Owner's manual

HYPERMOTARD

HYPERMOTARD 939



Owner’s manual

ENGLISH

HYPERMOTARD

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This manual forms an integral part of the motorcycle and must be kept with it for its whole service life.
If the motorcycle is resold, the manual must always be handed over to the new owner.
This manual must be preserved with care. If it is lost or becomes damaged, contact a Ducati Dealer or authorised Service Centre without delay to obtain a new copy of the manual.

The quality standards and safety of Ducati motorcycles are steadily improved as new design solutions, equipment and accessories are developed. While the information contained in this manual is current at the time of going to print, Ducati Motor Holding S.p.A. reserves the right to make changes at any time without notice and without any obligations. For this reason, the illustrations in this manual might differ from your motorcycle.

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Enjoy your ride!

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Introduction

Safety guidelines

We would like to welcome you among Ducati enthusiasts, and congratulate you on your excellent choice of motorcycle. We think you will ride your Ducati motorcycle for long journeys as well as short daily trips. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts. This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Workshop Manual available to Ducati Authorised Service Centres.
In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see page 193.

Our highly skilled staff have access to special implements and appropriate equipment required to perform any servicing job at best, and use Ducati original spare parts only as the best guarantee for full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Card. The warranty does not apply to motorcycles used in racing competitions.
Tampering with or altering any components, even partially, will make the warranty null and void effective immediately. Improper or poor maintenance, using other than original spare parts or parts not expressly approved by Ducati may invalidate your warranty rights and lead to damage or loss of performance.

Your safety and that of other road users are very important. Ducati Motor Holding S.p.A. recommends that you ride responsibly.
Before using your motorcycle for the first time, read this entire manual carefully and closely follow the guidelines outlined in it. The manual provides full information on proper motorcycle operation and

maintenance. In case of any doubts, please contact a Dealer or Authorised Service Centre.

Warning symbols used in the manual

Several kinds of warnings are used as an alert of the possible hazards for you or other persons such as:

- Safety labels on the motorcycle;
- Safety messages preceded by a warning symbol and either WARNING or IMPORTANT.



Warning

Failure to comply with these instructions may put you at risk, and could lead to severe injury or even death of the rider or other persons.



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information about the current operation.

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

Intended use

Warning
This motorcycle is designed for on-road use, may be used occasionally on dirt trail. Usage in conditions for which it was not designed (e.g. heavy off-road use) can lead to loss of control of the motorcycle, increasing the risk of a crash.

Warning
This motorcycle may not be used to tow any trailers or with a side-car attached; this can lead to loss of control and result in an accident.

This motorcycle carries the rider and can carry a passenger.

Warning
The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed 406kg/ 895lb.

Rider's obligations

All riders must hold a valid licence.

Warning
Riding without a licence is illegal and is prosecuted by law. Always make sure you have your licence with you when riding. Do not let inexperienced riders or persons without a valid licence use your motorcycle.

Do not ride under the influence of alcohol and/or drugs.

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

Do not take prescription or other drugs before riding unless you have consulted your doctor about their side effects.

Warning
Some medications and drugs may cause drowsiness or other effects that slow down reaction time and the rider's ability to control the motorcycle, possibly leading to an accident.

Some states require vehicle insurance.

Warning
Check your state laws. Obtain insurance coverage and keep your insurance document secure with the other motorcycle documents.

To protect rider and passenger safety, some states mandate the use of a certified helmet.

Warning
Check your state laws. Riding without a helmet may be punishable by law.

Warning
Riders without helmets are more likely to suffer severe bodily injury or die if they are in an accident.

Warning
Check that your helmet complies with safety specifications, permits good vision, is the right size for your head, and carries a certification label indicating that it conforms to the standards in force in your state. Road traffic laws differ from state to state. Learn about traffic laws in your state before riding and always obey them.

Rider's training

Accidents are frequently due to inexperience. Riding, manoeuvres and braking must be performed in a different way than on the other vehicles.

Warning
Untrained riders or a wrong use of the vehicle may lead to loss of control, serous injuries or even death.

Apparel

Riding gear is very important for safety. Unlike cars, a motorcycle offers no impact protection in an accident.

Proper riding gear includes helmet, eye protection, gloves, boots, long sleeve jacket and long trousers.

- The helmet must meet the requirements listed at page 9; if your helmet does not have a visor, use suitable eye wear;
- Use five-finger gloves made from leather or abrasion-resistant material;
- Riding boots or shoes must have non-slip soles and offer ankle protection;

- Jacket, trousers or riding suit must be made from leather or abrasion-resistant material and have high-visibility colours and inserts.


Important
Never wear loose clothing, items or accessories that may become tangled in motorcycle parts.


Important
For your safety, always wear suitable protective gear, regardless of season and weather.


Important
Have your passenger wear proper protective clothing.

Safety "Best Practices"

These few simple operations are critical to people safety and to preserving the full performance of your motorcycle. Never forget to perform them before, while and after riding.

Important

Closely follow the indications provided at 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.

Warning

Before riding your motorcycle, become familiar with the controls you will need to use when riding.

Perform the checks recommended in this manual before each ride (see page 158).

Warning

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

Warning

Start the engine outdoors or in a well ventilated area. The engine should never be started or run indoors.
Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.
Use proper body position while riding and ensure your passenger does the same.

Important

Rider must hold the handlebar with both hands at ALL TIMES while riding.

Important

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

Important

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

Important
Be very careful when tackling road junctions, or when riding in areas near exits from private grounds, car parks or on slip roads to access motorways.

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

Important
ALWAYS signal your intention to turn or pull to the next lane in good time using the suitable turn indicators.

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

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

Warning
Engine, exhaust pipes and silencers stay hot long after the engine is switched off; pay particular attention not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).

Warning
Always remove the key when you leave your motorcycle unattended and make sure it is not accessible to persons not authorised to use the motorcycle.

Refuelling

Refuel outdoors with engine off.
Do not smoke or use open flames while refuelling.
Be careful not to spill fuel on engine or exhaust pipe.
Never completely fill the tank when refuelling. Fuel should never be touching the rim of filler recess.
When refuelling, avoid breathing the fuel vapours and prevent fuel from reaching your eyes, skin or clothes.

Warning

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

Warning

In case of indisposition caused by breathing fuel vapours for a long time, stay in the open air and contact your doctor. In case of contact with eyes, thoroughly flush with water; in case of contact with skin, immediately clean with water and soap.

Warning

Fuel is highly flammable, in case of accidental spillage of fuel on your clothes it is necessary to change into clean clothes.

Carrying the maximum load allowed

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

Warning

The maximum speed permitted with the side bags and top case fitted must not exceed 180 km/h (112 mph) and at any rate it must comply with the applicable statutory speed limits.

Warning

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

Information about carrying capacity

Important

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

Important

Never fix bulky or heavy objects to the handlebar or to the front mudguard as this would affect stability and cause danger.

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 foul moving parts.

Warning

Make sure the tyres are inflated to the proper pressure and that they are in good condition.

Refer to paragraph "Tyres" on page 186.

Dangerous products - warnings

Used engine oil

Warning
Prolonged or repeated contact with used engine oil may cause skin cancer. If working with engine oil on a daily basis, we recommend washing your hands thoroughly with soap immediately afterwards. Keep away from children.

Brake dust

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

Brake fluid

Warning
Spilling brake fluid onto plastic, rubber or painted parts of the motorcycle may cause damages. Protect these parts with a clean shop cloth before proceeding to service the system. Keep away from children.

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

Coolant

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

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

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

The cooling fan operates automatically: keep hands well clear and make sure your clothing does not snag on the fan.

Battery

Warning
The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated.

Vehicle identification number

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

It is recommended to record the frame number (Fig. 1) of your motorcycle in the space below.

Frame number

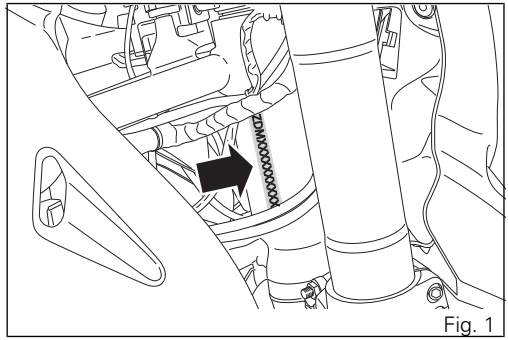


Fig. 1

Engine identification number

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

It is recommended to record the number of your motorcycle's engine (Fig. 2) in the space below.

Engine number

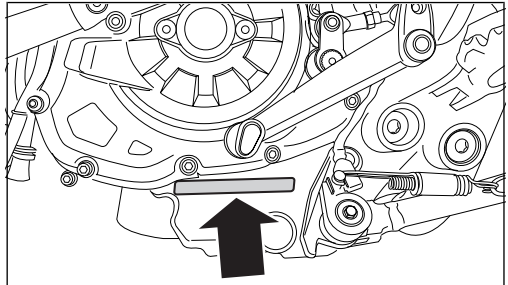


Fig. 2

Instrument panel (Dashboard)

Instrument panel

1) LCD Dot-Matrix.
2) REV COUNTER (rpm).
It indicates engine rpm value.
3) NEUTRAL LIGHT N (GREEN).
Comes on when in neutral position.
4) HIGH BEAM LIGHT (BLUE).
Comes on when high beams 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. It may shortly come on when the engine is hot, however, it should go out as the engine revs up.

Important

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

6) FUEL WARNING LIGHT (AMBER YELLOW).
Comes on when fuel is low and there are about 4 litres of fuel left in the tank.
7) TURN INDICATOR LIGHTS (GREEN).
The light of the turn indicator in operation illuminates and flashes. They turn on and blink when the Hazard function (4 turn indicators on) is active.
8) "ENGINE/VEHICLE DIAGNOSIS - EOBD" LIGHT (AMBER YELLOW).
It turns on in the case of "engine" errors and in some cases will lock the engine.

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

	Over rev light
No rev limitation	Off
1st threshold - no. RPM before the limiter threshold (*)	On - STEADY
Limiter (Overrev) kicks in (*)	On - Flashing

(*) each calibration of the engine control unit, depending on model, may have a different setting for the thresholds before the rev limiter kicks in and the rev limiter threshold.

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



Note

Should both lights for Over rev Function activation and DTC intervention come on, instrument panel will give priority to Over rev Function.

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

Engine OFF or Engine ON with speed below or equal to 5 km/h		
Light OFF	**Light flashing**	**Light steady on**
-	ABS enabled, but not functioning yet	ABS disabled with the menu function (**)
Engine on with speed above 5 km/h		
Light OFF	**Light flashing**	**Light steady on**
ABS enabled and functioning	ABS enabled, but still not functioning due to a problem	ABS disabled with the menu function (**) or ABS enabled, but still not functioning due to a problem

(**) the ABS can be considered as really disabled only when light continues flashing even after engine starting.

11) GENERIC ERROR WARNING LIGHT (AMBER YELLOW).
It turns on when there are any "vehicle" errors, i.e. active errors triggered by any control unit other than the engine control unit.

12) DTC STATUS LIGHT (AMBER YELLOW).
This light indicates DTC system enabling/disabling status.

Speed below 5 Km/h (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
DTC enabled and functioning	DTC enabled but not yet functioning since initialisation is in progress or functioning with degraded performance	DTC disabled and/or not functioning due to a fault in the BBS control unit
Speed above 5 Km/h (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
DTC enabled and functioning	DTC enabled but there is a fault in the system causing degraded performance	DTC disabled and/or not functioning due to a fault in the BBS control unit

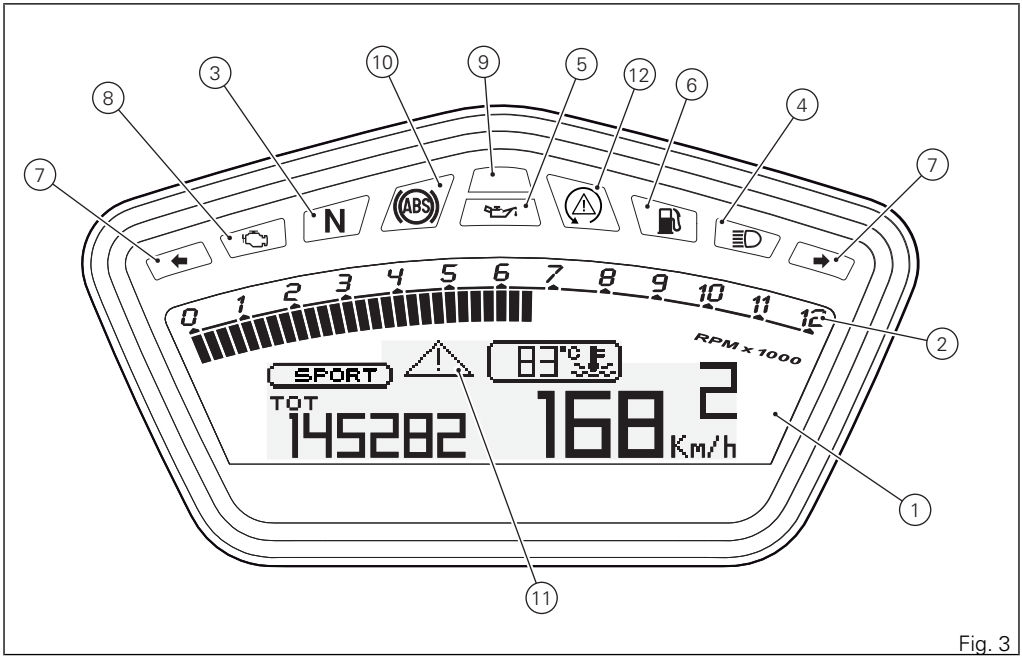

1
2
3
4
5
6
7
7
8
9
10
11
12
N
ABS
0 1 2 3 4 5 6 7 8 9 10 11 12
RPM x 1000
SPORT
83°C
TOT
145282
168
Km/h
2

Fig. 3

Acronyms and abbreviations used in the Manual

Acronyms and abbreviations used in the Manual

ABS
Antilock Braking System
BBS
Black Box System
CAN
Controller Area Network
DDA
DUCATI Data Acquisition
DSB
Dashboard
DTC
DUCATI Traction Control
ECU
Engine Control Unit

Technological Dictionary

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.

The Riding Modes allow the user to instantly change the engine power delivery (ENGINE), the ABS settings, the DTC settings.
Available Riding Modes:
Sport, Touring and Urban (for Hypermotard and Hyperstrada);
Race, Sport and Wet (for Hypermotard SP).
Within every Riding Mode, the rider can customise 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 pre-set 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 hence softer.

Anti-lock Braking System (ABS)

The ABS system fitted on 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 different 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 engine control unit can adjust power delivery by directly affecting throttle opening angle.
The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Engine), and even to control the rear wheel slipping (DTC).

Function buttons

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 INDICATORS 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 to activate the Hazard lights.

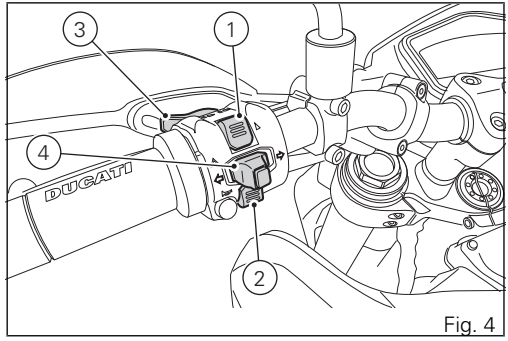


Fig. 4

Main functions

Warning

Operate on instrument panel only when the motorcycle is stopped. Do not operate on instrument panel while you are riding the motorcycle under no circumstances.

Data displayed on the main screen are as follows:

1) Engine rpm indicator;
2) Vehicle speed indicator:
3) Engaged gear indicator;
4) MENU 1 (Odometer, Trip 1, Trip 2, Trip Fuel, Average Consumption, Instant Fuel Consumption, Average Speed and Trip Time) – UP-MAP menu and Riding Mode Set-Up menu;
5) MENU 2 (Engine Coolant Temperature, Ambient Air Temperature and Clock);
6) Name of set Riding Mode;
7) DTC and ABS settings of the Riding Mode.

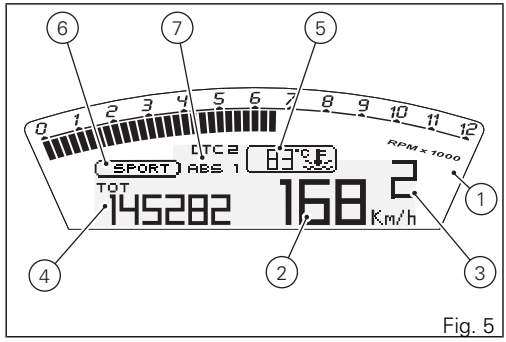


Fig. 5

Important

Do not ride the motorcycle if temperature reaches the max. value as engine could suffer severe damage.

Parameter setting and displaying

Upon switching on, the instrument panel activates the rev counter that increases from 0 to 11000 and decreases up to 0; the Dot-Matrix shows the moving indication "DUCATI HYPERMOTARD"; warning lights turn on one after the other starting from the external side to the internal side.
After the check, the "main" information displayed on the instrument panel are Odometer (TOT), engine coolant temperature and "Riding Mode".

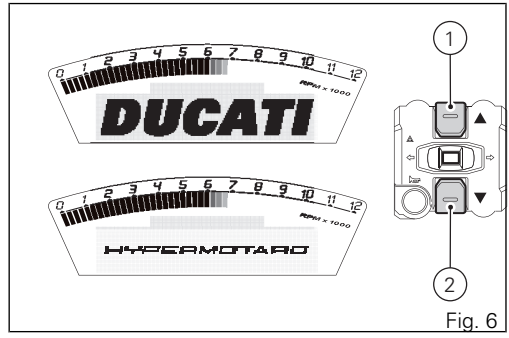


Fig. 6

After the initial check the instrument panel always shows the "main" screen providing the information below:

- MENU 1 (3): TOT - Odometer
- MENU 2 (4): engine coolant temperature
- SET UP - set "Riding Mode" (5) indication
- Engine rpm indication (7) (RPM)
- Vehicle speed indication (8)
- "SERVICE" indication (only if active);
- Gear indication (9).

With button (2) it is possible to scroll MENU 1 and reach the following functions:

- TRIP 1 - Trip meter 1
- TRIP 2 - Trip meter 2
- TRIP FUEL - Partial fuel reserve counter (only if active)
- CONS. AVG - Average consumption
- CONS. - Instant fuel consumption
- SPEED AVG - Average speed
- TRIP TIME - Trip time

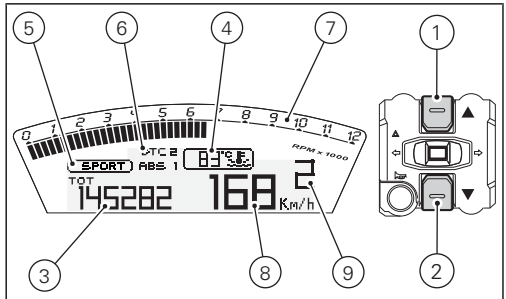


Fig. 7

With button (1) it is possible to scroll MENU 2 and reach the following Functions:

- AIR - Air temperature
- Clock.

Vehicle speed indicator

This function is used to display vehicle speed (Km/h or mph, depending on the selected unit of measurement).
The instrument panel receives information about the actual motorcycle speed (calculated in km/h) and displays the value increased by 5%.
The max. displayed speed is 299 km/h (186 mph).
When speed exceeds 299 km/h (186 mph) a string of dashes "- - -" (not flashing) will be displayed.

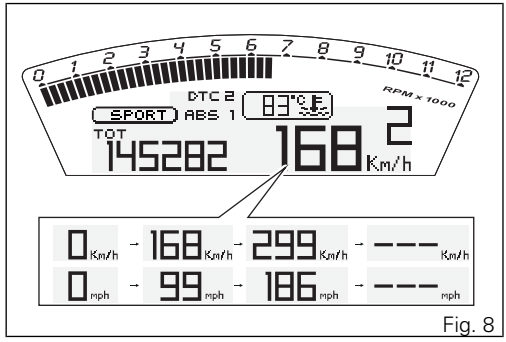


Fig. 8

Note
If instrument panel does not receive any data, a string of dashes "- - -" (not flashing) will be displayed.

Engine rpm indicator (RPM)

This function allows displaying engine rpm. Instrument panel receives rpm value and displays it. Value is progressively displayed from left to right identifying rpm value.

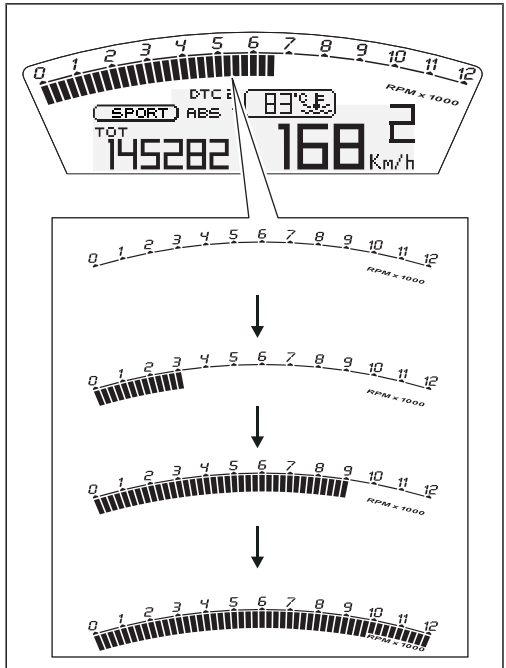


Fig. 9

Gear indication

The instrument panel receives information about the gear engaged and displays the corresponding value.
If a gear is engaged, the displayed value may range from "1" to "6", while if in neutral "N" is displayed.
Letter "C" is displayed when system requires you to shift gear.
A string of dashes "- -" is displayed if:

- gear teach-in has not been carried out yet ("- -" flashing and Neutral light flashing);
- the gear sensor is in fault ("- -" steady on and GEAR error displayed);
- the instrument panel is not receiving the gear data ("- -" flashing).

During the gear learning procedure to be performed on the motorcycle the operator is guided by the displayed information.
The instrument panel indicates the saved gear and prompts the operator to proceed with the next gear.
When the instrument panel displays letter "C" instead of the gear number and switches Neutral "N" warning light on, both flashing quickly, it is necessary to shift gear.

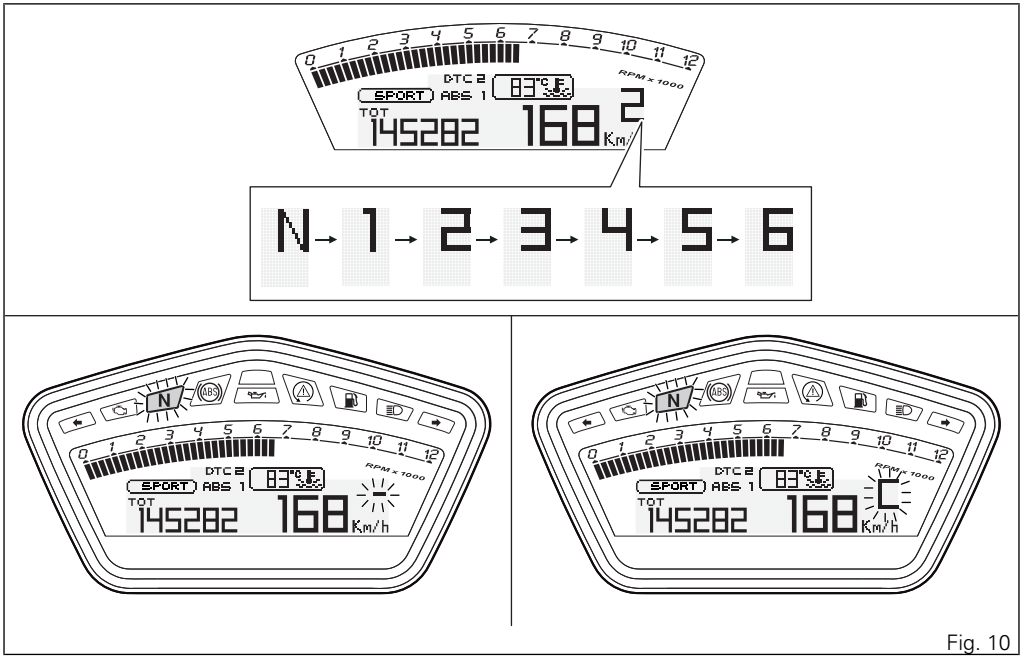

0 1 2 3 4 5 6 7 8 9 10 11 12
RPM x 1000
DTC 2
SPORT
ABS 1
TOT
145282
168
Km/h
N → 1 → 2 → 3 → 4 → 5 → 6
N
ABS

Fig. 10

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);
- Instant fuel consumption (CONS.);
- Average speed (SPEED AVG);
- Trip time (TRIP TIME).

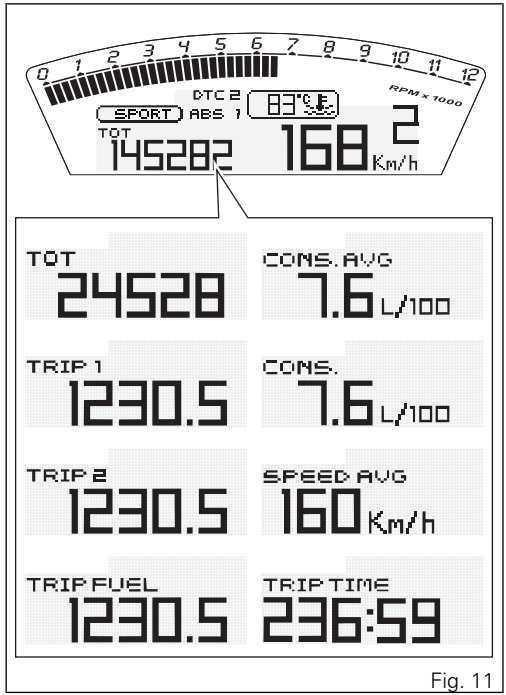


Fig. 11

Odometer

This function allows displaying the indication of the total distance travelled (km or miles according to the specific application).
Upon Key-On, system will automatically access this function.
The value is saved permanently and cannot be reset.
If the value exceeds 199999 km (or 199999 miles) "199999" will be displayed permanently.

Note
The reading is not lost in case of a power OFF (Battery OFF).

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

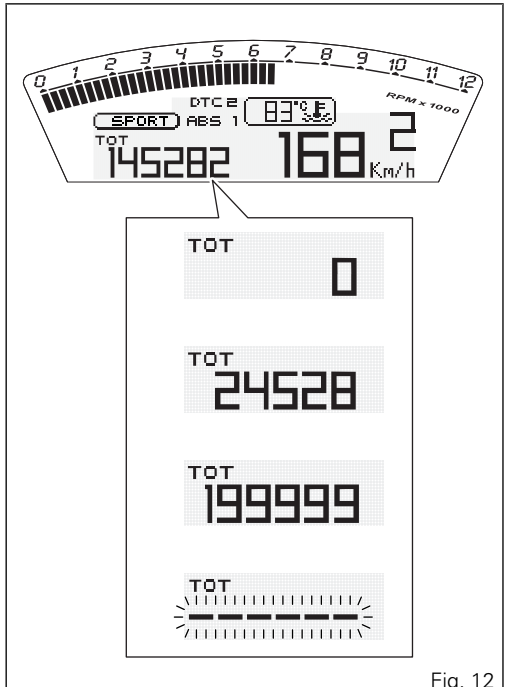


Fig. 12

Trip meter 1

This function allows displaying the indication of the partial distance travelled (km or miles according to the specific application).
When this function is accessed and button (1) is kept pressed for 3 seconds, trip meter will be reset. When the reading exceeds 9999.9, distance travelled is reset and the meter automatically starts 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 travelled is reset and the count starts from zero (considering the newly set unit of measurement).

Note

When this reading is reset, also "Average Consumption", "Average Speed" and "Trip Time" functions are reset.

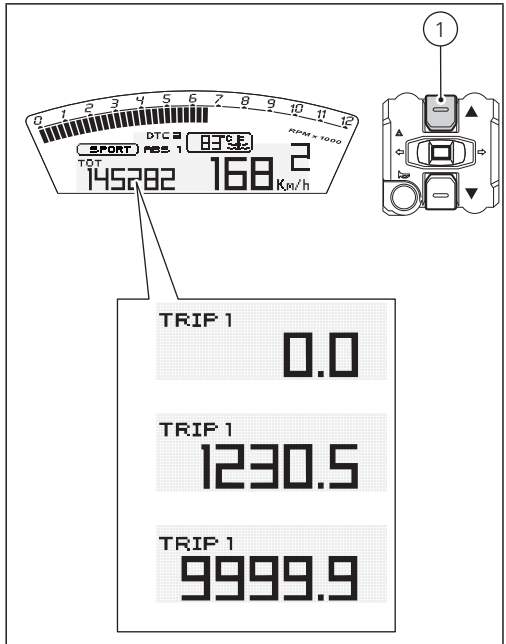


Fig. 13

Trip meter 2

This function allows displaying the indication of the partial distance travelled (km or miles according to the specific application).
When this function is accessed and button (1) is kept pressed for 3 seconds, trip meter will be reset. When the reading exceeds 9999.9, distance travelled is reset and the meter automatically starts 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 travelled is reset and the count starts from zero (considering the newly set unit of measurement).

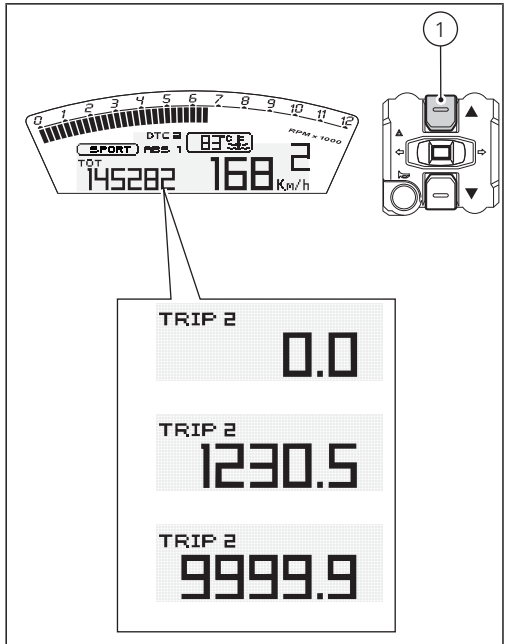


Fig. 14

Partial fuel reserve counter

This function allows displaying the indication of the distance travelled (Km or miles according to the specific application) with the motorcycle in reserve. When the low fuel light turns on, the display automatically shows the "TRIP FUEL" function, regardless of the currently displayed function. Then it is possible to scroll the other functions of MENU 1 by pressing button (2).
Trip fuel reading remains stored even after Key-Off until the motorcycle is refuelled. Count is interrupted automatically as soon as fuel is topped up to above minimum level. When the reading exceeds 9999.9, the meter is reset and automatically starts counting from 0 again.
When the TRIP FUEL function is not active, the relevant page in Menu 1 will not be available.

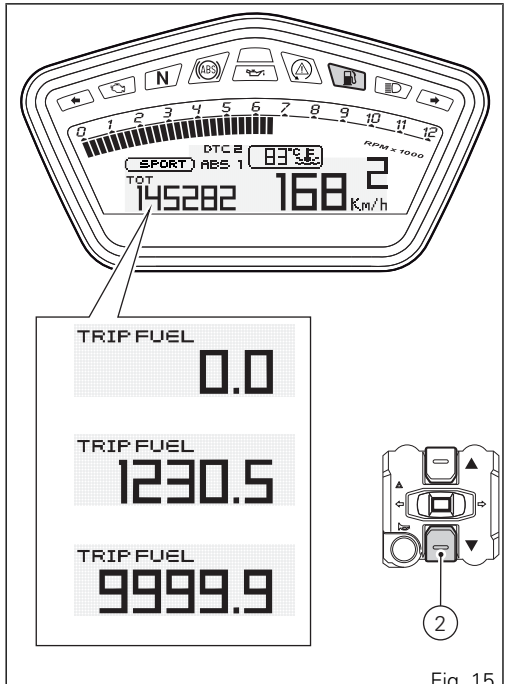


Fig. 15

Average fuel consumption

This function indicates vehicle average fuel consumption. The calculation is made considering the quantity of fuel used and the distance travelled 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. During the first 10 seconds, when the value is not yet available, the display will show a string of dashes "- -.-". For the Europe, Japan and China versions this information is displayed in "L / 100" (litres / 100 Km); it is though possible to set the unit of measurement "Km / L" (kilometres / litre) by means of the "Setting special" function. For the UK version this information is displayed in "mpg UK" (miles per gallon UK).
The active calculation phase occurs when the engine is running even if the motorcycle is stopped (moments when the motorcycle is not moving and the engine is OFF are not considered).

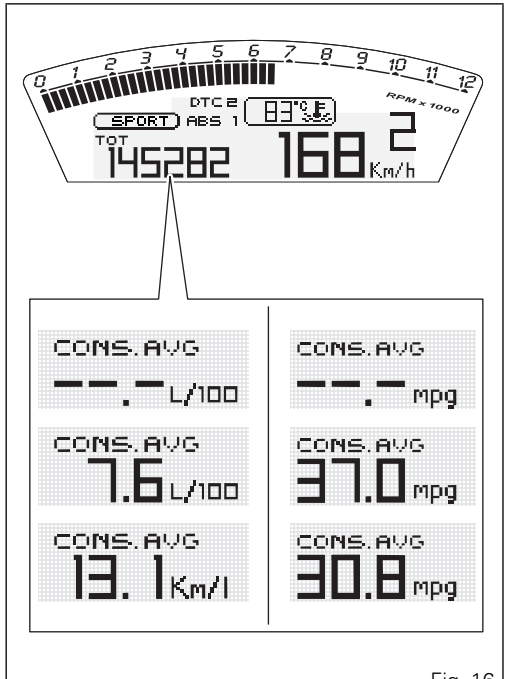


Fig. 16

Instantaneous fuel consumption

This function indicates vehicle instant fuel consumption. The calculation is made considering the quantity of fuel used and the distance travelled during the last second. For the Europe, Japan and China versions this information is displayed in "L / 100" (litres / 100 Km); it is though possible to set the unit of measurement "Km / L" (kilometres / litre) by means of the "Setting special" function. For the UK version this information is displayed in "mpg UK" (miles per gallon UK).

The active calculation phase only occurs when the engine is running and the motorcycle is moving (moments when the motorcycle is not moving when speed is equal to 0 and/or when the engine is OFF are not considered). When the calculation is not made, a string of dashes is displayed "- -.-".

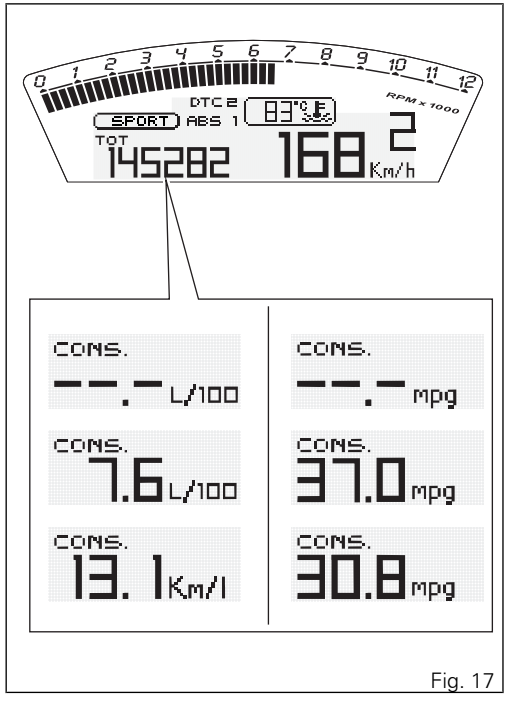


Fig. 17

Average speed

This function indicates vehicle average speed.
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.
During the first 10 seconds, when the value is not yet available, the display will show a string of dashes "- -.-". The active calculation phase occurs when the engine is running and the motorcycle is stopped (moments when the motorcycle is not moving and the engine is OFF are not considered).
The calculated value is then displayed increased by 5% to be aligned with vehicle speed indication.

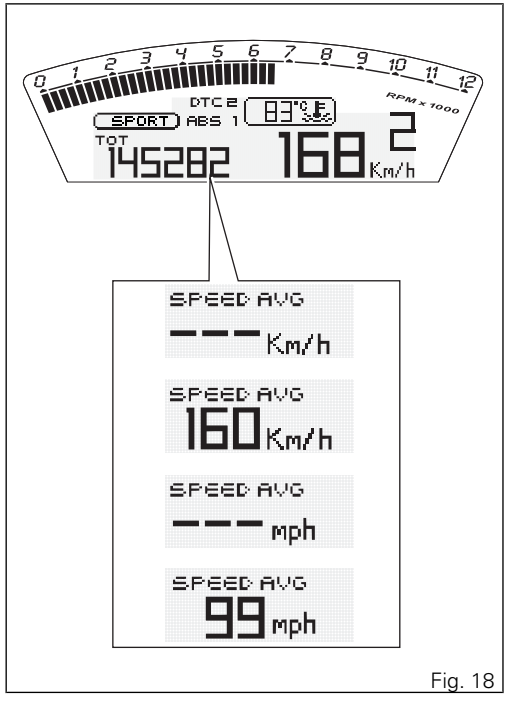


Fig. 18

Trip time

This function indicates 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 even if the motorcycle is stopped (the time is automatically stopped when the motorcycle is not moving and the engine is OFF and restarts when the counting active phase starts again).

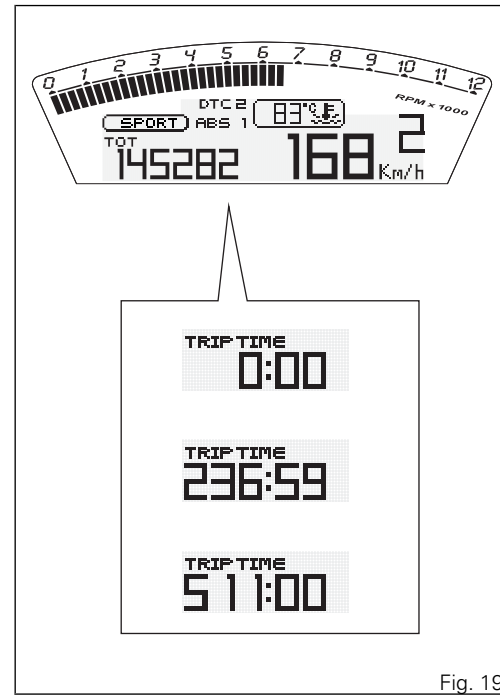


Fig. 19

Menu 2 functions

MENU 2 functions are:

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

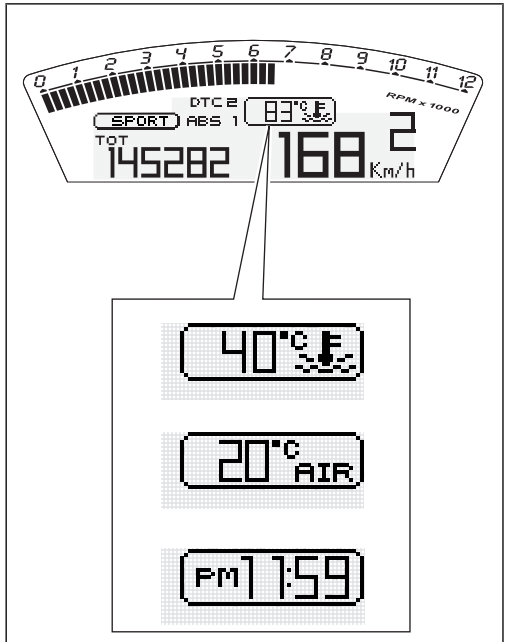


Fig. 20

Engine Coolant temperature

This Function allows displaying the coolant temperature (°C or °F according to the specific application).
The instrument panel receives the temperature information and displays it.
Value is indicated as follows:

- if the reading is between - 39 °C and +39 °C, “LO” is shown flashing on the instrument panel (steady);
- if the reading is between +40 °C and +120 °C, it is shown on the instrument panel (steady);
- if reading is +121 °C or higher, "HI" is shown flashing on the instrument panel.



Note

If the sensor is in fault, the three flashing dashes ("- - -") will be displayed and, at the same time, the "Engine/Vehicle Diagnosis - EOBD" light will come on.

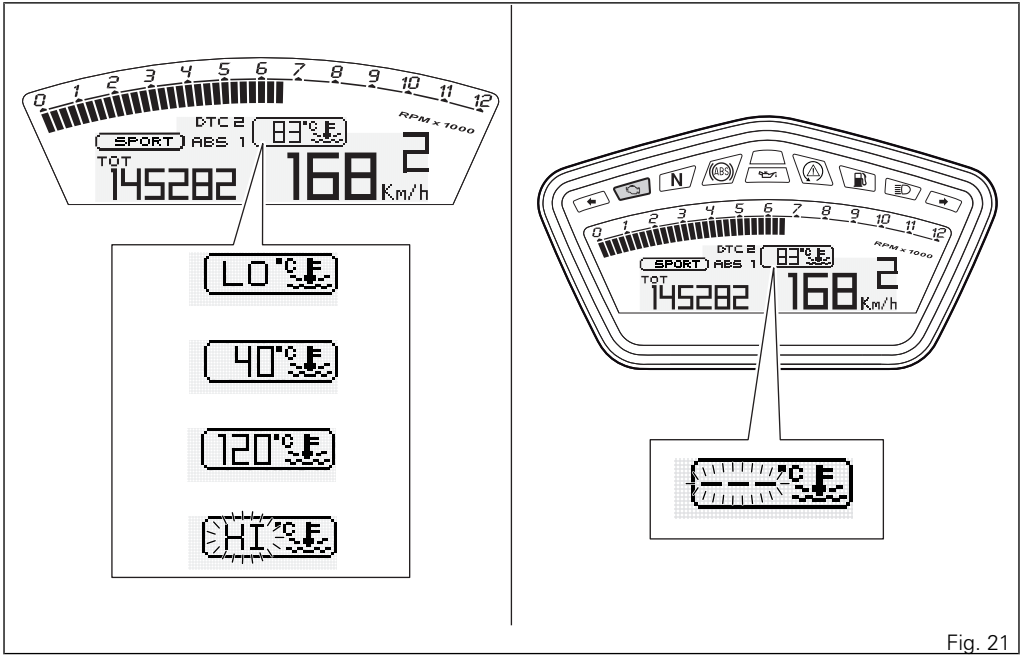

0 1 2 3 4 5 6 7 8 9 10 11 12
RPM x 1000
DTC 2
SPORT
ABS 1
83°C 183°F
TOT
145282
168
Km/h
LO
40
120
HI
N

Fig. 21

Ambient air temperature

This function indicates the ambient air temperature. The instrument panel received the temperature information from the sensor and displays it.

Note
When the motorcycle is stopped, the engine heat could influence the displayed temperature.

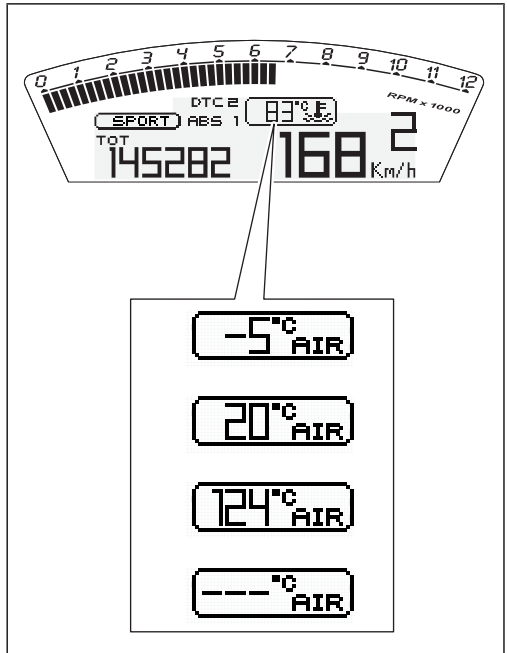


Fig. 22

Clock

This function allows displaying time indication.
Time is always displayed according to the following sequence:

- AM 12:00 to 11:59;
- PM 12:00 to 11:59.

In case of battery off (Batt-OFF), when the voltage is restored and upon next Key-On, clock will be reset and will automatically start counting from "0:00".

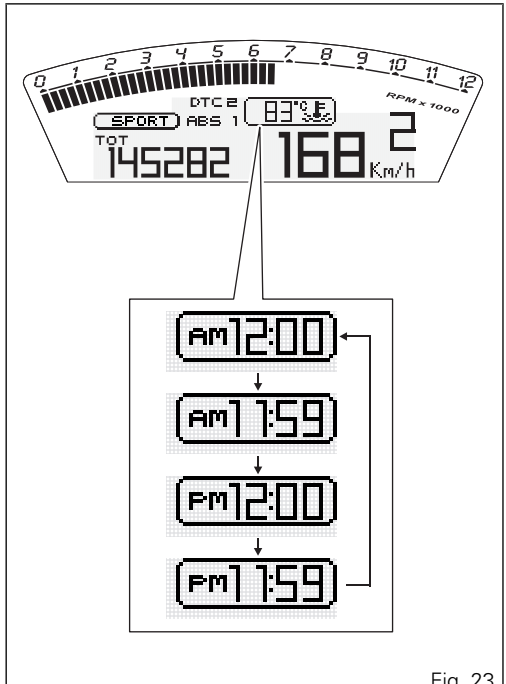


Fig. 23

Set-Up - Riding Mode set indication

This function indicates the Riding mode set on vehicle.
Each riding mode can be changed through the Riding Mode function.
The display shows the set riding mode, the Traction Control (DTC) level and the related ABS level.
It is possible to set three different riding modes: SPORT, TOURING, URBAN.

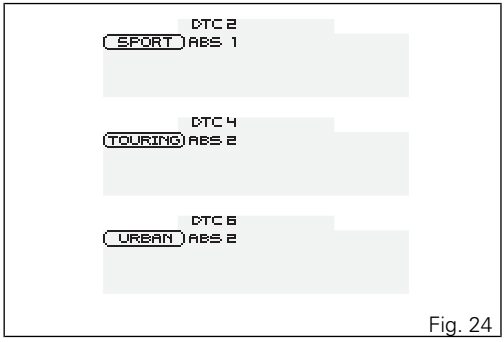


Fig. 24

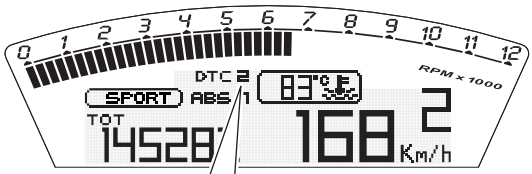
DTC

The instrument panel displays DTC status as follows:

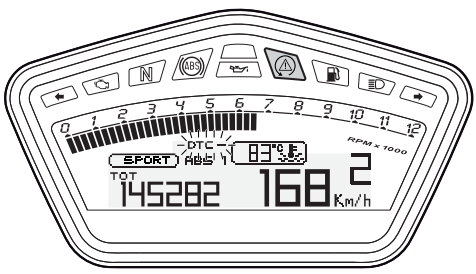
- if DTC is active, DTC lettering and the Traction Control intervention level number (1 to 8) is displayed steadily;
- if DTC is active, but system is in degraded operation due to a fault, DTC lettering and the DTC intervention level number, 1 to 8 (flashing); also the DTC warning light starts flashing;
- if the DTC is disabled, the DTC lettering and the symbol "-" are steady ON;
- if DTC is in fault or the Black Box is in fault, DTC indication and the flashing "- -" symbol; the DTC light turns steady on as well.

Warning

In case of system malfunction, contact a Ducati Dealer or Authorised Service Centre.



DTC 1 → DTC 2 → DTC 3 → DTC 4 → DTC 5 → DTC 6 → DTC 7 → DTC 8 → DTC –



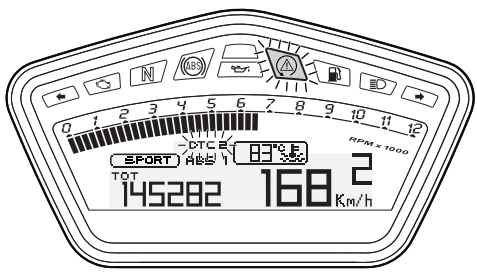


Fig. 25

The following table indicates the most suitable level of DTC intervention for the different riding modes 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 expert riders. System permits sliding sideways.	NO
2	TRACK	Track use (and road use for expert riders).	NO
3	SPORT	Sporty driving on a road or track.	It is the default level for the "SPORT" Riding Mode
4	TOURING	Extra-urban touring style.	It is the default level for the "TOURING" Riding Mode
5	CRUISE	Touring style for long travels.	NO
6	URBAN	City style.	It is the default level for the "URBAN" Riding Mode
7	RAIN	Wet or moist road.	NO
8	HEAVY RAIN	Wet road with pouring rain or very slippery asphalt.	NO

Tips on how to select the intervention level

Warning

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

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

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

In the case of minor differences, such as for example, tyres 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 suitable level setting from those available in order to restore optimal system operation. If tyres of a different size class are used or if the tyre dimensions differ significantly from the original tyres, 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 other 8 intermediate levels. DTC intervention decreases regularly from level 8 to level 1. With levels 1 and 2, DTC control unit allows both rear tyre spinning and sliding sideways when exiting a turn; we recommend using these levels only on track and to very experienced riders.

The choice of the correct level depends on 3 main variables:

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

Level depends on grip conditions

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

Level depends on type of track/path
If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with a hairpin turn to be taken at very low speed compared to the other bends will require a DTC level setting that is the best compromise for all bends (on hairpin turn, DTC intervention will always be greater compared to the other bends).

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

Tips for use on the track

We recommend that level 6 is used for a couple of full laps (to allow the tyres to warm up) and 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 tyres to warm up).
Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a more "rough" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

Tips for use on the road

Activate the DTC, select DTC 6 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try DTC level 5; if also this RM sensitivity seems excessive try DTC level 4. If none of the level suits your riding style, you can select the level by following the indications given on the previous table until finding the intervention level you prefer.
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

The motorcycle is equipped with ABS, the instrument panel displays the rectangle with ABS status.
The instrument panel displays:

- if the ABS is active, the message ABS and the set intervention level number (1 to 2);
- if the ABS is disabled, the ABS lettering and the symbol "-" are steady ON;
- if ABS is in an undefined status, ABS indication with the set intervention level number (1 to 2) and the ABS warning light flashing;
- if ABS is in fault, the ABS indication, the flashing "- -" symbol; the ABS warning light turns steady on as well.

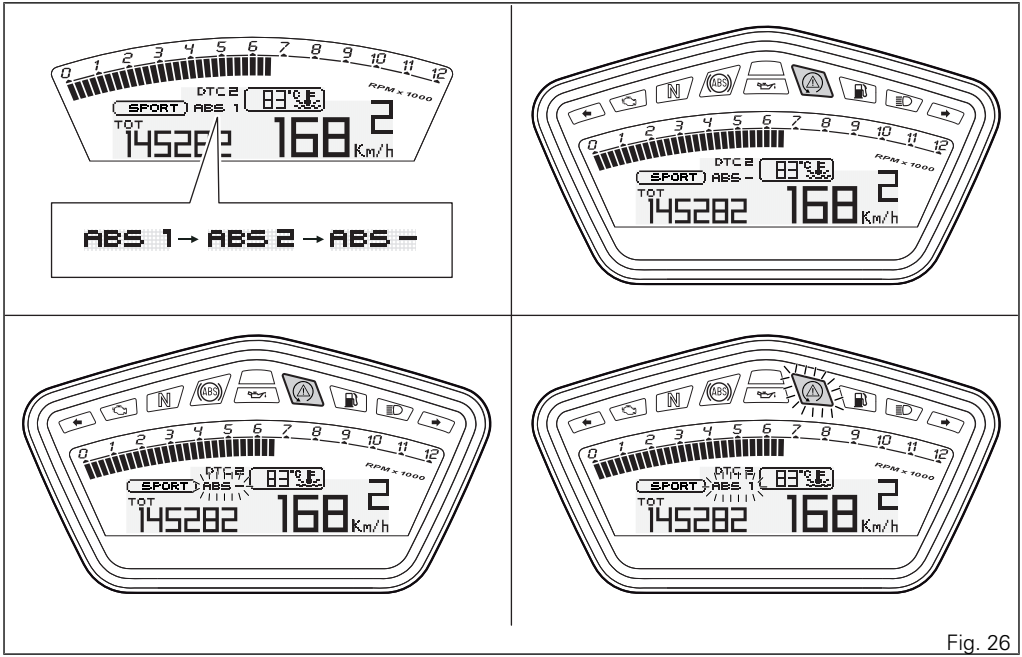

SPORT
DTC 2
ABS 1
TOT
145282
168
Km/h
RPM x 1000
ABS 1 → ABS 2 → ABS –
SPORT
DTC 2
ABS –
TOT
145282
168
Km/h
RPM x 1000
SPORT
DTC 2
ABS –
TOT
145282
168
Km/h
RPM x 1000
SPORT
DTC 2
ABS 1
TOT
145282
168
Km/h
RPM x 1000

Fig. 26

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	RIDING MODE	USE	DEFAULT?
OFF		The ABS is disabled.	NO
1	SPORT	For road use in good grip conditions. In this mode, the ABS works on both wheels. The anti-lift-up controls are active; this calibration focuses on braking power and yet keeps good stability under braking and lift-up* control.	It is the default level for the "SPORT" and "TOURING" riding mode.
2	URBAN	For use in any grip conditions. In this mode, the ABS works on both wheels. This calibration focuses on maximum vehicle stability and lift-up* prevention, yet ensuring performance in terms of top maximum deceleration.	It is the default level for the "URBAN" riding mode.

Tips on how to select the sensitivity level

Warning

The levels of the ABS system your motorcycle is equipped with were calibrated with original equipment tyres.
The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

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

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

Selecting level 2, the ABS will intervene to ensure a very stable braking, good lift-up control and prevention, the motorcycle keeps a good alignment during the whole braking action. By passing from level 2 to level 1 the system will provide a better braking power with less action on the stability maximum control and lift-up control which are nevertheless active.
The choice of the correct level mainly depends on the following parameters:

1) The tyre/road grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).
2) The rider's experience and sensitivity.

In non-perfect conditions (as indicated in point 1) and/or for less expert riders, we recommend using level 2.

Service indication (SERVICE)

This indication shows the user that the motorcycle is due for scheduled maintenance and must be taken to a Ducati Authorised Service Centre.
The service warning indication can be reset only by the Authorised Ducati Service Centre during servicing.

First indication: OIL SERVICE (1000 Km)

The first maintenance indication is "OIL SERVICE", enabled when the odometer counter reaches the first 1,000 km (600 miles). The "OIL SERVICE" indication is displayed flashing for 5 seconds upon each Key-On; the OIL SERVICE symbol remains displayed all the time. Both indications remain active until the Ducati authorised service centre resets them.

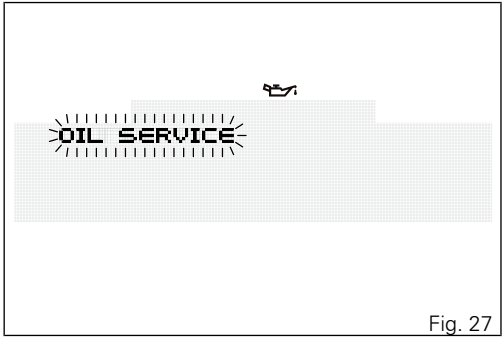


Fig. 27

Distance left indication - OIL SERVICE or DESMO SERVICE (countdown)

After having reset the first OIL SERVICE indication (1000 km), upon each Key-On, the instrument panel will display the indication relating to the next service ("OIL SERVICE" and or "DESMO SERVICE") and the distance left.
The "OIL SERVICE" or "DESMO SERVICE" indication, the relevant symbols and the distance left are displayed "steady on" for 2 seconds upon each Key-On.
When 1000 km are left until reaching the service threshold, the indication remains displayed for 5 seconds upon each Key-On.
Both indications remain active until the Ducati authorised service centre resets them.

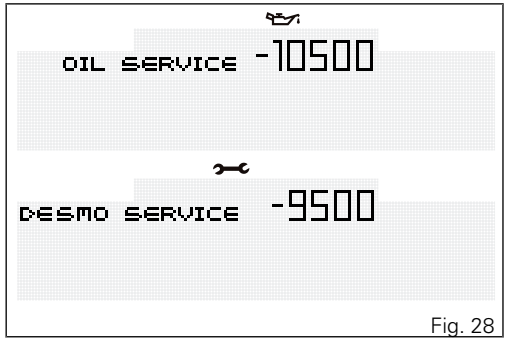


Fig. 28

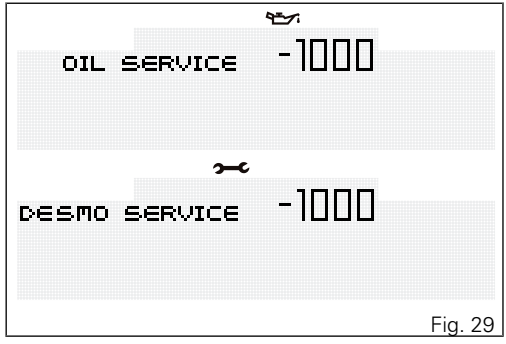


Fig. 29

OIL SERVICE or DESMO SERVICE indication (distance reached)

When reaching the service threshold, it is necessary to perform the maintenance; upon each Key-On, the system displays the indication of the type of operation to be carried out: "OIL SERVICE" or "DESMO SERVICE".
The "OIL SERVICE" or "DESMO SERVICE" indication is displayed flashing for 5 seconds upon each Key-On; the OIL SERVICE or DESMO SERVICE symbol remains displayed all the time.
Both indications remain active until the Ducati authorised service centre resets them.

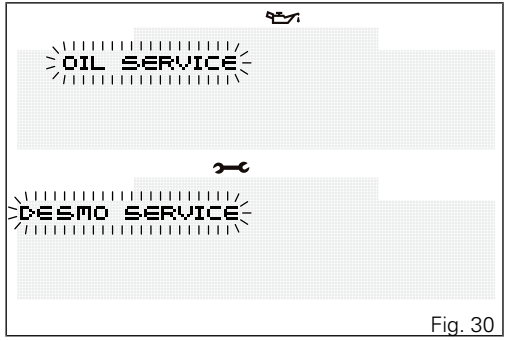


Fig. 30

Indication if the LAP function is active/not active

This function indicates if the LAP (Lap time) function is enabled.
When "LAP" is off, function is disabled.

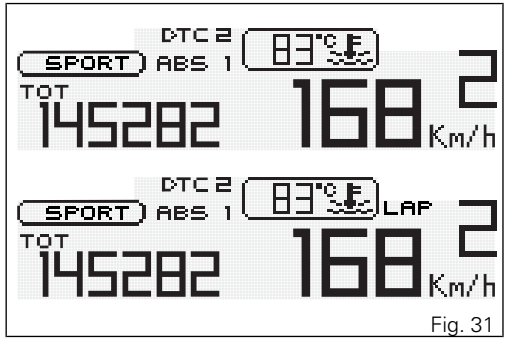


Fig. 31

Set-Up function (RIDING MODE) (riding mode change)

This function allows changing vehicle riding mode. A different traction control (DTC - Ducati Traction Control) intervention level, a different ABS intervention (ABS - Anti-lock Braking System) and a different engine power delivery (Engine) are associated to each riding mode. To change motorcycle riding mode, simply press button (4) once and the menu will be displayed. Upon changing the riding mode, you also change:

- the level of intervention for the "DTC" traction control (1, 2, 3, 4, 5, 6, 7, 8 and OFF);
- the "Engine" power that will in turn change the throttle operation (HIGH, MEDIUM and LOW);
- the "ABS" calibration (1, 2 and OFF).

Every time button (4) is pressed, the instrument panel highlights in scroll mode the riding modes.

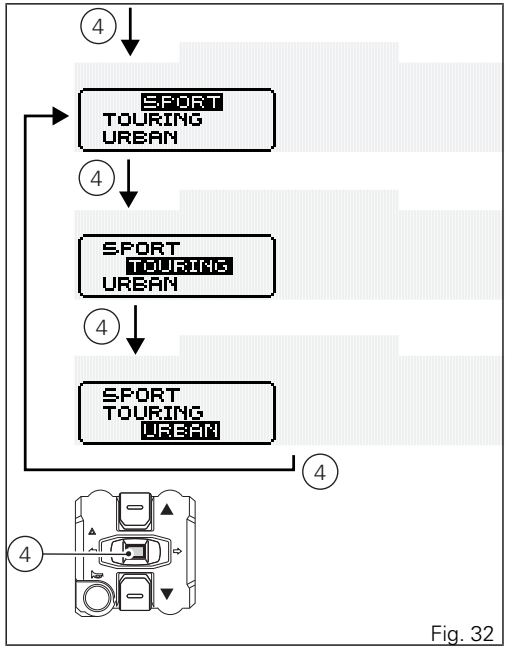


Fig. 32

Once the desired riding mode is selected, by pressing button (4) for 3 seconds, the instrument panel checks the throttle position and the front and rear brake pressure:

- if throttle control is "closed" and brakes are released or vehicle is stopped, the instrument panel confirms the selected riding mode (*) and goes back to standard page displaying;
- if throttle control is "open" or if brakes are operated and vehicle is moving, the instrument panel shows "CLOSE THROTTLE AND RELEASE BRAKES" on the display and, only after all conditions are met (closed throttle control and brakes released or vehicle stopped) the instrument panel confirms the selected riding mode (*) and goes back to standard page displaying.

Note

(*) If an on/off or off/on change of the ABS system is associated to the Riding mode change, when the selected riding mode is confirmed, the instrument panel also starts the "procedure to enable/ disable the ABS".

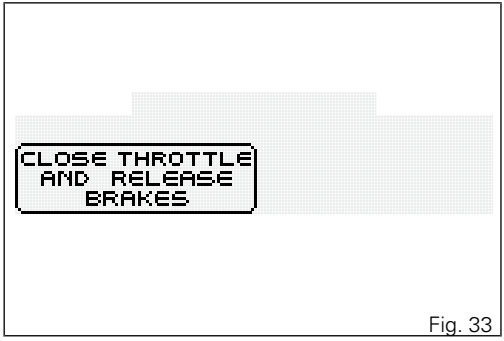


Fig. 33

If the throttle control is not closed and brakes are not released or vehicle is not stopped within the first 5 seconds after "CLOSE THROTTLE AND RELEASE BRAKES" indication is shown, the Riding Mode selection procedure is not performed and the instrument panel goes back to standard page without changing any settings.

If the "SET UP" menu is activated and button (4) is not pressed for 10 consecutive seconds, the instrument panel automatically exits the display mode without making any change.

Warning

Ducati recommends changing the Riding mode when the motorcycle 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).

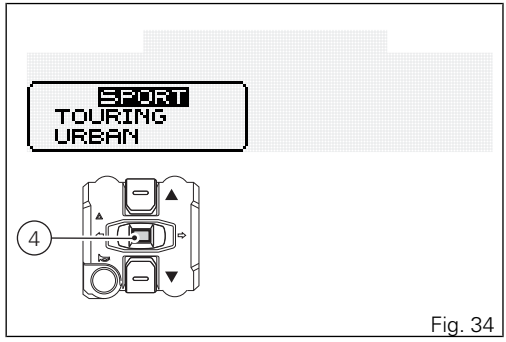


Fig. 34

Error displaying (ERRORS)

This function allows detecting any vehicle abnormal behaviour.

Instrument panel activates, in real time, any vehicle abnormal behaviour (ERRORS).

When one or several errors are triggered, the instrument panel always turns on the relevant warning light: EOBD light (A) in case of ECU errors, or the Generic Error light (B) in case of any other errors.

If one or more "errors" occur during the operation, the "ERRORS" page will be activated within the Setting menu. To display the list of errors, enter the Setting menu and access the "ERRORS" page that will be active only if at least one error is present.

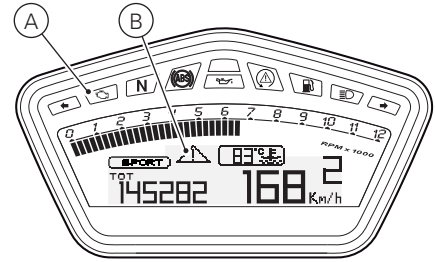


Fig. 35

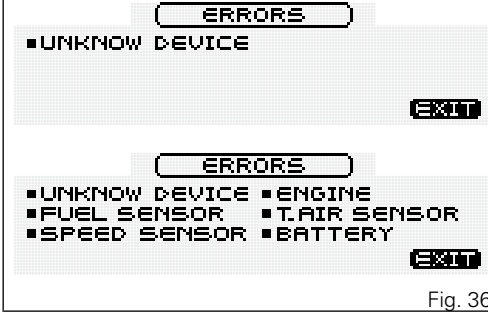


Fig. 36

If more errors are present, the "NEXT" and "PREVIEW" indications will be activated automatically to allow changing page.
To change page, use buttons (1) and (2) to select "NEXT" and "PREVIEW" and press button (4).
It is possible to quit at any time and go back to the Setting menu by pressing button (4) with the "EXIT" item highlighted.

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

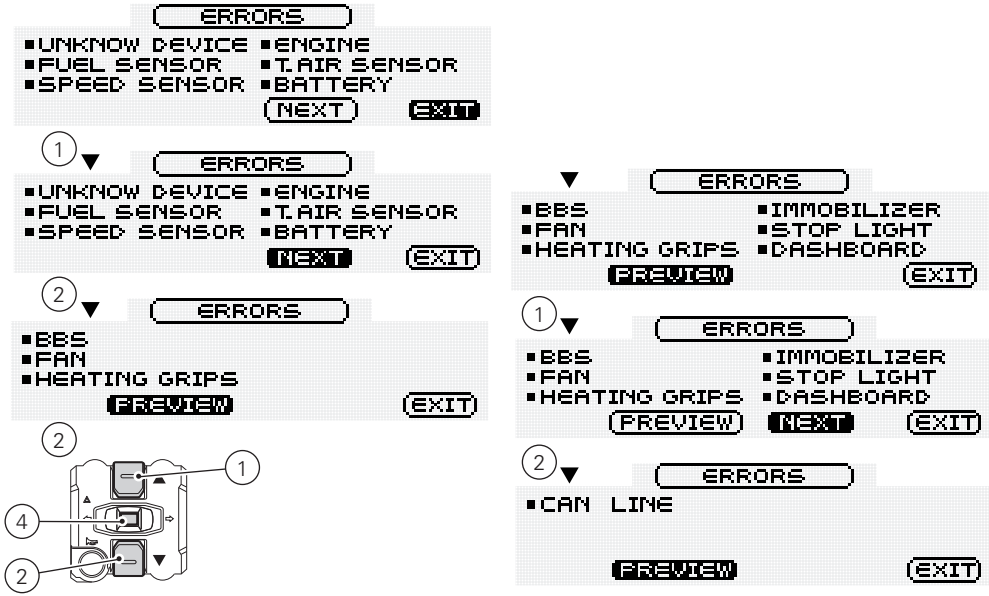

ERRORS
▪UNKNOW DEVICE ▪ENGINE
▪FUEL SENSOR ▪T.AIR SENSOR
▪SPEED SENSOR ▪BATTERY
NEXT
EXIT
1
ERRORS
▪UNKNOW DEVICE ▪ENGINE
▪FUEL SENSOR ▪T.AIR SENSOR
▪SPEED SENSOR ▪BATTERY
NEXT
EXIT
2
ERRORS
▪BBS
▪FAN
▪HEATING GRIPS
PREVIEW
EXIT
2
1
4
2
ERRORS
▪BBS ▪IMMOBILIZER
▪FAN ▪STOP LIGHT
▪HEATING GRIPS ▪DASHBOARD
PREVIEW
EXIT
1
ERRORS
▪BBS ▪IMMOBILIZER
▪FAN ▪STOP LIGHT
▪HEATING GRIPS ▪DASHBOARD
PREVIEW
NEXT
EXIT
2
ERRORS
▪CAN LINE
PREVIEW
EXIT

Fig. 37

Hereinafter is the table of the possible displayed errors:

Displayed error	**Description**	**Warning light**
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	ABS control unit faulty communication / operation	
BBS	BBS control unit faulty communication / operation	
	BBS control unit general malfunction	
	Exhaust valve motor EXVL malfunction	
DASHBOARD	DSB control unit faulty communication / operation	
IMMOBILIZER	Key missing	
	Key not recognised	
	Antenna not working	
ENGINE	ECU control unit faulty communication / operation	
	General malfunction of the ECU	

Displayed error	Description	Warning light
	Throttle position sensor malfunction	
	Throttle motor and/or relay malfunction	
	Pressure sensor malfunction	
	Engine coolant temperature sensor malfunction	
	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	
	Motorcycle 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	

Displayed error	Description	Warning light
STOP LIGHT	Stop light not working	
FAN	Electric cooling fan malfunction	
T_AIR SENSOR	Ambient air temperature sensor malfunction	
H.GRIPS	Malfunction in one or more heated handgrips	

Setting menu

This menu is used to set/enable some motorcycle functions.
To enter the Setting menu, keep button (2) pressed for two seconds: once inside this menu it is no longer possible to scroll among the functions on the segment display.

Important

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

Setting menu items are the following:

- riding mode customisation (R.MODE);
- instrument panel backlighting regulation function (B.LIGHT);
- LAP (LAP time activation and displaying);
- PIN CODE activation and modification (PIN);
- clock setting (CLOCK);
- setting the unit of measurement (UNITS);
- battery voltage indication (BATT.);
- engine rpm indication (RPM);
- error indication, active only if one or more errors are active (ERRORS);
- EXIT.

To quit the setting menu, highlight "EXIT" with button (1) or button (2) and press button (4).

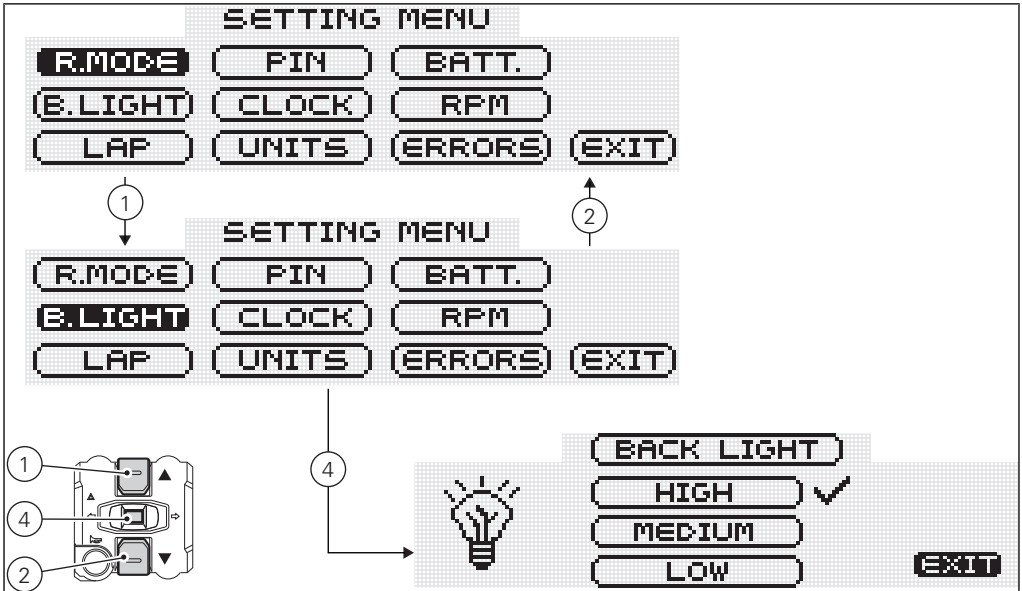

SETTING MENU
R.MODE
PIN
BATT.
B.LIGHT
CLOCK
RPM
LAP
UNITS
ERRORS
EXIT
1
2
SETTING MENU
R.MODE
PIN
BATT.
B.LIGHT
CLOCK
RPM
LAP
UNITS
ERRORS
EXIT
1
4
2
4
BACK LIGHT
HIGH
MEDIUM
LOW
EXIT

Fig. 38

Customising the RIDING MODE

This function allows customising each single riding mode.
To display the function, enter the setting Menu and access the R.MODE page.
After entering the function, the display shows the three riding modes: SPORT, TOURING and URBAN. The display also shows the ALL DEFAULT function that allows resetting the parameters set by Ducati for all riding modes.
Use buttons (1) and (2) to select the riding mode to change or the ALL DEFAULT function.

Note

On the right side of the ALL DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.

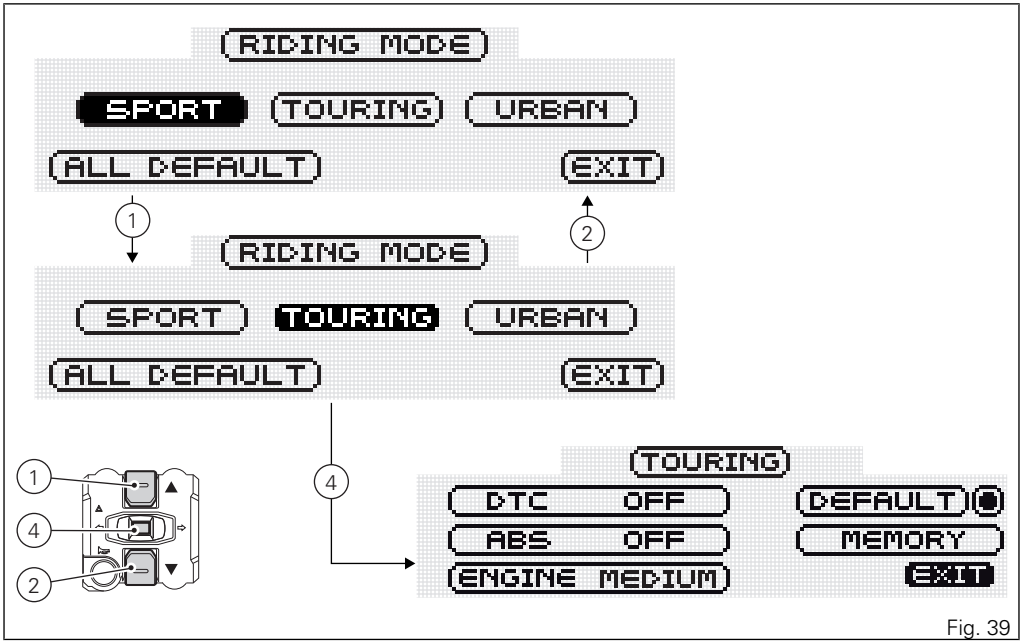

RIDING MODE
SPORT
TOURING
URBAN
ALL DEFAULT
EXIT
1
2
RIDING MODE
SPORT
TOURING
URBAN
ALL DEFAULT
EXIT
1
4
2
4
TOURING
DTC OFF
ABS OFF
ENGINE MEDIUM
DEFAULT
MEMORY
EXIT

Fig. 39

To customise the parameters, to select the riding mode to change and press button (4).
The parameters that can be customised are DTC (Ducati Traction Control), ABS (Antilock Braking System), ENGINE (engine power).
With buttons (1) and (2) it is possible to select the parameter to be customised.
Any parameter change (personalisation) made is saved and remains in the memory also after a Battery-Off.
It is furthermore possible to reset the parameters of a single riding mode with the DEFAULT function.



Note

On the right side of the DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.



Warning

Changes should only be made to the parameters by people who are experts in motorcycle set-up; if the parameters are changed accidentally, use the "DEFAULT" function to restore factory settings.

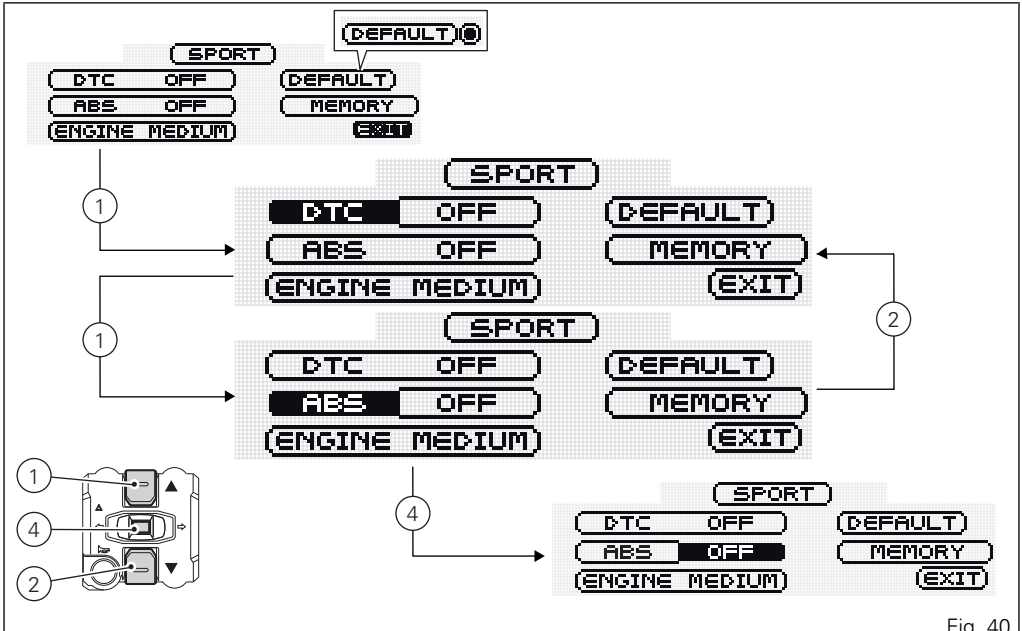

SPORT
DTC OFF
ABS OFF
ENGINE MEDIUM
DEFAULT
DEFAULT
MEMORY
EXIT
1
SPORT
DTC OFF
ABS OFF
ENGINE MEDIUM
DEFAULT
MEMORY
EXIT
2
1
SPORT
DTC OFF
ABS OFF
ENGINE MEDIUM
DEFAULT
MEMORY
EXIT
1
4
2
4
SPORT
DTC OFF
ABS OFF
ENGINE MEDIUM
DEFAULT
MEMORY
EXIT

Fig. 40

DTC set-up

This function customises the intervention level of the DTC (Ducati Traction Control) and allows disabling it.
To display the function, enter the Setting Menu and access the R.MODE page.
Then use buttons (1) and (2) to select the riding mode to change and press button (4).
Use buttons (1) and (2) to select DTC and press button (4) to enter the settings.
Then, use buttons (1) and (2) to increase or decrease the DTC level and press button (4) to confirm the new level.
The possible settings are from 01 to 08 and OFF.

Note
By setting OFF, the DTC will be disabled.

Once the new setting is selected, press button (4). The instrument panel automatically highlights the "MEMORY" item; to actually save the new setting, keep button (4) pressed for 3 seconds. After 3 seconds, the instrument panel displays "MEMORIZED" for 2 seconds to confirm that the new setting is active.

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

Note
On the right side of the DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.

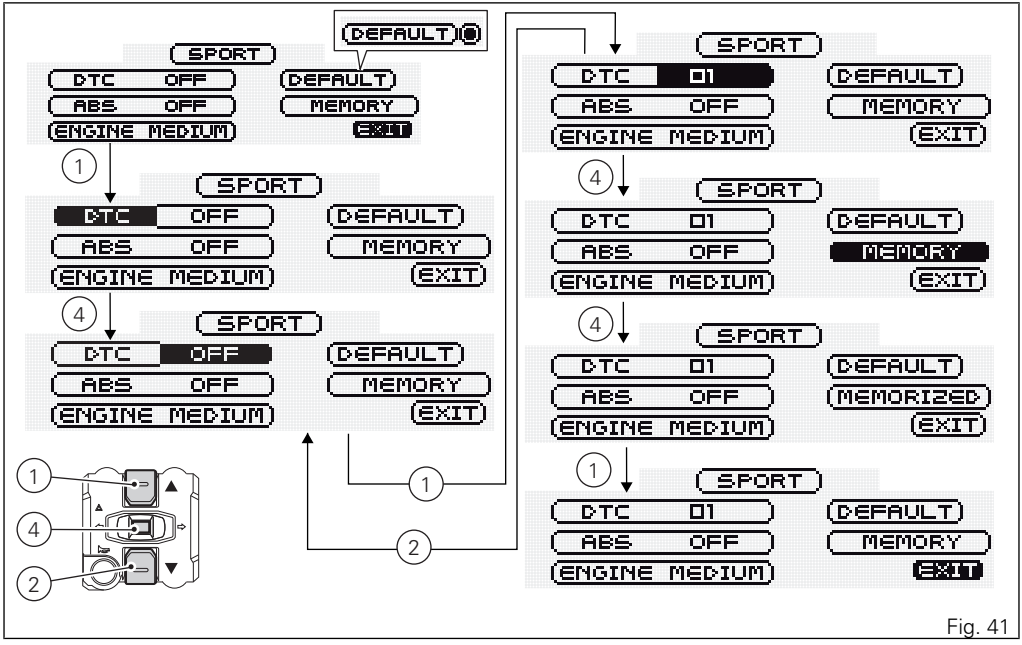


Fig. 41

ABS set-up

This function allows customising the ABS (Antilock Braking System) intervention level and possibly disabling it. To display the function, enter the setting Menu and access the R.MODE page.
Then use buttons (1) and (2) to select the riding mode to change and press button (4). Use buttons (1) and (2) to select ABS and press button (4) to enter the settings. Then, use buttons (1) and (2) to increase or decrease the ABS level and press button (4) to confirm the new level.
The possible settings are 01, 02 and OFF.



Note

By setting OFF, the ABS will be disabled and the relevant warning light will start flashing.

Once the new setting is selected, press button (4). The instrument panel automatically highlights the "MEMORY" item; to actually save the new setting, keep button (4) pressed for 3 seconds;
After 3 seconds, the instrument panel displays "MEMORIZED" for 2 seconds to confirm that the new setting is active. "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.



Note

When setting the ABS OFF, Ducati recommends paying particular attention to the riding style and the braking mode.



Note

On the right side of the DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.

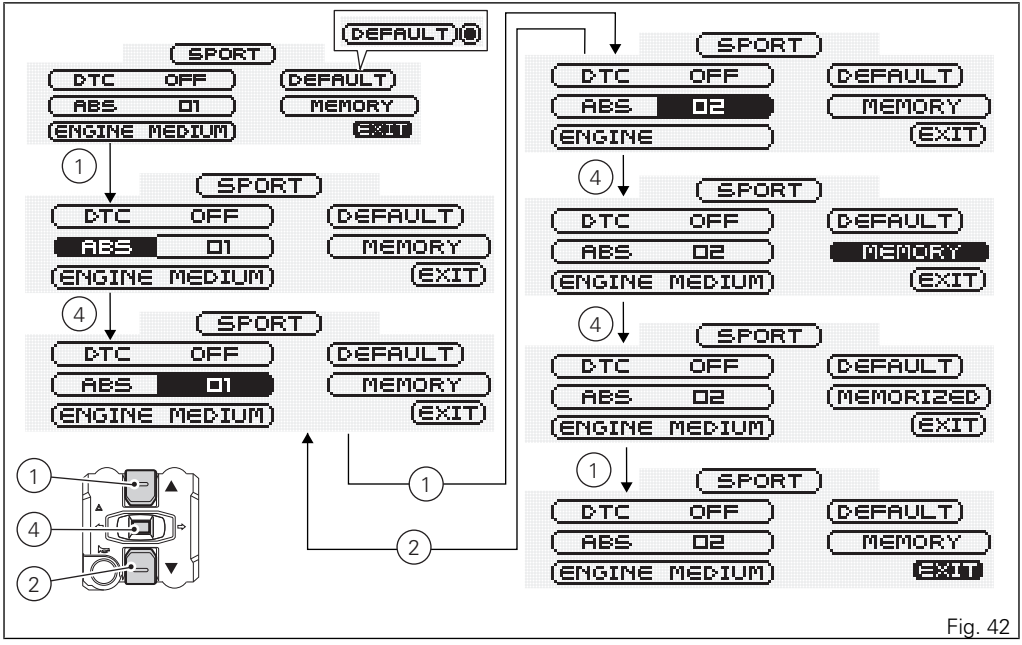


Fig. 42

ENGINE set-up

This function allows customising ENGINE power and delivery.
To display the function, enter the setting menu and access the "R.MODE" page. Then use buttons (1) and (2) to select the riding mode to change and press button (4).
Use buttons (1) and (2) to select ENGINE and press button (4) to enter the settings.
Then, use buttons (1) and (2) to increase or decrease the ENGINE level and press button (4) to confirm the new level.
The possible settings are HIGH, MEDIUM and LOW.
Once the new setting is selected, press button (4).
The instrument panel automatically highlights the "MEMORY" item; to actually save the new setting, keep button (4) pressed for 3 seconds.
After 3 seconds, the instrument panel displays "MEMORIZED" for 2 seconds to confirm that the new setting is active. "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.



Note

On the right side of the DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.

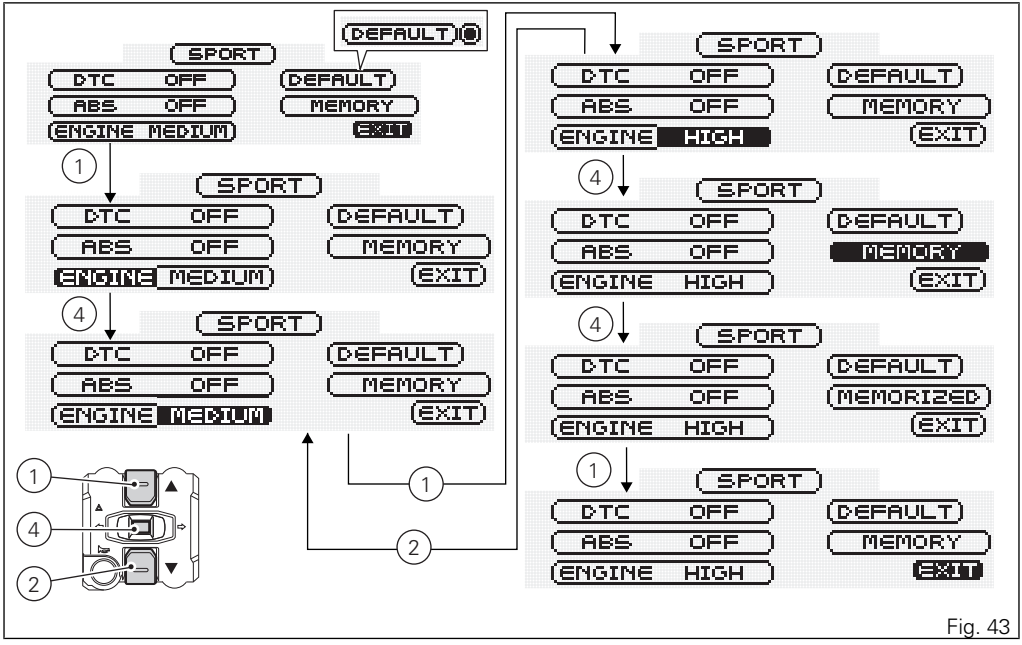

SPORT
DTC OFF
ABS OFF
ENGINE MEDIUM
DEFAULT
MEMORY
EXIT
1
4
2
ENGINE HIGH
MEMORIZED

Fig. 43

ALL DEFAULT (restoring the default parameters of all RIDING MODES)

This function allows resetting the parameters set by Ducati for the SPORT, TOURING and URBAN Riding Modes.
To display the function, enter the setting menu and access the "R.MODE" page.
Use buttons (1) and (2) to select "ALL DEFAULT" and keep button (4) pressed for 3 seconds.
Now, instead of "ALL DEFAULT", the indication "PLEASE WAIT…" will be displayed for 3 seconds to indicate that the instrument panel is resetting the default parameters of all Riding Modes.
After 3 seconds, "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.



Note

On the right side of the ALL DEFAULT item, a symbol indicates that the active settings are the default ones, and so the parameters are those set by Ducati.

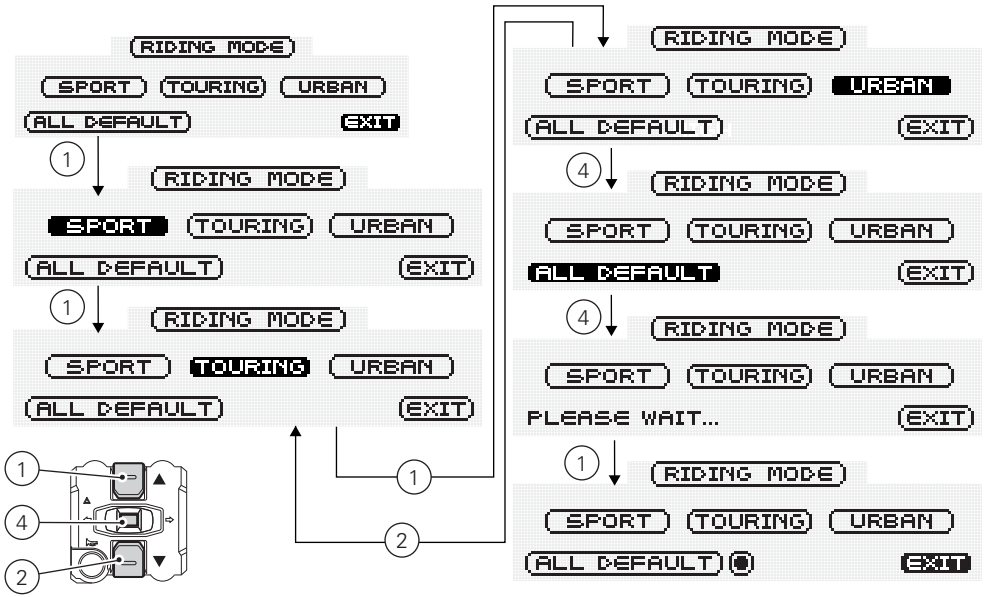

RIDING MODE
SPORT TOURING URBAN
ALL DEFAULT EXIT
1
RIDING MODE
SPORT TOURING URBAN
ALL DEFAULT EXIT
1
RIDING MODE
SPORT TOURING URBAN
ALL DEFAULT EXIT
1
RIDING MODE
SPORT TOURING URBAN
ALL DEFAULT EXIT
4
RIDING MODE
SPORT TOURING URBAN
ALL DEFAULT EXIT
4
RIDING MODE
SPORT TOURING URBAN
PLEASE WAIT... EXIT
1
RIDING MODE
SPORT TOURING URBAN
ALL DEFAULT EXIT
1
4
2
2

Fig. 44

DEFAULT (restoring the default parameters of a single RIDING MODE)

This function allows restoring the parameters set by Ducati for each single Riding Mode.
To display the function, enter the setting menu and access the "R.MODE" page.
Then use buttons (1) and (2) to select the riding mode whose default parameters must be reset and press button (4). Use buttons (1) and (2) to select "DEFAULT" and keep button (4) pressed for 3 seconds.
Now, instead of "DEFAULT", the indication "PLEASE WAIT ..." will be displayed for 3 seconds to indicate that the instrument panel is resetting the default parameters of the selected Riding Mode.
After 3 seconds, "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.

Note

When the current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).

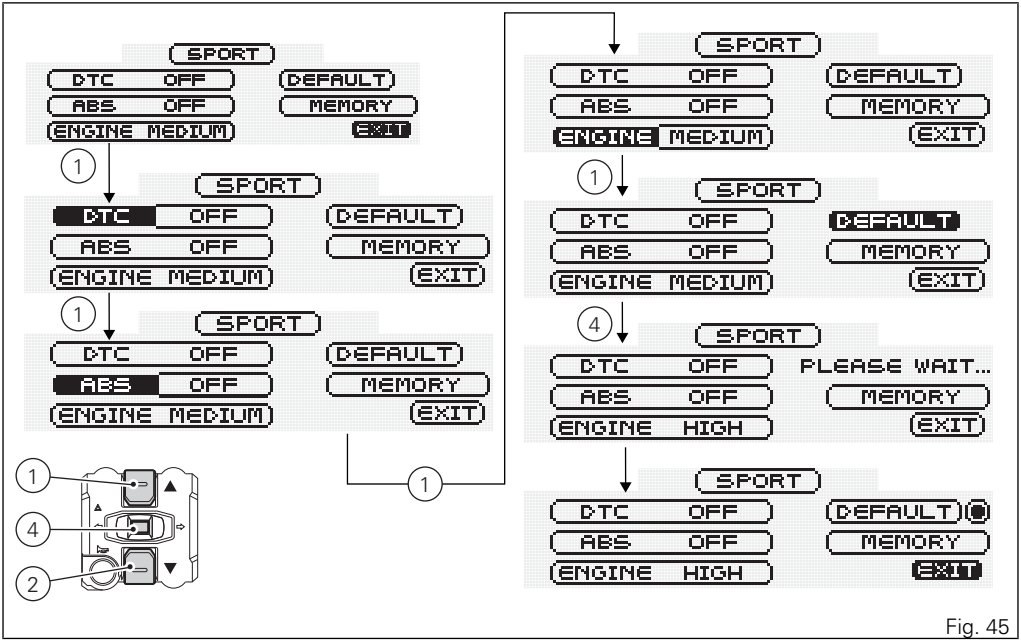

SPORT
DTC OFF
ABS OFF
ENGINE MEDIUM
DEFAULT
MEMORY
EXIT
1
SPORT
DTC OFF
ABS OFF
ENGINE MEDIUM
DEFAULT
MEMORY
EXIT
1
SPORT
DTC OFF
ABS OFF
ENGINE MEDIUM
DEFAULT
MEMORY
EXIT
1
SPORT
DTC OFF
ABS OFF
ENGINE MEDIUM
DEFAULT
MEMORY
EXIT
1
SPORT
DTC OFF
ABS OFF
ENGINE MEDIUM
DEFAULT
MEMORY
EXIT
4
SPORT
DTC OFF
ABS OFF
ENGINE HIGH
PLEASE WAIT...
MEMORY
EXIT
SPORT
DTC OFF
ABS OFF
ENGINE HIGH
DEFAULT
MEMORY
EXIT
1
4
2

Fig. 45

Instrument panel back-lighting setting (B.LIGHT)

This function allows dashboard backlighting setting. To display the function, enter the setting menu and access the "B.LIGHT" page.

The information will be displayed as follows:

- checkmark (V) indicates the adjustment currently in use;
- use buttons (1) and (2) to highlight the new adjustment;
- to store the new adjustment, press button (4); checkmark (V) will move on the stored condition.

To quit, select "EXIT" and press button (4).

1) HIGH setting: when storing this condition, the backlighting is at maximum brightness.
2) MEDIUM setting: when storing this condition, the backlighting is reduced by approximately 30% of maximum brightness.
3) LOW setting: when storing this condition, the backlighting is reduced by approximately 50% of maximum brightness.



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.

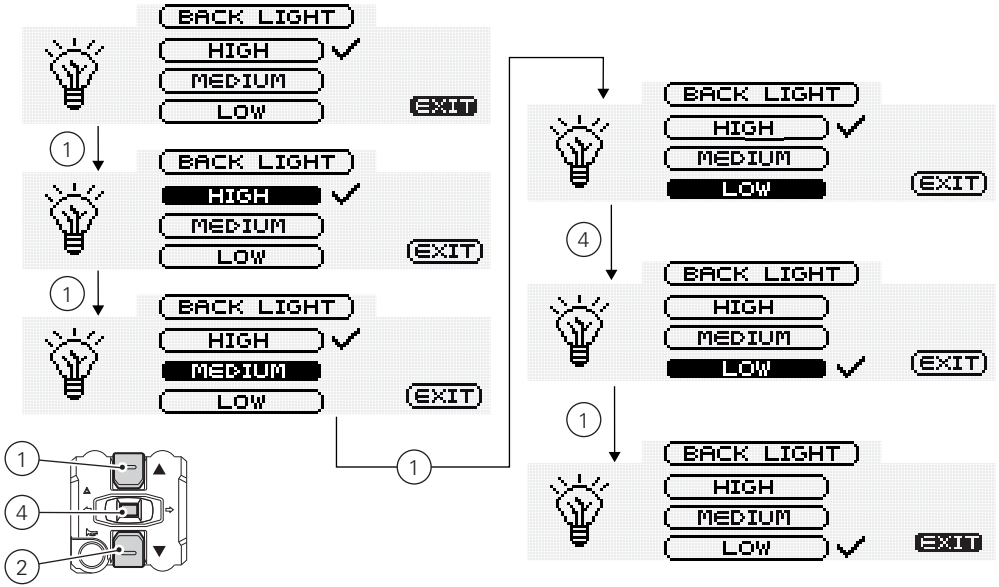


Fig. 46

Lap Timer (LAP): LAP on/off

This function allows enabling/disabling LAP (lap time) function.
To display the function, enter the setting menu and access the "LAP" page.

The information will be displayed as follows:

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

To quit, highlight "EXIT" and press button (4). If "OFF" is saved, LAP function will be disabled.
If "ON" is saved, LAP function will be enabled.



Note

When LAP function is active, button (3) takes on the dual function of high beam Flash and LAP timer Start/Stop.

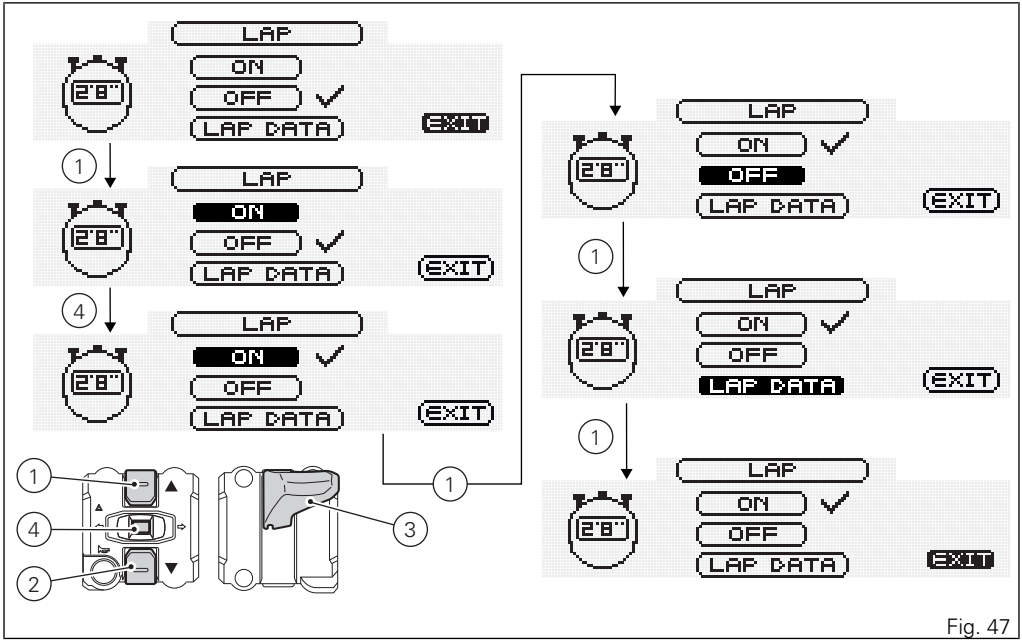


Fig. 47

Lap Timer (LAP): LAP recording

This function describes the (LAP) time recording procedure.

If this function has been enabled, lap time can be recorded as follows:

- the first time rider presses button (3), the "timer" of the first lap starts and "START LAP" will be displayed flashing on the instrument panel for 4 seconds, then the previous screen will appear again;
- from now on, every time button (3) is pressed, the instrument panel will show the lap time steady on for 10 seconds and then it will display the previous screen.

30 laps max. can be recorded. 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 disabled, the current lap is not stored. If the LAP function is enabled and vehicle is suddenly stopped (Key-Off), function will be automatically disabled, even if timer was active, the current lap will not be recorded.

If the time is never stopped, it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from 0 (zero) and will keep running until the recording function is disabled. If, on the contrary, the LAP function is enabled and memory was not reset, but recorded laps are less than 30 (example: 18 recorded laps) the instrument panel records any left lap until memory is full (in this case 12 further laps can be recorded).

In this function only the lap times being recorded are displayed; other data are anyway recorded (MAX speed, MAX RPM, limiter if reached), which can be later displayed in the recorded LAP displaying function.

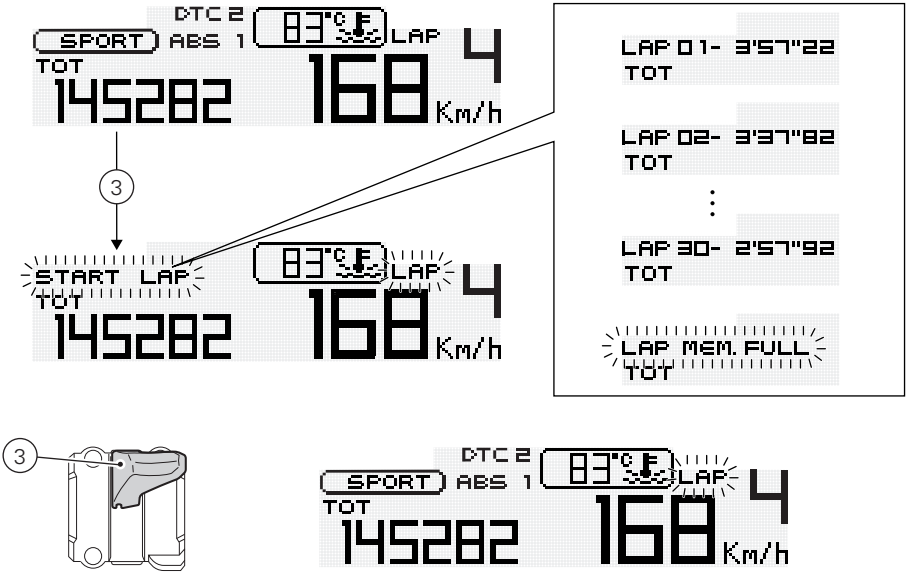

DTC 2
SPORT
ABS 1
LAP
TOT
145282
168
Km/h
4
3
START LAP
LAP 01- 3'57"22
TOT
LAP 02- 3'37"82
TOT
LAP 30- 2'57"92
TOT
LAP MEM. FULL
TOT

Fig. 48

Lap Timer (LAP): view of stored LAPs

This function allows displaying recorded LAPs. To display the function, enter the setting menu and access the LAP page. Inside the page use buttons (1) and (2) to select "LAP DATA" and press button (4). The information will be displayed as follows:

- number of displayed lap (e.g.: no.1);
- NEXT to display the next LAP;
- ERASE to delete all the stored times;
- TIME: followed by the lap time (e.g.: 1'50''97);
- RPM MAX: the number of maximum engine RPM reached in the recorded LAP;
- SPEED MAX: the maximum speed reached in the recorded LAP.

To quit, highlight "EXIT" and press button (4).

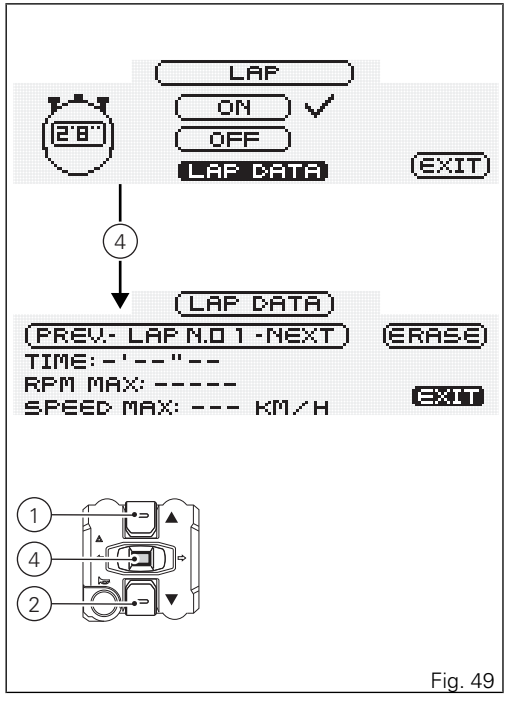


Fig. 49

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

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

Note
If there is no reading in the memory, the 30 times are shown, with the display showing 0’00’’00, MAX rpm = 0 (zero) and MAX speed = 0 (zero).

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

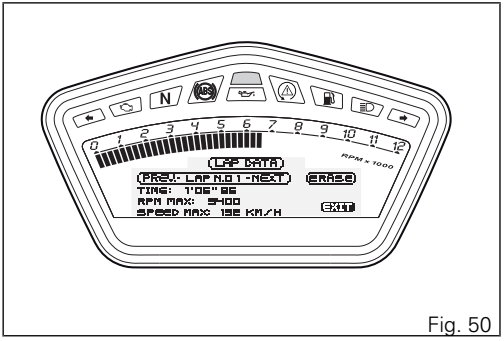


Fig. 50

To display the other memorised times, use buttons (1) and (2) to select NEXT (or PREV) and press button (4); every time button (4) is pressed, the display will show the following lap.
To delete all the stored times, select ERASE and press button (4) for 3 seconds.



Note

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

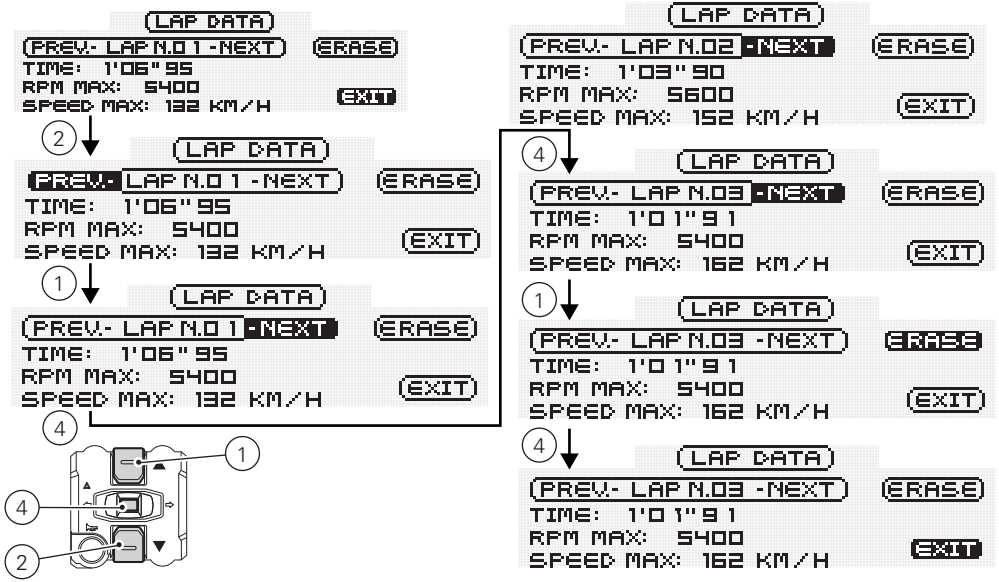

LAP DATA
PREV.- LAP N.01 -NEXT
ERASE
TIME: 1'06"95
RPM MAX: 5400
SPEED MAX: 132 KM/H
EXIT
2
LAP DATA
PREV.- LAP N.01 -NEXT
ERASE
TIME: 1'06"95
RPM MAX: 5400
SPEED MAX: 132 KM/H
EXIT
1
LAP DATA
PREV.- LAP N.01 -NEXT
ERASE
TIME: 1'06"95
RPM MAX: 5400
SPEED MAX: 132 KM/H
EXIT
4
LAP DATA
PREV.- LAP N.02 -NEXT
ERASE
TIME: 1'03"90
RPM MAX: 5600
SPEED MAX: 152 KM/H
EXIT
4
LAP DATA
PREV.- LAP N.03 -NEXT
ERASE
TIME: 1'01"91
RPM MAX: 5400
SPEED MAX: 162 KM/H
EXIT
1
LAP DATA
PREV.- LAP N.03 -NEXT
ERASE
TIME: 1'01"91
RPM MAX: 5400
SPEED MAX: 162 KM/H
EXIT
4
LAP DATA
PREV.- LAP N.03 -NEXT
ERASE
TIME: 1'01"91
RPM MAX: 5400
SPEED MAX: 162 KM/H
EXIT
1
4
2

Fig. 51

Clock setting function (CLOCK)

This function allows setting the clock. To display the function, enter the setting menu and access the "CLOCK" page. To access the setting function, keep button (4) pressed for 3 seconds. After 3 seconds, the "SETTING…." indication will be activated to indicate the access to the setting function.
On entering this mode, the message AM will flash;

- if you press button (2) the "PM" indication starts flashing;
- 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);

press button (4) to shift to hour setting, hours will start flashing;

- each time button (2) is pressed, counter will increase in steps of 1 hour;
- keep button (2) pressed to make counter increase in steps of 1 hour per second (hours will not flash while button is pressed);

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

- each time button (2) is pressed, counter will increase in steps of 1 minute;
- keep button (2) pressed to make counter increase in steps of 1 minute per second.
- If button (2) is kept pressed for more than 5 seconds, steps increase in steps of 1 every 100 ms (seconds will not flash while button (2) is pressed).

To confirm (store) the new set time press button (4). "EXIT" will be automatically highlighted and by pressing button (4) it will be possible to go back to the setting menu.



Note

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

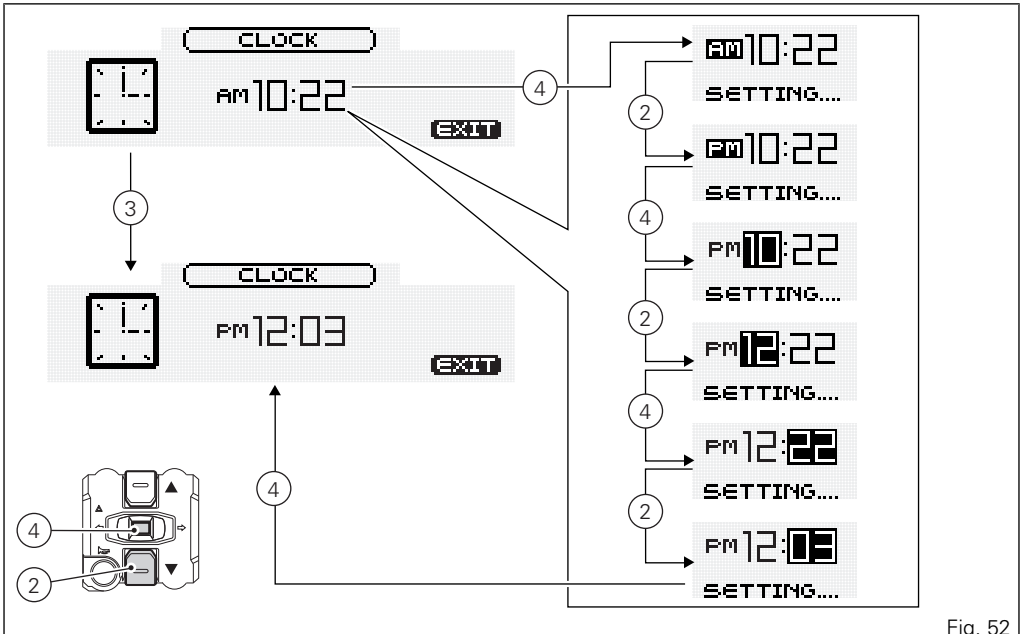

CLOCK
AM 10:22
EXIT
3
CLOCK
PM 12:03
EXIT
4
2
4
2
4
2
4
AM 10:22
SETTING....
PM 10:22
SETTING....
PM 10:22
SETTING....
PM 12:22
SETTING....
PM 12:22
SETTING....
PM 12:03
SETTING....
4
4
2

Fig. 52

Battery voltage function (BATTERY)

This function allows checking the vehicle battery status. 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 V and 14.9 V the reading will be displayed steady;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed flashing;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed flashing;
- if the battery voltage is equal to or lower than 10.9 Volt, the "LOW" message starts flashing;
- if the battery voltage is equal to or higher than 16.1 Volt, the "HIGH" message starts flashing.

Note

If the value is not available, a string of dashes "- - -" will be displayed.

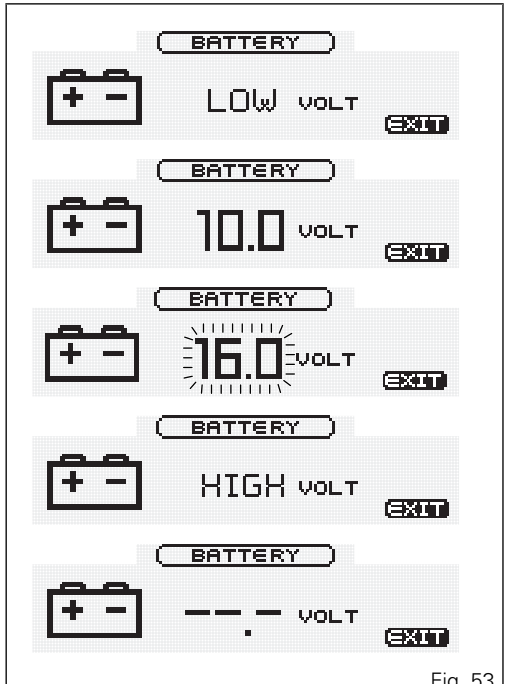


Fig. 53

Engine rpm digital indication (RPM)

This function displays the number of RPM to improve 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 engine rpm with a precision of 50 rpm.

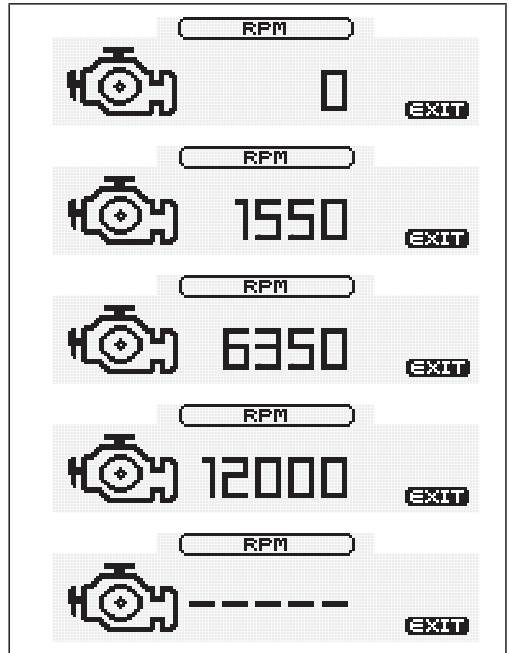


Fig. 54

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 the user by entering your 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.

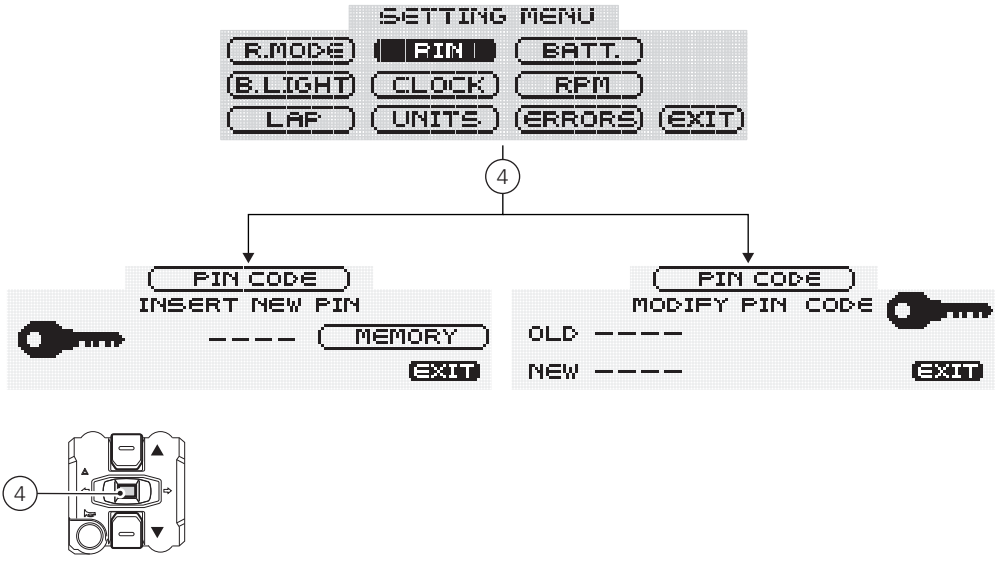
To display the function, enter the "setting" menu and access the "PIN" page by pressing button (4).

- If the PIN CODE has not yet been entered, the PIN activation function (INSERT NEW PIN) will be displayed.
- If the PIN CODE has been entered, the PIN modification function (MODIFY PIN CODE) will be displayed.

In order to temporarily start the motorcycle in case of malfunction of the Immobilizer system, please refer to the "PIN entering for vehicle releasepage 128" function.

Warning

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


SETTING MENU
R.MODE
PIN
BATT.
B.LIGHT
CLOCK
RPM
LAP
UNITS
ERRORS
EXIT
4
PIN CODE
INSERT NEW PIN

MEMORY
EXIT
PIN CODE
MODIFY PIN CODE
OLD ----
NEW ----
EXIT
4

Fig. 55

PIN activation

This function allows activating your PIN CODE to be used to start the vehicle in case of Immobilizer System malfunction.
To display the function, enter the setting menu and access 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 entering the function, the display shows the message "INSERT NEW PIN" followed by four dashes "- - - -". now enter a 4 digit code.

Entering the code:

- Each time button (2) is pressed, the highlighted number increases from 0 to 9 and then goes back to 0; to confirm the desired number press button (4);
- Repeat the procedure until entering the fourth digit.
- Press button (4) again to confirm.

After entering the code, the "MEMORY" item will be highlighted automatically.

To memorize the entered PIN, keep button (4) pressed for 3 seconds.
"MEMORIZED" will be displayed to confirm that the PIN was correctly memorised.
From this moment, "MODIFY PIN CODE" will be displayed when accessing the "PIN CODE" function and the PIN can be changed again.

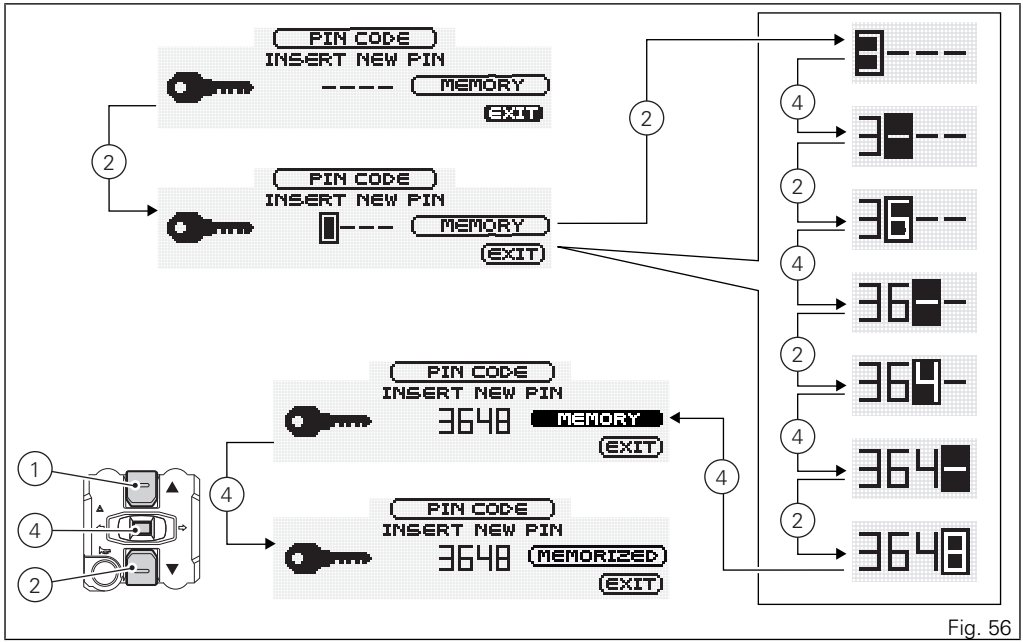

PIN CODE
INSERT NEW PIN
MEMORY
EXIT
PIN CODE
INSERT NEW PIN
MEMORY
EXIT
PIN CODE
INSERT NEW PIN
3648
MEMORY
EXIT
PIN CODE
INSERT NEW PIN
3648
MEMORIZED
EXIT
1
2
4
2
4
2
4
2
4
2

Fig. 56

Changing the PIN CODE

This function allows changing your own 4-digit PIN CODE.
To display the function, enter the setting menu and access the "PIN" page.

Note
If, when accessing this function, "INSERT NEW PIN" and a string of dashes "- - -" are displayed, function is not active as PIN CODE has never been entered. Enter your PIN code with the "PIN enabling" function.

When entering the function, the display shows "MODIFY PIN CODE"; press button (1) or (2) to modify the PIN.

Note
To change the PIN code, you must remember the already stored PIN.

"OLD" and four dashes "- - - -" will appear on the display; now enter the old 4-digit code previously stored.

Entering the OLD PIN:

- Each time button (2) is pressed, the highlighted number increases from 0 to 9 and then goes back to 0; to confirm the desired number press button (4);
- Repeat the procedure until entering the fourth digit.
- Press button (4) again to confirm.

If the code is not correct, "ERROR" (wrong old code) will appear for 3 seconds and then the instrument panel will display "EXIT" again.
If code has been correctly entered, "CORRECT" will appear on the display and the first dash where entering the new 4-digit code will be displayed.

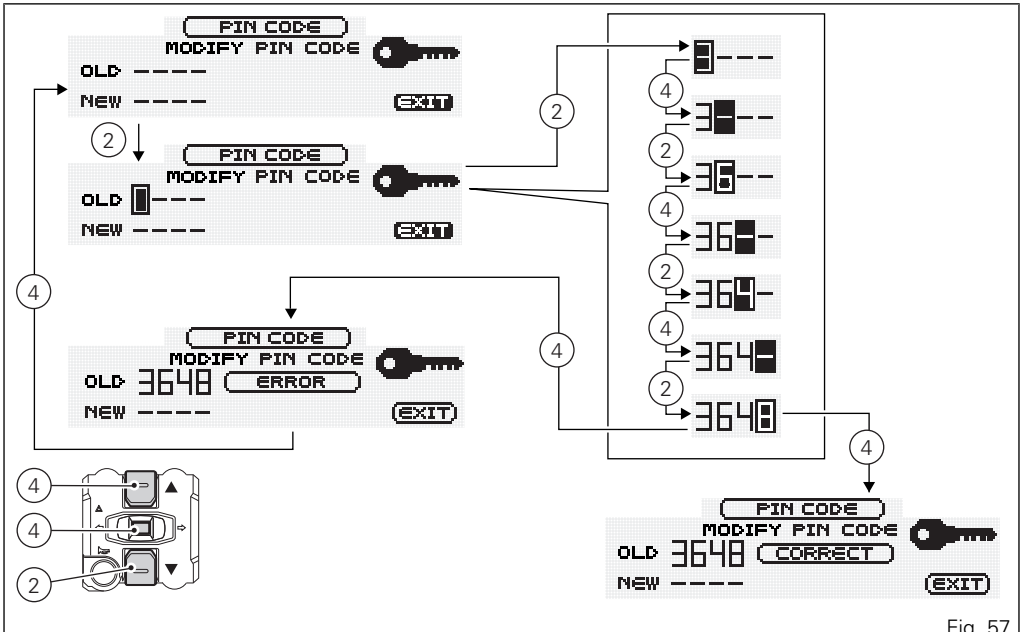

PIN CODE
MODIFY PIN CODE
OLD ----
NEW ----
EXIT
PIN CODE
MODIFY PIN CODE
OLD ----
NEW ----
EXIT
PIN CODE
MODIFY PIN CODE
OLD 3648
ERROR
NEW ----
EXIT
PIN CODE
MODIFY PIN CODE
OLD 3648
CORRECT
NEW ----
EXIT
2
4
2
4
2
4
2
4
2
4
4
4
2

Fig. 57

Entering the NEW PIN:

- Each time button (2) is pressed, the highlighted number increases from 0 to 9 and then goes back to 0; to confirm the desired number press button (4);
- Repeat the procedure until entering the fourth digit.
- Press button (4) again to confirm.

Once the PIN is entered, the "MEMORY" item is automatically highlighted.

To memorize the new PIN, keep button (4) pressed for 3 seconds.
To confirm that the PIN has been memorized, the display will show "MEMORIZED" followed by "EXIT".
Press button (4) to go back to the setting menu.
The PIN CODE modification procedure is complete.


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

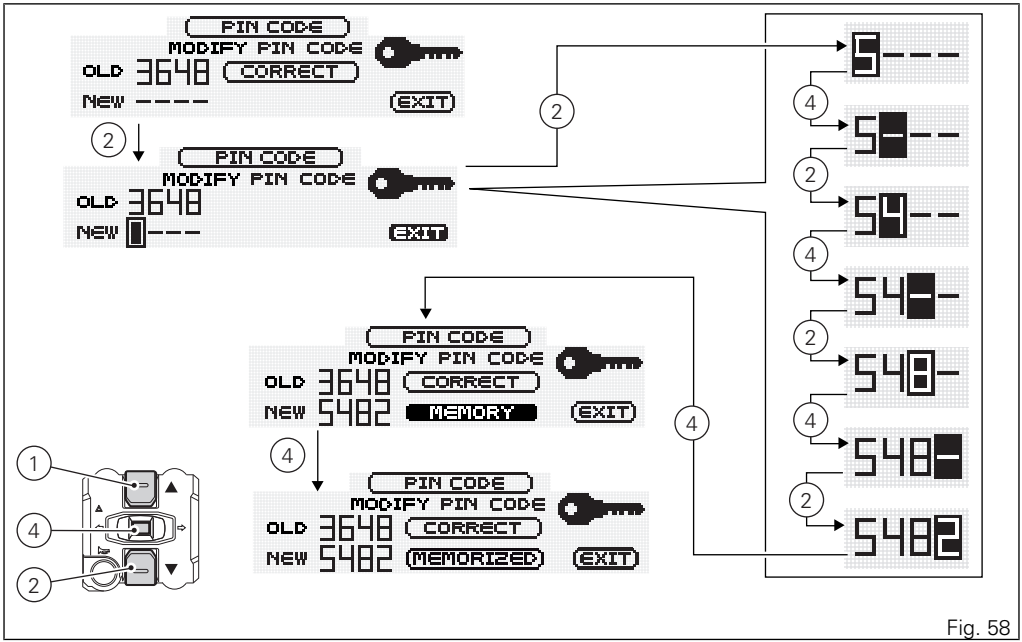

PIN CODE
MODIFY PIN CODE
OLD 3648 CORRECT
NEW ----
EXIT
2
PIN CODE
MODIFY PIN CODE
OLD 3648
NEW ---
EXIT
PIN CODE
MODIFY PIN CODE
OLD 3648 CORRECT
NEW 5482 MEMORY
EXIT
4
PIN CODE
MODIFY PIN CODE
OLD 3648 CORRECT
NEW 5482 MEMORIZED
EXIT
1
4
2
5---
5---
54--
54--
548-
548-
5482

Fig. 58

Setting the unit of measurement (UNITS)

This function allows changing the units of measurement of the displayed values.
To display the function, enter the setting menu and access the "UNITS" page.
Instrument panel displays the values that can be changed (Speed, Temperature or Consumption); use buttons (1) and (2) to select the value you wish to change, and press button (4) again.

Note

When the current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).

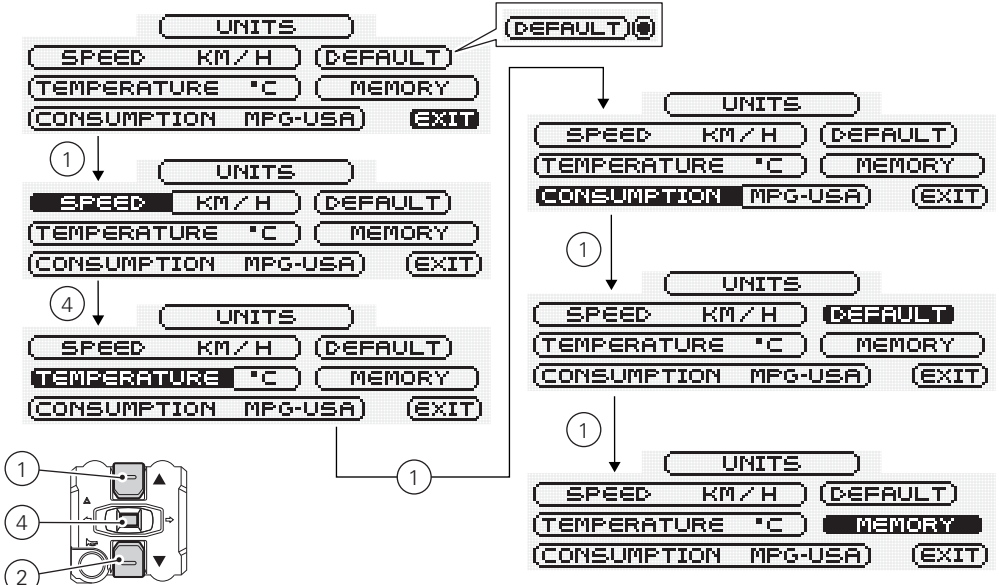

UNITS
SPEED KM/H
TEMPERATURE °C
CONSUMPTION MPG-USA
DEFAULT
MEMORY
EXIT
1
4
2

Fig. 59

(SPEED) setting

This function allows you to change the units of measurement of the indications: Vehicle speed, Odometer, Trip 1, Trip2, Trip Fuel (when active) and Average Speed.
Once "SPEED" is selected, press button (4).
Then, the instrument panel will highlight the unit of measurement currently in use. Press button (1) or (2) to scroll among the available units of measurement (Km/h and mph). Once the units of measurements to be set have been selected, press button (4) again.
The instrument panel automatically highlights the "MEMORY" item; to actually save the new unit of measurement, keep button (4) pressed for 3 seconds.
After 3 seconds, the instrument panel displays "MEMORIZED" for 2 seconds to confirm that the new setting is active.
"EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.

KM/H: if this unit is set, the following values will have the same units of measurement:

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

MPH: if this unit is set, 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 current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).

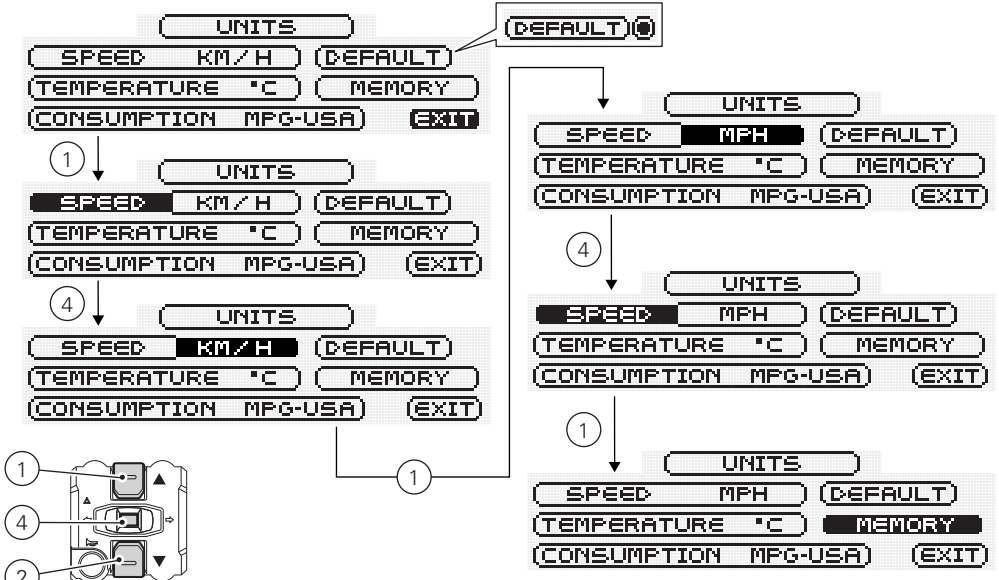

UNITS
SPEED KM/H
TEMPERATURE °C
CONSUMPTION MPG-USA
DEFAULT
MEMORY
EXIT
1
4
2

Fig. 60

(TEMPERATURE) setting

This function allows you to change the units of measurement of the indications: Engine coolant temperature and Air Temperature.
Once "TEMPERATURE" is selected, press button (4). Then, the instrument panel will highlight the unit of measurement currently in use.
Press button (1) or (2) to scroll among the available units of measurement (°C and °F). Once the units of measurements to be set have been selected, press button (4) again.
The instrument panel automatically highlights "MEMORY"; to actually memorise the new unit of measurement, press button (4) for 3 seconds; then the instrument panel will show "MEMORIZED" for 2 seconds to confirm the actual change.
"EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.

°C: if this unit is set, the following values will have the same units of measurement:

- Engine coolant temperature and T_AIR: °C

°F: if this unit is set, the following values will have the same units of measurement:

- Engine coolant temperature and T_AIR: °F



Note
When the current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).

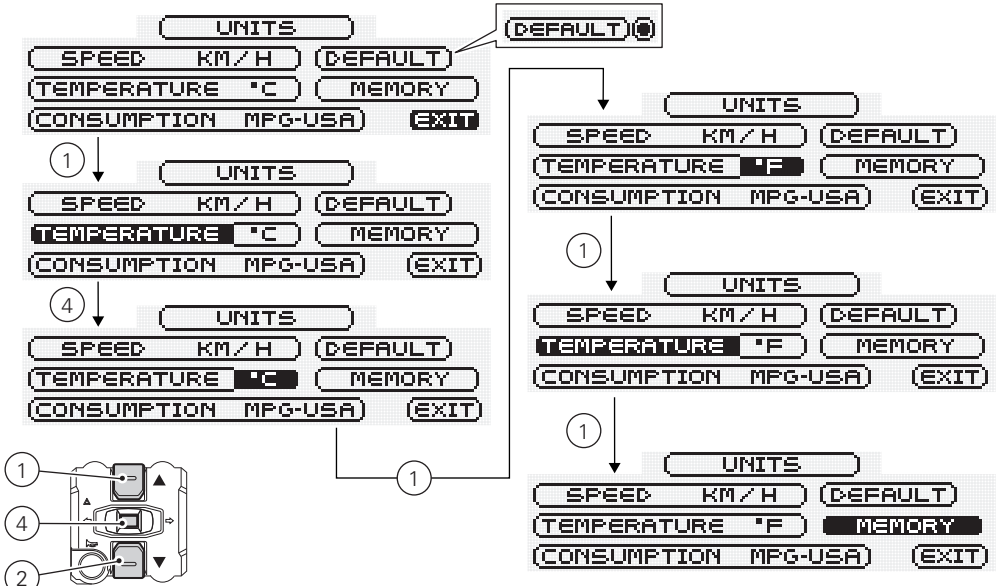

UNITS
SPEED KM/H
TEMPERATURE °C
CONSUMPTION MPG-USA
DEFAULT
MEMORY
EXIT
1
4
2

Fig. 61

(CONSUMPTION) setting

This function allows you to change the units of measurement of the indications: Average fuel consumption and Instantaneous fuel consumption. Once "CONSUMPTION" is selected, press button (4). Then, the instrument panel will highlight the unit of measurement currently in use. Press button (1) or (2) to scroll among the available units of measurement (L/100, KM/L, MPG-UK and MPG-USA).
Once the units of measurements to be set have been selected, press button (4) again. The instrument panel automatically highlights "MEMORY"; to actually memorise the new unit of measurement, press button (4) for 3 seconds; then the instrument panel will show "MEMORIZED" for 2 seconds to confirm the actual change. "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.

Km/L: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS AVG: Km/l

l/100: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS AVG: l/100

UK MPG: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS AVG: UK mpgal

USA MPG: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS AVG: USA mpgal



Note
When the current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).

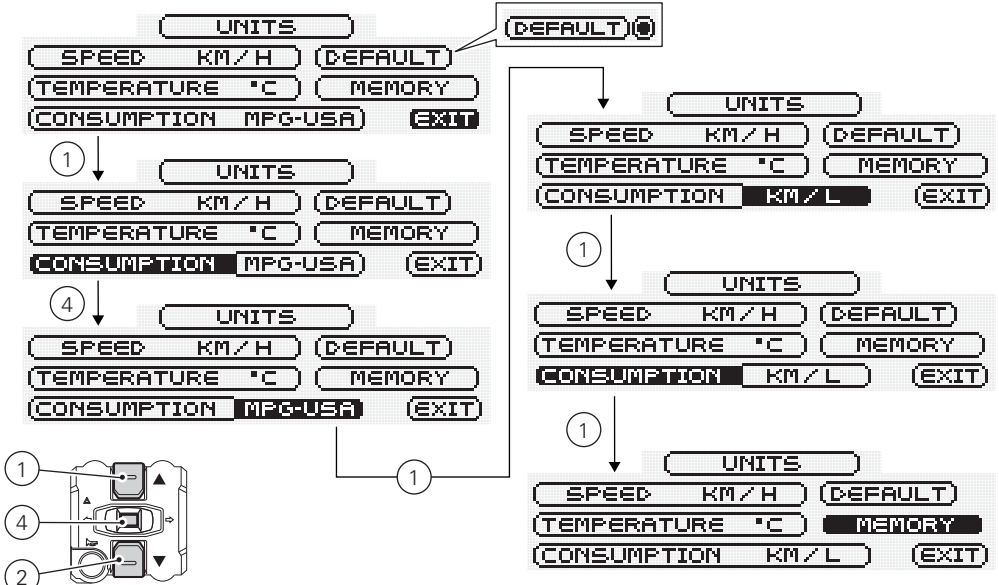

UNITS
SPEED KM/H
TEMPERATURE °C
CONSUMPTION MPG-USA
DEFAULT
MEMORY
EXIT
1
4
2

Fig. 62

(DEFAULT) setting

This function allows setting the "DEFAULT" units of measurement according to the vehicle version. Once selected, use buttons (1) and (2) to select "DEFAULT" and keep button (4) pressed for 3 seconds. Now, instead of "DEFAULT", the indication "PLEASE WAIT" will be displayed for 3 seconds to indicate that the instrument panel is resetting the default units of measurement.
After 3 seconds all indicated units of measurement are updated and "EXIT" will be automatically highlighted; press button (4) to quit and go back to the setting menu.

Note

When the current settings are the default ones, on the "DEFAULT" indication right side the display shows a symbol (a circle with a dot).

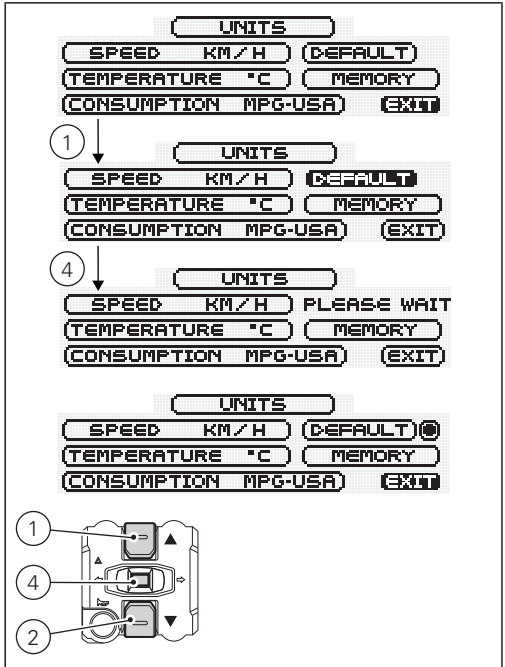


Fig. 63

Other functions

Heated handgrips (Accessory) control function

This function allows enabling and adjusting the heated handgrips. To enable the "H.GRIPS" control menu for the heated handgrips, press button (5) on the RH switch. The control button (5) (Start button) controls the heated handgrips only when the engine is running. Once the menu is activated, press the same button several times to select the desired indication (OFF, LOW, MEDIUM and HIGH). If OFF is highlighted, the handgrips heating is off; select LOW to activate heating at minimum level; select MEDIUM to activate heating at intermediate level; select HIGH to activate heating at maximum level.

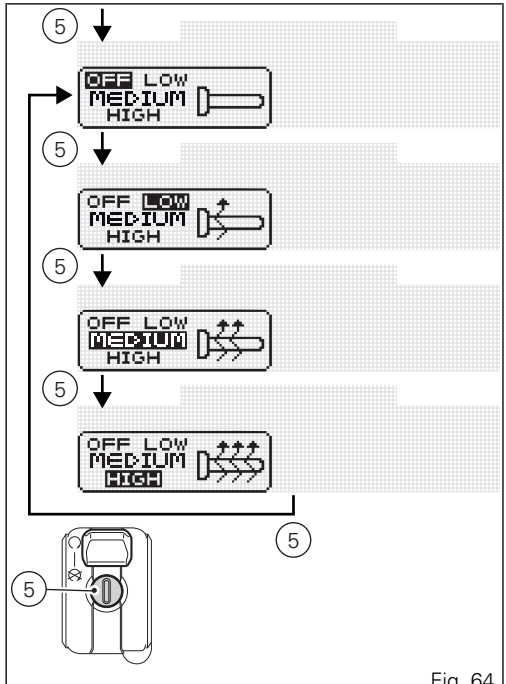


Fig. 64

Select the desired setting then leave button (5) undisturbed; after 3 seconds with no controls, the instrument panel automatically quits the indication and maintains the last stored condition.



Note

The heated handgrips actually activate, i.e. produce heat, only with engine on and rpm above 2000.
If the handgrips are activated and then the engine is turned off, they will be temporarily disabled. Heating will automatically be reactivated when engine is started again.

Handgrip heating involves a high current absorption that might discharge the battery at low rpm.

If the battery is not sufficiently charged (voltage below 11.0 Volt) the handgrip heating is disabled to save the starting capacity; they reactivate automatically when the battery voltage exceeds the indicated value.



Warning

When using the heated handgrips at ambient temperature above 15° ÷ 20° C, a heat reduction is automatically enabled (according to the external temperature) to protect the handgrips from damages due to excessive heat.

Light control

Headlight control

This function allows you to reduce current consumption from the battery, by automatically managing headlight switching-off.
Upon Key-On, low and high beams are Off. By starting the engine, the low beam will be automatically activated; from now on, the "standard" operation will become active, i.e. it will be possible to switch from low to high beam by pressing button (3) in position (V) or use the "FLASH" function by pressing button (3) in position (O). If engine is not started upon key-on, it is anyway possible to switch the lights on by pushing the button on the LH high/low beam switch: button (3) in position (V).
The low beam lights are turned on the first time it is pressed; from this moment, the same button can be used to switch on (and off) the high beam light: if the engine is not started within 60 seconds, the low beam and high beam that were turned on will turn off.

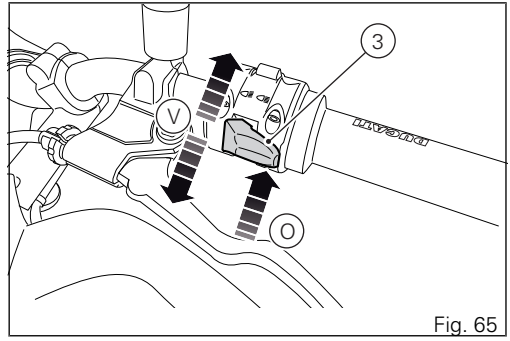


Fig. 65

If the headlight was turned on before starting the engine with the procedure described above, the headlight will turn 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, user can reset them using the reset button (4). If turn indicator is not manually "reset", instrument panel will automatically disable the turn indicator after having travelled 500 m (0.3 miles) since it was activated.
The counter for the distance travelled for automatic deactivation is activated at speeds below 80 Km/h (50 mph).
If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 80 km/h (50 mph), the calculation will be interrupted and will restart when the speed returns below the indicated threshold.

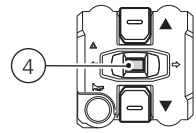


Fig. 66

Hazard

All 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 (button (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, i.e. switch off the 4 turn indicators, just press once the button that normally activates the left turn indicator (button (4) in position (6)) or press the turn indicator cancel button (button (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 (button (4) in position (6)).

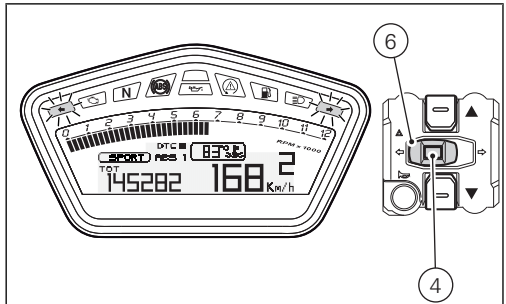


Fig. 67

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.

Immobilizer system

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (IMMOBILIZER) that is automatically activated every time the instrument panel is switched off.

Inside of each key handgrip there is an electronic device that modulates the signal sent by a special antenna integrated in the ignition switch upon starting.

The modulated signal is the "password", different upon every Key-On, used by the control unit to acknowledge the key. Engine can be started only after key acknowledgement.

Keys

The owner receives 2 keys B (BLACK) with the vehicle.
They contain the "Immobilizer system code".

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

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

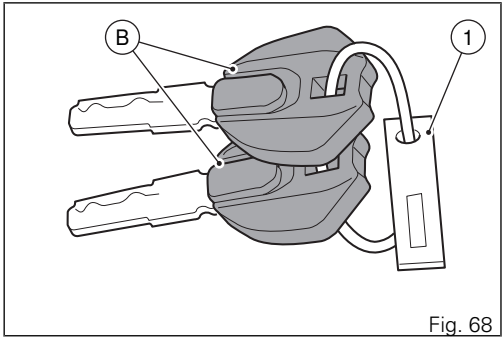


Fig. 68

Warning

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

Operation

Every time you turn the key from ON to OFF, the protection system activates the engine block. When the ignition key is turned back to ON to start the engine, the following happens:

1) if the code is recognised, the immobilizer enables engine ignition. Press the START button (5), to start the engine;
2) if the code is not acknowledged, the instrument panel automatically activates the function to enter the PIN code. Refer to the PIN entering procedure for vehicle release. If also in this case you are not able to start the engine, contact an authorised Ducati service centre.

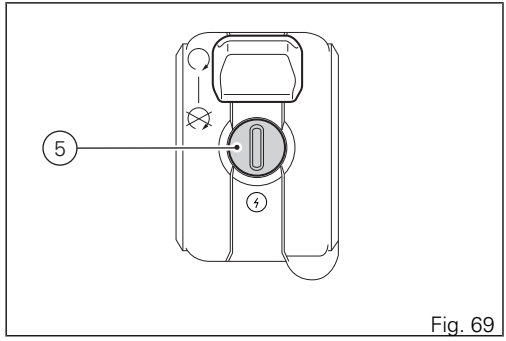


Fig. 69

Warning

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

Key duplication

When a customer needs spare keys, he/she shall contact a Ducati authorised service centre and bring all keys he/she still has.
The Ducati authorised service centre will program all new and old keys.
The Ducati authorised service centre may ask to the customer to prove to be the motorcycle owner.
The codes of the keys missing during the programming procedure will be erased to ensure that any lost key can not start the engine.



Note

If the motorcycle owner changes, it is necessary that the new owner is given all keys.

PIN CODE entering function for overriding purposes

This function allows starting the vehicle temporarily in case of an engine failed operation due to a malfunction of the Immobilizer System.
If upon Key-On there is an ERROR concerning the Immobilizer, the instrument panel automatically activates the function to enter the PIN code.

Entering the code:

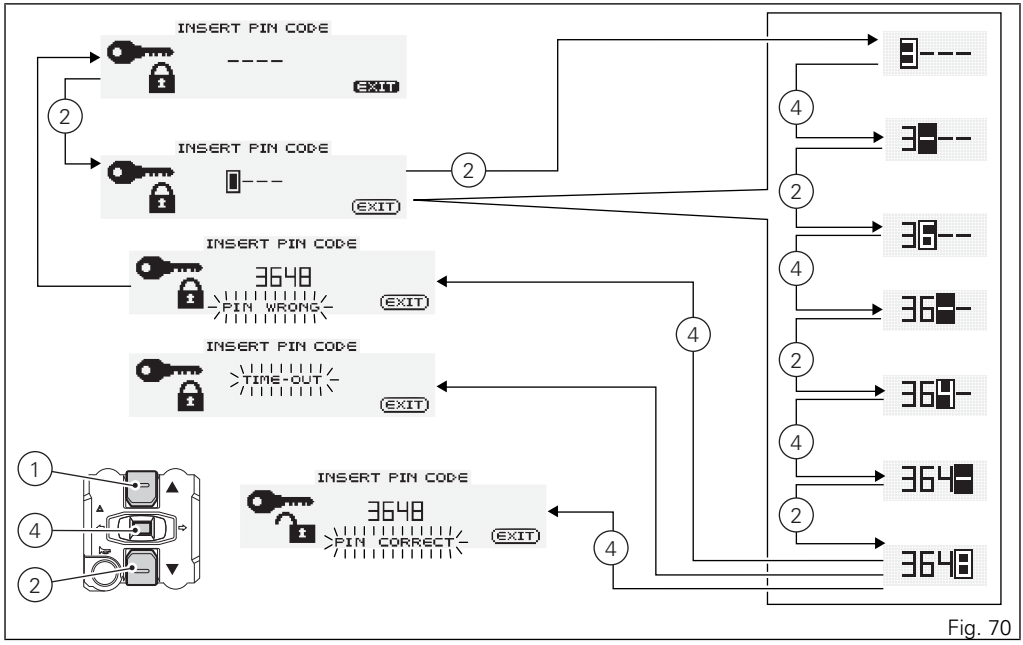
- Each time button (2) is pressed, the highlighted number increases from 0 to 9 and then goes back to 0; to confirm the desired number press button (4);
- Repeat the procedure until entering the fourth digit.
- Press button (4) again to confirm.

If the code is incorrect, the instrument panel will show "PIN WRONG" flashing for 2 seconds and return to the initial indication in order to enter the code again.
It the code is correct, the instrument panel will show "PIN CORRECT" flashing for 2 seconds.
After 2 seconds, the instrument panel will return to the "normal" view (with all indications active).



Note

There is no limit to the number of times the code can be re-entered; the instrument panel will turn off automatically 120 seconds after any attempt to enter the code by indicating "TIME OUT" for 2 seconds and then it will show the main screen.


INSERT PIN CODE

EXIT
INSERT PIN CODE
3---
EXIT
INSERT PIN CODE
3648
PIN WRONG
EXIT
INSERT PIN CODE
TIME-OUT
EXIT
INSERT PIN CODE
3648
PIN CORRECT
EXIT
3---
3---
36--
36--
364-
364-
3648
1
2
4

Fig. 70

From this moment, the vehicle can be started using 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" again.

Important
If this procedure is necessary in order to start the motorcycle, contact an Authorised Ducati Service Centre as soon as possible to fix the problem.

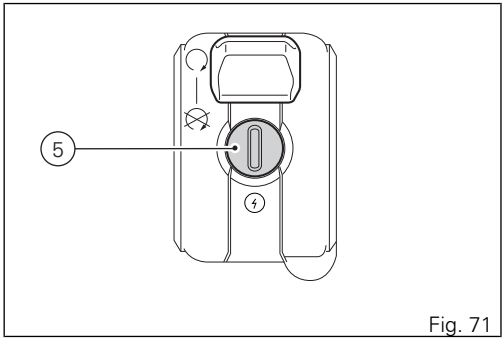


Fig. 71

Controls

Position of motorcycle controls

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

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

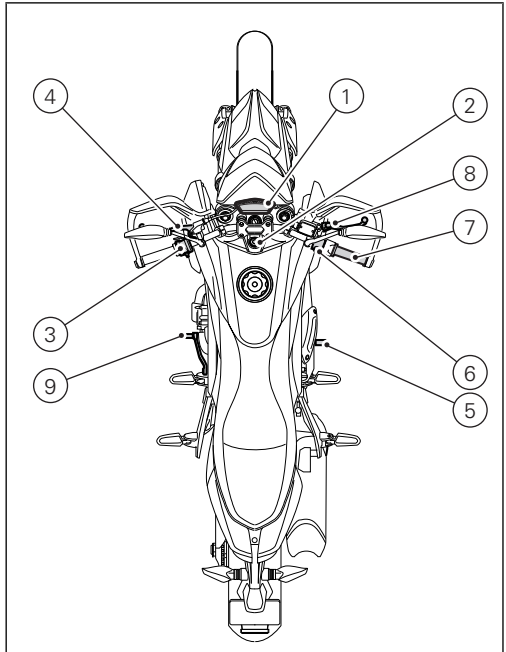


Fig. 72

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).

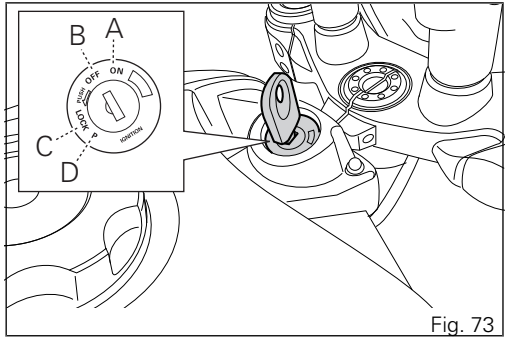


Fig. 73

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) Switch = 3-position turn indicator control:
   centre position = OFF;
   position = left turn;
   position = right turn.
   To disable the turn indicator, press the control once it returns to centre position.
3) Button = warning horn.
4) Instrument panel control switch, position " ▲ ";
5) Instrument panel control switch, position " ▼ ";

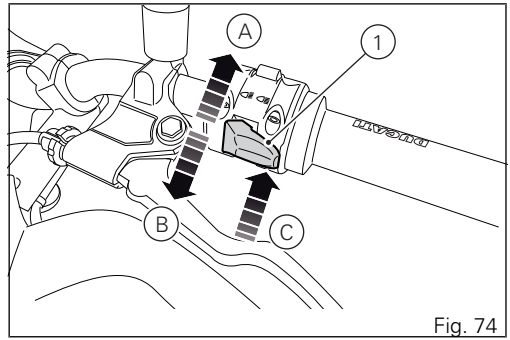


Fig. 74

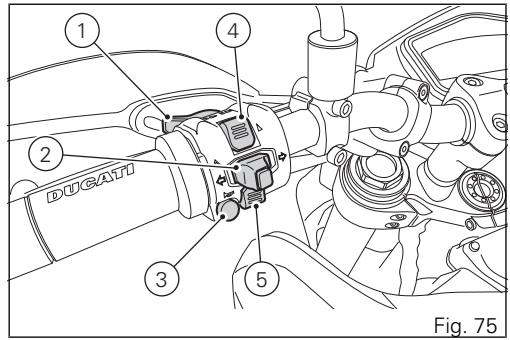


Fig. 75

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.

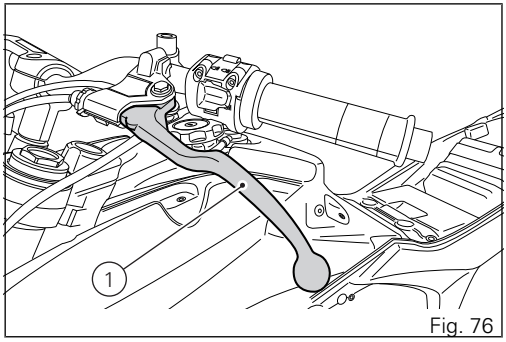


Fig. 76

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).

Clutch control free play adjustment

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

A worn clutch tensions the clutch cable.
Always check the free play, with cold engine, before using the vehicle.
When operating the clutch lever, you must clearly feel the passage from a very low resistance to a very high resistance (operating force).
The free play corresponds to the lever travel where the clutch resistance force is very low.
Operate the lever for its free play and check that distance "A" is between 3 - 4 mm.
To adjust the free play make sure that it is not equal to zero. Work on the primary adjuster (2) near the clutch control.

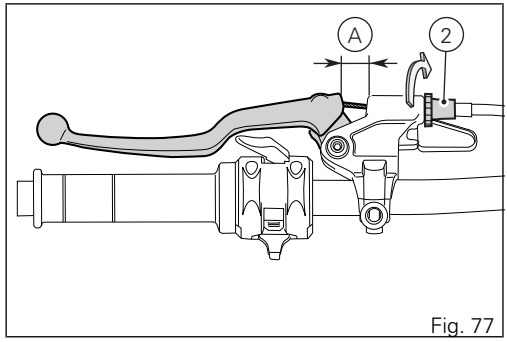


Fig. 77

Adjuster (2), located on the lever, allows a maximum adjustment (Q) of 11 mm, whereas the standard adjustment (starting one) is of 5 mm. If working on such adjuster proves insufficient, work on the secondary adjuster (3).

Warning
In case of a slipping clutch due to clutch wear, adjuster (2) on the lever must NEVER be loosened, but screwed, as described above.
If the clutch is still slipping, go to a Dealer or a Ducati authorised service centre.

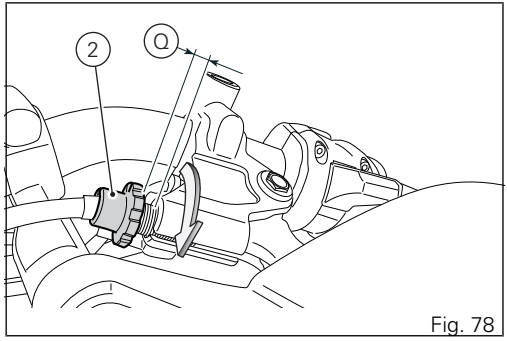


Fig. 78

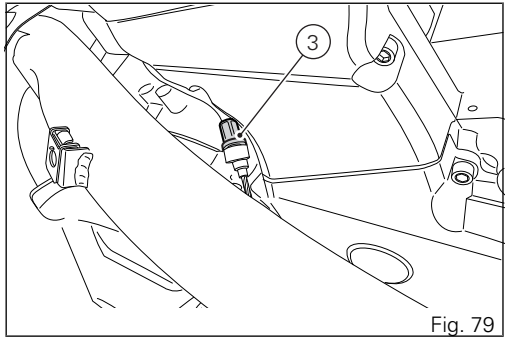


Fig. 79

Right-hand switch

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

The switch (1) has three positions:

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

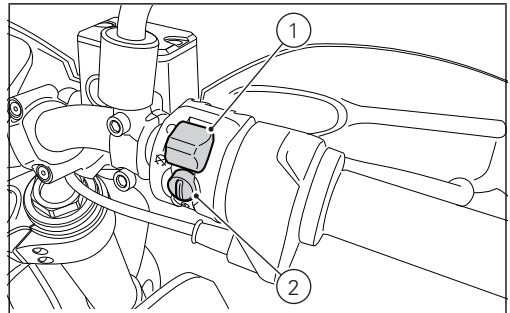


Fig. 80

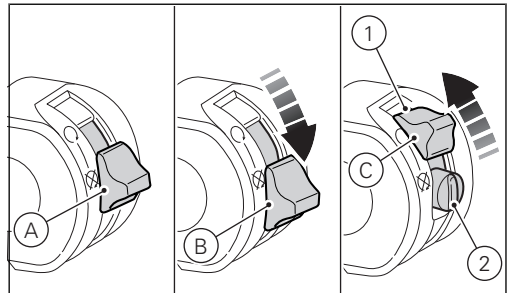


Fig. 81

Throttle twistgrip

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

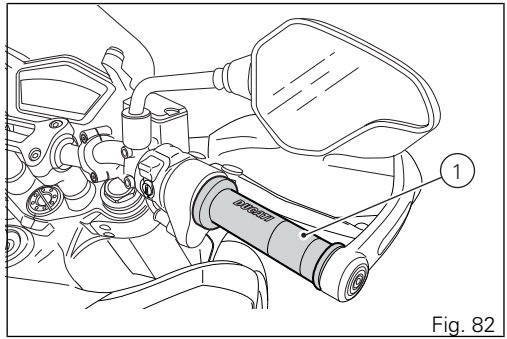


Fig. 82

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 brake lever has a dial adjuster (2) for adjusting the distance between lever and twistgrip on the handlebar. To adjust it, keep lever (1) fully extended, and turn dial adjuster (2), turning it in correspondence of one of the four foreseen positions. Keep in mind that the position no. 1 corresponds to the maximum distance between the lever and the handgrip, whereas position no. 4 corresponds to the minimum distance.

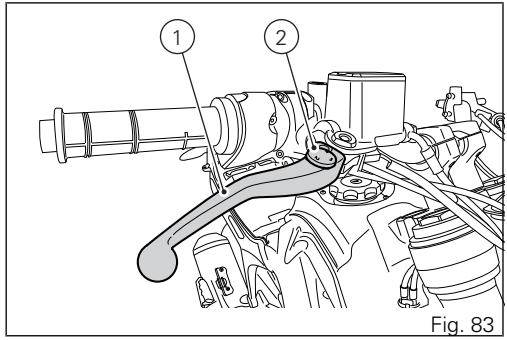


Fig. 83

Warning

Set front brake lever when motorcycle is stopped.

Rear brake pedal

Press pedal down with your foot to operate the rear brake (1).

The control system is of the hydraulic type.

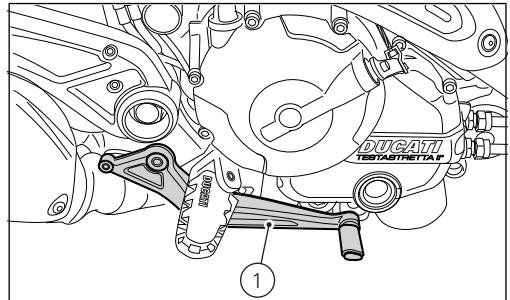


Fig. 84

Gear change pedal

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

- down = press down the pedal to engage the 1st gear and to shift down. The N light on the instrument panel 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.

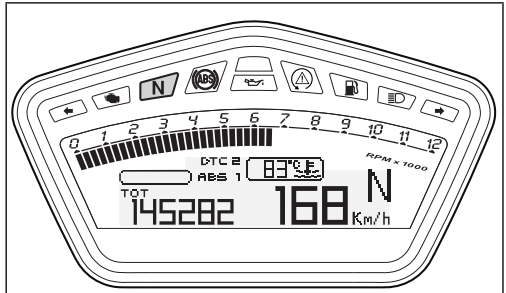


Fig. 85

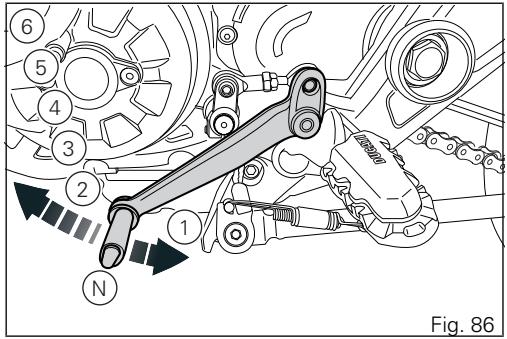


Fig. 86

Adjusting the position of the gearchange pedal and rear brake pedal

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

Hold end (1) on the rod, then work flat (2) using an open-end wrench and slacken lock nut (3).
Loosen screw (4), so as to release the complete rod from the gearchange lever.
Turn rod (5), setting the gearchange pedal to the required position.
Fasten gearchange lever to rod (5) using screw (4).
Tighten lock nut (3) against the ball terminal (1).

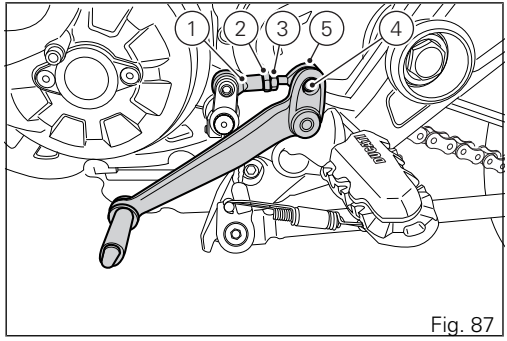


Fig. 87

Rear brake pedal

Loosen lock nut (7).
Turn pedal stroke adjusting screw (6) until pedal is in the desired position. Tighten the lock nut (7).
Operate the pedal by hand to check that there is 1.5 to 2 mm of free play before the brake bites. If not, adjust the length of the master cylinder control rod as follows.
Loosen lock nut (10) on master cylinder rod.
Screw the rod (8) into the fork (9) to increase the free play, or screw it out to reduce it.
Tighten lock nut (10) and check play again.

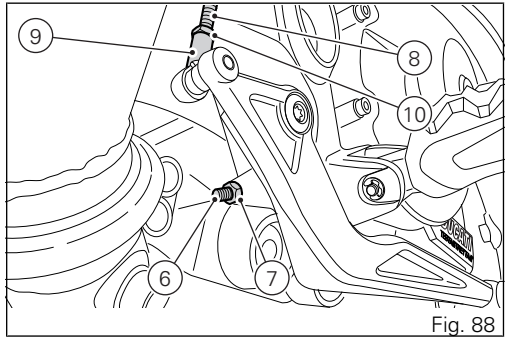


Fig. 88

Main components and devices

Position on the vehicle

1) Tank filler plug.
2) Seat lock.
3) Side stand.
4) Rear-view mirrors.
5) Rear shock absorber adjusters.
6) Catalytic converter.
7) Exhaust silencer.

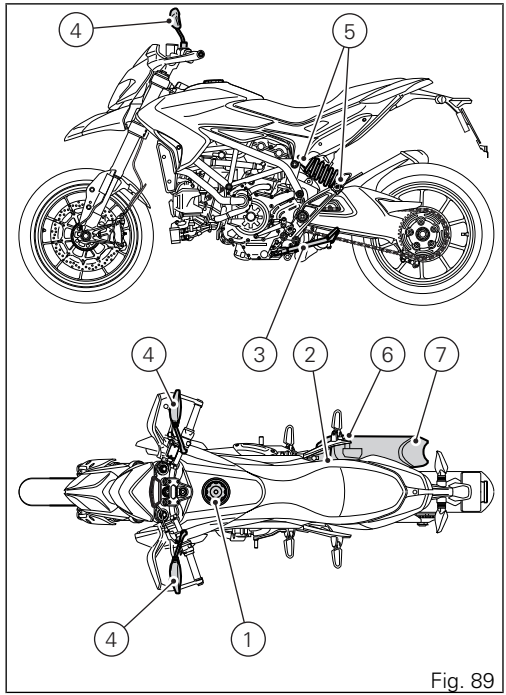


Fig. 89

Tank filler plug

Opening

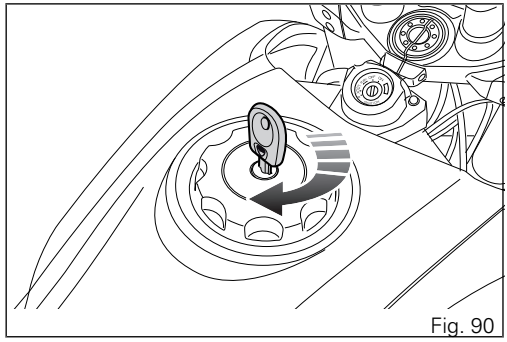
Insert the key into the lock.
Turn the key clockwise by 1/4 of a turn to release the lock.
Unscrew the plug (1).

Closing

Tighten the plug (1) with the key inserted and push it down into its seat.
Turn the key counter clockwise to the original position and remove it.

Note
Plug can only be closed when key is inserted.

Warning
After refuelling, always make sure that the plug is perfectly in place and closed.


Fig. 90

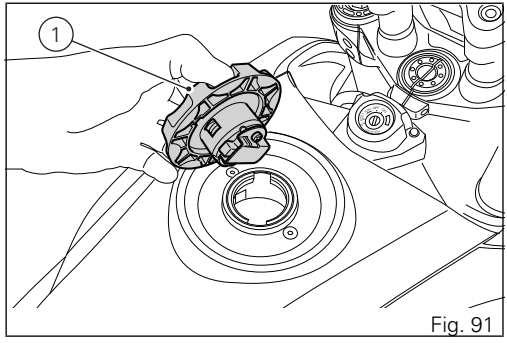


Fig. 91

Seat lock

Opening

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

Closing

Make sure all parts are correctly laid out and secured in the underseat compartment.
Slide the front ends (A) of the seat bottom underneath the retainer (B) of the tank.

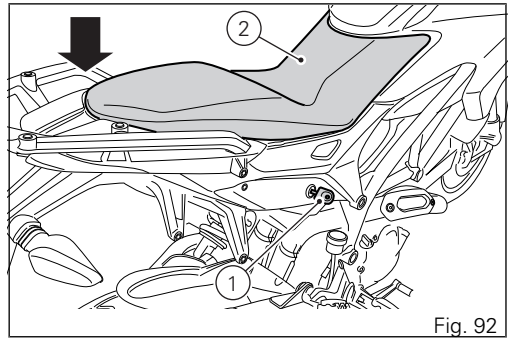


Fig. 92

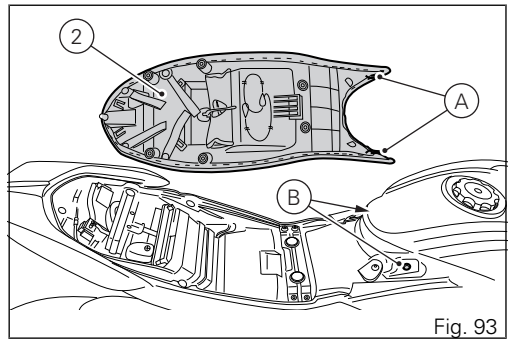
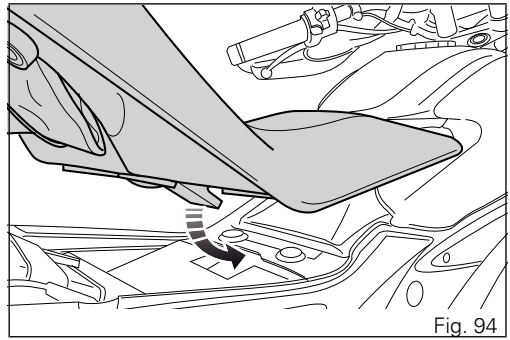


Fig. 93

Hold seat rear end (2) lifted, push on the central fastener to engage it.
Press on seat (2) rear end until locking latch snaps. Make sure the seat is safely secured to the frame and remove the key (1) from the lock.


Fig. 94

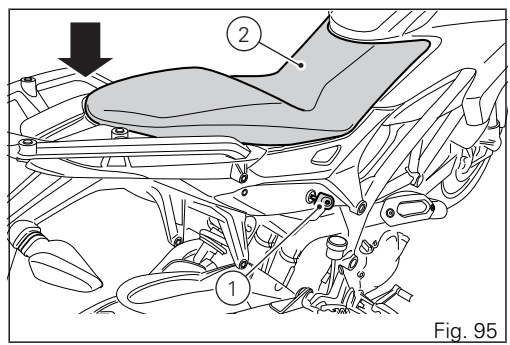


Fig. 95

Helmet cable

Remove seat as described in paragraph "Seat lock page 146" .
Remove cable (1) from 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.

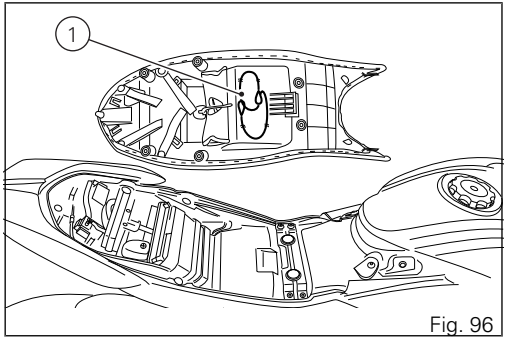


Fig. 96

Warning

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.

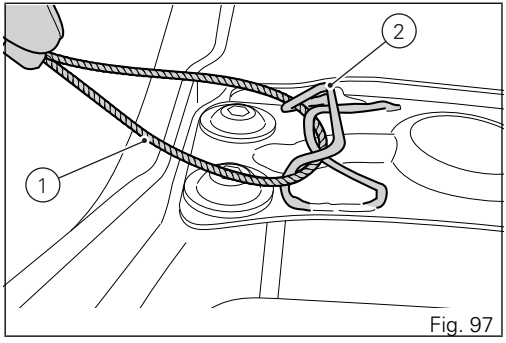


Fig. 97

Insert the other end of the cable (1) in pins (2).
The correct position of the cable ends (1) in pins (2) is shown in (Fig. 99).

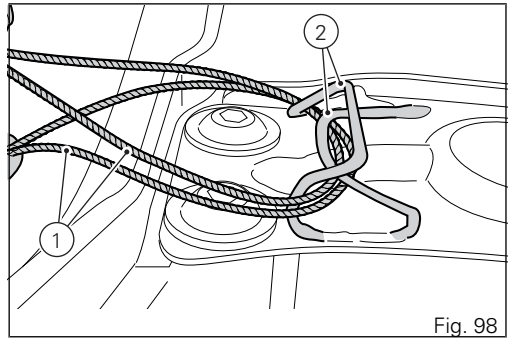


Fig. 98

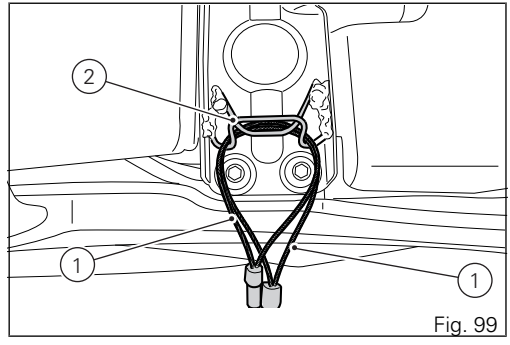


Fig. 99

Side stand

Important

Place the motorcycle on the side stand only when you are not going to use it for short periods of time. Before lowering the side stand, make sure that the bearing surface is hard and flat.

Do not park on soft or pebbled ground or on asphalt melt by the sun heat and similar or the motorcycle may fall over. When parking in downhill road tracts, always park the motorcycle with its rear wheel facing downhill.
To pull down the side stand, hold the motorcycle handlebar with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.
To move the side stand to its rest position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.

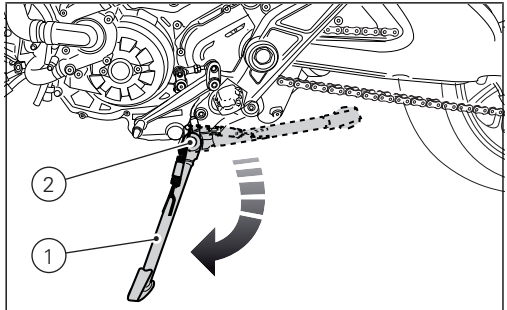


Fig. 100

Warning

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 rear shock absorber

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle. Adjuster (1), located on the swinging arm, adjusts the damping during the rebound phase (return). Turn adjuster (1) clockwise to stiffen the damping, or counter clockwise to soften it. The two ring nuts (2), located in the shock absorber upper side, adjust the external spring preload. To change spring preload, slacken the upper locking ring nut. Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload.

STANDARD setting from the fully closed position (clockwise):

- rebound: loosen adjuster (1) by 8 clicks (from fully closed position);
- Spring preload: 20 mm from Min. (from fully uncompressed position).

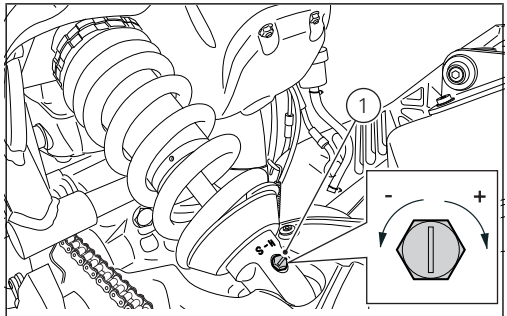


Fig. 101

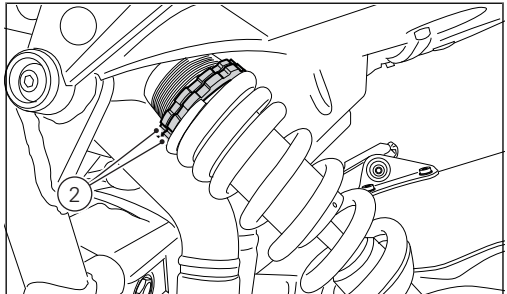


Fig. 102

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

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

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground. You may find that rebound damping needs adjusting as well.

Riding the motorcycle

Running-in recommendations

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):
1) up to 1,000 km;
2) from 1,000 km to 2,500 km.

Up to 1,000 km

During the first 1000 km, keep an eye on the rev counter. It should never exceed: 5,500÷6,000 rpm. During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.
To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 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.
Furthermore, the drive chain should be inspected frequently. Lubricate as required.

From 1,000 km to 2,500 km

From 1,000 km to 2,500 km you can squeeze some more power out of your engine. However never exceed 7,000 rpm.

Important

During the whole running-in period, the maintenance and service rules recommended in the Warranty Card should be observed carefully. 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 running-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.

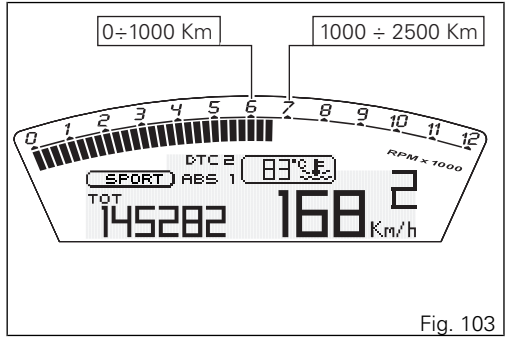


Fig. 103

Pre-ride checks

Warning

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Fill tank if needed (page 165).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if needed (page 188).
- BRAKE FLUID
  Check fluid level in the relevant reservoirs (page 168).
- COOLANT
  Check coolant level in the expansion reservoir. Top up if needed (page 167).
- TYRE CONDITION
  Check tyre pressure and condition (page 186).
- 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 178).
- KEY LOCKS
  Ensure that tank filler plug (page 145) and seat (page 146) are properly locked.
- STAND
  Make sure side stand operates smoothly and is in the correct position (page 150).

ABS light

After Key-ON, the ABS light stays ON.
When the motorcycle speed exceeds 5 km/h, the warning light switches OFF to indicate the correct operation of the ABS system.

Warning

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

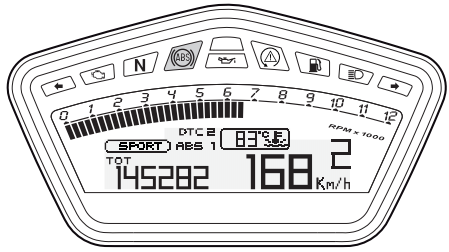


Fig. 104

ABS device

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

Warning

Clogged reading slots would compromise system proper operation. It is recommended to disable ABS system in case of muddy road surface because under this condition the system might be subject to sudden failure.

Warning

Prolonged wheelies could deactivate the ABS system.

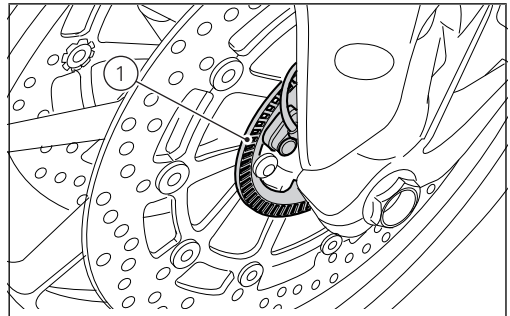


Fig. 105

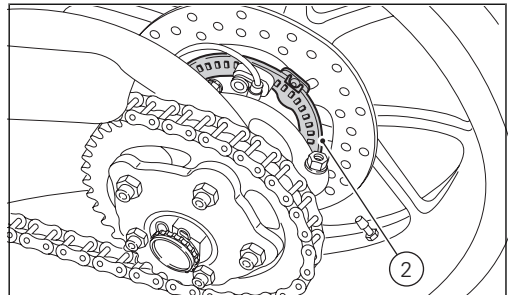


Fig. 106

Starting the engine

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

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

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

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

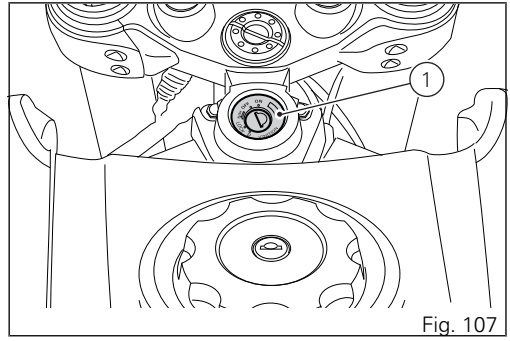


Fig. 107

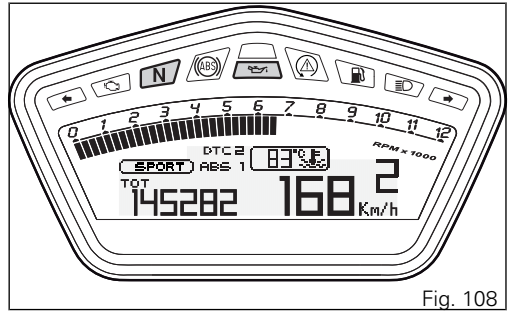


Fig. 108

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

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

Check that the stop switch (2) is positioned to ↺ (RUN), then press the starter button (3).
Let the motorcycle start without operating the throttle control.

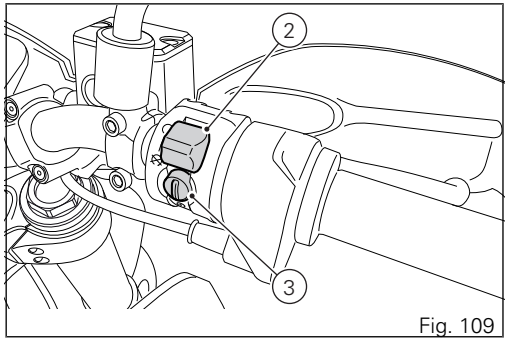


Fig. 109

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

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

Moving off

1) Squeeze the control lever to disengage the clutch.
2) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
3) Speed up the engine by turning the throttle twistgrip while gradually releasing the clutch lever; the motorcycle will start moving off.
4) Let go of clutch lever and speed up.
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 synchronise, shift down (engage next lower gear) and release the clutch.
The controls should be used correctly and timely: when riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down, so you will avoid stressing the engine and the motorcycle abnormally.

Warning

Avoid harsh acceleration, as this may lead to misfiring and transmission snatching. The clutch lever should not be held in longer than necessary after a gear is engaged, otherwise friction parts may overheat and wear out.

Warning

Prolonged wheelies could deactivate the ABS system.

Braking

Slow down in time, shift down to use engine brake and then brake by operating both front and rear brakes. Pull the clutch before the motorcycle stops to avoid engine from suddenly stalling.

Anti-Lock Braking System (ABS)

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than 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 motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.

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

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

The front and rear brakes use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.

If desired, the system can be deactivated from the instrument panel, using the "ABS setting function" (see page 80).

Warning

When ABS is disabled, the motorcycle 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 manoeuvres 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 tyres reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

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

Important

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

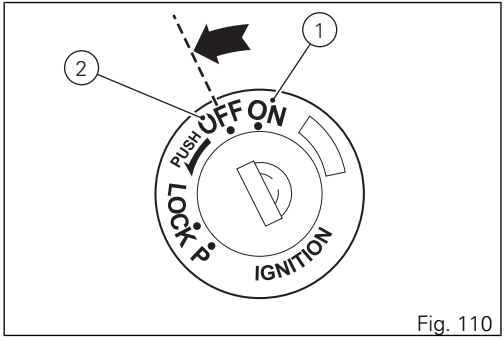


Fig. 110

Parking

Stop the motorcycle, then put it on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to position (3). If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat. If required, turn the key to position (4) to leave the parking lights on.

Important

Do not leave the key to position (4) for a long time, or this could lead to battery discharge. Never leave the ignition key in the switch when you are leaving your motorcycle unattended.

Warning

The exhaust system might be hot, even after engine is switched OFF; pay particular attention not to touch the exhaust system with any body part and do not park the motorcycle next to inflammable material (wood, leaves etc.).

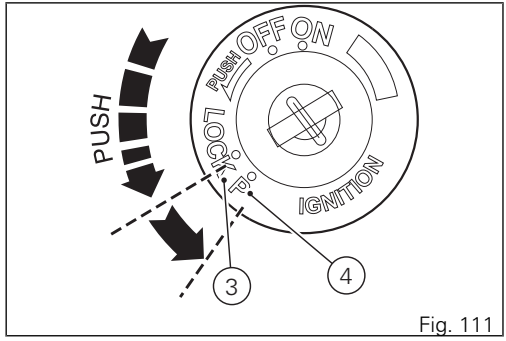


Fig. 111

Warning

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

Refuelling

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

Warning

Use fuel with low lead content and an original octane number of at least 95.

Warning

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

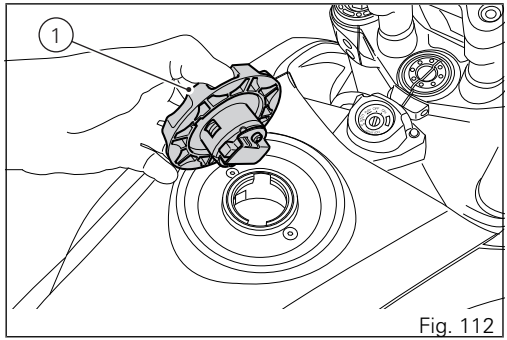


Fig. 112

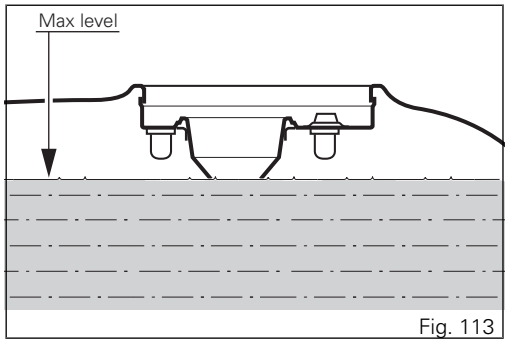


Fig. 113

Tool kit and accessories

The tool box (2) is located under the seat (1), together with helmet lock cable.
The tool box includes:

- fuse pliers;
- 8/10 double-ended wrench;
- screwdriver;
- screwdriver handgrip;
- box wrench, 14x16 mm;
- 6 mm rod;
- 3 mm Allen wrench;
- 5 mm Allen wrench;
- 6 mm Allen wrench.

To access the compartment remove the seat page 146.

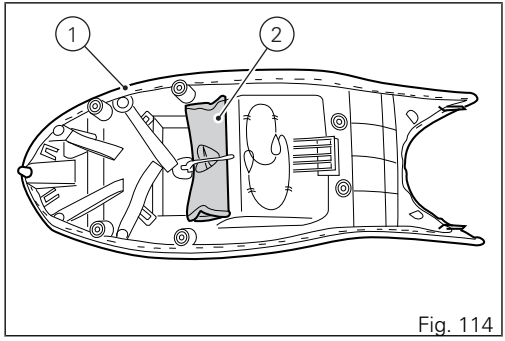
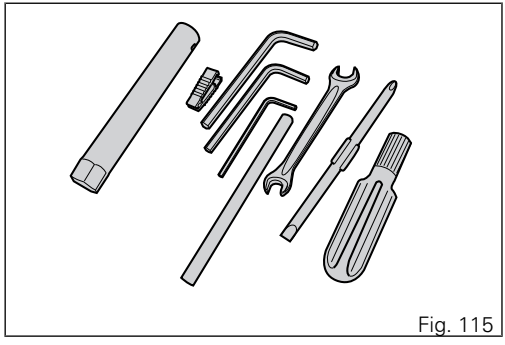


Fig. 114


Fig. 115

Main use and maintenance operations

Checking coolant level and topping up, if necessary

Check coolant level in the expansion reservoir on the right side of the steering tube. Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir. Top up if the level is below the MIN mark. Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level. Screw plug (1) into seat. This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F).

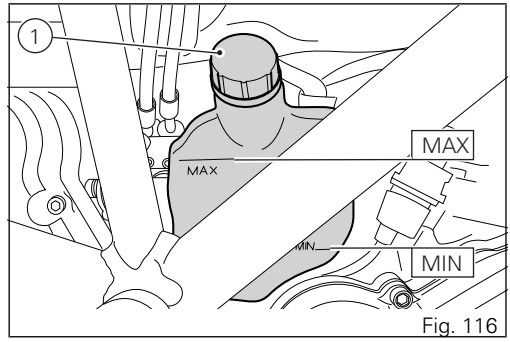


Fig. 116

Cooling circuit capacity: 2.4 cu. dm (litres).

Warning

This operation must be performed with cold engine. Failure to observe the above recommendation may lead to coolant or hot vapour leakage with possible consequent severe burns.

Check brake fluid level

The level must not go below the MIN mark shown on the respective reservoirs ((Fig. 117) shows the front brake fluid reservoir, while (Fig. 118) shows the rear brake fluid reservoir).
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Fluid must be topped up and changed at the intervals specified in the scheduled maintenance table reported in the Warranty Booklet; please contact a Ducati Dealer or authorised Service Centre.

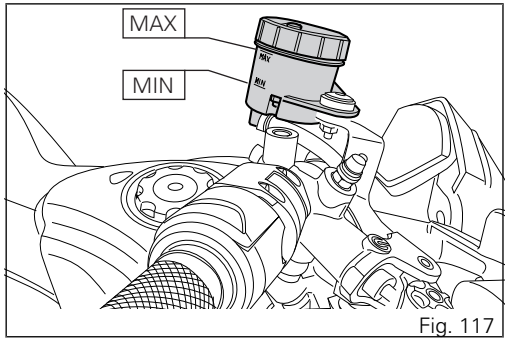


Fig. 117

Important

It is recommended all lines be changed every four years.

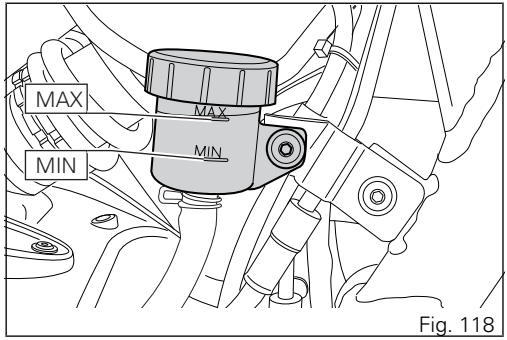


Fig. 118

Brake system

If you find exceeding clearance on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or authorised Service Centre to have the system inspected and any air drained out of the circuit.

Warning

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

Checking brake pads for wear

Check brake pads wear through the inspection hole in the callipers.
Change both pads if friction material thickness of even just one pad is about 1 mm.

Warning

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 authorised Service Centre.

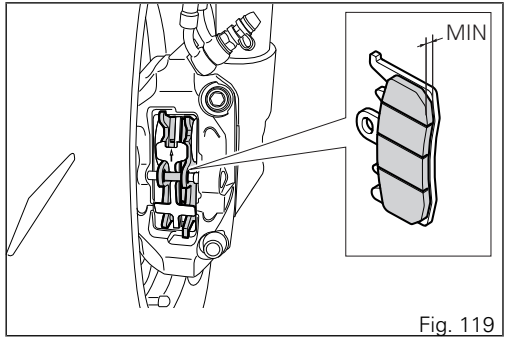


Fig. 119

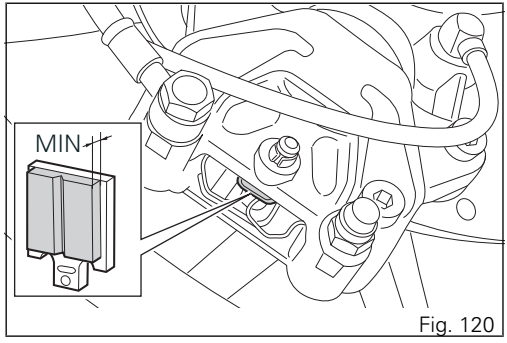


Fig. 120

Charging the battery

Warning
Have the battery removed at a Ducati Dealer or authorised Service Centre.

To reach the battery it is necessary to remove the seat page 146. Loosen the 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 by sliding it out of its housing.

Warning
The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated.

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 (-).

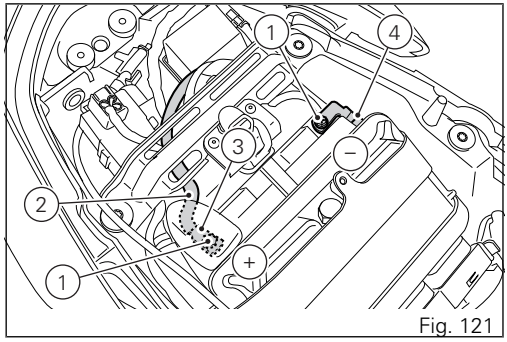


Fig. 121

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).

Warning
Keep the battery out of the reach of children.

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

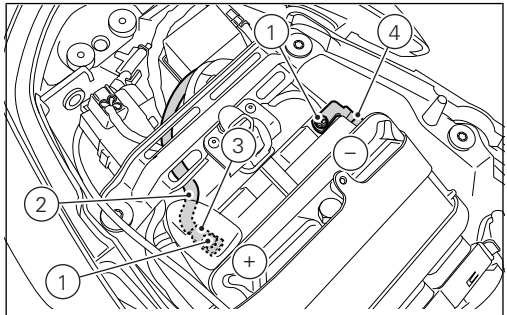


Fig. 122

Charging and maintenance of the battery during winter storage

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

Note

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

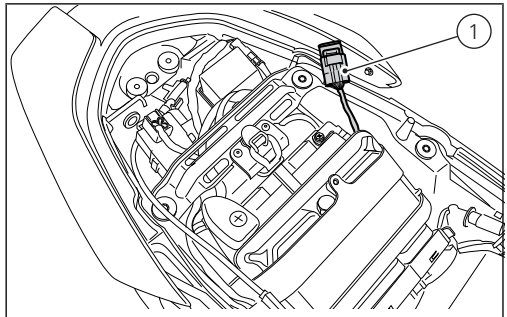


Fig. 123

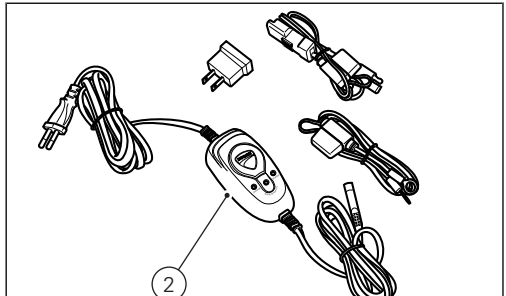


Fig. 124

Important
If battery is not kept at a minimum charge level by a suitable battery charge maintainer, sulphation may occur and this is an irreversible phenomenon causing 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 maintenance 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 side of the motorcycle.

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

Checking drive chain tension

Important
Have chain tension adjusted by a Ducati Dealer or authorised Service Centre.

Make the rear wheel turn until you find the position where chain is tightest. Set the motorcycle 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 centre of the chain pins and the aluminium section of the swinging arm. It must be: A = 64 ÷ 66 mm.

Important
If drive chain is too tight or slack, adjust tension so as to bring values back to the specified range.

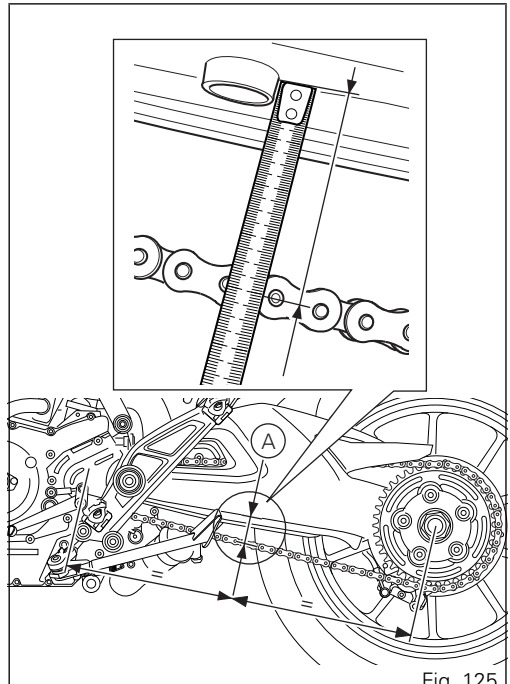


Fig. 125

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

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

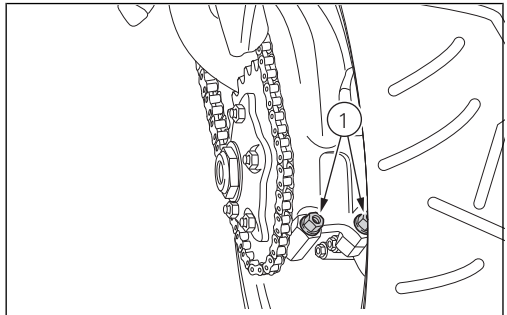


Fig. 126

Lubricating the drive chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. 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 with compressed air or wipe it with an absorbent material, then lubricate each link with SHELL Advance Chain or Advance Teflon Chain.

Important

Using non-specific lubricants may cause severe damage to the chain and the front and rear sprockets.

Replacing the headlight bulbs

Important
Have the lights replaced by a Ducati Dealer or an Authorised Service Centre.

Warning
The headlight might fog up if the motorcycle 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 207. Always ensure that the new bulb you have installed operates properly before refitting any parts you have removed.
Loosen the screws (1). Slightly lift the headlight support.

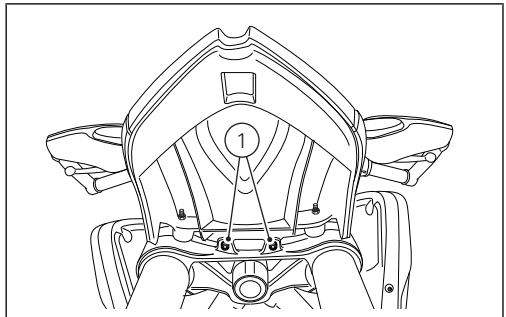
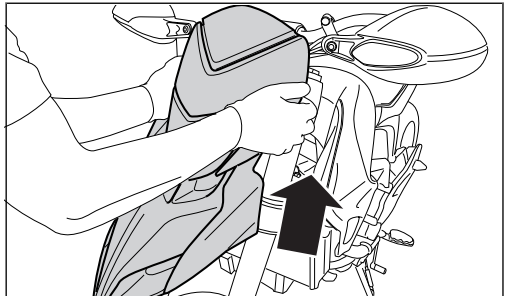


Fig. 127


Fig. 128

Slide headlight support out of rubber blocks (A).
Slide headlight support toward bike front end until knob (2) is in view.
Turn knob (2) counter clockwise.

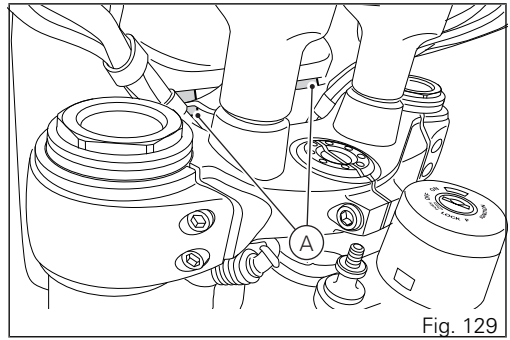


Fig. 129

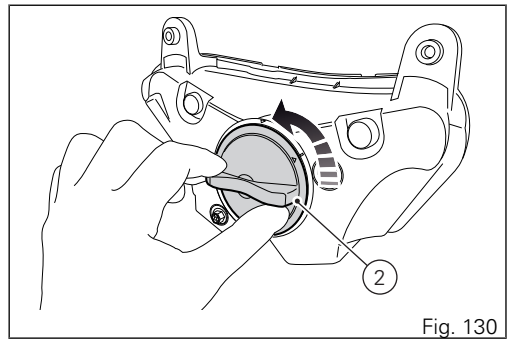


Fig. 130

Disconnect the connector (3).
Release the clip (4).
The bulb (5) has a bayonet joint: press and twist counter clockwise to remove it. Remove the bulb, then fit the new one by pressing and turning clockwise until it clicks into its seat.

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.

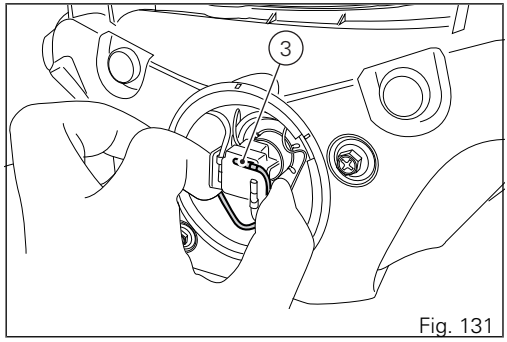


Fig. 131

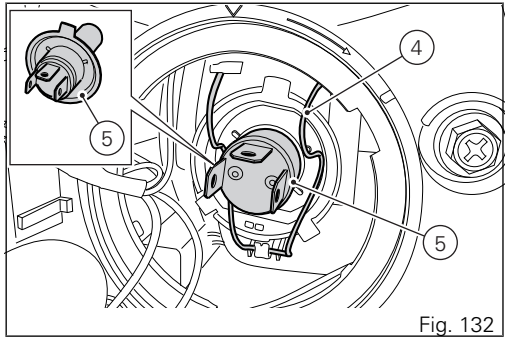


Fig. 132

Changing the turn indicator bulbs

Front turn indicators are LED type.

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

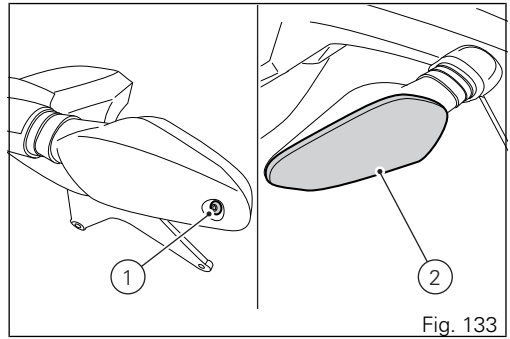


Fig. 133

Number plate light

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

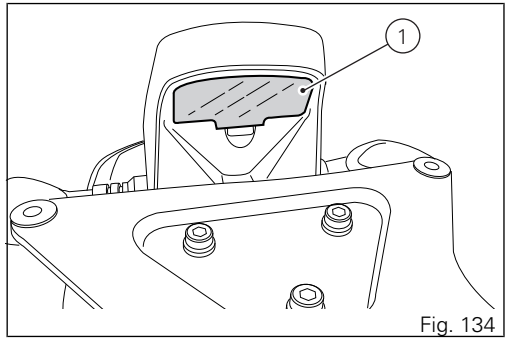


Fig. 134

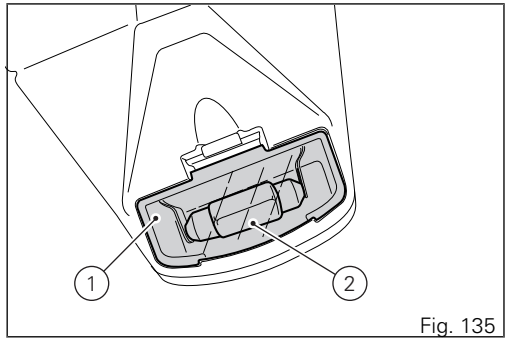


Fig. 135

Aligning the headlight

Note
Headlight features two adjusters, one for the RH beam and one for the LH beam.

Check correct headlight aiming. Position the motorcycle 10 metres from a wall or a screen, the motorcycle must be perfectly upright with the tires inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust right and left beams. The height of the upper limit between the dark area and the lit area must not be more than 9/10 of the height from the ground of the headlight centre.

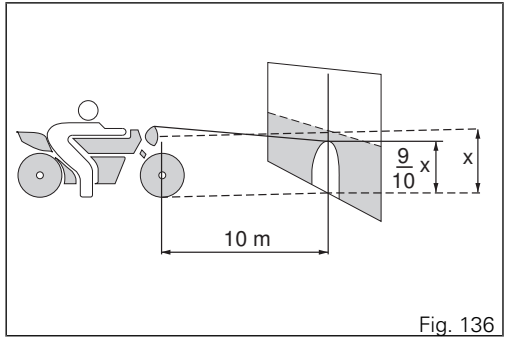


Fig. 136

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.

Aligning the headlight

Turn the screw (1) to set beam height.
The vertical alignment of the headlight can be manually set by turning screw (2).

Important

Headlight beam adjuster screws have no limit stop.

Warning

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

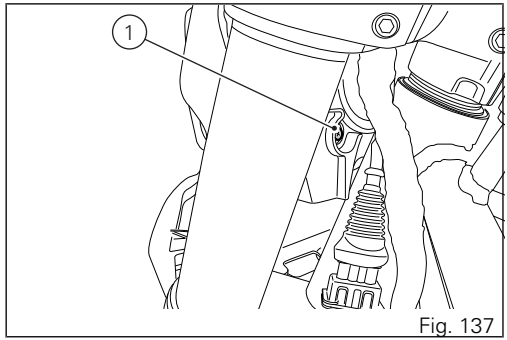


Fig. 137

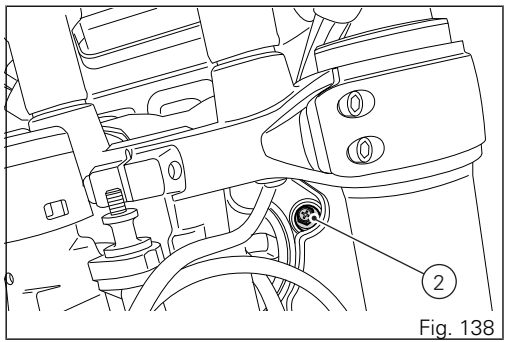


Fig. 138

Adjusting the rear-view mirrors

Manually adjust rear-view mirror (A) to required position.

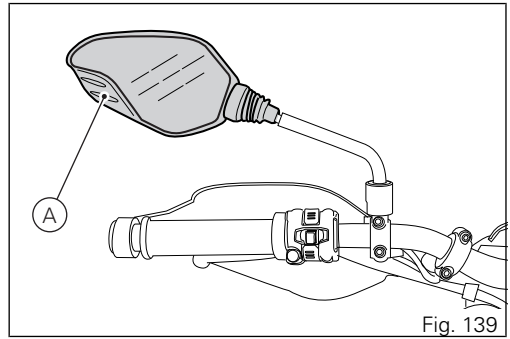


Fig. 139

Tubeless tyres

Front tyre pressure:
2.50 bar (rider only) - 2.50 bar (full load).
Rear tyre pressure:
2.50 bar (rider only) - 2.90 bar (full load).
As tyre pressure is affected by ambient 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 tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar.

Tyre repair or change (Tubeless tyres)

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

Warning

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

After replacing a tyre, the wheel must be balanced.

Warning

Do not remove or shift the wheel balancing weights.

Note

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

Minimum tread depth

Measure tread depth (S, Fig. 140) at the point where tread is most worn down: it should not be less than 2 mm, and in any case not less than the legal limit.

Important

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

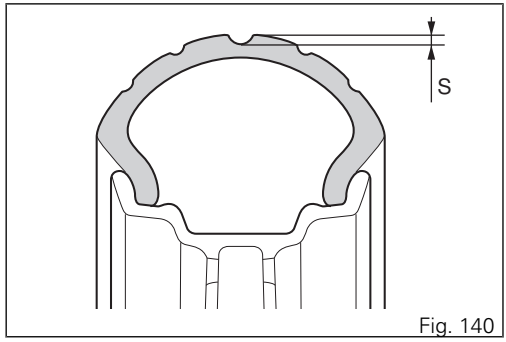


Fig. 140

Check engine oil level

Engine oil level can be checked through the sight glass (1) located onto 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 engine oil.

Ducati recommends you use Shell Advance 4T Ultra 15W-50 oil. As an alternative it is possible to use a motorcycle engine oil having the same degree SAE 15W-50 and meeting the following specifications JASO: MA2 and API: SM.

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

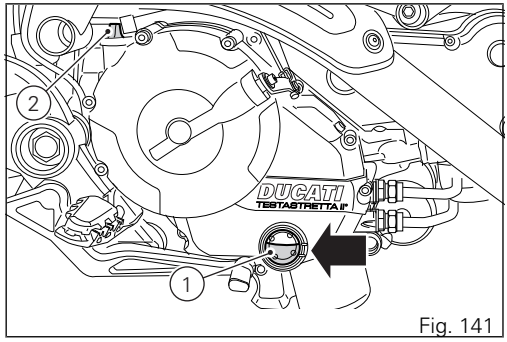


Fig. 141

Important

Engine oil and oil filters must be changed by a Ducati Dealer or authorised Service Centre at the intervals specified in the scheduled maintenance chart reported in the Warranty Card.

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50;
- standard API: SM;
- standard JASO: MA2.

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature. API (American standard) and JASO (Japanese standard) standards specify oil characteristics.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals.
Have the spark plug replaced by a Ducati Dealer or an authorised Service Centre.

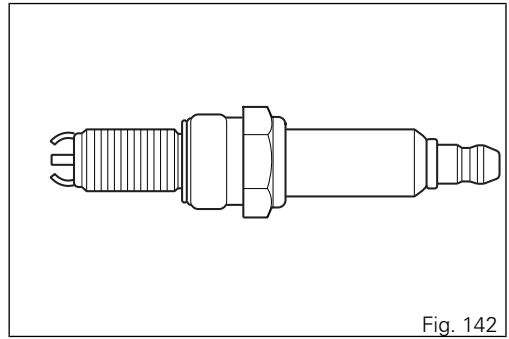


Fig. 142

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to road conditions. Use specific products only. Prefer biodegradable products. Avoid aggressive detergents or solvents.
Use only water and neutral soap to clean the Plexiglas and the seat.
Periodically clean by hand all aluminium components. Use special detergents, suitable for aluminium parts. Do NOT use abrasive detergents or caustic soda.

Note

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

However, 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 forks, wheel hubs, electric system, headlight (fogging), fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the safety requirements.
Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

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

Warning

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.

Warning

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

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

Storing the motorcycle

If the motorcycle is to be left unridden over long periods, it is advisable to carry out the following operations before storing it away:

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug seats, then crank the engine by hand a few times so a protective film of oil will spread on cylinder inner walls;
- place the motorcycle on a service stand;
- disconnect and remove the battery.

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unridden for over a month.

Protect the motorcycle with a suitable canvas. This will protect paintwork and let condensate breathe out.
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 renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Scheduled maintenance chart

Scheduled maintenance chart: operations to be carried out by the dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	**Km. x1000** / **mi. x1,000**	**1** / **0.6**	**15** / **9**	**30** / **18**	**45** / **27**	**60** / **36**	**Time (months)**
Reading of the error memory with DDS and check of software version update on control units		●	●	●	●	●	12
Check the presence of any technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12
Clean the engine oil mesh filter assembly		●		●		●	-
Check and/or adjust valve clearance				●		●	-
Change timing belts				●		●	60
Change spark plugs			●	●	●	●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake fluid level		●	●	●	●	●	12
Change brake fluid							36
Check brake disc and pad wear. Change, if necessary		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Check the proper tightening of brake calliper bolts and brake disc flange screws		●	●	●	●	●	12
Check frame-to-engine fasteners tightening			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	-
Change front fork fluid					●		-
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side and central stand (if any)		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	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. x1,000	0.6	9	18	27	36	
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant					●		48
Check the coolant level and check circuit for damage		●	●	●	●	●	12
Check tyre pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check idling		●	●	●	●	●	12
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

Scheduled maintenance chart: operations to be carried out by the Customer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	**Km. x1000**	**1**
	mi. x1,000	**0.6**
	Months	**6**
Check engine oil level		●
Check brake fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace pads		●

* Service operation to be carried out in accordance with the specified distance or time intervals (km or months), whichever occurs first

Technical data

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 204 kg.
Overall weight (without fluids and battery): 181 kg.
Maximum allowed weight (carrying full load): 406 Kg.

Warning

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

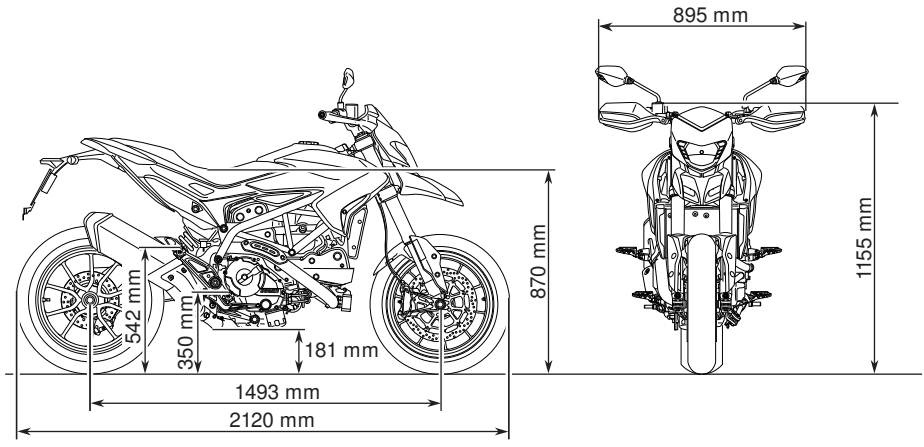


Fig. 143

FUEL, LUBRICANTS AND OTHER FLUIDS	TYPE	
Fuel tank, including a reserve of 4 cu. dm (litres)	Unleaded fuel with a minimum octane rating of RON 95.	16 cu. dm (litres)
Lubrication circuit	Ducati recommends you use Shell Advance 4T Ultra 15W-50 oil. As an alternative it is possible to use a motorcycle engine oil having the same degree SAE 15W-50 and meeting the following specifications JASO: MA2 and API: SM	3.35 cu. dm (litres)
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	561 cc (right leg) 429 cc (left leg)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.4 (litres)

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

Warning

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

Engine

Twin cylinder, four-stroke, 90° "L" type, longitudinal.
Bore, mm:
94.
Stroke, mm:
67.5.
Total displacement, cu. cm:
936.9.
Compression ratio:
12.6±0.5:1
Max crankshaft power (95/1/EC), kW/HP:
83.1 kW/113 HP at 9,000 rpm
Max torque at crankshaft (95/1/EC):
10 kgm/97.9 Nm at 7,500 rpm
Maximum rpm:
10,500.

Important

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

Timing system

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

Desmodromic timing system

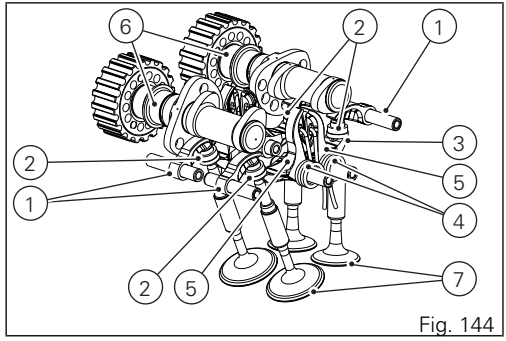


Fig. 144

1) Opening (or upper) rocker arm;
2) Upper rocker arm shim;
3) Closing (or lower) rocker arm shim;
4) Return spring for lower rocker arm;
5) Closing (or lower) rocker arm;
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 releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Spark plugs

Make:
NGK
Type:
MAR9A-J

Fuel system

MARELLI indirect electronic injection.
Throttle body with full Ride by wire system, round cross-section having a diameter of 52 mm.
Injectors per cylinder: 1.
Firing points per injector: 4.
Fuel supply: 95-98 RON.

Warning

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

Brakes

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

FRONT
Semi-floating twin-disc of 320 x 5 mm.
Braking material: stainless steel.
Carrier material: stainless steel, black colour.
Disc diameter: 320 x 4.5 mm.
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO.
Type: M4.32 b.
Friction material: TT 2182 FF.
Master cylinder type: PS 16/22.

REAR

With fixed drilled steel disc.
Disc diameter: 245 mm.
Hydraulically operated by a pedal on RH side.
Make: BREMBO
Type: P34e.
Friction material: TT 2172 HH.
Master cylinder type: PS 11.

Warning
The brake fluid used in the brake system is corrosive.
In the event of accidental contact with eyes or skin, wash the affected area with abundant 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 primary shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio: 33/61
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/43

Total gear ratios:
1st 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: 525 VZ
Links: 106

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

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

Warning

If the rear sprocket needs replacing, contact a Ducati Dealer or authorised Service Centre.
If improperly replaced, this component could seriously endanger your safety, as well as the passenger one, and cause irreparable damage to your motorcycle.

Frame

Steel tubular trellis with 34 mm-main tubes.
Die-cast aluminium rear subframe.
Steering head angle: 25.5°.
Steering angle: 35° LH side /35° RH side
Trail: 104 mm.

Wheels

Front
10-spoke, light-alloy rims.
Size: MT3.50x17"

Rear
10-spoke, light-alloy rims.
Size: MT5.50x17"

Both wheel shafts can be removed.

Tyres

Front
Pirelli Diablo Rosso II "tubeless" radial type.
Size: 120/70-ZR17

Rear
Pirelli Diablo Rosso II "tubeless" radial type.
Size: 180/55-ZR17

Suspension

Front

Hydraulic upside-down fork
Stanchion diameter:
43 mm.
Wheel travel: 170 mm.

Rear

Progressive. The shock absorber is adjustable for rebound and spring preload. At the bottom pivot point it is connected to a die-cast aluminium single-sided swinging arm. The whole system gives the motorcycle excellent stability.
Suspension travel: 61.5 mm.
Rear wheel travel: 150 mm.

Exhaust system

Absorption-type single silencer in stainless steel.

Catalytic converter built into the silencer and two lambda sensors on the exhaust pipes at the head output.

Available colours

Ducati Anniversary Red code 473.101 (PPG);
Primer (Acriflex White) code L0040652 (LECHLER);
Varnish (Acriplast Red Stoner SF) code LMC06017 (LECHLER);
Mercury Grey subframe (Powder mercury grey) code 79086 (INVER);
Red frame (Ducati Red) code 81784 (INVER);
Black wheel rims.

Dark Stealth;
Primer (Primer 2 K Black) code 873.A002 (PALINAL);
Base (Black Stealth - Black 94) code 929.R223 (PALINAL);
Clear coat (clear coat 2K matt) code 923I.2176 (PALINAL);
Mercury Grey subframe (Powder mercury grey) code 79086 (INVER);
Red frame (Ducati Red) code 81784 (INVER);
Black wheel rims.

Electric system

Basic electric items are:
Headlight:
low/high beam: H4 blue vision bulb (12V – 60/55W);
parking light: no. 8 LEDs;
Electrical controls on handlebars.
Turn indicators:
front: GE 2641A 12VRY10W bulb;
rear: GE 2641A 12VRY10W bulb.
Horn.
Stop light switches.
Battery, 12V-10 Ah, dry.
GENERATOR 14V-460W-33A.
ELECTRONIC RECTIFIER, protected by a 30A fuse located next to rear fuse box (C, Fig. 147).
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:
lamp: C5W (12-5W).

Note

For bulb replacement instructions, please see the paragraph "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 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. 145) is located on the left side and can be reached by removing the front LH half-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. 146) is located under the seat, next to the ABS control unit. To reach rear fuse box, remove the seat, see page 146. To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover.

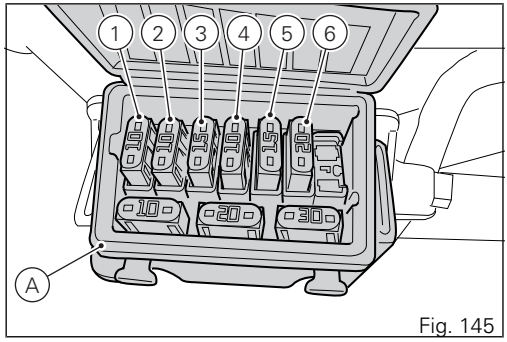


Fig. 145

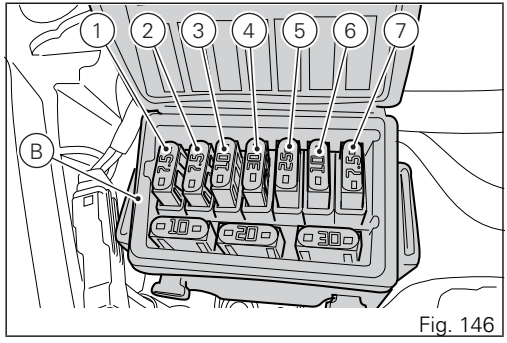


Fig. 146

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		
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

Rear fuse box key		
7	Engine control unit	7.5 A

The main fuse (C) is located next to the rear fuse box, on solenoid starter (D). Remove the fuse cap (E) to reach it. A blown fuse can be identified by breakage of the inner filament (F).

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

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

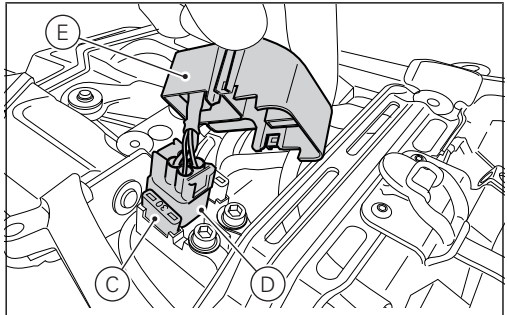


Fig. 147

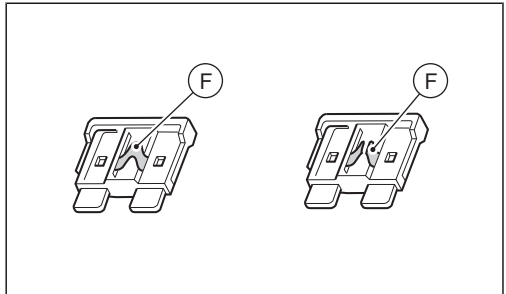


Fig. 148

Injection/electric system diagram key

1) Right-hand switch
2) Ignition system (ignition switch)
3) Main relay
4) Rectifier
5) Generator
6) GPS navigation system
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) RH fan
19) LH fan
20) Tail light
21) Rear right turn indicator
22) Rear wiring
23) Rear left turn indicator
24) Exhaust valve motor
25) Vehicle control unit (BBS)
26) Anti-theft system 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) Potentiometer motor / ride-by-wire (TPS/ ETV) - horizontal
39) Potentiometer motor / ride-by-wire (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 - frame 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 light
56) Front stop light
57) Front right turn indicator
58) Headlight
59) Serial line
60) Immobilizer
61) Purge Valve

Wire colour coding

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

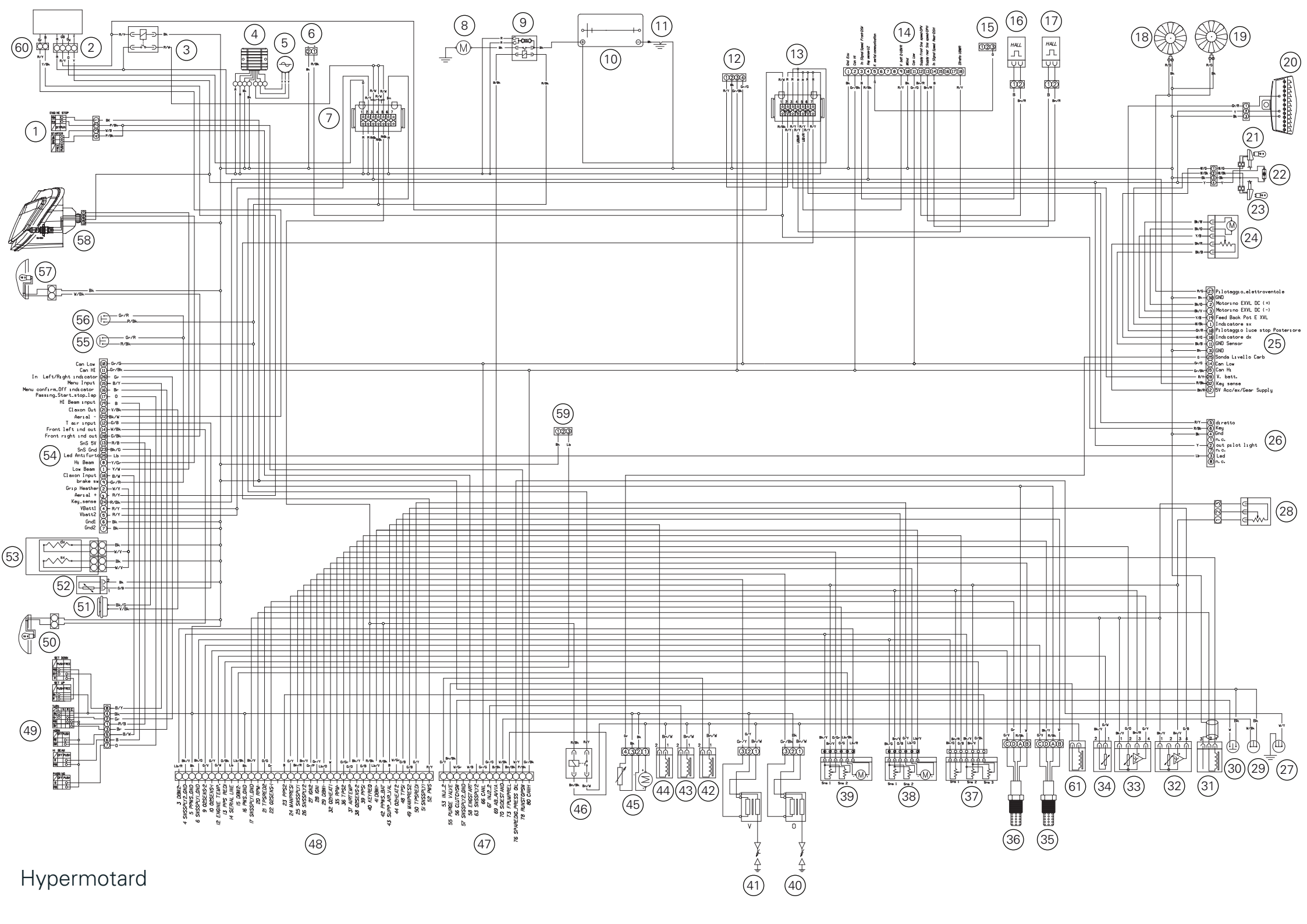
Note
The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	NAME DUCATI SERVICE	MILEAGE	DATE
1000			
15000			
30000			
45000			
60000			

Stampato 12/2015 Cod. 913.7.305.1A


Hypermotard

cod. 913.7305.1A

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