Owner's manual

MONSTER

MONSTER 1200
MONSTER 1200 S



Owner's manual

ENGLISH

MONSTER

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This manual forms an integral part of the motorcycle and must be kept with it whole its 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 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 Service 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 251.

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 call a Dealer or Authorised Service Centre.

Warning symbols used in the manual

To alert you to potential hazards that could potentially harm you or other persons, the following safety alerts have been used:

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



Warning

Failure to comply with these instructions may put you at risk and result in severe injury to rider or other persons or even death.



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information concerning the job being carried out.

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

Intended use

This motorcycle must be used only on asphalted roads or on level, regular pavement.
This motorcycle may not be used for riding on dirt trails or for off-road riding.

Warning

Off-road riding may lead to loss of control and result in vehicle damage, personal injuries or even death.

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 390 kg/859 lb.

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. Driving a motorcycle is different from driving other vehicles and requires specific riding and braking techniques.

Warning

Poor training or improper operation of the vehicle can lead to loss of control, death or severe damage.

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 pants.

- The helmet must have the requirements listed in 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, pants 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 208).

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 grabhandles 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 the engine turned off.
Do not smoke or use open flames when refuelling.
Be extremely careful not to spill fuel on the engine or on the exhaust pipe.
Never fill the tank completely. Fuel should never be touching the rim of filler recess.
While refuelling, avoid inhaling fuel vapours and avoid contact with eyes, skin or clothing.

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 the event of illness after prolonged breathing of fuel vapours, stay outdoors and seek medical advice. In the event of contact with eyes, flush with plenty of water. After contact with skin, wash immediately with water and soap.

Warning

Fuel is highly inflammable. Clothing with spilled fuel on it should be removed as possible.

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

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 242.

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 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.

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.

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 of your motorcycle in the space below.

Frame number

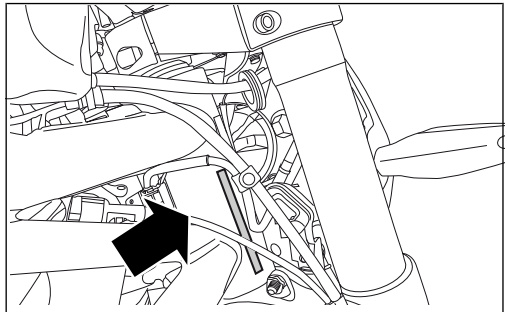


Fig. 1

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 in the space below.

Engine number

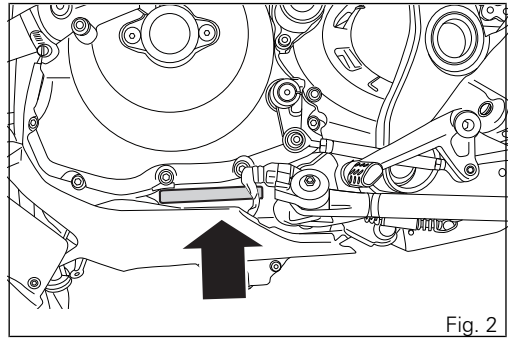


Fig. 2

Instrument panel (Dashboard)

Display settings and functions

1) Display.
2) NEUTRAL LIGHT N (GREEN).
Comes on when in neutral position.
3) HIGH BEAM LIGHT (BLUE).
It turns on to indicate that the high beam lights are on and when the flasher is activated.
4) 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.

5) FUEL WARNING LIGHT (AMBER YELLOW).
Comes on when fuel is low and there are about 2.5 litres of fuel left in the tank.
6) TURN INDICATOR LIGHTS (GREEN).
Illuminates and flashes when the turn indicator is in operation.
7) "ENGINE/VEHICLE DIAGNOSIS - EOBD" LIGHT (AMBER YELLOW).
It turns on in the case of "engine" and/or "vehicle" errors and in some cases will lock the engine.
8) GENERAL WARNING LIGHTS (RED).
the lights (8a) turn on when RPM value reaches the first threshold before the rpm limiter kicks in;
the lights (8b) turn on when RPM value reaches the second threshold before the rpm limiter kicks in;

9) ABS LIGHTS (ABS) (AMBER YELLOW).
This turns on to indicate that ABS is disabled or not functioning.

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

10) DTC INTERVENTION (AMBER YELLOW).

	DTC
No intervention	Light OFF
Spark advance cut	Light steady ON
Injection cut	Light steady ON

11) OVER REV / IMMOBILIZER / ANTI-THEFT SYSTEM (RED)

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



Note

Each calibration of the Engine Control Unit may have a different setting for the thresholds that precede the rev limiter and the rev limiter itself.

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

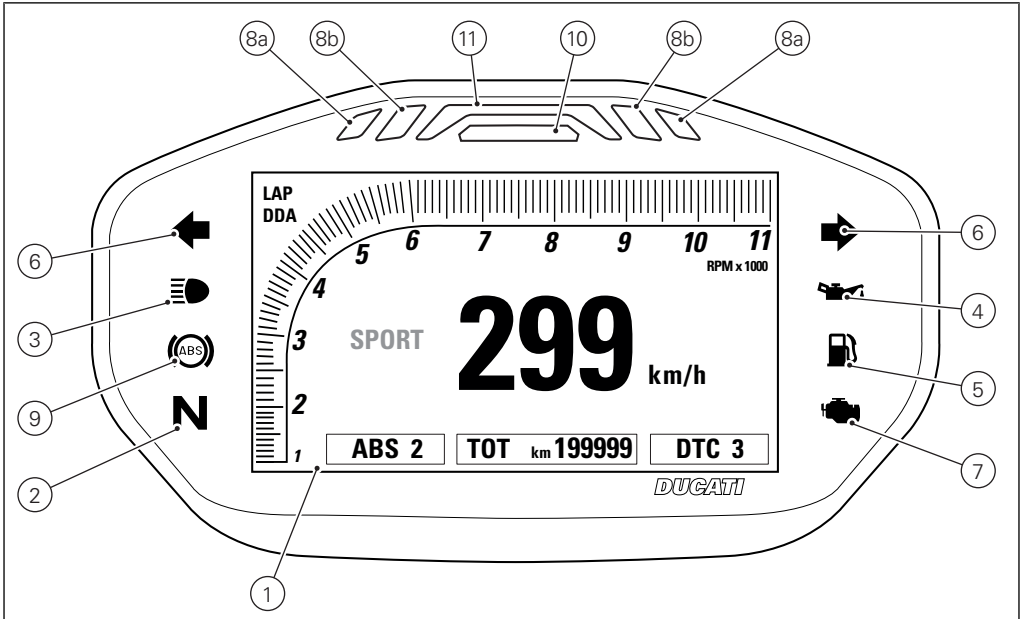

8a
8b
11
10
8b
8a
LAP
DDA
5
6
7
8
9
10
11
RPM x 1000
4
3
2
1
SPORT
299
km/h
ABS 2
TOT km 199999
DTC 3
DUCATI
6
3
9
2
N
ABS
6
4
5
7
1

Fig. 3

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
E-LOCK
Electronic Main Switch Set
GPS
Global Positioning System

Technological Dictionary

Riding Mode

The rider can choose from 3 different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. The Riding Modes allow user to instantly change the engine power delivery (Power Mode), ABS, DTC settings and instrument panel graphics.
Available Riding Modes: Sport, Touring and Urban. Within every Riding Mode, the rider can customise any settings.

Power Mode

The Power Modes are the different engine maps the rider can select to change power level and delivery to suit his/her own riding style and surface conditions. There are three Power Modes, one for each Riding Mode:

- LOW, with 'soft' power delivery;
- MED, with 'soft' power delivery;
- HIGH, with 'instant' power delivery.

Ride by Wire (RbW)

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

The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Power Mode), but even to accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through eight different levels that are 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) 9ME

ABS 9ME system is a two-channel latest-generation 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 system features 3 levels, one associated to each Riding Mode.

Ducati Data Analyzer+ (DDA+)

DDA+ is the latest generation of the Ducati Data Analyzer, with built-in GPS signal to create a "virtual finish line". The system automatically detects lap end and stops the lap timer, without the rider needing to do anything. Thanks to the built-in GPS signal, it also shows the trajectories on track map and the key motorcycle parameters: throttle opening, speed, rpm, gear engaged, engine temperature, DTC intervention.

Function push-buttons

1) UP CONTROL SWITCH " ▲ "
Button used to display and set instrument panel parameters with the position " ▲ ".
2) DOWN CONTROL SWITCH " ▼ "
Button used to display and set instrument panel parameters with the position " ▼ ".
3) HIGH-BEAM FLASH BUTTON (FLASH)
The high-beam flash button may also be used for LAP functions.
4) TURN INDICATORS CANCEL BUTTON
The turn indicators cancel button may also be used for the CONFIRM MENU function, for selecting the riding style. Press this button for 3 seconds to the left side to activate the "Hazard" function (all 4 turn indicators).

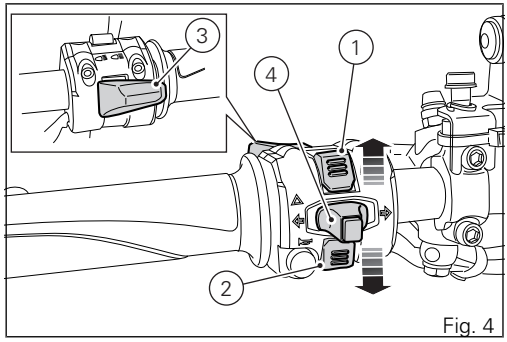


Fig. 4

Parameter setting/displaying

Upon key-on, the instrument panel displays the DUCATI logo and switches on the LED warning lights in two steps ("initial check routine").
After this routine, the instrument panel displays the main page in one of the available layouts (CORE, FULL or TRACK), depending on the one in use before last KEY-OFF.

During this first check stage, if the motorcycle speed exceeds 10 km/h (actual speed), the instrument panel will stop:

- the display check routine and display the standard screen containing updated information;
- the warning light check routine and leave ON only the warning lights that are actually active at the moment.

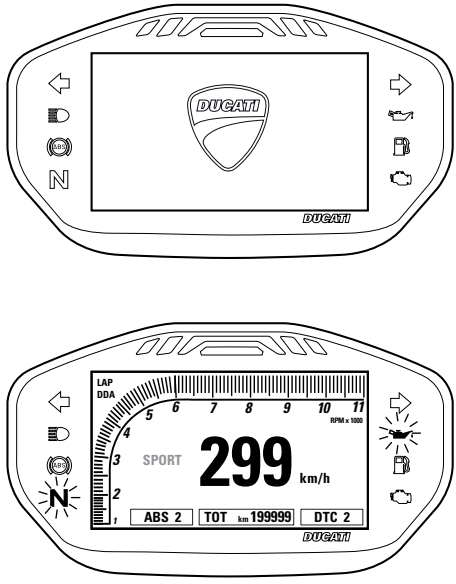


Fig. 5

The main page can have three different layouts: CORE, FULL and TRACK.
Data displayed on the main screen are as follows:

1) ABS ON/OFF indication.
2) Clock.
3) DTC level indication (ON) or DTC OFF indication.
4) DDA ON indication (only if present).
5) Menu 1 (Odometer, Trip 1, Trip 2, Trip Fuel, Trip Time, Lap time - only if active).
6) Motorcycle speed.
7) Set Riding Mode.
8) Menu 2 (Instantaneous fuel consumption, Average fuel consumption, Average speed, Trip time, Ambient air temperature, Engine temperature).
9) LAP indication (only if active).

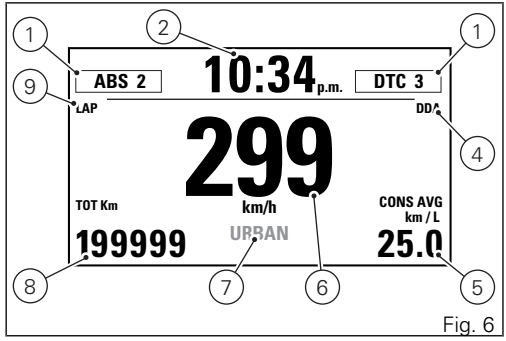


Fig. 6

Data displayed on the main screen are as follows:

1) ABS ON/OFF indication.
2) Clock.
3) DTC level indication (ON) or DTC OFF indication.
4) DDA ON indication (only if present).
5) Menu 1 (Odometer, Trip 1, Trip 2, Trip Fuel, Trip Time, Lap time - only if active).
6) Motorcycle speed.
7) Set Riding Mode.
8) Menu 2 (Instantaneous fuel consumption, Average fuel consumption, Average speed, Trip time, Ambient air temperature, Engine temperature).
9) LAP indication (only if active).
10) Rpm bargraph.
11) Engine coolant temperature indication.

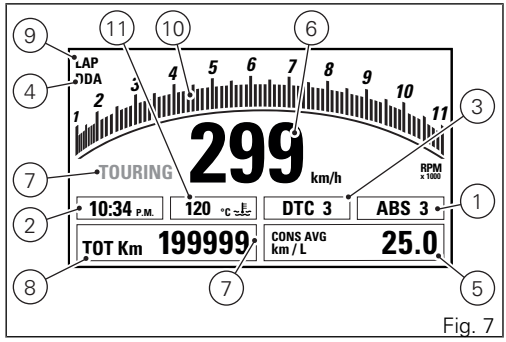


Fig. 7

Data displayed on the main screen are as follows:

1) ABS ON/OFF indication.
2) Menu 1 (Odometer, Trip 1, Trip 2, Trip Fuel, Trip Time, Lap time - only if active).
3) DTC level indication (ON) or DTC OFF indication.
4) DDA ON indication (only if present).
5) Set Riding Mode.
6) Motorcycle speed.
7) LAP indication (only if active).
8) Rpm bargraph.

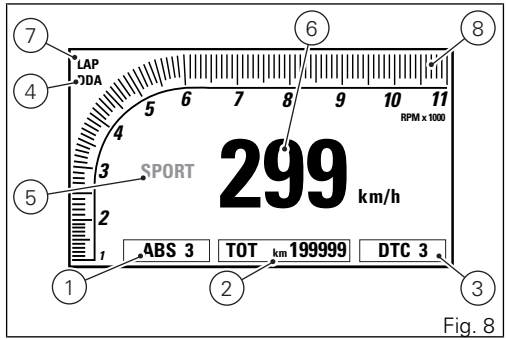


Fig. 8

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

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- TRIP FUEL (when function is active);
- TRIP TIME;
- Lap time (LAP) (if function is active).

Press button (2) on LH switch to view Menu 1 information.

- Average fuel consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.I);
- Average speed (SPEED AVG);
- Air temperature;
- Engine coolant temperature.

CORE

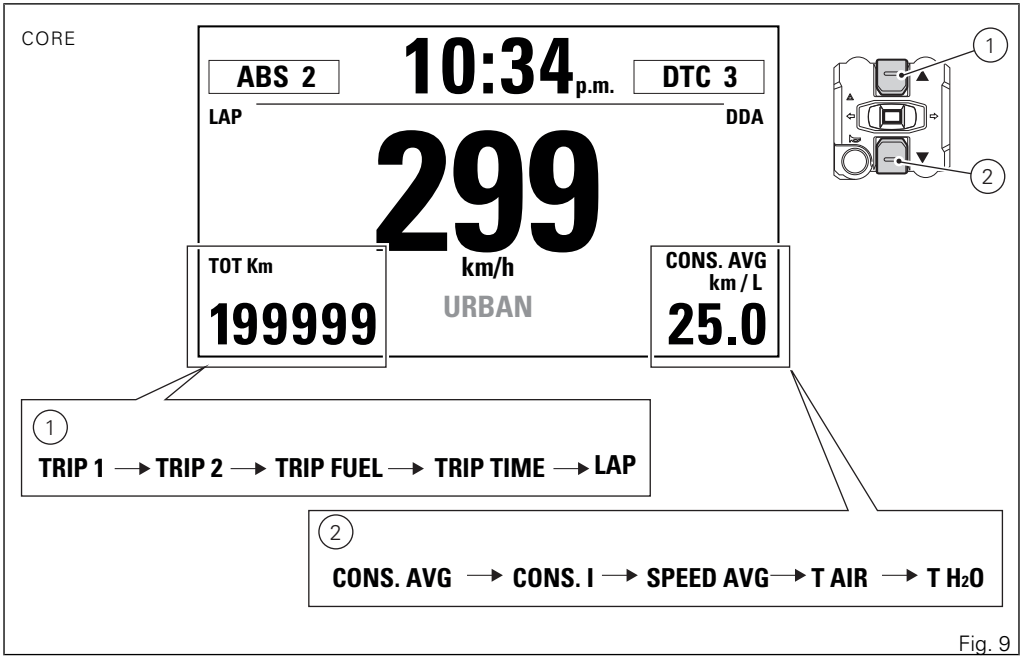

ABS 2
10:34 p.m.
DTC 3
LAP
DDA
299
km/h
URBAN
TOT Km
199999
CONS. AVG
km / L
25.0
1
2
1
TRIP 1 → TRIP 2 → TRIP FUEL → TRIP TIME → LAP
2
CONS. AVG → CONS. I → SPEED AVG → T AIR → T H2O

Fig. 9

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

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- TRIP FUEL (when function is active);
- TRIP TIME;
- Lap time (LAP) (if function is active).

Press button (2) on LH switch to view Menu 1 information.

- Average fuel consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.I);
- Average speed (SPEED AVG);
- Air temperature;

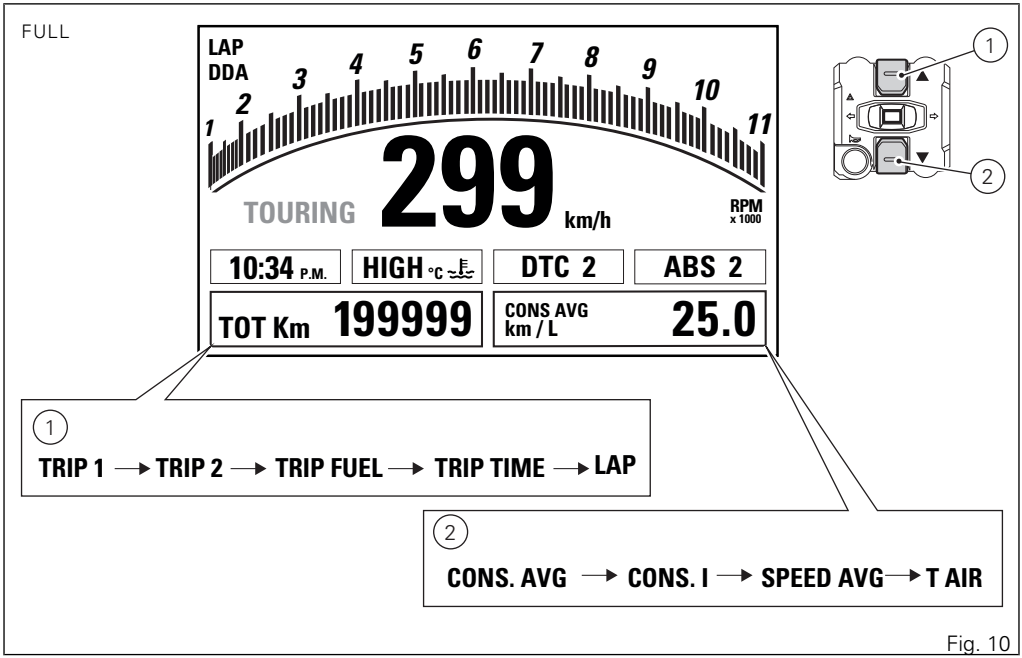

FULL
LAP
DDA
1
2
3
4
5
6
7
8
9
10
11
TOURING
299
km/h
RPM
x 1000
10:34 P.M.
HIGH °C
DTC 2
ABS 2
TOT Km 199999
CONS AVG
km / L
25.0
1
2
1
TRIP 1 → TRIP 2 → TRIP FUEL → TRIP TIME → LAP
2
CONS. AVG → CONS. I → SPEED AVG → T AIR

Fig. 10

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

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- TRIP FUEL (when function is active);
- Average fuel consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.I);
- Average speed (SPEED AVG);
- TRIP TIME;
- Clock;
- Lap time (LAP) (if function is active).
- Air temperature;
- Engine coolant temperature.

Press button (2) on LH switch to view Menu 1 information.

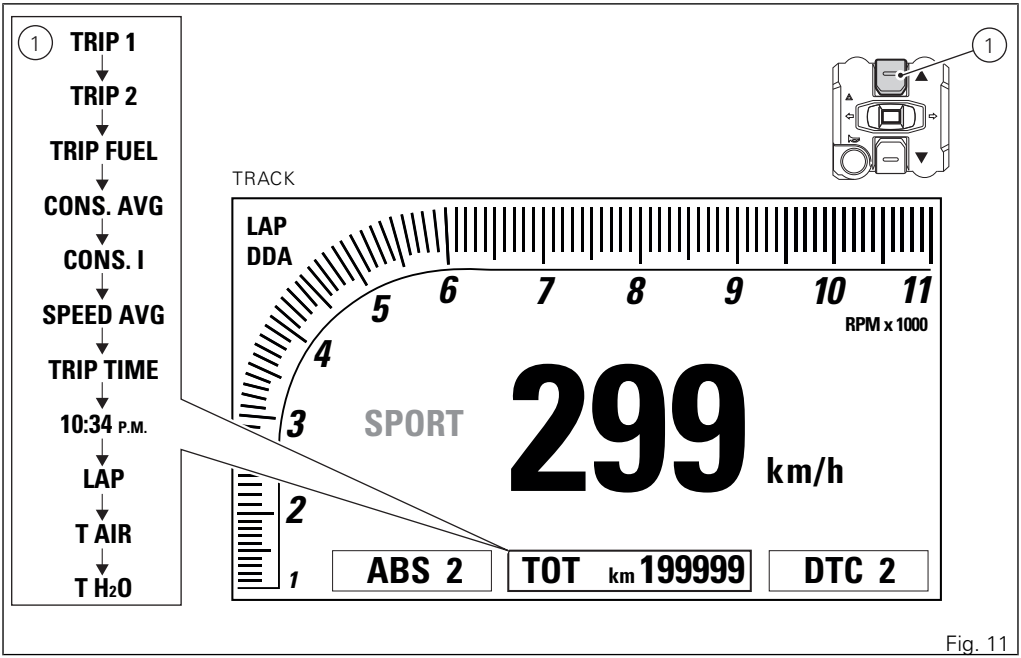

1
TRIP 1
TRIP 2
TRIP FUEL
CONS. AVG
CONS. I
SPEED AVG
TRIP TIME
10:34 P.M.
LAP
T AIR
T H2O
1
TRACK
LAP
DDA
1
2
3
4
5
6
7
8
9
10
11
RPM x 1000
SPORT
299
km/h
ABS 2
TOT km 199999
DTC 2

Fig. 11

The instrument panel stores Menu 1 and Menu 2 settings in use upon KEY-OFF. On the following KEY-ON, previously stored Menu 1 e Menu 2 pages are displayed.
In case of sudden and unexpected power OFF, the instrument panel displays the default settings for Menu 1 and Menu 2 upon the following KEY-ON; in particular:

- Menu 1 default page = Odometer;
- Menu 2 default page (Core and Full modes only) = Average fuel consumption.

Upon KEY-ON, for every display layout, instrument panel shows for 10 seconds in Menu 1 the "Odometer" page and then shows the page saved upon previous KEY-OFF.

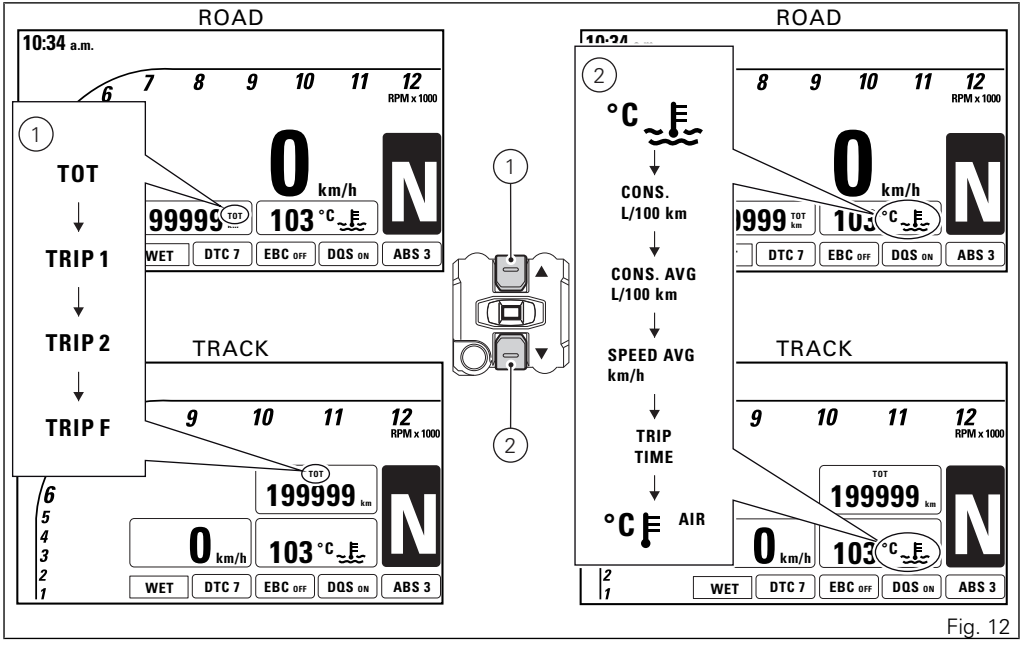

ROAD
10:34 a.m.
6 7 8 9 10 11 12
RPM x 1000
1
TOT
TRIP 1
TRIP 2
TRIP F
0 km/h
99999
TOT
103 °C
N
WET
DTC 7
EBC OFF
DQS ON
ABS 3
TRACK
9 10 11 12
RPM x 1000
TOT
199999 km
0 km/h
103 °C
6 5 4 3 2 1
1
2
2
°C
CONS. L/100 km
CONS. AVG L/100 km
SPEED AVG km/h
TRIP TIME
°C AIR
ROAD
8 9 10 11 12
RPM x 1000
0 km/h
N
DTC 7
EBC OFF
DQS ON
ABS 3
TRACK
9 10 11 12
RPM x 1000
TOT
199999 km
0 km/h
N
2 1
WET
DTC 7
EBC OFF
DQS ON
ABS 3

Fig. 12

When the standard screen of set layout is displayed, hold the button (2) for 3 seconds, when actual motorcycle speed is <= (lower than or equal to) 20 km/h, to enter the Setting menu, where you can set any function.

Important

You can enter the SETTING MENU only if vehicle actual speed is <= (lower than or equal to) 20 km/h. Within the SETTING MENU, if vehicle actual speed exceeds 20 km/h, the instrument panel automatically quits the menu and shows the standard screen.

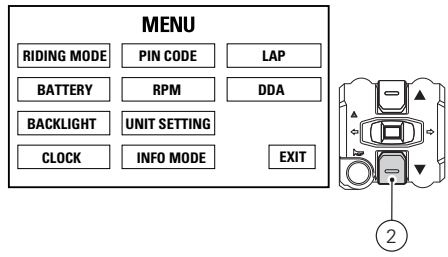


Fig. 13

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

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

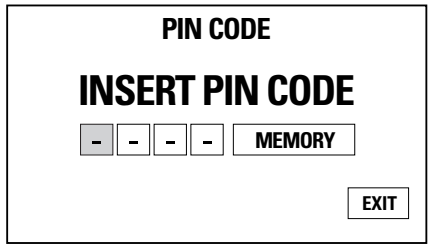


Fig. 14

Main functions

Information displayed in the standard screen of the selected display layout (CORE, FULL or TRACK) are the following:

Main information

- Engine rpm indication (RPM)
- Motorcycle speed
- Riding Mode
- DTC
- ABS
- the menus display the following functions:
  - Odometer (TOT)
  - Trip meter 1 (TRIP1)
  - Trip meter 2 (TRIP2)
  - Partial fuel reserve counter (TRIP FUEL)
  - LAP time
  - Engine coolant temperature
  - Instantaneous fuel consumption (CONS.)
  - Average Fuel Consumption (CONS. AVG)
  - Average speed (SPEED AVG)
  - Trip time (TRIP TIME)
  - Ambient air temperature
  - Clock

Additional information

- DDA
- LAP
- Service indication (SERVICE)
- Warnings/Alarms
- "ERROR" indication

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

- Riding mode customisation (RIDING MODE): this menu allows customisation of:
  - ABS setting (ABS)
  - DTC level setting (DTC)
  - Engine setting (ENGINE)
  - Reset to default settings (DEFAULT)
- Battery voltage (BATTERY)
- Display backlighting (BACK LIGHT)
- CLOCK SETTING
- PIN CODE (enter/change)
- Engine rpm digital indication (RPM)
- Unit setting (Speed - Temperature - Fuel consumption) UNIT
- Display mode setting
- LAP (view/delete/reset automatic settings)
- DDA (ON/OFF - view - delete)

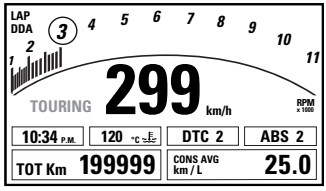
Engine rpm indication (RPM)

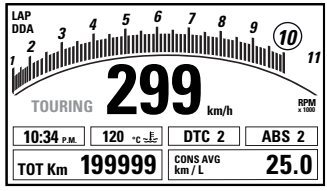
The instrument panel receives the engine rpm information and displays it on the relevant bargraph (in FULL and TRACK display modes only). The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the enlargement of the numerical digit of the relevant miles (if the RPM value is “8000” or higher, number “8” is displayed bigger).
When reaching 12000 rpm no numerical digit is “zoomed”: number “12” is not displayed in a bigger size and returns to the standard size of number “11”).
The range between 9500 and 10500 rpm (pre-warning area) is displayed in orange both for the bargraph filling and for the indication of value “10” (orange area).
The range between 10500 and 11000 rpm (warning area) is displayed in red both for the bargraph filling and for the indication of value “11” (red area).

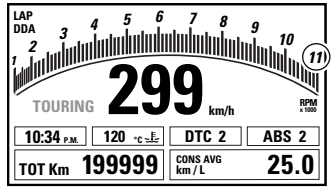
Important

During the first 1000 km (621 mi) (running-in period), when the Odometer displays a value <= (lower than or equal to) 1000 km (621 mi), the “orange area” (pre-warning area, displayed in orange both for the bargraph filling and the display of the relevant number), is displayed when reaching 6000 rpm. During the running-in period we recommend not to exceed 6000 rpm, thus the instrument panel will not display the bargraph “orange area”.

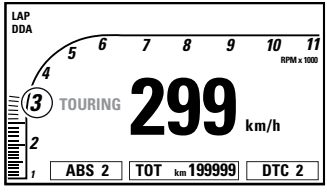
FULL

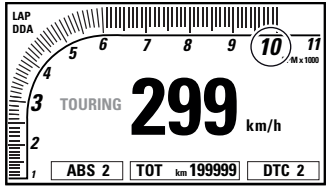






TRACK





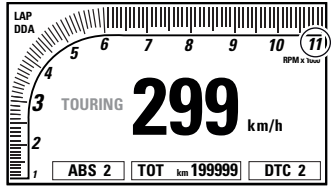


Fig. 15

After the running-in period, the "orange area" displays the message that prompts to ride the bike at lower rpm when the engine is cold. The "orange area" changes according to the engine temperature, as indicated below:

- from 7000 rpm and engine temperature of 50 °C (122 °F) or lower;
- from 9500 rpm and engine temperature higher than 50 °C (122 °F);

the rev limiter thresholds are divided into two groups:
1st threshold 9950 rpm (A)
2nd threshold 10150 rpm (B)

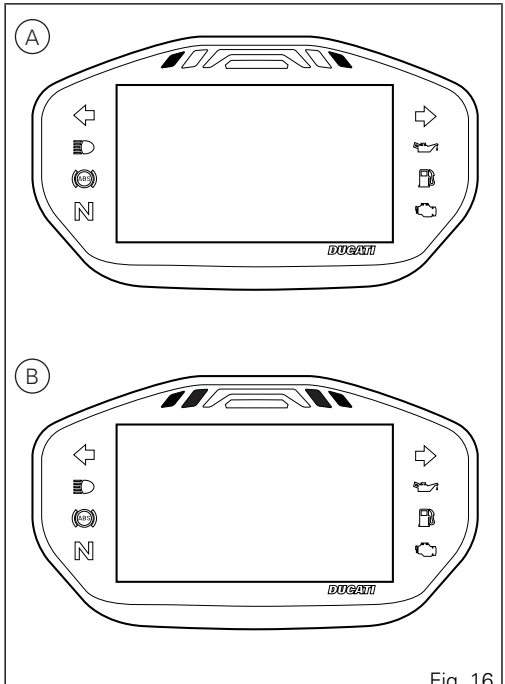


Fig. 16

Motorcycle speed

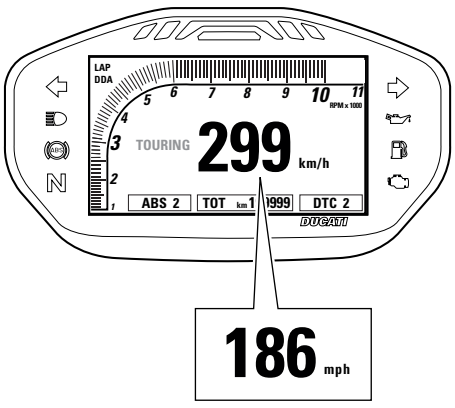
The instrument panel receives information about the actual motorcycle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (km/h or mph).

A string of dashes "- - -" is displayed with the set unit of measurement if:

- speed is equal to 299 km/h or 186 mph or if instrument panel is not receiving the speed value ("- - -" steady ON);
- the rear speed sensor is in fault (flashing "- - -", EOBD warning light ON and SPEED SENSOR error displayed).

The following page shows the function in TRACK layout. For CORE and FULL layouts, values for these functions are indicated in the same way as for the TRACK mode.

TRACK



TRACK

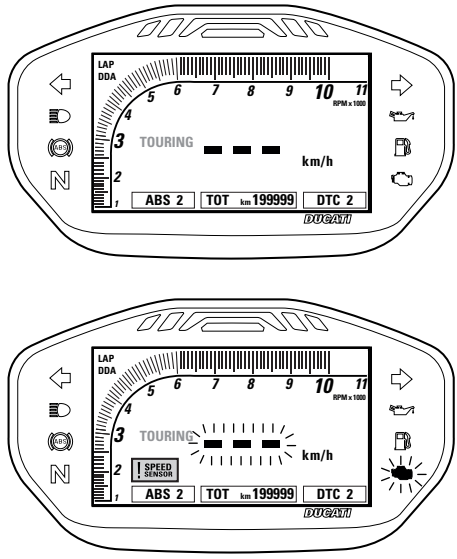


Fig. 17

Riding Mode

The Riding Mode can be selected from the instrument panel. Three preset riding modes are available: SPORT, TOURING and URBAN.
The selected and active riding mode is displayed on the bottom part of the instrument panel display, in CORE layout, or next to speed indication in FULL and TRACK layouts.
Every Riding Mode contains the following parameters, set by Ducati or customised by the user through the setting function pages:

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific engine power that will change throttle behaviour (MAP1, MAP2, MAP3);
- a specific ABS calibration (1, 2, 3, OFF).

A different standard screen (CORE, FULL and TRACK) is associated to every riding mode; it is set by Ducati or customised by the user from the setting pages.

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).

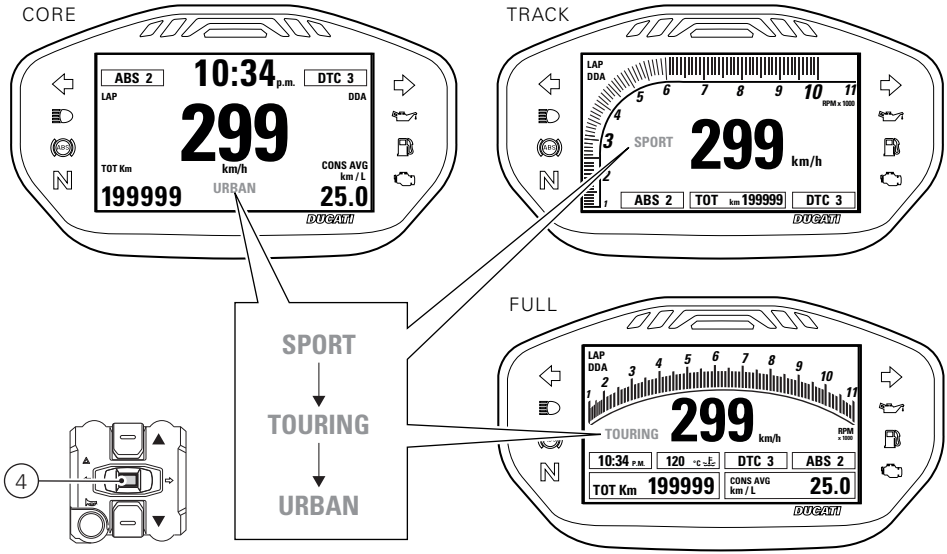

CORE
ABS 2
10:34 p.m.
DTC 3
LAP
DDA
299
km/h
TOT Km
CONS AVG
km / L
199999
URBAN
25.0
DUCATI
TRACK
LAP
DDA
SPORT
299
km/h
ABS 2
TOT km 199999
DTC 3
DUCATI
FULL
LAP
DDA
TOURING
299
km/h
RPM
10:34 P.M.
120
DTC 3
ABS 2
TOT Km
199999
CONS AVG
km / L
25.0
DUCATI
SPORT
TOURING
URBAN
4

Fig. 18

Selecting the Riding Mode

Press CONFIRM MENU button (4) to enter the menu for selecting the Riding Mode (A). The instrument panel displays the speed indication (on the RH side) and displays riding mode name (on the LH side):

- SPORT
- TOURING
- URBAN

One of them will be marked to indicate the last memorised condition that is currently active.

Warning

It is not possible to open the menu for selecting the riding mode, if button (4) is in the position for activating the turn indicators (to the left or right).

For the marked Riding Mode, instrument panel displays information concerning some of the associated parameters:

- ABS system: ABS lettering followed by the set calibration level (1, 2, 3) in case ABS is active or followed by OFF in case ABS is disabled.
- DTC system: DTC lettering followed by the set level (1, 2, 3, 4, 5, 6, 7, 8) in case DTC is active or followed by OFF in case DTC is disabled;
- engine power (ENGINE): ENG lettering followed by set engine power: HIGH, MED or LOW.

Displayed information includes the values stored for each single Riding Mode. The stored settings may be the factory ones (Ducati default settings) or the ones customised by the owner. Any time CONFIRM MENU button (4) is pressed, the selected riding mode is highlighted together with the associated parameters (A, Fig. 19).
Once the desired riding mode is highlighted, confirm the selection by holding down the CONFIRM MENU button (4) for 2 seconds: the new riding mode selection is stored and the standard screen (B, Fig. 19) is displayed.
Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 10 seconds, the new riding mode selection is not stored and the standard screen (C, Fig. 19) is displayed.

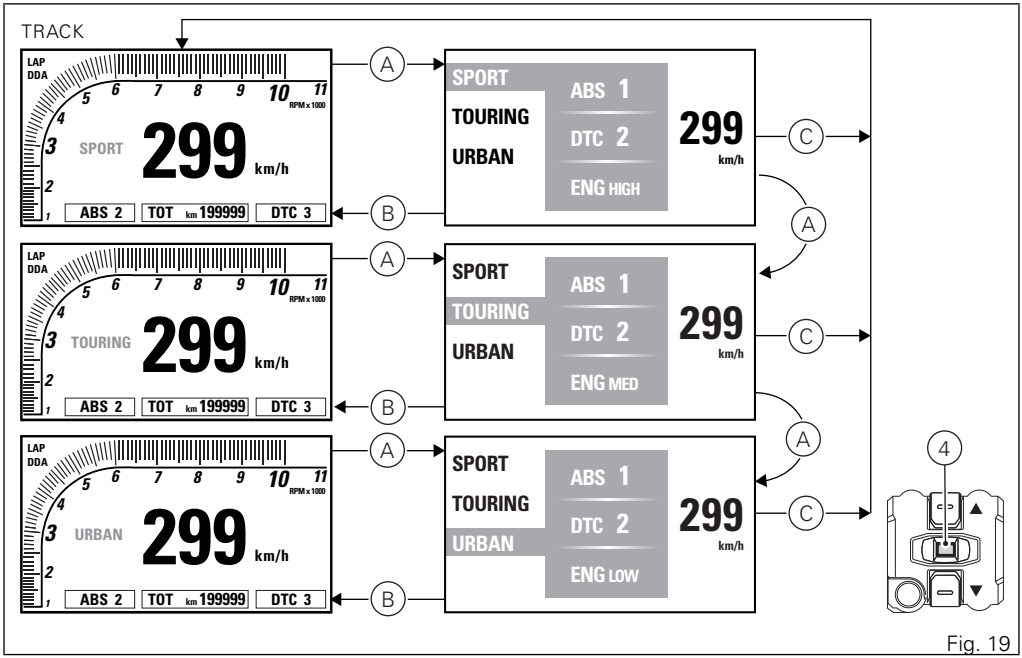

TRACK
LAP
DDA
SPORT
299
km/h
ABS 2
TOT km 199999
DTC 3
TOURING
URBAN
A
B
C
SPORT
TOURING
URBAN
ABS 1
DTC 2
ENG HIGH
ENG MED
ENG LOW
4

Fig. 19

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

- the throttle twistgrip is open, brakes are activated and the motorcycle is not still; in this case "CLOSE THROTTLE AND RELEASE BRAKES" warning is displayed. If throttle is not closed or brakes are not released or vehicle is not taken to zero speed within 5 seconds, the riding mode change procedure will not be completed and the display will go back to standard screen.

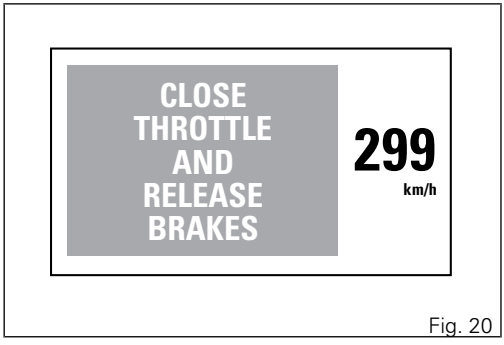


Fig. 20

Note
If the change of riding mode is associated with the ABS change of state from "ON" to "OFF" or vice-versa, the instrument panel also starts the procedure for disabling or activating the ABS, respectively, upon confirmation of the selected riding mode.

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);
- if DTC is not active, DTC OFF warning;
- if DTC or the Black Box control unit features an error, the message "DTC - - -"; the EOBD warning light turns on and the relevant error is displayed.

The function is displayed with TRACK layout. For CORE and FULL layouts, values for these functions are indicated in the same way as for the TRACK mode.

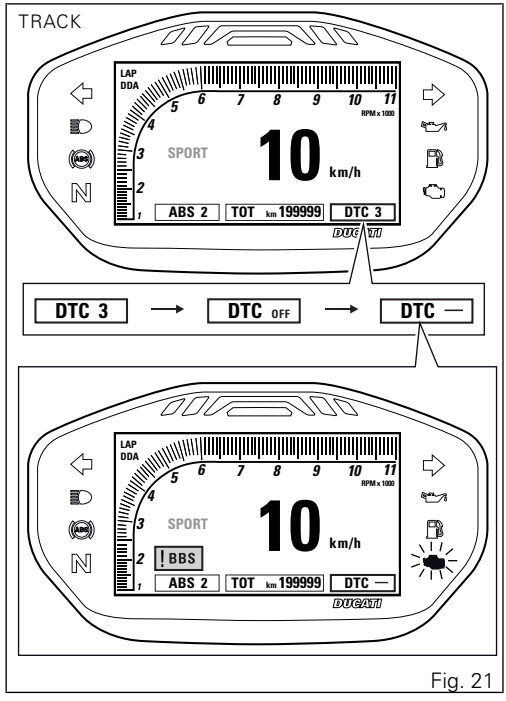


Fig. 21

Warning

DTC is a rider aid that can be used both on the track and the road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to drive responsibly and to maintain a high standard of riding in order to avoid accidents, whether caused by his own errors or those of other road users, through making emergency manoeuvres, in accordance with the prescriptions of the road traffic code.

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with the road conditions, the laws of physics, good riding standards and the requirements of the road traffic code.
The following table indicates the most suitable level of DTC intervention for the various riding modes as well as the default settings in the "Riding Modes" that can be selected by the rider.

DTC	RIDING MODE	USE	DEFAULT
1	TRACK	Track use for expert riders. System permits sliding sideways.	NO
2	SPORT	Sport style on the road and on the track, for experienced riders. System permits sliding sideways.	It is the default level for the "SPORT" Riding Mode
3	SPORT	Sport road style for experienced riders. System permits sliding sideways.	NO
4	TOURING	Fast touring style.	It is the default level for the "TOURING" Riding Mode
5	TOURING	Touring style.	NO
6	URBAN	“Very safe” style on any kind of path.	It is the default level for the "URBAN" Riding Mode
7	RAIN	For riding on slightly wet or moist road. Compatible with ENGINE LOW setting.	NO
8	HEAVY RAIN	For riding on wet road. Compatible with ENGINE LOW setting.	NO

Tips on how to select the sensitivity 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 190/55ZR17).

- Pirelli Diablo Rosso II.

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 (front 120/70ZR17 - rear 190/55ZR17), 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 system will kick in at the slightest hint that the rear wheel is starting to spin.
Between level 8 and level 1 there are other intermediate levels. DTC intervention decreases from level 8 to level 1.
Levels 1, 2 and 3 allow both spinning and skidding of the rear wheel out of a corner: these levels are recommended only for expert riders, in particular level 1 is designed for track use.
The choice of the correct level mainly depends on the following parameters:

1) The tyre/asphalt 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/circuit (see below, tips for use on the track and on the road). Level depends on type of track: if the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.
Level depends on riding style: The DTC will tend to kick in more with a "smooth" riding 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) 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 dry road

Activate the DTC, select level 6 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try levels 5, 4, etc., until you find the one that suits you best.
If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on level 5 you cannot perceive any DTC intervention, switch to level 6).

Tips for use on wet road

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

ABS

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

- if the ABS is active, the message "ABS" with the set intervention level number (1 to 3);
- if ABS is not active, ABS OFF warning;
- if ABS is in fault, ABS - - - message; ABS and EOBD lights turn on and the corresponding error is displayed;
- if no information is available, the ABS warning light turns on.

The function is displayed with TRACK layout. For CORE and FULL layouts, values for these functions are indicated in the same way as for the TRACK mode.

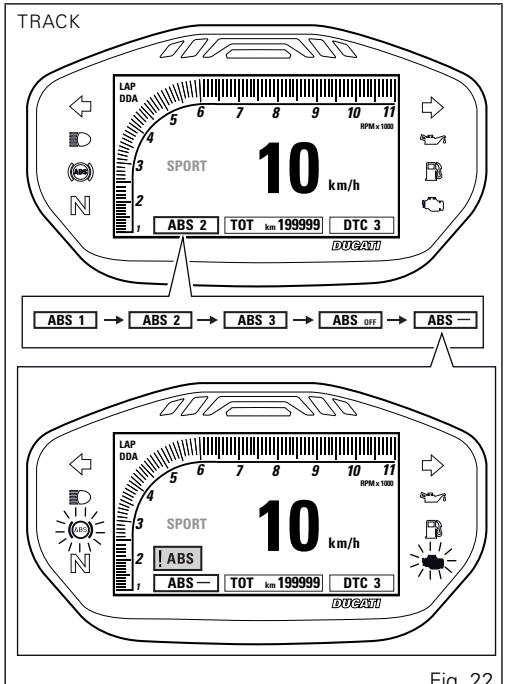


Fig. 22

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

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
OFF		The ABS is disabled	NO
1	TRACK/SPORT	Typical use conditions: road or track use, in excellent grip conditions. The ABS in this mode controls both wheels, but NO anti lift-up* control is active. This calibration focusses on braking power.	It is the default level for the "SPORT" Riding Mode
2	SPORT/TOURING	Typical use conditions: road use, in excellent grip conditions. The ABS in this mode controls both wheels and anti lift-up* controls are active. This calibration focusses on braking power and yet keeps good stability under braking and lift-up* control.	It is the default level for the "TOURING" Riding Mode

3	ALL/URBAN/WET CONDITION	Typical use conditions: any riding condition. The ABS in this mode controls both wheels and anti lift-up* controls are active. This calibration focusses on maximum vehicle stability and lift-up* prevention, yet keeping good maximum deceleration performance.	It is the default level for the "URBAN" Riding Mode

* rear wheel lifting up upon maximum deceleration

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 190/55ZR17).

- Pirelli Diablo Rosso II;

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 (front 120/70ZR17 - rear 190/55ZR17), 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 3 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.
Selecting level 3, the ABS will intervene to ensure a very stable braking, good lift-up control, the motorcycle keeps a good alignment during the whole braking. Settings between level 3 and level 1 privilege more and more the braking power rather than stability and lift-up control; level 1 provides no lift-up control.
The choice of the correct level mainly depends on the following parameters:

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

Menu Functions

For each of the three riding modes (SPORT, TOURING and URBAN) menu functions can be displayed in one of the following three layouts or modes:

- CORE;
- FULL;
- TRACK.

Available functions are:

- Odometer (TOT);
- Trip meter 1 (TRIP1);
- Trip meter 2 (TRIP2);
- Partial fuel reserve counter (TRIP FUEL);
- LAP time (if active);
- Coolant temperature;
- Instantaneous fuel consumption;
- Average fuel consumption;
- Average speed;
- Trip time;
- Ambient air temperature;
- Clock.

CORE and FULL modes display them between menu (A) on the left and menu (B) on the right. TRACK mode displays them in menu (C).

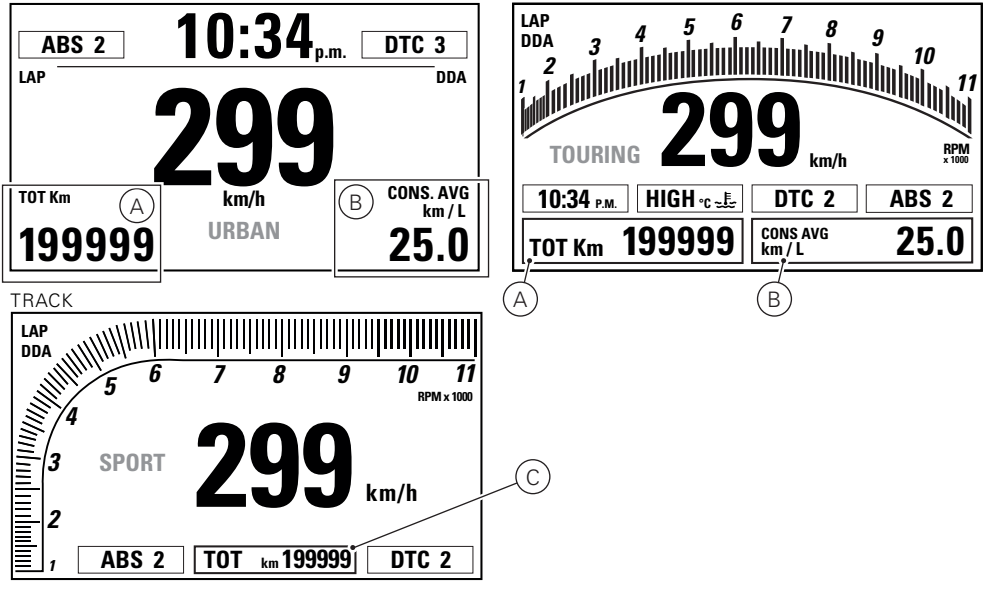

CORE
ABS 2
10:34 p.m.
DTC 3
LAP
DDA
299
km/h
URBAN
TOT Km
199999
A
CONS. AVG
km / L
25.0
B
FULL
LAP
DDA
1
2
3
4
5
6
7
8
9
10
11
RPM x 1000
TOURING
299
km/h
10:34 P.M.
HIGH °C
DTC 2
ABS 2
TOT Km 199999
CONS AVG km / L 25.0
A
B
TRACK
LAP
DDA
5
6
7
8
9
10
11
RPM x 1000
4
3
2
1
SPORT
299
km/h
ABS 2
TOT km 199999
DTC 2
C

Fig. 23

Odometer (TOT)

The odometer counts and displays the total distance covered by the motorcycle with the set unit of measurement (km or mi).
The odometer number (in km or miles) is displayed with the message "TOT" and the indication of the unit of measurement. When the maximum value is reached (199999 km or 199999 mi) the instrument panel will permanently display said value.
The odometer value is saved permanently and cannot be reset under any circumstances.

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

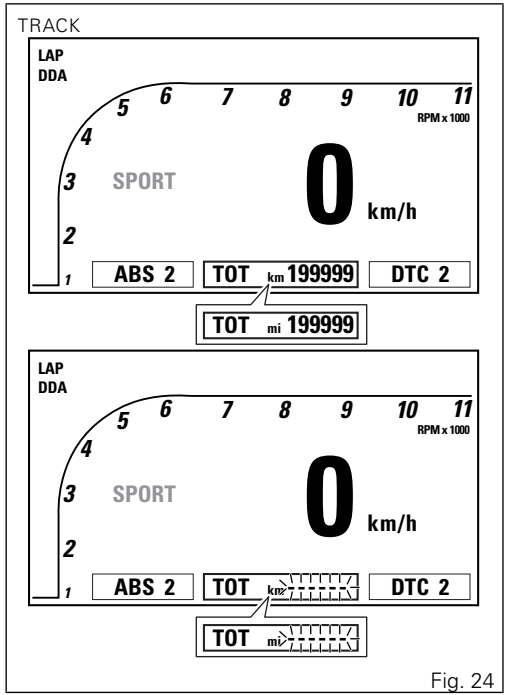


Fig. 24

The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.



Note

Upon Key-ON, the instrument panel always shows the message "Odometer" for 10 seconds, then shows the user's settings page.



Note

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

Trip meter 1 (TRIP 1)

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

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

While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP 1. When TRIP1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

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

The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.

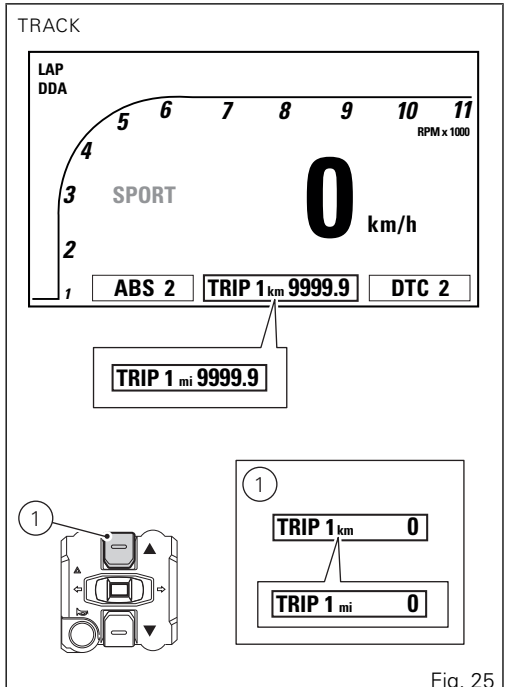


Fig. 25

Trip meter 2 (TRIP 2)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi).
The TRIP2 number (in km or miles) is displayed with the message TRIP2 and the indication of the unit of measurement.
When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.
While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP 2.
The TRIP2 counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement.
The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.

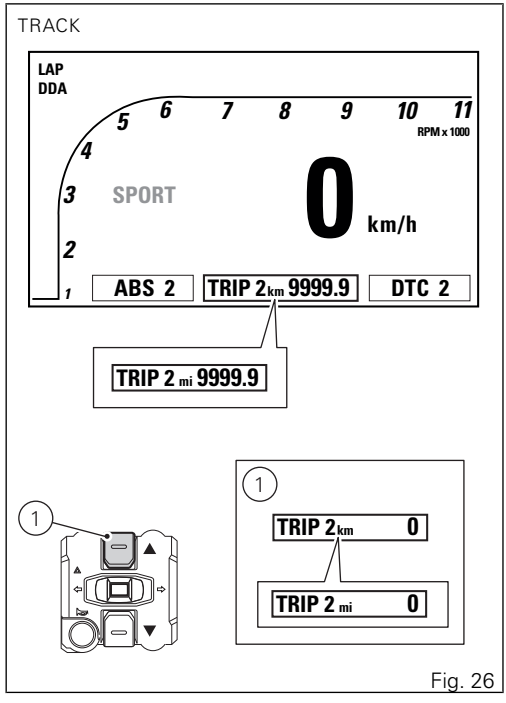


Fig. 26

Partial fuel reserve counter (TRIP FUEL)

The fuel trip meter counts and displays the distance covered by the motorcycle on reserve (since the low fuel light turns on) with the set unit of measurement (km or mi).

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 toggle through the other Menu functions.

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.

The number (km or miles) is displayed with the message "TRIP FUEL" and the indication of the unit of measurement.

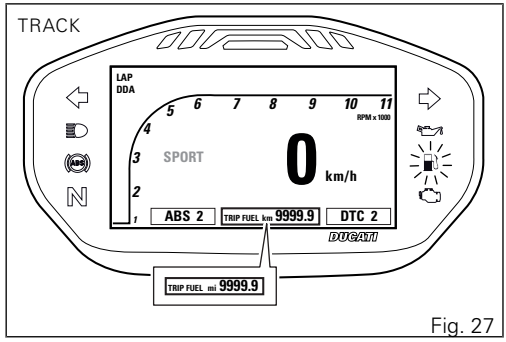


Fig. 27

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

When the TRIP FUEL function is not active, the corresponding value will not be displayed in the Menu.

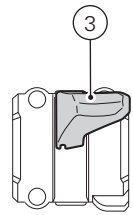
The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.

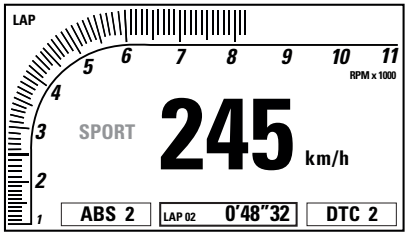
LAP time

The LAP function is available for the CORE and FULL display modes on the LH menu, while for the TRACK display mode it is in the central menu.
LAP function information is available when the function is active.
When the LAP function is active, upon the first press on FLASH button (3) menu displays LAP 01 message and START flashing for 4 seconds and then the time measured with a resolution of one tenth of a second (“ 0’00’’0 ”) for another 2 seconds. Upon any further press of the FLASH button (3), the just ended lap number and time are displayed with a resolution of one hundredth of a second (“ 0’00’’00”) for 6 seconds and then lap timer is displayed again together with the number of new current lap (if LAP function is selected from the menu).
If the LAP function is not selected from the menu, the instrument panel will go back to the functions present before the FLASH button (3) was pressed.
It is possible to scroll the other menu functions at any time.
When storing the 30th LAP, the LAP function is stopped and upon any further press on the FLASH button (3), the instrument panel will display flashing FULL message warning that the storage space for lap times is full.
The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.

TRACK


LAP
5 6 7 8 9 10 11
RPM x 1000
4
3
2
1
SPORT
245
km/h
ABS 2
LAP 01 START
DTC 2
A


3


LAP
5 6 7 8 9 10 11
RPM x 1000
4
3
2
1
SPORT
245
km/h
ABS 2
LAP 02 0'48"32
DTC 2

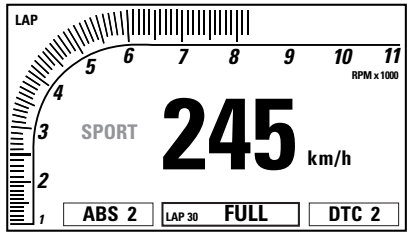

LAP
5 6 7 8 9 10 11
RPM x 1000
4
3
2
1
SPORT
245
km/h
ABS 2
LAP 30 FULL
DTC 2

Fig. 28

Note
When the LAP function is active, the FLASH button takes on the dual function of high beam "FLASH" and GPS finish line control and storage for the LAP timer (new lap start indication).

Note
The TRIP FUEL function always has top priority over the LAP function: in case of activation of the TRIP FUEL function with active LAP function, the LAP timer view is automatically removed and TRIP FUEL information is displayed instead.

LAP recording

If the LAP function is active, it is possible to record the lap time, for a total of 30 consecutive laps.
Operation:

- in order for the GPS to identify each lap's "Start/Stop" automatically, the user must store the finish line coordinates by pressing the FLASH button (3) when passing the finish line for the first time. The timer starts with resolution of a tenth of a second (0'00''00);
- any further time the motorcycle goes through the finish line, the just ended lap number and time are displayed for 5 seconds with a resolution of one hundredth of a second;
- after these 5 seconds, the instrument panel goes back to lap timer page referred to the new current lap.
- on the 30th lap, when the FLASH button (3) is pressed, and every time it is pressed, current lap is stored and the message FULL is displayed to indicate that available storage space is full.

If the time is never stopped, it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from zero and will keep running until the lap is stopped or the recording function is disabled.
During every lap, the following data are stored:

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

Engine coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°C or °F), followed by the unit of measurement and the engine temperature symbol.
The temperature display range goes from 40 °C to +120 °C (+104 °F ÷ +248 °F).
If reading is:

- <= (lower than or equal to) -40 °C (-40 °F), a string of flashing dashes " - - - " is displayed;
- within the range -39 °C (-38 °F) to +39 °C (+102 °F), "LOW" is displayed steadily;
- within the range +40 °C (+104 °F) to +120 °C (+248 °F), the value is displayed steadily;
- >= (higher than or equal to) +121 °C (+250 °F), "HIGH" is displayed flashing.

If engine coolant temperature exceeds:

- 100 °C (+212 °F), temperature value is immediately displayed in the menu, regardless of any other function displayed in the menu; it is still possible to view the other menu functions;
- 121 °C (+250 °F), temperature value is immediately displayed in the menu, regardless of any other function displayed in the menu; it is not possible to view the other menu functions. The alarm icon is also displayed.

If the coolant temperature sensor is in fault, a string of flashing dashes "- - -" is displayed with the set unit of measurement; the EOBD light turns on together with the error ENGINE TEMP. SENSOR.
If the instrument panel is not receiving coolant temperature value, a string of steady dashes "- - -" is displayed, followed by the unit of measurement.

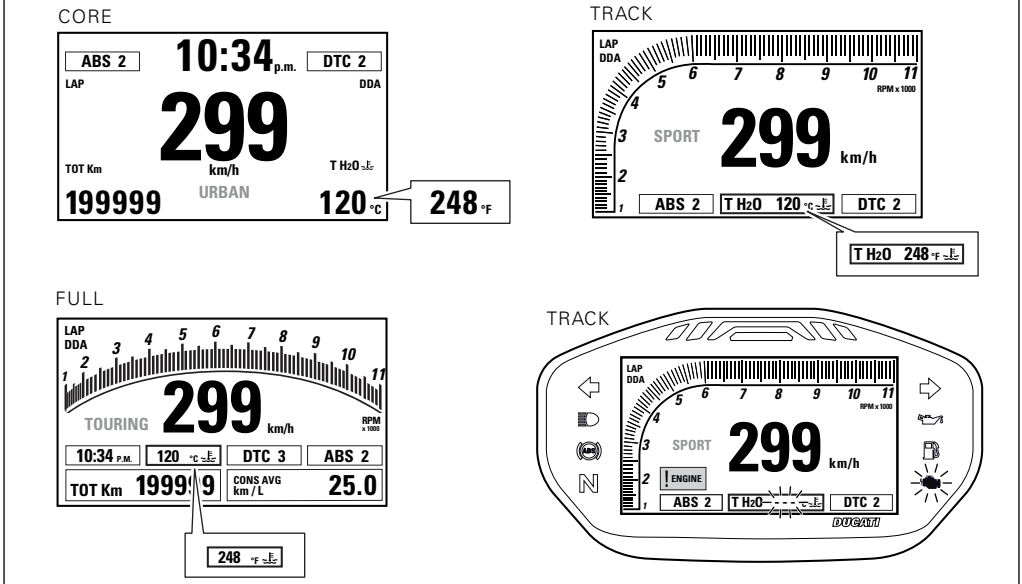

CORE
ABS 2
10:34 p.m.
DTC 2
LAP
DDA
299
TOT Km
km/h
T H2O
199999
URBAN
120 °C
248 °F
TRACK
LAP
DDA
RPM x 1000
SPORT
299
km/h
ABS 2
T H2O 120 °C
DTC 2
T H2O 248 °F
FULL
LAP
DDA
TOURING
299
km/h
RPM x 1000
10:34 P.M.
120 °C
DTC 3
ABS 2
TOT Km
CONS AVG km / L
25.0
248 °F
TRACK
LAP
DDA
RPM x 1000
SPORT
299
km/h
ENGINE
ABS 2
T H2O
DTC 2
DUCATI

Fig. 29

Instantaneous fuel consumption

The instrument panel calculates and displays the motorcycle instantaneous fuel consumption, the set unit of measurement and CONS.I. text.
The calculation is made considering the quantity of fuel used and the distance travelled during the last second. Value is expressed in the set unit of measurement: litres / 100 km or mpg UK or mpg USA.
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 three dashes is displayed " - - . - " steadily as instantaneous fuel consumption.

Note

It is possible to change the units of measurement of Speed (and distance travelled as well) from km/h (and km) to mph (and mi) through the SETTING MENU, using the UNITS SETTING function.

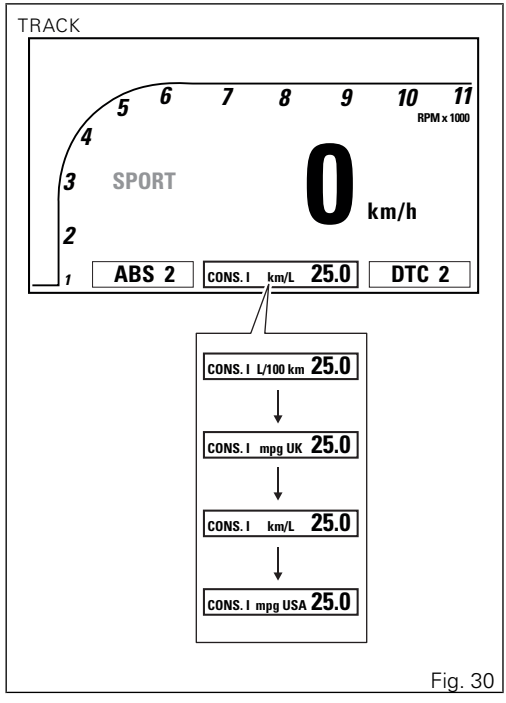


Fig. 30

Average fuel consumption

The instrument panel calculates and displays the motorcycle average fuel consumption, the set unit of measurement and CONS. AVG. text.
The calculation is made considering the quantity of fuel used and the distance travelled since TRIP1 was last reset.
When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.
During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes "- - . - " steadily as average fuel consumption.
Value is expressed in the set unit of measurement (litres / 100 km or mpg UK or mpg USA).
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).

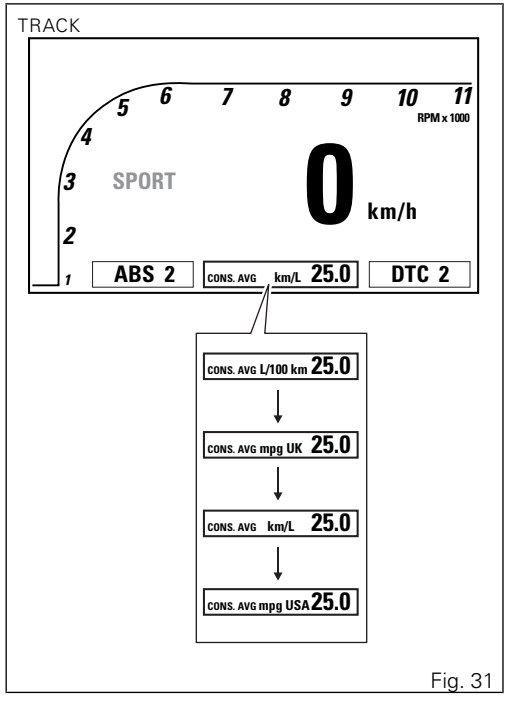


Fig. 31



Note

It is possible to change the units of measurement of Speed (and distance travelled as well) from km/h (and km) to mph (and mi) through the SETTING MENU, using the UNITS SETTING function.

Average speed

The instrument panel calculates and displays the motorcycle average speed, the set unit of measurement and SPEED AVG text.
The calculation considers the distance and time since TRIP1 was last reset.
When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.
During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes " - - - " steadily as average speed.
The active calculation phase occurs when the engine is running even if the motorcycle is stopped (moments when the motorcycle is not moving and the engine is OFF are not considered).
The average speed value displayed is calculated by adding 5% so as to be consistent with motorcycle speed indication.

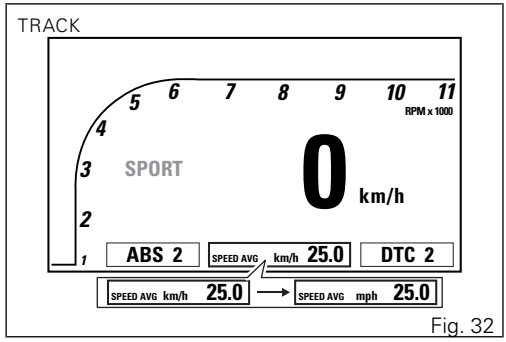


Fig. 32

Note

It is possible to change the units of measurement of Speed (and distance travelled as well) from km/h (and km) to mph (and mi) through the SETTING MENU, using the UNITS SETTING function.

Trip time

The instrument panel calculates and displays the trip time as hhh:mm followed by TRIP TIME. The calculation considers the time since TRIP1 was last reset. When TRIP1 is reset, this value is reset as well. The time count active phase occurs when the engine is running and the 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).
When the reading exceeds 720:00 (720 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.

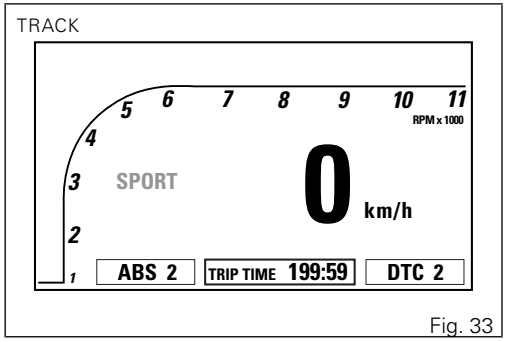


Fig. 33

Note

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

Ambient air temperature

The instrument panel displays the ambient temperature in the set unit of measurement (°C or °F), followed by the set unit of measurement, the message AIR and the thermometer symbol. The temperature value is displayed when ranging from -39 °C to +124 °C (or -38 °F ÷ +255 °F). For any different temperature (below -39 °C (-38 °F) or above +124 °C (+255 °F)) a string of three dashes " - - - " is steadily displayed, followed by the unit of measurement.

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement, the EOBD light will turn on and the corresponding error (T AIR SENSOR) is displayed. If the instrument panel is not receiving air temperature value, a string of three steady dashes "- - -" is displayed, followed by the unit of measurement.

Note

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

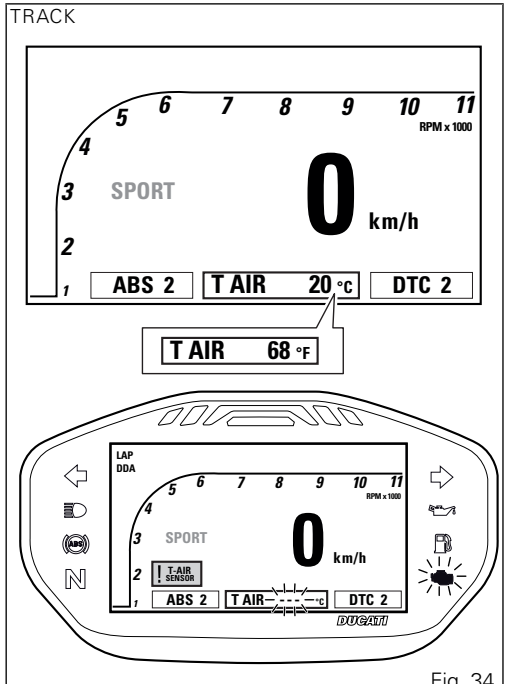


Fig. 34

Clock

The instrument panel receives information about the time to be displayed.
The time indication is displayed in different ways depending on the display mode in use (CORE, FULL or TRACK).
The instrument panel shows the time in the following format:

- hh (hours) : mm (minutes);
- followed by a.m. (from 0:00 to 11:59) or p.m. (from 12:00 to 12:59 and from 1:00 to 11:59).

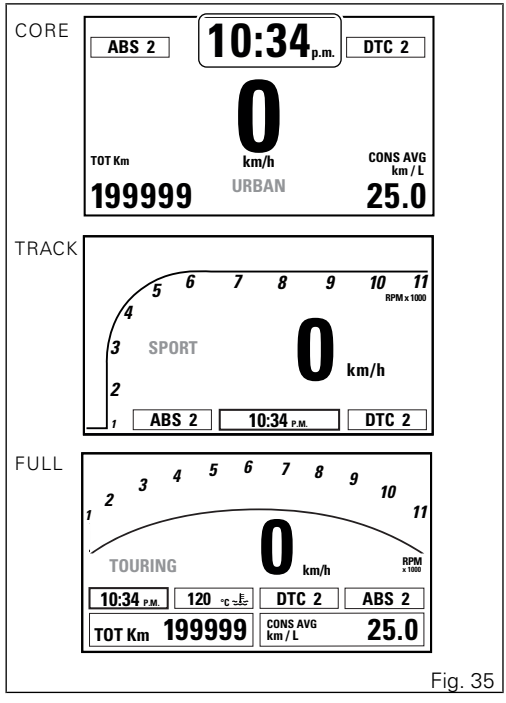


Fig. 35

Auxiliary functions

DDA

The instrument panel indicates DDA status only if the motorcycle fits the DDA.
If the message "DDA" is displayed it means that the DDA is active and recording.
If the message "DDA" is not displayed it means that the DDA is not active.

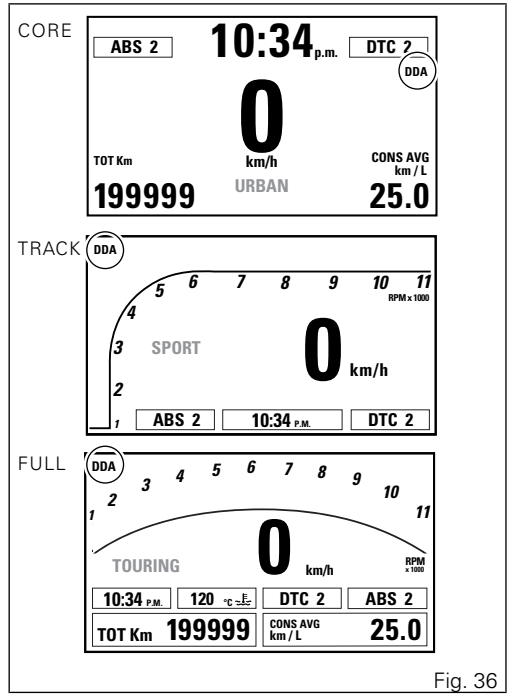


Fig. 36

LAP

The instrument panel displays the LAP function status (LAP recording on or off).
"LAP" message is on if LAP is ON (i.e. timer recording) or off if LAP is OFF.

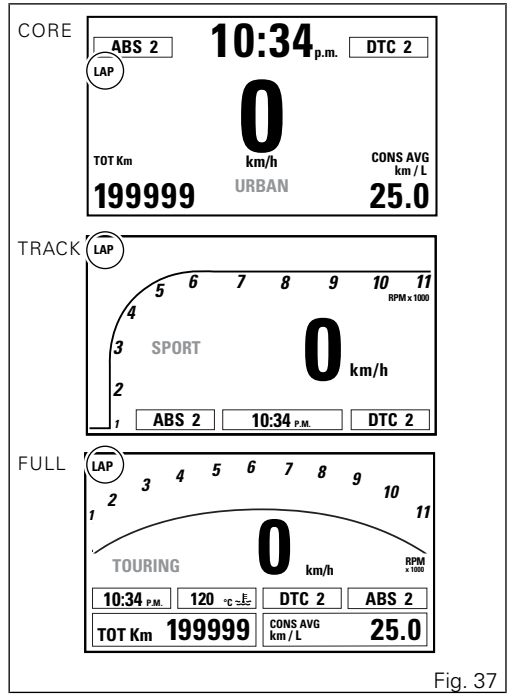


Fig. 37

Service indication (SERVICE)

This indication shows the user that the motorcycle is due for service 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.
Icon display follows the displaying procedure of Warnings/Alarms (“page 87”).

Note

Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.

TRACK

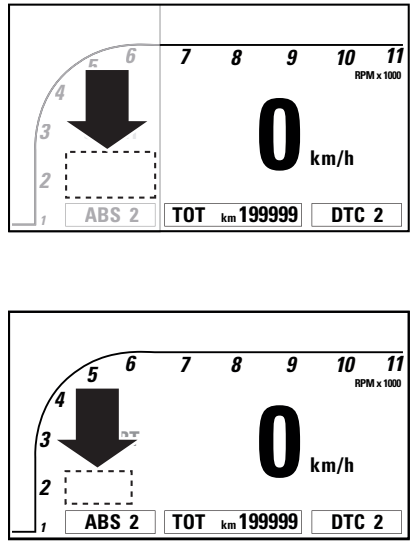


Fig. 38

OIL SERVICE zero warning

The first service warning is the OIL SERVICE zero and is triggered upon every Key-On for 5 seconds, as soon as the odometer reaches the first 1000 km (600 mi). Warning is displayed in the "large" size and then continues being displayed in the small size until "Reset" by the Ducati authorised service centre, during maintenance.
Icon display follows the displaying procedure of Warnings/Alarms (“page 87”).

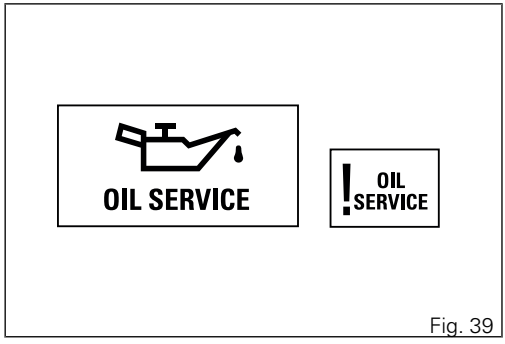


Fig. 39

Note
Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.

The message "OIL SERVICE" or "DESMO SERVICE" countdown

After OIL SERVICE zero first reset (at 1,000 km - 600 mi), the instrument panel activates the countdown of the kilometres (or miles) left before the following service operation (OIL SERVICE or DESMO SERVICE).

The green "large" indication is shown upon Key-ON for 2 seconds; when there are 1,000 km (600 miles) left before the next service operation, the indication turns yellow and is enabled upon every Key-ON for 5 seconds.

Icon display follows the displaying procedure of Warnings/Alarms (“page 87”).

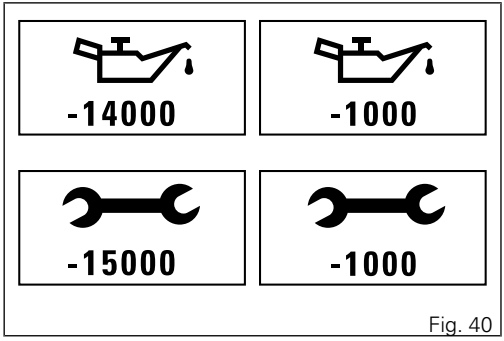


Fig. 40

"OIL SERVICE" or "DESMO SERVICE" warning

When the service threshold is reached, the warning for the type of service required is triggered (OIL SERVICE or DESMO SERVICE).
The service warning is triggered upon every Key-On for 5 seconds and is displayed in the "large" size, and then continues being displayed in the small size until "Reset" by the Ducati authorised service centre, during maintenance.
Icon display follows the displaying procedure of Warnings/Alarms (“page 87”).

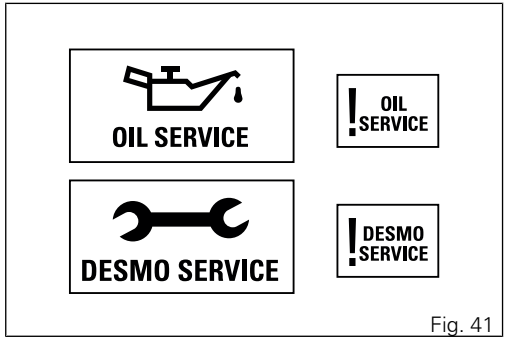


Fig. 41

Warnings/Alarms

The instrument panel manages a number of warnings / alarms, aimed at giving useful information to the rider during use.
Upon Key-On, if there are any active warnings, the instrument panel displays the present warnings.
During normal use, whenever a warning is triggered, the instrument panel automatically displays the warning. Whenever a warning is triggered, it is displayed for 5 seconds in a (well-visible icon) "large" size and then continues being displayed in the small size ("small" icon).
If several warnings are active, the corresponding icons will be displayed one after the other, each remaining on display for 3 seconds.
When warnings are activated, no warning light will come on.

High engine coolant temperature (High temperature)

This function warns the rider when engine coolant temperature reaches 121°C (250°F).

Note
In this case, Ducati recommends stopping riding and turning engine immediately off; making sure that fans are working.

Note
Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.

TRACK

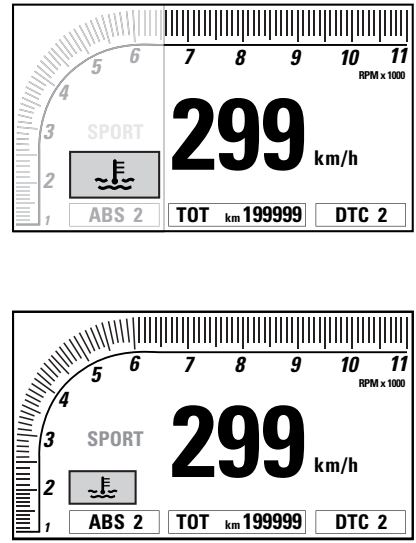


Fig. 42

DDA memory full (DDA full)

This function warns the rider when DDA memory is full and no more trip data can be stored.

Note
Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.

TRACK

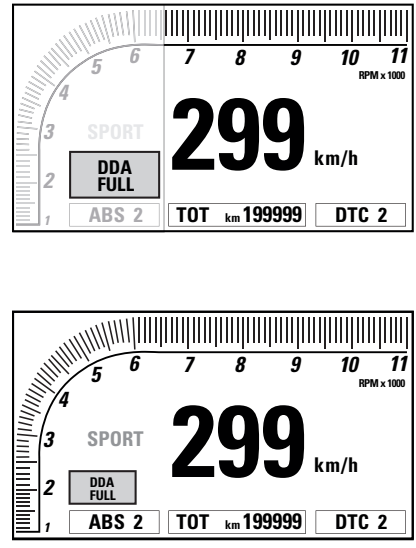


Fig. 43

Ice

This function warns the rider when there might be ice on the road, due to the low external temperature. This warning turns on when temperature drops to 4°C (39°F) and turns off when temperature raises to 6°C (43°F).

Warning

This warning does not eliminate the possibility of icy road areas even with temperatures above 4°C (39°F); when ambient temperature is "low", ride responsibly, especially on road areas not exposed to sunlight and/or on bridges.

Note

Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.

TRACK

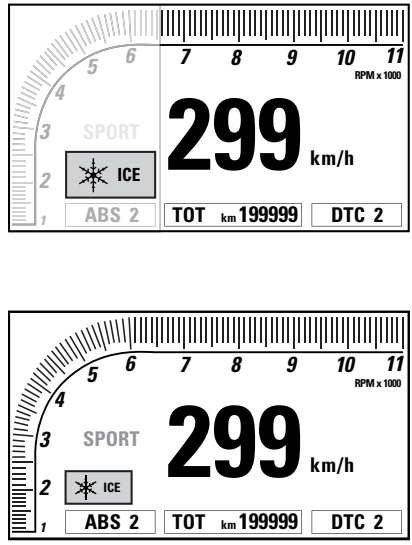


Fig. 44

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
Upon Key-On, in case of errors, the instrument panel displays any errors present and turns on the EOBD light.
During normal operation, when an error is triggered, the instrument panel automatically displays the error present and turns on the EOBD light.
Whenever an error is triggered, it is displayed for 5 seconds in a (well-visible icon) "large" size and then continues being displayed in the small size ("small" icon).

Note

Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.

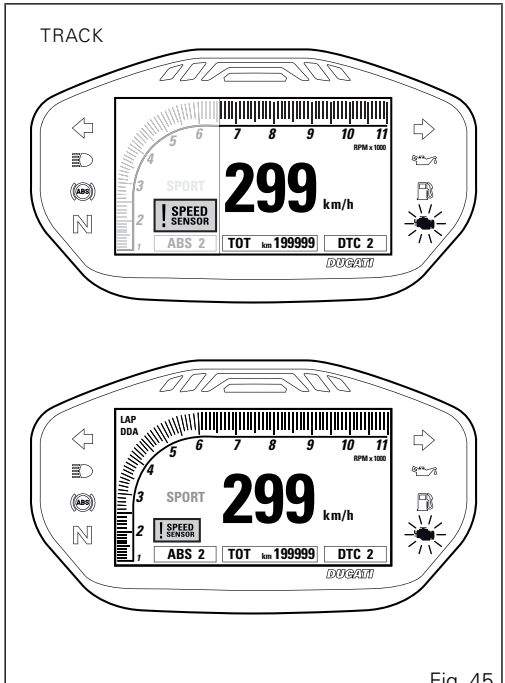


Fig. 45

If several errors are active, the corresponding icons will be displayed one after the other, each remaining on display for 3 seconds.
When an error is triggered the EOBD light turns on as well.

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

Displayed errors description

Displayed error	**Description**
CAN LINE	CAN line BUS OFF
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
DSB	DSB control unit faulty communication / operation
IMMOBILIZER	E-LOCK control unit general malfunction
	(Immobilizer) key-antenna malfunction
ENGINE	ECU control unit faulty communication / operation
	ECU control unit general malfunction
	Throttle position sensor malfunction
	Throttle grip position sensor malfunction
	Throttle motor or relay malfunction
	Pressure sensor malfunction
	Engine coolant temperature sensor malfunction
	Intake duct air temperature sensor malfunction
	Injection relay malfunction

Displayed error	Description
	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
STOP LIGHT	Stop light not working
FAN	Electric cooling fan malfunction
SIDE STAND	Side stand sensor malfunction
T-AIR	Ambient air temperature sensor
DDA	DDA control unit does not work properly
SPEED	Front and rear speed sensor malfunction



Note

The message "FAN" can be displayed also in case of BBS control unit malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

Error icons table

"WARNING LIGHT / ERROR" MESSAGE	ERROR
 ABS	ABS control unit
 BBS	Black-Box control unit
 DSB	Instrument panel ctrl unit
 FAN	Cooling fan
 ENGINE	ECU
 CAN LINE	Can Bus OFF
 UNKNOWN DEVICE	Software compatibility
 FUEL SENSOR	Low fuel sensor
 T-AIR SENSOR	Air temperature sensor

"WARNING LIGHT / ERROR" MESSAGE	ERROR
SPEEDSENSOR	Speed sensor
BATTERY	Battery voltage
STOP LIGHT	Rear stop light
IMMOBILIZER	Immobilizer
SIDE STAND	Side stand sensor

Note
The message "FAN" can be displayed also in case of BBS control unit malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

Viewing side stand status

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

If side stand Sensor error is present, the instrument panel displays stand down/open warning, turns on the EOBD light and displays the corresponding error "Side stand sensor".

If instrument panel does not receive side stand status, stand down/open "SIDE STAND" indication will flash to indicate an undefined status.

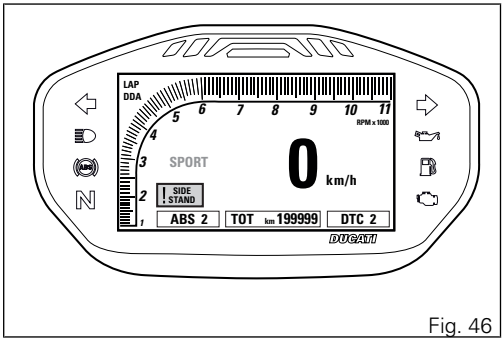


Fig. 46

Setting MENU

This menu allows enabling, disabling and setting some motorcycle functions.
To enter the Setting Menu it is necessary to hold button (2) for three seconds, with Key-ON and motorcycle actual speed ≤(lower than or equal to) 20 km/h (12 mph): within this menu, it is no longer possible to view any other function.
The Setting MENU displays the following functions:

- RIDING MODE
- BATTERY
- BACK LIGHT
- CLOCK
- PIN CODE
- RPM
- UNIT SETTING
- INFO MODE
- LAP
- DDA (active only if DDA device is present)

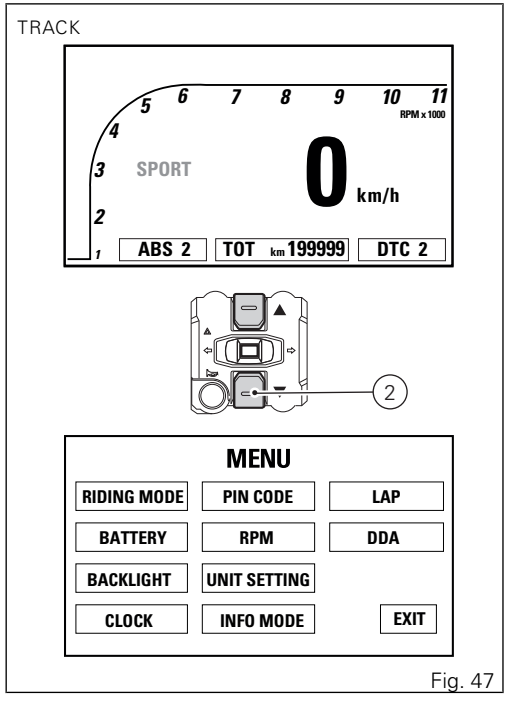


Fig. 47

Important

For safety reasons, it is recommended to use this Menu with the motorcycle at a standstill.

Press buttons (1) and (2) to highlight the customisable parameters one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
After highlighting the required parameter, press button (4) to open the corresponding menu page.
If function is not available or temporarily disabled, the menu page can not be opened.
To quit the Setting Menu you shall highlight "EXIT" and press CONFIRM MENU button 4.

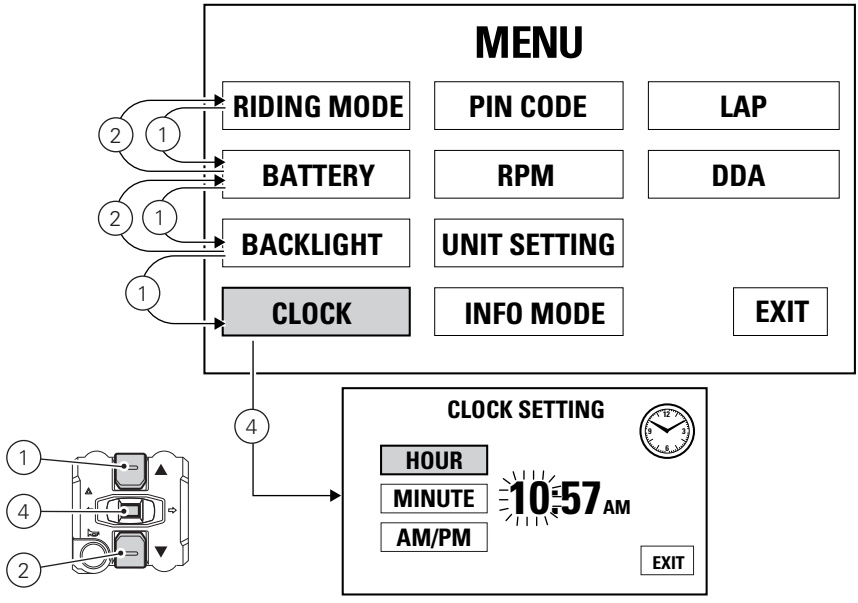

MENU
RIDING MODE
PIN CODE
LAP
BATTERY
RPM
DDA
BACKLIGHT
UNIT SETTING
CLOCK
INFO MODE
EXIT
CLOCK SETTING
HOUR
MINUTE
AM/PM
10:57 AM
EXIT
1
2
4

Fig. 48

Customising the Riding Mode

All settings of every riding mode can be customised. You enter the Setting Menu.
Select "RIDING MODE" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
Enter the "RIDING MODE" menu. Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2). Once the desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customisation Menu. While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

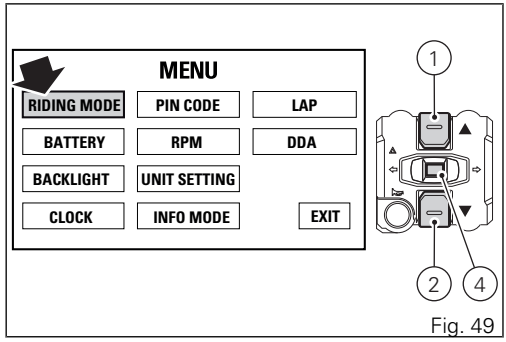


Fig. 49

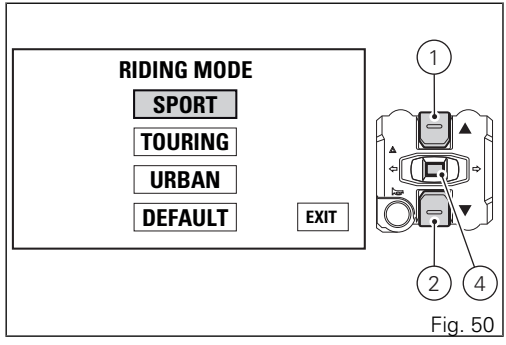


Fig. 50

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

- ABS
- DTC
- ENGINE
- DEFAULT

Press buttons (1) and (2) to highlight the customisable parameters one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
After highlighting the required parameter, press button (4) to open the corresponding menu page.
Any parameter change made is saved and remains in the memory also after a Battery-OFF.
The riding parameters set by Ducati can be restored for each single riding mode through the DEFAULT Function.
If you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

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.

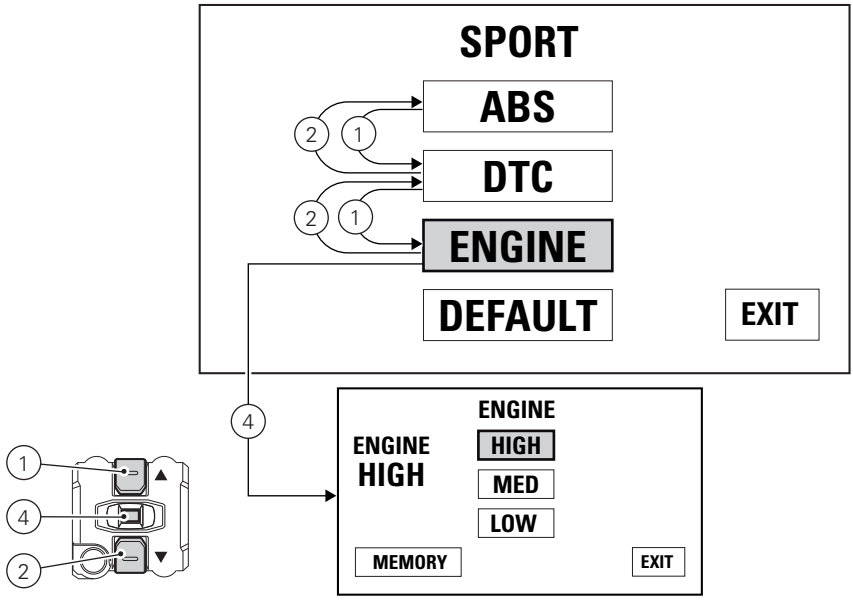

SPORT
ABS
DTC
ENGINE
DEFAULT
EXIT
2
1
2
1
4
ENGINE
ENGINE
HIGH
HIGH
MED
LOW
MEMORY
EXIT
1
4
2

Fig. 51

Customising the Riding Mode: ABS setting

This function disables or sets ABS level for the selected riding mode. You enter the Setting Menu. Select "RIDING MODE" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

Enter the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2).

Once the desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customisation Menu. Select the parameter to be customised (ABS), by pressing button (1) or (2). Once the desired parameter is highlighted, press CONFIRM MENU button (4).

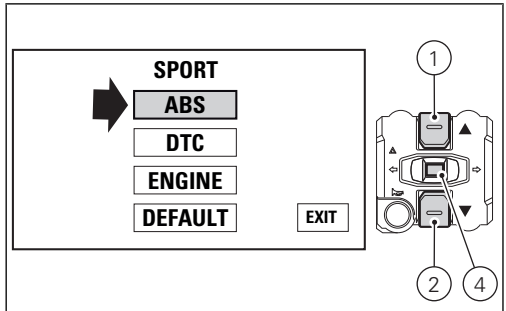


Fig. 52

When entering the function, the currently set ABS level or status is indicated on the left (e.g.: ABS 1). Customisation options are indicated on the right: levels 1 to 3 and status OFF.
Press buttons (1) and (2) to highlight the levels one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Once the desired level is highlighted, press CONFIRM MENU button (4) to highlight MEMORY.

To save the new setting, hold button (4) for three seconds while the message "MEMORY" is highlighted in orange. If storage is successful, MEMORIZED will be highlighted in green for one second, level number or status will be refreshed (update is indicated in green) and then EXIT will be highlighted in green.
To exit the menu and go back to previous page, select EXIT and press button (4).

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

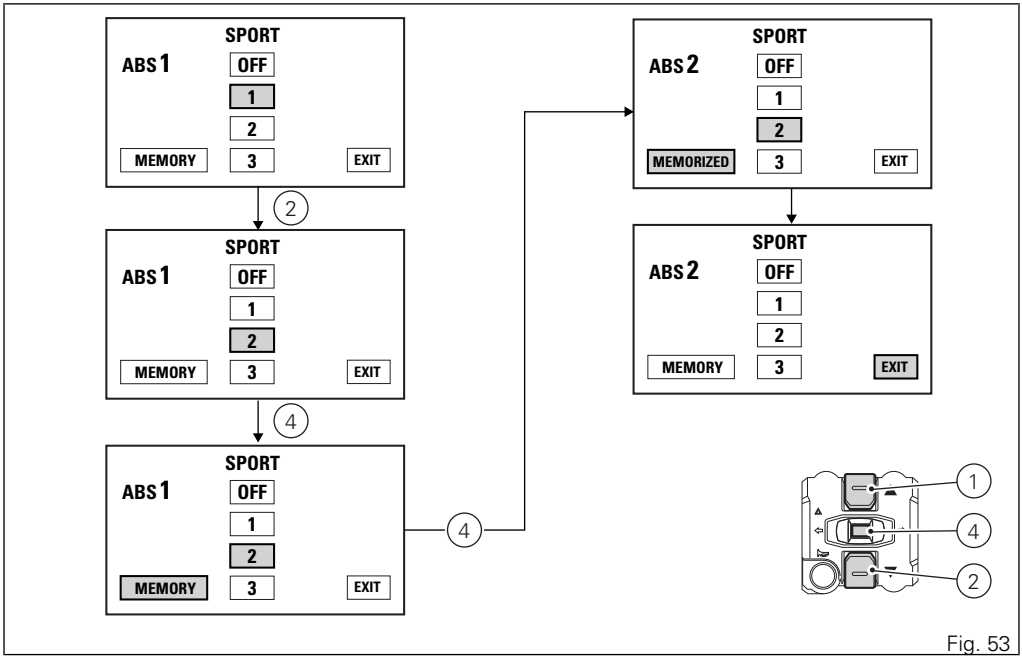

SPORT
ABS 1
OFF
1
2
3
MEMORY
EXIT
2
SPORT
ABS 1
OFF
1
2
3
MEMORY
EXIT
4
SPORT
ABS 1
OFF
1
2
3
MEMORY
EXIT
4
SPORT
ABS 2
OFF
1
2
3
MEMORIZED
EXIT
SPORT
ABS 2
OFF
1
2
3
MEMORY
EXIT
1
4
2

Fig. 53

Customising the Riding Mode: DTC level setting

This function disables or sets DTC level for the selected riding mode.
You enter the Setting Menu. Select "RIDING MODE" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
Enter the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2).
Once the desired mode is highlighted, press CONFIRM MENU button (4).
You open the selected riding mode customisation Menu.

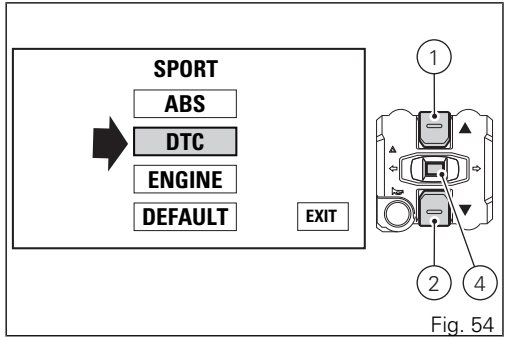


Fig. 54

When entering the function, the currently set DTC level or status is indicated on the left (e.g.: DTC 3). Customisation options are indicated on the right: levels 1 to 8 and status OFF.
Select the parameter to be customised (DTC), by pressing button (1) or (2).
Once the desired parameter is highlighted, press CONFIRM MENU button (4).
To save the new setting, hold button (4) for three seconds while the message "MEMORY" is highlighted in orange.
If storage is successful, MEMORIZED will be highlighted in green for one second, level number or status will be refreshed (update is indicated in green) and then EXIT will be highlighted in green.
To exit the menu and go back to previous page, select EXIT and press button (4).

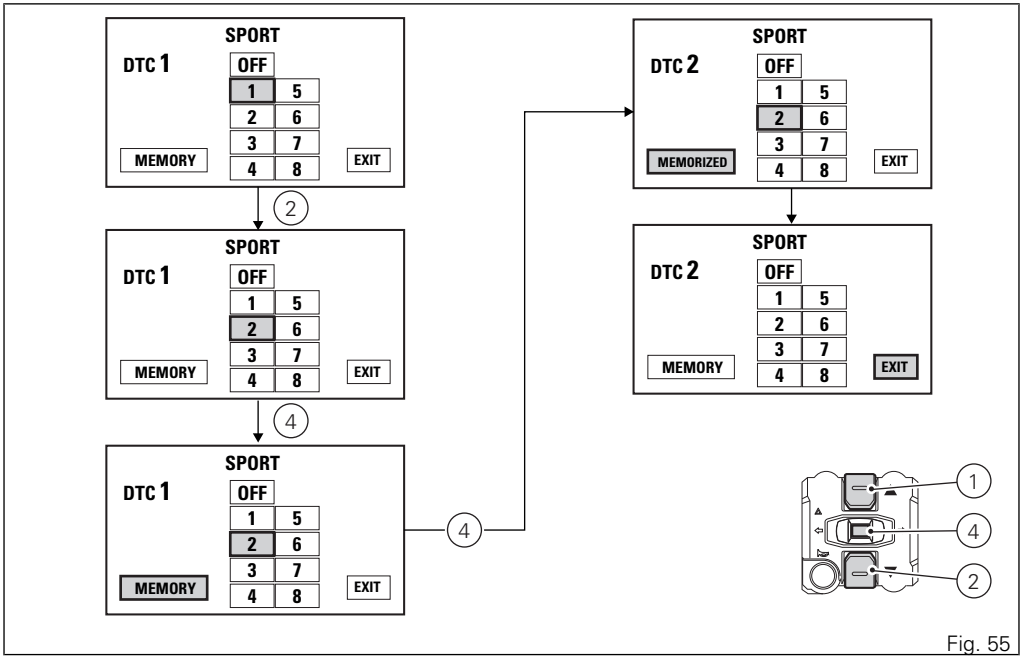

SPORT
DTC 1
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
2
SPORT
DTC 1
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
4
SPORT
DTC 1
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
4
SPORT
DTC 2
OFF
1 5
2 6
3 7
4 8
MEMORIZED
EXIT
SPORT
DTC 2
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
1
4
2

Fig. 55

Customising the Riding Mode: Engine setting

This function customises engine power associated with each riding mode.
You enter the Setting Menu. Select "RIDING MODE" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4). Enter the "RIDING MODE" menu.
Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2). Once the desired mode is highlighted, press CONFIRM MENU button (4).
You open the selected riding mode customisation Menu.
Select the parameter to be customised (ENGINE), by pressing button (1) or (2). Once the desired parameter is highlighted, press CONFIRM MENU button (4).

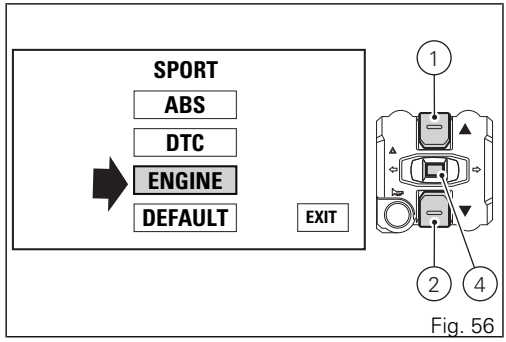


Fig. 56

When entering the function, currently set engine power is indicated on the left (e.g.: ENGINE HIGH). Customisation options are listed on the right:

- HIGH.
- MED.
- LOW.

Press buttons (1) and (2) to highlight the available power options one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Once the desired power level is highlighted, press CONFIRM MENU button (4) to highlight MEMORY.
To save the new setting, hold button (4) for three seconds while the message "MEMORY" is highlighted in orange.
If storage is successful, MEMORIZED will be highlighted in green for one second, power level will be refreshed (update is indicated in green) and then EXIT will be highlighted in green.
To exit the menu and go back to previous page, select EXIT and press button (4).

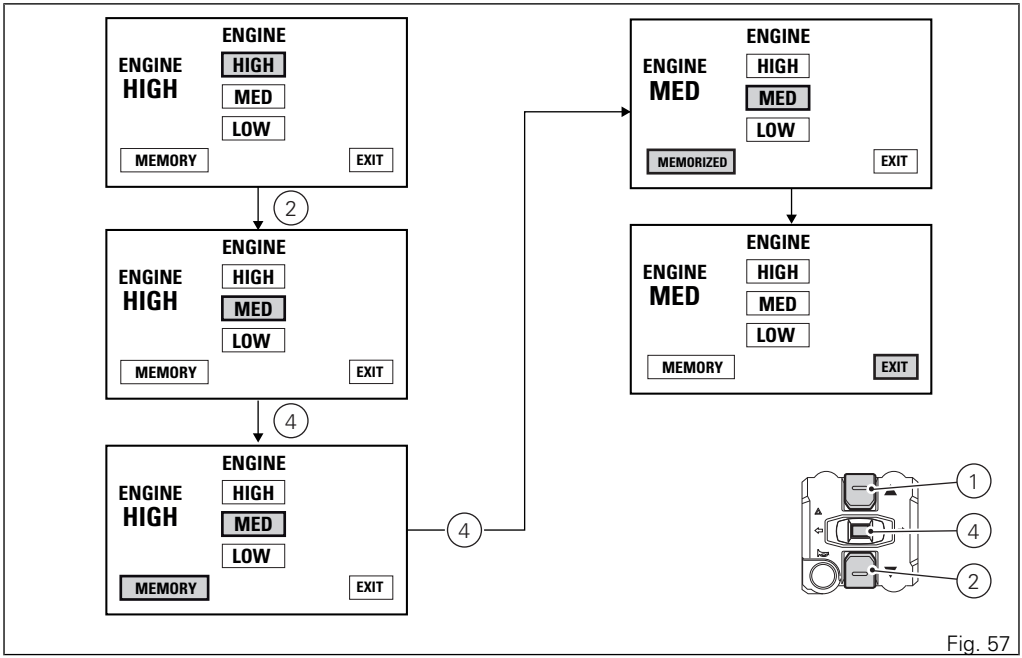

ENGINE
ENGINE
HIGH
HIGH
MED
LOW
MEMORY
EXIT
2
ENGINE
ENGINE
HIGH
HIGH
MED
LOW
MEMORY
EXIT
4
ENGINE
ENGINE
HIGH
HIGH
MED
LOW
MEMORY
EXIT
4
ENGINE
ENGINE
HIGH
MED
MED
LOW
MEMORIZED
EXIT
ENGINE
ENGINE
HIGH
MED
MED
LOW
MEMORY
EXIT
1
4
2

Fig. 57

Customising the Riding Mode: Restoring default settings

This function allows restoring the default values set by Ducati for the parameters relating to each riding mode. You enter the Setting Menu. Select "RIDING MODE" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). Enter the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2). Once the desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customisation Menu. Select the parameter to be customised (DEFAULT), by pressing button (1) or (2). Once the desired parameter is highlighted, press CONFIRM MENU button (4).

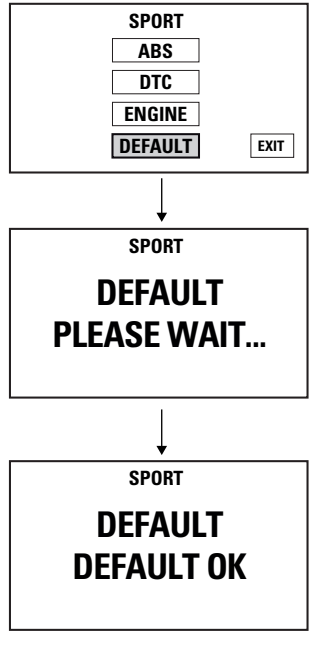


Fig. 58

It will take 3 seconds to restore parameters, during which PLEASE WAIT ... will appear on the display. Once procedure is completed, DEFAULT OK will appear for two seconds to confirm that default parameters have been restored.
The display then automatically goes back to Riding mode customisation menu first page, with EXIT option highlighted.
To quit the menu and go back to Setting Menu main page, select EXIT and press button (4).

Battery voltage

This function allows you to check the motorcycle battery voltage. You enter the Setting Menu. Select "BATTERY" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "BATTERY" menu.
The information will be displayed as follows:

- if battery voltage is below 11.0 V, a flashing message LOW is displayed with the battery icon on a red background;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed flashing with the battery icon on a red background;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steadily with the battery icon on a standard background;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed flashing with the battery icon on a red background;
- if battery voltage is over 15.0 V, a flashing message HIGH is displayed with the battery icon on a red background.

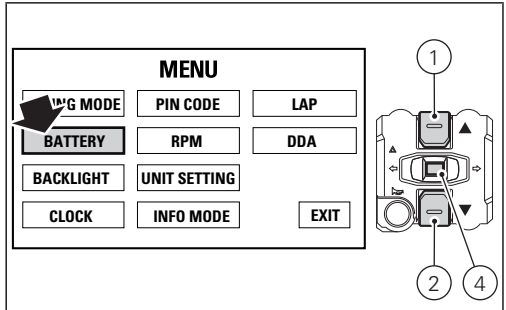
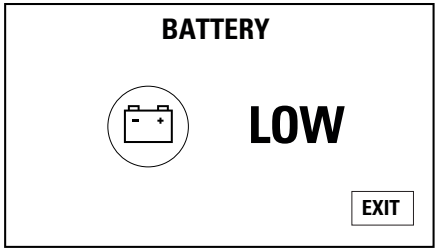
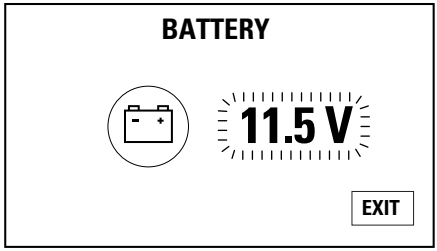
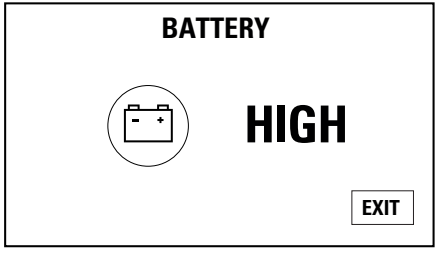


Fig. 59

If the battery voltage error is present, the instrument panel will show three flashing dashes "- - -" as voltage value, followed by the unit of measurement, the EOBD light will turn on and the corresponding error (BATTERY) is displayed.
If the instrument panel is not receiving battery voltage value, a string of three steady dashes "- - -" is displayed, followed by the unit of measurement.
To quit the menu and go back to Setting Menu main page, select EXIT and press button (4).


BATTERY
LOW
EXIT


BATTERY
11.5 V
EXIT


BATTERY
HIGH
EXIT

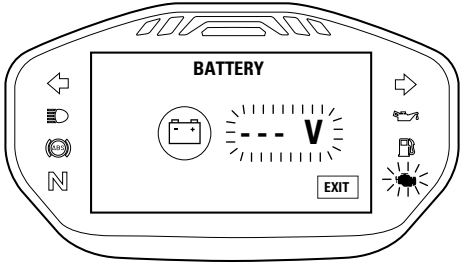

BATTERY
- - - V
EXIT
N

Fig. 60

Display backlighting setting

This function allows selecting the instrument panel backlighting.

You enter the Setting Menu. Select "BACKLIGHT" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You open the "BACKLIGHT" menu. When entering the function, available backlighting options are indicated on the left: DAY, NIGHT, AUTO, and current option is highlighted.

Press buttons (1) and (2) to highlight the instrument panel backlighting options one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Once the desired backlighting option is highlighted, press CONFIRM MENU button (4) to confirm. The instrument panel immediately activates the backlighting option selected by the user and highlights the corresponding name.

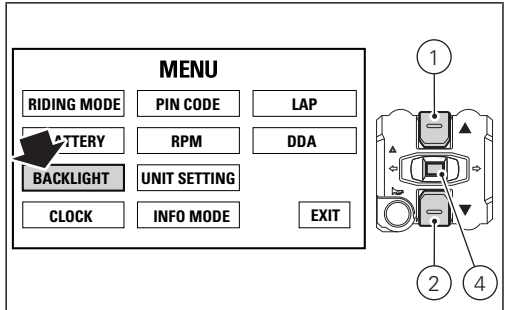


Fig. 61

Select DAY (day mode) to permanently set display “white” background for improved readability - recommended in conditions of strong ambient light.
Select NIGHT (night more) to permanently set display black background for dimmed visibility - recommended in case of poor ambient light and/or at night.
Select AUTO (automatic mode) to automatically adjust background colour according to ambient light (detected by a sensor).
It will be "white" for better visibility with high ambient light and "black" for a dimmed visibility with low ambient light.
To exit the menu and go back to previous page, select EXIT and press button (4).

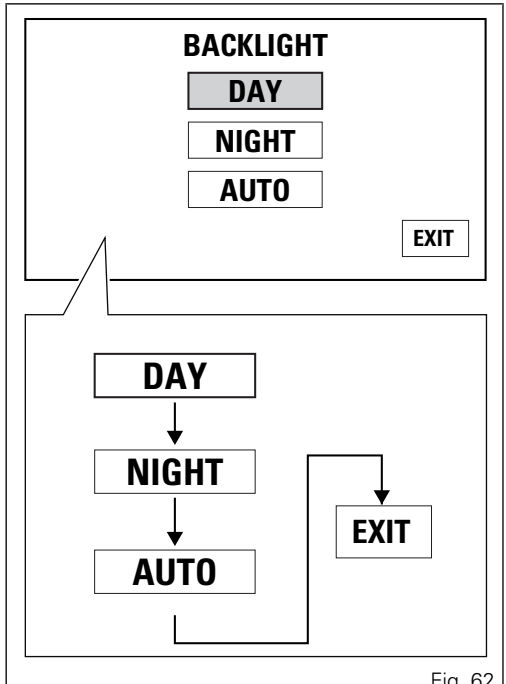


Fig. 62

Clock setting

This function allows user to set or adjust the time. You enter the Setting Menu. Select "CLOCK" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4). You enter the "CLOCK SETTING" menu. When entering the function, available settings are indicated on the left: HOUR, MINUTE, AM / PM, while current time is indicated on the right (e.g.: 10 : 30 a.m.).

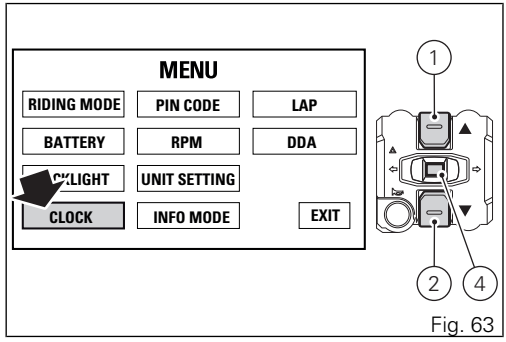


Fig. 63

Setting the hours

Select "HOUR" option, by pressing button (1) or (2).
Once highlighted, press CONFIRM MENU button (4).
Hour value starts flashing.
Press button (1) to decrease hour value by 1 unit: 0, 11, ... 1, 0 for AM - 12, 11, ... 1, 12 for PM.
Press button (2) to increase hour value by 1 unit: 11, 0, 1... 11 for AM - 12, 1, ... 12 for PM.
Once you reach the value to be set, press CONFIRM MENU button (4) and the set hour will stop flashing.

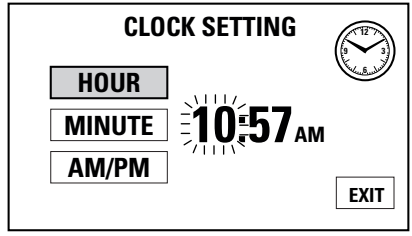


Fig. 64

Setting the minutes

Select "MINUTE" option, by pressing button (1) or (2). Once highlighted, press CONFIRM MENU button (4). Minute value starts flashing.
Press button (1) to decrease minute value by 1 unit: 59, 58, ... 00, 59.
Press button (2) to increase minute value by 1 unit: 00, 01, ... 59, 00.
Once you reach the value to be set, press CONFIRM MENU button (4) and the set minutes will stop flashing.

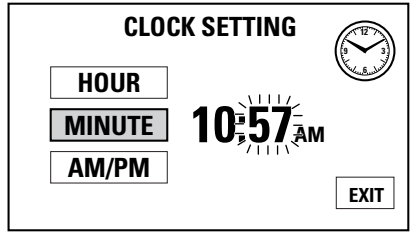


Fig. 65

Setting AM/PM

Select "AM/PM" option, by pressing button (1) or (2). Once highlighted, press CONFIRM MENU button (4). The value will start flashing.
Select AM or PM option, by pressing button (1) or (2) respectively.
Once you reach the value to be set, press CONFIRM MENU button (4) and the set value will stop flashing.
To exit the menu and go back to previous page, select EXIT and press button (4).

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

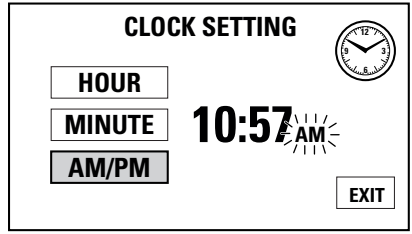


Fig. 66

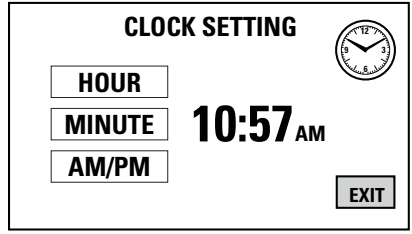


Fig. 67

Pin Code

This function makes it possible to "temporarily" turn on the motorcycle if the E-Lock system is not working (if steering lock is disengaged and the ELock system is in fault).
The PIN CODE is initially not present in the motorcycle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction. To activate this function, refer to "Entering the PIN CODE" procedure.
To change the PIN refer to "Changing the PIN CODE" procedure.
In order to temporarily start the motorcycle in case of malfunction of the E-LOCK system, please refer to the "Vehicle Release" procedure.

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.

Entering the PIN CODE

To activate the PIN CODE function and enter your own PIN CODE you must open the Setting Menu. Select "PIN CODE" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "PIN CODE" menu.

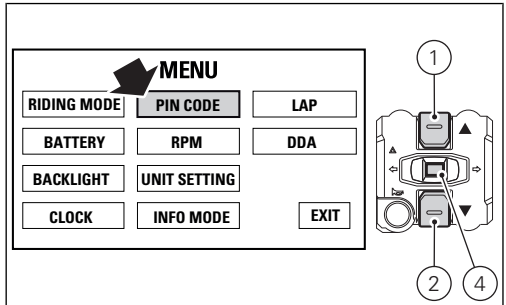


Fig. 68

When entering the function, the display shows the message INSERT PIN CODE followed by four green dashes "- - - -".
Entering the code:

1) Press button (4), only one digit indicating "0" turns green;
2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

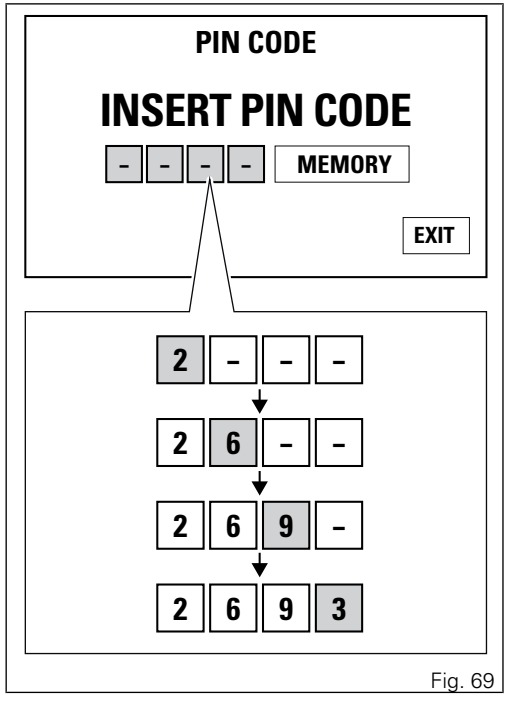


Fig. 69

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the message MEMORY.
To save the new setting, hold button (4) for 3 seconds while the message MEMORY is highlighted in orange.
If storage is successful, MEMORIZED will be highlighted in green for one second, and then EXIT will be highlighted in green.
Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE. The page for entering the very first PIN CODE is active and available again only in case the PIN CODE function is reset (but this is only possible at a DUCATI Authorised Service Centre).

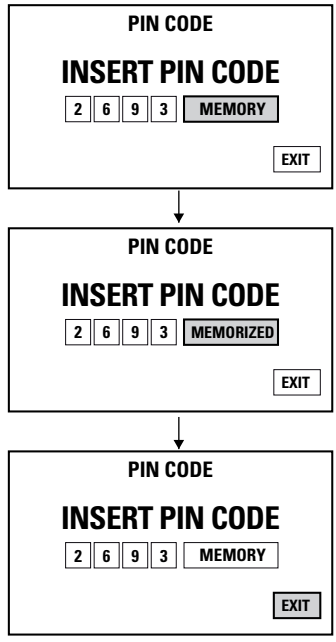


Fig. 70

Changing the PIN CODE

To change the existing PIN CODE and activate a new one, you must open the Setting Menu.
Select "PIN CODE" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "PIN CODE" menu. When entering the function, the display reads OLD CODE with four dashes in green "- - - -" and NEW CODE below that.
Entering the "old" code:

1) Press button (4), only one digit indicating "0" turns green;
2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

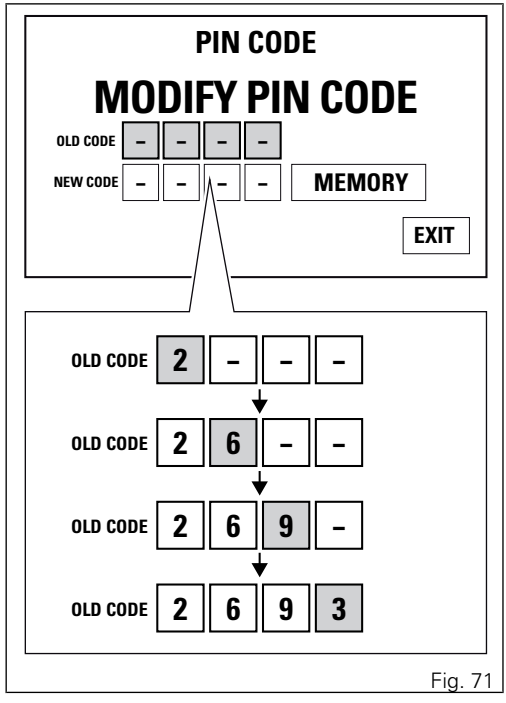


Fig. 71

When you press button (4) to confirm the fourth and last digit:

- if the PIN is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "----" for the OLD PIN to allow you to try again;
- if there is a problem during the PIN code check, the instrument panel displays ERROR for 3 seconds and then highlights the message EXIT;
- if the PIN code is correct, the instrument panel displays CORRECT for 3 seconds and then highlights the four dashes "----" of the NEW PIN.

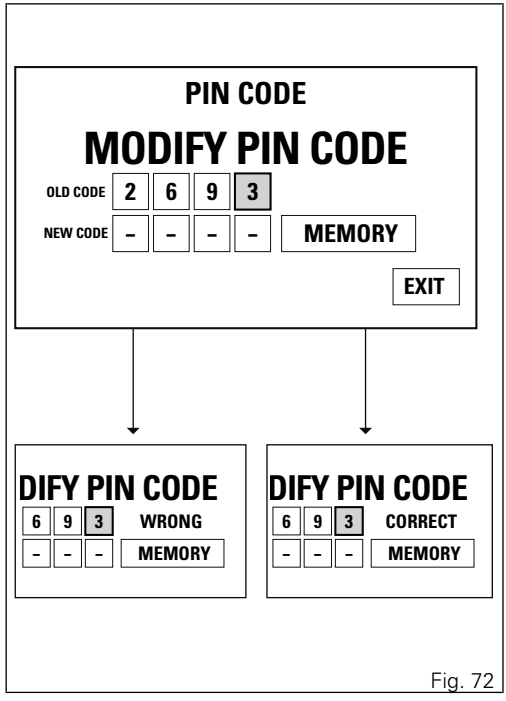


Fig. 72

Entering the "new" code:

1) Press button (4), only one digit indicating "0" turns green;
2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) To confirm the number, press the button (4)

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

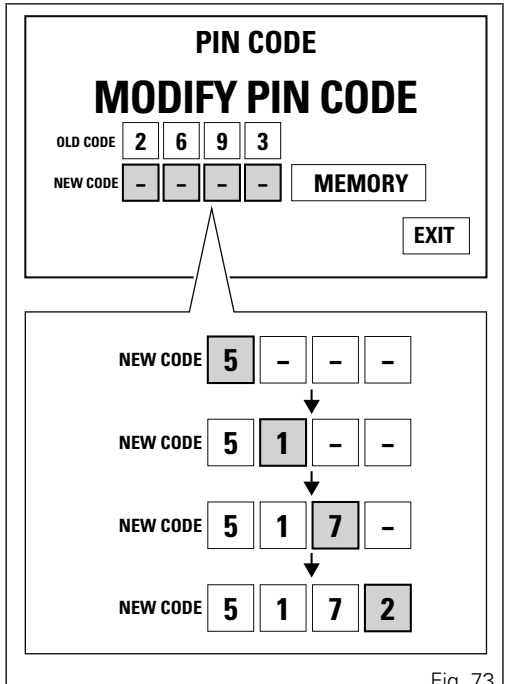


Fig. 73

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the message MEMORY.
To save the new setting, hold button (4) for 3 seconds while the message MEMORY is highlighted in orange.
If storage is successful, MEMORIZED will be highlighted in green for one second, and then EXIT will be highlighted in green.
If settings have not been saved, the instrument panel highlights again the string of four dashes "- - - -" of the NEW PIN to allow the rider to try again and enter a new code.

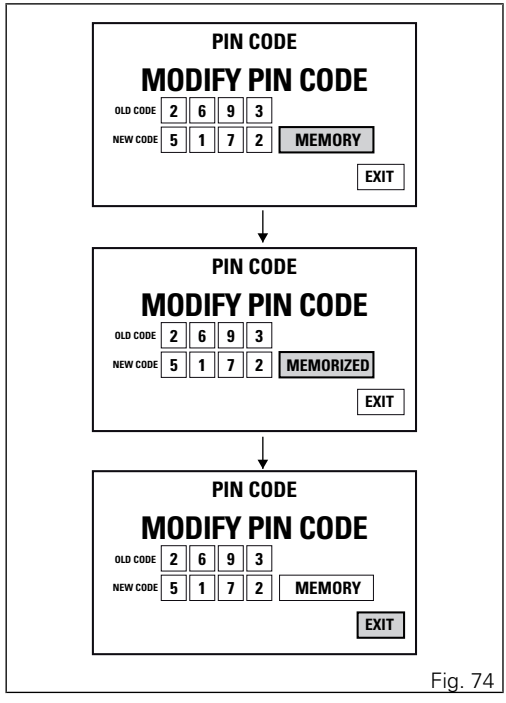


Fig. 74

Engine rpm digital indication (RPM)

This function displays the number of RPM in digital format (recommended for improved accuracy when setting idle rpm).
You enter the Setting Menu.
Select "RPM" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "RPM" menu. The display shows the numerical value of the engine rpm with a precision of 50 rpm.
If the instrument panel is not receiving RPM value, a string of five steady dashes "- - - - -" is displayed to indicate an undefined reading.
To quit the menu and go back to Setting Menu main page, select EXIT and press button (4).

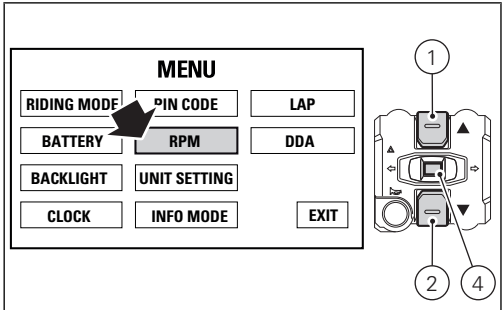


Fig. 75

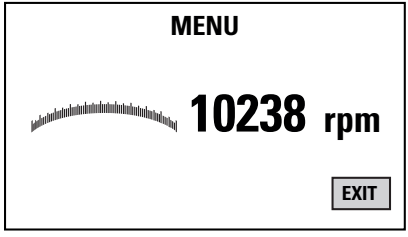


Fig. 76

Setting the units of measurement

This function allows you to change the units of measurement of the displayed values, regardless of the Country configuration.
To manually set the units of measurement, you must enter the Setting Menu.
Select "UNIT SETTING" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
You enter the "UNITS SETTING" menu.

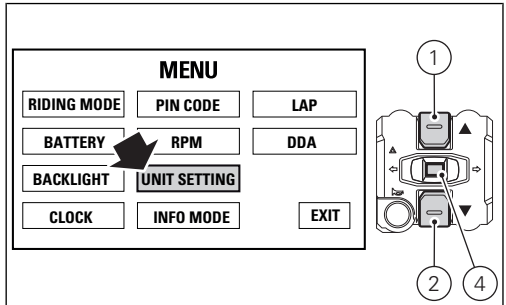


Fig. 77

When entering the function, the display shows on the left the list of values for which units of measurements can be set:

- SPEED;
- TEMPERATURE;
- fuel consumption (CONSUMPTION);
- reset to automatic settings (DEFAULT).

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

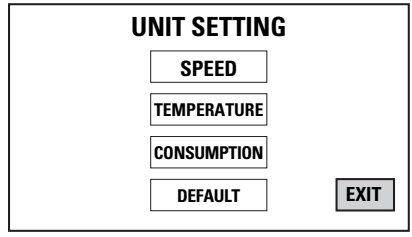


Fig. 78

Setting the units of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).
You open the "UNITS SETTING" menu, as described on the previous pages.
Select "SPEED" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "SPEED" menu.
When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: km/h, mph.
Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the "EXIT" option is highlighted.

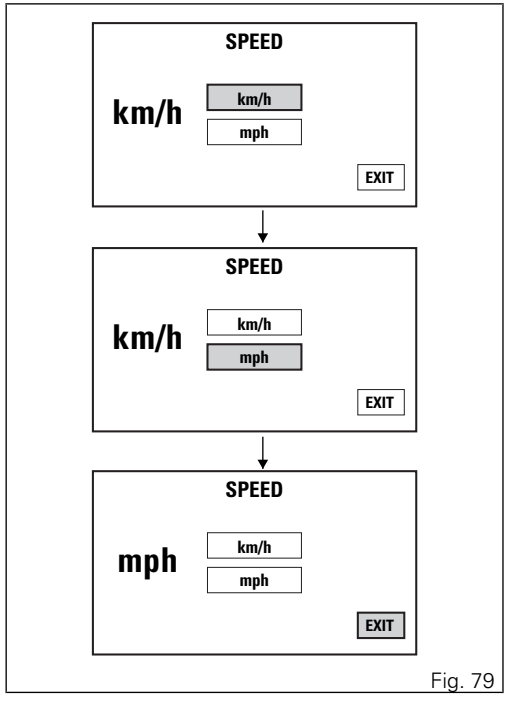


Fig. 79

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

- motorcycle speed and Average speed (km/h or mph);
- Odometer, Trip1, Trip2 and Trip Fuel (km or mi).

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
You open the "UNITS SETTING" menu, as described on the previous pages.
Select "TEMPERATURE" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "TEMPERATURE" menu. When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: °C, °F.
Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the "EXIT" option is highlighted.

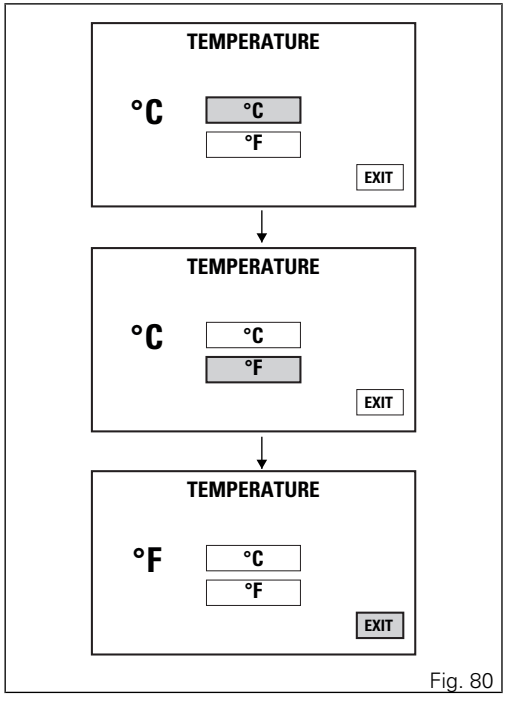


Fig. 80

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

- Engine coolant temperature and ambient air temperature.

Setting the units of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.
You open the "UNITS SETTING" menu, as described on the previous pages.
Select "CONSUMPTION" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4). You open the "CONSUMPTION" menu.
When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: L / 100km, km / L, mpg (UK), mpg (USA).
Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the "EXIT" option is highlighted.

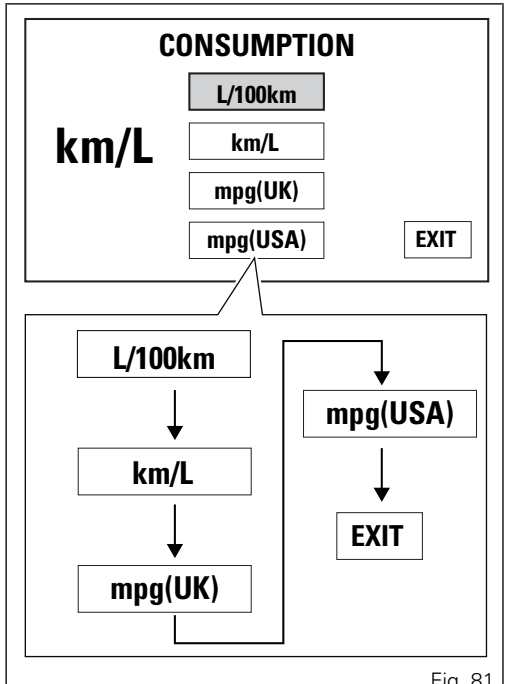


Fig. 81

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

- Instantaneous fuel consumption and Average fuel consumption.

Setting the units of measurement: Reset to automatic settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel.
You open the "UNITS SETTING" menu, as described on the previous pages. Select "DEFAULT" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4) for 3 seconds. PLEASE WAIT... will be displayed for 3 seconds, then DEFAULT OK will be displayed for 2 seconds, and then the UNITS SETTING menu page with the EXIT option highlighted.
To exit the menu and go back to previous page, select EXIT and press button (4).

Chart of the units of measurement

	TOT TRIP1 TRIP2 TRIP FUEL	**SPEED AVERAGE SPEED**	**T_ENGINE T_AIR**	**INSTANTANEOUS FUEL CONSUMP-TION AVERAGE FUEL CONSUMPTION**
Europe	km	km/h	°C	l/100km
UK	mi (miles)	mph	°C	mpg UK
USA	mi (miles)	mph	°F	mpg USA
Canada	km	km/h	°C	l/100km
France	km	km/h	°C	l/100km
Japan	km	km/h	°C	l/100km
Brazil	km	km/h	°C	l/100km
Taiwan	km	km/h	°C	l/100km
China	km	km/h	°C	l/100km

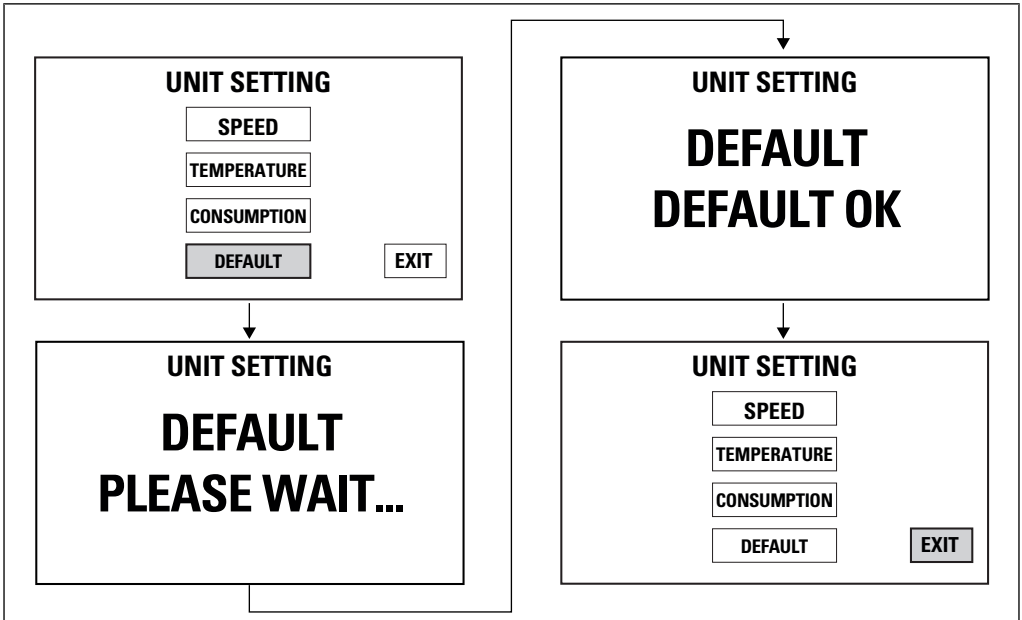

UNIT SETTING
SPEED
TEMPERATURE
CONSUMPTION
DEFAULT
EXIT
UNIT SETTING
DEFAULT
PLEASE WAIT...
UNIT SETTING
DEFAULT
DEFAULT OK
UNIT SETTING
SPEED
TEMPERATURE
CONSUMPTION
DEFAULT
EXIT

Fig. 82

Display mode setting

The display mode can be customised by selecting one of the three available display modes: CORE, FULL and TRACK. Every mode is associated to a Riding Mode and in "Default" mode, when the Riding Mode changes, also the display mode changes. "Urban" Riding Mode is associated to the "Core" mode, "Touring" Riding Mode to the "Full" mode and “Sport” Riding Mode to the "Track" mode. Nevertheless, it is possible to select a specific display mode so that the instrument panel layout stays the same, regardless of the selected Riding Mode.
To select the display mode open the Setting Menu. Select "INFO MODE" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

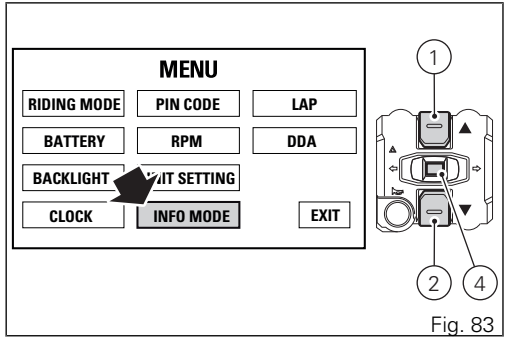


Fig. 83

Enter the "INFO MODE" menu. Select the desired display mode (CORE, FULL or TRACK), by pressing button (1) or (2). Once mode is highlighted, press CONFIRM MENU button (4). The selected option is stored, current mode indication is refreshed and the EXIT option is automatically highlighted.
Press button (4) to go back to previous display mode.

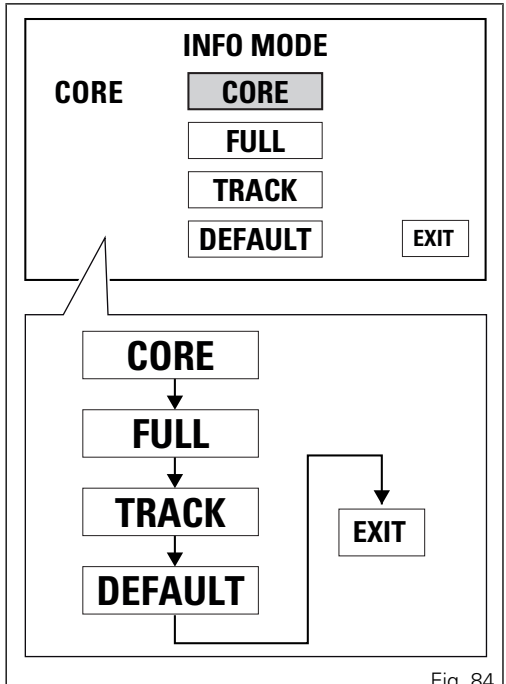


Fig. 84

LAP

To open the LAP function menu, enter the Setting Menu. Select LAP option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the LAP Menu.
The menu allows you to:

- disable the LAP function using the OFF button;
- enable the LAP function using the ON button;
- view previously recorded LAPs ("LAP recording" function) using the LAP DATA button;
- delete recorded LAPs using the ERASE ALL button.

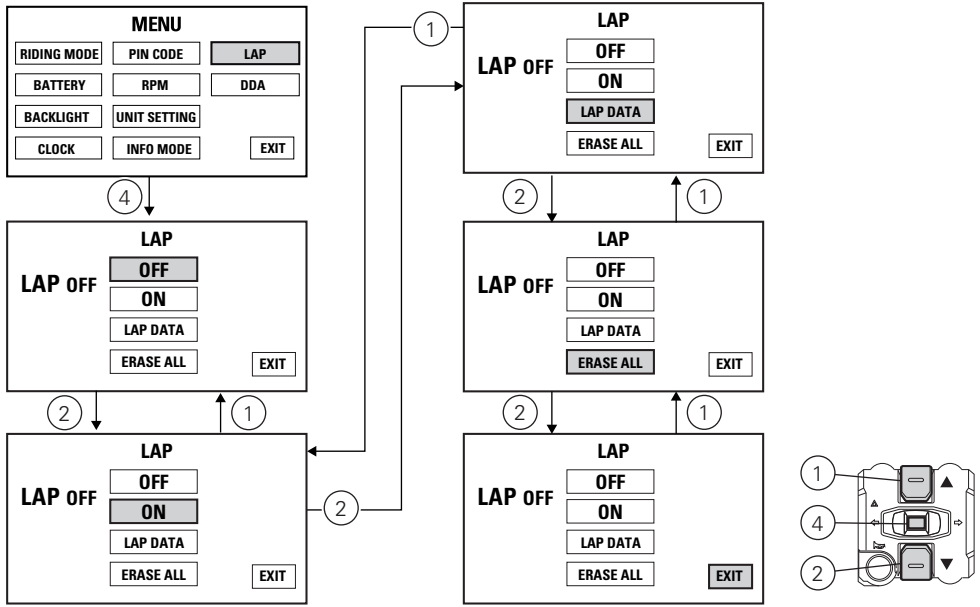

MENU
RIDING MODE
PIN CODE
LAP
BATTERY
RPM
DDA
BACKLIGHT
UNIT SETTING
CLOCK
INFO MODE
EXIT
LAP
LAP OFF
OFF
ON
LAP DATA
ERASE ALL
EXIT
1
2
4

Fig. 85

Displaying the stored Laps

To view the stored LAPs, you must enter the LAP menu.
Select "LAP DATA" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
When you enter the function, the following is displayed:

- the message "LAP" followed by the number of the LAP (e.g.: LAP 01);
- TIME followed by the recorded lap time;
- SPEEDMAX followed by the top speed reached during the lap;
- RPMMAX followed by the maximum RPM value reached during the lap.

Press the buttons (1) and (2) to highlight stored LAPS one by one; in particular: use button (2) to view the next lap (laps are displayed in increasing order, i.e. LAP 01 ... LAP 02 ... LAP 03 ... LAP 30); and then highlight EXIT; use button (1) to view the previous lap (laps are displayed in decreasing order, i.e. LAP 30 ... LAP 29 ... LAP 28 ... LAP 01); and then highlight EXIT. To exit the menu and go back to previous page, select EXIT and press button (4).



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



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

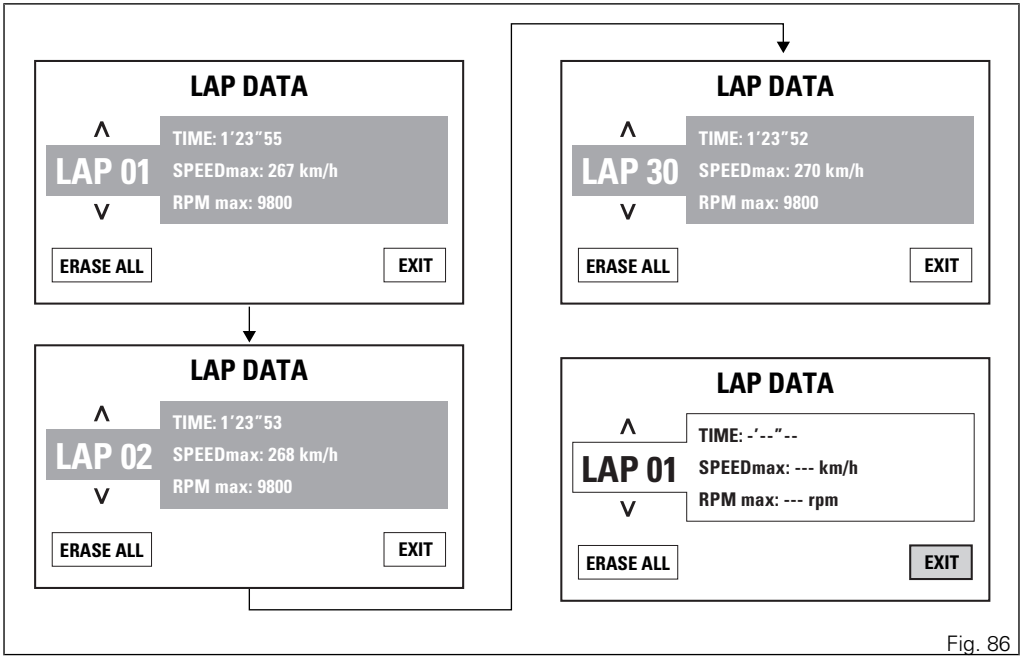

LAP DATA
LAP 01
TIME: 1'23"55
SPEEDmax: 267 km/h
RPM max: 9800
ERASE ALL
EXIT
LAP DATA
LAP 02
TIME: 1'23"53
SPEEDmax: 268 km/h
RPM max: 9800
ERASE ALL
EXIT
LAP DATA
LAP 30
TIME: 1'23"52
SPEEDmax: 270 km/h
RPM max: 9800
ERASE ALL
EXIT
LAP DATA
LAP 01
TIME: -'--"--
SPEEDmax: --- km/h
RPM max: --- rpm
ERASE ALL
EXIT

Fig. 86

Erasing stored Laps

To erase the stored LAPs, you must enter the LAP menu.
LAPs can be erased from the LAP menu or from the LAP viewing page (LAP DATA).
Select "ERASE ALL" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
User must confirm deletion by pressing button (4) for 3 seconds.
After 3 seconds, the instrument panel display shows:

- ERASE LAP PLEASE WAIT... for 3 seconds;
- ERASE OK for 2 seconds to inform about the result of the deletion process.

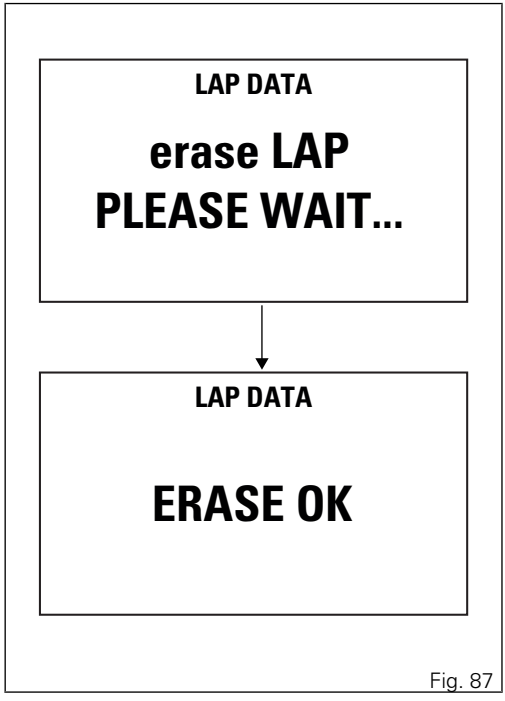


Fig. 87

Deletion is one single command that erases all stored laps.
After deletion, the Laps 01 to 30 are displayed with all parameters showing an indefinite value "–" (time = -' - -'' - - , rpm = - - - - - , speed = - - -).

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

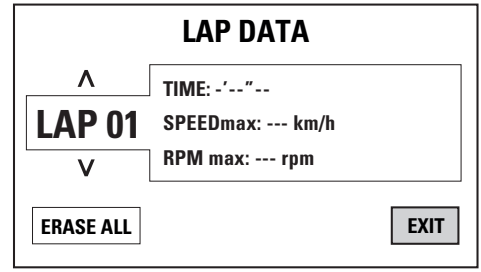


Fig. 88

DDA

This function allows you to enable and disable the DDA, view the percentage of memory used and to delete data stored in the DDA memory.
The page for the DDA is only available when the device is fitted to the motorcycle.
You enter the Setting Menu. Select "DDA" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "DDA" menu.

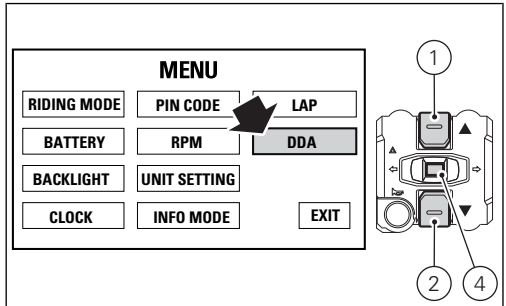


Fig. 89

DDA enable/disable

When entering the function, the currently set DDA status is indicated on the left (e.g.: DDA ON).
Below this indication is the list of possible customisation options: status ON and status OFF.
Press buttons (1) and (2) to highlight the available statuses one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Once the desired status is highlighted, press CONFIRM MENU button (4) to confirm.
The status indication will be refreshed with the newly set status (update is indicated in green).
To exit the menu and go back to previous page, select EXIT and press button (4).



Note

The DDA is automatically disabled by the instrument panel upon every Key-OFF.

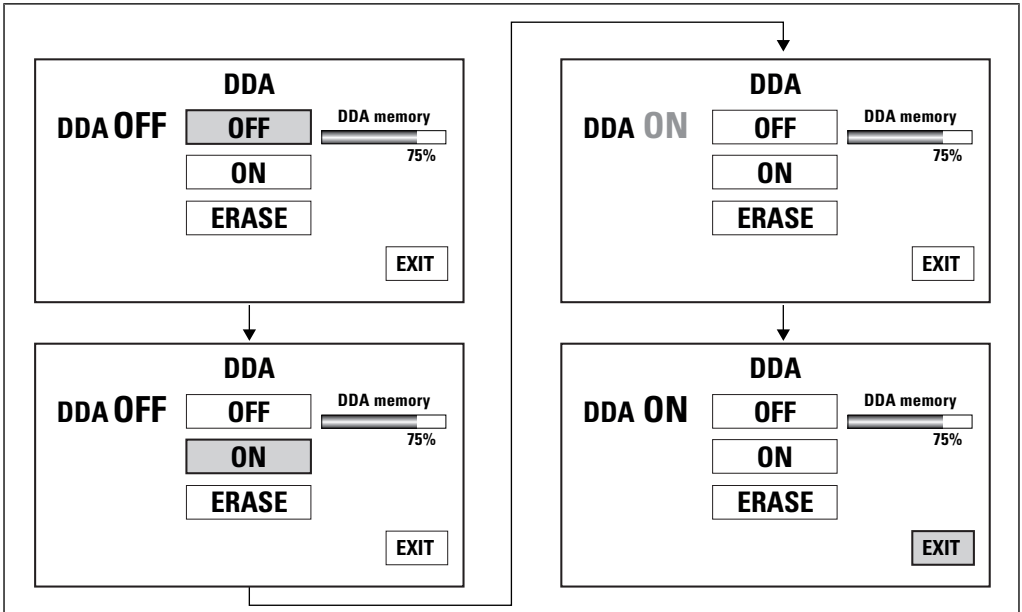

DDA
DDA OFF
OFF
ON
ERASE
DDA memory
75%
EXIT
DDA
DDA OFF
OFF
ON
ERASE
DDA memory
75%
EXIT
DDA
DDA ON
OFF
ON
ERASE
DDA memory
75%
EXIT
DDA
DDA ON
OFF
ON
ERASE
DDA memory
75%
EXIT

Fig. 90

Viewing/deleting the DDA memory

When entering the function, the current DDA memory status is indicated on the right as a percentage:

- when bar is empty and reads EMPTY, DDA memory is empty;
- when bar is partially coloured and a percentage is specified, DDA memory is full by the indicated percentage;
- when bar is completely coloured and reads FULL, DDA memory is completely full.

With DDA OFF, you can delete the memory. Select "ERASE" option, by pressing button (1) or (2).
Press CONFIRM MENU (4) for at least 3 seconds to confirm.
After 3 seconds, the instrument panel will show "PLEASE WAIT..." for as long as the deletion is completed (depending on the quantity of data to be deleted).
If deletion is successful, the instrument panel will read ERASE OK for 2 seconds and refresh the memory status displayed. If deletion is not successful, the instrument panel will still show memory used status.

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

Warning

If the DDA is set to "ON" the deletion is inhibited and you can not even select the ERASE option.

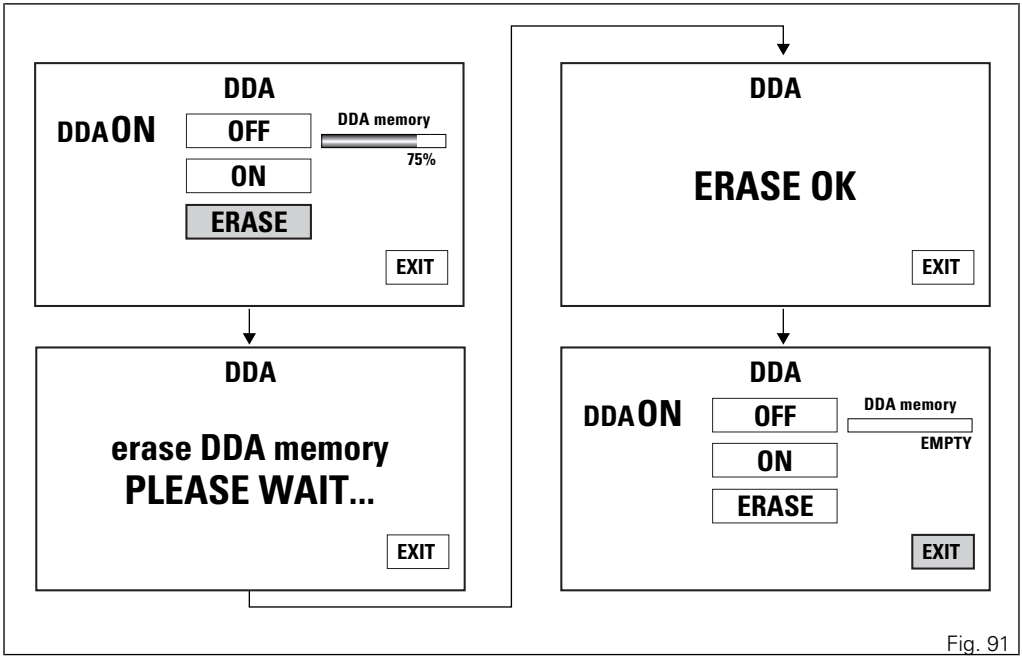

DDA
DDA ON
OFF
ON
ERASE
DDA memory
75%
EXIT
DDA
erase DDA memory
PLEASE WAIT...
EXIT
DDA
ERASE OK
EXIT
DDA
DDA ON
OFF
ON
ERASE
DDA memory
EMPTY
EXIT

Fig. 91

Display backlighting colour

Instrument panel can automatically adjust display background colour based on ambient light. If BACKLIGHT – AUTO function is active, when sensor detects a "low ambient light" (night) it shifts to black background mode (NIGHT); while when a "significant" ambient light (day) is detected, it shifts to white background mode (DAY).
It is possible to customise this function through the Setting Menu, select "BACKLIGHT" and open the "BACKLIGHT" menu:

- permanently set either one of the two modes NIGHT or DAY, or
- set AUTO mode.

Refer to paragraph ("Display backlighting setting page 118").

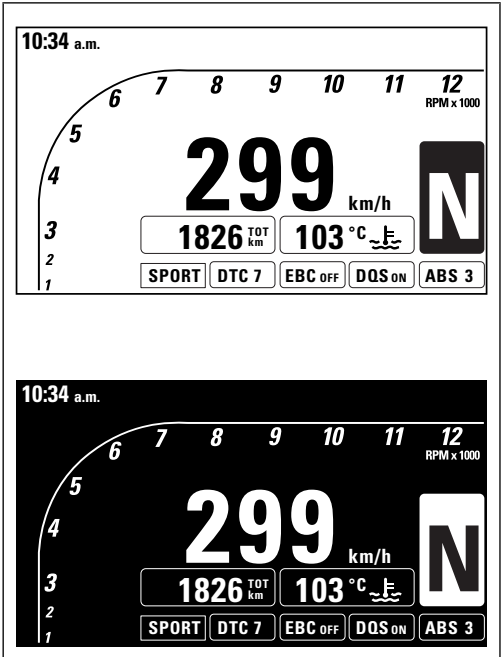


Fig. 92

Note

If power is above 16 V, backlighting is disabled, while if power is below 8 V, backlighting is turned off.

Light control

Low / High beam

This function allows you to reduce current consumption from the battery, by managing headlight switching-on and off.
At Key-On, the high beam and low beam lights are OFF, only the parking lights are turned on.
Once the engine is started, the low beam is turned on; with engine running the standard operation of the lights is restored: it is possible to switch ON and OFF the high beam using button (1) in position (A), or flash using button (1) in position (B). If the engine is not started after Key-ON, it is still possible to turn on the low/high beam by pressing button (1) in position (A) on the left switch; press it once to turn on the low beam; any further time you press it you switch between low and high beam.

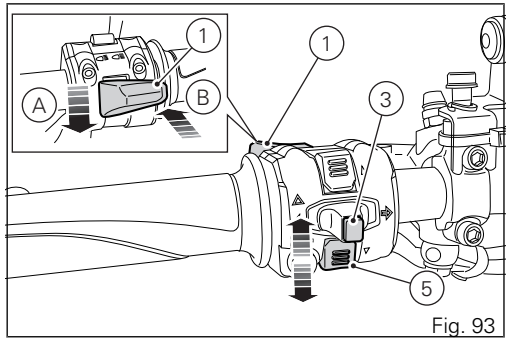


Fig. 93

If engine is not started within 60 seconds since the button was first pressed, the low and high beam lights are turned OFF.
If the low beam or high beam was turned on before starting the engine (with the procedure described above), the headlight turns off automatically when starting the engine and will turn ON again when the engine has been completely started.

Turn indicators

Turn indicators are automatically reset by the instrument panel.
After activating one of the two turn indicators, user can reset them using the button (3, Fig. 94) on the left switch.
If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has travelled 500 m (0.3 miles) from when the turn indicator was activated. The counter for the distance travelled for automatic deactivation is only 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 is interrupted and will restart when the speed returns below the indicated threshold.

Hazard function

The "Hazard" function turns all four turn indicators on at the same time to signal an emergency condition. The "Hazard" function is activated by taking button (3) to position (6) for 3 seconds. Activation is only possible when motorcycle is ON (i.e. when key is turned to "ON" while engine status does not matter). When the "Hazard" function is active, all four turn indicators blink at the same time as well as warning lights (7) on the instrument panel. The "Hazard" function can be disabled both with motorcycle on (key set to "ON") - by taking button (3) to position (6) or by taking button (3) to its central position - and with motorcycle off (key set to "OFF") by taking button (3) to position (6).

TRACK

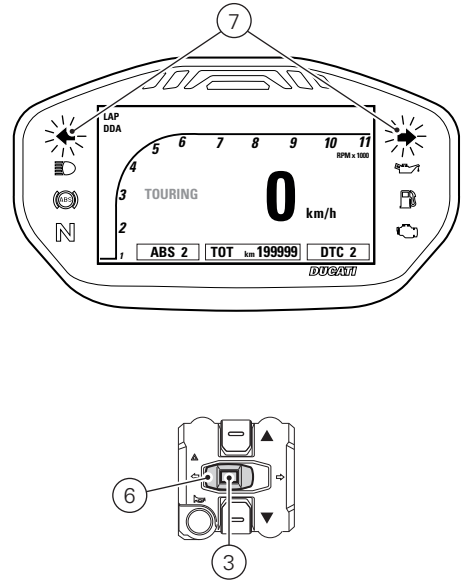


Fig. 94

After activating the "Hazard" function, if motorcycle is switched OFF (key set to "OFF"), the function stays active until manually disabled by user or as long as battery voltage is ≤ (higher than or equal to) 12.2 V. When voltage drops < (below) 12.2 V the turn indicators switch OFF automatically in order to save battery charge.



Note

If user performs a Key-ON while the "Hazard" function is still active, the function will remain ON (temporary turn indicator control interruption is allowed during the instrument panel initial check routine).



Note

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



Note

The "Hazard" function has higher priority compared to normal operation of the single turn indicators, this means that, as long as it is active, it will not be possible to activate the single right or left turn indicators.

The 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.

Such modulated signal represents the "password", that changes upon every starting, that allows the control unit to acknowledge the key and thus starting the engine.

Keys

The motorcycle comes with 2 keys.
They contain the "Immobilizer system code".
Keys (B) are those for the standard use, i.e. to:

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

Warning

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

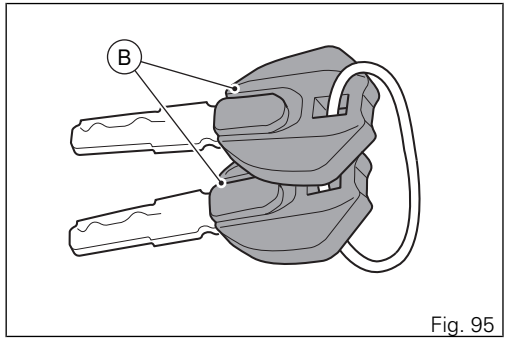


Fig. 95

Operation

Every time you turn the key from ON to OFF, the protection system activates the engine block.
If also in this case you are not able to start the engine, contact an authorised Ducati service centre.

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.

Duplicate keys

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 programme 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.

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.
If the PIN CODE function is not active, the instrument panel does not activate the page for entering the release code, but shows the Standard screen instead, triggers the E-LOCK error to inform the user that there is a problem with key reading/ acknowledgement and disables the opportunity to enter the Setting Menu.
The E-LOCK error warning must remain active until next Key-OFF.
If the PIN CODE function is active, the instrument panel activates the page for entering the release code and displays the message INSERT PIN CODE with a string of four green dashes " - - - - " under it.

Entering the code:

1) Press button (4), only one digit indicating "0" turns green;
2) each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) each time you press the button A (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) to confirm the number, press the button (4).

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

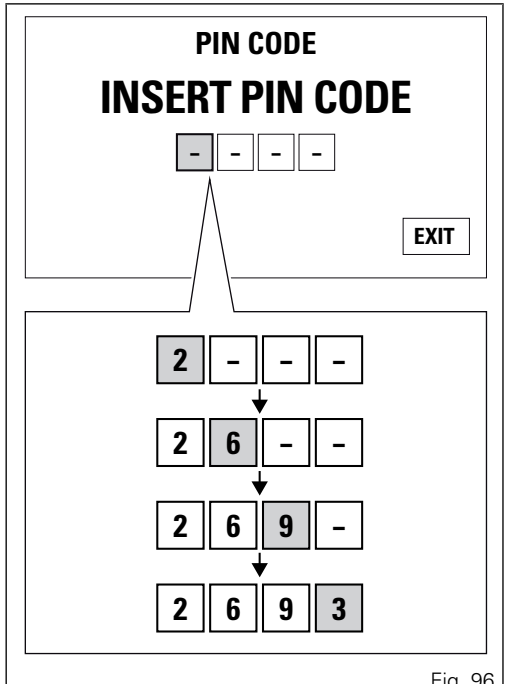


Fig. 96

When you press button (4) to confirm the fourth and last digit:

- if the PIN code is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "- - - -" to allow you to try again. The number of possible attempts is determined by a preset time-out of 2 minutes. After this time, the instrument panel shows the Standard screen, triggers the E-LOCK error and disables the opportunity to enter the Setting Menu.
- If there is a problem during the PIN CODE check, the instrument panel displays ERROR for 3 seconds and then responds in the same way as for the WRONG error.
- If the PIN code is correct, the instrument panel displays CORRECT for 3 seconds and then shows the "Standard screen" and triggers the E-LOCK error to still show the user that there is a problem with key reading/acknowledgement.

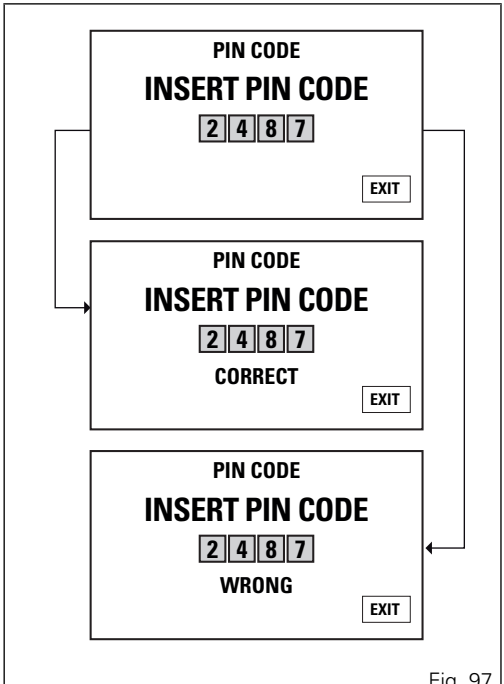


Fig. 97

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.

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 switch.
4) Clutch lever.
5) Right switch.
6) Throttle twistgrip.
7) Front brake lever.
8) Gear change pedal.
9) Rear brake pedal.

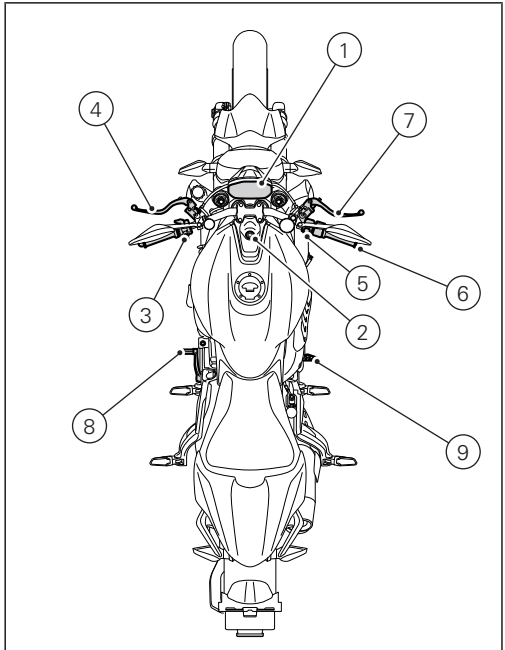


Fig. 98

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 and steering lock.

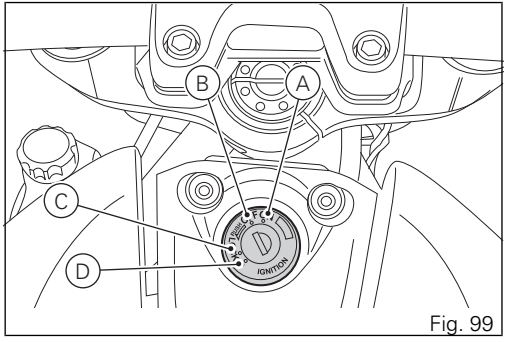


Fig. 99

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).

Left-hand switch

1) Dip switch, two-position light selector switch:
   position = low beam ON (A);
   position = high beam ON (B);
   position = high beam (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 " ▼ ".

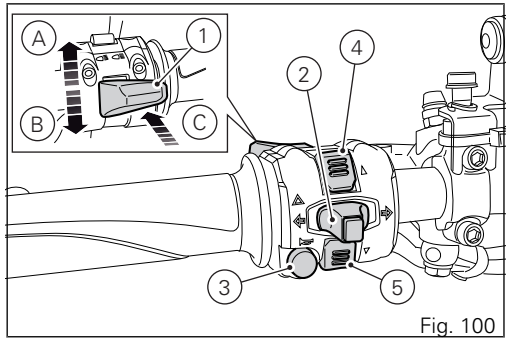


Fig. 100

Clutch lever

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

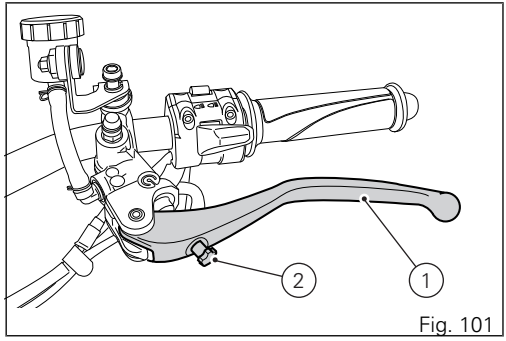


Fig. 101

Warning

Set clutch lever when motorcycle is stopped.

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).

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).

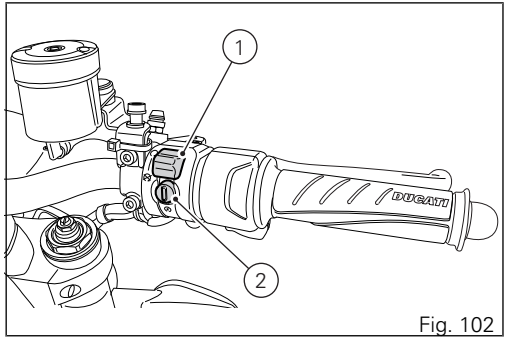


Fig. 102

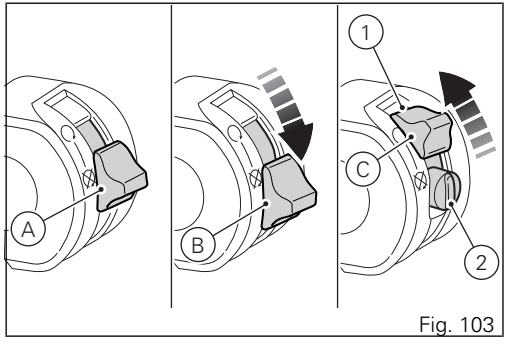


Fig. 103

Throttle twistgrip

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

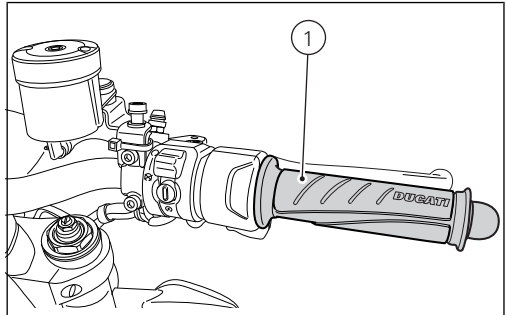


Fig. 104

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 (2) for adjusting the distance between lever and twistgrip on the handlebar. The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counter clockwise to decrease lever distance.

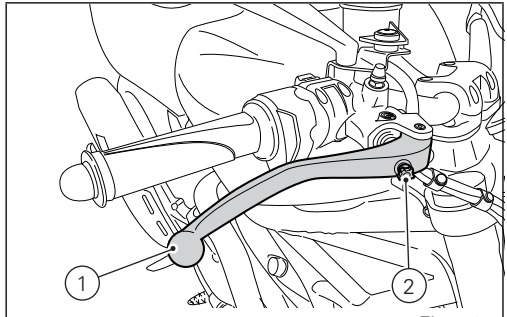


Fig. 105

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

Warning
Set front brake lever when motorcycle is stopped.

Rear brake pedal

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

The control system is of the hydraulic type.

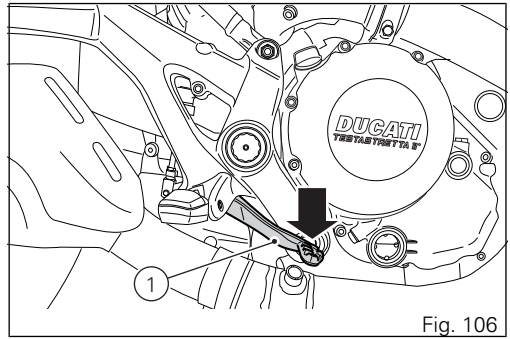


Fig. 106

Gear change pedal

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

- 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.

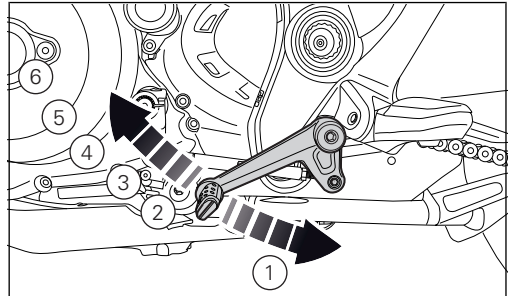


Fig. 107

Adjusting the position of the gearchange and rear brake pedals

Gear change pedal

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

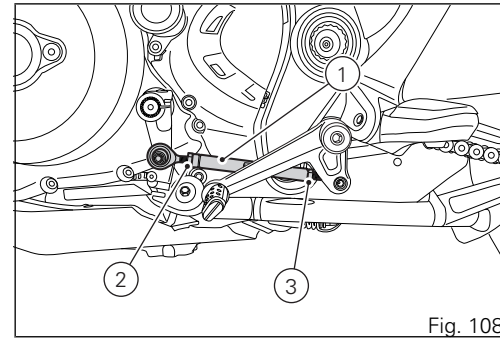


Fig. 108

Note
Nut (2) has a left-hand thread.

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

Rear brake pedal

To adjust the position of the rear brake pedal, loosen lock nut (4), turn pedal stroke adjuster screw (5) until obtaining the required position. Tighten the lock nut (4).
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 (6) on master cylinder rod.
Tighten rod on fork (7) to increase clearance or loosen it to decrease it.
Tighten lock nut (6) and check again clearance.

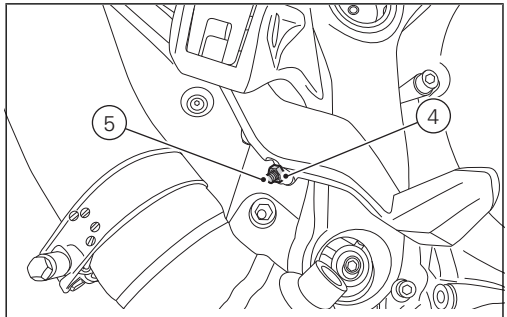


Fig. 109

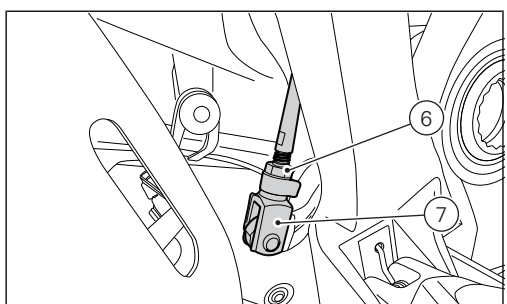


Fig. 110

Main components and devices

Position on the vehicle

1) Tank filler plug.
2) Seat lock.
3) Helmet cable fastening pin.
4) Side stand.
5) Rear-view mirrors.
6) Front fork adjusters.
7) Rear shock absorber adjusters.
8) Catalytic converter.
9) Exhaust silencer.

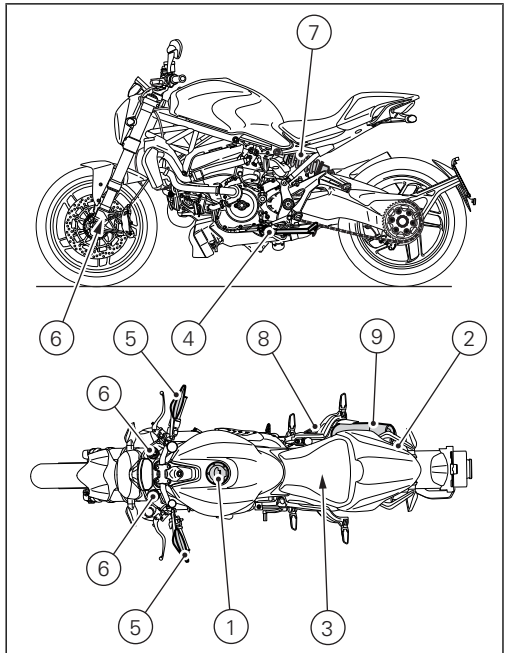


Fig. 111

Tank filler plug

OPENING

Lift flap (1) and insert the key in the lock. Turn the key clockwise by 1/4 of a turn to release the lock.

CLOSING

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

Note
Plug can only be closed when key is inserted.

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

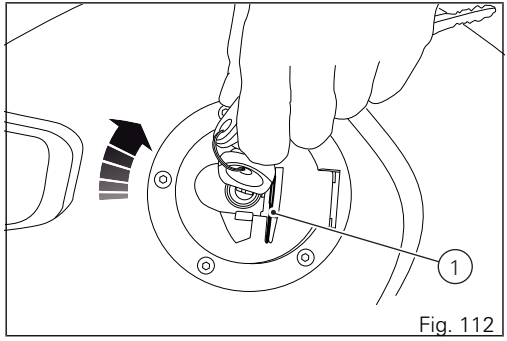
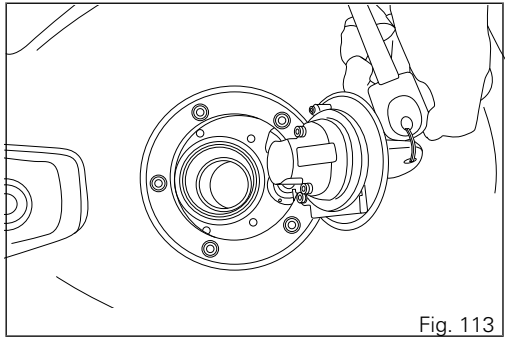


Fig. 112


Fig. 113

Seat lock

OPENING

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

CLOSING

Make sure that all elements are correctly positioned and fastened to the compartment under the seat (2). Engage seat bottom front ends into pins (A) and (B) on the support fastened to rear subframe. Keep the rear part lifted, insert and push on the central fastener of the seat: push the seat rear end until you hear the latch clicking. Make sure the seat is safely secured to the frame and remove the key from the lock.

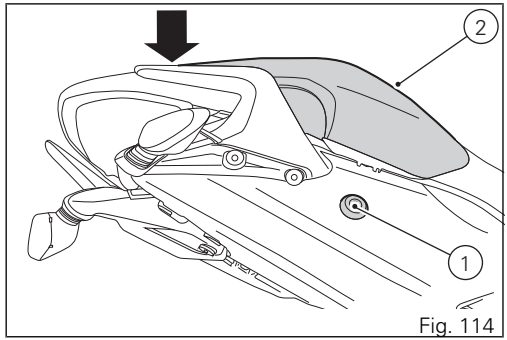


Fig. 114

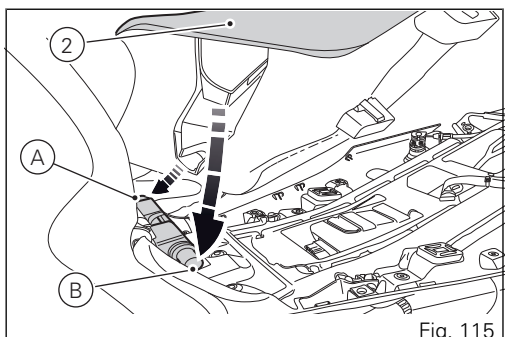


Fig. 115

Seat height adjustment

The motorcycle is sold with raised seat. Seat height can be lowered.

To lower the seat (1), remove it together with the relevant cover.

Loosen the four screws (2) and remove the two covers (3) under the seat.

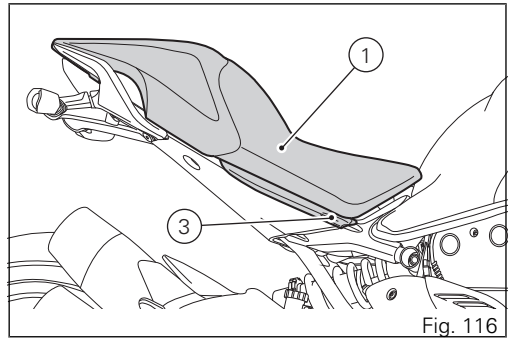


Fig. 116

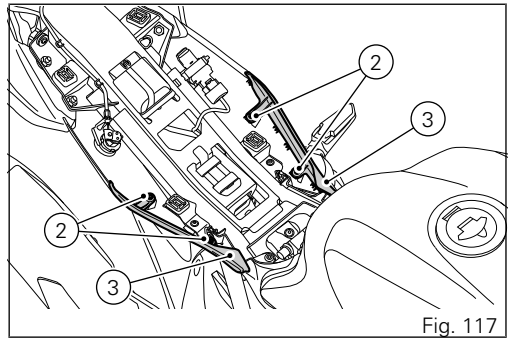


Fig. 117

Remove the four blocks (4) located under the seat (1). Position hook (5) with elastic band in the bottom retainer.

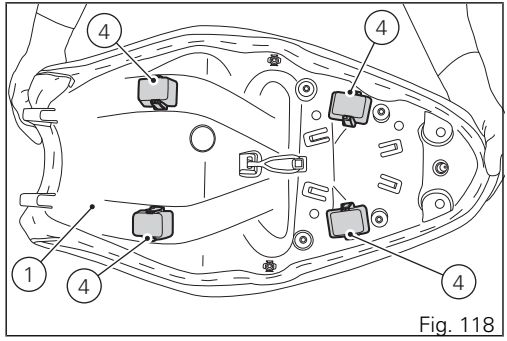


Fig. 118

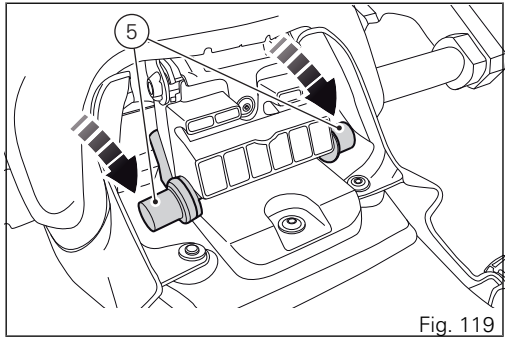


Fig. 119

Fit the seat with its cover on the motorcycle. Now the seat is in a lowered position.

To raise the seat (1), remove it together with the relevant cover.
Fit the four blocks (4) in their housing under seat (1).

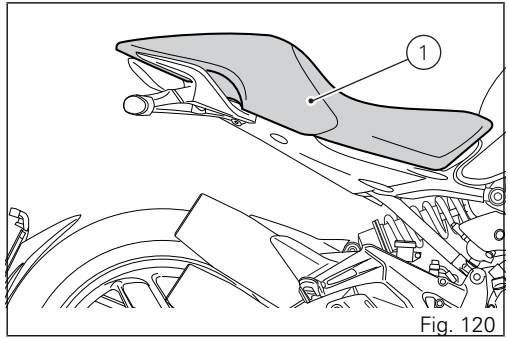


Fig. 120

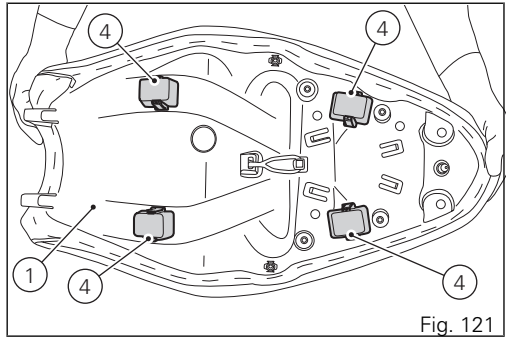


Fig. 121

Make sure clips (6) are in place.
Position the two covers (3) under the seat, by correctly inserting the tabs (L) on cover (3) into the slots on underseat cover.
Tighten the four retaining screws (2).

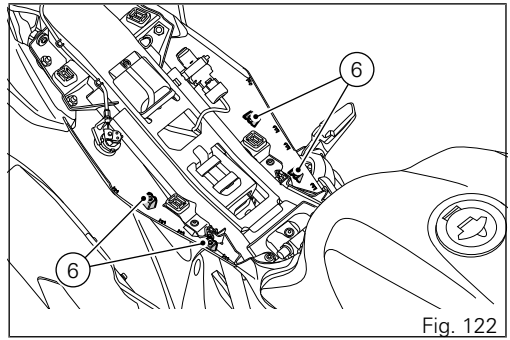


Fig. 122

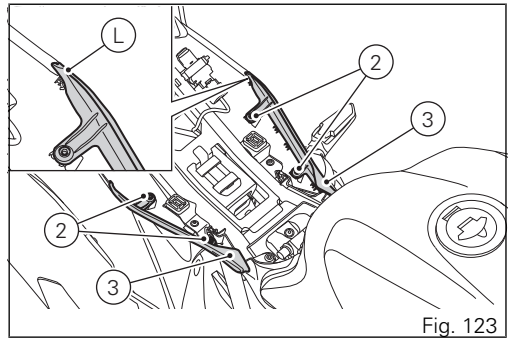


Fig. 123

Position hook (5) with elastic band in the top retainer.
Refit the seat with its cover on the motorcycle.

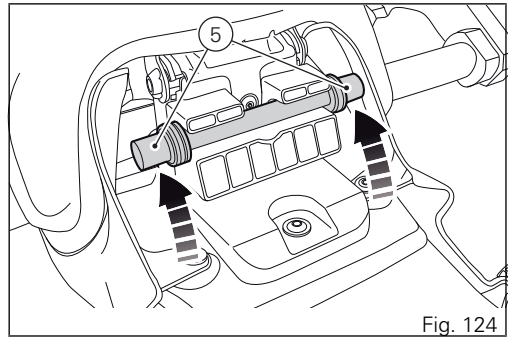


Fig. 124

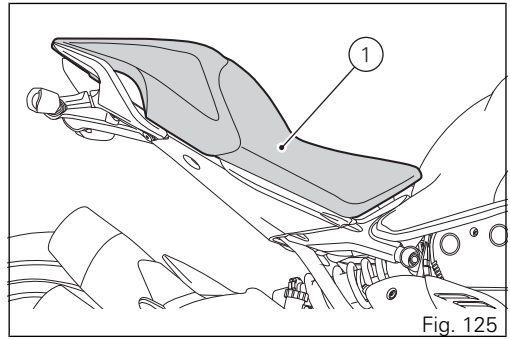


Fig. 125

Helmet holder cable

The helmet cable (1) is inside the tool box, refer to “Tool kit and accessories” page 214. Route cable through helmet and engage cable end into pin (2). Leave the helmet hanging and refit the seat to hold it in place.

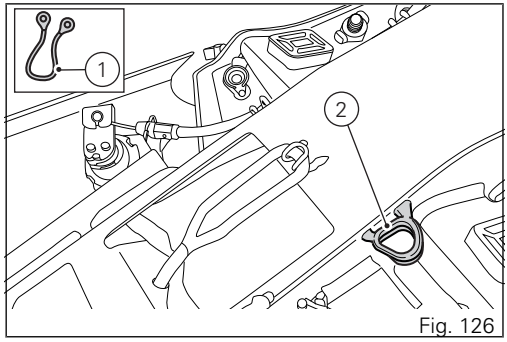


Fig. 126

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.

Side stand

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

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

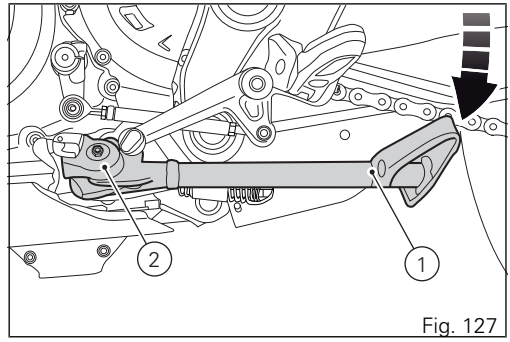


Fig. 127

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

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

Note

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

Front fork adjusters

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment. It is possible to adjust the spring preload on both legs whereas compression and rebound can only be adjusted on the RH leg.

Adjustment is done by external screw adjusters:

1) for rebound adjustment;
2) for inner spring preload adjustment;
3) for compression adjustment.

Put the motorcycle on the side stand and make sure it is stable. Turn adjuster (1) at the top end of the RH fork leg with a flat-blade screwdriver to adjust rebound. Turn adjuster (3) on the RH fork leg bottom end with a flat-blade screwdriver to adjust compression. To change preload of the spring inside each fork leg, turn the hex. adjuster (2), with a 14 mm hexagon wrench.

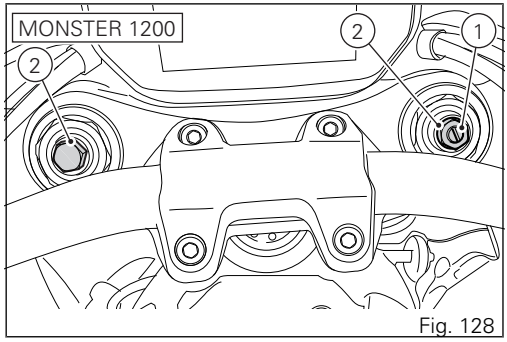


Fig. 128

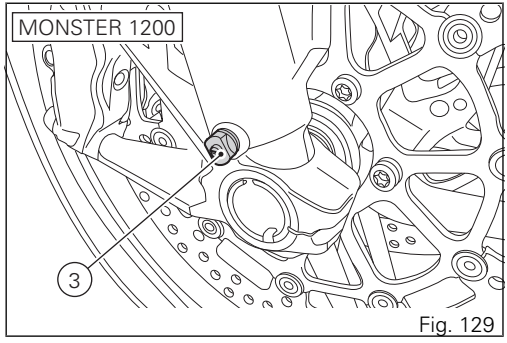


Fig. 129

By turning adjusters (1) and (3) you will hear some clicks; each click corresponds to a damping setting. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the “0” position. By turning counter clockwise starting from this position, count the clicks that will correspond to positions “1”, “2” etc..

STANDARD settings are as follows:

- compression: 11 clicks (from fully closed position);
- rebound: 7 clicks (from fully closed position);
- Spring preload: 5 turns (from fully uncompressed).

Warning
Adjust both fork leg spring preload to same settings.

Front fork adjusters

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment. It is possible to adjust the spring preload on both legs whereas compression and rebound can only be adjusted on the LH and RH legs, respectively.

Adjustment is done by external screw adjusters:

1) for rebound adjustment;
2) for inner spring preload adjustment;
3) for compression adjustment.

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

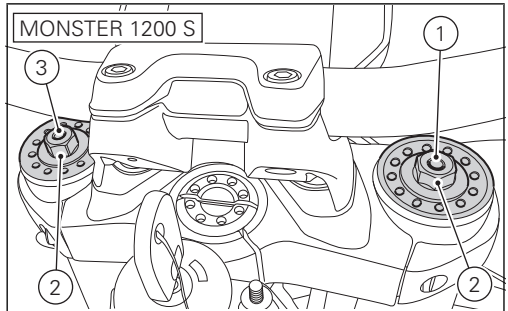


Fig. 130

The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc.

STANDARD settings are as follows:

- compression: 12 clicks (from fully closed position);
- rebound: 10 clicks (from fully closed position);
- Spring preload: 10 turns (from fully uncompressed).

To change preload of the spring inside each fork leg, turn adjuster (2, Fig. 130) with a 17 mm hexagon wrench, completely counter clockwise, to obtain fully uncompressed position. From this position, adjust the spring preload by turning the adjuster clockwise. Every turn corresponds to 1 mm of spring preload.

Warning
Adjust both fork legs to same settings.

Rear shock absorber adjusters

The rear shock absorber has external adjusters that enable you to adjust the setting to suit the load on the motorcycle. The adjuster (1) located on the left side, on the upper connection holding the shock absorber to the engine, adjusts the damping during the rebound phase (return).
Turn adjuster (1) clockwise to stiffen the damping, or counter clockwise to soften it.
Ring nuts (2) and (3), located in the shock absorber lower side, adjust the external spring preload.
To change spring preload, slacken the lower locking ring nut (3). Then TIGHTEN or SLACKEN the upper ring nut (2) to INCREASE or DECREASE spring preload.
After setting spring preload as desired, tighten the lower locking ring nut (3).

STANDARD setting from the fully closed position (clockwise):

- rebound: loosen adjuster (1) by 1.5 turns (from fully closed position);
- Spring preload: 15 mm (from fully uncompressed).

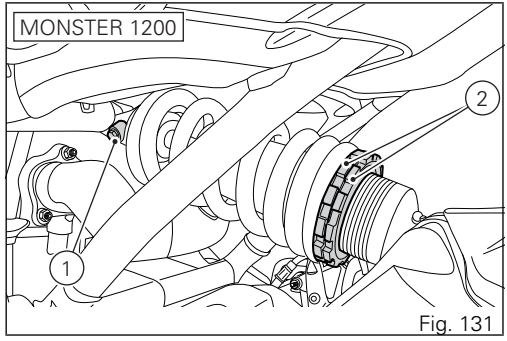


Fig. 131

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.

Rear shock absorber adjusters

The rear shock absorber has external adjusters that enable you to adjust the setting to suit the load on the motorcycle. Knob (1) located on the expansion reservoir adjusts the damping during the compression phase.
Knob (3) located on the upper connection holding the shock absorber to the engine, adjusts the damping during the rebound phase (return).
Turn knob (1) clockwise to stiffen the damping, or counter clockwise to soften it.
Turn knob (3) counter clockwise to stiffen the damping, or clockwise to soften it.
The two ring nuts (2), located in the shock absorber lower side, adjust the external spring preload.
To change spring preload, slacken the lower locking ring nut. Then TIGHTEN or SLACKEN the upper ring nut to INCREASE or DECREASE spring preload.
After setting spring preload as desired, tighten the lower locking ring nut.

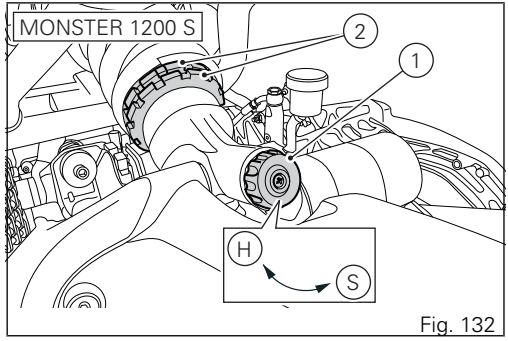


Fig. 132

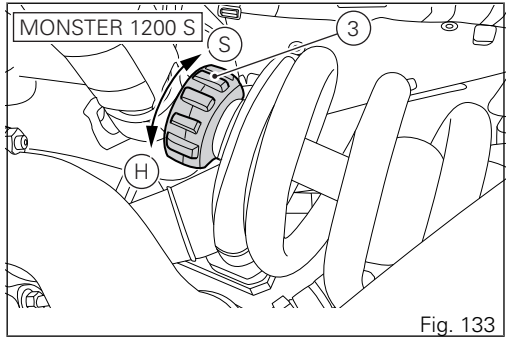


Fig. 133

STANDARD setting from the fully closed position:

- rebound: loosen adjuster (3) by 14 clicks (from fully closed position);
- compression: loosen adjuster (1) by 10 clicks (from fully closed position);
- Spring preload: 12 mm (fitted spring length = 158 mm).

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.

SETTING THE SUSPENSIONS

The values in the table are indicative. They have been calculated considering a dressed rider weighing 80–90 kg and a dressed passenger weighing 70–80 kg.

Monster 1200 - Front fork					
Parameter	**Range**	**Standard**	**Sport**	**Comfort**	**Rider + passenger**
Compression	0 ÷ 16 clicks	11 clicks	3 clicks	14 clicks	11 clicks
Rebound	0 ÷ 16 clicks	7 clicks	5 clicks	12 clicks	5 clicks
Spring preload	0 ÷ 10 turns	5 turns	5 turns	5 turns	8 turns

Monster 1200 - Rear shock absorber					
Parameter	**Range**	**Standard**	**Sport**	**Comfort**	**Rider + passenger**
Compression	—	—	—	—	—
Rebound	0 ÷ 3 turns	1.5 turns	1 turns	3 turns	1.5 turns
Spring preload	10 ÷ 20 mm	15 mm	15 mm	15 mm	19 mm

Monster 1200 S - Front fork					
Parameter	**Range**	**Standard**	**Sport**	**Comfort**	**Rider + passenger**
Compression	0 ÷ 25 clicks	12 clicks	4 clicks	22 clicks	10 clicks
Rebound	0 ÷ 25 clicks	10 clicks	4 clicks	10 clicks	6 clicks
Spring preload	0 ÷ 15 turns	10 turns	10 turns	4 turns	13 turns

Monster 1200 S - Rear shock absorber					
Parameter	**Range**	**Standard**	**Sport**	**Comfort**	**Rider + passenger**
Compression	0 ÷ 21 clicks	10 clicks	4 clicks	20 clicks	5 clicks
Rebound	0 ÷ 39 clicks	14 clicks	11 clicks	16 clicks	14 clicks
Spring preload	4 ÷ 16mm	12 mm	12 mm	12 mm	15 mm

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 to 2,500 km.

Up to 1,000 km

During the first 1,000 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 to 2,500 km

At this point, 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.

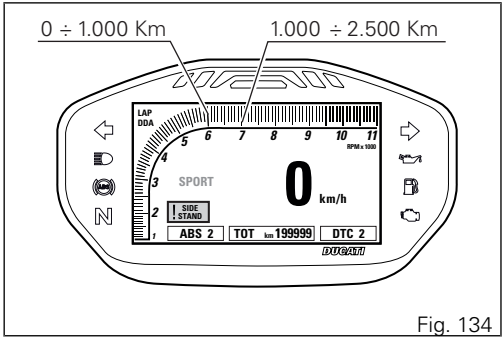


Fig. 134

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 212).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Fill tank if needed (page 245).
- BRAKE AND CLUTCH FLUID
  Check fluid level in the relevant reservoirs (page 216).
- COOLANT
  Check coolant level in the expansion reservoir. Top up if needed (page 215).
- TYRE CONDITION
  Check tyre pressure and condition (page 242).
- 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 239).
- KEY LOCKS
  Ensure that tank filler plug (page 182) and seat (page 183) are properly locked.
- STAND
  Make sure side stand operates smoothly and is in the correct position (page 190).

ABS LIGHT
After Key-ON, the ABS light (9, Fig. 3) 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.

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 rearing could deactivate the ABS system.

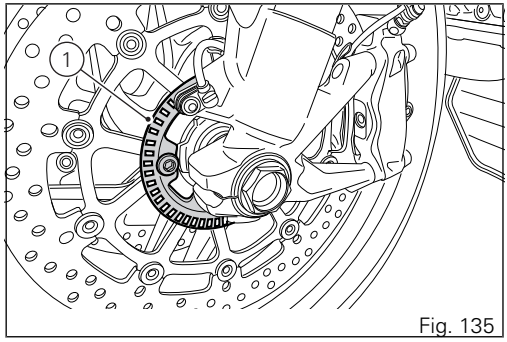


Fig. 135

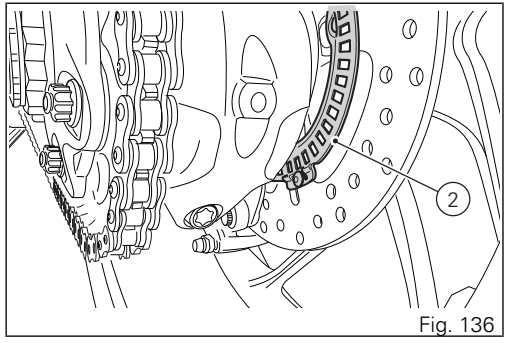


Fig. 136

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 (1, Fig. 137). 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.

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

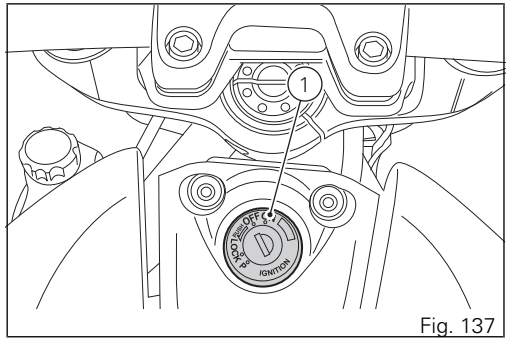


Fig. 137

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, Fig. 138) is positioned to (RUN), then press the starter button (3, Fig. 138).
Let the motorcycle start without operating the throttle control.

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

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

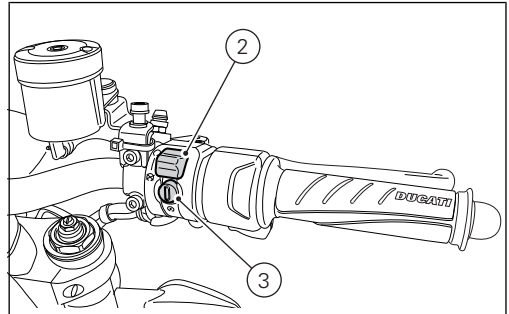


Fig. 138

Moving off

1) Disengage the clutch squeezing the control lever.
2) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
3) Raise the engine revs, turn the throttle twistgrip, while gradually releasing the clutch lever. The motorcycle will start moving.
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 accelerations, 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 Brake 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 signals the electronic control unit that the wheel is about to lock up.

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

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

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

If desired, the system can be deactivated from the instrument panel, using the "ABS disabling function" (see page 104).

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.

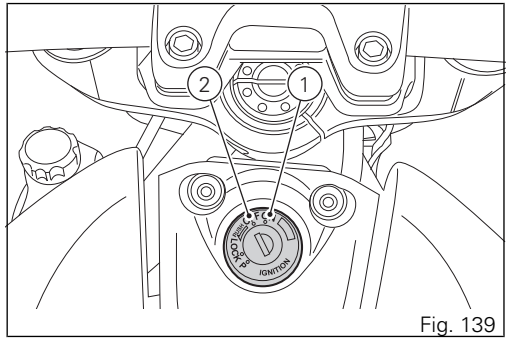


Fig. 139

Refuelling

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

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.

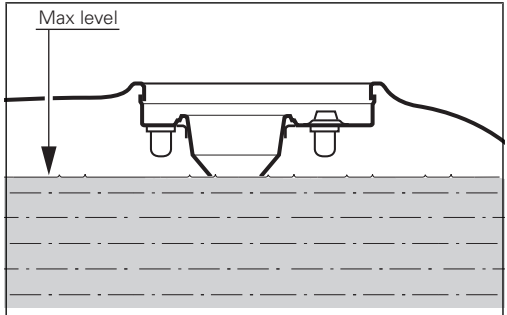


Fig. 140

Parking

Stop the motorcycle, then put it on the side stand (page 190).
To prevent theft, turn the handlebar fully left and turn the ignition key to the (3) position.
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 exhaust system with any body part and do not park the motorcycle next to inflammable material (wood, leaves etc.).

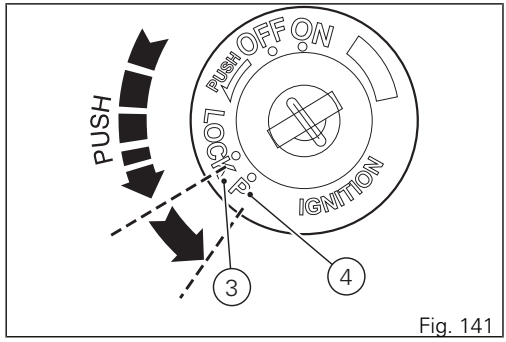


Fig. 141

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.

Tool kit and accessories

The tool box (1) is located under the seat.
The tool box includes:

- fuse pliers;
- two helmet anti-theft system cables;
- flat-blade/Phillips screwdriver;
- screwdriver handgrip;
- box wrench, 14x16x145 mm;
- 6x120 mm rod;
- 3 mm Allen wrench;
- 4 mm Allen wrench;

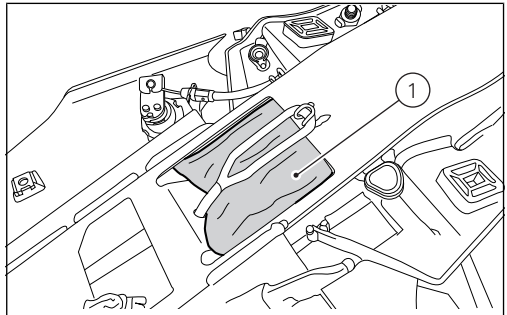


Fig. 142

Main 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.

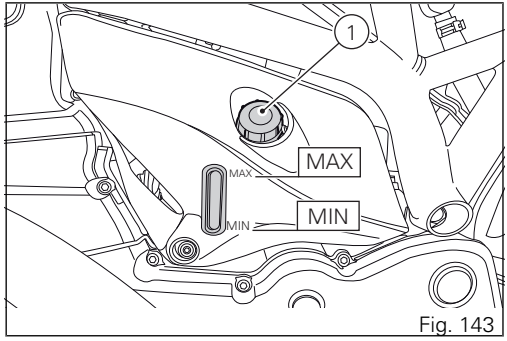


Fig. 143

This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F).
Cooling circuit capacity: 2.5 cu. dm (litres) (0.66 gallons).

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

Changing the air filter

Important
Have the air filter maintenance performed at a Ducati Dealer or authorised Service Centre.

Checking brake and clutch fluid level

The levels should not fall below the MIN marks on the respective reservoirs.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table reported in the Warranty Booklet; please contact a Ducati Dealer or authorised Service Centre.

Important
It is recommended all brake and clutch lines be changed every four years.

CLUTCH SYSTEM

If the control lever has exceeding clearance and the transmission snatches or jams as you try to engage a gear, it means that there is air in the circuit. Contact your Ducati Dealer or authorised Service Centre to have the system inspected and air drained out.

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

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

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

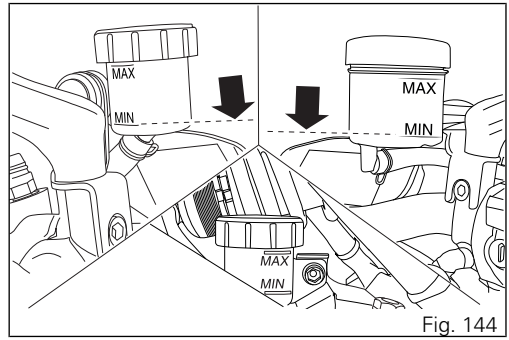


Fig. 144

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.

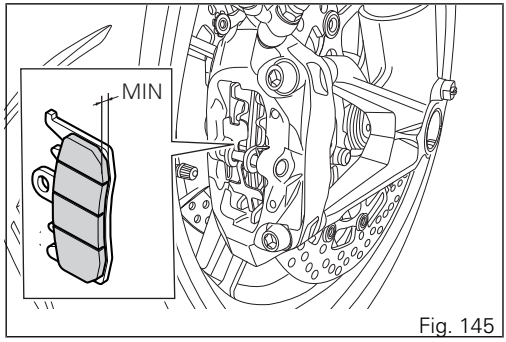


Fig. 145

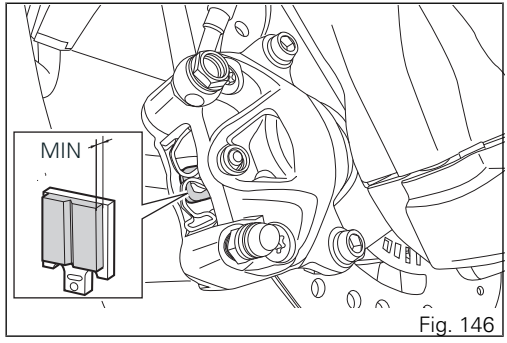


Fig. 146

Charging the battery

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

To reach the battery, refer to "Removing the battery" page 224.

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 (-).
Smear positive pole (+) and negative pole (-) screws with grease.

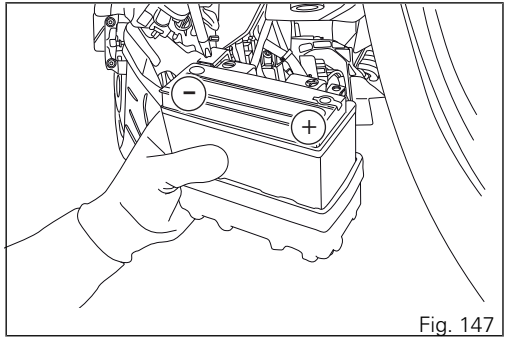


Fig. 147

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

Charge the battery at 0.9 A for 5÷10 hours.
Install the battery on the vehicle as described under "Refitting the battery" page 230.

Warning
Keep the battery out of the reach of children.

Jump-starting the motorcycle

If the motorcycle must be jump-started in an emergency with an external starting device, first loosen screws (2) using the supplied wrench to remove the battery cover (1).

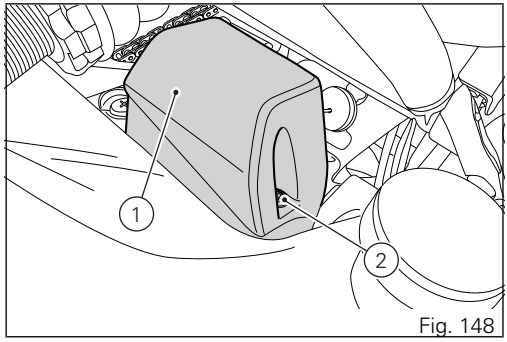


Fig. 148

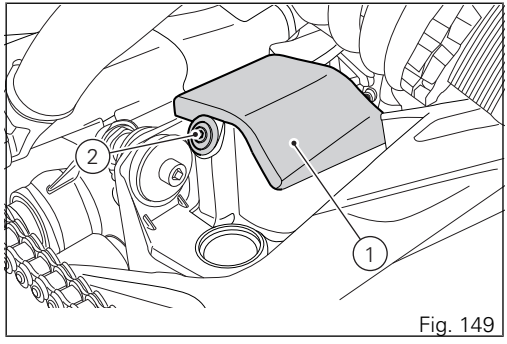


Fig. 149

Connect the positive pole of the external device to the battery positive pole (3).
Connect the negative pole of the external device to engine mounting screw (4), after removing both covers on engine LH side.
To remove the covers, refer to "Removing the battery" page 224.

Warning
When connecting the positive pole of the external device to the positive pole (3) of the battery, pay utmost attention not to touch any other metal parts on the vehicle.

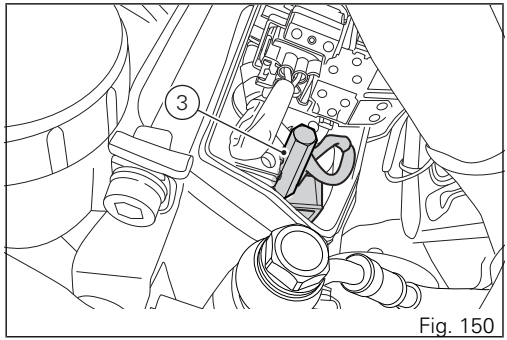


Fig. 150

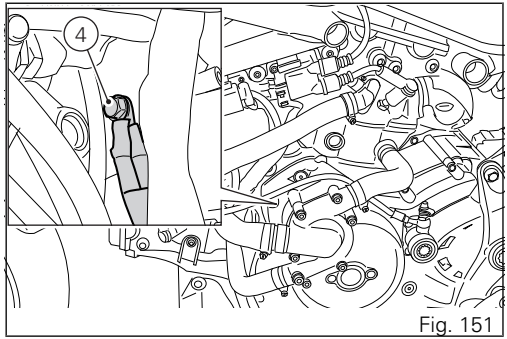


Fig. 151

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 maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) available from our sales network.

Note

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

Important

If battery 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.

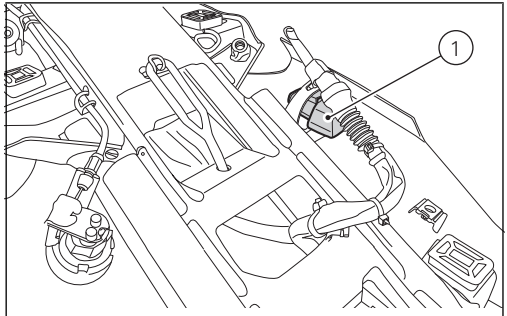


Fig. 152

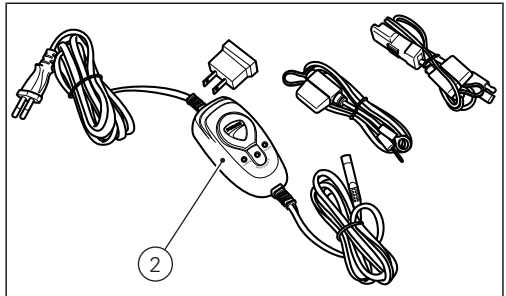


Fig. 153

Note

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

Removing the battery

Important

When battery must be removed, ALWAYS contact a Ducati Dealer or authorised Service Centre.

Loosen the screw (1) and remove the cover (2).
Loosen the screws (3) and remove the cover (4).
Undo the screw (5) and disconnect the ground cable (6).

Warning

Insulate the ground cable end you just removed to prevent it from touching the motorcycle.

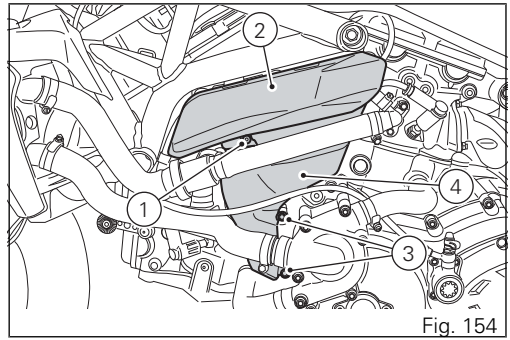


Fig. 154

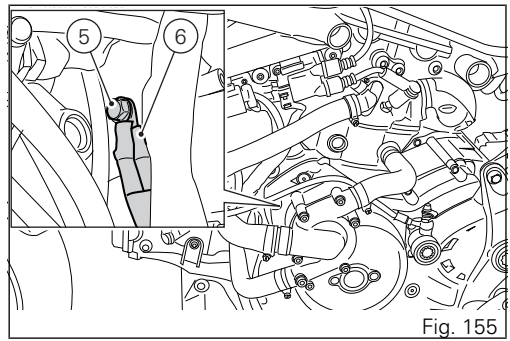


Fig. 155

Loosen screws (7) on battery cover (8).

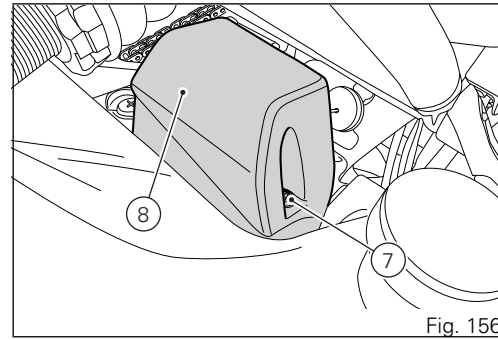


Fig. 156

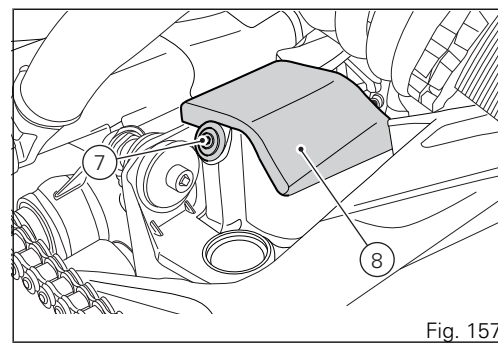


Fig. 157

Loosen the special screw (9) retaining battery positive cable terminals (10) and ABS positive terminal (11) to battery positive pole.
Fit a service pin (P) in the hole on electric components support (Q) to change the battery.

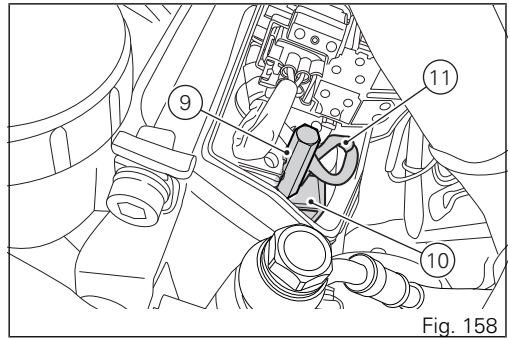


Fig. 158

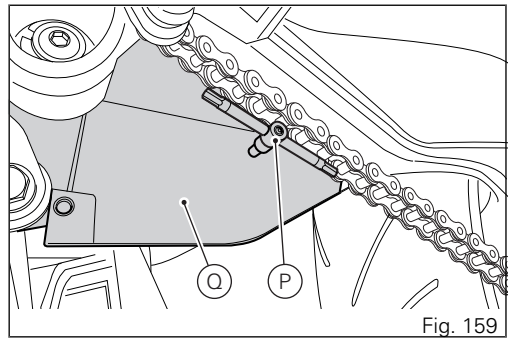


Fig. 159

Loosen the screws (12) securing battery mount cover (13) to electric components support.

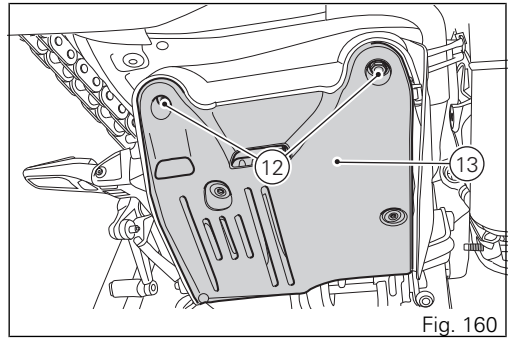


Fig. 160

Turn battery mount cover (13) down and remove service pin (P) while supporting the battery (14) with your hand.
Slowly slide down battery (14), pay attention to the negative pole which is still connected to the wiring.

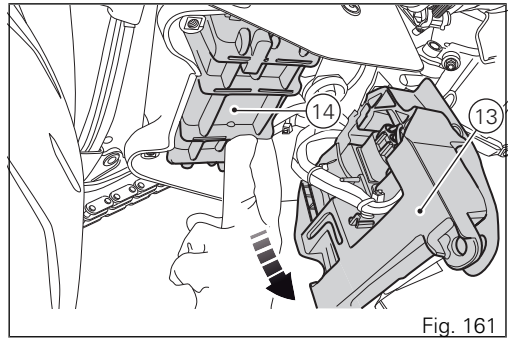


Fig. 161

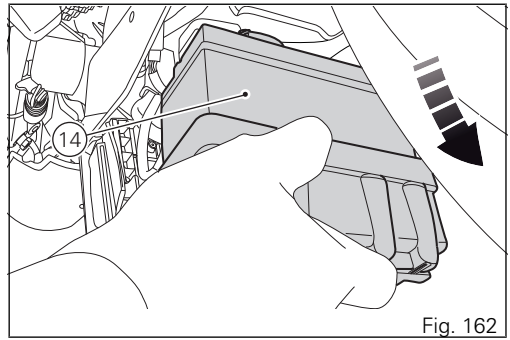


Fig. 162

Loosen screw (15) securing negative cable (16) to battery negative pole and remove the battery.

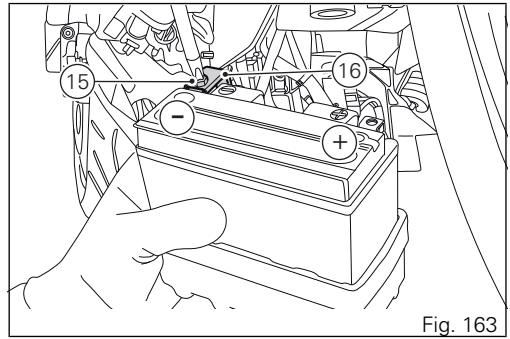


Fig. 163

Refitting the battery

Important
When battery must be refitted, ALWAYS contact a Ducati Dealer or authorised Service Centre.

Fit the battery negative cable (16) on battery negative pole and fasten it by tightening screw (15) to 10 Nm ± 10%.
Install battery (14) in its seat, from swinging arm bottom side.

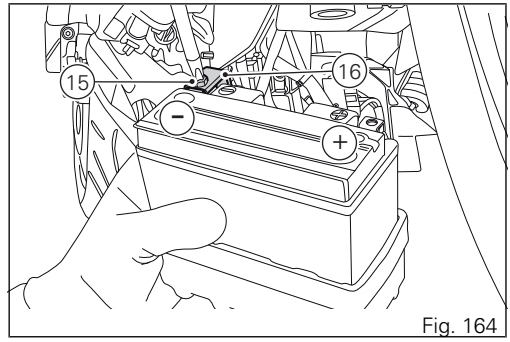


Fig. 164

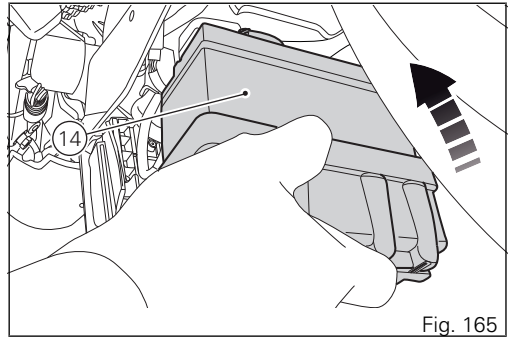


Fig. 165

Once battery (14) is in place, fit service pin (P) in the hole on electric components support (Q) to support the battery.
Raise the battery mount cover (13) until it gets against the battery.

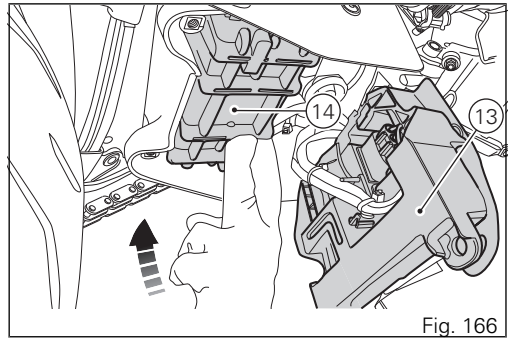


Fig. 166

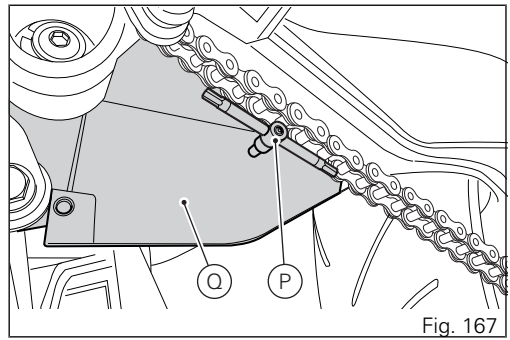


Fig. 167

Slide out pin (P) and fasten battery mount cover (13) using screws (12); tighten them to 5 Nm ± 10%.

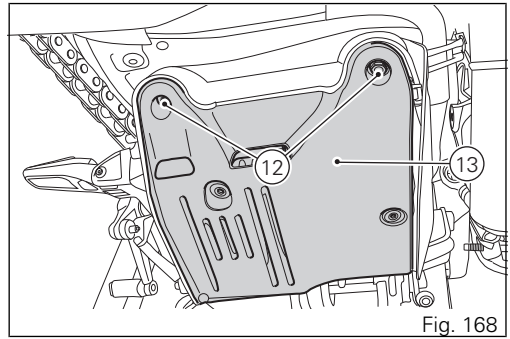


Fig. 168

Fit the positive cable (10) and ABS positive cable (11) on battery positive pole and fasten it by tightening screw (9) to 10 Nm ± 10%.
Fit the battery cover (8) on electric components support.

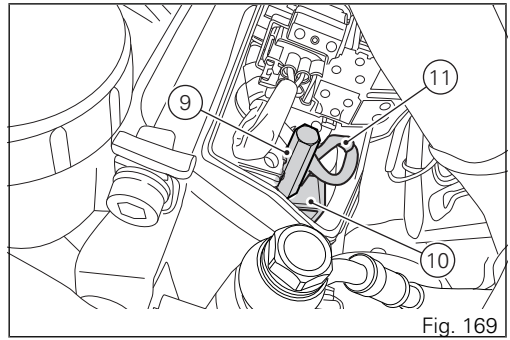


Fig. 169

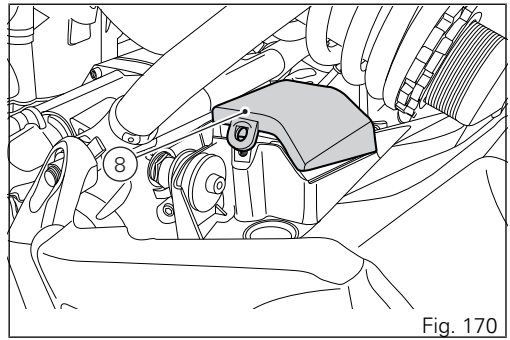


Fig. 170

Start screws (7) and tighten them to a torque of 4 Nm ± 10%.

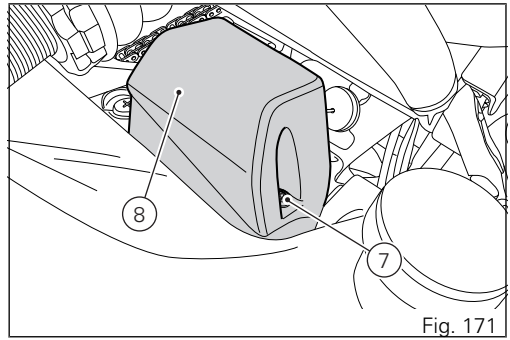


Fig. 171

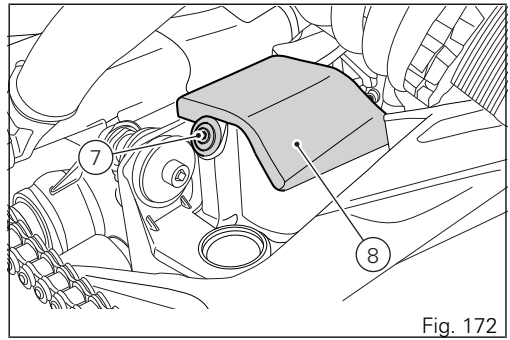


Fig. 172

Fit the ground cable (6) on motorcycle and fasten it by tightening screw (5) to 10 Nm ± 10%.
Install cover (4) and tighten the screws (3) to a torque of 5 Nm ± 10%.
Install cover (2) and tighten the screw (1) to a torque of 1 Nm ± 10%.

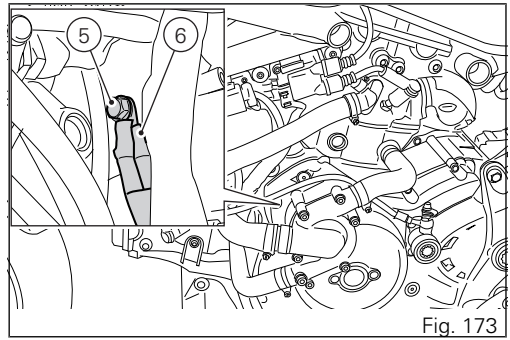


Fig. 173

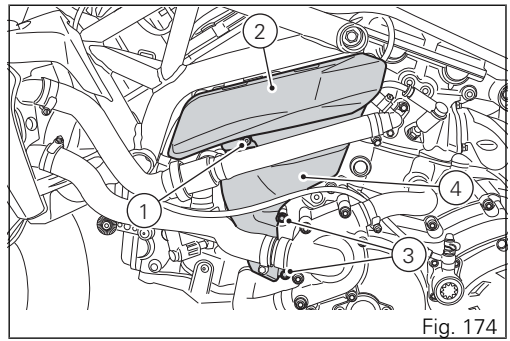


Fig. 174

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 = 30 ÷ 32 mm.

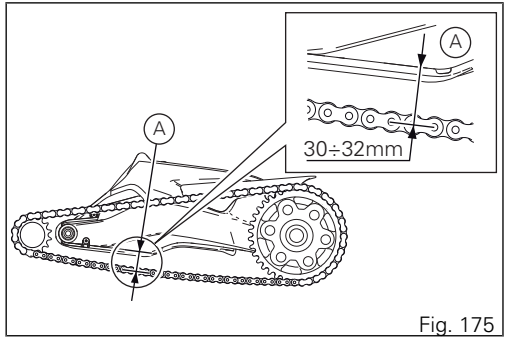


Fig. 175

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

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

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

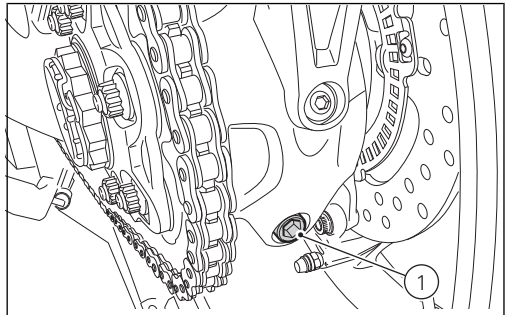


Fig. 176

Chain lubrication

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt, and to hold the lubricant inside.
So as not to damage these seals when cleaning the chain, use special solvents and avoid aggressive washing with high-pressure steam cleaners. After cleaning, blow the chain dry or dry it using absorbent material and apply SHELL Advance Chain or Advance Teflon Chain on each link.

Important

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

Replacing the bulbs

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System" page 266.

Important

Have the lamps changed at a Ducati Dealer or authorised Service Centre.

Undo the screw (1) and detach the lens (2) from the turn indicator support.
The bulb 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. Refit the lens by inserting the tab in the corresponding slot in the turn indicator support. Tighten the screw (1).

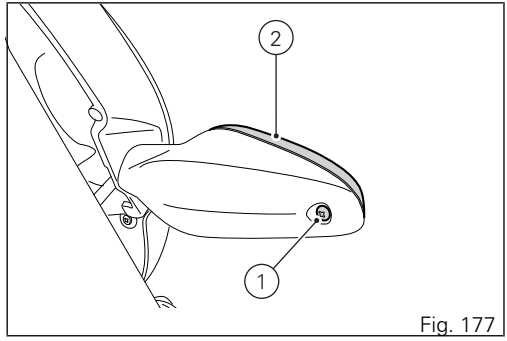


Fig. 177

Beam setting

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. 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.

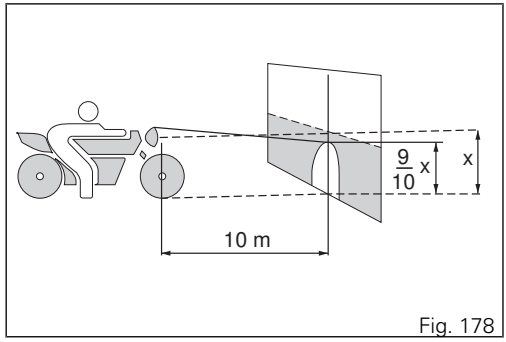


Fig. 178

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.

To vertically align the headlight beam, turn the screw (1).

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.

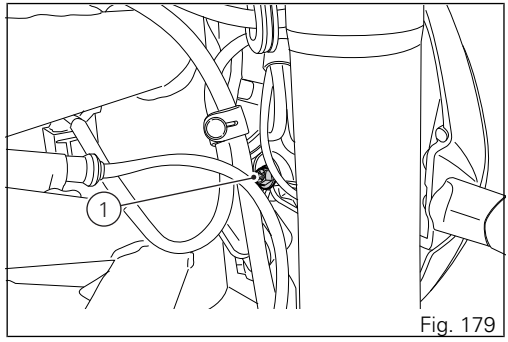


Fig. 179

Tyres

Front tyre pressure:
2.3 bar (rider only) - 2.5 bar (rider and passenger).
Rear tyre pressure:
2.5 bar (rider only) - 2.8 bar (rider and passenger).

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 adjust the pressures with the tyres cold. To avoid front wheel box distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar.

TYRE REPAIR OR CHANGE

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) 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.

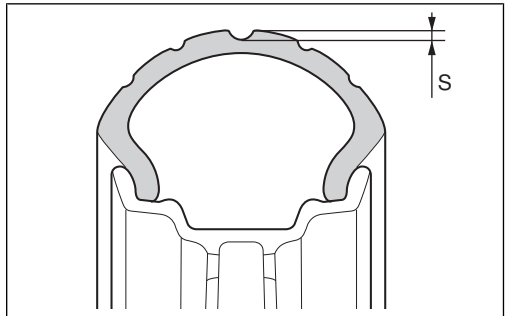


Fig. 180

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 SHELL Advance 4T Ultra engine oil.
Remove the oil filler cap (2) and top up until the oil reaches the required level.
Refit the filler plug (2).

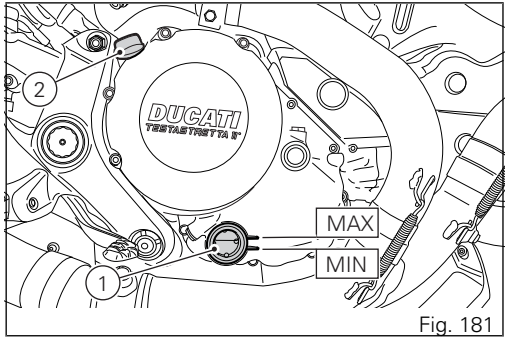


Fig. 181

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.

VISCOSITY

SAE 15W-50

The other viscosity grades specified in the table can be used where the average ambient temperatures are within the limits shown.

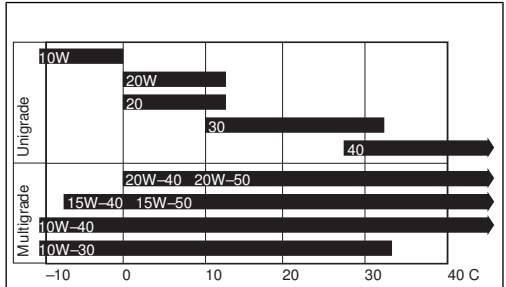


Fig. 182

Cleaning and replacing the spark plugs

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

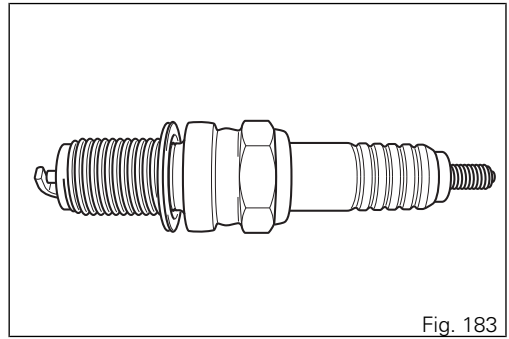


Fig. 183

Cleaning the motorcycle

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

Carefully clean the phonic wheels of the ABS so to ensure system efficiency. Do not use aggressive products so 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 bores, then turn the engine over by hand a few times to form a protective film of oil on the inner walls of the cylinder;
- place the motorcycle on the service stand;
- disconnect and remove the battery.

If the motorcycle has been left unused for more than a month, the battery should be checked and re-charged if necessary.
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

The legislation in some countries (France, Germany, Great Britain, Switzerland, etc.) sets certain noise and pollution standards.
Periodically carry out the required checks and replace parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Maintenance

Scheduled maintenance chart: operations to be performed by the Dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	**Km. x1,000** / **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 the air filter			●		●		-
Change air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch 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. x1,000 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 carrier bolts		●	●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check tightening of frame to engine fasteners			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-
Check the proper tightening of secondary drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive (chain, front and rear sprocket) and sliding shoes 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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Visually check the fuel lines			●	●	●	●	12
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 the operation of the safety electrical devices (side stand switch, front and rear brake switches, engine stop switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS		●	●	●	●	●	-
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 performed by the customer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	**Km. x1000**	**1**
	mi. x1000	**0.6**
	Months	**6**
Check engine oil level		●
Check brake and clutch fluid level		●
Check 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): 209 kg.
Overall weight (without fluids and battery): 182 kg.
Maximum allowed weight (carrying full load): 390 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.

Dimensions

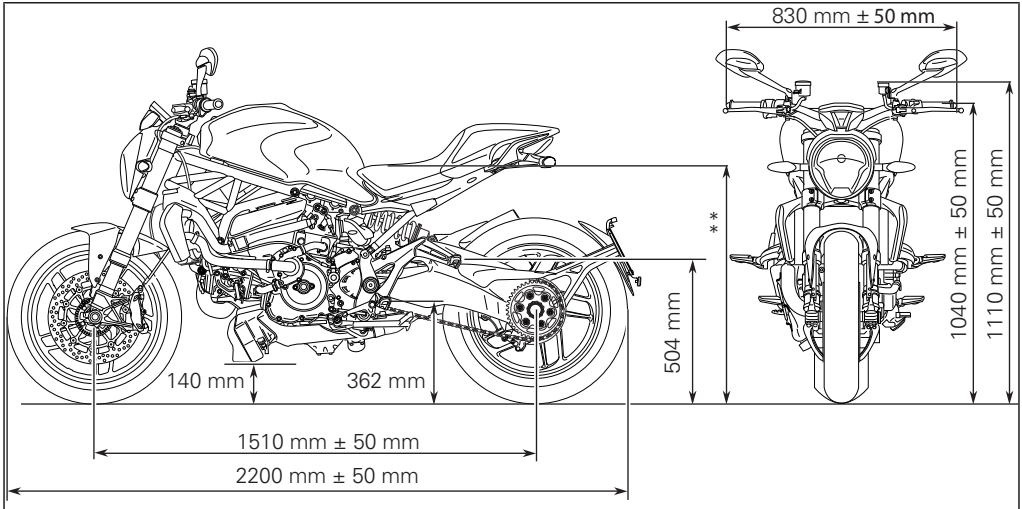


Fig. 184

** Adjustable seat height 785 mm - 810 mm.

Fuel, lubricants and other fluids

TOP-UPS	TYPE	
Fuel tank, including a reserve of 2.5 cu. dm (litres)	Unleaded fuel with a minimum octane rating of RON 95.	17.5
Oil sump and filter	SHELL - Advance 4T Ultra	3.7
Front/rear brake and clutch circuits	SHELL Advance Brake DOT 4	-
Protectant for electric contacts	SHELL Advance Contact Cleaner	-
Front fork (Monster 1200)	SHELL Advance Fork 7.5 or Donax TA	500 cc (right leg) 506 cc (left leg)
Front fork (Monster 1200 S)	SHELL Advance Fork 7.5 or Donax TA	150 mm (measured without spring or tube preload).
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.5 cu. dm (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

Testastretta 11°, twin cylinder, “L” type, Desmodromic timing system, 4 valve per cylinder, liquid cooling.
Bore: 106 mm
Stroke: 67.9 mm
Total displacement, cu. cm: 1198.4
Compression ratio: 12.5±0.5:1
Max crankshaft power (95/1/EC), kW/HP:
100.7 kW - 135 HP at 8750 rpm (Monster 1200)
100.8 kW - 145 HP at 8750 rpm (Monster 1200 S)
Max torque at crankshaft (95/1/EC):
118 Nm - 12 Kgm / 118.1 lb-ft at 7250 rpm (Monster 1200)
124.5 Nm - 12.7 Kgm at 7250 rpm (Monster 1200 S)
Maximum rpm:
10,200

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 (four opening and four closing ones) and two overhead camshafts. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

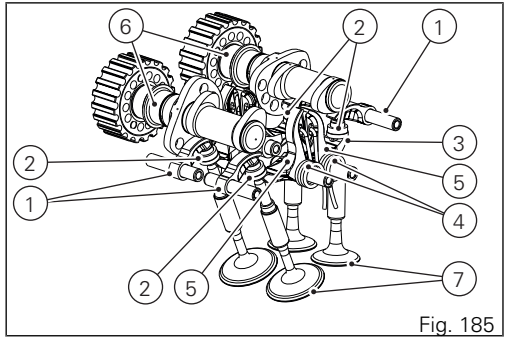


Fig. 185

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 will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Spark plugs

Make: NGK
Type: MAR9-J.

Fuel system

CONTINENTAL M3D indirect electronic injection.
MIKUNI throttle body with full Ride by wire system, diameter: 53 mm
Injectors per cylinder: 1
Firing points per injector: 10
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 of the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.

Brakes

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

Front
Type: with drilled steel disc.
no. 2 discs.
Disc diameter: 320 mm.
Hydraulically operated by a control lever on handlebar right-hand side.
Monoblock brake callipers with separate pistons.
Make and type: Brembo M4.32 b.
Friction material: Toshiba TT2182FF.
Monster 1200 cylinder type:
PR 18/19.
Monster 1200 S cylinder type:
PR 16/21.
Cylinder Ø: 32 mm.

Rear
Type: with fixed drilled steel disc.
Disc diameter: 240 mm.
Hydraulically operated by a pedal on RH side.
Brake calliper: 34 mm Ø cylinder.
Make and type: Brembo P 34 e
Friction material: Toshiba TT2172.
Master cylinder type: PS 11.
Cylinder Ø: 11 mm.

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

Wet slipper clutch with less effort at the lever controlled by the lever on left-hand side of the handlebar.
Drive is transmitted from engine to gearbox main shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio: 33/61.
6-speed gearbox with constant mesh gears and gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/41.
Total gear ratios:
1st gear 15/37
2nd gear 17/30
3rd gear 20/27
4th gear 22/24
5th gear 24/23
6th gear 25/22

Drive chain from gearbox to rear wheel.
Make: DID
Type: 525 VAZ
Size: 5/8" x 1/4"
Links: 108

Important

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

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

Molybdenum-chrome steel tubular trellis, cast aluminium rear subframe
Steering angle (per side): 30°
Steering head angle: 23.5°
Trail in mm: 88.3

Wheels

Ten-spoke light aluminium alloy rims (Monster 1200).
Light aluminium alloy rims with three Y-shaped spokes (Monster 1200 S).

Front
Size: MT3.50x17”

Rear
Size: MT5.60x17”

Both wheel shafts can be removed.

Tyres

Front
“Tubeless”, radial tyre.
Size: 120/70-ZR17

Rear
“Tubeless”, radial tyre.
Size: 190/55-ZR17

Suspensions

Monster 1200

FRONT
KAYABA hydraulic upside-down fork with spring preload, compression and rebound adjustment:
Stanchion diameter (legs) 43 mm.
Stroke on leg axis: 130 mm.

REAR
Progressive with Sachs monoshock, with rebound and spring preload adjustment.
Shock absorber stroke: 61.5 mm.
Rear wheel travel: 152 mm.

Monster 1200 S

FRONT
ÖHLINS hydraulic upside-down fork with spring preload, compression and rebound adjustment:
Stanchion diameter (legs) 48 mm.
Stroke on leg axis: 130 mm.

REAR
Progressive with Sachs monoshock, with rebound and spring preload adjustment.
Shock absorber stroke: 64 mm.
Rear wheel travel: 152 mm.

Exhaust system

Equipped with catalytic converter.

Available colours

Monster 1200

RED
Primer, Acriflex White code L0040652 (Lechler).
Primer, Ducati Red code 473.101 (PPG).
Varnish, Acriplast Red Soner SF code LMC06017 (Lechler).
Frame, Ducati Red code 81784 (Inver SPA).
Rear subframe, Matt Black powder enamel code CN201V (Akzo Nobel).
Rims, Glossy Black code VPCH03250 (Peter Lacke).

Monster 1200 S

RED
Primer, Acriflex White code L0040652 (Lechler).
Primer, Ducati Red code 473.101 (PPG).
Varnish, Acriplast Red Soner SF code LMC06017 (Lechler).
Frame, Ducati Red code 81784 (Inver SPA).
Rear subframe, Matt Black powder enamel code CN201V (Akzo Nobel).
Rims, Glossy Black code VPCH03250 (Peter Lacke).

STAR WHITE;
Primer 2 K White code 873.AC001 (Palinal).
Primer, Star White code 928.T948 (Palinal).
Clear coat code 923M1598 (Palinal).
Frame, Bronze 1008 code 33219 (Inver SPA).
Rear subframe, Matt Black powder enamel code CN201V (Akzo Nobel).
Rims, Glossy Black code VPCH03250 (Peter Lacke).

Electrical system

Basic electric items are:
HEADLIGHT:
low beam: H4 BV (12 V - 60/55 W).
high beam: H4 BV (12 V - 60/55 W).
parking light: with six LEDs, 12V - 2.8W.
ELECTRIC CONTROLS ON HANDLEBARS
front turn indicators: 12 V - 10 W lamp (Monster 1200).
rear turn indicators: 12 V - 10 W lamp (Monster 1200).
front turn indicators: 13.5 V - 3.1 W lamp with one LED (Monster 1200 S).
rear turn indicators: 13.5 V - 0.68 W lamp with four LEDs (Monster 1200 S).
Horn.
Stop light switches.
Battery, 12 V-10 Ah.
Generator 460 W - 14 V - 33 A.
ELECTRONIC REGULATOR, protected by 2 fuses, 30 A, on solenoid starter (C) sides.
Starter motor, 12 V-0.7 kW.
Tail and stop light: LEDs.
Parking light: with eight LEDs, 13.5V - 0.45 W.
Rear stop light: with twelve LEDs, 13.5V - 2.8 W.
Number plate light: with three LEDs, 13.5V - 0.7 W.



Note

For the bulb replacement refer to paragraph “Replacing the bulbs”.

Fuses

Electric components are protected by eleven fuses located in the fuse box. There are three spare fuses in every box. Above the solenoid starter there are two 30 A fuses, whereas on its sides there are two ABS fuses: a 25 A and a 30 A one.
The fuse boxes are located on the RH central side, under the RH side cover. Fuse box (A) is on the LH side, whereas fuse box (B) is on the RH side. To expose the fuses, lift the box protective covers. Mounting position and ampere capacity are marked on box cover. Refer to the table below to identify the circuits protected by the various fuses and their ratings.

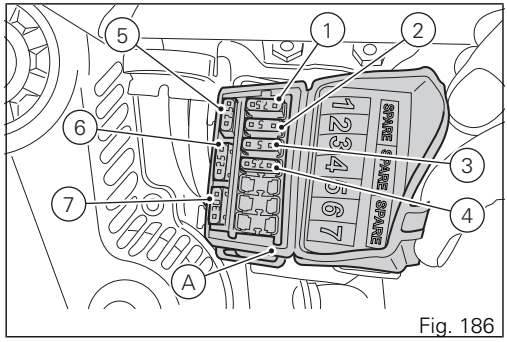


Fig. 186

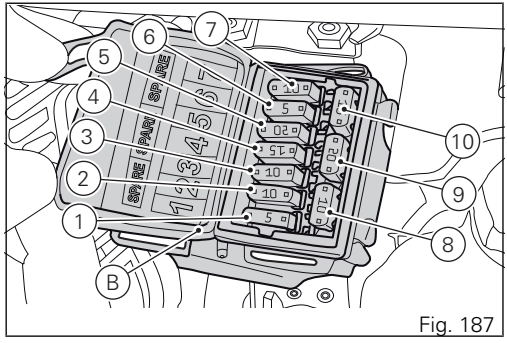


Fig. 187

Fuse box (A) key		
Pos	El. item	Rat.
1	Optional key	7.5 A
2	Alarm	5 A
3	Stop	5 A
4	Diagnostics	3 A
5	Spare	7.5 A
6	Spare	25 A
7	Spare	30 A

Fuse box (B) key		
Pos	El. item	Rat.
1	Lights	5 A
2	Instrument panel	10 A
3	Key 1	10 A
4	Key 2	15 A
5	Relay	20 A
6	Control unit	5 A
7	BBS	10 A

Fuse box (B) key		
8	Spare	10 A
9	Spare	20 A
10	Spare	15 A

The two main fuses (C) are located on solenoid starter (D). Remove the fuse protection cap (E) to reach the fuses.
A blown fuse can be identified by breakage of the inner filament (F).
Near the solenoid starter there are two fuses: a 25 A (G) fuse and a 30 A (H) one.

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.

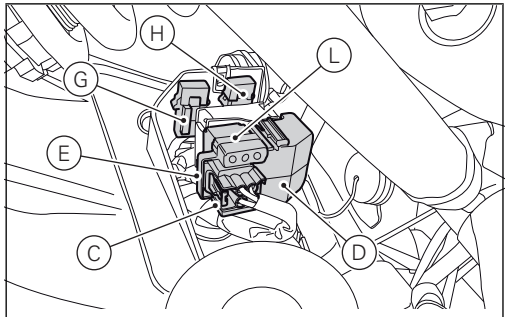


Fig. 188

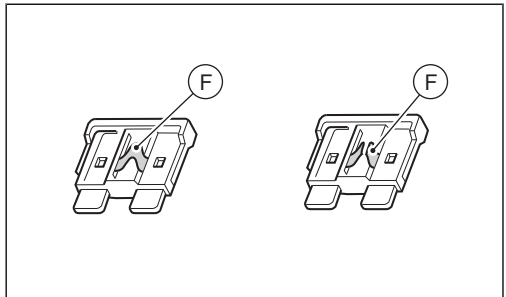


Fig. 189

Injection /electric system diagram key

1) Ignition system (ignition switch)
2) LH fan
3) RH fan
4) Generator
5) Regulator
6) Solenoid starter
7) Battery
8) Wiring ground
9) Exhaust valve motor
10) ABS control unit
11) Front fuse box
12) Rear fuse box
13) Front speed sensor
14) Rear speed sensor
15) Self-diagnosis/DDA
16) Rear right turn indicator
17) Rear light
18) Rear left turn indicator
19) Number plate light
20) BBS
21) Alarm (optional)
22) Oil pressure sensor
23) Gear sensor
24) Side stand switch
25) Clutch switch
26) Timing rpm sensor
27) MAP sensor
28) Engine temperature
29) Ambient air temperature (TIA)
30) Horizontal exhaust lambda sensor
31) Vertical exhaust lambda sensor
32) Accelerator position sensor (APS)
33) Horizontal injector
34) Vertical injector
35) Potentiometer motor / ride-by-wire (TPS/ ETV)
36) Secondary air actuator
37) Vertical coil
38) Horizontal coil
39) Fuel pump
40) Fuel pump relay
41) Injection power supply relay
42) Control unit 2
43) Control unit 1
44) Left-hand switch
45) Front left turn indicator
46) Horn
47) Air temperature sensor
48) Instrument panel
49) Rear stop light
50) Front stop light

51) Front right turn indicator
52) Headlight
53) Right-hand switch
54) Starter relay
55) Heated handgrip power supply
56) ABS fuses
57) Immobilizer
58) Starter motor

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

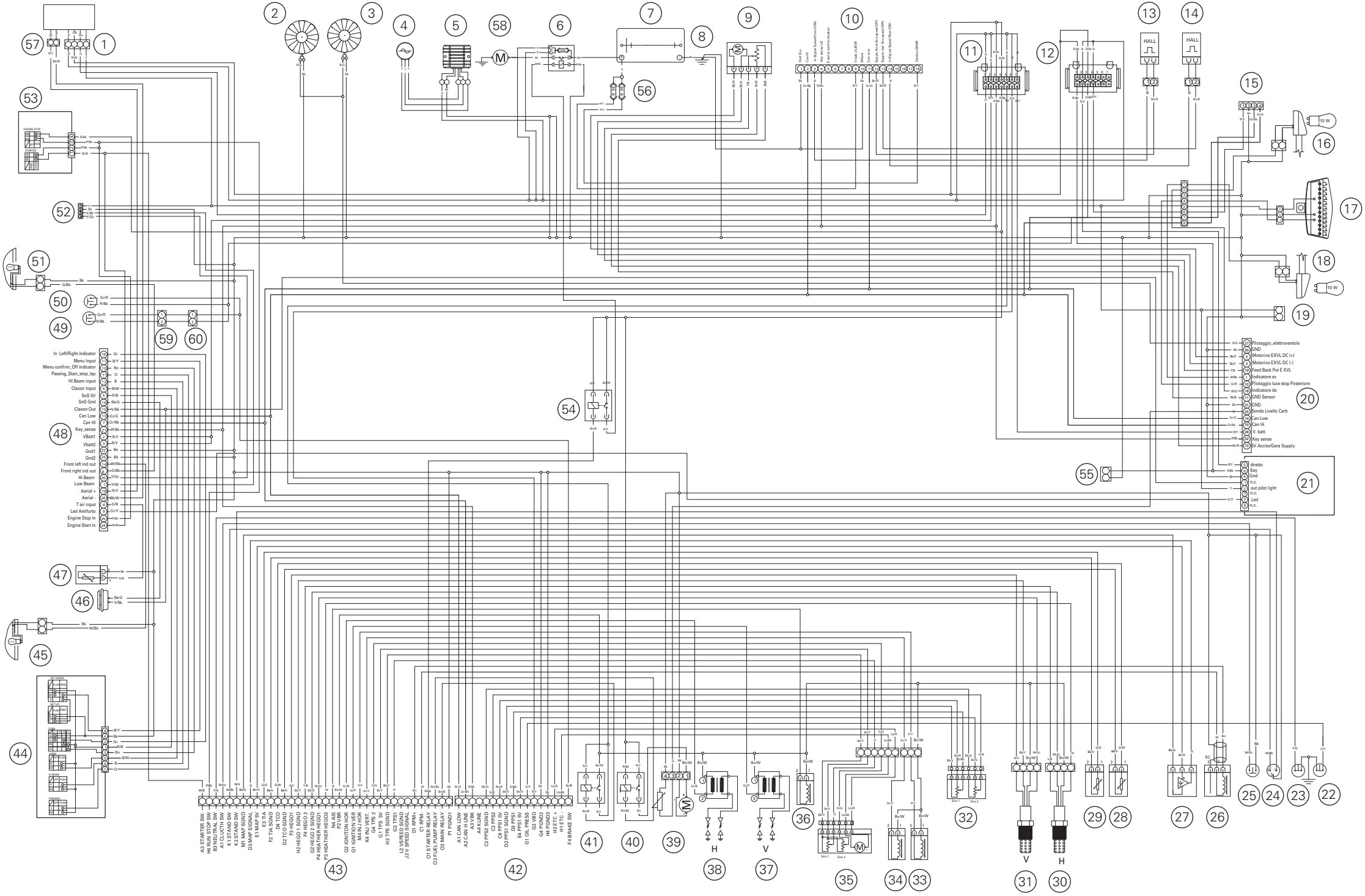
Note
The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	NAME DUCATI SERVICE	MILEAGE (KM)	DATE
1000			
15000			
30000			
45000			
60000			

Stampato 07/2014 Cod. 913.7.261.1A Rev. 01



Monster 1200 / Monster 1200 S

cod. 913.7261.1A

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Società a Socio Unico
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