - OIL SERVICE or DESMO SERVICE (countdown)

After the "OIL SERVICE" indicator has been "reset" for the first time (after 600 mi - 1,000 km), upon every Key-On the instrument panel will show the following service indicator ("OIL SERVICE" or "DESMO SERVICE") as well as the mileage countdown indicator.

"OIL SERVICE" or "DESMO SERVICE" indicators, as well as the relevant symbols and mileage countdown, will come steady on for 2 seconds upon every Key-On.

When just 600 mi (1,000 km) are left before service threshold is reached, the indicator will be enabled (steady on) upon key-On for 5 seconds (instead of 2 seconds).

Both signals will be active until "Reset" by the authorized Ducati Service Center.

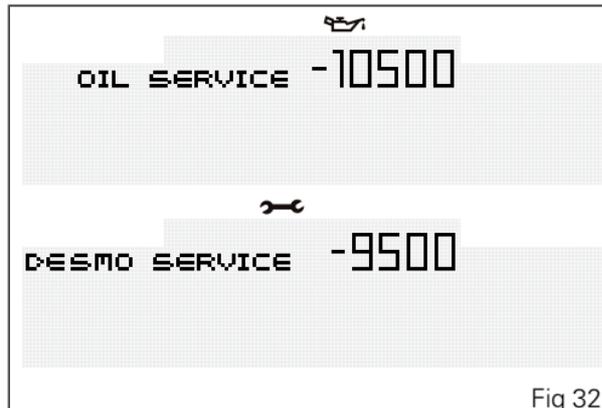


Fig 32

OIL SERVICE or DESMO SERVICE indicator (mileage reached)

Whenever the threshold required to carry out a maintenance operation is reached, the type of operation to be carried out ("OIL SERVICE" or "DESMO SERVICE") will come on upon each key-On. The "OIL SERVICE" or "DESMO SERVICE" indicators will come on (flashing) upon each Key-On for 5 seconds; while the OIL SERVICE or DESMO SERVICE symbols will be displayed steady on. Both signals will be active until "Reset" by the authorized Ducati Service Center.

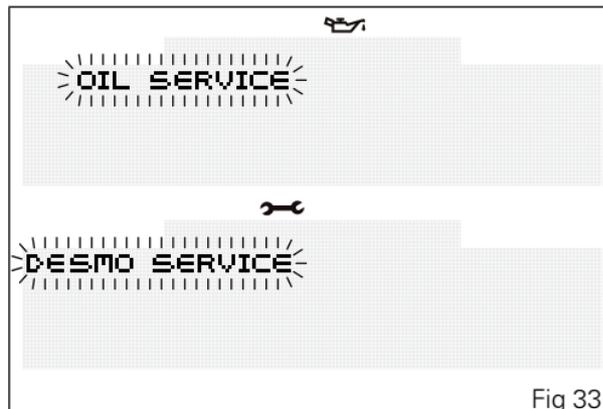


Fig 33

Active / not active ERRORS indication

This function indicates that one or more errors are present.

The type and number of errors can be displayed using the Setting Menu through the ERRORS function; when "ERRORS" is off, no errors are present.

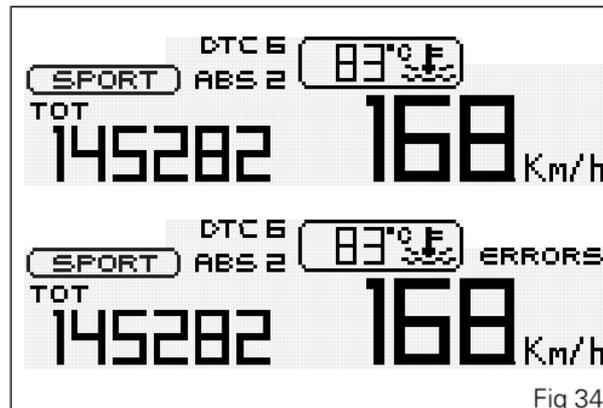


Fig 34

Indication if the LAP function is active/not active

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

When "LAP" is off, function is disabled.

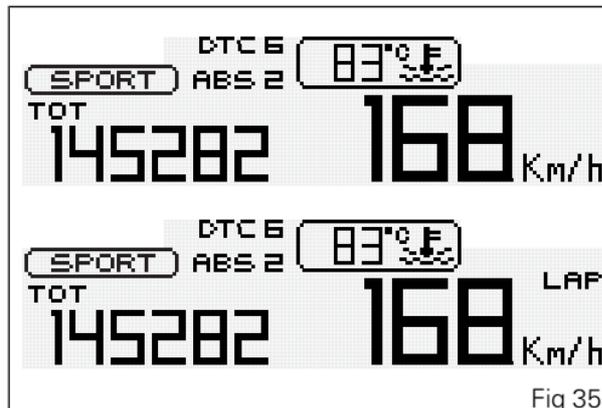


Fig 35

Riding Mode SET UP function (riding style change)

This function allows changing vehicle riding mode. Each riding mode is associated to a different intervention level of the traction control system (DTC - Ducati Traction Control), a different braking control (ABS - Anti-lock Braking System) and a different engine output and power (Engine). To change bike riding mode, simply press button (4) once, and the corresponding menu will be displayed. Whenever vehicle riding mode is changed, the following features will also be changed:

- traction control system "DTC" intervention level (1, 2, 3, 4, 5, 6, 7, 8 and OFF);
- "Engine" power that will consequently change also throttle behavior (HIGH, MEDIUM and LOW);
- "ABS" system calibration (1, 2 and 3 OFF).

Whenever button (4) is pressed, instrument panel will display all riding modes one after the other in a scroll up-and-down view.

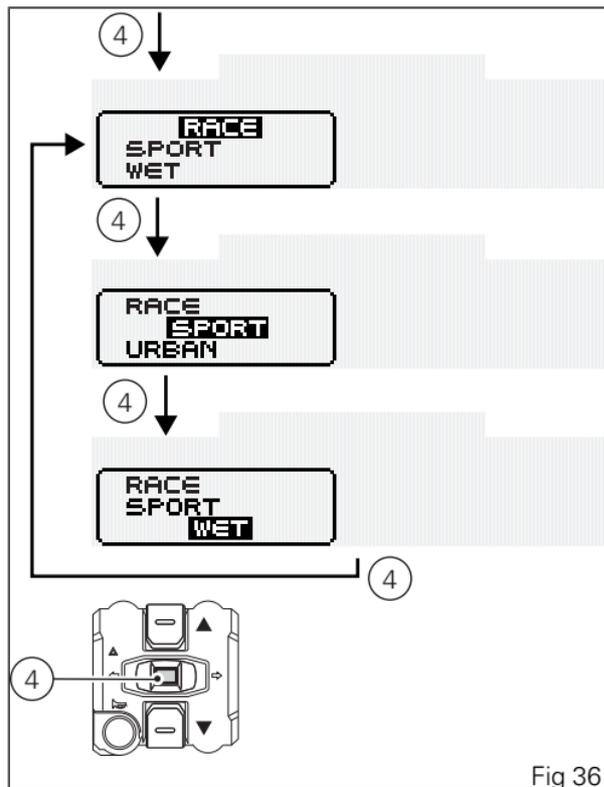


Fig 36

Once the desired riding mode is highlighted, keep button (4) pressed for 3 seconds and instrument panel will check throttle control position and front and rear brake pressure:

- if throttle control is "closed" and brakes are released or vehicle is stopped, the instrument panel will confirm the selected riding mode (*) and go back to the standard screen view;
- if throttle control is "open" or brakes are pressed and vehicle is moving, instrument panel will enable the "CLOSE THROTTLE AND RELEASE BRAKES" indicator on the display and, only when all the required conditions are fulfilled (closed throttle and released brakes or vehicle stopped) the instrument panel will confirm the selected riding mode (*) and go back to the standard screen view.



Note

(*) If the change of Riding mode involves a change in the ABS status (on-off or off-on), as soon as the selected riding mode is confirmed, the instrument panel also starts the "procedure for enabling/disabling the ABS".

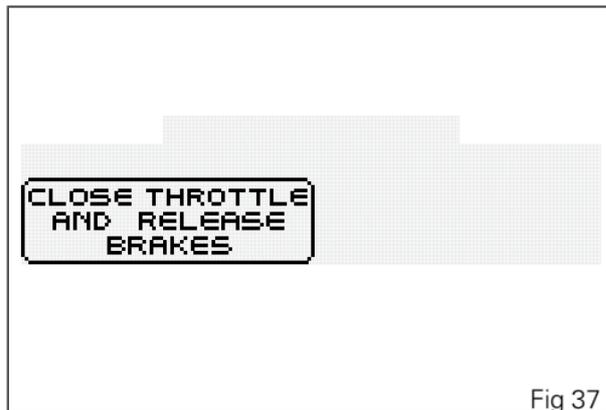


Fig 37

If throttle control is not closed and brakes are not released or vehicle is not stopped within 5 seconds after the "CLOSE THROTTLE AND RELEASE BRAKES" warning is displayed, the Riding Mode change selection procedure will not be executed and the instrument panel will go back to the standard screen view without any setup change.

If the "SET UP" menu is enabled and button (4) is not pressed for 10 consecutive seconds, the instrument panel will automatically quit the displayed page without any setup change.



Attention

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

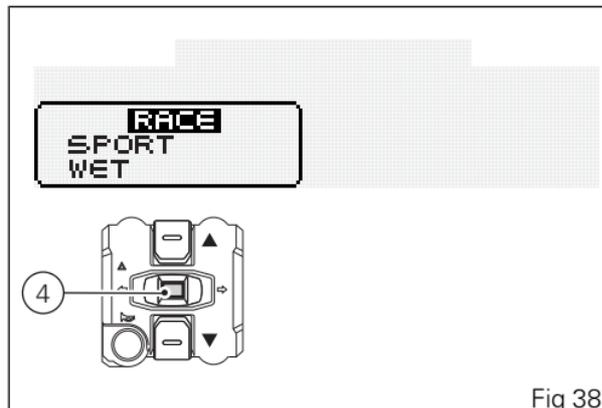


Fig 38

Error display (ERRORS)

This function identifies any abnormal vehicle behavior.

The instrument panel activates any abnormal vehicle behavior in real time (ERRORS).

If one or more "errors" occur during bike operation, the "ERROR" indicator will appear on display RH side. Under these circumstances (one ore more errors present) the "EOBD" warning light will always come on.

To display error list, access the Setting Menu and select the "ERRORS" page; this page will be active only if at least one error is present.

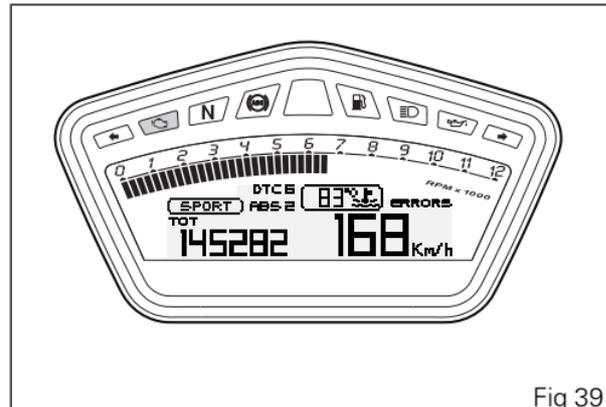


Fig 39

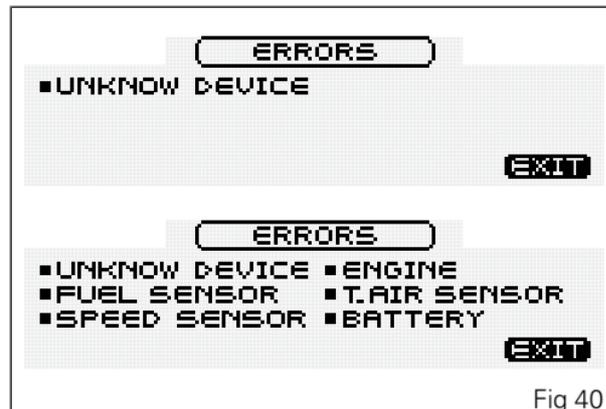


Fig 40

If one or more errors are present, also "NEXT" and "PREVIEW" will be automatically activated in order to go from one page to another.

To go from one page to another, select "NEXT" and "PREVIEW" with buttons (1) and (2), then press button (4).

The Setting Menu can be quit and accessed at any time by simply pressing button (4), with the highlighted "EXIT" indicator.



Attention

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

ERRORS

- UNKNOW DEVICE
- ENGINE
- FUEL SENSOR
- T. AIR SENSOR
- SPEED SENSOR
- BATTERY

NEXT

EXIT

①

ERRORS

- UNKNOW DEVICE
- ENGINE
- FUEL SENSOR
- T. AIR SENSOR
- SPEED SENSOR
- BATTERY

NEXT

EXIT

②

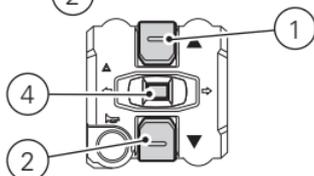
ERRORS

- BBS
- FAN
- HEATING GRIPS

PREVIEW

EXIT

②



ERRORS

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

PREVIEW

EXIT

①

ERRORS

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

PREVIEW

NEXT

EXIT

②

ERRORS

- CAN LINE

PREVIEW

EXIT

Fig 41

The table below shows the errors that can be displayed:

Displayed error	Description
CAN LINE	CAN line "BUS Off" (communication line of the several control units)
UNKNOWN DEVICE	Control unit not acknowledged by the system - wrong SW
ABS (Antilock Braking System)	ABS control unit faulty communication / operation
BBS (Black Box System)	BBS control unit faulty communication / operation
	BBS control unit general malfunction
	Exhaust valve motor malfunction EXVL
INSTRUMENT PANEL	DSB control unit faulty communication / operation
IMMOBILIZER	No key
	Key not acknowledged
	Faulty antenna
ENGINE	ECU control unit faulty communication / operation
	General malfunction of the ECU control unit
	throttle position sensor malfunction
	Throttle motor and/or relay malfunction
	pressure sensor malfunction
	engine coolant temperature sensor malfunction

Displayed error	Description
	intake duct air temperature sensor malfunction
	injection relay malfunction
	ignition coil malfunction
	injector malfunction
	engine rpm sensor malfunction
	lambda sensor or lambda sensor heater malfunction
	vehicle starting relay malfunction
	secondary air sensor malfunction
FUEL SENSOR	reserve NTC sensor malfunction
SPEED SENSOR	front and/or rear speed sensor malfunction
BATTERY	battery voltage too high or too low
STOP LIGHT	stop light not working
FAN	electric cooling fan malfunction
T_AIR SENSOR	Ambient air temperature sensor malfunction
H.GRIPS	Malfunction of one or more heated handgrips

SETTING MENU

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

To access the Setting Menu, keep button (2) pressed for two seconds; once this menu is accessed it will no longer be possible to scroll functions on the Display.



Important

For safety reasons, the setting menu can only be accessed when motorcycle speed is lower than or equal to 12.43 mph (20 km/h). If this menu is open and the speed of the motorcycle exceeds 12.43 mph (20 km/h) the instrument panel automatically exits the menu and returns to the "main" display.

The setting menu contains the following items:

- riding mode customization (R.MODE);
- backlighting adjustment (B.LIGHT);
- lap time activation and displaying (LAP);
- PIN CODE activation and editing (PIN);
- clock setup (CLOCK);
- measurement unit setup (UNITS);
- battery voltage indicator (BATT.)
- engine RPM indicator (RPM);

- error indicator, only if one or more errors are present (ERRORS);
- EXIT.

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

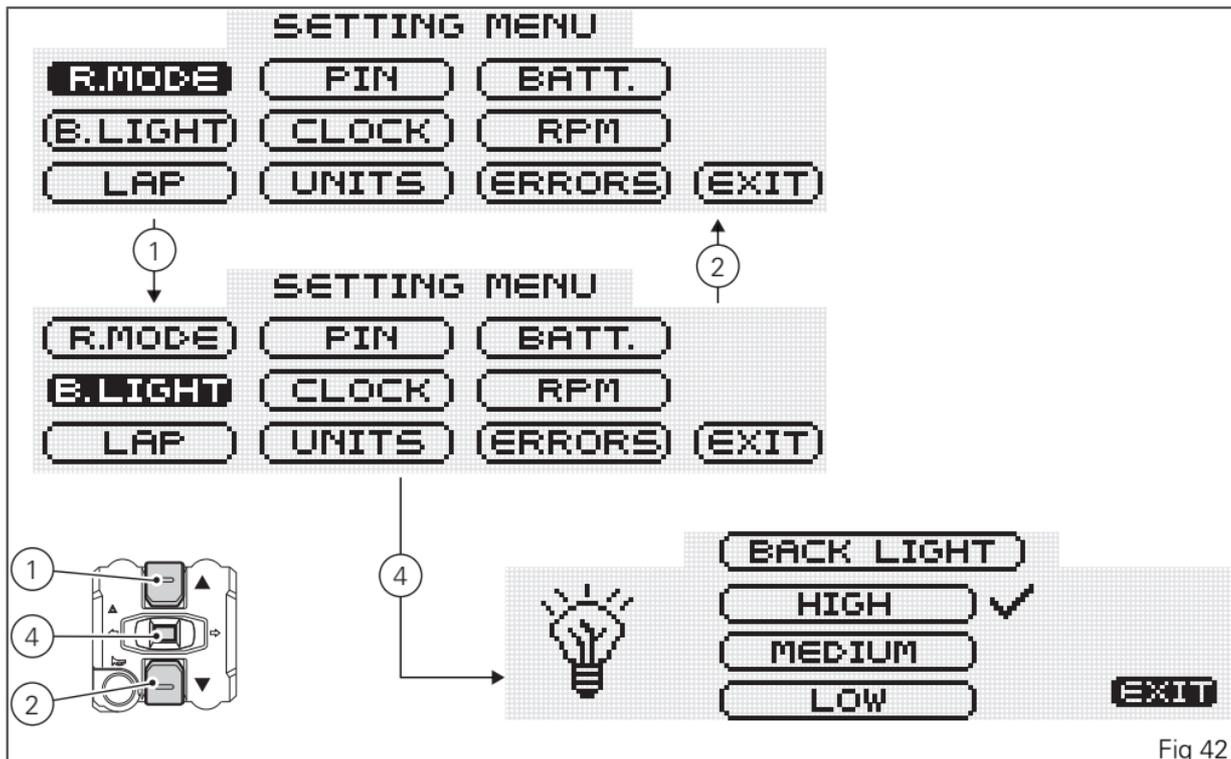


Fig 42

Customizing Riding Modes (R.MODE)

This function customizes each riding style.

To display this function, access the Setting Menu and select the R.MODE page.

When accessing this function, the three riding modes RACE, SPORT and WET will be displayed.

The ALL DEFAULT function will also be displayed; this function is used to reset Ducati default setup parameters for all riding modes.

Buttons (1) and (2) can also be used to select the riding mode you wish to edit or the ALL DEFAULT function.



Note

If on ALL DEFAULT lettering right side a symbol is displayed, this means that the default setup is active, namely that the parameters shown are those set up by Ducati.

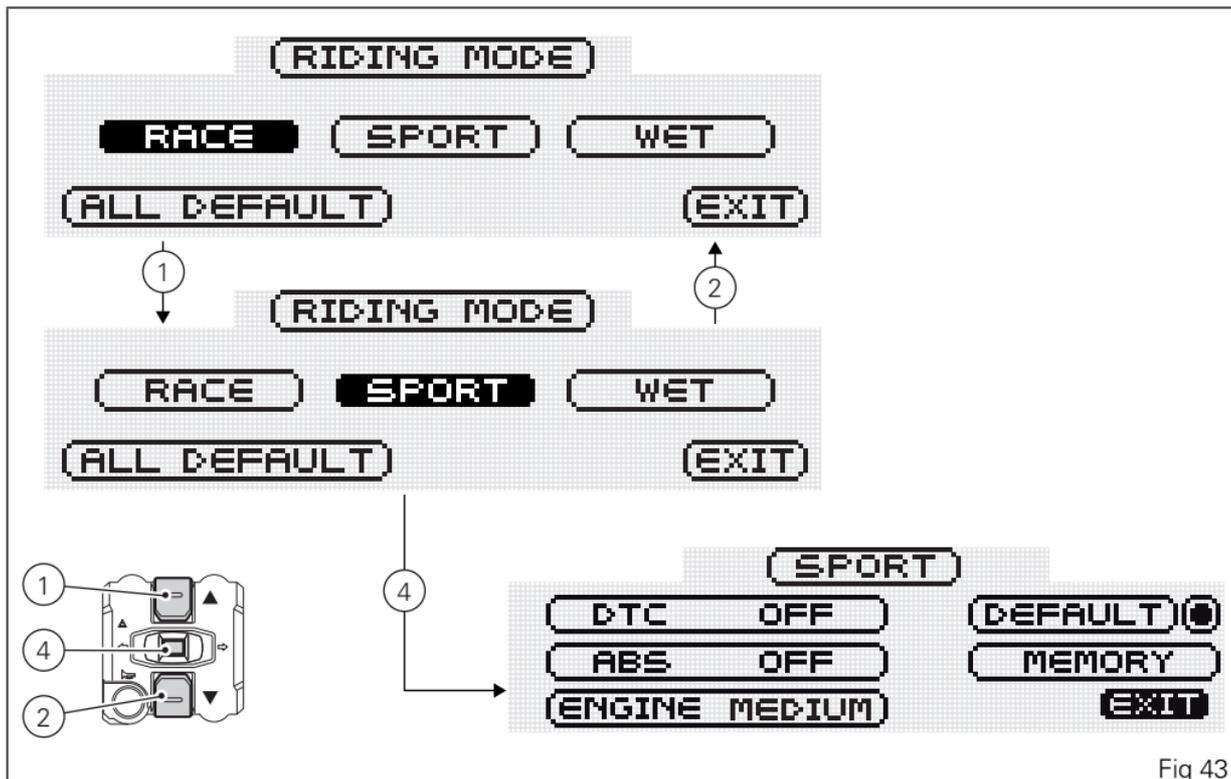


Fig 43

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

Customizable parameters are DTC (Ducati Traction Control), ABS (Antilock Braking System) and ENGINE (engine power).

Use buttons (1) and (2) to select the parameter you wish to customize.

All edited (customized) parameters are stored inside memory even after a Battery-Off.

The parameters of a single riding mode can also be reset through the DEFAULT function.



Note

If on DEFAULT lettering right side a symbol is displayed, this means that the default setup is active, namely that the parameters shown are those set up by Ducati.



Attention

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

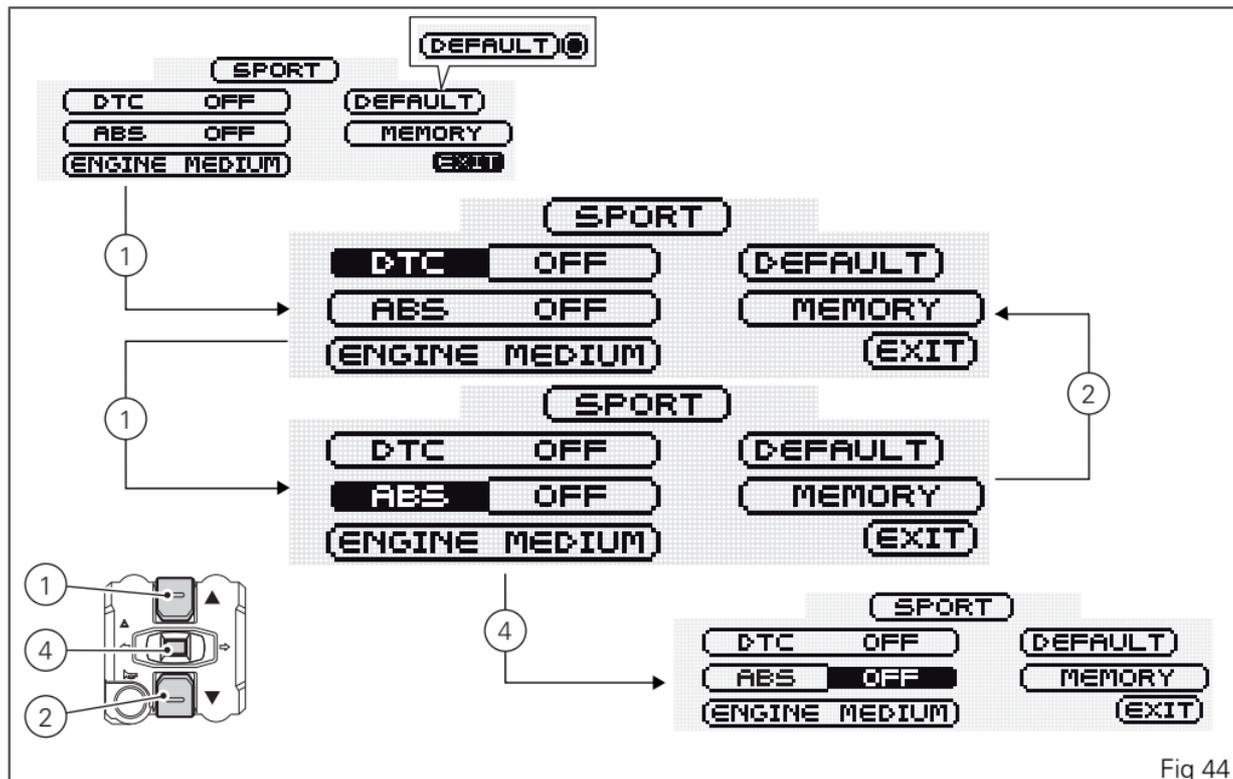


Fig 44

DTC set up

This function allows customizing DTC (Ducati Traction Control) intervention level and, if necessary, disabling it.

To display this function, access the Setting Menu and select the R.MODE page.

Use buttons (1) and (2) to select the riding mode you wish to edit, then press button (4).

Use keys (1) and (2) to select the DTC indicator, then press button (4) to access the setup page.

Now, always using buttons (1) and (2), you can increase or decrease DTC level; press button (4) to confirm the new level.

The different settings are 01 to 08 and OFF.



Note

If OFF is set, the DTC will be disabled.

Once the new setup is selected, press button (4). The instrument panel will automatically highlight the "MEMORY" indicator; to store the new setup, keep button (4) pressed for 3 seconds. After this time, the instrument panel will display the "MEMORIZED" indicator for 2 seconds as a confirmation of the change made.

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



Note

If on DEFAULT lettering right side a symbol is displayed, this means that the default setup is active, namely that the parameters shown are those set up by Ducati.

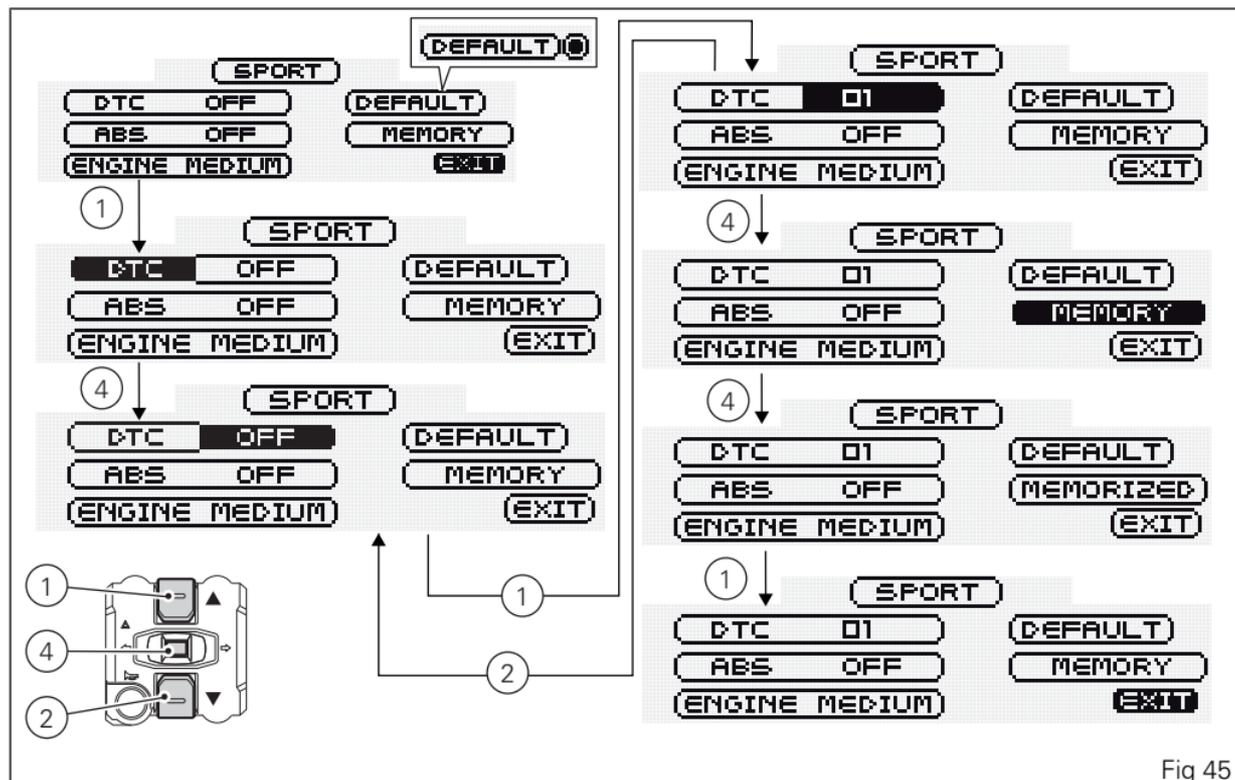


Fig 45

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

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

Tips on how to select the sensitivity level



Attention

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.

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

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

In the case of minor differences, such as for example, tires of a different make and/or model than the OE ones, but with the same size (rear = 180/55-17; front = 120/70-17), it may be sufficient to simply select the 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 8 intermediate levels. The level of DTC intervention decreases in equal steps from level 8 to level 1. When level 1 or 2 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 mode (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 style:

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

Tips for use on the track

We recommend that level 6 be used for a couple of full laps (to allow the tires to warm up) in order to get used to the system. Then try levels 5, 4, etc., in

succession until you identify the DTC sensitivity level that suits you best (always try each level for at least two laps to allow the tires to warm up).

Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a “rougher” approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

Tips for use on the road

Activate the DTC, select DTC 6 and ride the motorcycle in your usual style; if the DTC intervention level seems excessive, try DTC 5; if also this RM is too strong, try DTC 4. If none of the available level settings meets your riding style, you can select the level by following the indications given in the table above 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 7 the DTC intervention seems excessive, switch to level 6; alternatively, if on

level 7 you cannot perceive any DTC intervention, switch to level 8).

ABS set up

This Function allows customization of the ABS (Antilock Braking System) level as well as its disabling. To display this function, access the Setting Menu and select the R.MODE page.

Use buttons (1) and (2) to select the riding mode you wish to edit, then press button (4). Use keys (1) and (2) to select the ABS indicator, then press button (4) to access the setup page. Now, always using buttons (1) and (2), you can increase or decrease ABS level; press button (4) to confirm the new level.

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



Note

If OFF is set, the ABS will be disabled and the corresponding ABS warning light will start flashing.

Once the new setup is selected, press button (4). The instrument panel will automatically highlight the "MEMORY" indicator; to store the new setup, keep button (4) pressed for 3 seconds.

After this time, the instrument panel will display the "MEMORIZED" indicator for 2 seconds as a confirmation of the change made. The "EXIT" indicator

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



Note

If ABS OFF is selected and stored, Ducati recommends paying the utmost attention while riding and braking your bike.



Note

If on DEFAULT lettering right side a symbol is displayed, this means that the default setup is active, namely that the parameters shown are those set up by Ducati.

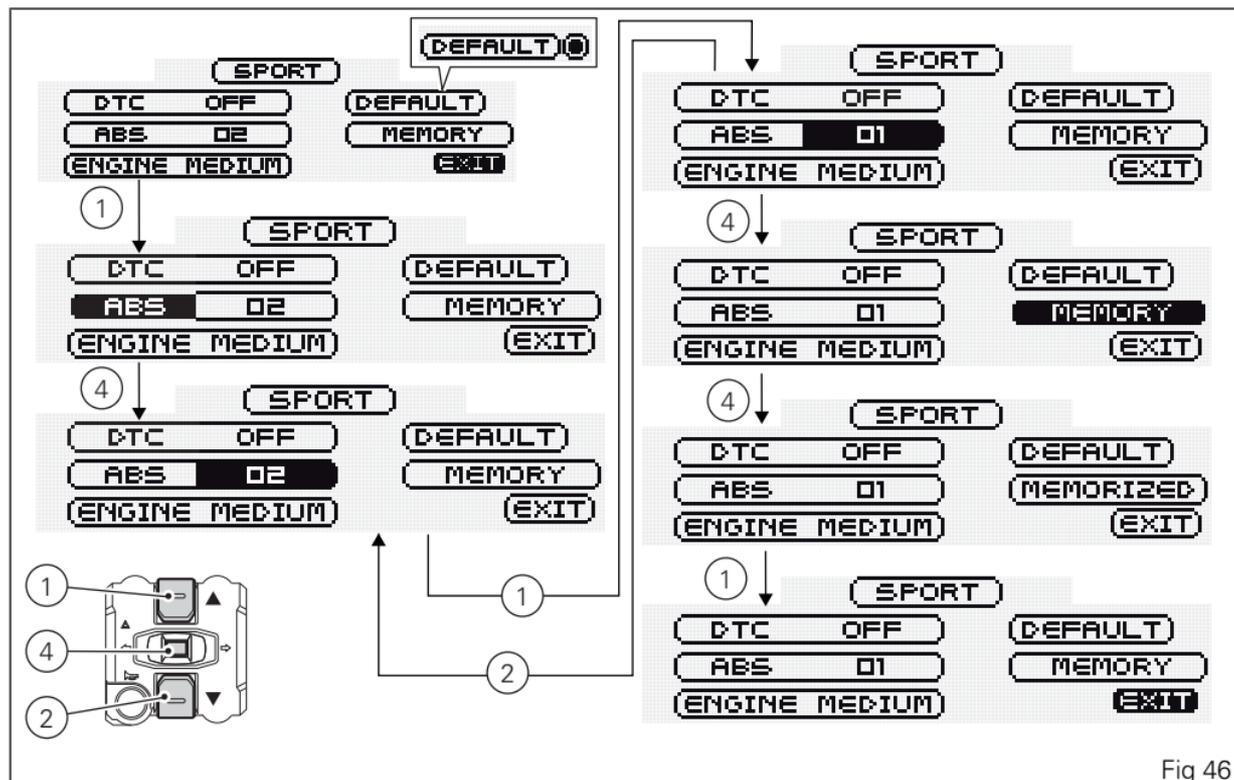


Fig 46

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

LEVEL	STYLE	USE	DEFAULT?
OFF		The ABS is disabled.	NO
1	RACE	Exclusively for track use, for expert riders (not recommended for road use). In this mode the ABS works only on the front wheel preventing it from locking and ensuring the best possible performance, whereas there is no control on the rear wheel. The lift up* control is NOT active.	It is the default level for the "RACE" Riding Mode.
2	SPORT	For road use in good grip conditions. Under this mode, ABS is active on both wheels. Lift-up* prevention controls are active; this calibration favors braking power and ensures, at the same time, good stability levels during braking and lift-up* control.	It is the default level for the "SPORT" Riding Mode.
3	WET	For use under any riding condition. Under this mode, ABS is active on both wheels. This calibration favors vehicle max. stability and lift-up prevention and ensures, at the same time, a top level max. deceleration performance.	It is the default level for the "WET" Riding Mode.

* Rear wheel lift-up upon maximum deceleration.

Tip on how to select the sensitivity level



Attention

The ABS system levels of your vehicle were calibrated using the same tires as those originally supplied with your motorcycle.

If tires of a different size class are used or if the tire characteristics differ significantly from the original ones, system operation could be affected so much and no longer be safe. We do not recommend using tires having a different size class from those approved for your vehicle.

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

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

If level 3 is selected, the ABS system will be activated to ensure a very stable braking and a good bike control as well as to prevent any lift-up, thus allowing a good vehicle alignment during the whole braking

action. When shifting from level 3 to level 2, braking power will be favored compared to max. stability control and lift-up prevention, which is nevertheless still active. Level 1 has been specifically designed for use on the track: no lift-up prevention control is active and the ABS does not work on the rear wheel.

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

- 1) Tire/road grip conditions (type of tire, amount of tire wear, road/track surface, weather conditions, etc.).
- 2) Rider experience and skill.

Under poor grip conditions (see point 1) and/or for less experienced riders, we recommend using level 3.

ENGINE set up

This function customizes ENGINE power and output. To display this function, access the Setting Menu and select the "R.MODE" page. Use buttons (1) and (2) to select the riding mode you wish to edit, then press button (4).

Use keys (1) and (2) to select the "ENGINE" indicator, then press button (4) to access the setup page..

Now, always using buttons (1) and (2), you can increase or decrease ENGINE level; press button (4) to confirm the new level.

The different settings are HIGH, MEDIUM and LOW. Once the new setup is selected, press button (4). The instrument panel will automatically highlight the "MEMORY" indicator; to store the new setup, keep button (4) pressed for 3 seconds.

After this time, the instrument panel will display the "MEMORIZED" indicator for 2 seconds as a confirmation of the change made. The "EXIT" indicator will be automatically highlighted; press button (4) to quit this page and go back to the setting menu.



Note

If on DEFAULT lettering right side a symbol is displayed, this means that the default setup is active, namely that the parameters shown are those set up by Ducati.

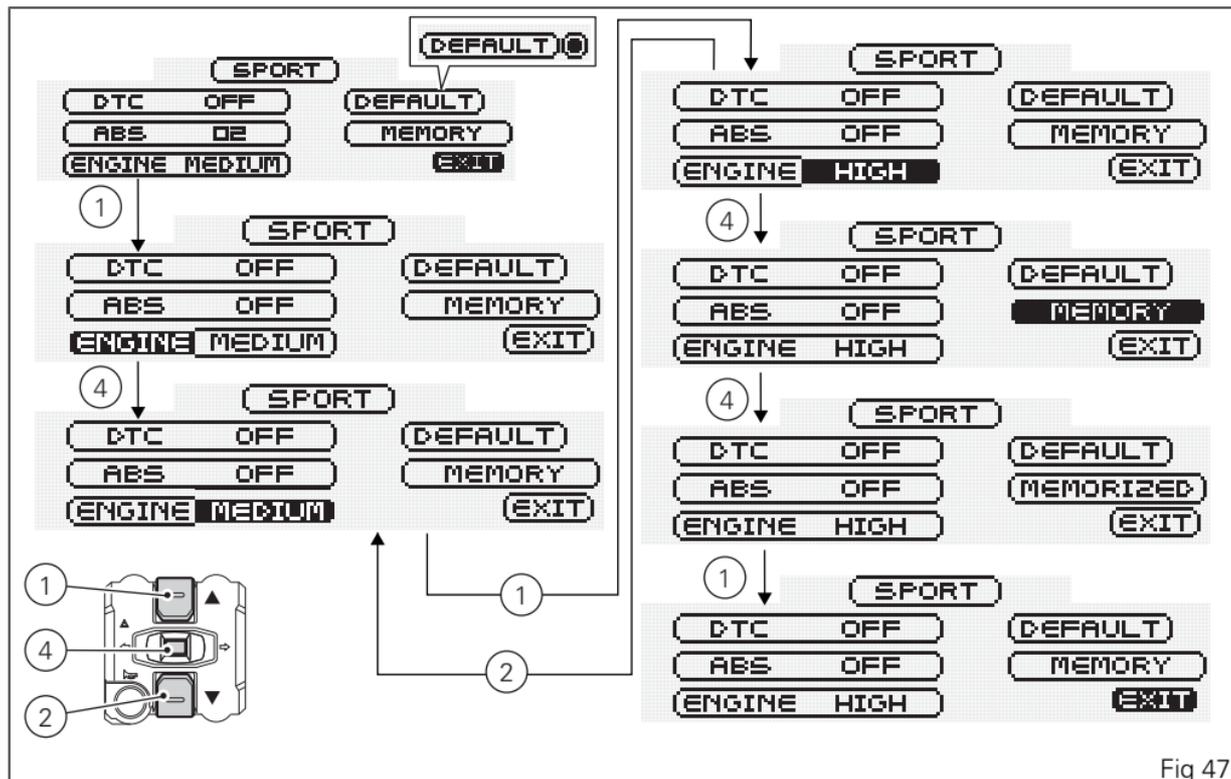


Fig 47

ALL DEFAULT (Resetting the default parameters of all Riding Modes)

This function allows restoring all Ducati setup parameters for RACE, SPORT and WET Riding Modes.

To display this function, access the Setting Menu and select the "R.MODE" page.

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

Now the "ALL DEFAULT" wording will be replaced by the "PLEASE WAIT..." indicator, which will be displayed for 3 seconds to inform the user that the instrument panel is restoring the default parameters for all Riding Modes.

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



Note

If on ALL DEFAULT lettering right side a symbol is displayed, this means that the default setup is active, namely that the parameters shown are those set up by Ducati.

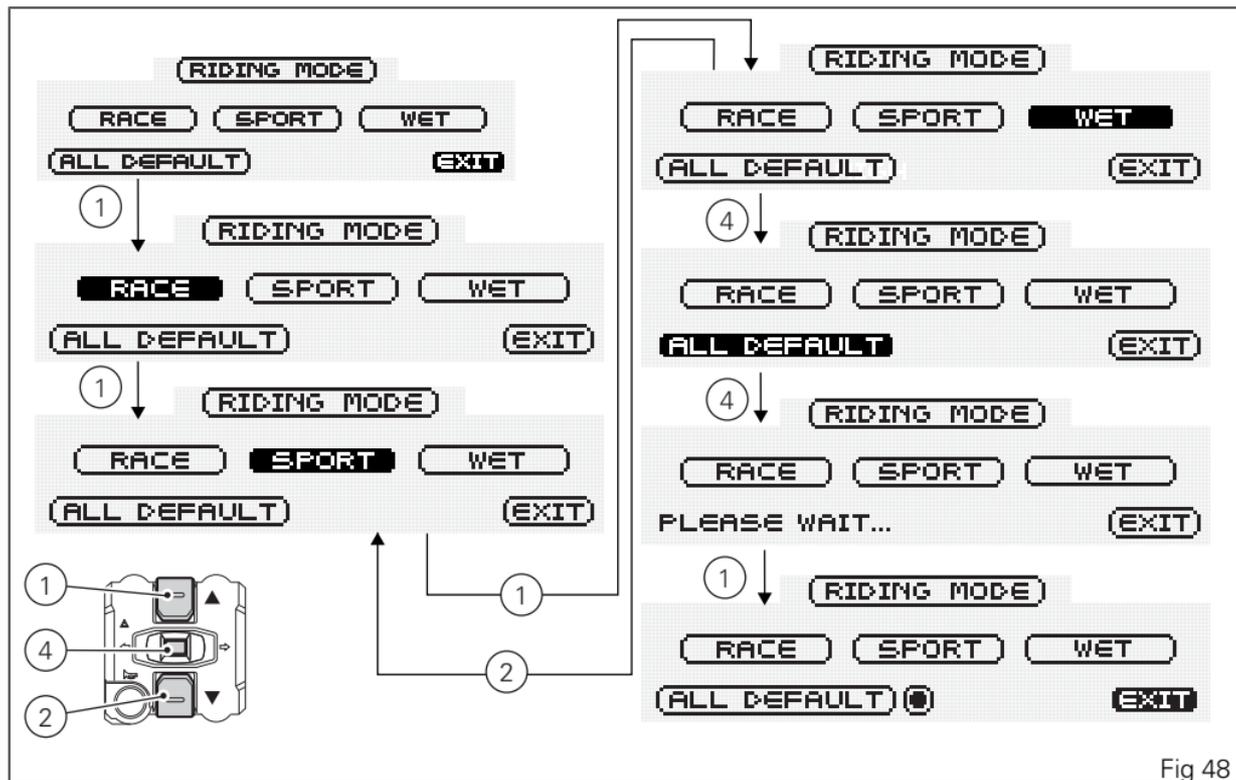


Fig 48

DEFAULT (Resetting the default parameters of a single Riding Mode)

This function allows restoring all Ducati setup parameters for a single Riding Mode.

To display this function, access the Setting Menu and select the "R.MODE" page.

Use buttons (1) and (2) to select the riding mode for which you wish to restore the default parameters, then press button (4). Use buttons (1) and (2) to select the "DEFAULT" indicator, then keep button (4) pressed for 3 seconds.

Now the "DEFAULT" wording will be replaced by the "PLEASE WAIT..." indicator, which will be displayed for 3 seconds to inform the user that the instrument panel is restoring the default parameters for the selected Riding Mode.

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



Note

When the default settings are active, a symbol (circle with a dot) is always displayed close to the DEFAULT indicator (on the right).

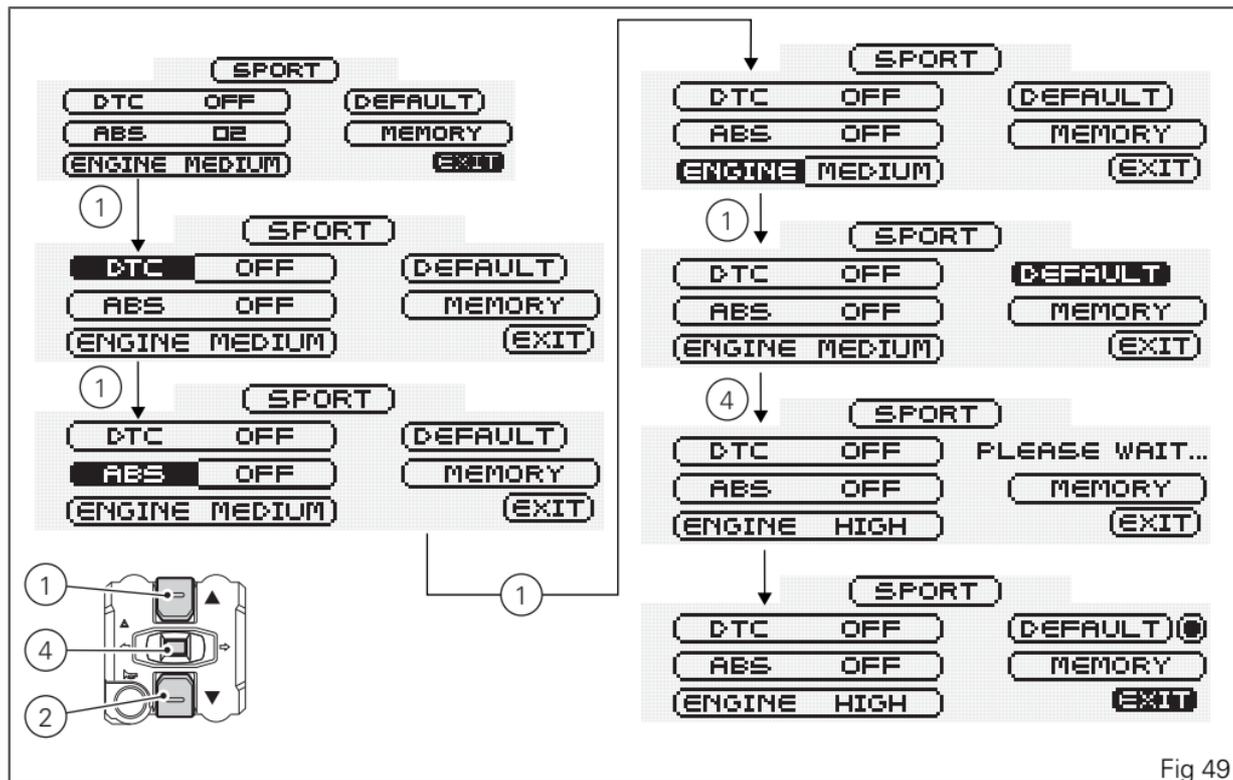


Fig 49

Dashboard backlighting setting function (B.LIGHT)

This function adjusts the instrument panel backlighting intensity.

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

The information will be displayed as follows:

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

To quit this page, highlight the "EXIT" wording, and press button (4).

- 1) HIGH setting: when this condition is stored, backlighting is at the max. level.
- 2) MEDIUM setting: when this condition is stored, backlighting is reduced by approx. 30% compared to max. level.
- 3) LOW setting: when this condition is stored, backlighting is reduced by approx. 70% compared to max. level.



Note

In the event of an interruption of the power supply from the battery, when power is restored at the next Key-On, the backlighting will always be set by default to maximum brightness.

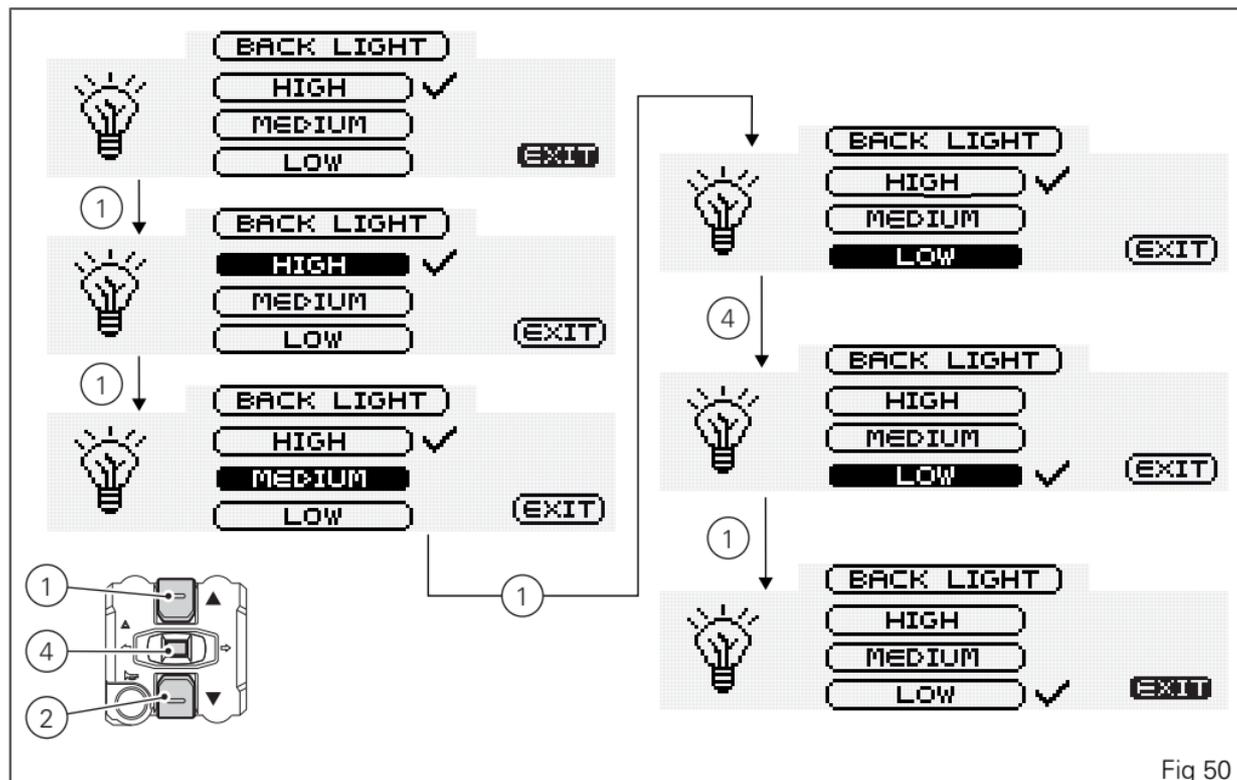


Fig 50

Lap time function (LAP): LAP activation/ deactivation function

This function activates and deactivates the LAP function (lap time).

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

The information will be displayed as follows:

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

To quit this page, select the "EXIT" wording, and press button (4). Storing the "OFF" condition disables the LAP function.

Storing the "ON" condition enables the LAP function.



Note

When the LAP function is enabled, button (3) can be used both as high beam Flash and lap time Start/Stop.

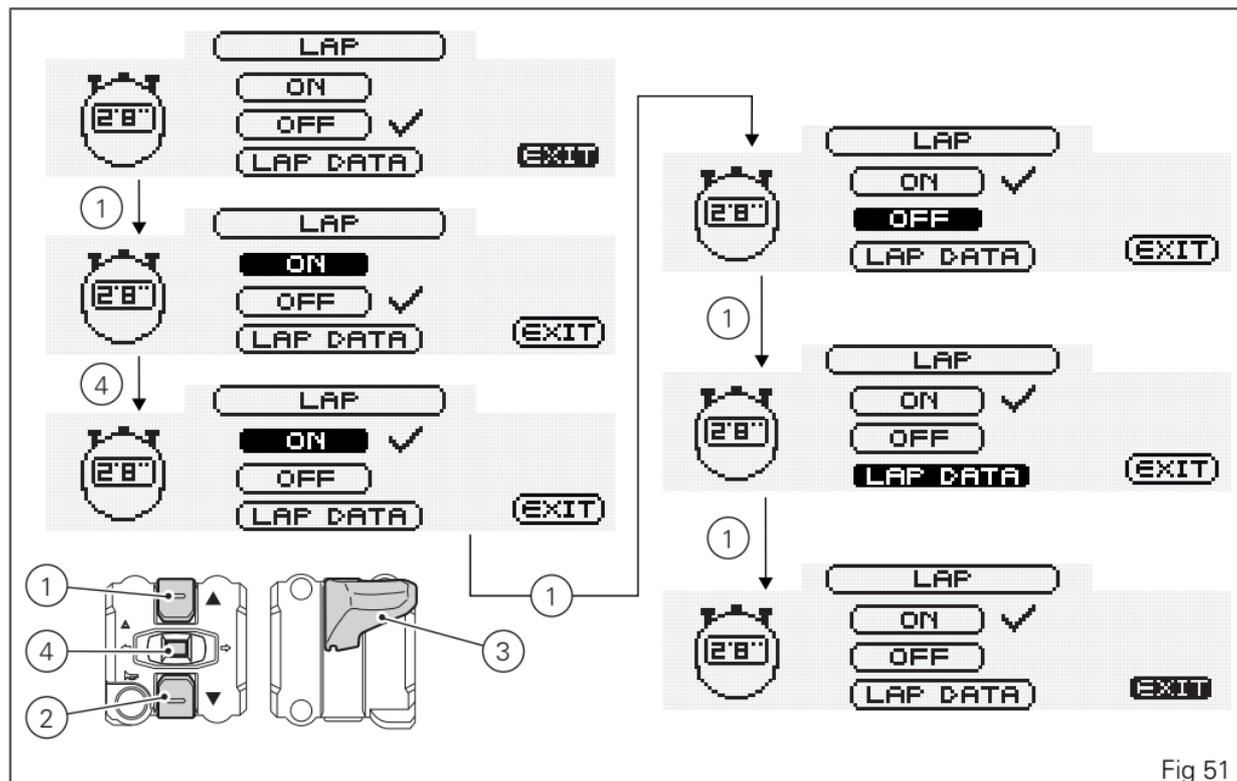


Fig 51

Lap time function (LAP): LAP registration

This function is used to describe how lap times (LAP) are stored.

If function is enabled, lap time can be stored as follows:

- after the first time you press button (3) the first lap counter is started and the instrument panel displays the "START LAP" indicator (flashing) for 4 seconds, before reverting to previous display;
- from now on, each time you press button (3), the instrument panel will show the lap time for 10 seconds (steady), before reverting to the previous display.

You can save a maximum of 30 laps in the memory. If the memory is full, each time you press button (3), the instrument panel will not be able to save any lap time and, for 4 seconds, the display will show the message "LAP MEM. FULL" (flashing) until the memory is reset.

When the LAP function is set to Off, the current "lap" is not stored. If the LAP function is active and the motorcycle is suddenly turned off (Key-Off), the function will be automatically disabled (even if the lap timer was active, the current "lap" is not stored).

If the timer is not stopped, when it reaches 9 minutes, 59 seconds and 99 hundredths, it restarts from 0 (zero) and continues until the function is switched off.

If the LAP function is enabled without resetting the memory and there are less than 30 laps stored in the memory (for instance: 18 laps), the instrument panel 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 being stored; however, other data (MAX Speed, RPM MAX, rev limiter - if tripped) are saved for a subsequent complete display in the LAP displaying function.

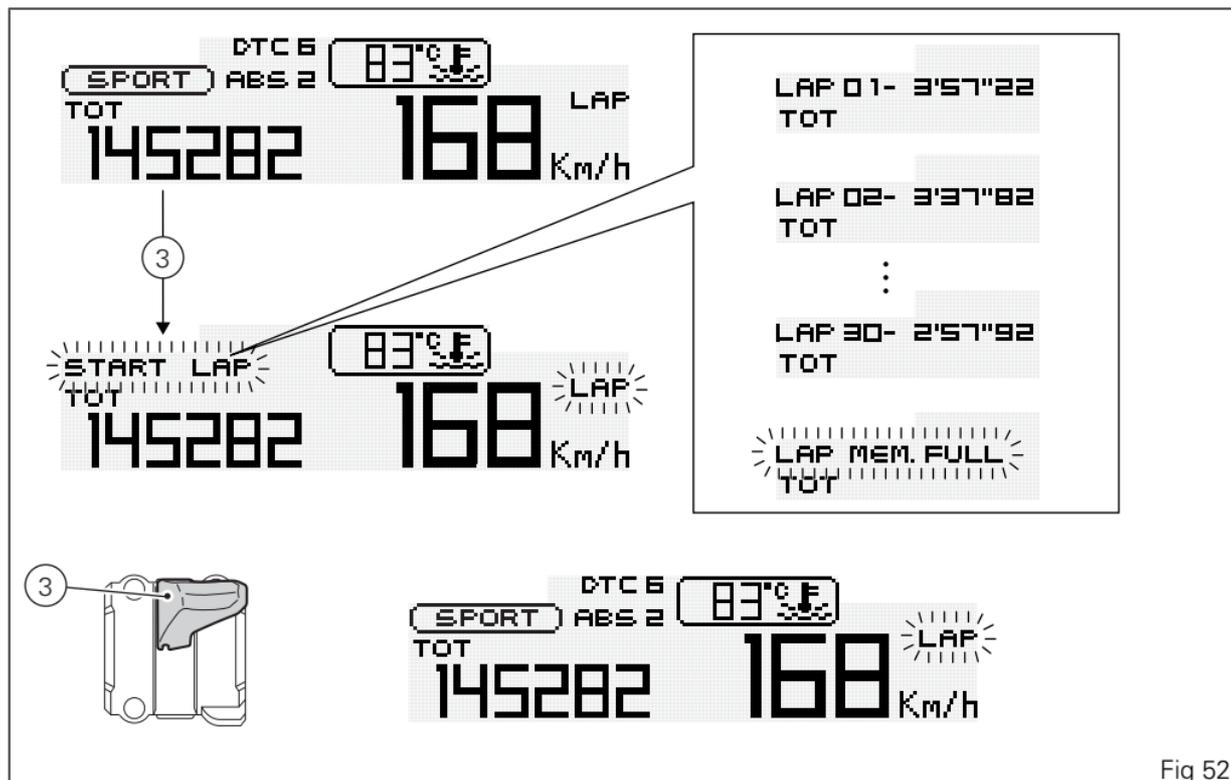


Fig 52

Funzione Tempo sul giro (LAP): stored LAP display

This function displays the stored LAPs. To display the function, enter the "setting" menu and access the "LAP" page. Use buttons (1) and (2) to highlight the "LAP DATA" indicator, then press button (4).

The instrument panel will display the information as follows:

- lap number being displayed (example: No.1);
- NEXT indicator to view next LAP;
- ERASE indicator to delete all stored lap times;
- TIME: and then lap time (example: 1'50''97);
- RPM MAX: max. engine RPM reached during the stored LAP;
- SPEED MAX: max. speed reached during the stored LAP.

To quit this page, select the "EXIT" wording, and press button (4).

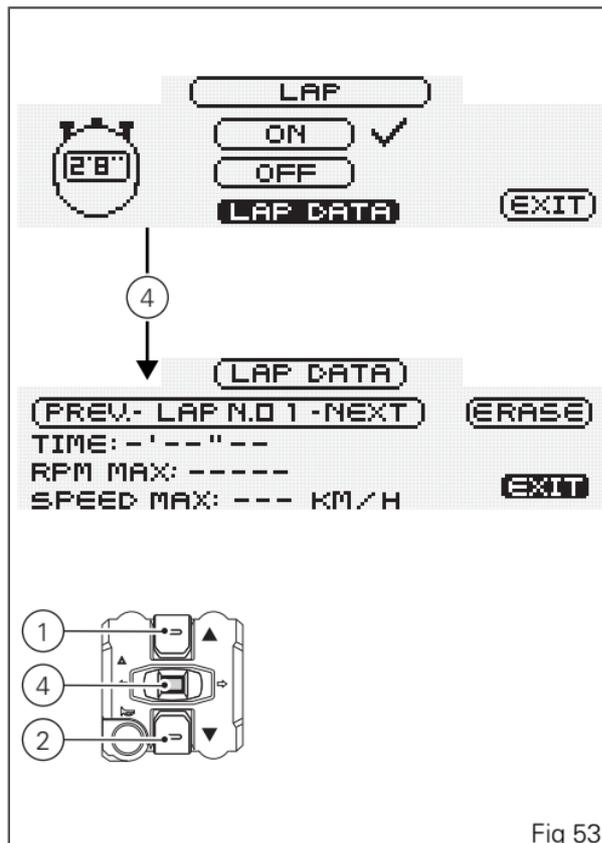


Fig 53



Note

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



Note

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



Note

If no lap times are saved in memory, the 30 lap times will be displayed as 0'00''00, the RPM max. number equal to 0 (zero) and the MAX speed value equal to 0 (zero).



Note

If the engine trips the threshold before the rev limiter kicks in or makes the rev limiter kick in during lap saving, the corresponding Over Rev light will come on during the displaying of the stored lap times.

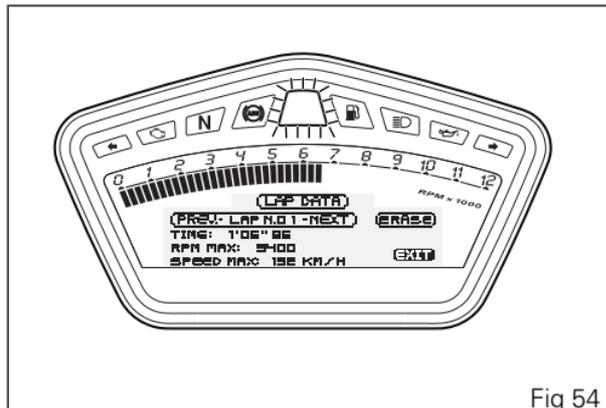


Fig 54

To display other stored lap times, press buttons (1) and (2) to highlight NEXT (or PREV), then press button (4); each time you press button (4) the next lap will be displayed.

To erase all stored lap times, highlight the ERASE indicator and keep button (4) pressed for 3 seconds.



Note

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

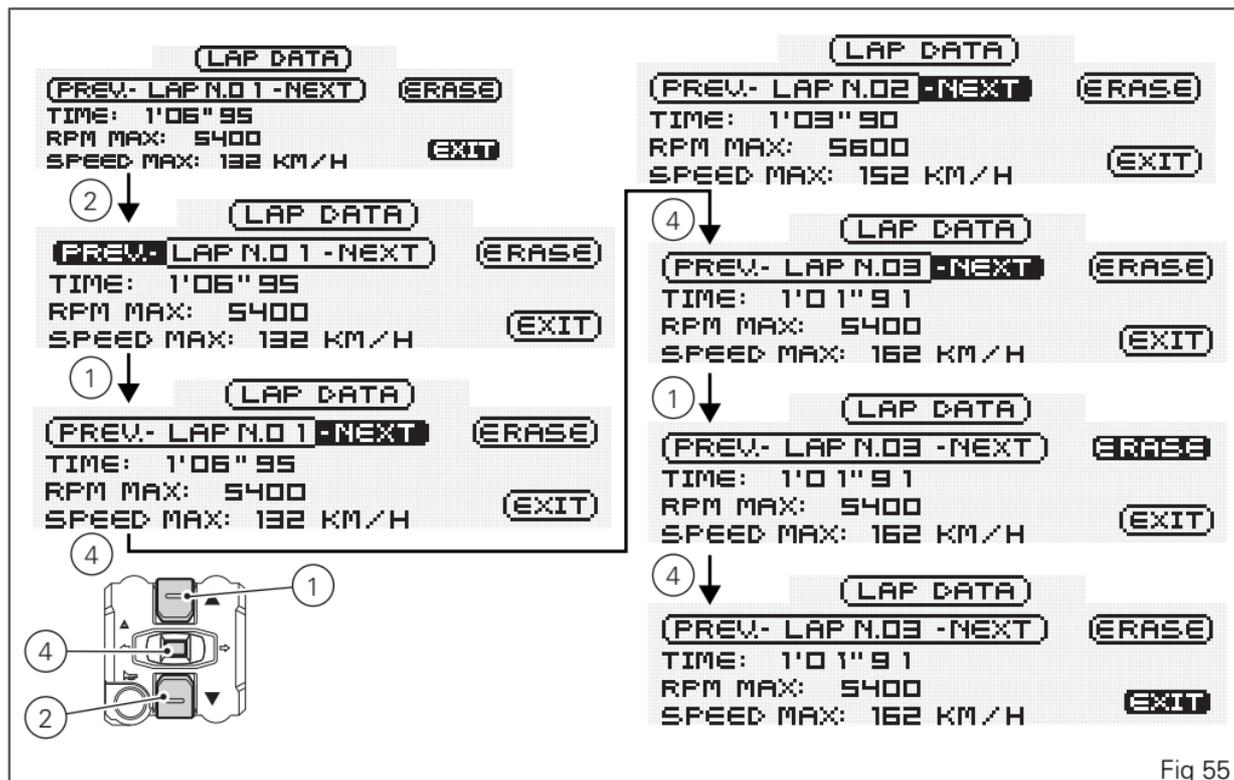


Fig 55

Clock setting function (CLOCK)

This function allows setting the clock. To display this function, access the Setting Menu and select the "CLOCK" page. To access the setting page, keep button (4) pressed for 3 seconds. After this time, the "SETTING..." indicator will be enabled to confirm that the setting page is active.

On entering this mode, the message "AM" will flash;

- if you press button (2) "PM" flashes;
- if you press button (2) you will return to the previous step (if it is 00:00, when switching between "AM" to "PM", 12:00 will be displayed);.

Pressing button (4) gives access to the hour setting mode; hours start to flash;

- each time you press button (2), the count will increase cyclically in steps of one hour;
- if button (2) is held pressed, the count will increase cyclically in steps of one hour every second (when the button is held depressed, the hours do not flash).

Pressing button (4) gives access to the minutes setting mode; minutes start to flash;

- each time you press button (2), the count will increase cyclically in steps of one minute;
- if you hold button (2) pressed, the count will increase cyclically in steps of 1 minute every second.
- If button (2) is held depressed for over 5 seconds, minutes will increase by 1 minute every 100 ms (while button (2) is held depressed, seconds will not flash).

To confirm (store) the new time setting, press button (4). The "EXIT" indicator will be automatically highlighted; press button (4) to quit this page and go back to the setting menu.



Note

If the battery is cutoff, when the voltage is restored and at the next Key-On, the clock must be reset (it starts automatically from 00:00).

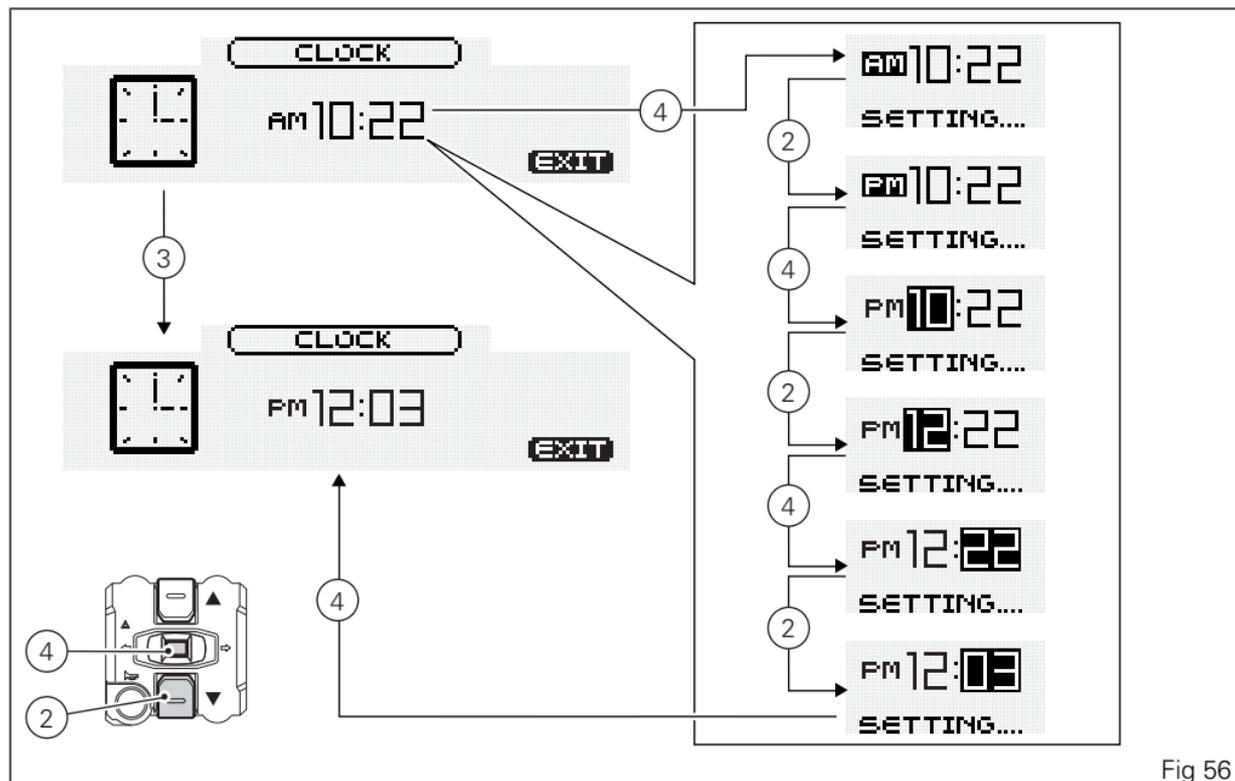


Fig 56

Battery voltage function (BATTERY)

Thanks to this function it is possible to check vehicle battery condition. To display the function, enter the "setting" menu and access the "BATT" page.

The information will be displayed as follows:

- if battery voltage is between 11.8 and 14.9 Volt the reading will be displayed steady;
- if battery voltage is between 11.0 and 11.7 Volt the reading will be displayed flashing;
- if battery voltage is between 15.0 and 16.0 Volt the reading will be displayed flashing;
- if battery voltage is equal to or less than 10.9 Volt, "LOW" is shown flashing;
- if battery voltage is equal to or more than 16.1 Volt, "HIGH" is shown flashing;



Note

Dashes"---" appear if the reading is not available.

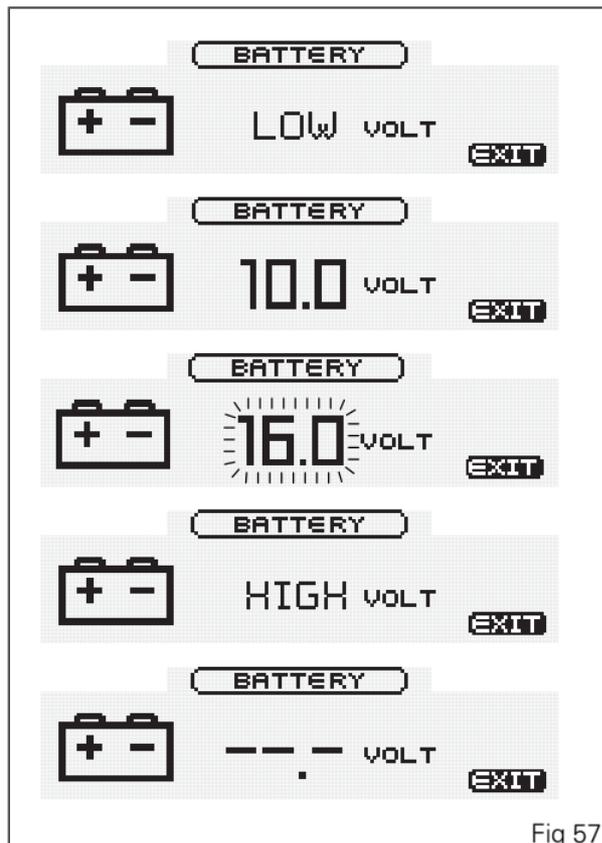


Fig 57

Engine rpm digital indication (RPM)

This function displays the number of RPM for improved accuracy when setting idle rpm.

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

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

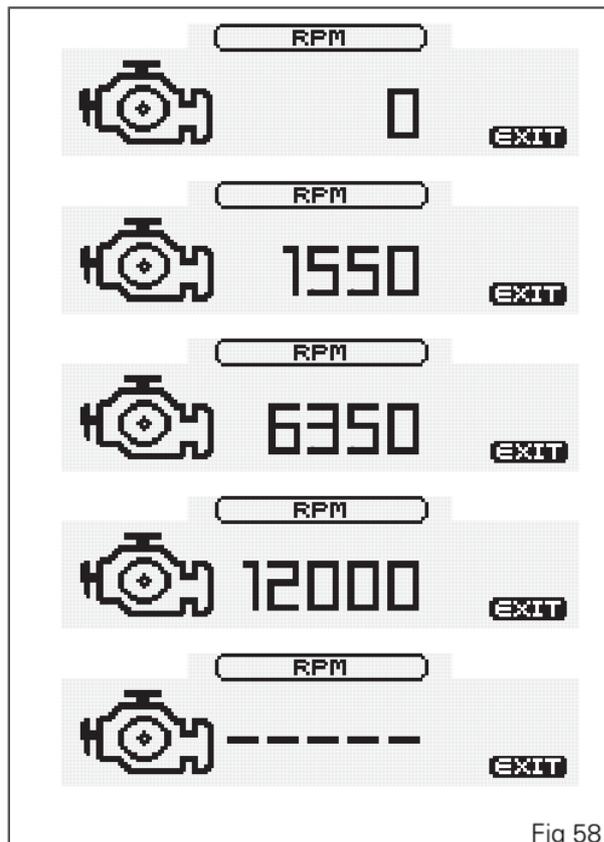


Fig 58

Immobilizer code (PIN CODE)

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



Note

The PIN CODE function must be activated by entering your 4 digit PIN in the instrument panel, otherwise the vehicle cannot be turned on temporarily in the case of a malfunction.

To view this function, access the Setting menu, and press button (4) to enter the "PIN" page.

- If the PIN CODE has not been entered yet, the "PIN Activation (INSERT NEW PIN)" function will be displayed.
- If the PIN CODE has already been entered, the "PIN Editing (MODIFY PIN CODE)" function will be displayed.

In order to temporarily start the vehicle in case of malfunction of the Immobilizer system, please refer to the "Entering the PIN code to unlock the vehiclepage 115".



Attention

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

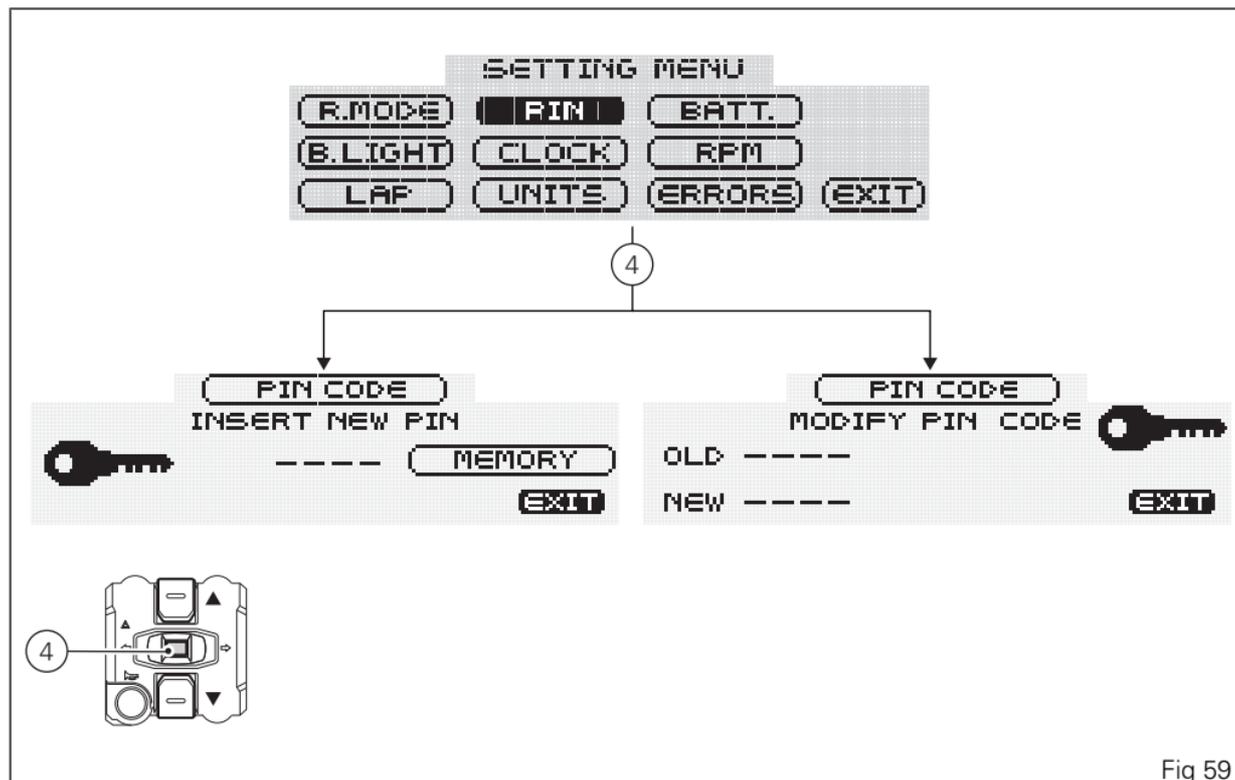


Fig 59

PIN activation

This function allows activating your own PIN CODE to start the vehicle even if the Immobilizer system is malfunctioning.

To display this function, access the Setting Menu and select the "PIN" page.



Note

If "MODIFY PIN CODE" appears when accessing this function, this means that there is already a stored PIN and therefore the function is already active.

When accessing this function, the "INSERT NEW PIN" indicator and four dashes "----" will be displayed. Now enter a 4-digit code.

Entering the code:

- each time you press button (2), the highlighted number increases from 0 to 9 and back to 0, press button (4) to confirm;
- repeat this procedure until entering the fourth digit.
- Press button (4) again to confirm.

Once PIN code is entered, the "MEMORY" indicator will be automatically highlighted.

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

The "MEMORIZED" indicator will be displayed to confirm that the PIN Code has been stored in the memory.

From now on, each time the "PIN CODE" function is accessed, the display will read "MODIFY PIN CODE", meaning that the PIN CODE can be modified.

Changing the PIN CODE

This function changes your four number PIN CODE. To display this function, access the Setting Menu and select the "PIN" page.



Note

If "INSERT NEW PIN" and the dashes "----" appear when accessing this function, this means that the function was not active as the PIN CODE was never entered. Enter your own PIN code using the "PIN CODE activation" function.

Once function is accessed, the "MODIFY PIN CODE" indicator will be displayed; press button (1) or (2) to change the PIN code.



Note

To change the PIN, you must know the currently stored PIN.

The "OLD" indicator and four dashes "----" will be displayed; now enter the old 4-digit PIN number stored before.

Entering the old PIN code (OLD PIN):

- each time you press button (2), the highlighted number increases from 0 to 9 and back to 0, press button (4) to confirm;
- repeat this procedure until entering the fourth digit.
- Press button (4) again to confirm.

If code is wrong, the "ERROR" indicator (wrong old code) will be displayed for 3 seconds, then the instrument panel will display again the "EXIT" indicator.

If code has been correctly entered, the "CORRECT" indicator will be displayed, and the first dash will be highlighted to indicate that it is possible to enter the new 4-digit code.

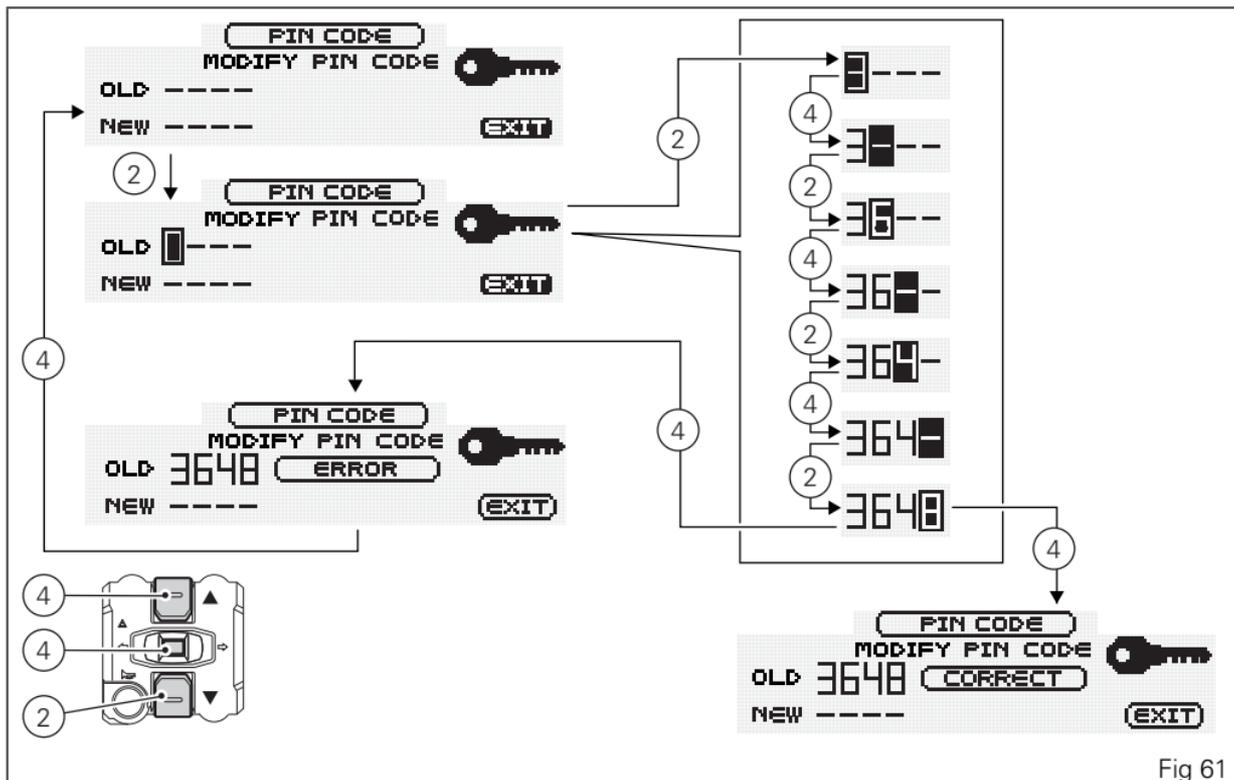


Fig 61

Entering the new PIN code (NEW PIN):

- each time you press button (2), the highlighted number increases from 0 to 9 and back to 0, press button (4) to confirm;
- repeat this procedure until entering the fourth digit.
- Press button (4) again to confirm.

Once the fourth digit has been entered, the "MEMORY" indicator will be automatically highlighted.

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

The "MEMORIZED" indicator will be displayed to confirm that the PIN code has been stored, then the "EXIT" indicator will be highlighted.

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

The PIN CODE modification procedure is complete.



Note

There is no limit to the amount of times you can change your PIN CODE.

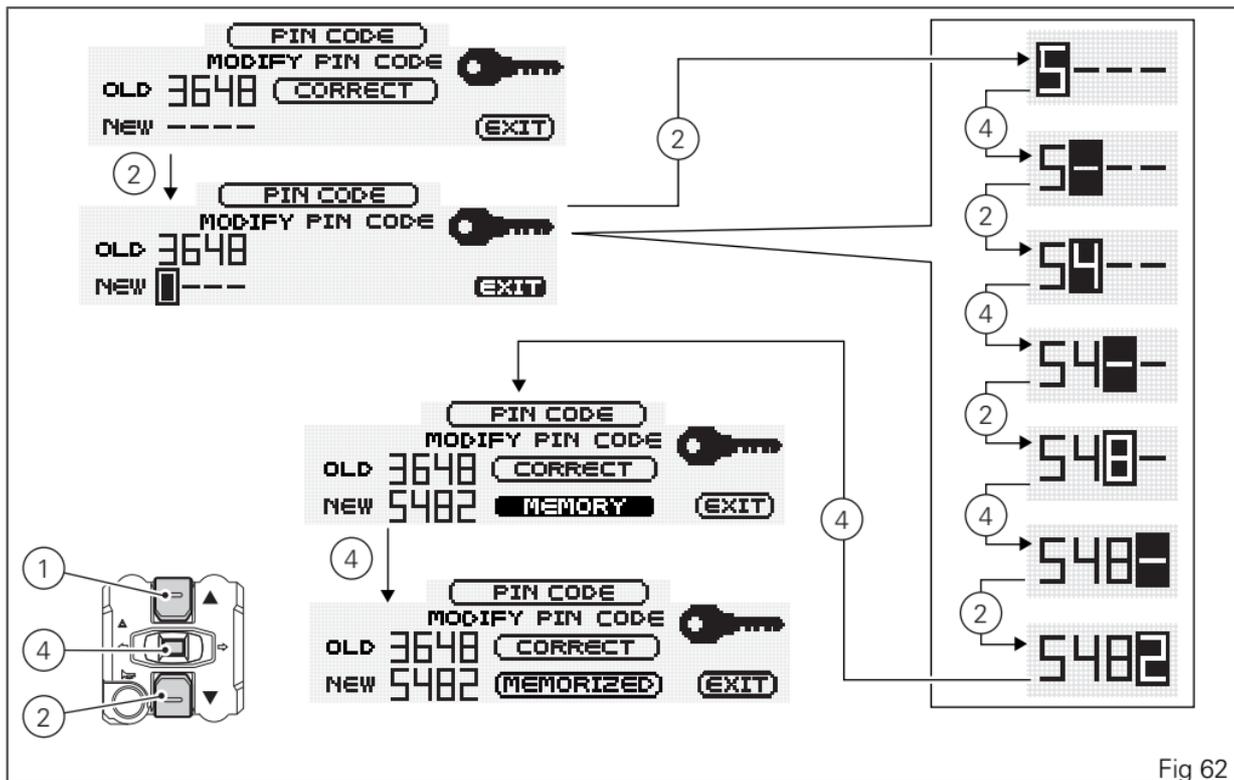


Fig 62

The Immobilizer system

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

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

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

Keys

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

These keys contain the "immobilizer system code".

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.



Attention

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

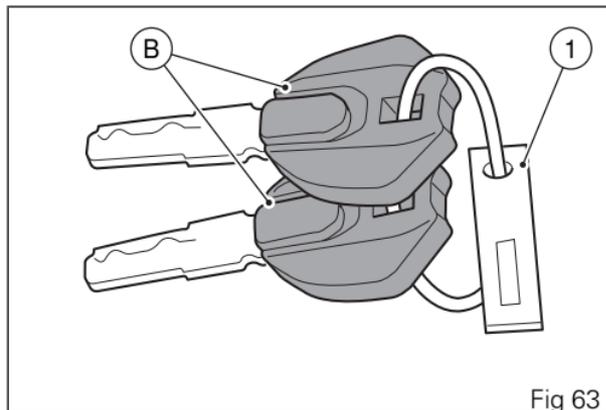


Fig 63

Entering PIN CODE function for vehicle release

This function provides vehicle temporary starting in the event of an engine lock due to the Immobilizer system malfunctioning.

If upon Key-On an Immobilizer ERROR is present, the instrument panel will automatically enable the PIN entering function.

Entering the code:

- each time you press button (2), the highlighted number increases from 0 to 9 and back to 0, press button (4) to confirm;
- repeat this procedure until entering the fourth digit.
- Press button (4) again to confirm.

If code is wrong, the instrument panel will display the "WRONG" indicator for 2 seconds and then will display again the starting indicator to repeat the PIN code entering procedure.

If code was correctly entered, the instrument panel will display the "CORRECT" indicator for 2 seconds. After 2 seconds, the instrument panel will return to the "normal" view (with all indications active).



Note

PIN code entering can be repeated as many times as you want; nevertheless, instrument panel will automatically turn off 120 seconds after attempting to enter the PIN code and the "TIME OUT" indicator will be displayed for 2 seconds. Instrument panel will then go back to the main page.

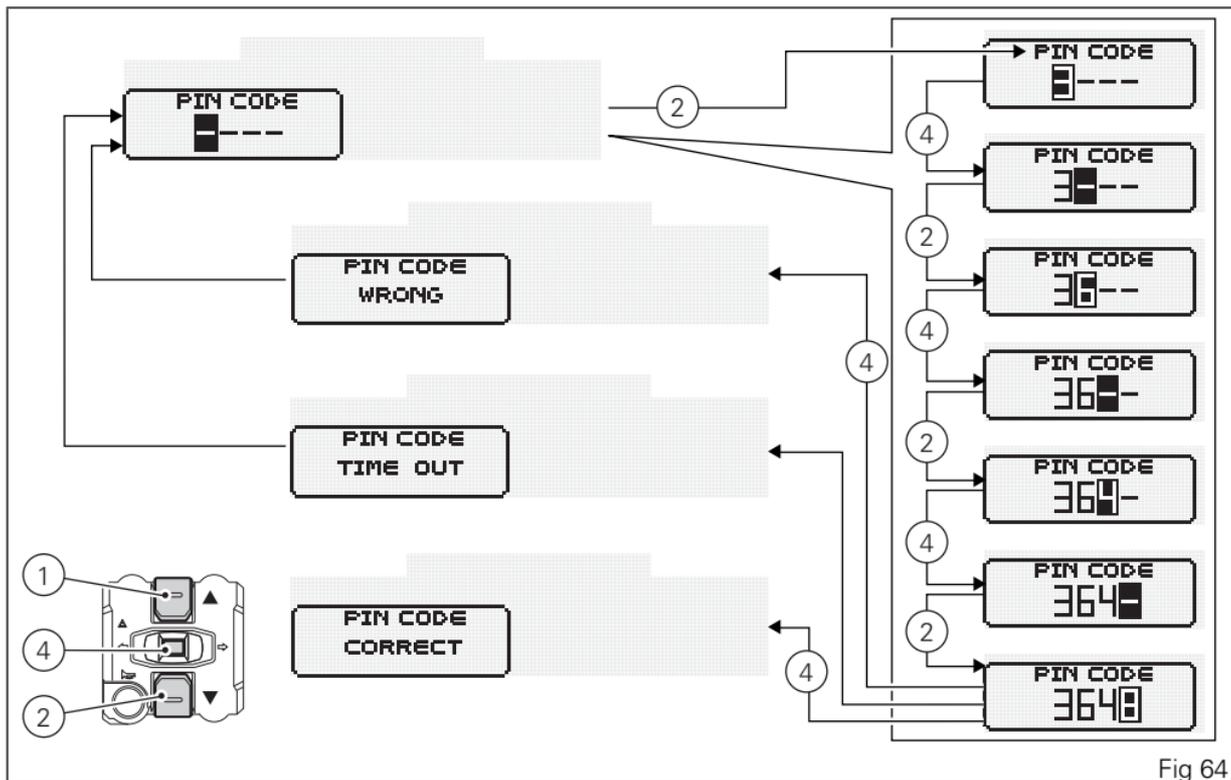


Fig 64

From now on, vehicle can be started with button (5).



Note

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



Important

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

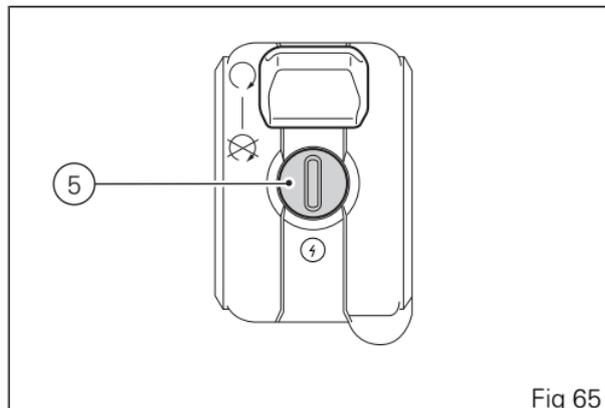


Fig 65

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 starting. Press the START button (5), to start the engine;
- 2) if code is not recognized, the instrument panel will automatically activate the PIN entering function. Refer to the PIN code Entering procedure to unlock the vehicle. If the other key does not work out either, contact the Ducati Service network.

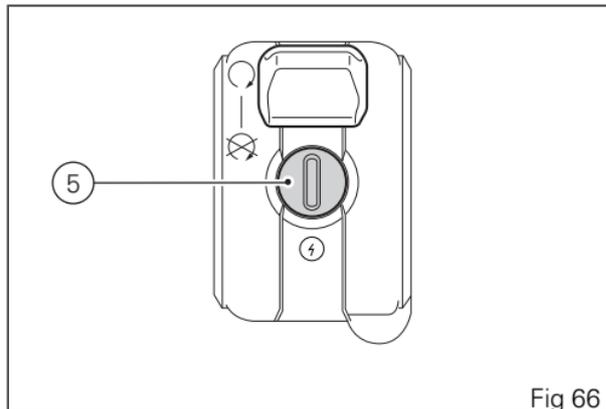


Fig 66



Attention

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

Duplicate keys

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

The Ducati Service Center will program all the new keys as well as any keys you already have.

You may be asked to provide proof that you are the legitimate owner of the motorcycle.

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



Note

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

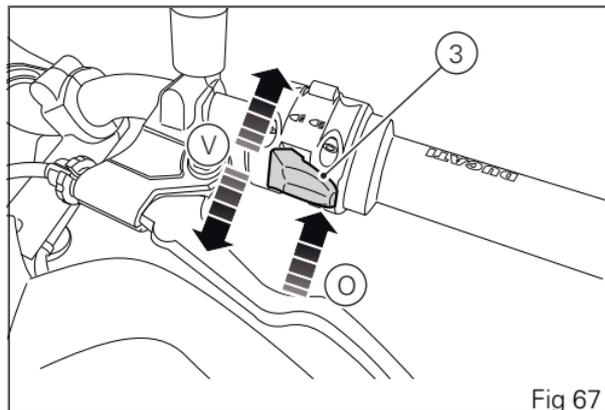
Light control

Headlight control

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

At Key-On, the high beam and low beam lights are off. As soon as engine is started, low beams will be automatically turned on; from now on, "standard" operation will be active, i.e. whenever button (3) is pressed, it will be possible to switch from low beams to high beams with button (3) in position (V) or "FLASH" with button (3) in position (O). If engine is not started upon Key-On, lights can nevertheless be activated by pressing LH high/low beam switch:

When button is pressed the "first" time, low beams will be turned on; from now on this button can be used to turn high beams on or off: if engine is not started within 60 seconds, low and high beams will be turned Off.



If the headlight was turned on before starting the engine with the procedure described above, the headlight turns off automatically when starting the vehicle and will turn on again when the engine has been completely started.

Turn indicators (automatic reset)

Turn indicators are automatically reset by the instrument panel.

After activating one of the two turn indicators, they can be deactivated using the reset button (4). If the turn indicator is not "reset" manually, the instrument panel will automatically switch it off after the motorcycle has traveled 0.3 miles (500 m) from the time the turn indicator was activated.

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

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

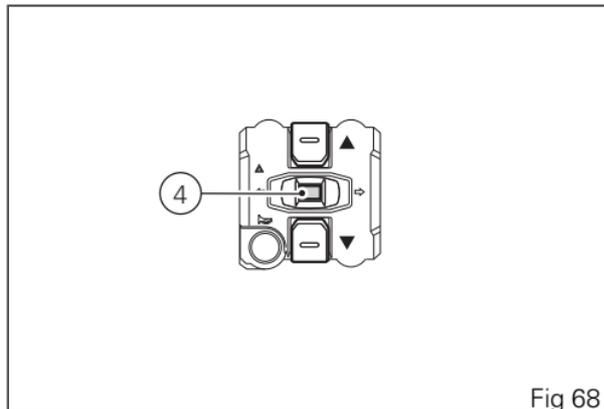


Fig 68

Hazard

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

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

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

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

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

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

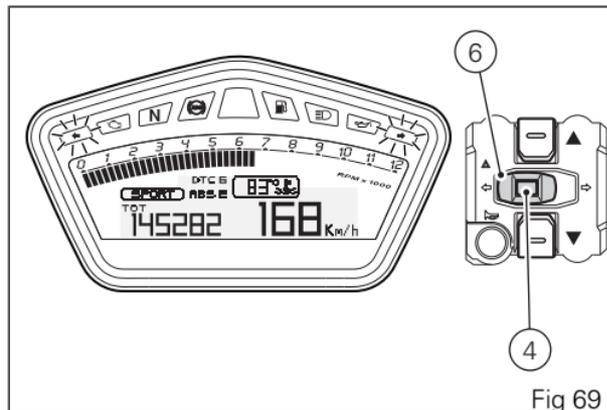


Fig 69

As soon as the Hazard function is activated, the 4 turn indicators will stay on even if rider turns the key Off. They will turn off automatically after 120 minutes (2 hours), unless the rider “manually” turns them off earlier thereby stopping the automatic countdown.

Units of measurement modification function (UNITS)

This function allows you to change the units of measurement of the displayed values.

To display this function, access the Setting Menu and select the "UNITS" page.

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



Note

When the default settings are active, a symbol (circle with a dot) is always displayed close to the DEFAULT indicator (on the right).

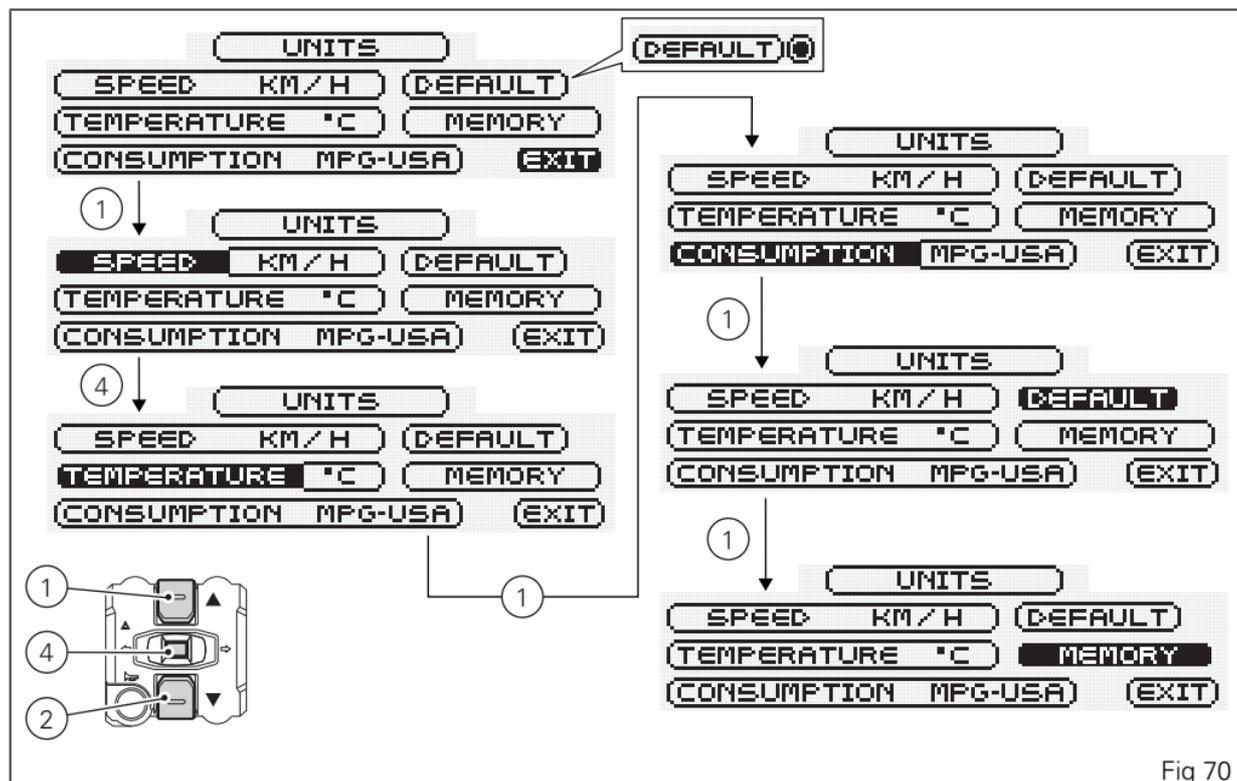


Fig 70

Setting (SPEED)

This function allows changing the units of measurement of the following indicators: Vehicle speed, Odometer, Trip 1, Trip2, Trip Fuel (when active) and Average Speed.

Once the "SPEED" indicator is selected, press button (4).

The instrument panel will display the Unit of measurement being used. Press buttons (1) or (2) to scroll the available units of measurement (Km/h and mph). Once you have selected the units of measurement you want to set, press button (4) again. The instrument panel will automatically highlight the "MEMORY" indicator; to store the new unit of measurement, keep button (4) pressed for 3 seconds.

After this time, the instrument panel will display the "MEMORIZED" indicator for 2 seconds as a confirmation of the change made.

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

KM/H: by setting this condition the following values will have the same units of measurement:

- TOT, TRIP1, TRIP2, TRIP FUEL: Km
- Vehicle Speed and SPEED AVG: Km/h

MPH: by setting this condition the following values will have the same units of measurement:

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



Note

When the default settings are active, a symbol (circle with a dot) is always displayed close to the DEFAULT indicator (on the right).

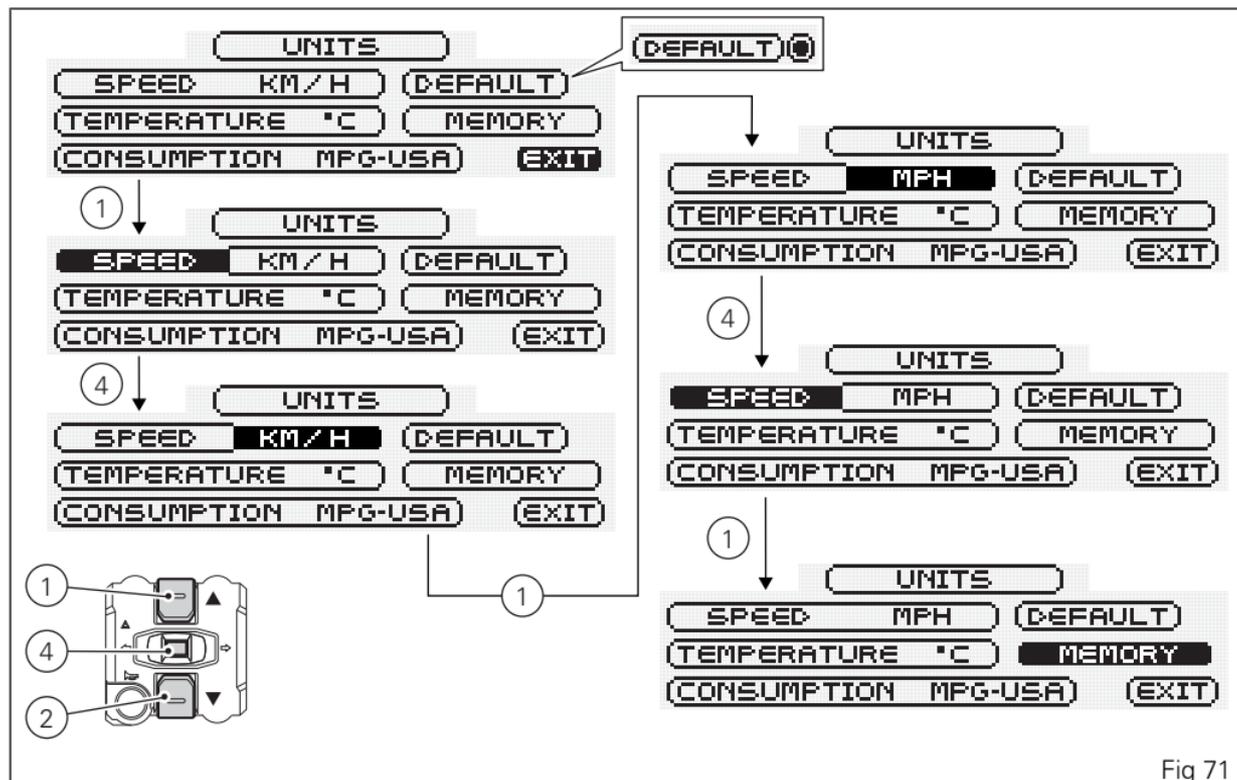


Fig 71

Setting (TEMPERATURE)

This function allows changing the units of measurement of the following indicators: Engine coolant temperature and Air Temperature.

Once the "TEMPERATURE" indicator is selected, press button (4). The instrument panel will display the Unit of measurement being used.

Press buttons (1) or (2) to scroll the available units of measurement (°F and °C). Once you have selected the units of measurement you want to set, press button (4) again.

The instrument panel will automatically highlight the "MEMORY" indicator; to store the new unit of measurement, keep button (4) pressed for 3 seconds; after this time, the instrument panel will display the "MEMORIZED" indicator for 2 seconds as a confirmation of the change made.

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

°C: by setting this condition the following values will have the same units of measurement:

- Engine coolant temperature and T_AIR: °C

°F: by setting this condition the following values will have the same units of measurement:

- Engine coolant temperature and T_AIR: °F



Note

When the default settings are active, a symbol (circle with a dot) is always displayed close to the DEFAULT indicator (on the right).

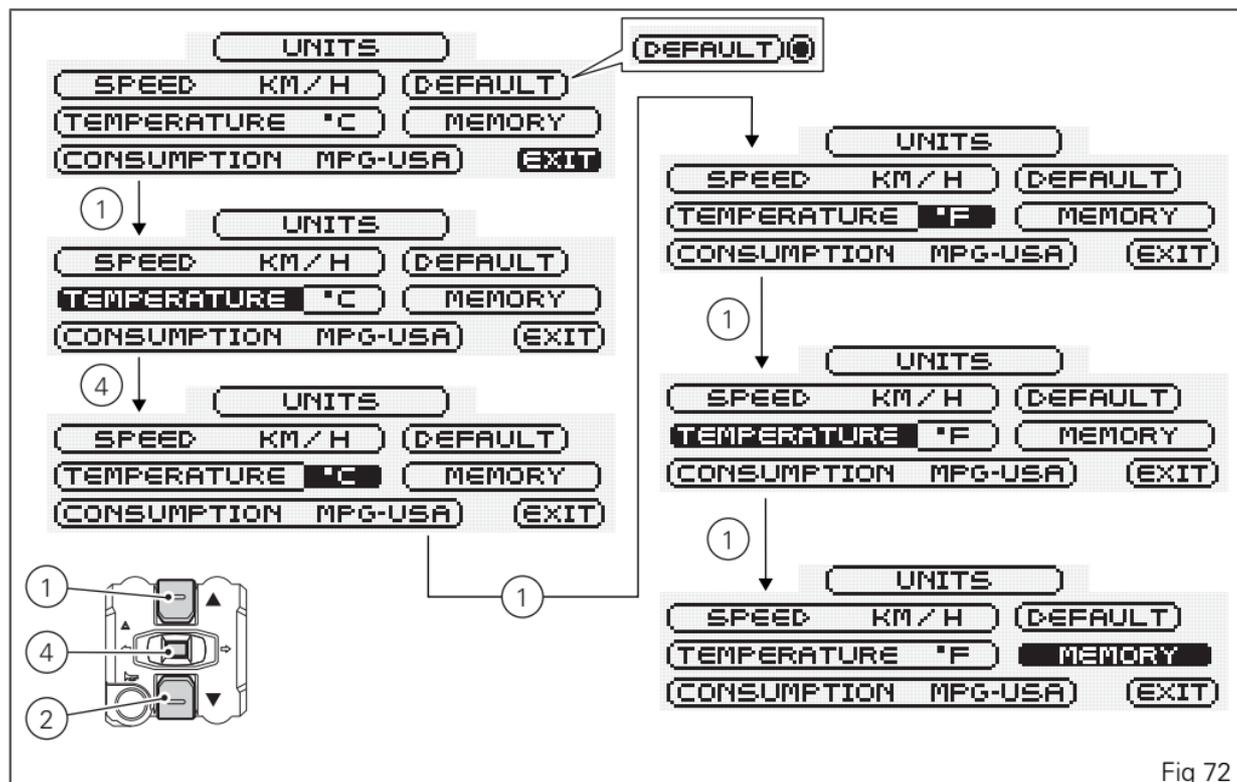


Fig 72

Setting (CONSUMPTION)

This function allows changing the units of measurement of the following indicators: Average Consumption and Instantaneous Consumption. Once the "CONSUMPTION" indicator is selected, press button (4). The instrument panel will display the Unit of measurement being used. Press buttons (1) or (2) to scroll the available units of measurement (L/100, KM/L, MPG-UK and MPG-USA).

Once you have selected the units of measurement you want to set, press button (4) again. The instrument panel will automatically highlight the "MEMORY" indicator; to store the new unit of measurement, keep button (4) pressed for 3 seconds; after this time, the instrument panel will display the "MEMORIZED" indicator for 2 seconds as a confirmation of the change made. The "EXIT" indicator will be automatically highlighted; press button (4) to quit this page and go back to the setting menu.

Km/l: by setting this condition the following values will have the same units of measurement:

- CONS. and CONS. AVG: Km/L

L/100: by setting this condition the following values will have the same units of measurement:

- CONS. and CONS. AVG: L/100

MPG UK : by setting this condition the following values will have the same units of measurement:

- CONS. and CONS. AVG: mpg UK

MPG USA: by setting this condition the following values will have the same units of measurement:

- CONS. and CONS. AVG: mpg USA



Note

When the default settings are active, a symbol (circle with a dot) is always displayed close to the DEFAULT indicator (on the right).

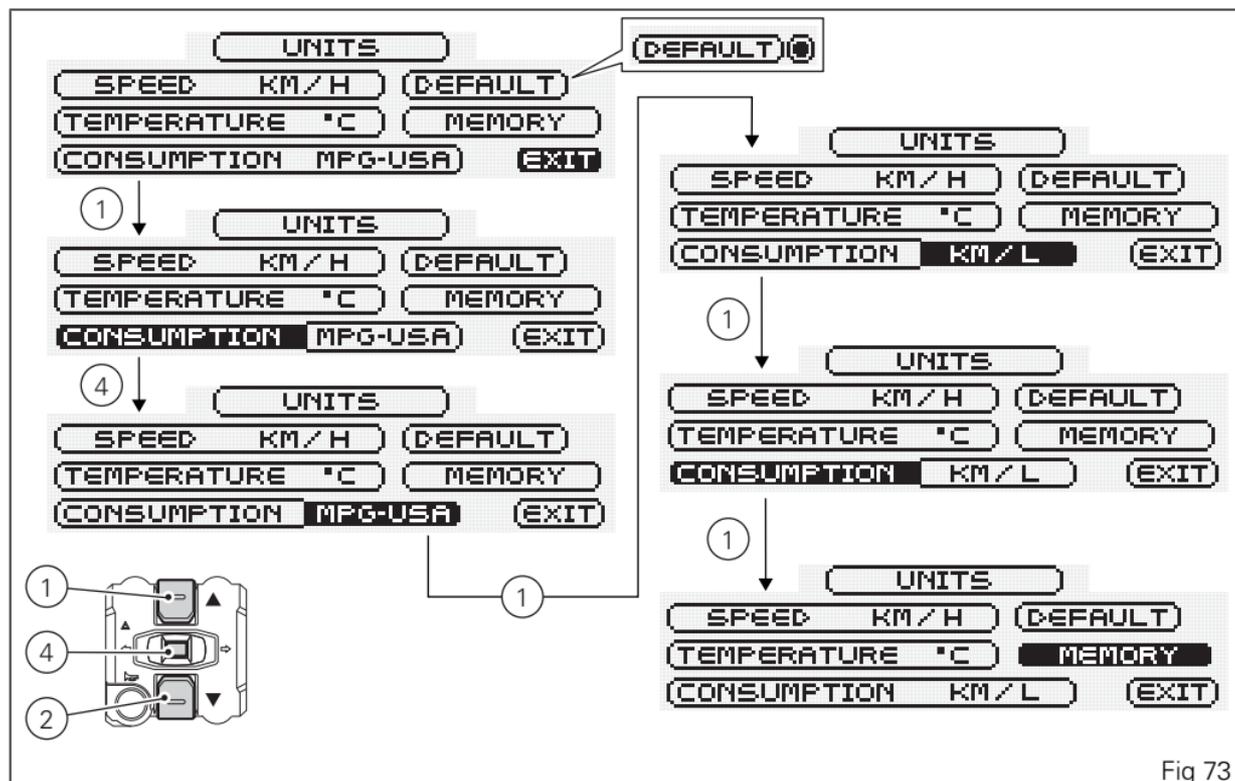


Fig 73

Setting (DEFAULT)

This function allows setting the "DEFAULT" units of measurement based on vehicle version. Select the "DEFAULT" indicator with buttons (1) and (2), then keep button (4) pressed for 3 seconds. Now the "DEFAULT" wording will be replaced by the "PLEASE WAIT..." indicator, which will be displayed for 3 seconds to inform the user that the instrument panel is restoring the default units of measurement. After 3 seconds, all the indicated units of measurement will be updated and the "EXIT" indicator will be automatically highlighted; press button (4) to quit this function and go back to the setting menu.



Note

When the default settings are active, a symbol (circle with a dot) is always displayed close to the DEFAULT indicator (on the right).

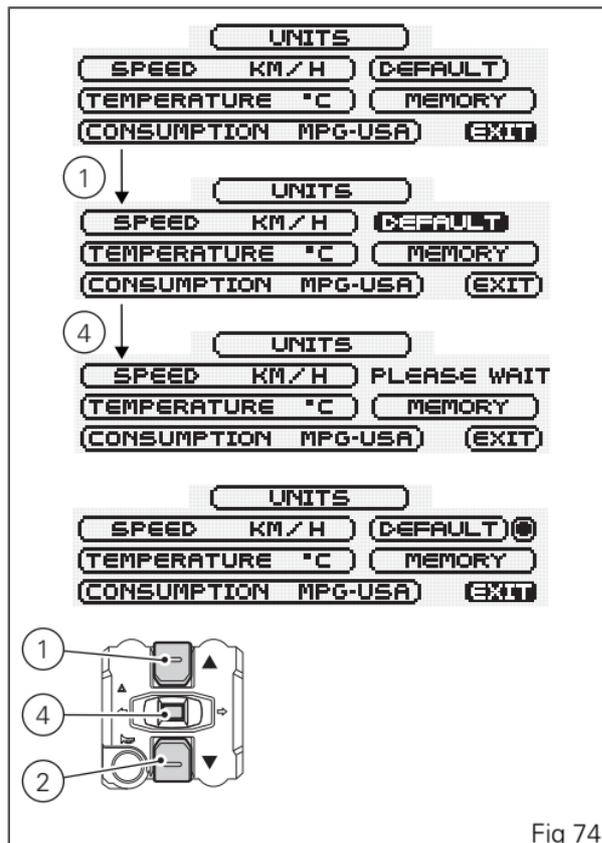


Fig 74

DEFAULT based on vehicle version

	TOT, TRIP1, TRIP2 TRIP FUEL	SPEED AVERAGE SPEED	T_ENGINE T_AIR	INSTANTANEOUS CON- SUMPTION AVERAGE CON- SUMPTION
Europe	km	km/h	°C	l/100 km
UK	miles	mph	°C	mpg UK
USA	miles	mph	°F	mpg USA
Canada	km	km/h	°C	l/100 km
France	km	km/h	°C	l/100 km
Japan	km	km/h	°C	l/100 km
Brazil	km	km/h	°C	l/100 km
Taiwan	km	km/h	°C	l/100 km
China	km	km/h	°C	l/100 km

Other functions

Heated Grip control function (Accessory)

This function allows enabling and adjusting heated grips. To open heated grips "H.GRIPS" control menu, press button (5) on RH switch. Control button (5) (Start button) will be used to control heated grips when engine is started, only. Once menu is enabled, press several times the same button to select the desired indication (OFF, LOW, MEDIUM and HIGH). If OFF is selected, heated grips are disabled, if LOW is selected, heated grips lowest heat level is enabled, if MEDIUM is selected, heated grips middle heat level is enabled; if HIGH is selected, heated grips highest heat level is enabled.

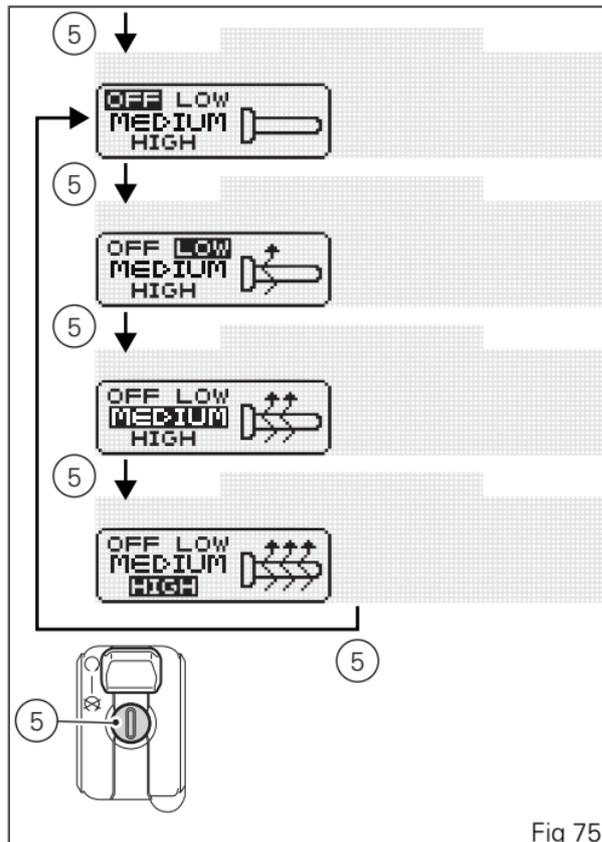


Fig 75

Once the desired heat level is selected, do not further press button (5); after 3 seconds the instrument panel will automatically quit this function and the last condition will be stored.



Note

Heated grips are actually enabled, namely produce heat, only with the engine running and above 2,000 RPM.

If, for example, heated grips are enabled and then engine is turned off, they will be temporarily disabled. They will be automatically re-enabled once engine is started again.

Grip heating requires a high current draw which could run the battery flat at low rpm.

If battery charge is not enough (voltage below 11.0 Volt) grip heating will be disabled to ensure vehicle starting; it will be automatically re-enabled as soon as battery voltage is above the indicated value.



Attention

If heated grips are used at ambient temperatures above $+60^{\circ} \div +70^{\circ} \text{ F}$ ($15^{\circ} \div 20^{\circ} \text{ C}$), heat will be automatically reduced (based on outer temperature) to protect grips against any damage due to overheating.

Controls

Position of motorcycle controls



Attention

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

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

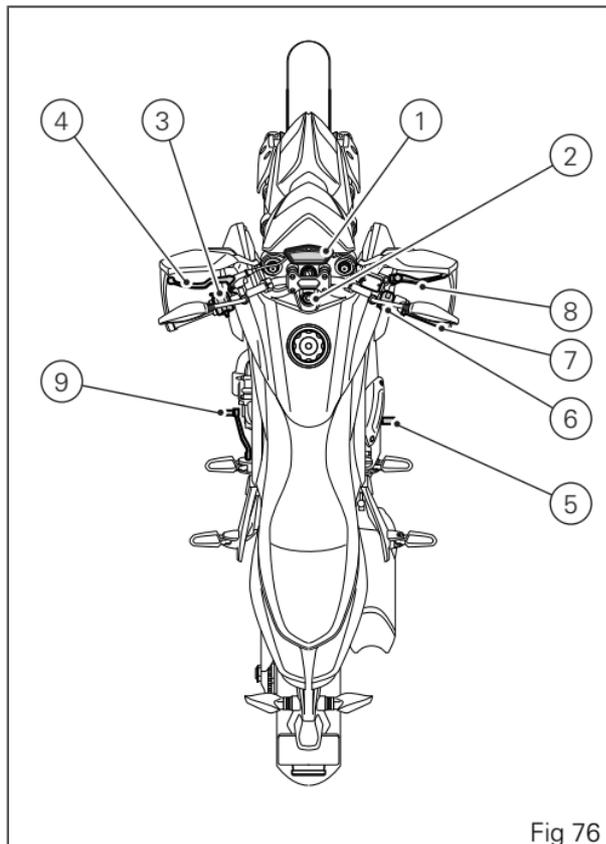


Fig 76

Key-operated ignition switch and steering lock

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

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



Note

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

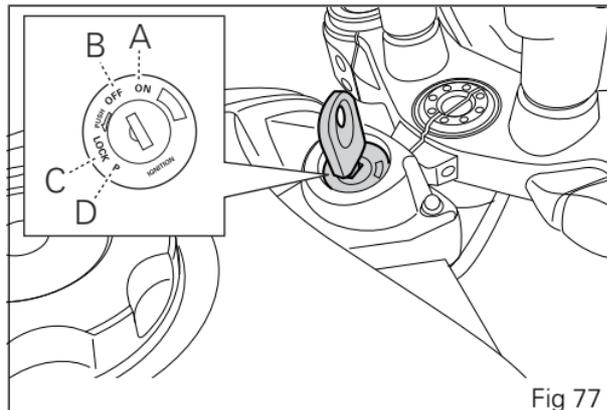
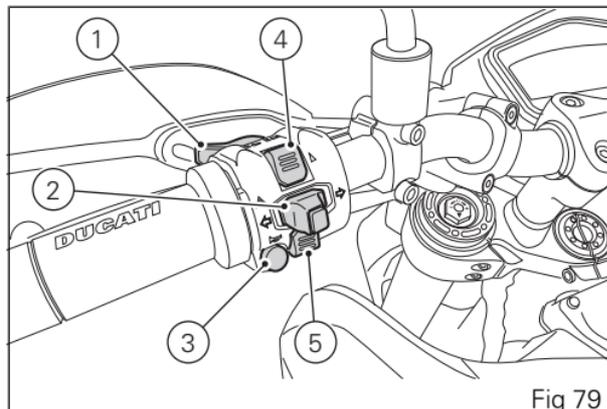
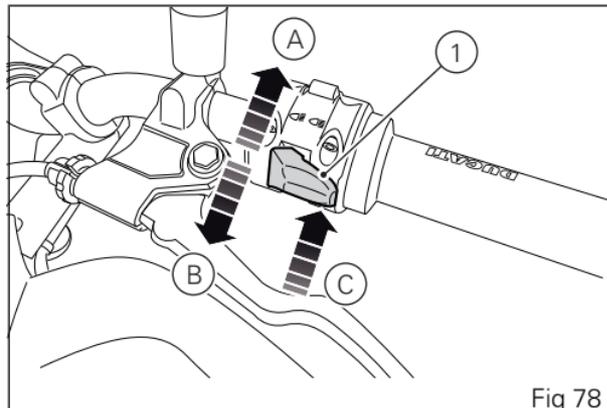


Fig 77

Left-hand switch

- 1) dip switch, two-position light selector switch:
position  = low beam on (A);
position  = high beam on (B);
Button  = 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) Instrument panel control button "▲";
- 5) Instrument panel control button "▼";



Clutch lever

Lever (1) disengages the clutch. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.



Important

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



Note

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

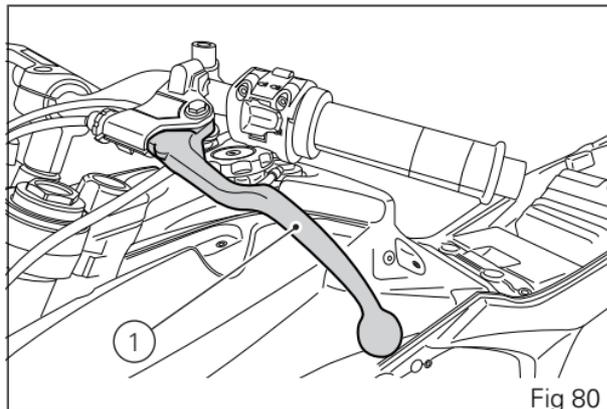


Fig 80

Clutch control free play adjustment

Attention

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

The clutch cable can be tight due to wearing. Check free play each time before using the vehicle. Make sure the engine is cold before checking. By engaging clutch lever a very low resistance force to a considerably high one must be perceived (work force).

The free play is the lever play in correspondence of which the resistance force is kept low. Pull lever through its free play travel and make sure that the distance "A" is between 0.12 - 0.16 in (3 - 4 mm).

To take the free play back to the recommended value, make sure that it is not zero. Act on the main adjuster (2) close to the clutch control.

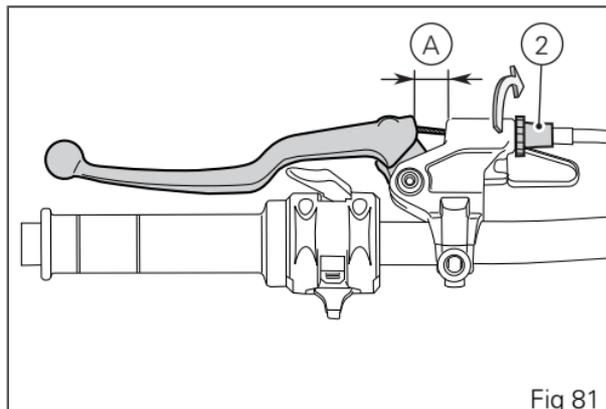
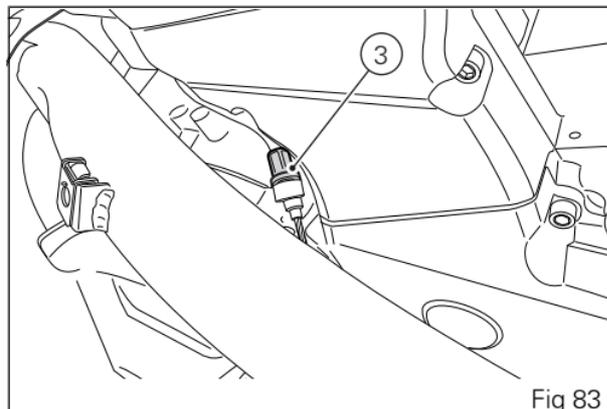
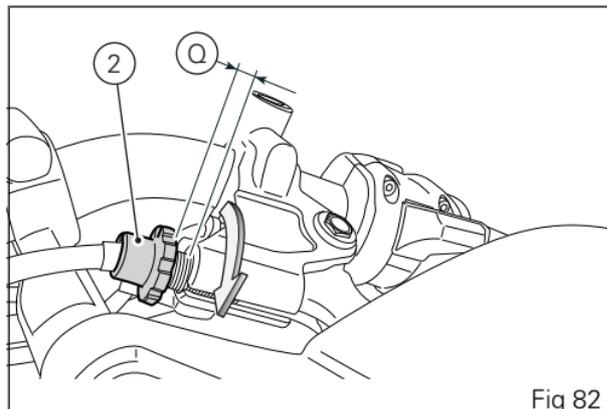


Fig 81

The adjuster (2) on the lever allows a maximum adjustment (Q) of 0.43 in (11 mm), while the standard adjustment (the initial one) is 0.2 in (5 mm). If the adjustment is not enough, work on the secondary adjuster (3).

Attention

In presence of clutch slipping, due to wearing, the adjuster (2) on the lever **MUST NEVER** be loosened but tightened, as explained above. If the slipping remains, go to a Ducati Dealer or Authorized Service Center.

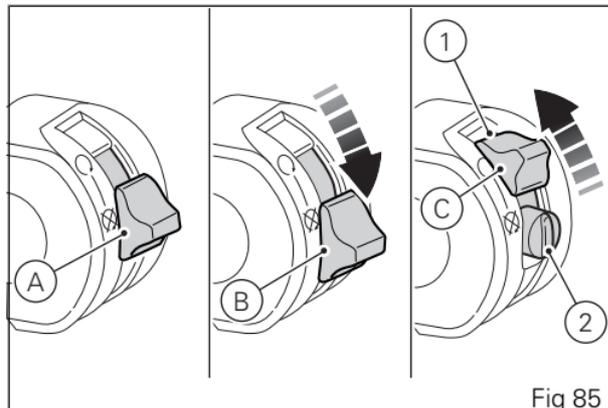
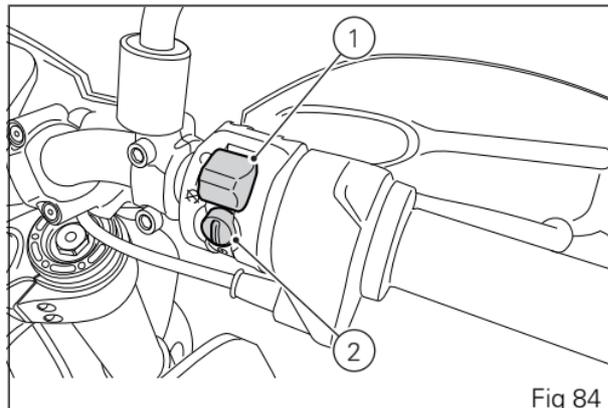


Right-hand switch

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

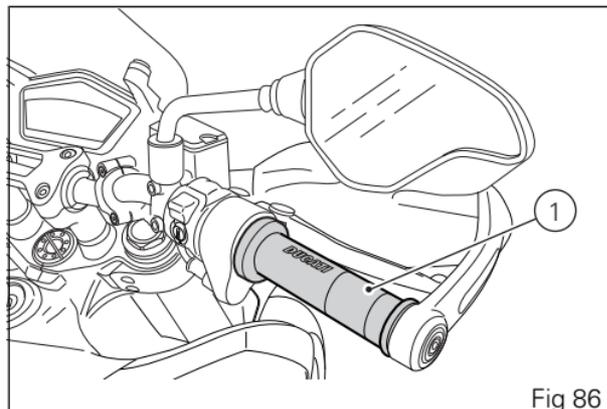
The switch (1) has three positions:

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



Throttle twistgrip

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



Front brake lever

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



Attention

The front brake lever must be adjusted when the motorcycle is stationary.

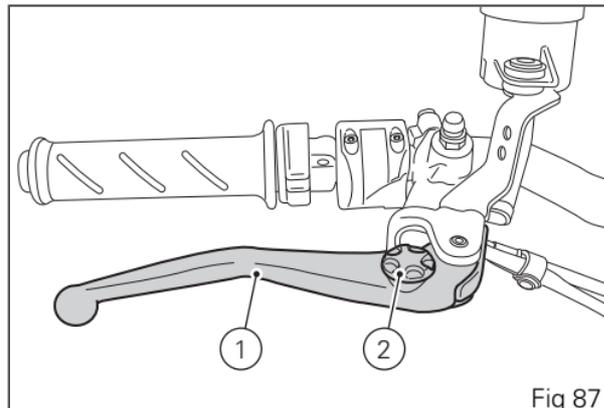


Fig 87

Rear brake pedal

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

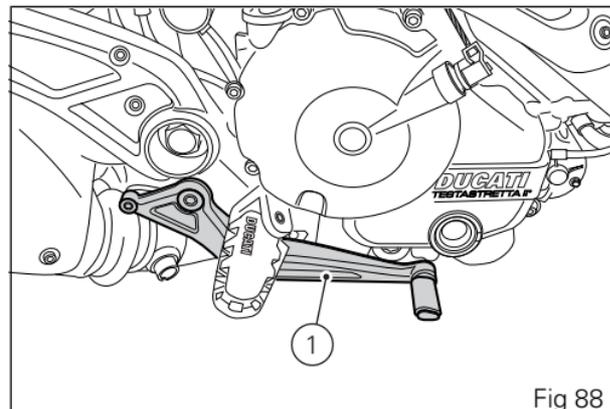


Fig 88

Gear change pedal

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

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

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

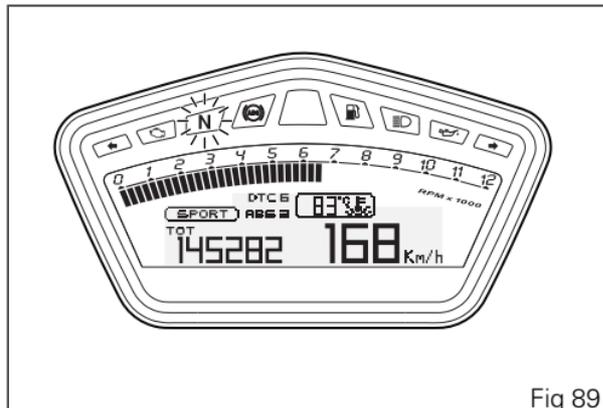


Fig 89

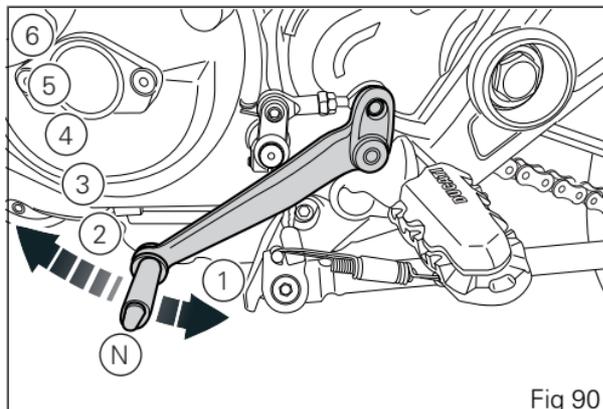


Fig 90

Adjusting the position of the gearchange and rear brake pedals

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

Adjust the pedals as follows:

Gear change pedal

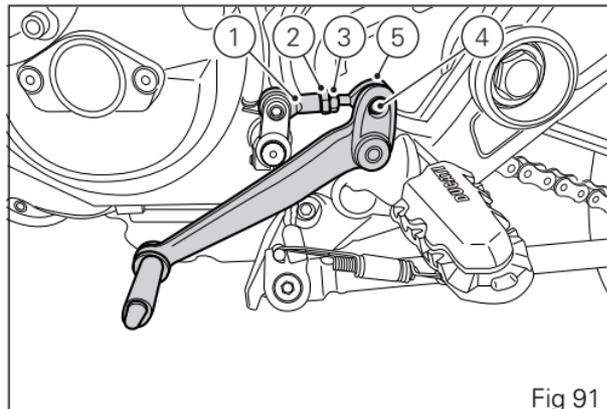
Use an open ended spanner to hold the spherical end of the rod (1) on the flat (2) and loosen the counter nut (3).

Turn the screw (4) to detach the rod completely from the gear change lever.

Turn the rod (5), until the gear change pedal is set to the desired position.

Tighten the screw (4) to secure the gearchange lever to the rod (5).

Tighten the counter nut (3) onto the spherical end (1).



Rear brake pedal

Loosen counter nut (7).

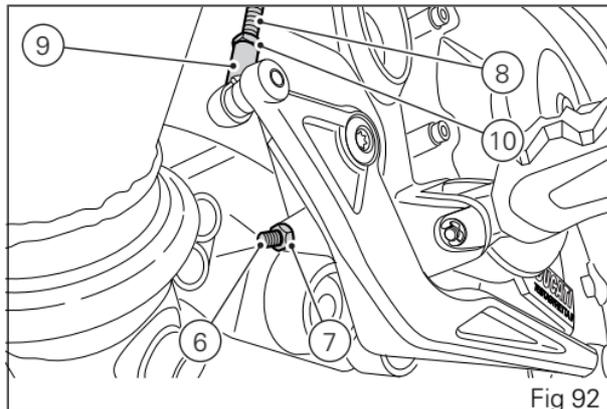
Turn pedal stroke adjusting screw (6) until pedal is in the desired position. Tighten the counter nut (7).

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

Slacken the counter nut (10) on the pushrod.

Screw the pushrod (8) into the front fork (9) to increase the free play, or screw it out to reduce it.

Tighten the counter nut (10) and recheck the pedal free play.



Main components and devices

Position on the vehicle

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

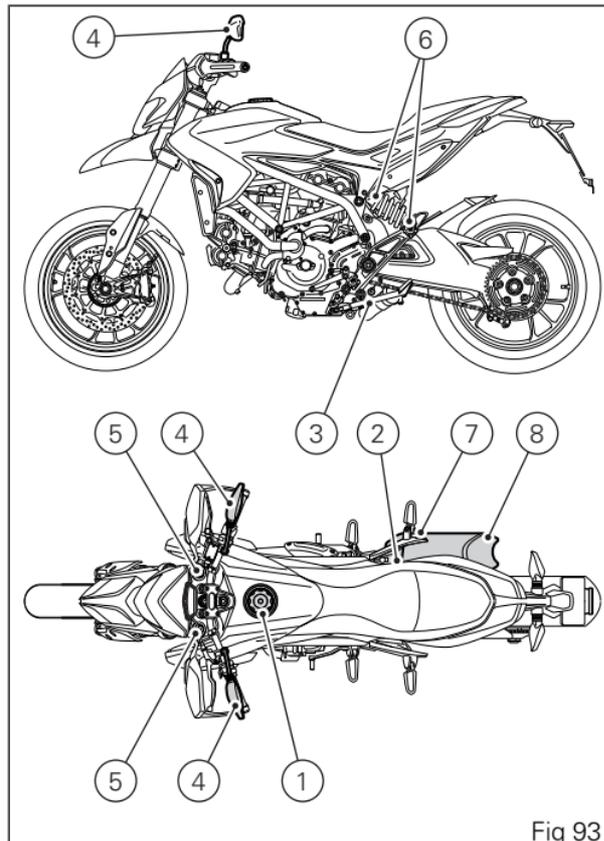


Fig 93

Tank filler plug

Opening

Insert the key into the lock.

Turn the key clockwise 1/4 turn to unlock.

Unscrew the plug (1).

Closing

Tighten the plug (1) with the key inserted and push it down into its seat.

Turn the key counterclockwise to the initial position and remove it.



Note

The plug can only be closed with the key in.



Attention

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

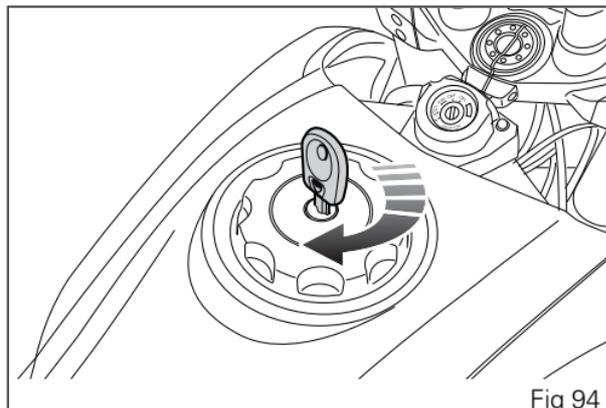


Fig 94

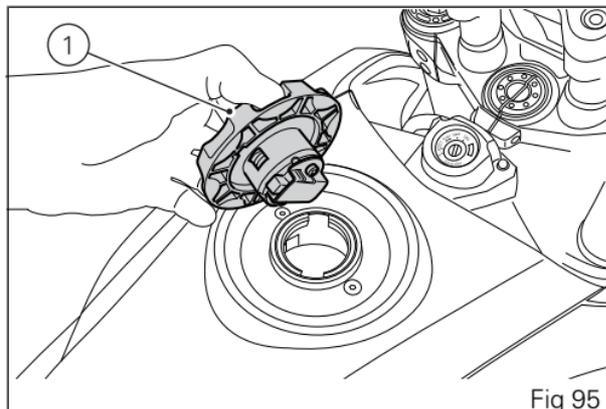


Fig 95

Seat lock

Opening

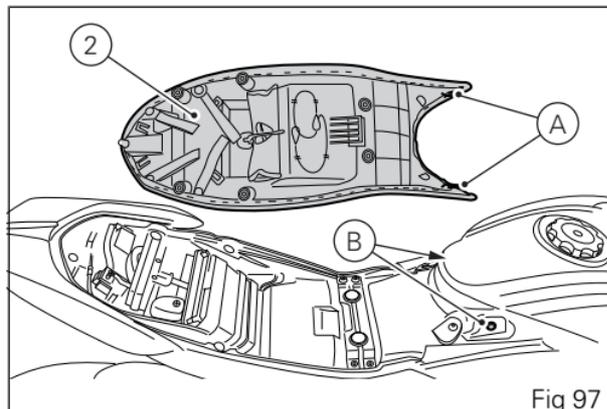
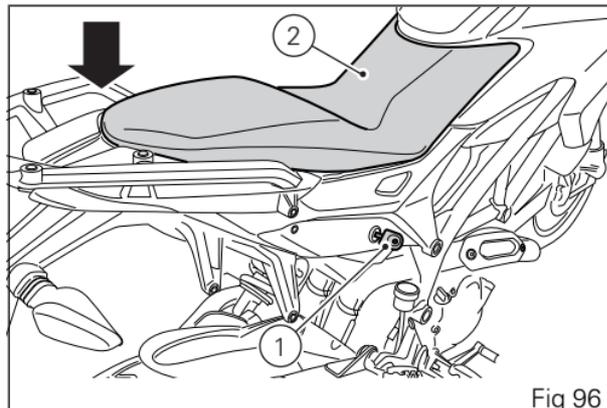
Insert the key (1) into the lock, turn it clockwise and simultaneously apply downward pressure in the area of the bolt to release the pin.

Pull the seat (2) backwards to release it from the front catches.

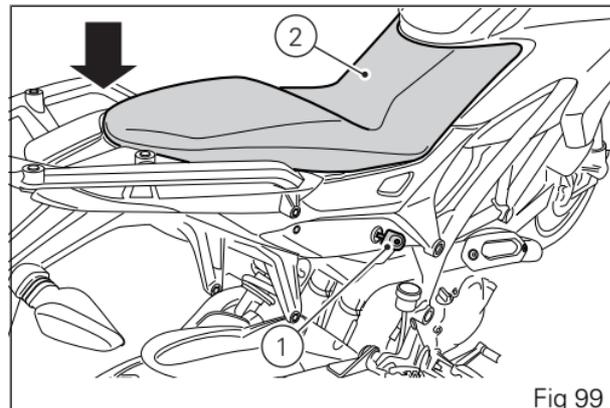
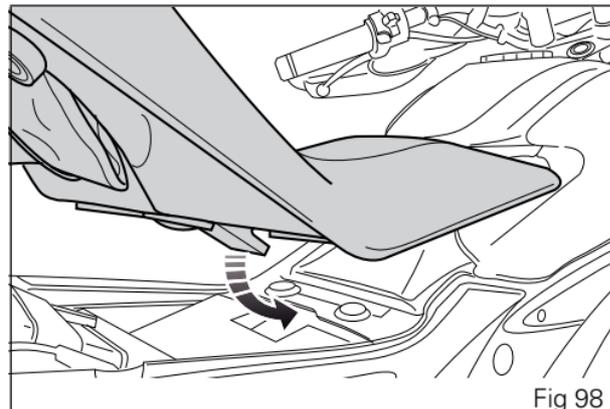
Closing

Make sure all parts are correctly arranged and secured in the underseat compartment.

Insert the front ends (A) of the seat base under the seats (B) on the tank.



While holding the rear end of the seat (2), insert the central fixing point by pushing on it. Push the rear end of the seat (2) until you hear the bolt in the lock click into place. Make sure that the seat is firmly secured to the frame and remove the key (1) from the lock.



Helmet cable

Remove the seat as described in paragraph "Seat lock page 150" .

Remove the cable (1) from the seat.

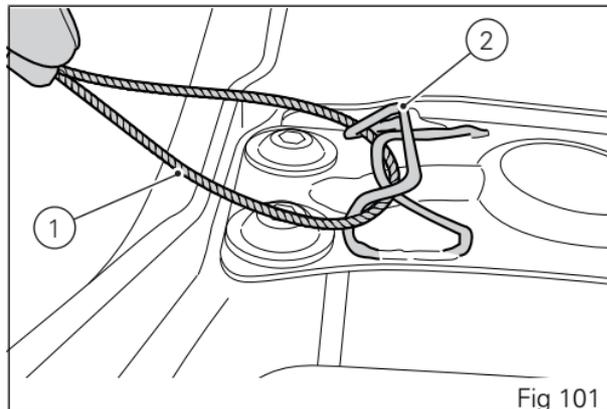
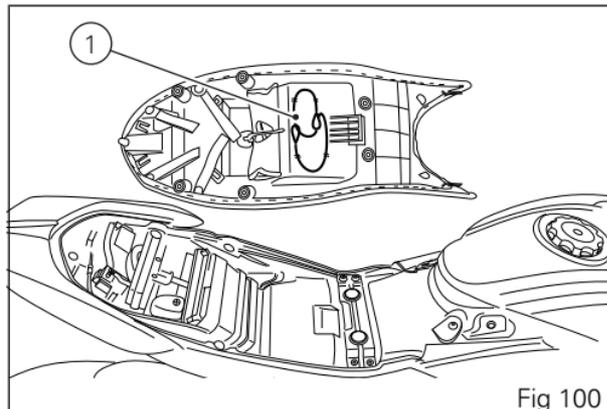
Pass the cable (1) through the helmet and insert one end of the cable in the frame pins (2) as shown in the figure.

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



Attention

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



Insert the other end of the cable (1) in the pins (2).
The correct position of the cable (1) ends in the pins (2) is shown in (Fig 103).

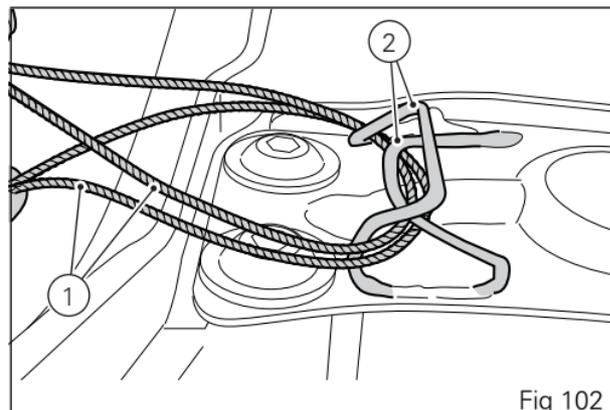


Fig 102

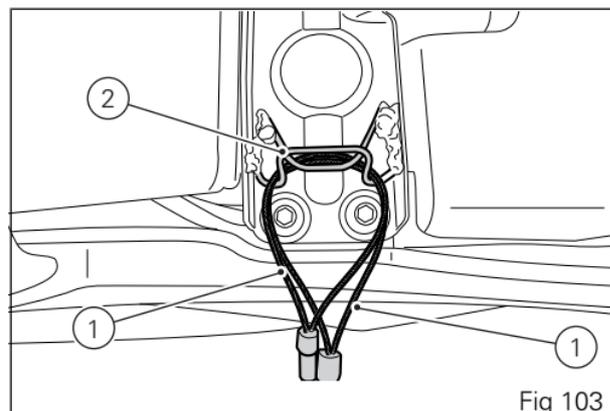


Fig 103

Side stand

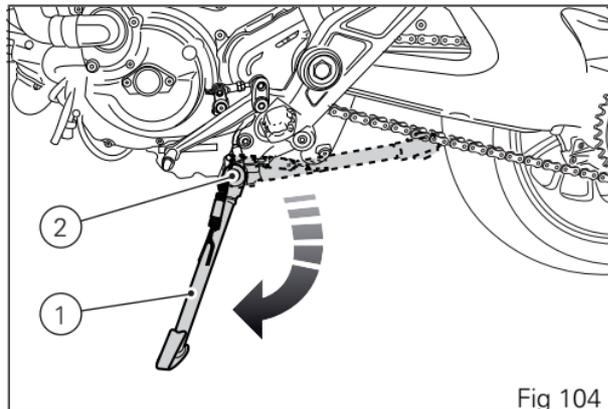
Important

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

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

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

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



Attention

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

Note

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

Adjusting the front fork

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

The adjustment is carried out by means of the outer adjusters:

- 1) to adjust the rebound damping (right leg);
- 2) to adjust the internal spring preload (both legs);
- 3) to adjust the compression damping (left leg).

Position the motorcycle on its side stand so that it is stable. Use a flat head screwdriver on the RH leg adjuster (1) to adjust rebound damping. Use a flat head screwdriver on the LH leg adjuster (3), to adjust compression damping. To adjust fork leg inner spring preload, turn hex. head adjuster (2) using a 0.9 in (22 mm) hexagon wrench. While turning adjusters (1 and 3), you can hear some clicks: each click corresponds to a damping adjustment. Position "0", corresponding to max. damping, can be reached by screwing adjuster all the way in until it locks in place.

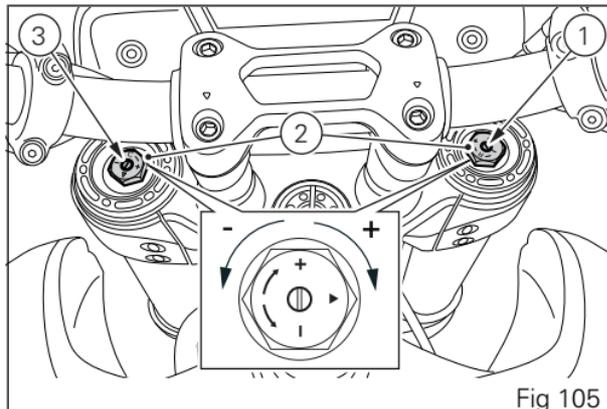


Fig 105

Starting from this position, turn counter-clockwise and count the clicks that correspond to positions "1", "2", etc.

STANDARD settings are:

- compression: 14 clicks from Max. (completely closed);
- rebound: 14 turns from Max. (completely closed);
- spring preload: plus 5 turns from Min. (not preloaded).

Each complete turn corresponds to 0.039 in (1 mm) of spring preload (total 0.39 in (10 mm)).



Attention

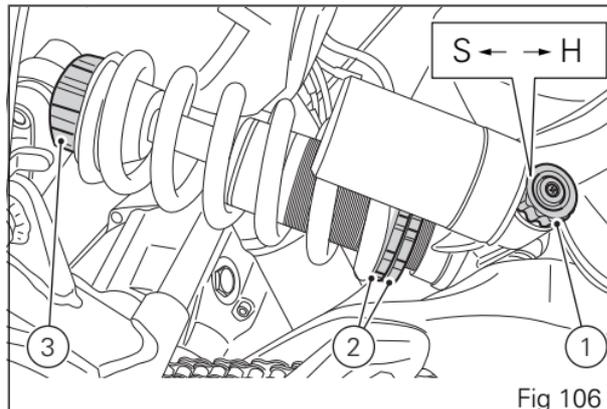
Regulate the adjusters on both legs to the same positions.

Adjusting the rear shock absorber

The rear shock absorber has commands that enable you to adjust the setting to suit the load on the motorcycle. The knob (1), located on the expansion reservoir, controls the compression damping. The knob (3), located near the shock absorber to swingarm upper fastener, controls rebound damping. Turn knobs (1) or (3) clockwise to increase damping, or counter-clockwise to reduce damping. Two ring nuts (2) located on the bottom section of the shock absorber are used to adjust the outer spring preload. To adjust the spring preload, loosen the top ring nut. SCREWING or UNSCREWING the bottom ring nut will INCREASE or DECREASE the preload.

STANDARD calibration from the fully closed position (clockwise):

- rebound: unscrew the adjuster (1) by 16 clicks from Max (fully closed);
- compression: unscrew the adjuster (3) by 10 clicks from Max (fully closed);
- spring preload: 0.27 in (7 mm) from Min. (not preloaded).



Attention

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.



Attention

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

Once the desired preload has been set, tighten the upper locking ring nut.

If you intend to transport a passenger and baggage, preload the shock absorber spring to the maximum to improve the dynamic performance of the motorcycle and to avoid possible interference with ground. You may find that rebound damping needs adjusting as well. The shock absorber is adjusted by electric impulses sent by the instrument panel to the adjusters inside the shock absorber body.

Riding the motorcycle

Break-in recommendations

Maximum rpm

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

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

Up to 600 mi (1000 km)

During the first 600 mi (1000 km) keep an eye on the rev counter, it should never exceed 5,500÷6,000 ^{rpm}. During the first few hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

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

For the first 60 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.

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.

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

At this point, you can ask for more power from the engine. However, never exceed 7,000 rpm.

Important

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

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

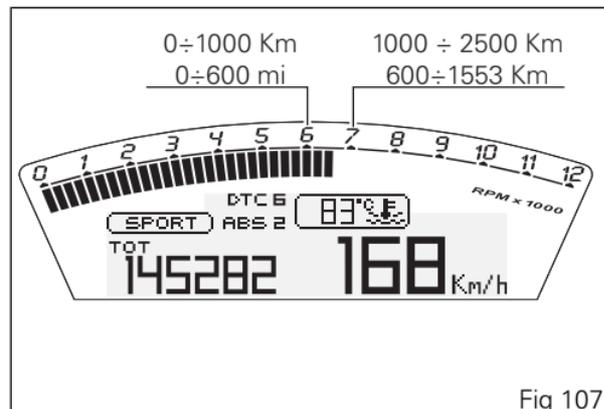


Fig 107

Pre-ride checks



Attention

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

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

- FUEL LEVEL IN THE TANK
Check the fuel level in the tank. Fill tank if needed (page 171).
- ENGINE OIL LEVEL
Check oil level in the sump through the sight glass. Top up if needed (page 194).
- BRAKE FLUID
Check fluid level in the relevant reservoirs (page 174).
- COOLANT
Check coolant level in the expansion reservoir. Top up if needed (page 173).
- TIRE CONDITION
Check tire pressure and condition (page 192).

- 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 184).
- KEY LOCKS
Ensure that fuel filler plug (page 149) and seat (page 150).
- SIDE STAND
Make sure side stand operates smoothly and is in the correct position (page 154).

ABS light

After Key-On, the ABS light stays on.
When the vehicle speed exceeds 5 km/h, the warning light switches off to indicate the correct operation of the ABS system.



Attention

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

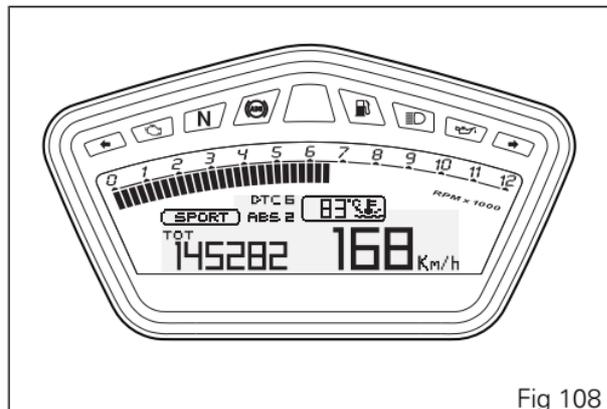


Fig 108

ABS

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



Attention

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



Attention

Prolonged rearing could deactivate the ABS.

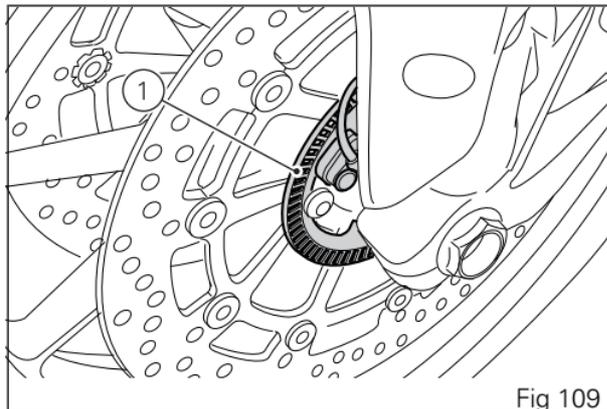


Fig 109

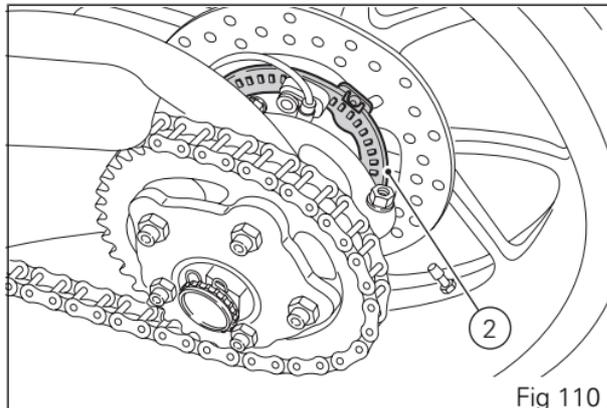


Fig 110

Starting the motorcycle



Attention

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



Attention

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

Move the ignition switch to (1, Fig 111). Make sure that both the green light N and the red light  on the instrument panel are on.



Important

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

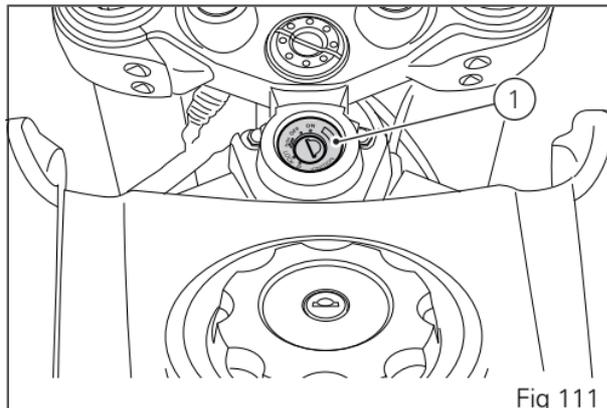


Fig 111

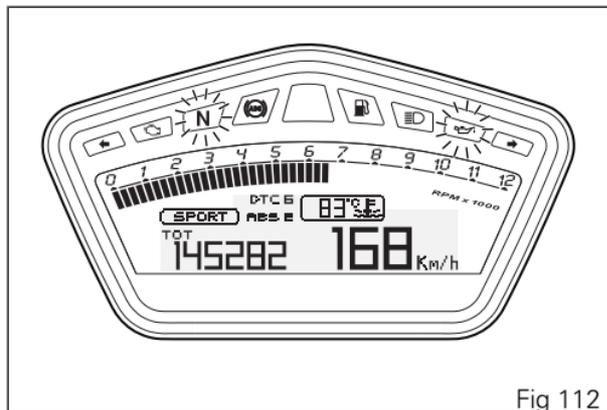


Fig 112



Attention

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



Note

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

Check that the stop switch (2, Fig 113) is positioned to  (RUN), then press the starter button (3, Fig 113).

Allow the engine to start on its own, without turning the throttle twistgrip.

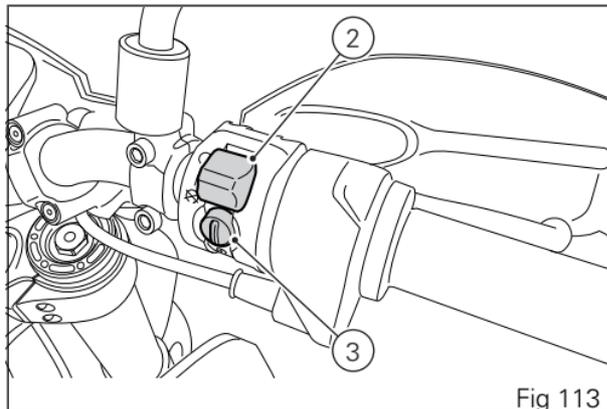


Fig 113



Note

If the battery is flat, the system automatically disables operation of the starter motor.



Important

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

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 off.
- 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.



Attention

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



Attention

Prolonged rearing could deactivate the ABS.

Braking

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

ABS system

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

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

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

This avoids wheel lockup and preserves traction.

Pressure is raised back up immediately and the

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

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

If desired, the system can be disabled from the instrument panel, using the “ABS set-up” (see page 81).



Attention

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

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip.

Shift down to engage first gear and then neutral.

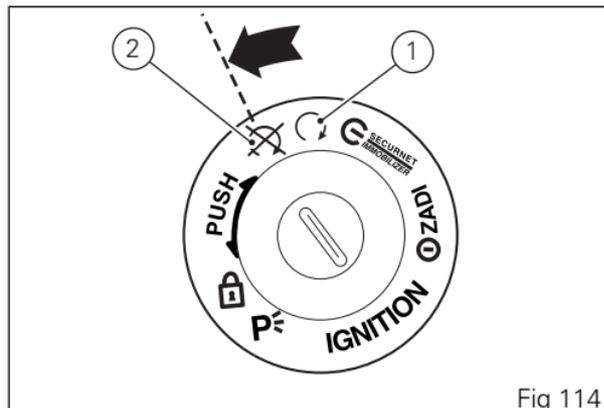
Apply the brakes and bring the motorcycle to a complete stop.

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



Important

Never leave the key in the ON position (1) when engine is stopped, or this will damage the electric components.



Parking

Park the stopped motorcycle on the side stand. Steer the handlebar completely to the left and bring the key to position (3) 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).



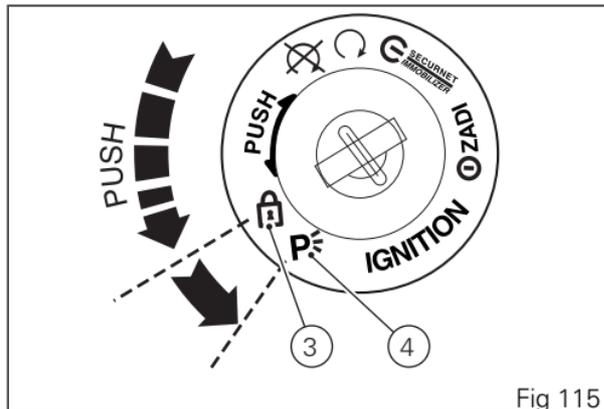
Important

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



Attention

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



Attention

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

Refueling

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



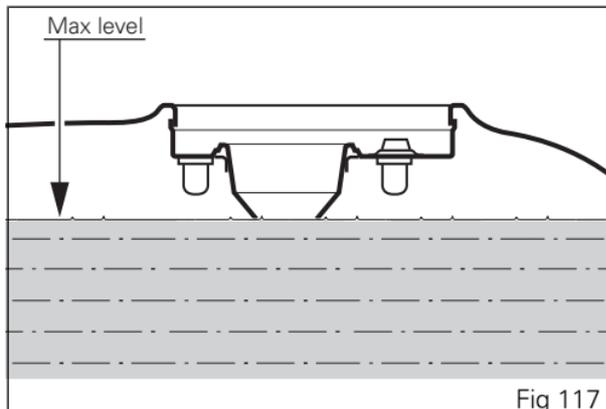
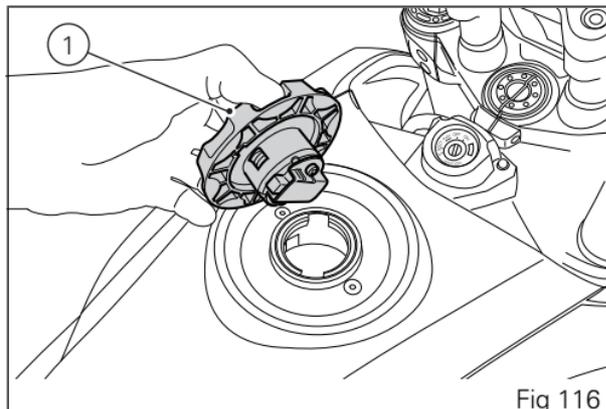
Attention

Use fuel with a minimum octane rating of 90 (RON+MON)/2



Attention

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.



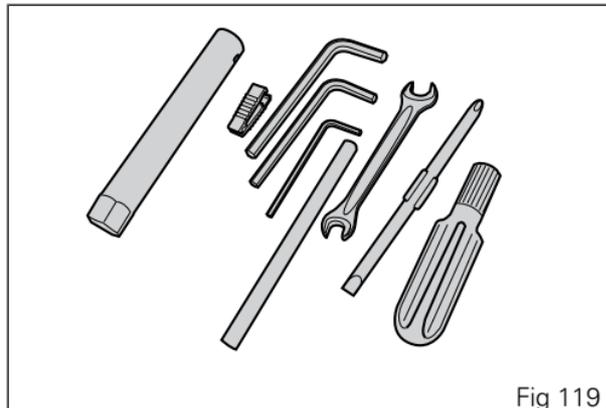
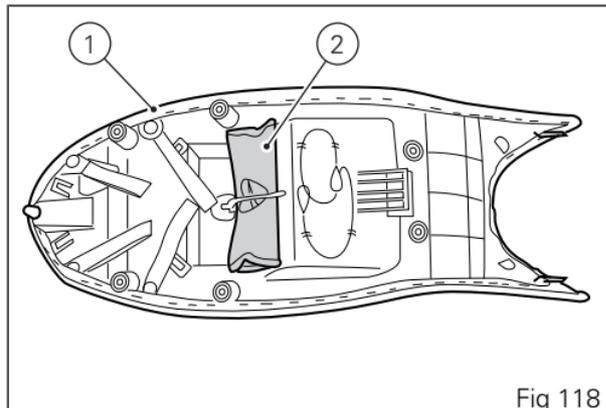
Tool kit and accessories

The tool kit (2) and helmet anti-theft cable are located under the seat (1).

The tool kit includes:

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

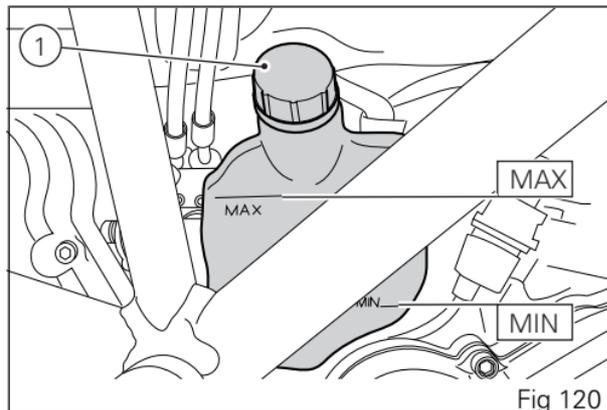
To access the compartment, remove the seat page 150.



Main maintenance operations

Check and top up the coolant level

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



Cooling circuit capacity: 0.61 gal (2.3 cu. dm - liters).



Attention

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

Checking brake and clutch fluid level

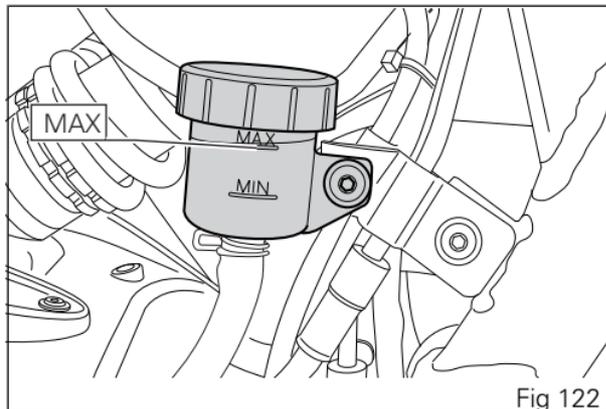
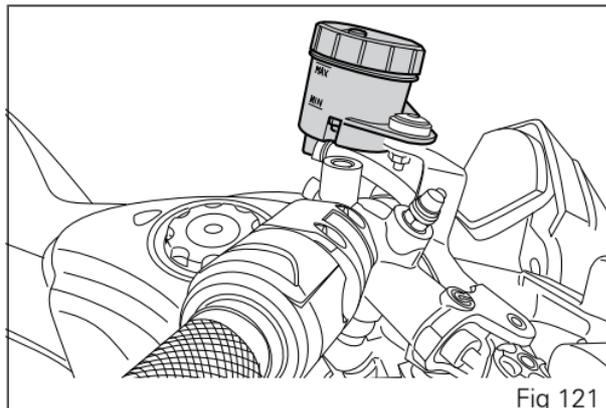
The level must not go below the MIN mark shown on the respective reservoirs ((Fig 121) shows the front brake fluid reservoir and (Fig 122) shows the rear brake reservoir).

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

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

Important

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



Brake system

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



Attention

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

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

Check brake pads for wear

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

If the thickness of the friction material, even in just one pad, is about 0.039 in (1 mm) replace both pads.

Attention

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

Important

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

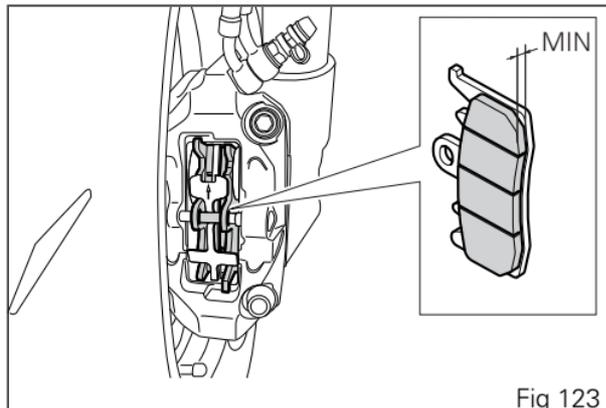


Fig 123

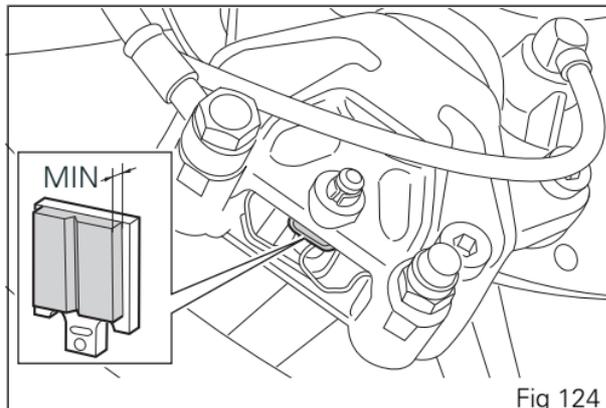


Fig 124

Charge the battery



Attention

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

To gain access to battery, remove seat page 150. Loosen screws (1), remove the positive cable (2) and (ABS) positive cable (3) from the positive terminal and the negative cable (4) from the negative terminal, always starting from the negative one (-) and remove the battery from its compartment.

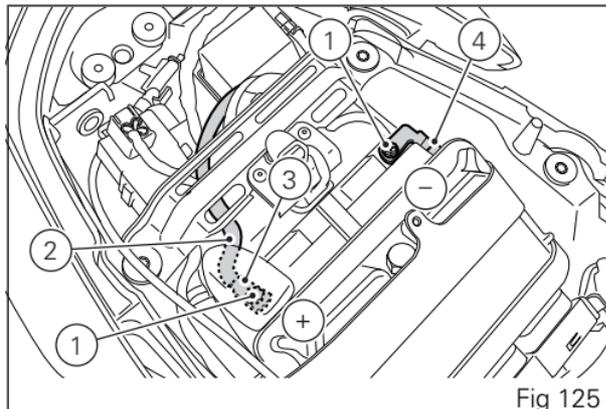


Fig 125



Attention

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

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



Important

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

Grease the screws (1).

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



Attention

Keep the battery out of the reach of children.

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

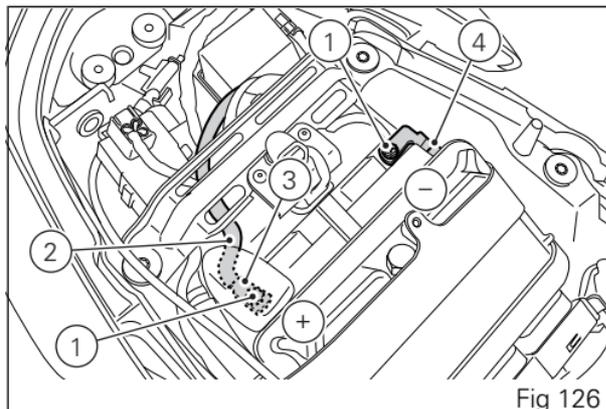


Fig 126

Charging and maintenance of the battery during winter storage

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



Note

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

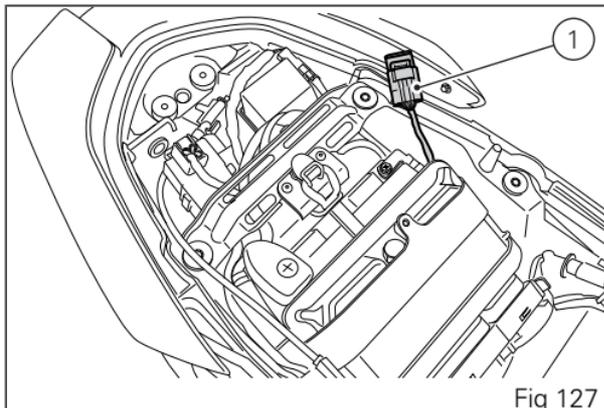


Fig 127

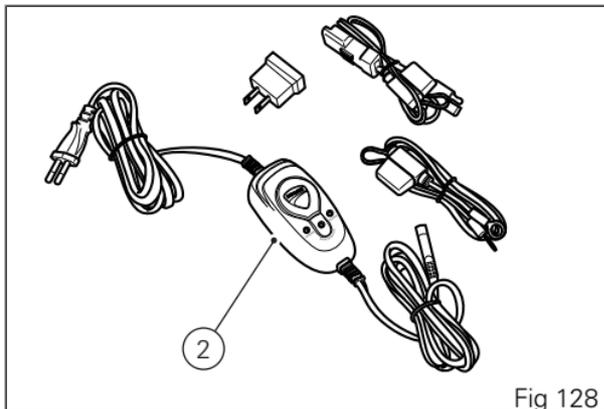


Fig 128



Important

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



Note

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



Note

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

Check drive chain tension



Important

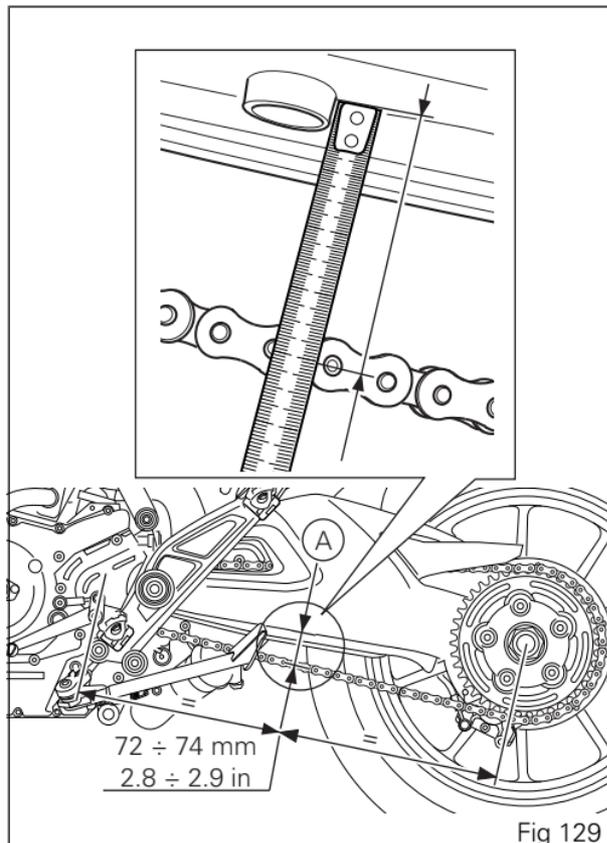
Have chain tension adjusted by a Ducati Dealer or Authorized Service Center.

Turn the rear wheel until you find the position where chain is tightest. Set the vehicle on the side stand. With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the center of the chain pins and the aluminum section of the swingarm. It must be: $A = 2.8 \div 2.9$ in ($72 \div 74$ mm).



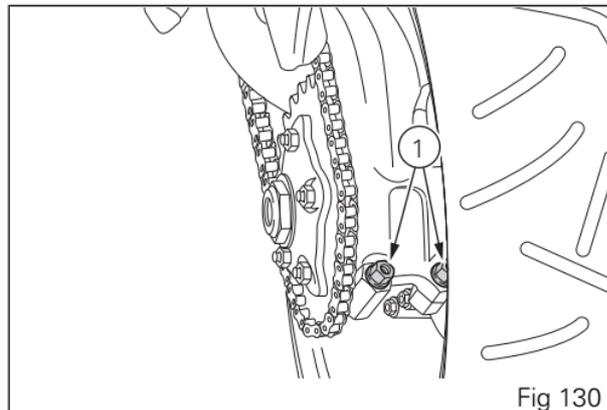
Important

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



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

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



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.

Replace the headlight bulbs



Important

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



Attention

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

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System" page 212. Always check that the bulb functions before reassembling removed parts.
Loosen the screws (1). Slightly raise the headlight support.

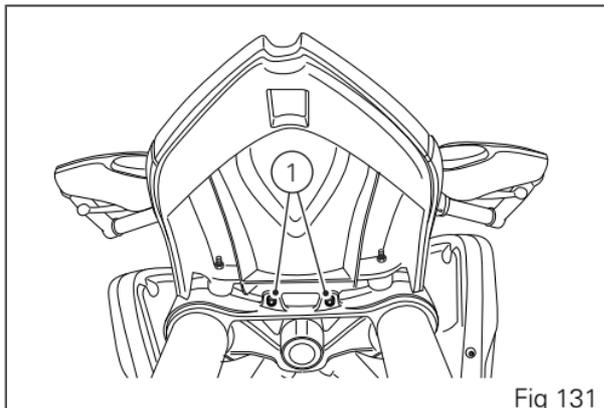


Fig 131

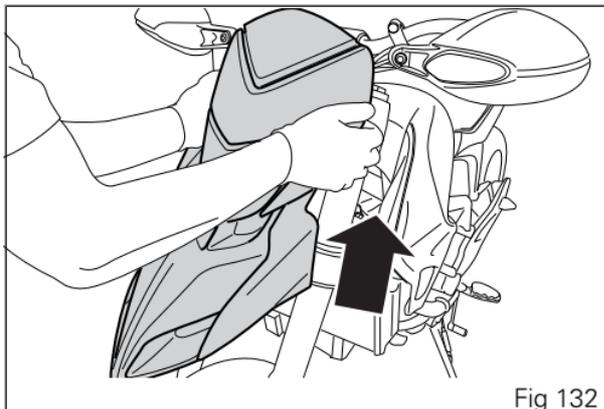
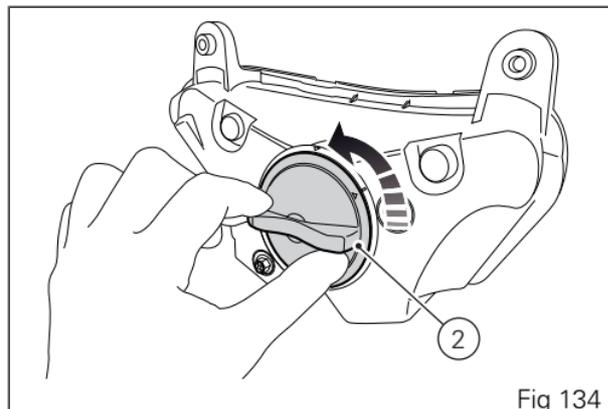
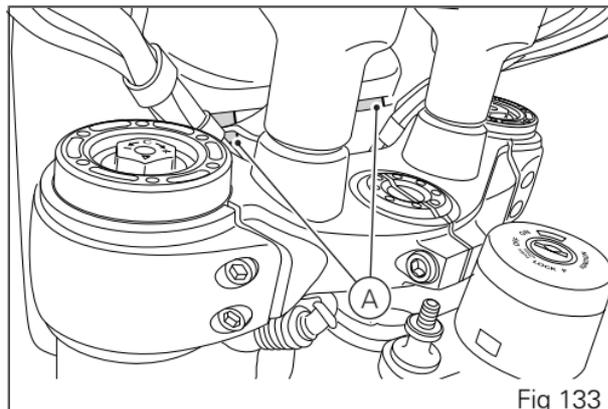


Fig 132

Release the headlight support from rubber pads (A).
Ease off the headlight support towards the front until
releasing the twistgrip (2).
Unscrew the twistgrip (2) turning counterclockwise.



Disconnect connector (3).

Release the clip (4).

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



Note

Be careful to hold the new bulb at the base only. Never touch the transparent body with your fingers or it will blacken resulting in reduced bulb brilliancy.

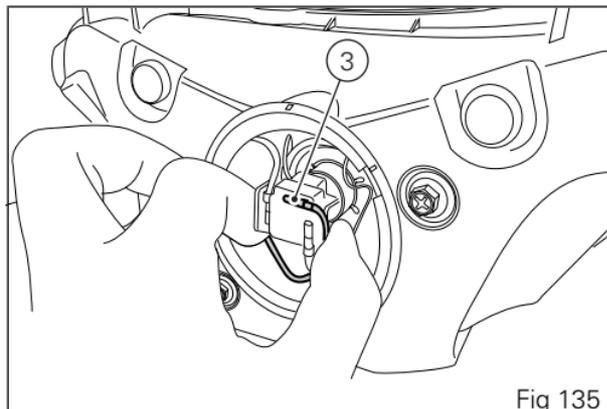


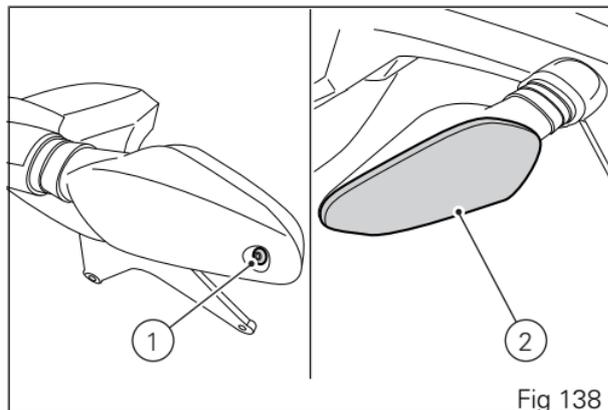
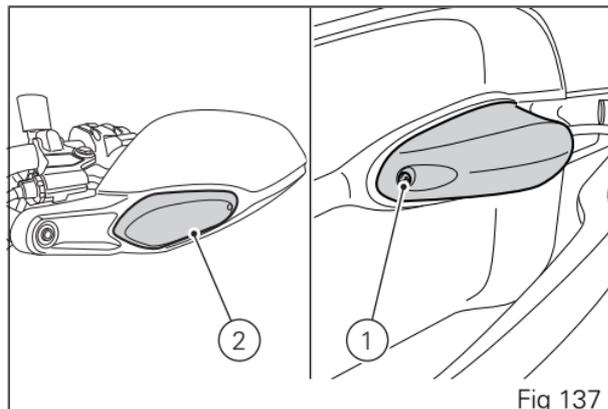
Fig 135



Fig 136

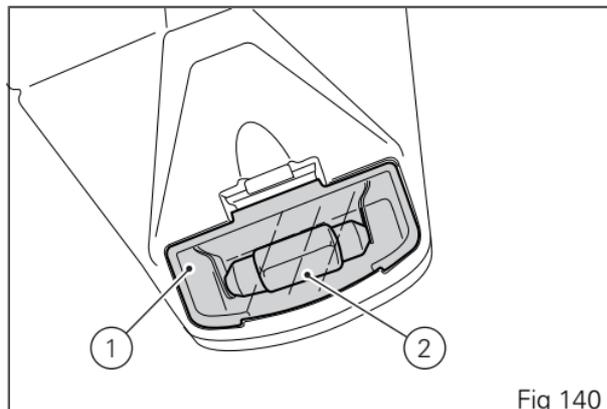
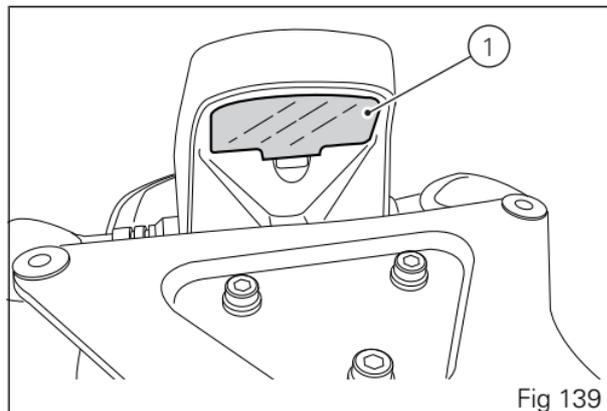
Replace the turn indicator bulbs

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



Number plate light

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



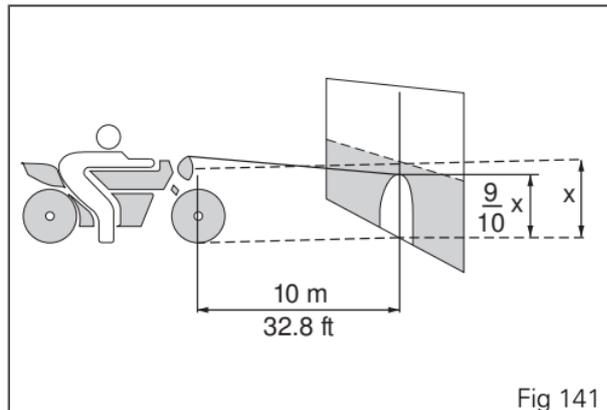
Beam setting



Note

The headlight features a double beam adjustment, one for the right beam and one for the left beam

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



Note

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

Headlight adjustment

Turn the screw (1) to set beam width.

Turn the screw (2) to set beam height.



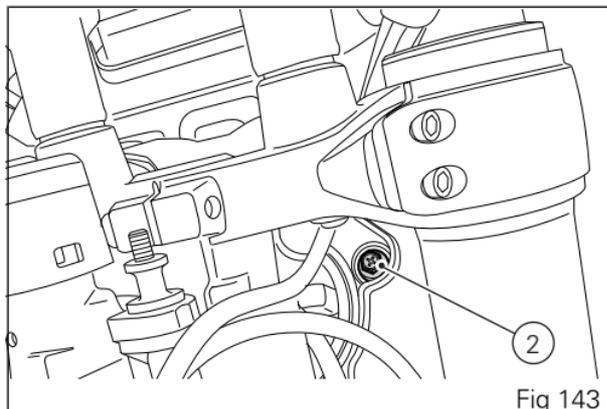
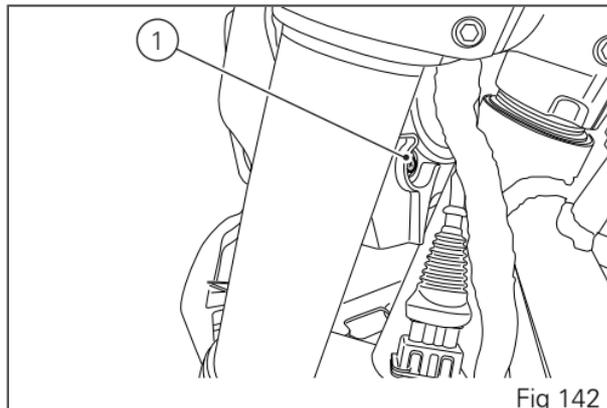
Important

Headlight adjusting screws have no limit stop.



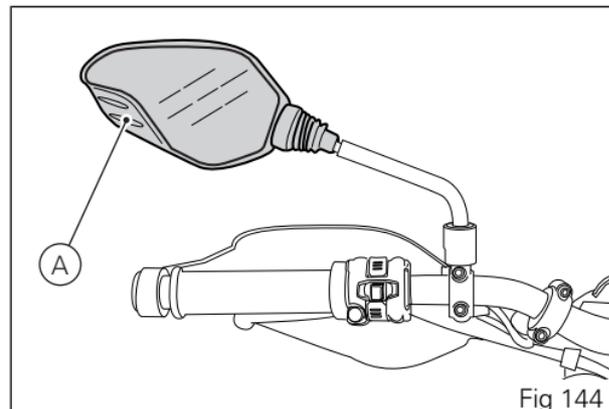
Attention

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



Adjust rear-view mirrors

Manually adjust the rear-view mirror (A) until reaching the desired position.



Tubeless tyres

Front tire pressure:

2.30 bar - 33 PSI (rider only) - 2.50 bar - 36 PSI
(carrying full load).

Rear tire pressure:

2.10 bar - 30 PSI (rider only) - 2.90 bar - 42 PSI
(carrying full load).

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

Important

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

tire repair or change (Tubeless tires)

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

Attention

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

After replacing a tire, the wheel must be balanced.

Attention

Do not remove or shift the wheel balancing weights.

Note

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

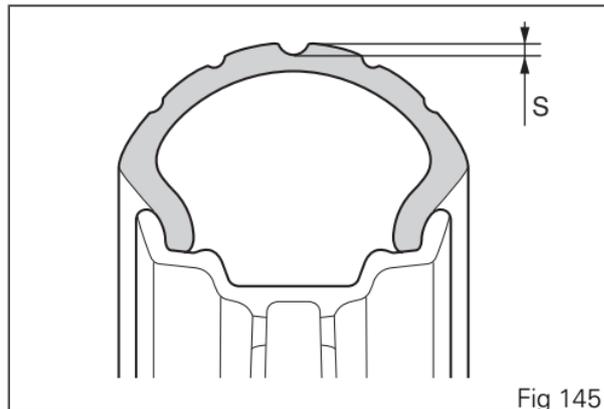
Minimum tread depth

Measure tread depth (S, Fig 145) at the point where tread is most worn down: It should not be less than 0.08 in (2 mm), and in any case not less than the legal limit.



Important

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



Check engine oil level

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



Important

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

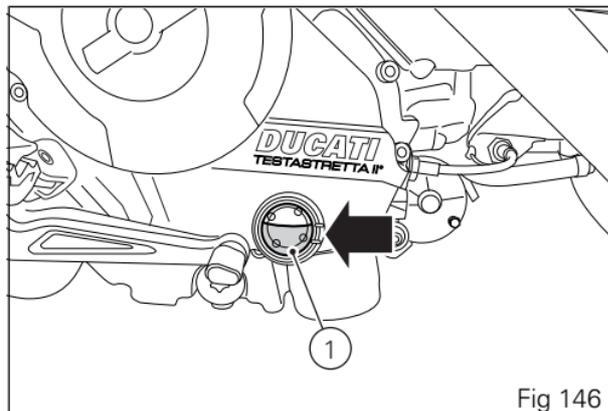
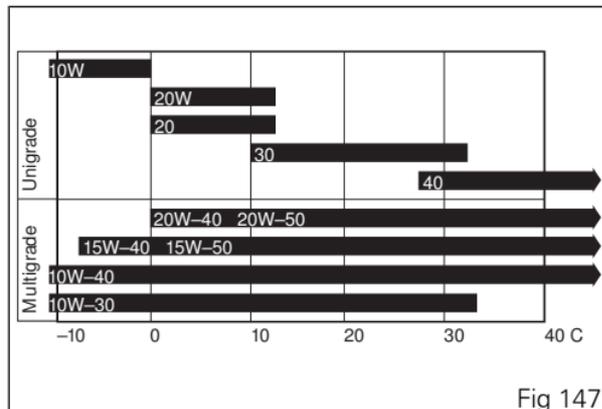


Fig 146

Viscosity

SAE 15W-50

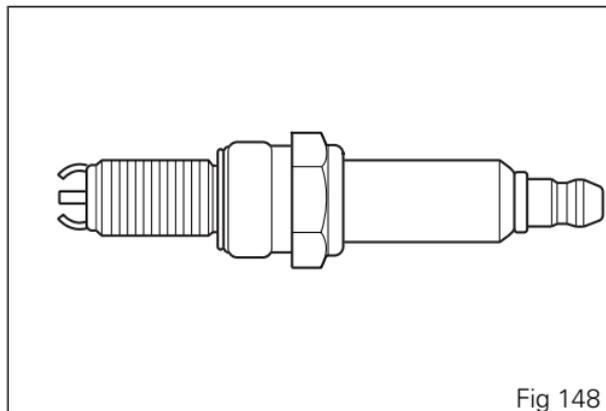
The other viscosity degrees indicated in the table can be used if the local average temperature is within the limits specified for that oil viscosity.



Clean and replace the spark plugs

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

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



Clean the motorcycle

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

Only use water and neutral soap to clean the Plexiglas and the seat.

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



Note

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

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



Important

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

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

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

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



Attention

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



Attention

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

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

Storing the motorcycle

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

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

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

Scheduled maintenance chart: operations to be performed by the Dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0,6	9	18	27	36	
Reading of the error memory with DDS and check of Software version update on control units		•	•	•	•	•	12
Check whether there are technical updates and recall campaigns		•	•	•	•	•	12
Change engine oil and filter		•	•	•	•	•	12
Lubricate the clutch lever cable pawl		•	•	•	•	•	12
Clean the engine oil intake filter		•					-
Check and/or adjust valve clearance				•		•	-
Replace the timing belts				•		•	-
Replace the spark plugs			•	•	•	•	-
Change the air filter				•		•	-
Check brake fluid level		•	•	•	•	•	12
Change brake fluid							36
Check brake discs and pad wear. Replace if necessary		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0,6	9	18	27	36	
Check tightening of the safety components (brake disc flange screws, brake caliper screws, front/rear wheel nuts, sprocket and final drive sprocket nuts)		●	●	●	●	●	12
Check and lubricate the rear wheel shaft				●		●	-
Check the drive chain tension and lubrication		●	●	●	●	●	12
Check final drive wear (chain, front and rear sprockets) and chain sliding shoes			●	●	●	●	12
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Change the front fork fluid					●		-
Check the freedom of movement and tightening of side and central stand (if installed)		●	●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Checking the coolant level		●	●	●	●	●	12
Change the coolant					●		48
Check electric fan operation		●	●	●	●	●	12
Check tire pressure and wear		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0,6	9	18	27	36	
Check the battery charge level		●	●	●	●	●	12
Check idling		●	●	●	●	●	12
Check the operation of the safety electrical devices (side stand sensor, front and rear brake switches, engine stop switch, gear/neutral sensor)		●	●	●	●	●	12
Check the indicators and lighting		●	●	●	●	●	12
Reset Service indication through DDS		●	●	●	●	●	-
Road test of the motorcycle, testing the safety devices (ex. ABS and DTC)		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in onboard documentation (Service Booklet)		●	●	●	●	●	12

Scheduled maintenance chart: operations to be performed by the customer

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

Technical data

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 427.7 lb (194 kg).

Overall weight (without fluids and battery): 377 lb (171 kg).

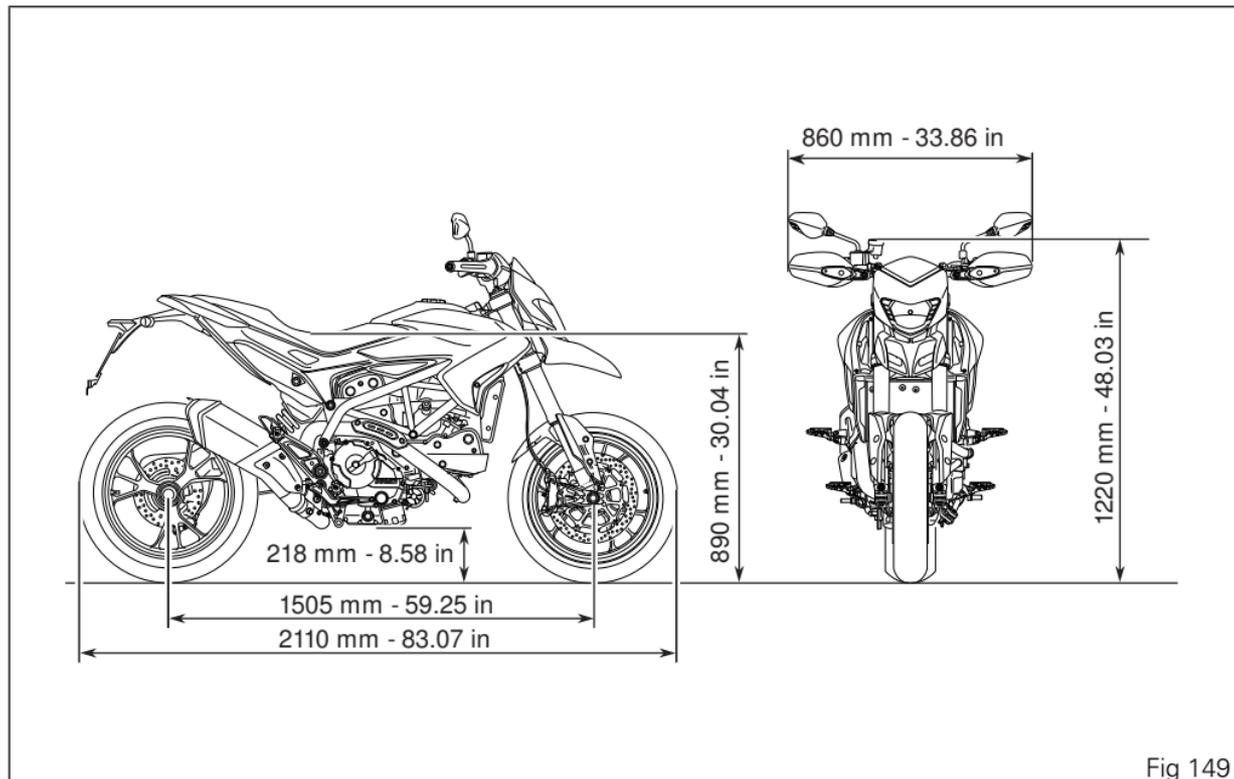
Maximum allowed weight (carrying full load): 895.1 lb (406 kg).



Attention

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

Overall dimensions



Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.05 gal (4 cu. dm (liters))	Unleaded fuel with a minimum octane rating of 90 (RON+MON)/2.	4.22 gal (16 cu.dm liters)
Lubrication circuit	SHELL - Advance 4T Ultra	0.87 gal (3.3 cu.dm liters)
Front/rear brake and clutch circuits	SHELL Advance Brake DOT 4	-
Protectant for electric contacts	SHELL Advance Contact Cleaner	-
Front fork	SHELL Advance Fork 7.5 or Donax TA	230 cc - 14.03 cu. in



Important

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



Attention

The vehicle is compatible only with fuel having a maximum 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:

3.46 in (88 mm).

Stroke:

32.44 in (67.5 mm).

Total displacement, cu. cm:

821.1.

Compression ratio:

12.8±0.5:1

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

81 kW/110 HP at 9,250 ^{rpm}.

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

9.1 kgm/89 Nm at 7,750 ^{rpm}

Maximum rpm:

10,500.



Important

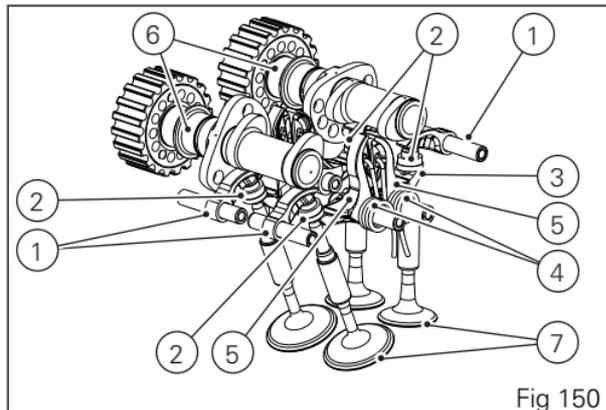
Do not exceed the specified rpm limits in any running conditions.

Timing system

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

Desmodromic timing system

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



Performance data

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



Important

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

Spark plugs

Make:

NGK

Type:

MAR9A-J

Fuel system

MARELLI indirect electronic injection.

Throttle body with full Ride-by-Wire with circular section diameter of 2.04 in (52 mm).

Injectors per cylinder: 1.

Firing points per injector: 4.

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



Attention

Vehicle is compatible only with fuels with a max. ethanol content of 10% (E10). Using fuel with ethanol content over 10% is forbidden. Using it could result in severe damage to the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.

Brakes

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

FRONT

Semi-floating drilled twin-disc.

Braking material: steel.

Carrier material: black steel.

Disc diameter: 320 mm.

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

Brake caliper make: BREMBO.

Type: M4.3 pistons.

Friction material: TT 2182 FF.

Master cylinder type: PS 18/18.

REAR

With fixed drilled steel disc.

Disc diameter: 245 mm.
Hydraulically operated by a pedal on RH side.
Make: BREMBO
Type: P34e.
Friction material: FERIT I/D 450 FF.
Master cylinder type: PS 11.



Attention

The brake fluid used in the brake system is corrosive.

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

Transmission

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

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

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

Gearbox output sprocket/rear chain sprocket ratio: 15/45

Total gear ratios:

1st gear 15/37

2nd gear 17/30

3rd gear 20/28

4th gear 22/26

5th gear 23/24

6th gear 24/23

Drive chain from gearbox to rear wheel.

Make: DID

Type: 252 VAZ

Size: 5/8" x 1/16"

Links: 108



Important

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

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



Attention

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

Frame

Steel tube trellis frame.

Die-cast aluminum rear subframe.

Steering head angle: 25.5°.

Wheels

Front

Forged, 3-spoke, light-alloy rims.

Size: MT3.50x17"

Rear

Forged, 3-spoke, light-alloy rims.

Size: MT5.50x17"

Both wheel shafts can be removed.

Tires

Front

Tubeless, radial tire.

Size: 120/70-ZR17

Rear

Tubeless, radial tire.

Size: 180/55-ZR17

Suspensions

Front

Pressurized upside-down fork in aluminum alloy with hard oxide coating, fully adjustable.

Stanchion diameter:

1.97 in (50 mm).

Wheel travel: 7.28 in (185 mm).

Rear

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

Shock absorber stroke 2.42 in (61.5 mm).

Rear wheel travel: 6.89 in (175 mm).

Exhaust system

Single stainless steel absorption type muffler.

Catalytic converter built into the silencer with two Lambda sensors on the exhaust pipes at the head output.

Available colors

Base (Black Base 2 K) 873.A002 (PALINAL);
Base (Black Stealth - Black 94) 929.R223 (PALINAL);
Base (Tricolore white) 929.D398 (PALINAL);
Clear lacquer 923M1598 (PALINAL);
Mercury Gray subframe (Powder mercury gray)
79086 (INVER);
Red frame (Ducati Red) 81784 (INVER);
Black rims.

Electrical system

Basic electric items are:

Headlight with:

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

parking light: no. 8 LEDs;

Electrical controls on handlebars.

Turn indicators:

front: bulb type GE 2641A 12VRY10W;

rear: bulb type GE 2641A 12VRY10W.

Horn.

Brake light switches.

Battery , 12V-10 Ah, dry.

GENERATOR 14V-490W.

ELECTRONIC VOLTAGE REGULATOR, protected with a 30 A fuse located close to the rear fuse box (C, Fig 153).

Starter motor: 12V-0.7 kW.

Tail light:

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

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

Number plate light:

bulb: C5W (12-5W).



Note

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

Fuses

There are thirteen fuses that protect the electric components, located inside the front and rear fuse boxes, and one on the electric solenoid starter. There is a spare fuse in every box.

Refer to the table below to identify the circuits protected by the various fuses and their ratings.

The front fuse box (A, Fig 151) is located on the LH side and can be accessed by removing the front LH side fairing. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

The rear fuse box (B, Fig 152) is located under the seat, close to the ABS control unit. To gain access to rear fuse box, remove seat, refer to page 150. To expose the fuses, remove the box protective cover. Mounting position and ampere capacity are marked on box cover.

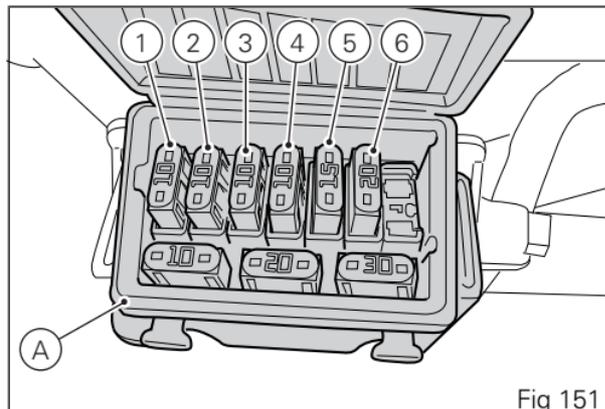


Fig 151

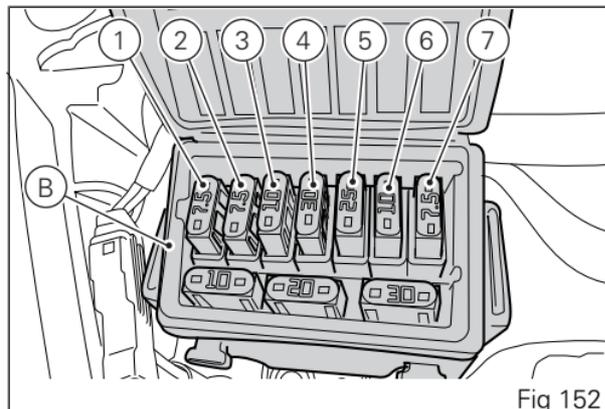


Fig 152

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

Rear fuse box key		
7	ECU	7.5 A

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

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



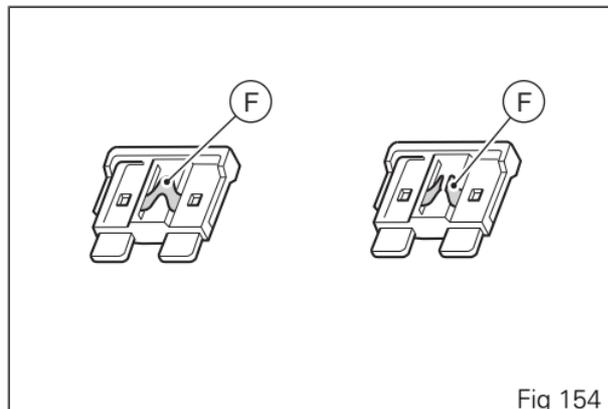
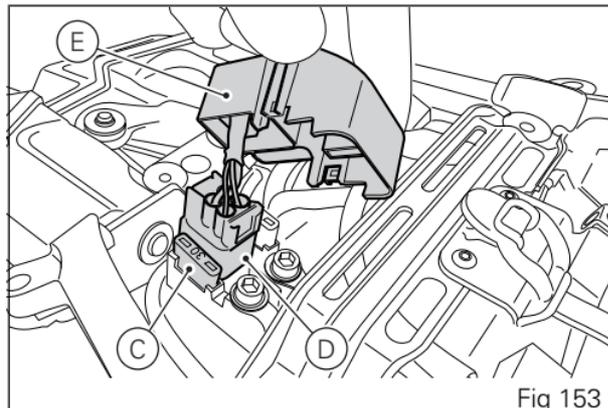
Important

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



Attention

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



Injection /electric system diagram key

- 1) Right-hand switch
- 2) Ignition system (key-operated switch)
- 3) Main relay
- 4) Regulator
- 5) Generator
- 6) Navigator
- 7) Front fuse box
- 8) Starter motor
- 9) Fused solenoid
- 10) Battery
- 11) Wiring ground
- 12) Data Acquisition/Diagnosis
- 13) Rear fuse box
- 14) ABS control unit
- 15) ABS Diagnosis
- 16) Front speed sensor
- 17) Rear speed sensor
- 18) Right fan
- 19) Left fan
- 20) Rear light
- 21) Rear right turn indicator
- 22) Rear wiring loom
- 23) Rear left turn indicator
- 24) Exhaust valve starter motor
- 25) Vehicle control unit (BBS)
- 26) Anti-theft alarm
- 27) Oil pressure switch
- 28) Gear sensor
- 29) Side stand switch
- 30) Clutch switch
- 31) Timing/rpm sensor
- 32) Vertical MAP sensor
- 33) Horizontal MAP sensor
- 34) Engine temperature
- 35) Vertical lambda sensor
- 36) Horizontal lambda sensor
- 37) Throttle twistgrip position sensor (APS)
- 38) Ride-by-wire / potentiometer motor (TPS/ETV) - horizontal
- 39) Ride-by-wire / potentiometer motor (TPS/ETV) - vertical
- 40) Horizontal coil
- 41) Vertical coil
- 42) Main horizontal injector
- 43) Main vertical injector
- 44) Secondary air actuator
- 45) Fuel pump
- 46) Fuel pump relay
- 47) Control unit - body connector
- 48) Control unit - engine connector

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

Wire color coding

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

P Pink



Note

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

Routine maintenance record

Routine maintenance record

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

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