

MONSTER

Owner's manual

ENGLISH

MONSTER 1200
MONSTER 1200 S

Dear Ducatista,

thank you for trusting us with the purchase of your new Monster 1200.

We recommend that you **read the use and maintenance manual carefully**, to quickly get familiar with your Ducati and **make the most of all its features**. In the manual, we provide lots of useful advice and information on your **safety**, on how to **take care** of your bike and on how to maintain its value through **correct maintenance** by specialist Service Centres.

You can also find this manual in **digital format, always up-to-date, in the dedicated area of the Ducati website** and **in the MyDucati App**, which can be consulted both from a PC and a phone.

In this way, you will always have the **most up-to-date version of the manual** available and you will also find **information and frequently asked questions** regarding your bike and the world of Ducati.

You can send suggestions for improvement regarding the contents of this Use and maintenance manual to the following address: OwnerManual@ducati.com

This manual forms an integral part of the motorcycle and must be kept with it for its whole service life. If the motorcycle is resold, the manual must always be handed over to the new owner. 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. Any and all reproduction or spreading of the contents herein in whole or in part is forbidden. All rights reserved to Ducati Motor Holding S.p.A. Any request for written authorisation shall be addressed to this company, specifying the reasons for request. For any servicing or suggestions you might need, please contact our authorised service centres.

For further information, please contact us at:
contact_us@ducati.com
Our Advisors are available to give you suggestions and useful tips.

Important
For further information, please contact the Ducati Support by clicking on “Contact us” in the Services and Maintenance section of the www.ducati.com website.
Our Advisors are available to give you suggestions and useful tips.

Enjoy your ride!

Roadside Assistance



ACI Global Servizi

Important

The "ACI Global Services" roadside assistance is in force only in the following countries:
Denmark, Belgium, France, Luxembourg, Switzerland, Ireland, United Kingdom, Italy, Norway, Holland, Spain, Austria, Germany, Sweden, Portugal, Canary Islands, Cyprus, Croatia, Czech Republic, Estonia, Latvia, Lithuania, Finland, Greece, Hungary, Malta, Poland, Serbia and Montenegro, Slovakia, Slovenia, Turkey, Ukraine.

The Ducati Card Assistance Programme, created in collaboration with Ducati and ACI Global Services, offers assistance in case of breakdown and/or accident to the Ducati Customer. The service is active 24 hours a day, 365 days a year, for 24 months (in case of extended warranty the relevant conditions will apply) from the date of delivery of the motorcycle or for the period of coverage of the Ever Red warranty extension.

The roadside assistance services include:

- Roadside assistance and towing
- Transport of passengers following roadside assistance
- Return of passengers or continuation of the journey
- Recovery of the repaired motorcycle
- Repatriation of the motorcycle from abroad
- Search and sending of spare parts abroad
- Hotel expenses
- Recovery of the motorcycle off the road in case of accident
- Advance payment of bail abroad

and may be requested in the following countries:
Andorra, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Estonia, Finland, France (including Corsica, roads open to ordinary traffic) Fyrom (the former Yugoslav Republic of Macedonia), Germany, Gibraltar, Greece, Hungary, Ireland, Iceland, Italy (including San Marino and the Vatican), Latvia, Lithuania, Luxembourg, Malta, Montenegro, the Netherlands, Norway, Poland, Portugal, Monaco,

Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom.

Important
All information is detailed and available on the Ducati website of the respective country.

Call Centre telephone numbers

The numbers to contact to request the services listed above are the following:

Andorra	+34-91-594 93 40	+34-91-594 93 40
Austria	0800-22 03 50	+43-1-25 119 19398
Belgium	0800-14 134	+32-2-233 22 90
Bulgaria	(02)-986 73 52	+359-2-986 73 52
Cyprus	22 31 31 31	+357-22-31 31 31
Croatia	0800-79 87	+385-1-464 01 41
Denmark	80 20 22 07	+45-80 20 22 07
Estonia	(0)-69 79 199	+372-69 79 199
Finland	(09)-77 47 64 00	+358-9-7747640 0
France (+Corsica)	0800-23 65 10	+33-4-72 17 12 83
FYROM	(02)-3181 192	+389-2-3181 192
Germany	0800-27 22 774	+49-89-76 76 40 90
Gibraltar	91-594 93 40	+34-91-594 93 40
Greece	(210)-9462 058	+30-210-9462 058
Ireland	1800-304 500	+353-1-617 95 61
Iceland	5 112 112	+354-5 112 112
Italy	800 744 444	+39 02 66.16.56.10
Latvia	67 56 65 86	+371-67 56 65 86
Lithuania	(85)-210 44 25	+370-5-210 44 25
Luxembourg	25 36 36 301	+352-25 36 36 301
Malta	21 24 69 68	+356-21 24 69 68
Monaco	+33-4-72 17 12 83	+33-4-72 17 12 83
Montenegro	0800-81 986	+382-20-234 038

Norway	800-30 466	+47-800-30 466
Holland	0800-099 11 20	+31-70-314 51 12
Poland	061 83 19 885	+48 61 83 19 885
Portugal	800-20 66 68	+351-21-942 91 05
United Kingdom	00800-33 22 88 77	00800-33 22 88 77
Czech Republic	261 10 43 48	+420-2-61 10 43 48
Romania	021-317 46 90	+40-21-317 46 90
Serbia	(011)-240 43 51	+381-11-240 43 51
Slovakia	(02)-492 05 963	+421-2-49 20 59 63
Slovenia	(01)-530 53 10	+386-1-530 53 10
Spain	900-101 576	+34-91-594 93 40
Sweden	020-88 87 77	+46-771-88 87 77 (+46 8 5179 2873)
Switzerland (+Liechtenstein)	0800-55 01 41	+41 58 827 60 86
Turkey	(216) 560 07 50	+90 216 560 07 50
Ukraine	044-494 29 52	+380-44-494 29 52
Hungary	(06-1)-345 17 47	+36-1-345 17 47

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Warranty information

General warranty conditions

1. Warranty content

1.1. Ducati Motor Holding S.p.A. - A Sole partner company- a Company of the Audi Group, with headquarters in via Cavalieri Ducati no. 3, 40132, Bologna, Italy (hereafter "Ducati") - guarantees anywhere in the world where its official service network is present (list available at www.ducati.com) that all of its new motorcycles, manufactured for road use, for a period of twenty-four (24) months with no mileage/km limitation from the delivery date of the motorcycle to the first owner, shall be free of defects in workmanship as ascertained and recognised by Ducati.

1.2. In such cases, the Customer has the right to the repair or replacement of defective parts, free of charge.

1.3. The defective parts replaced under warranty become the property of Ducati.

1.4. The new parts replaced under warranty or repaired are covered by warranty for the remaining outstanding warranty period of the motorcycle.

1.5. Also, through a specific insurance policy, Ducati offers the Customer additional roadside and health assistance services in the Countries listed in the "Owner's manual", according to the specific terms and procedures reported therein.

1.6. The present general warranty conditions (hereafter "Warranty Conditions") do not in any way compromise the unalienable rights granted to individuals falling under the definition of "consumer" under the law of their respective countries. These warranty conditions are without prejudice to national provisions transposing and implementing Directive 99/44/EC in force in EU countries (in Italy, Legislative Decree no. 206 of 6 September 2005 - Consumer Code). In the event any one provision of these Warranty Conditions should conflict with mandatory law in force in the country of residence or domicile of the "consumer", such provision shall be treated as null and void.

2. Exclusions

2.1. This warranty offered by Ducati is not applicable to:

- a) to the Motorcycle that has not fully complied with the scheduled maintenance plan provided for in the Owner's Manual;
- b) to the Motorcycle with incorrect maintenance or repair operations carried out by parties other than the Ducati Authorised Dealers and/or Service Centres;
- c) to faults due to neglect of the Motorcycle;
- d) to faults concerning parts subject to wear and tear during normal operation of the Motorcycle (such as: tyres, filters, bulbs, final drive, belts, flexible controls, spark plugs, brake and clutch parts subject to friction, such as brake plates and pads, etc.);
- e) to aesthetic defects in painted or chrome-plated surfaces, such as oxidation of the Motorcycle and/or components thereof, natural discolouring, etc.;
- f) to faults involving Motorcycle battery if not properly kept charged with a Ducati charge maintainer;
- g) if the Motorcycle is used in sporting competitions of any kind or for damage resulting from improper use of the Motorcycle, on the track or on the road;
- h) to the Motorcycle to which modifications not approved by the manufacturer have been made, or that has been tampered with in any way and/or tuned in order to alter its performance, or with odometer tampered with;
- i) to the Motorcycle used in commercial or rental services or otherwise used for professional use;
- j) to the Motorcycle fitted with non-original Ducati spare parts or accessories or not authorised by Ducati;
- k) to the use of lubricants with specifications that do not comply with Ducati's requirements for the Motorcycle in question;
- l) to failure to comply with the prescriptions for the use of the Motorcycle and its equipment as indicated in the Owner's Manual;
- m) to modifications to the Motorcycle made by the Customer and / or third parties without the express approval of Ducati;
- n) to the Customer's failure to adhere to any recall and/or update campaigns planned by Ducati on the Motorcycle.

3. Responsibilities of the Customer

3.1. To activate this warranty and maintain its validity, the Customer is required to:

- a) notify one of the Ducati Authorised Dealers and/or Workshops (list available at www.ducati.com) of any defects of the motorcycle within two (2) months after Customer discovered said defects.
- b) keep adequate documentation of any maintenance and/or repair work carried out on the vehicle (receipts/invoices with details of the activities carried out and the parts used). You can consult the history of the ordinary maintenance of your motorcycle on the website www.ducati.com in the MyDucati section or on the MyDucati app.

3.2. In order to maintain the validity of the warranty in the event of a change of motorcycle ownership, the new owner must promptly notify Ducati of the change of ownership of the motorcycle, by communicating it on the website www.ducati.com in the MyDucati section or at the Ducati Authorised Dealers and/or Workshops.
3.3. If the provisions of points 3.1. and 3.2 are not observed, this warranty offered by Ducati will not longer be in effect and the Customer rights to warranty performance will become null and void.

4. Limitations of liability

4.1. Without prejudice to the national regulations applicable to the "consumer" and relating provisions on manufacturer liability, Ducati shall not be held liable in case of damage to people and/or property caused by the motorcycle or while using the same.
4.2. Any defects or delays in the repairs or replacements relating to the motorcycle caused by Ducati Authorised Dealers and/or Workshops shall not give the buyer the right to claim damages of any kind from Ducati, nor to extend the warranty per the present Warranty Conditions, without prejudice to the Customer's rights and actions with respect to the Ducati Authorised Dealer and/or Workshop that may be negligent/defaulting.
4.3. This warranty, under the terms specified here, constitutes the sole warranty offered by Ducati.
4.4. Ducati reserves the right to make changes and improvements to any model of its motorcycles, without the obligation to make said changes to motorcycles already sold.
4.5. These Warranty Conditions also extend to subsequent owners of the Ducati motorcycle,

provided that the provisions under art. 3 above are complied with.
4.6. Except as for the "consumer", or as otherwise provided by a mandatory regulation in force in the country of the Customer, the Court of Bologna (Italy) shall have sole jurisdiction over any controversies that may arise in connection with these Warranty Conditions.
4.7. These Warranty Conditions are governed by Italian law.

5. Additional warranty and warranty extensions
5.1 Additional warranties may be provided or purchased depending on the product and the country (e.g. 4|Ever Multistrada, Factory Ever Red and Ever Red). For further details please refer to the Warranty Contract delivered by your Dealer when handing over your new motorcycle to the first owner or on the website www.ducati.com in the MyDucati section or on the MyDucati app.

6. Scheduled maintenance plan and pre-delivery
6.1. The pre-delivery operations are carried out by the seller.
6.2. Ducati has defined the scheduled maintenance plan included in the "Owner's Manual" to keep their motorcycles at the best possible levels of efficiency, performance and safety.
6.3. Exact observance of the coupons, under the terms set forth herein, is a necessary condition to ensure the maintenance of the vehicle in correct usage status and the validity of this warranty. The following compulsory coupons must be carried out and paid for:

- first coupon: within six (6) months of delivery of the motorcycle to the Customer, or within the first 1000 km/600 miles travelled;

- second coupon: upon reaching the mileage specified in the maintenance schedule and in any case within twelve (12) months from previous service coupon. Customer is solely liable for all costs related to coupons (labour and materials), including the one at 1,000 km /600 miles.

6.4. Every maintenance operation on the motorcycle must be carried out in compliance with Ducati's recommendations and procedures, without limitations, including those reported in the “Owner's Manual”. Any defect/damage to the vehicle caused by improper or insufficient maintenance will preclude the applicability of the warranty.
6.5. In order to certify that the operations specified for each service coupon have been duly performed, the Dealer and/or Authorised Ducati Workshop shall place their stamp and/or and write the necessary notes and/or perform the digital recording on the Service Booklet and/or in the dedicated area of the website ducati.com; it is also necessary to preserve the receipts/invoices for the service coupons that detail the operations performed. This documentation may be verified by the Ducati Technical Service for the purpose of providing the services set forth in these Warranty Conditions.
6.6 Ordinary maintenance will be digitally recorded by the Ducati Dealer and available in the MyDucati app or on the ducati.com website.

Attention
A reference to 'you' is a reference to the Customer.

If you purchased your motorbike in Australia:
Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

If you purchased your motorbike in New Zealand:
Our goods come with guarantees that cannot be excluded under the Consumer Guarantees Act 1993. You are entitled to a replacement or refund for a failure of substantial character and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a failure of substantial character.

The benefits given to you by the warranty set out in this Owner's manual are in addition to any other rights and remedies you have under a law in relation to the motorcycle. If any provision of the general warranty conditions set out in this booklet should exclude or limit any rights under the Australian Consumer Law or the Consumer Guarantees Act 1993 (National Law), such provision is null and void. In circumstances where your rights under the National Law are greater than your rights under the Warranty, Ducati will honour your rights under the National Law.

To make a claim under the Warranty you must notify one of the Ducati Authorised Dealers and/or Workshops listed in the "Dealer Locator" (available at www.ducati.com) of any defects of the motorcycle within two (2) months of becoming aware of the defect. If you have any questions, you may contact Ducati ANZ Pty Ltd ACN 636 589 430 at Level 6, 895 South Dowling Street, Zetland NSW 2017 or by email at contactus@ducati.com or by phone on 1300 11 26 06 (AU) / 0800 382 284 (NZ).

You must bear the expense of claiming under the Warranty.

General Information

Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
BBS	Black Box System
CAN	Controller Area Network
DDA	DUCATI Data Acquisition
DQS	DUCATI Quick Shift
DRL	Daytime Running Light
DSB	Dashboard
DTC	DUCATI Traction Control
DWC	DUCATI Wheelie Control
EBC	DUCATI Engine Brake Control
ECU	Engine Control Unit
GPS	Global Positioning System

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information about the current operation.

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

Intended use

This motorcycle must be ridden on asphalt or on flat and even surfaces, only.
This motorcycle may not be used for riding on dirt trails or for off-road riding.

Attention

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

Attention

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.

Attention

The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed 390kg/ 859lb.

Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

Rider's obligations

All riders must hold a valid licence.



Attention

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.



Attention

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.



Attention

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.



Attention

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.



Attention

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



Attention

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



Attention

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

Rider's training

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

Attention

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

Apparel

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

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

- The helmet must meet the requirements listed at "Rider's obligations"; if your helmet does not have a visor, use suitable eye wear;
- Use certified, five-finger gloves made from leather or abrasion-resistant material; with knuckle protectors and reinforcements on the fingers;
- Riding boots or shoes must have non-slip soles and offer ankle protection;
- The back protector must be certified and sized based on the physical constitution of the rider, according to the manufacturer's specifications;
- Jacket, trousers or riding suit must be certified, made from leather or abrasion-resistant material and have high-visibility colours and inserts. Select products with certified protectors.

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.

Attention

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

Perform the checks specified in chapter “Checks before riding“ before each ride.

Attention

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

Attention

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

Important

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

Important

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

Important

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

Important

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

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

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

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

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

Attention
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.).
Do not cover the motorbike with the canvas, when the engine and exhaust system are hot, to avoid damaging it.

Refuelling

Fuel label

Fuel identification label

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

Attention

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 1

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

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.

Attention

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

Refer to paragraph “Tyres” in the "Technical specifications" section.

Dangerous products - warnings

Used engine oil

Attention

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

Attention

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.

Attention

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

Coolant

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

Attention

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

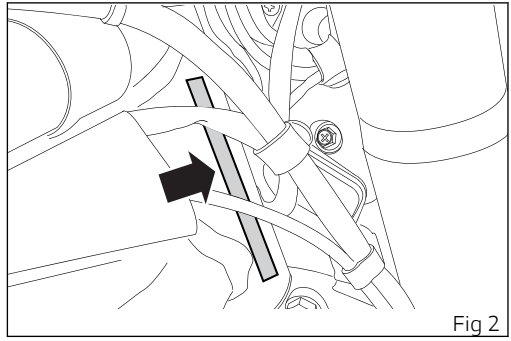
The cooling fan operates automatically: keep hands well clear and make sure your clothing does not snag on the fan.

Battery

Attention
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.


Fig 2

Engine identification number

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

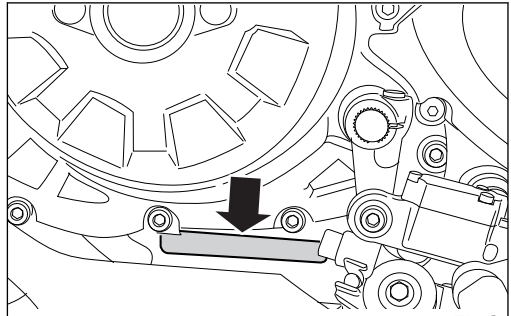


Fig 3

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.

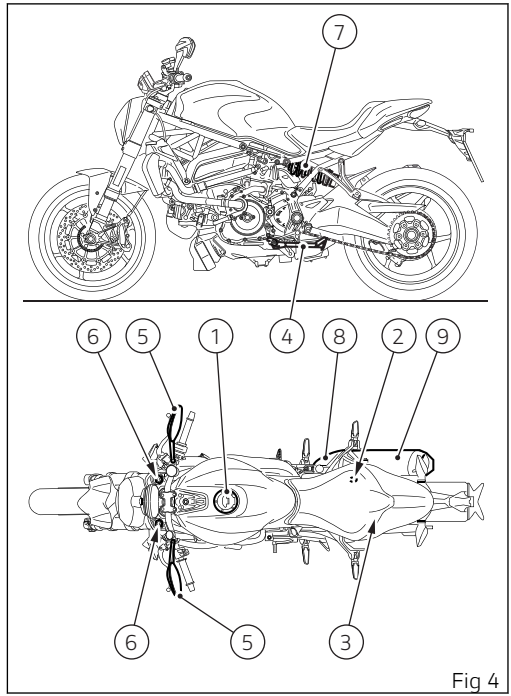


Fig 4

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.
Lift the plug (2).

CLOSING

Close the plug (2) with the key inserted and push it down into its seat. 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.

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

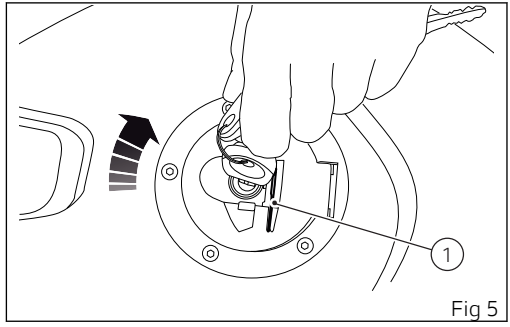


Fig 5

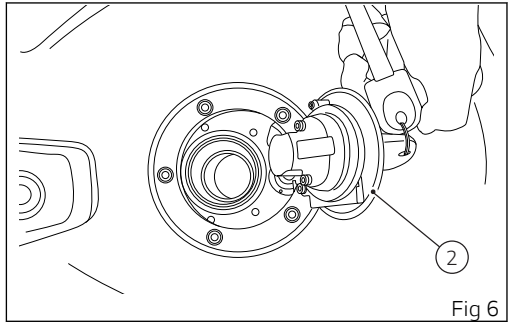


Fig 6

Seat lock

Removing the seat

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.

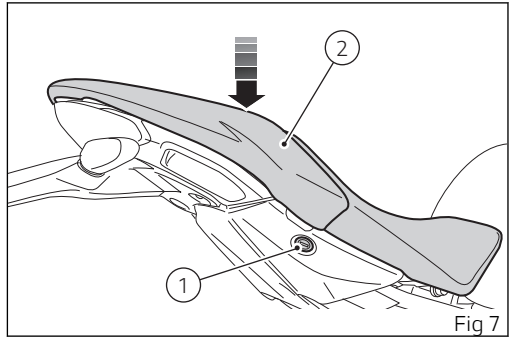


Fig 7

After removing the seat, you can reach the battery maintainer connector (3).
To use it, remove the cover and connect it to connector (3) and maintainer (4), as described in chapter “Maintaining the battery charge”.

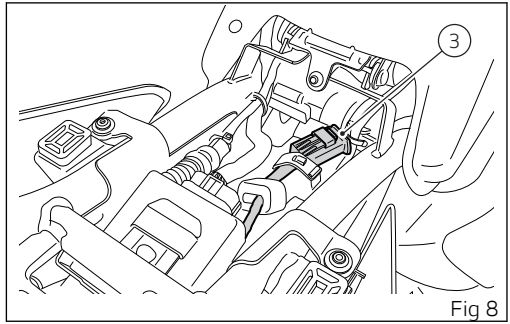


Fig 8

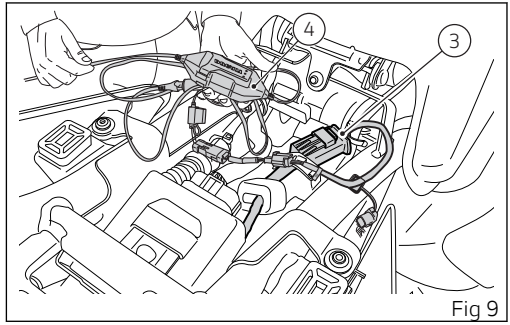


Fig 9

Refitting the seat

Make sure that all elements are correctly positioned and fastened to the compartment under the seat (2). Engage seat bottom front tabs (A) on tank bracket (B) fastened to rear subframe. Hold seat rear end lifted, push on the central fastener to engage it: push on seat rear end until latch clicks in place. Make sure the seat is safely secured to the frame and remove the key from the lock.

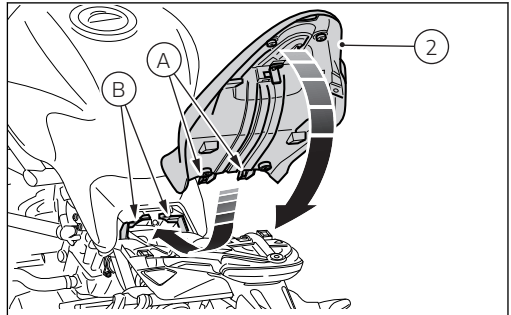


Fig 10

Maintaining the battery charge

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

Note

The electric system of this 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.

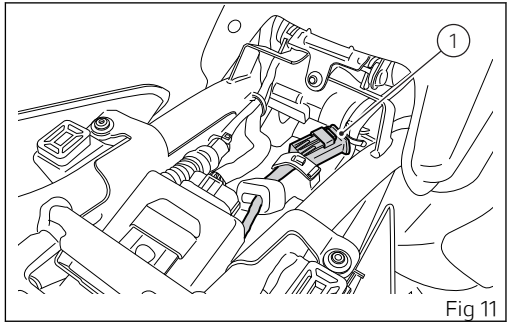


Fig 11

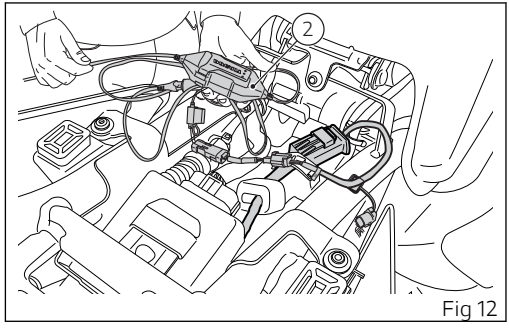


Fig 12

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.

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.

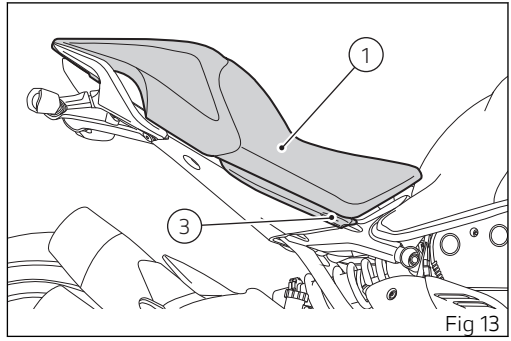


Fig 13

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

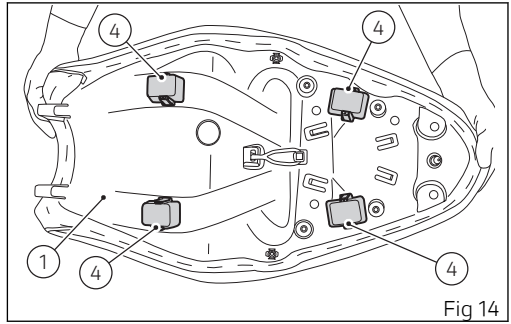


Fig 14

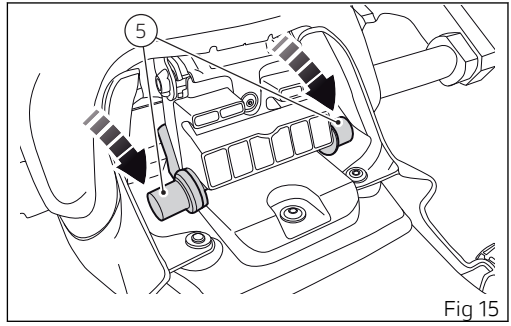


Fig 15

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).

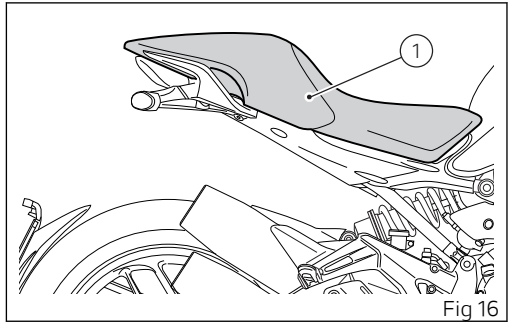


Fig 16

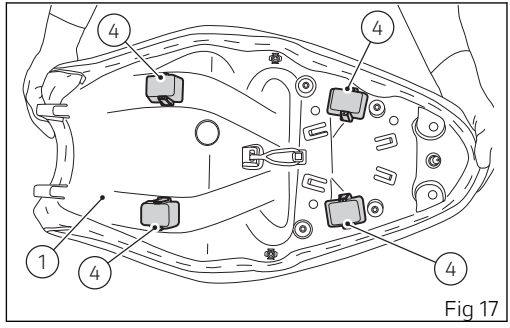


Fig 17

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

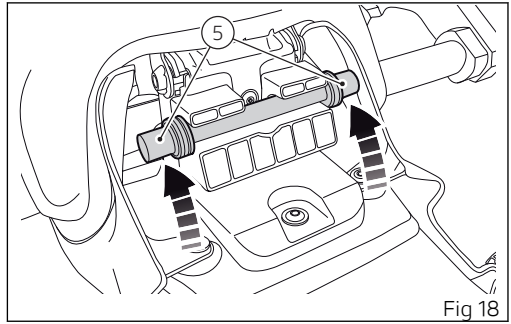


Fig 18

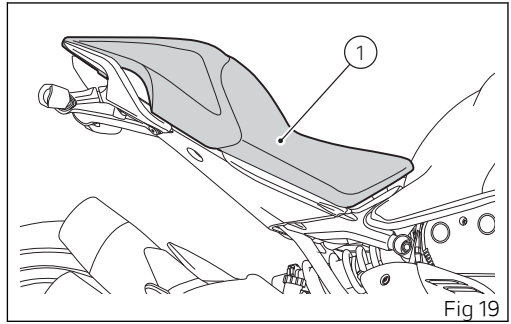


Fig 19

Helmet cable

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

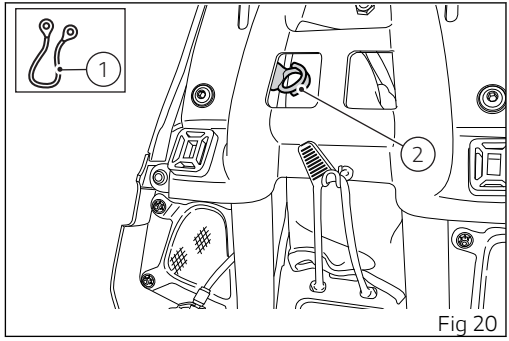


Fig 20

Attention

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

Side stand

Attention
Before lowering the side stand, make sure that the bearing surface is hard and flat.

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

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

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

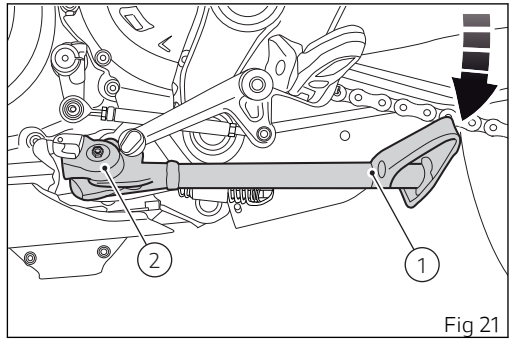


Fig 21

To move the side stand to its resting position (horizontal position), lean the motorcycle to the right while lifting the side stand (1) with your foot.
To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

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 before engaging the gear).

Bluetooth control unit

The motorcycle can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.
The Bluetooth control unit can be purchased at a Ducati Dealer or Authorised Service Centre.

Attention

Smartphone and Bluetooth Headset device manufacturers may incorporate certain changes within the standard protocols over the course of the lifecycle of the device (Smartphones and Earphones).

Attention

These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").

Attention

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit part no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).

Note
The Ducati kit part no. 981029498 can be purchased separately at a Ducati Dealer or Authorised Service Centre.

Attention
Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395

Note
The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorised Service Centre.

Check that your Smartphone supports the following profiles:

- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.

USB connection

The motorcycle is equipped with a USB 5V connection. Loads up to 1A can be connected to the USB connection.
USB connection (1) is located under the passenger seat and is protected by a flap: lift flap to use connection.

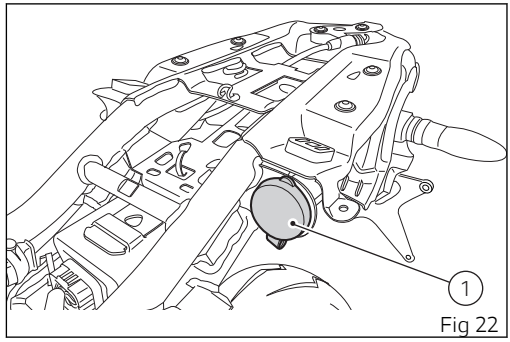


Fig 22

Important

When the engine is off and key set to ON, do not leave accessories connected to the USB socket for a long period of time as the motorcycle battery could run flat.

Attention

When not in use, ALWAYS keep USB socket closed with its cap.

Attention

NEVER use the USB socket if it is raining.

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 (0.55 in) hexagon wrench.

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.

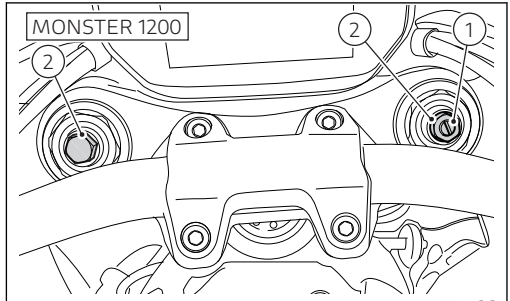


Fig 23

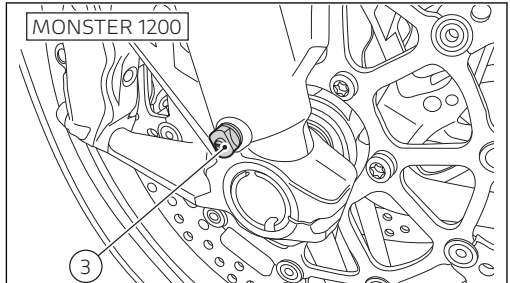


Fig 24

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).

Attention

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.

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:

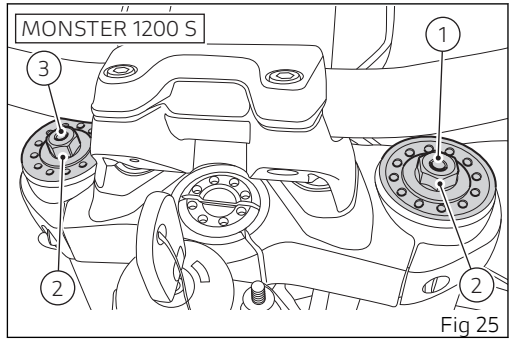


Fig 25

- 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 25) with a 17 mm (0.67 in) 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 (0.04 in) of spring preload.

Attention
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 (0.59 in) (from fully uncompressed).

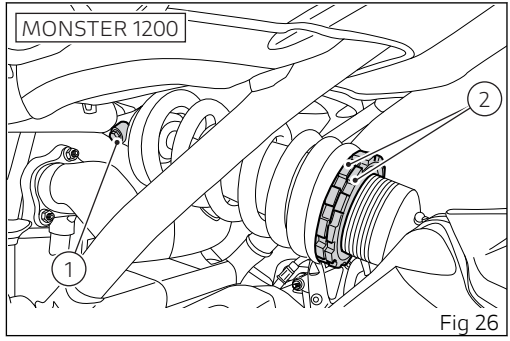


Fig 26

Attention

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.

Attention

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.

STANDARD setting from the fully closed position:

- rebound: loosen adjuster (3) by 14 clicks (from fully closed position);
- compression: loosen adjuster (1) by 12 clicks (from fully closed position);

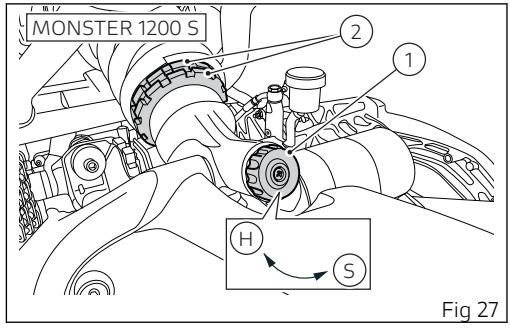


Fig 27

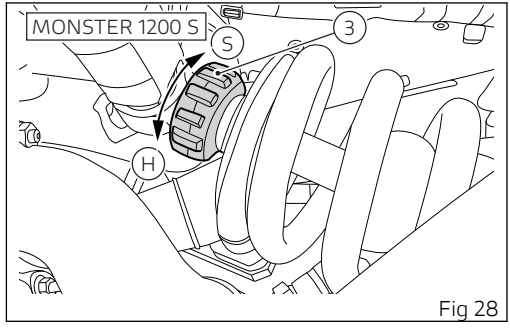


Fig 28

- spring preload: 14 mm (0.55 in).

Attention
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.

Attention
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 (0.39 ÷ 0.79 in)	15 mm (0.59 in)	15 mm (0.59 in)	15 mm (0.59 in)	19 mm (0.75 in)

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	12 clicks	4 clicks	20 clicks	5 clicks
Rebound	0 ÷ 39 clicks	14 clicks	11 clicks	16 clicks	14 clicks
Spring preload	4 ÷ 16 mm (0.16 ÷ 0.63 in)	14 mm (0.55 in)	14 mm (0.55 in)	14 mm (0.55 in)	16 mm (0.63 in)

Controls

Position of motorcycle controls

Attention

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

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

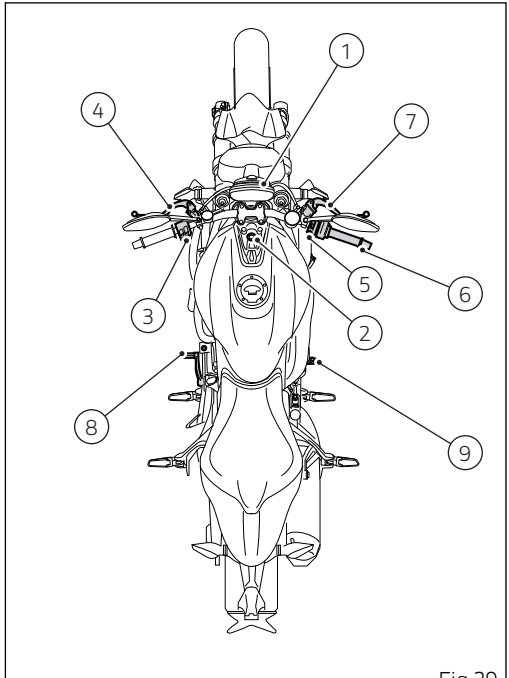
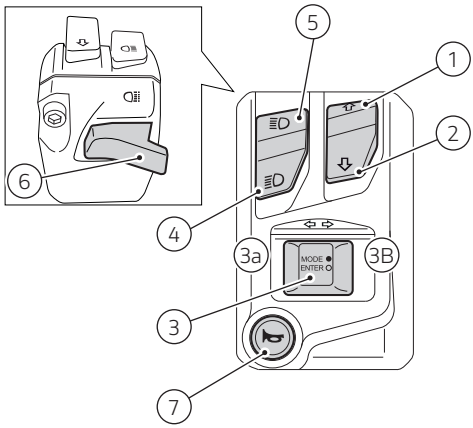


Fig 29



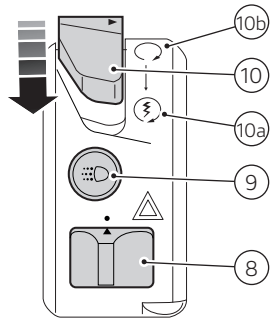


Fig 30

1	⇧	Control button up.
2	⇩	Control button down.
3	MODE ● ENTER ○ ⇦⇨	Riding Mode change button, ENTER function button and turn indicator three-position switch: ● position (3a), left turn indicator; ● centre position, OFF; ● position (3b), right turn indicator.
4		Low beam.
5		High beam.
6		High-beam flasher and “Start/Stop Lap” function.
7		Horn.
8		Hazard lights (red).
9		DRL (if present).
10		2-position switch (red).
10a		Engine start, pushed down.
10b		Engine stop.

Light control

Low/high beam (version without DRL)

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 automatically turned on; it is possible to switch from low beam to high beam and vice versa by pressing button (7) in positions (B) and (A). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (7) positions (B) and (A) on LH switch.
If within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).

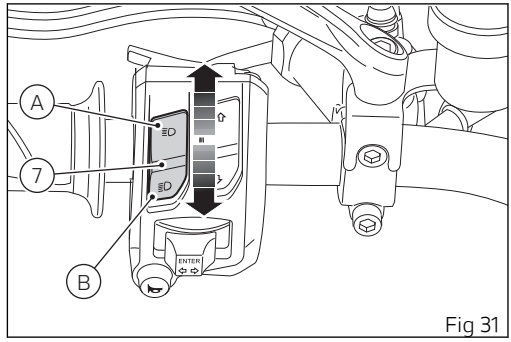


Fig 31

Low/high beam (version with DRL)

At Key-On, the high beam and low beam lights are OFF: only the parking lights and the DRL light are turned on.
After starting the engine the high beam is automatically turned on if the AUTO mode is set and the instrument panel detects poor ambient light (NIGHT): if, on the other hand, the instrument panel detects good light conditions (DAY), the DRL light remains on and the low beam remains off; it is possible to switch the DRL light to low beam (and vice versa) with button (5).
It the low beam is activated, it is possible to switch on the high beam with button (7), position (A). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (7) positions (B) and (A) on LH switch.
If within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).

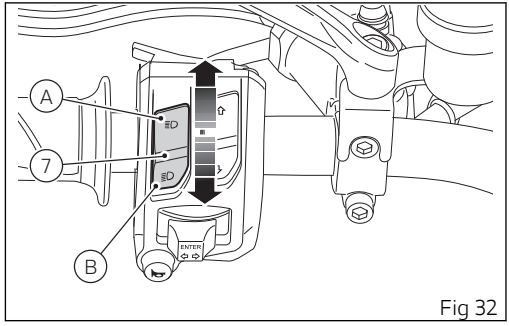


Fig 32

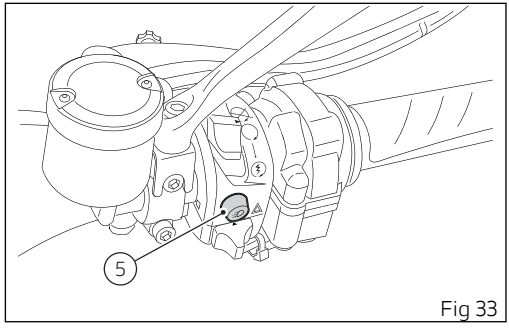


Fig 33

High/low beam switching off during vehicle start (version without DRL light).

To preserve the motorcycle battery, if when starting the engine the high/low beams are ON, the headlight is automatically switched off and then on again when the engine is started.

High/low beam switching off during vehicle start (version with DRL lights).

To preserve the motorcycle battery, if when starting the engine the high/low beams or the DRL lights are ON, the headlight is automatically switched off and then on again when the engine is started.

DRL (Daytime Running Light) — only for version with DRL lights

Upon each Key-On, the DRL lights are turned on. It is possible to switch off the DRL lights by means of button (5) on the left-hand switch. By pressing button (5) again, the DRL lights are switched on again.

Note

Every time button (5) is pressed, the DRL light automatically switches to MANUAL mode. To go back to the AUTO mode, turn the Key Off and On or set the AUTO mode by means of the DRL CONTROL function in the Setting Menu.

By pressing button (7), the high and low beams are turned on whereas the DRL light is turned off. Upon releasing the light button (7), the DRL light is automatically switched on again.

DRL in AUTO mode

If the DRL is in this mode, when starting the engine it automatically switches off and the low beam is activated if the instrument panel detects poor light conditions (NIGHT). If the instrument panel detects good light conditions (DAY), the DRL remains on and the low beam off: in this mode, the instrument panel

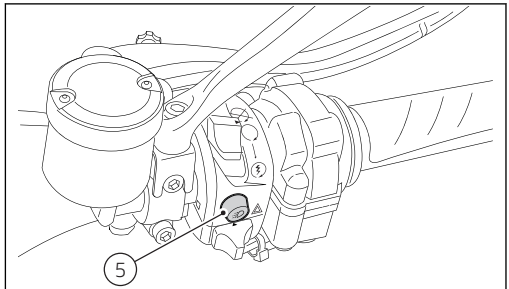


Fig 34

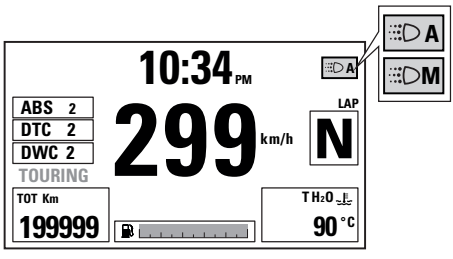


Fig 35

automatically switches from the DRL light to the low beam and vice versa, according to the detected ambient light conditions. The display shows the green logo with letter A.

Attention

Using the DRL light in AUTO (automatic) mode in case of poor light conditions, especially in case of fog or clouds, could impair safety: in this case DUCATI recommends to manually activate the low beam.

DRL in MANUAL mode
If the DRL light is in this mode, it does not change status when starting the engine. To switch on or off the DRL light it is necessary to press button (5). The display shows the yellow logo with letter M.

Attention

Using the DRL light in poor light conditions (dark) could compromise the riding visibility and dazzle who is coming on the opposite lane.

Note

Using the DRL light during the day improves visibility as it is easier to perceive by those coming on the opposite side compared with the low beam.

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 (4) 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 will be interrupted and will restart when the speed returns below the indicated threshold.

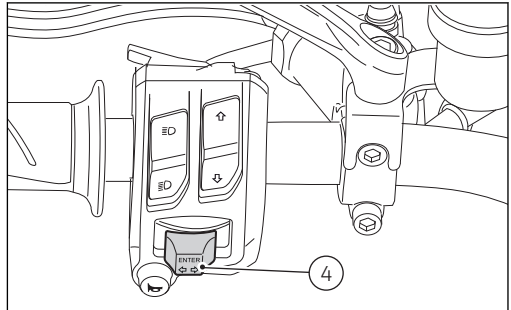


Fig 36

Attention
The automatic deactivation systems are assist systems helping the rider control the turn indicators in the most comfortable and easy way. Such systems have been designed to work in most riding manoeuvres, nonetheless the rider must pay attention to the turn indicator operation (disabling or enabling them by hand if needed).

Hazard function (4 turn indicators)

The "Hazard" function turns all four turn indicators on at the same time to signal an emergency condition. Push button (6) to activate the "Hazard" function. 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 vehicle on (key turned to "ON") and vehicle off (key turned to OFF) by pressing button (6).

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active until manually disabled by the user or for 2 hours. After 2 hours, 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).

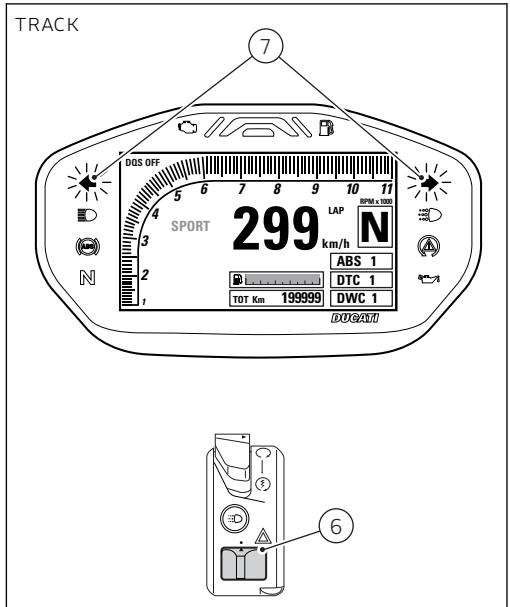


Fig 37

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.

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.

Attention

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

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 program all new and old keys.
The Ducati authorised service centre may ask to the customer to prove to be the motorcycle owner.
The codes of the keys missing during the programming procedure will be erased to ensure that any lost key can not start the engine.

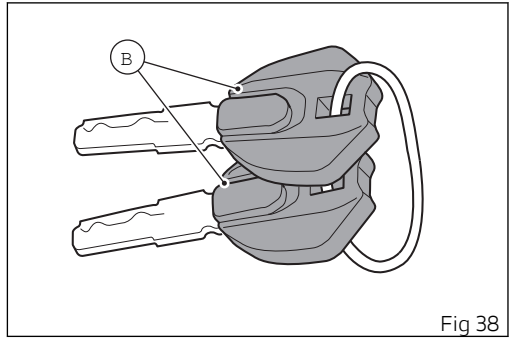


Fig 38

Note

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

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.
If in this case you not able to start the engine, contact an authorised Ducati service centre.

Attention
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.

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.

Note

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

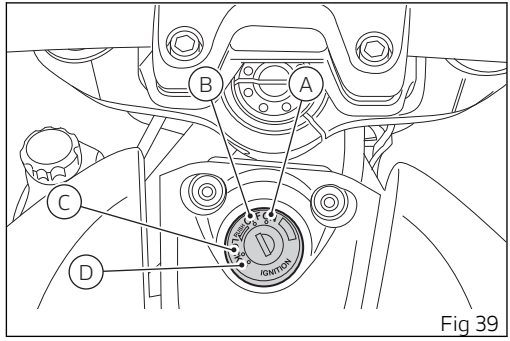


Fig 39

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.

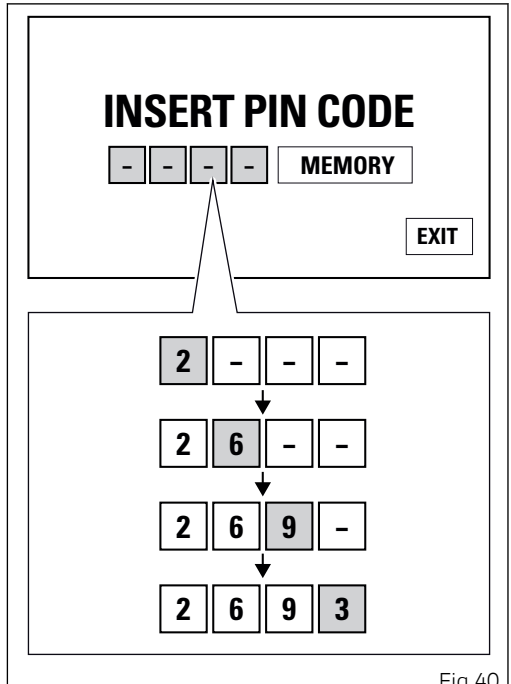


Fig 40

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.

Important

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

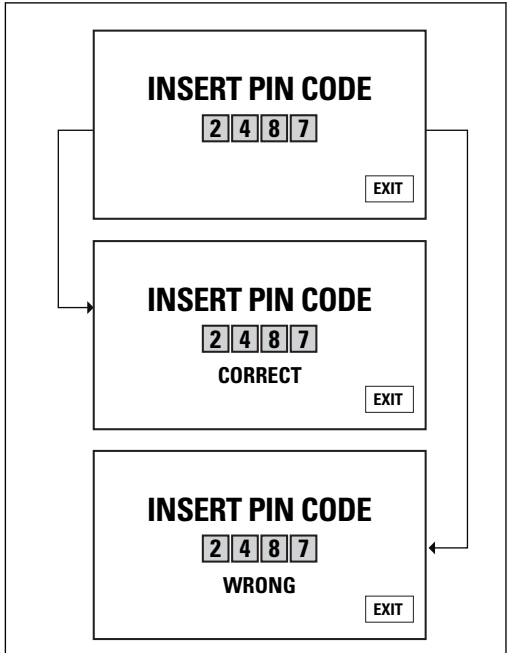


Fig 41

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.

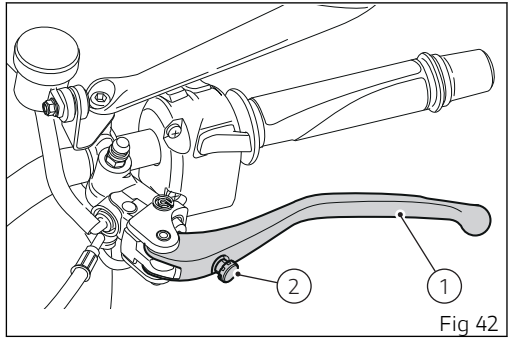


Fig 42

Attention

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).

Throttle twistgrip

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

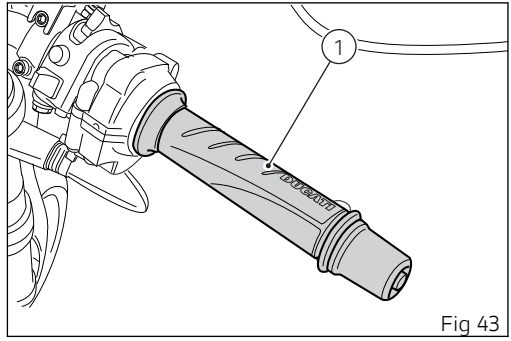


Fig 43

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The brake lever has a dial adjuster (2) for adjusting the distance between lever and twistgrip on the handlebar. 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.

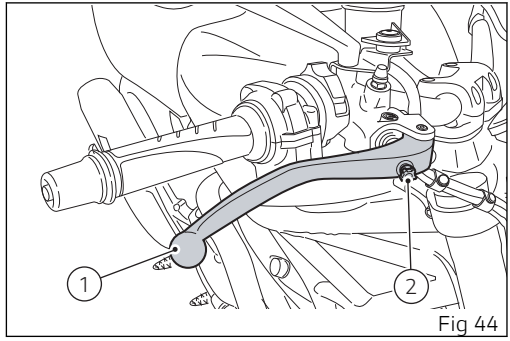


Fig 44

Attention

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

Attention

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.

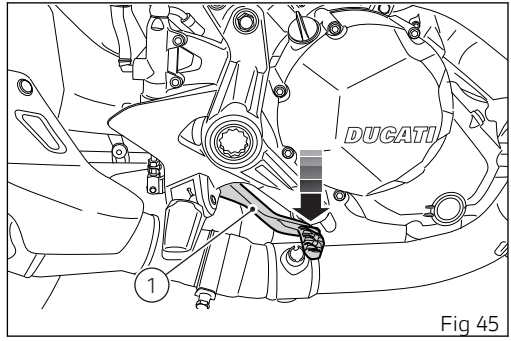


Fig 45

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.

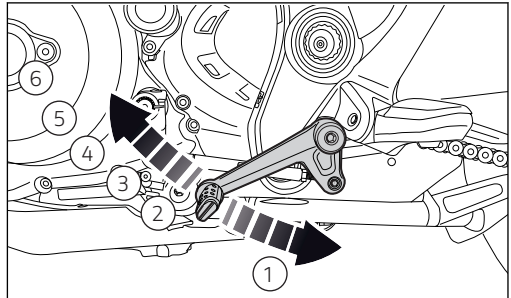


Fig 46

Adjusting the position of the gearchange pedal and rear brake pedal

The position of the Monster 1200 (1), Monster 1200S (2) gearchange and rear brake (3) pedals in relation to the footrests can be adjusted to suit the requirements of the rider. Have the gear change pedal and rear brake pedal adjusted at a Ducati Dealer or authorised Service Centre.

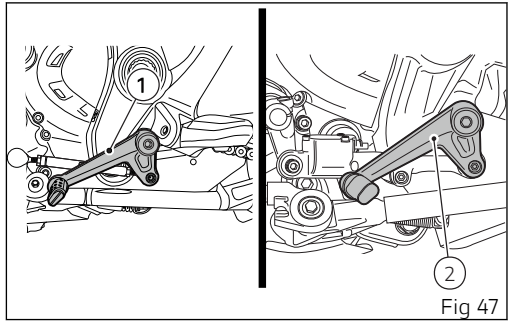


Fig 47

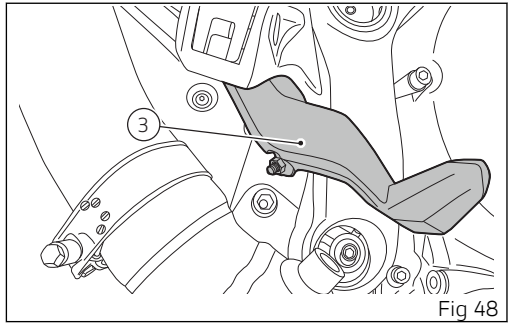


Fig 48

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 (621 mi);
2) From 1000 (621 mi) to 2500 km (1553 mi).

Up to 1,000 Km (621 mi)

During the first 1000 km (621 mi), 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 (61 mi) 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.

So that the mechanical parts of the motorcycle can adapt to each another, and especially so the life of the basic engine parts is not affected, avoid harsh accelerations and do not run the engine at a high rpm for an extended time, especially uphill. Furthermore, the drive chain should be inspected frequently. Lubricate as required.

Pre-ride checks

Attention

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Refuel if necessary (see “Refuelling”).
- ENGINE OIL LEVEL
  Check the level in the sump through the sight glass; top-up if necessary (see “Checking the engine oil level”).
- BRAKE AND CLUTCH FLUID
  Check liquid level in the corresponding reservoirs (see "Checking brake and clutch fluid level").
- COOLANT
  Check the level of coolant in the expansion reservoir; top up if necessary (see "Checking and topping up the coolant level").
- TYRE CONDITION
  Check tyre pressure and condition (see “Tubeless tyres”).
- 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 (see “Replacing headlight light bulbs”).
- KEY LOCKS
  Check the tightening of the filler plug (see “Filler plug”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (see “Side stand”).

ABS LIGHT
After Key-ON, the ABS light (9, see “Instrument panel”) stays ON when the motorcycle speed exceeds 5 km/h (3.12 mph); the warning light switches OFF to confirm the correct operation of the ABS system.

Attention
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.

Attention
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.

Attention
Prolonged wheelies could deactivate the ABS system.

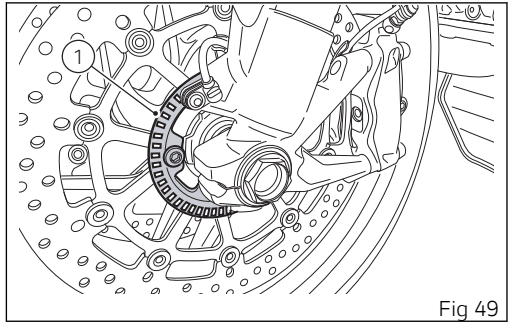


Fig 49

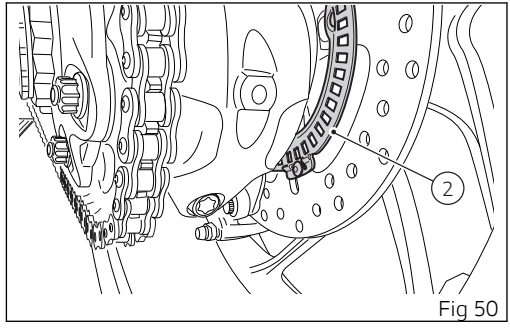


Fig 50

Engine start/stop

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

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

Move the ignition switch to (1, Fig 51). 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.

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

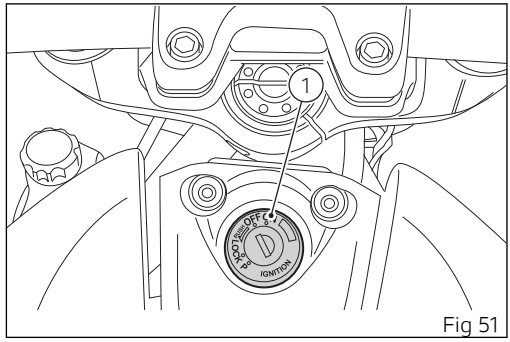


Fig 51

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).

Attention

Keeping the engine running for too long with the vehicle stationary can cause damage because of overheating due to insufficient cooling. Do not keep the engine on unnecessarily while the vehicle is stationary. Move off with the motorcycle immediately after starting the engine.

Turn switch (2, Fig 52) to the ∩ (RUN) position. 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.

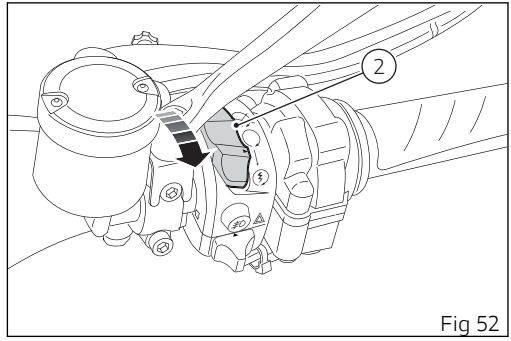


Fig 52

Moving off

1) Raise the side stand until it is horizontal, as confirmed by the switching off of the warning light on the instrument panel.
2) Squeeze the control lever to disengage the clutch.
3) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
4) Speed up the engine by turning the throttle twistgrip while gradually releasing the clutch lever; the motorcycle will start moving off.
5) Let go of clutch lever and speed up.
6) 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.

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

Braking

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

Anti-Lock Braking System (ABS)

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

The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.

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

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

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

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

If desired, the system can be deactivated from the instrument panel, using the "ABS setting" function (see page 203).

Attention

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.
Stop the engine by pushing the switch (3) up.
Turn the vehicle key off by moving the key in position (2).

Important

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

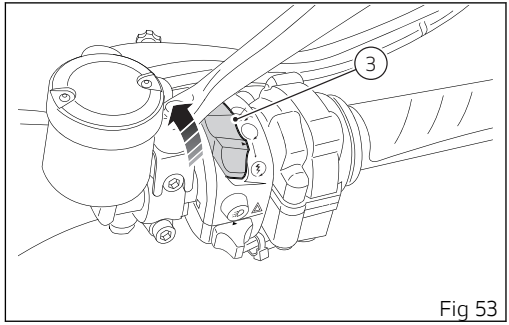


Fig 53

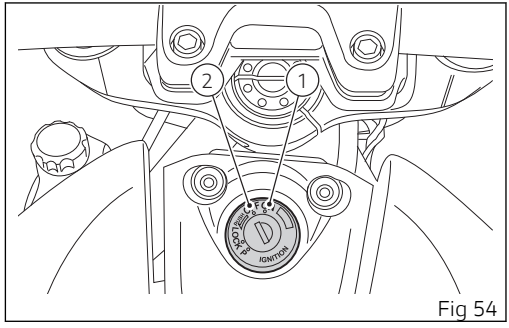


Fig 54

Refuelling

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

Warning

The fuel pressure inside the tank may, in extreme cases, cause fuel to “spray” when opening the fuel cap.

Always open the fuel cap slowly and carefully during the refill.

If you hear an audible hiss from the cap while opening it, wait until the stop of the hissing before opening it completely.

The sound is residual pressure escaping from the fuel tank, therefore the stop of the hiss indicates that there is no more residual pressure.

The situation described above is more likely in hot weather conditions.

Attention

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

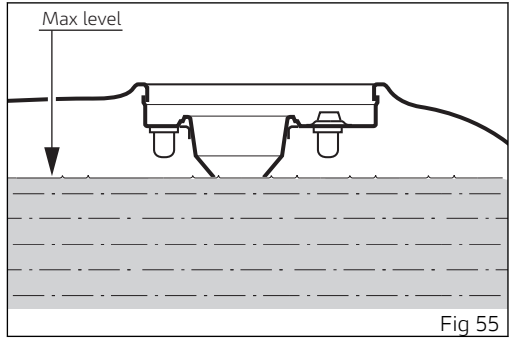


Fig 55

Attention

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.

Fuel label

The label in figure identifies the fuel recommended for this vehicle.

1) The E5 reference inside the label indicates the use of fuel with a maximum oxygen content of 2.7% by weight and a maximum ethanol content of 5% by volume, according to EN 228.
2) The E10 reference inside the label indicates the use of fuel with a maximum oxygen content of 3.7% by weight and a maximum ethanol content of 10% by volume, according to EN 228.

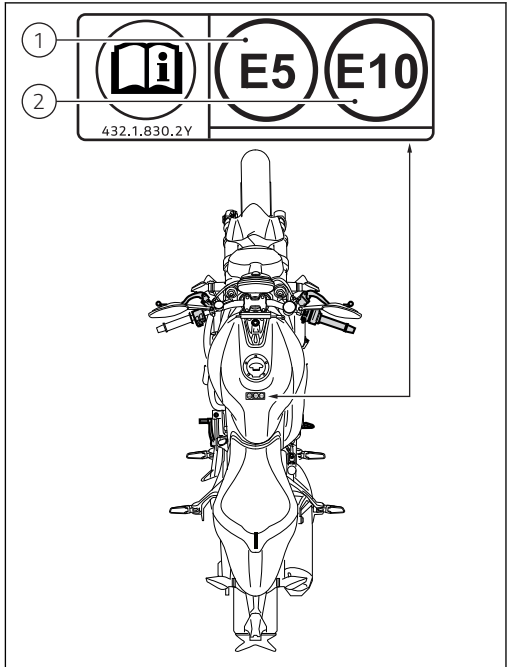


Fig 56

Parking

Park the stopped motorcycle on the side stand (page 42).
To prevent theft, turn the handlebar fully left and turn the ignition key to position (3).
If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.
You may leave the parking lights on by turning the key to position (4).

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.

Attention

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.). Do not cover the motorbike with the canvas, when the engine and exhaust system are hot, to avoid damaging it.

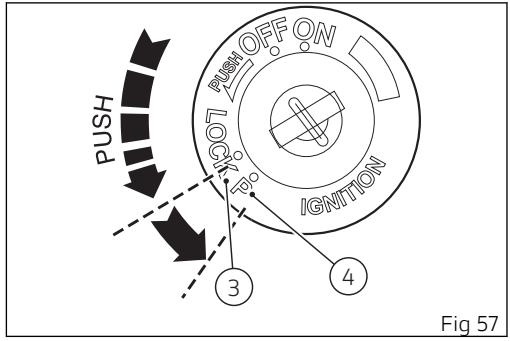


Fig 57

Attention

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 (0.55x0.63x5.71 in);
- rod 6x120 mm (0.24x4.72 in);
- Allen wrench 3 mm (0.12 in).
- Allen wrench 4 mm (0.16 in).

The IMU tank (2) is under the seat.

Attention

The IMU compartment under the seat must NOT be used as glove compartment.

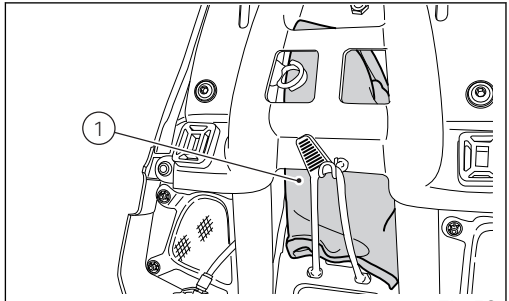


Fig 58

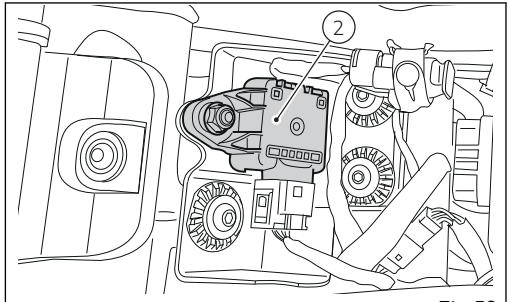


Fig 59

Instrument panel (Dashboard)

Instrument panel

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 (see chapter “Top-ups”).
6) TURN INDICATOR LIGHTS (GREEN).
Illuminates and flashes when the turn indicator is in operation.
7) "ENGINE DIAGNOSIS - EOBD" LIGHT (AMBER YELLOW).
It turns on in the case of "engine" errors and in some cases will lock the engine.
8) GENERAL WARNING LIGHTS (RED).
The lights turn on when RPM value reaches the first 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 (3 mph)		
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 (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
-	ABS enabled, but not functioning yet	ABS enabled, but not functioning due to a problem
Engine ON / speed above 5 km/h (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
ABS enabled and functioning	ABS enabled and degraded linked to an IMU problem	ABS enabled, but not functioning due to a problem

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

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

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

12) DTC INTERVENTION (AMBER YELLOW).

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

13) 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

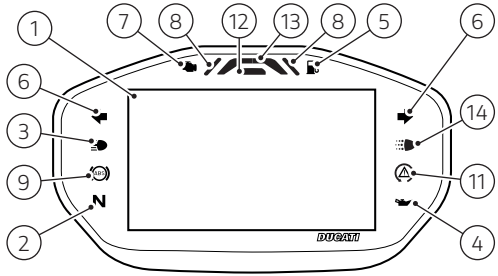
Note
Each calibration of the Engine Control Unit may have a different setting for the thresholds that precede the rev limiter and the rev limiter itself.

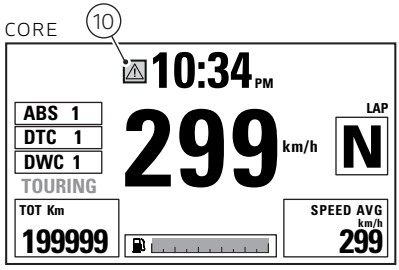
	Immobilizer
Key-ON status	Light OFF
Key-OFF status	Light ON flashing
Key-OFF status for over 12 hours	Light OFF

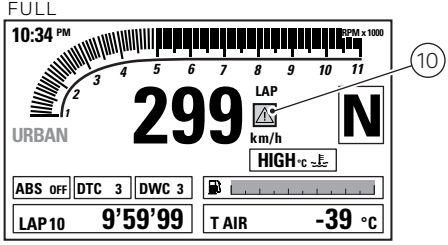
14) DRL LIGHT (GREEN)
Indicates DRL light status.

	DRL
Function not active	Light OFF
Function active	Light steady ON
Function active but with an error	Light ON flashing

Important
If the display shows the message "TRANSPORT MODE", immediately contact your Ducati Dealer that will delete this message and ensure the full operation of the motorcycle.


1
7
8
12
13
8
5
6
6
14
3
11
9
N
2
4
DUCATI


CORE
10
10:34 PM
ABS 1
DTC 1
DWC 1
TOURING
299
km/h
LAP
N
TOT Km
199999
SPEED AVG
km/h
299


FULL
10:34 PM
RPM x 1000
1
2
3
4
5
6
7
8
9
10
11
10
LAP
299
km/h
N
URBAN
HIGH
ABS OFF
DTC 3
DWC 3
LAP 10
9'59'99
T AIR
-39 °C

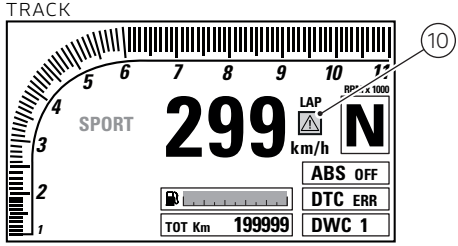

TRACK
10
1
2
3
4
5
6
7
8
9
10
11
RPM x 1000
SPORT
LAP
299
km/h
N
ABS OFF
DTC ERR
TOT Km
199999
DWC 1

Fig 60

Information statement on UE directive 2014/53/UE

Simplified EU declaration of conformity

Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that this equipment complies with Directive 2014/53/EU where required by law.
The complete text of the EU declaration of conformity is available at the following web address: certifications.ducati.com

Manufacturers' addresses

All relevant components pursuant to 2014/53/EU must bear the manufacturer's address. For components that, due to their size or nature, cannot be furnished with a sticker, the respective manufacturers' addresses as required by law are listed here:

Radio equipment installed in the vehicle	Manufacturers' addresses
Bluetooth/DSB	**COBO S.p.a.** Via Tito Speri, 10 25024 - Leno (BS) Italy
Hands free	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
Hands free	**ASHAI DENSO** 6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka 434-0046 Japan
D|air®	**Dainese S.p.a.** Via dell'Artigianato, 35 36060 - Molvena (VI) Italy
E-Lock	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
GPS	**PROSA S.r.l.** Via dell'Elettricità, 3/d 30175 - Venezia Marghera (VE) Italy

DSB	**MAE** Via Presolana 31/33 24030 - Medolago – Bergamo - Italy
DSB	**EGICON** Via Posta Vecchia, 36, Mirandola (MO) - Italy
TPMS	**LDL Technology S.A.S.** Parc Technologique du Canal, 3 rue Giotto 31520 Ramonville - France
TPMS	**PACIFIC Industrial Co., Ltd.** 1300-1 Yokoi, Godo-cho, Anpachi-gun, Gifu 503-2397, JAPAN
Anti-theft system	**PATROLLINE** Via Cesare Cantù, 15/C Albavilla (CO) - Italy

Radio equipment	Frequency band	Max. transmission power
Bluetooth	2,402 MHz ÷ 2,480 MHz	4.4 mW
Hands free unit	134.2 KHz (AD) 134.5 KHz (Zadi) (129.6 – 135 kHz)	73dBμV/m (10m) <66 dBμA/m (10m)
Hands free key	868.35 MHz (Zadi) (868 – 868.5 MHz) 434 MHz (AD)	<25mW e.r.p. -20 dBm (3m)
D|air®	868 MHz 2.4 GHz	+10 dB +3 dB
E-Lock	134.5 KHz (129.6 – 135 kHz)	<66 dBμA/m (10m)
GPS	1575.4 MHz	
DSB	134.2 KHz 120 KHz – 140 KHz	178.5 dBμA/m <66 dBμA/m (10m)
TPMS	868.35 MHz (LDL) 433.05 ÷ 434.79MHz (Pacific)	-7 dBm +/- 4 dB 100 dBμV/m
Anti-theft system	433.92 MHz (±75 Khz)	<0.6 mA

Function 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 mode.
5) DRL BUTTON
Button used to switch on/off the DRL lights.
6) HAZARD BUTTON
Button used to switch on/off all four turn indicators (Hazard function).

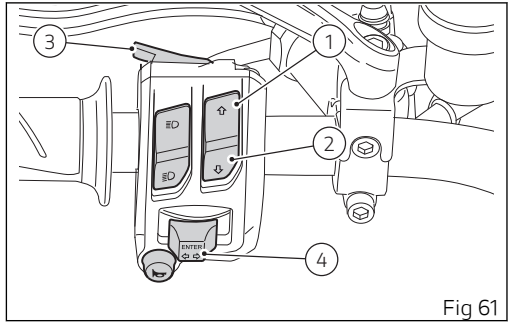


Fig 61

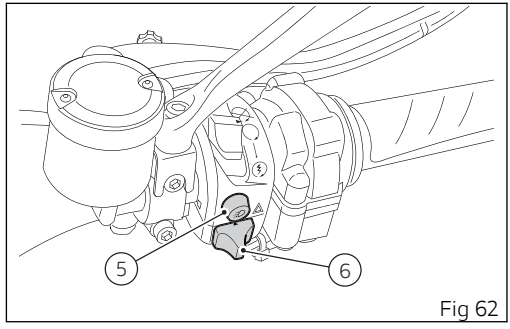


Fig 62

Parameter setting and 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 (6 mph) (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.

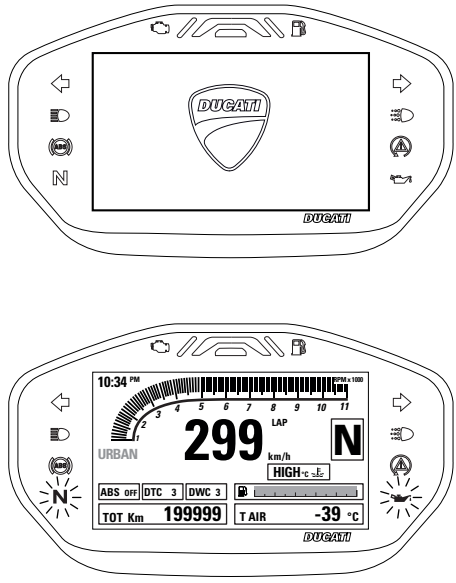


Fig 63

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

1) ABS ON/OFF indication.
2) Clock.
3) DTC level indication (ON) or DTC OFF indication.
4) DWC level indication or DWC off indication.
5) Menu 1 (Odometer, Trip 1, Trip 2, Player On / Off - active only if the Bluetooth module is available and at least one Smartphone is connected - Range, Trip time, Lap time - only if active, Heated handgrips - active only if present).
6) Motorcycle speed.
7) Set Riding Mode.
8) Menu 2 (Ambient air temperature, Engine temperature, Average consumption, Instant fuel consumpiton, Average speed).
9) LAP indication (only if active).
10) Gear indication.
11) Fuel level.
12) DRL light status (Auto / Manual).

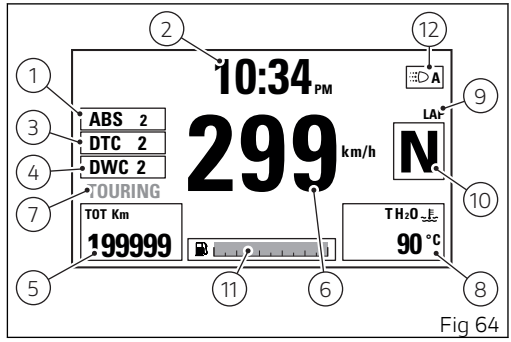


Fig 64

Data displayed on the main screen for FULL layout are as follows:

1) ABS ON/OFF indication.
2) Clock.
3) DTC level indication (ON) or DTC OFF indication.
4) Fuel level.
5) Menu 1 (Odometer, Trip 1, Trip 2, Player On / Off - active only if the Bluetooth module is available and at least one Smartphone is connected - Range, Trip time, Lap time - only if active, Heated handgrips - active only if present).
6) Motorcycle speed.
7) Set Riding Mode.
8) Menu 2 (Ambient air temperature, Instantaneous fuel consumption, Average fuel consumption, Average speed).
9) LAP indication (only if active).
10) Rpm bargraph.
11) Gear indication.
12) Engine coolant temperature indication.
13) DWC level indication or DWC off indication.
14) DRL light status (Auto / Manual)

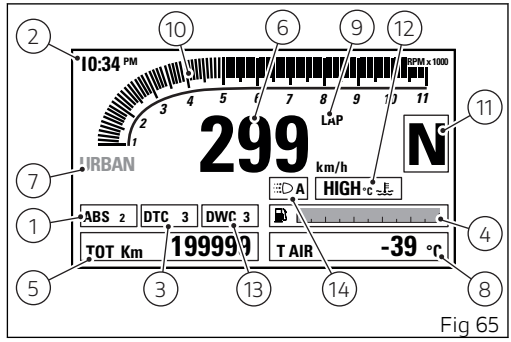


Fig 65

Data displayed on the main screen for TRACK layout are as follows:

1) ABS ON/OFF indication.
2) Menu 1 (Odometer, Trip meter 1, Trip meter 2, Range, Average consumption, Instant consumption, Average speed, Trip time, Clock, Lap time - only if active, Ambient air temperature, Engine temperature, Heated handgrips - active only if present).
3) DTC level indication (ON) or DTC OFF indication.
4) DRL light status (Auto / Manual).
5) Set Riding Mode.
6) Motorcycle speed.
7) LAP indication (only if active).
8) Rpm bargraph.
9) Gear indication.
10) Fuel level.
11) DWC level indication or DWC off indication.

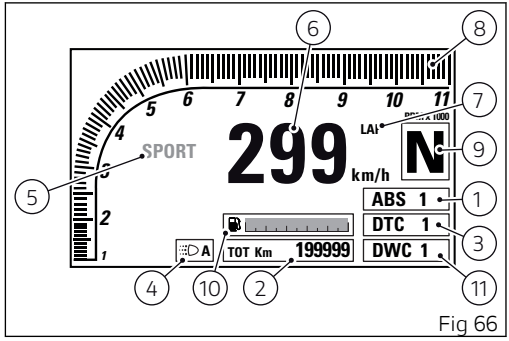


Fig 66

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

- Odometer (TOT);
- TRIP 1 (Trip meter 1);
- TRIP 2 (Trip meter 2);
- Player On / Off - active only if the Bluetooth module is available and at least one Smartphone is connected;
- RANGE;
- TRIP TIME;
- LAP time (only if active) – displayed for 6s;
- Heated handgrips - active only if present (H.Grips).

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

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

CORE

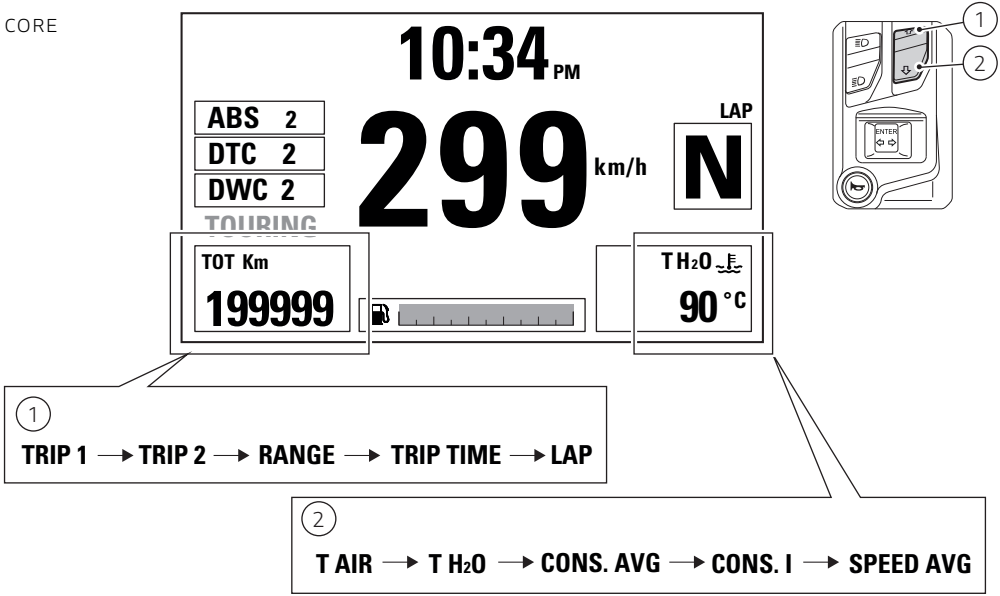

10:34 PM
ABS 2
DTC 2
DWC 2
TOURING
299 km/h
LAP
N
TOT Km
199999
T H2O
90 °C
ENTER
1
2
1
TRIP 1 → TRIP 2 → RANGE → TRIP TIME → LAP
2
T AIR → T H2O → CONS. AVG → CONS. I → SPEED AVG

Fig 67

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

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- Player On / Off - active only if the Bluetooth module is available and at least one Smartphone is connected;
- RANGE;
- TRIP TIME;
- Lap time (LAP) (if function is active);
- Heated handgrips - active only if present (H.Grips).

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

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

FULL

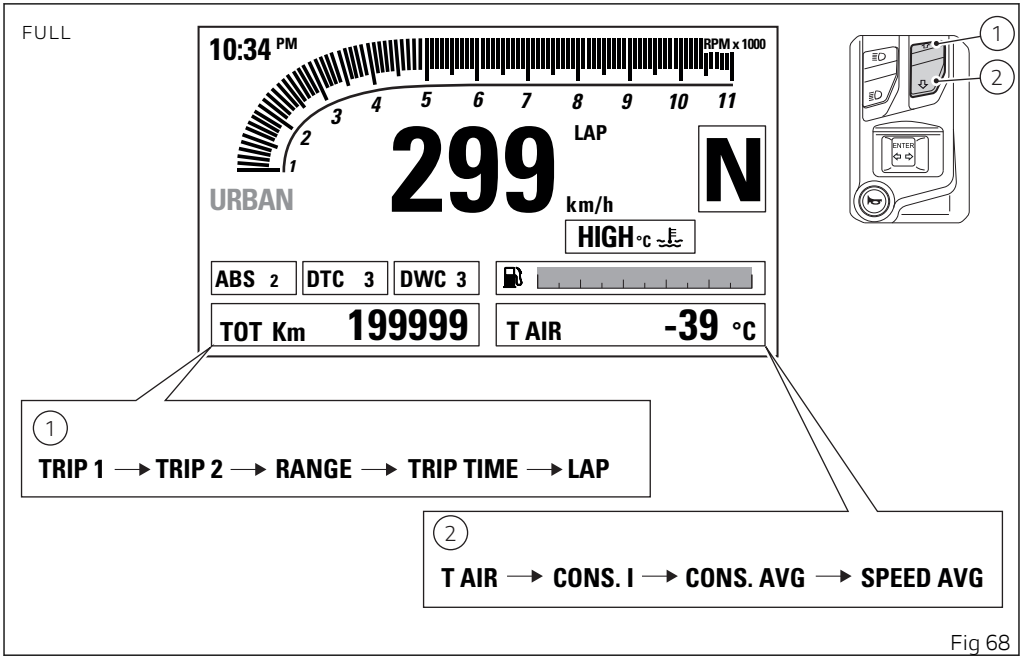

10:34 PM
RPM x 1000
1
2
3
4
5
6
7
8
9
10
11
LAP
299
N
URBAN
km/h
HIGH °C
ABS 2
DTC 3
DWC 3
TOT Km 199999
T AIR -39 °C
1
2
ENTER
1
TRIP 1 → TRIP 2 → RANGE → TRIP TIME → LAP
2
T AIR → CONS. I → CONS. AVG → SPEED AVG

Fig 68

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

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- RANGE;
- 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;
- Heated handgrips - active only if present (H.Grips).

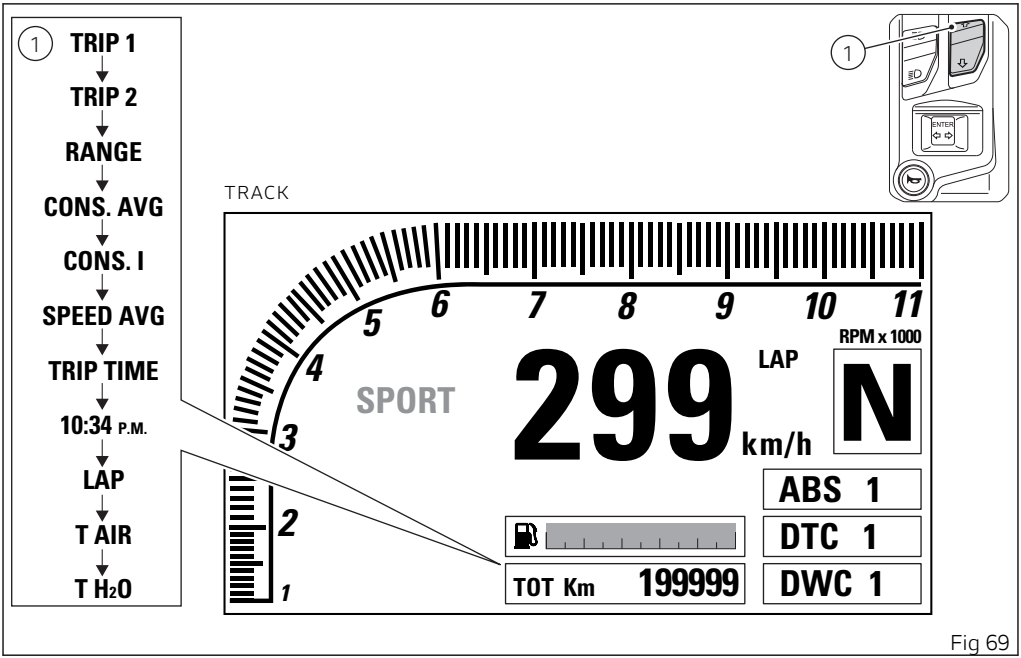

1
TRIP 1
TRIP 2
RANGE
CONS. AVG
CONS. I
SPEED AVG
TRIP TIME
10:34 P.M.
LAP
T AIR
T H2O
TRACK
SPORT
299
km/h
LAP
RPM x 1000
N
ABS 1
DTC 1
DWC 1
TOT Km 199999
ENTER

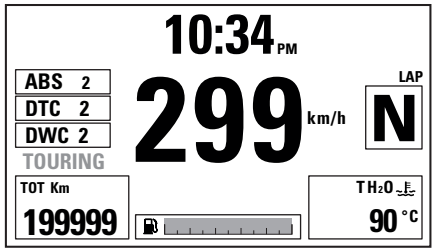
Fig 69

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:

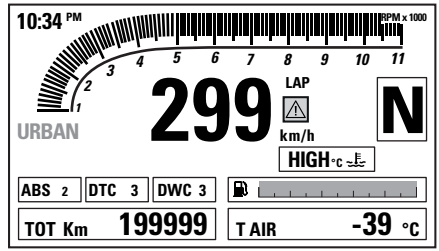
- Menu 1 default page = Odometer;
- Menu 2 default page (Core and Full modes only) = Average fuel consumption.

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.

CORE



FULL



TRACK

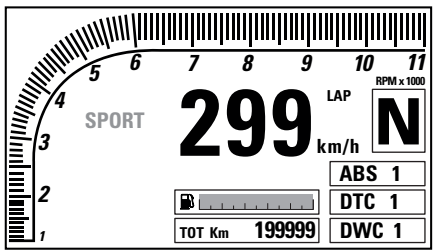


Fig 70

When the standard screen of set layout is displayed, hold button (2) for 3 seconds, when actual motorcycle speed is <= (lower than or equal to) 20 km/h (12 mph), 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 (12 mph). Within the SETTING MENU, if vehicle actual speed exceeds 20 km/h (12 mph), the instrument panel automatically quits the menu and shows the Standard Screen.

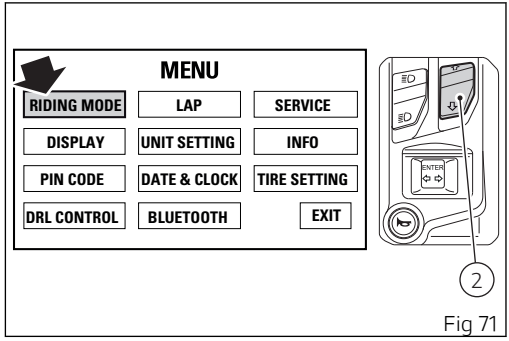


Fig 71

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.

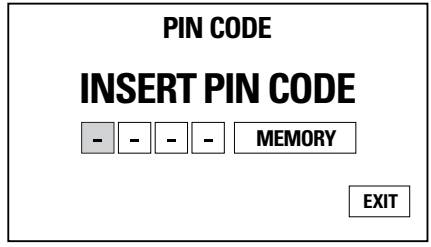


Fig 72

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
- Gear indication
- Fuel level
- Riding Mode
- DTC
- ABS
- DWC
- the menus display the following functions:
  - Odometer (TOT)
  - Trip meter 1 (TRIP1)
  - Trip meter 2 (TRIP2)
  - Residual range (RANGE)
  - 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

- Infotainment (presetting)
- LAP
- Service indication (SERVICE)
- Warnings/Alarms
- "ERROR" indication
- Viewing side stand status
- Light mode indication (DRL)

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)
  - DWC level setting (DWC)
  - Engine setting (ENGINE)
  - Reset to default settings (DEFAULT)
- Display: this menu allows the following settings:
  - Display mode setting
  - Display backlighting (BACK LIGHT)
- PIN CODE (enter/change)
- DRL light mode setting (DRL CONTROL)
- LAP (view/delete/reset automatic settings)
- Unit setting: Speed - Temperature - Fuel consumption
- Date and time setting (DATE & CLOCK)
- Bluetooth device setting (BLUETOOTH)
- Threshold information of the Service function (SERVICE): Oil Service - Desmo Service - Annual Service
- Info (INFO):Battery - RPM - Bluetooth version
- Tyre setting and drive ratio (TIRE SETTING)

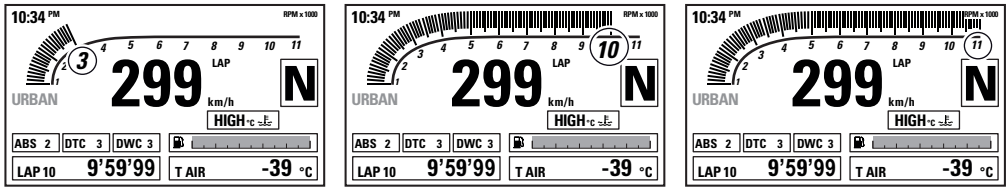
Engine rpm indication (RPM)

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 (600 mi) (Running-in period), i.e. when the Odometer displays a value <= (lower than or equal to) 1000 km (600 mi), the pre-warning area, indicated in orange (Orange area), 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

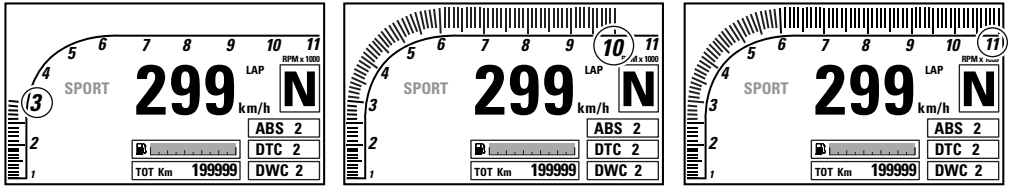


Fig 73

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 rpm limiter intervention threshold is equal to 9750 rpm.

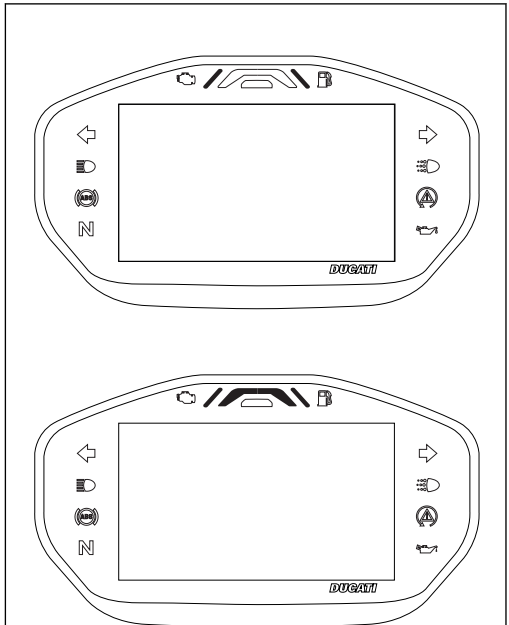


Fig 74

Motorcycle speed

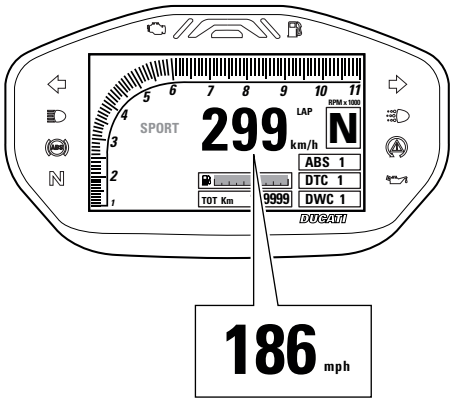
The instrument panel receives information about the actual motorcycle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (km/h or mph).

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

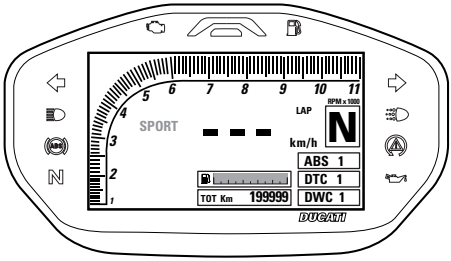
- speed is equal to 299 km/h or 186 mph or if instrument panel is not receiving the speed value ("- - -" steady ON);
- the rear speed sensor is in fault (flashing "- - -").

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



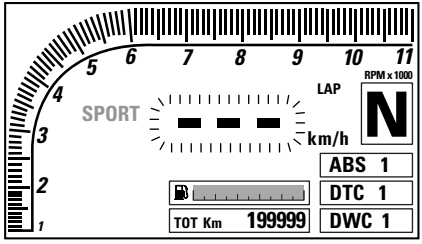


Fig 75

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value.

If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed.

Letter "C" flashes on the instrument panel if the gear teach-in procedure has not been performed yet.

"-" is displayed if:

- the gear sensor is in fault ("-" steady on);
- the instrument panel is not receiving the gear data ("-" flashing).

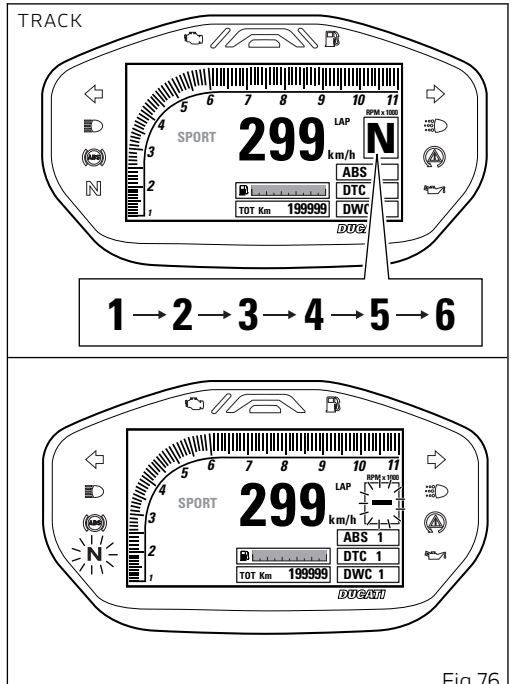


Fig 76

Riding Mode (RIDING MODE)

The Riding Mode can be selected from the instrument panel. Preset riding modes are three: 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 ABS calibration (1, 2, 3, OFF);
- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific level of intervention for the wheelie DWC (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific engine power that will change throttle behaviour (MAP1, MAP2, MAP3);
- if the DQS function is present, a specific status of the quick shifter "DQS" (UP, DOWN, UP/DOWN, 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.

Attention

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).

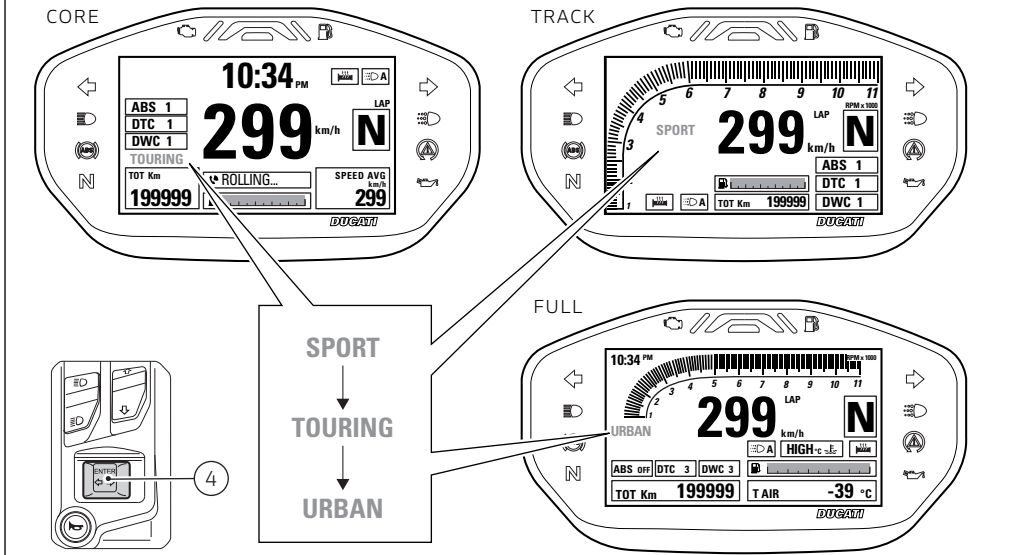

CORE
10:34 PM
ABS 1
DTC 1
DWC 1
TOURING
299
km/h
LAP
N
TOT Km
199999
ROLLING...
SPEED AVG
299
DUCATI
TRACK
SPORT
299
LAP
N
km/h
ABS 1
DTC 1
DWC 1
TOT Km
199999
DUCATI
FULL
10:34 PM
RPM x 1000
299
LAP
N
km/h
URBAN
ABS OFF
DTC 3
DWC 3
HIGH
TOT Km
199999
T AIR
-39 °C
DUCATI
SPORT
TOURING
URBAN
ENTER
4

Fig 77

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.

Attention

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;
- DWC system: DWC 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 DWC is disabled;
- engine power (ENGINE): ENG lettering followed by set engine power: HIGH, MED or LOW.
- if the DQS is present: the DQS indication followed by the set calibration level (“UP”, “DOWN”, “UP/DOWN” or “OFF”).

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 the CONFIRM MENU button (4) is pressed, the riding mode is highlighted and the associated parameters are displayed (A).
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 saved and the standard screen is displayed (B).
Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 5 seconds, the new riding mode selection is not stored and the standard screen is displayed (C).

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

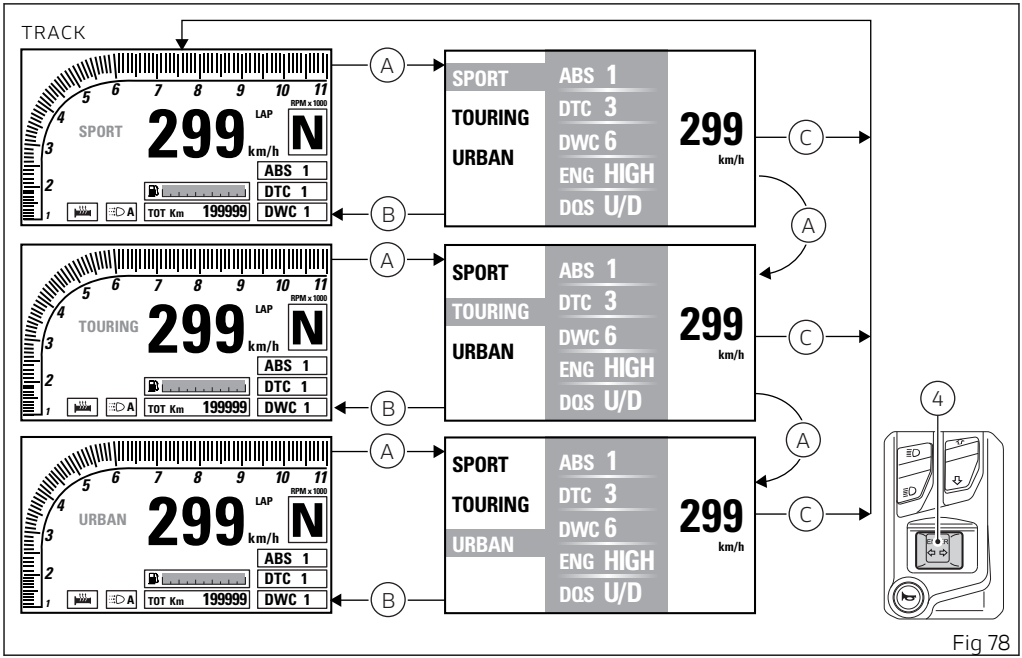

TRACK
SPORT
299
km/h
LAP
N
RPM x 1000
ABS 1
DTC 1
DWC 1
TOT Km 199999
TOURING
URBAN
A
B
C
SPORT
TOURING
URBAN
ABS 1
DTC 3
DWC 6
ENG HIGH
DQS U/D
4

Fig 78

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.

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.

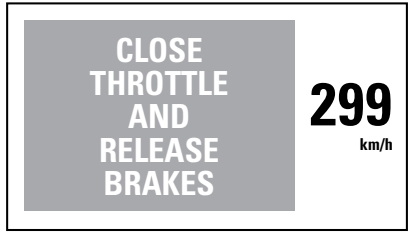


Fig 79

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 lettering and the DTC Status warning light on display turns on;
- if DTC or the Black Box is in fault, the indication DTC ERR and the DTC status warning light will turn on on the instrument panel.

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.

Attention

In case of BBS error, the instrument panel automatically sets ENGINE parameter (engine power setting) to LOW.

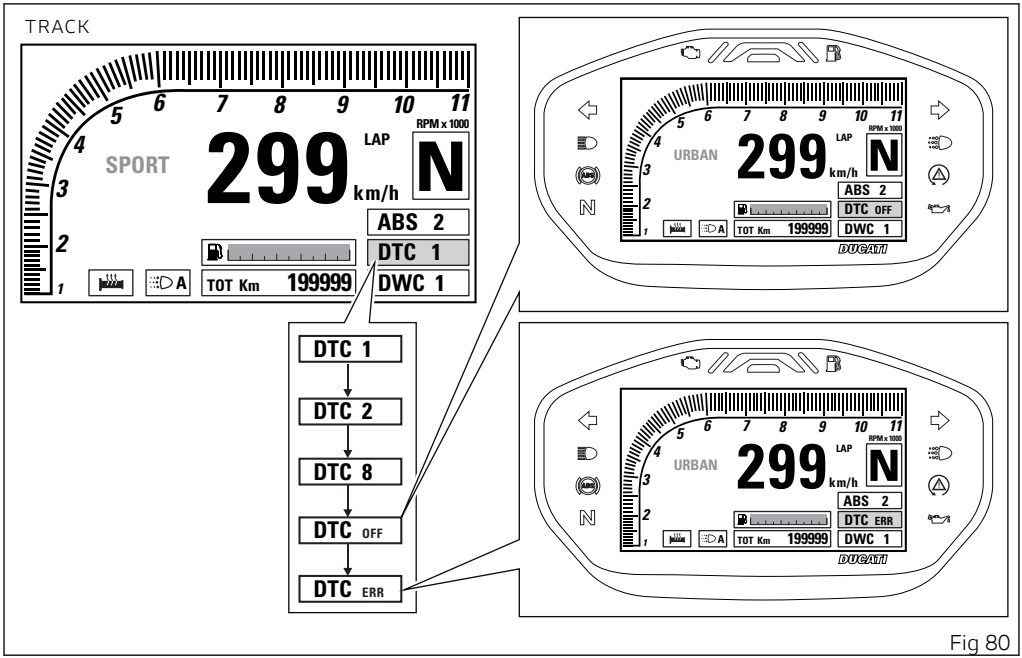

TRACK
SPORT
299
km/h
LAP
RPM x 1000
N
ABS 2
DTC 1
DWC 1
TOT Km 199999
DTC 1
DTC 2
DTC 8
DTC OFF
DTC ERR
URBAN
DUCATI

Fig 80

Attention

The DTC is a rider assist system. 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	SPORT	Sports style for very expert riders. System permits sliding sideways.	NO
2	SPORT	Sports style for expert riders. System permits sliding sideways.	NO
3	SPORT	Sports style for medium-expert riders. System permits sliding sideways.	It is the default level for the "SPORT" Riding Mode
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. ENGINE LOW setting recommended.	NO
8	HEAVY RAIN	For riding on wet road. ENGINE LOW setting recommended.	NO

Tips on how to select the sensitivity level

Attention

All levels of the DTC system of your vehicle have been calibrated with original equipment tyres (Pirelli Diablo Rosso III 120/70 ZR 17 M/C (58W) TL (D) front and Pirelli TL Diablo Rosso III 190/55 ZR 17 M/C (75W) TL (D) rear). The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system.

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 = 120/70 - 17, rear = 190/55 - 17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation. If tyres of a different size class are used or if the tyre size differs 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 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.

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/path (see below, tips for use on the road).

Level depends on type of track/path

If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with 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 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 disabled, ABS OFF indication and ABS light turns on;
- if ABS is in fault or instrument panel is not receiving information from the ABS; the ABS ERR lettering and the ABS warning light 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.

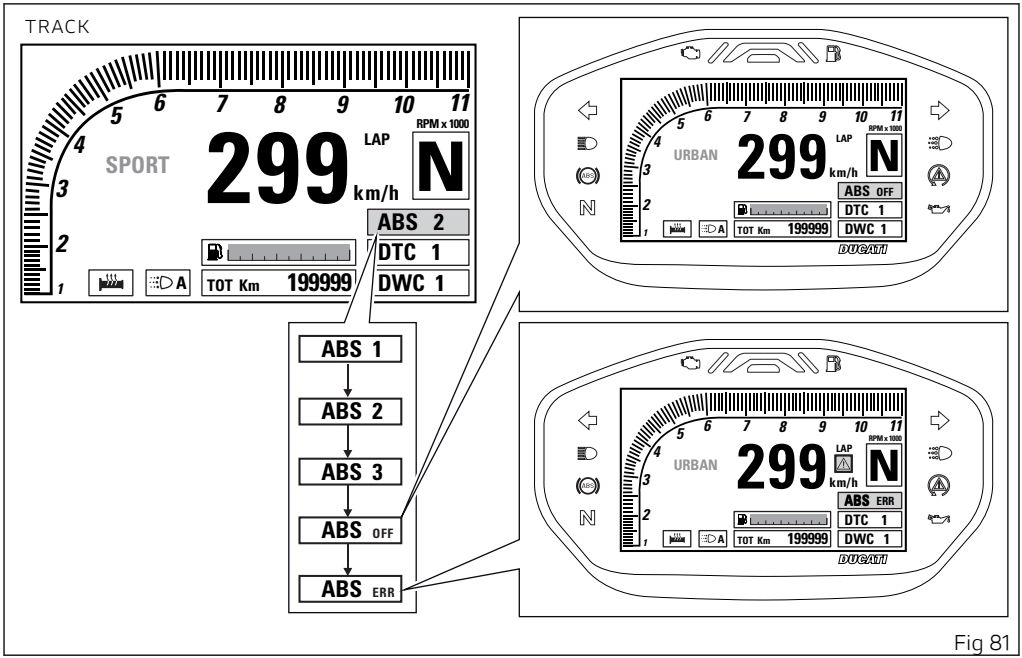

TRACK
RPM x 1000
SPORT
299
km/h
LAP
N
ABS 2
DTC 1
DWC 1
TOT Km 199999
ABS 1
ABS 2
ABS 3
ABS OFF
ABS ERR
URBAN
ABS OFF
ABS ERR
DUCATI

Fig 81

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 Braking 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 is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. 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.
The ABS supplied with the Monster also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.



Attention

Using the two brake controls separately reduces the motorcycle braking power.

Never use the front brake control harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle (if the ABS is enabled). 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 as well as a possible generation of vapour lock (brake fluid boiling) with a considerable reduction of the braking power. Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

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	SPORT	This level is thought for extremely expert users. ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control lift-up and the cornering feature is NOT active. This calibration focuses on braking power.	
2	TOURING	This level is designed for use with good grip conditions. ABS in this level controls both wheels and the cornering function is active. The system in this level features active cornering and anti-lift-up functions. This calibration focusses on braking power and yet keeps good stability under braking and lift-up control.	It is the default level for the "SPORT" Riding Mode

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
3	URBAN/WET	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active.	It is the default level for the "TOURING" and "URBAN" riding modes.

Tips on how to select the sensitivity level

Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are PIRELLI DIABLO ROSSO III in the following sizes: front 120/70 ZR 17 M/C (58W) TL (D), rear 190/55 ZR 17 M/C (75W) TL (D). 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.

Selecting level 3, the ABS will ensure a very stable braking thanks to lift-up control, and the motorcycle will keep a good alignment during the whole braking action. ABS level 3 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.
Selecting level 2, the ABS will privilege more and more the braking power and lift-up control, which is disabled in level 2. ABS level 2 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.
ABS level 1 is conceived for very expert riders and ABS is active only on the front wheel to help performance. In this level there is no lift-up control nor cornering feature.
The choice of the correct level mainly depends on the following parameters:

1) The tyre/road grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).
2) The rider's experience and sensitivity: 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 setting 3, that will help them keeping the motorcycle more stable even in emergency braking.

DWC

The instrument panel displays DWC status as follows:

- if DWC is active, DWC lettering and the currently set Wheelie Control intervention level number (1 to 8) (steadily);
- if DWC is active, but system is in degraded operation due to a fault, DWC lettering and the DWC intervention level number, 1 to 8 (flashing); also the DTC/DWC warning light starts flashing;
- if DWC is disabled, DWC OFF lettering and DTC/DWC warning light steady on: if DWC is disabled, also DTC feature is disabled;
- if DWC or the Black Box is in fault, the indication DWC Err and DTC/DWC will be displayed and the relevant warning light will be steady on.

Attention

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

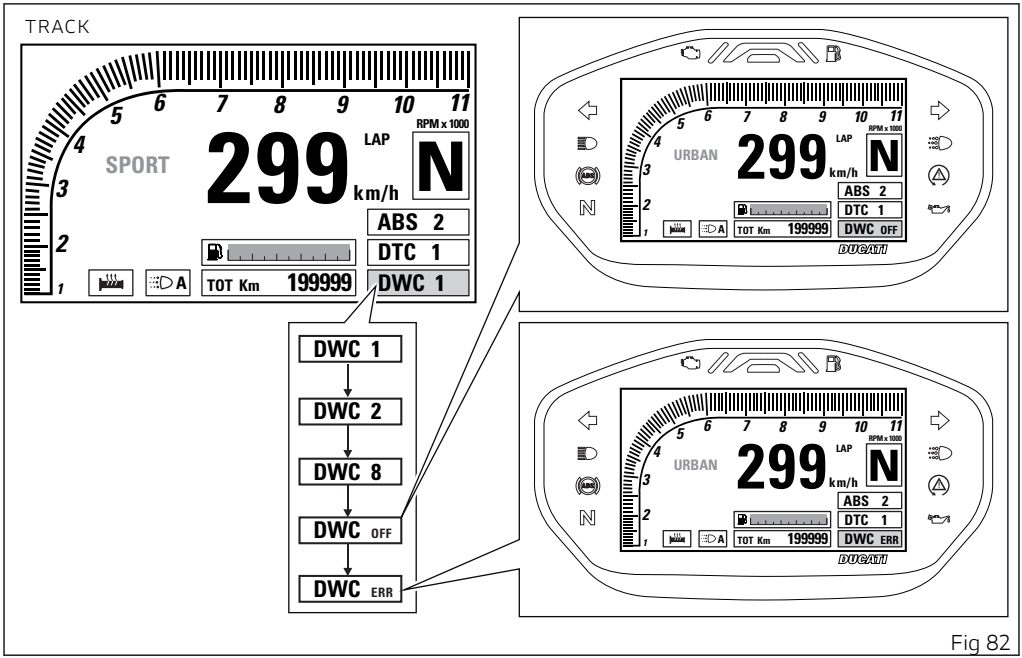

TRACK
SPORT
299
km/h
LAP
N
RPM x 1000
ABS 2
DTC 1
DWC 1
TOT Km 199999
DWC 1
DWC 2
DWC 8
DWC OFF
DWC ERR
URBAN
DWC OFF
DWC ERR
DUCATI

Fig 82

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a pre-set intervention level. Level eight indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

Attention

The DWC is a rider assist system. 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 DWC intervention for the various riding types as well as the default settings in the "Riding Mode" that can be selected by the rider:

DWC	USE		DEFAULT
OFF		The DWC is disabled.	NO
1	SPORT	Sports style for very expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
2	SPORT	Sports style for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
3	SPORT	Sports style for medium-expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	It is the default level for the "SPORT" Riding Mode
4	TOURING	Touring style for all kinds of riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
5	TOURING	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "TOURING" Riding Mode

DWC	USE		DEFAULT
6	TOURING	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "URBAN" Riding Mode
7	MEDIUM SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
8	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie.	NO

Tips on how to select the sensitivity level

Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the OE final drive ratio of your motorcycle and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are PIRELLI DIABLO ROSSO III in the following sizes: front 120/70 ZR 17 M/C (58W) TL (D), rear 190/55 ZR 17 M/C (75W) TL (D). 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.

At level 8 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 8 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

1) The rider's experience.
2) The characteristics of the path/circuit (bend exit with low or high gear engaged).

The rider's experience

The choice of level setting depends greatly on the riders' experience and ability to control wheelies on their own. Levels 1, 2 and 3 require a great experience to ensure proper control.

Level depends on type of track/path

If the path allows exiting a turn with strong accelerations a high level will be necessary (the highest level is 8); while a path that requires exiting a turn with low accelerations will allow to set a lower level (the lowest level is 1).

Tips for use on the road

Activate the DWC, select level 8 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 7, 6, etc., until you find the one that suits you best.

If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DWC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DWC intervention, switch to level 8).

DQS

The instrument panel displays DQS status as follows:

- if DQS is enabled, DQS indication followed by U (upshifting) or U/D (both upshifting and downshifting);
- if DQS is disabled, DQS OFF indication;
- if the DQS system or the control unit is in fault, the DQS - indication;
- if the DQS is not present on the motorcycle, no DQS indication is shown.

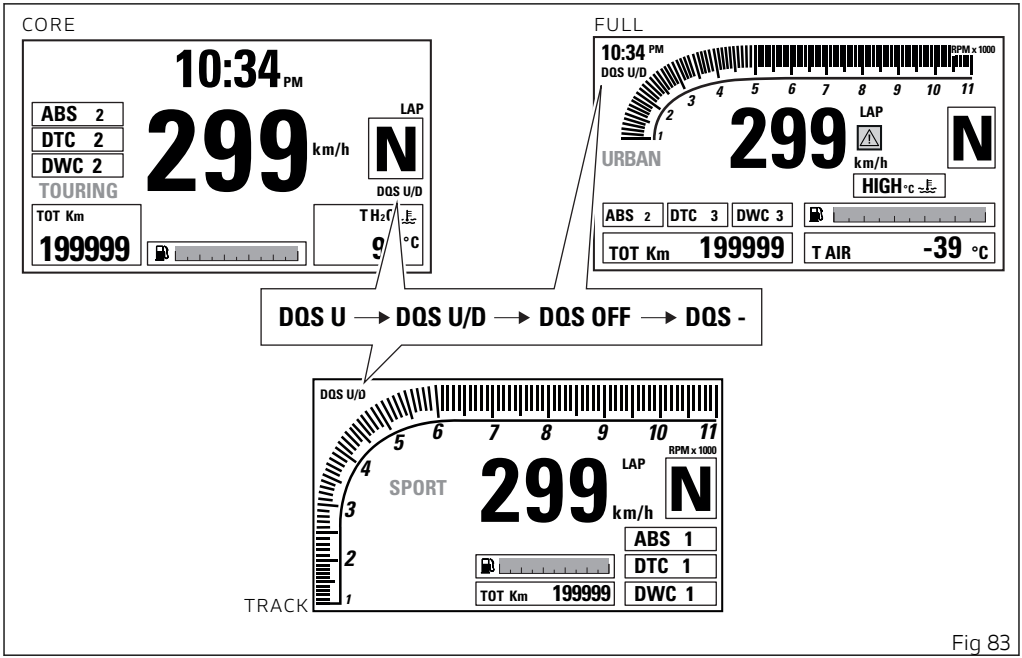

CORE
10:34 PM
ABS 2
DTC 2
DWC 2
TOURING
299
km/h
LAP
N
DQS U/D
TOT Km
199999
FULL
10:34 PM
DQS U/D
RPM x 1000
URBAN
299
km/h
LAP
N
HIGH °C
ABS 2
DTC 3
DWC 3
TOT Km
199999
T AIR
-39 °C
DQS U → DQS U/D → DQS OFF → DQS -
DQS U/D
SPORT
299
km/h
LAP
N
RPM x 1000
ABS 1
DTC 1
DWC 1
TOT Km
199999
TRACK

Fig 83

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated. The system works in a different way when upshifting and downshifting.

Here below are some tips that will ensure you properly exploit this feature:

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gearshift request (up or down) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider does not move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- Ducati Quick Shift will shift down only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 30 seconds (even if just by accident) a plausibility error can be memorised in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, a simple key-off and key-on cycle will reactivate the system.
- Ducati Quick Shift is designed to operate above 2,500 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

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);
- Residual range (RANGE);
- 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 in menu (A) on the left and in menu (B) on the right. TRACK mode displays them only in menu (C).

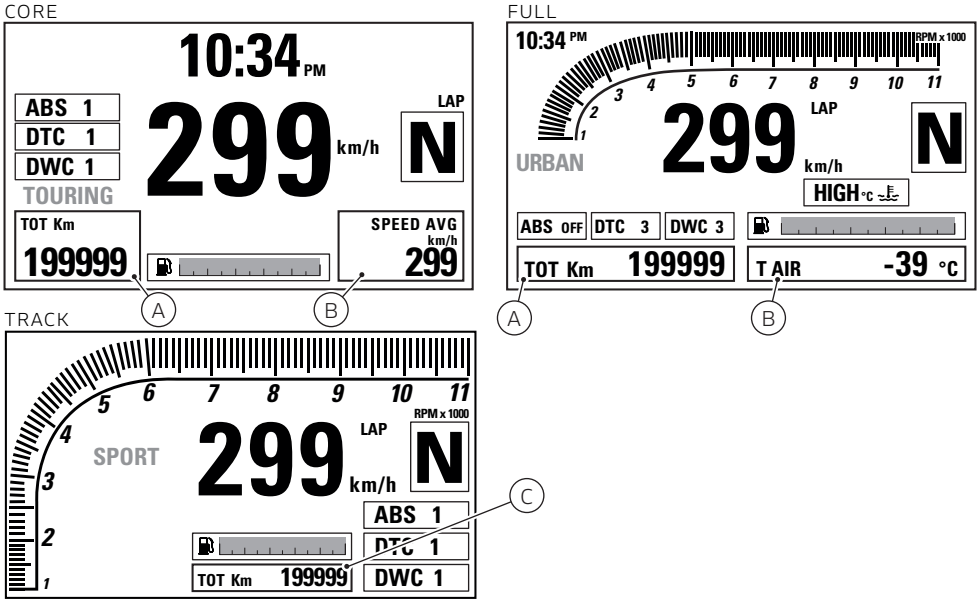

CORE
10:34 PM
ABS 1
DTC 1
DWC 1
TOURING
299 km/h
LAP
N
TOT Km
199999
SPEED AVG
km/h
299
A
B
FULL
10:34 PM
RPM x 1000
1 2 3 4 5 6 7 8 9 10 11
URBAN
299 km/h
LAP
N
HIGH °C
ABS OFF
DTC 3
DWC 3
TOT Km 199999
T AIR -39 °C
A
B
TRACK
1 2 3 4 5 6 7 8 9 10 11
RPM x 1000
SPORT
299 km/h
LAP
N
ABS 1
DTC 1
TOT Km 199999
DWC 1
C

Fig 84

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).

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 Odometer indication for 10 seconds, then shows the user's settings page.

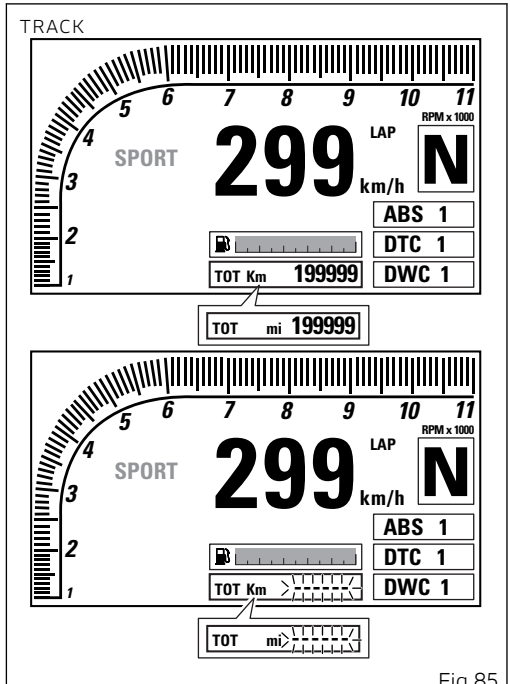


Fig 85

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.

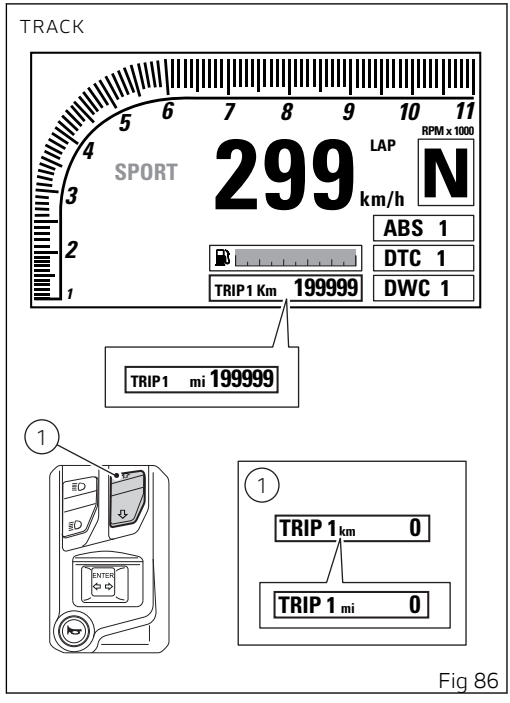


Fig 86

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.

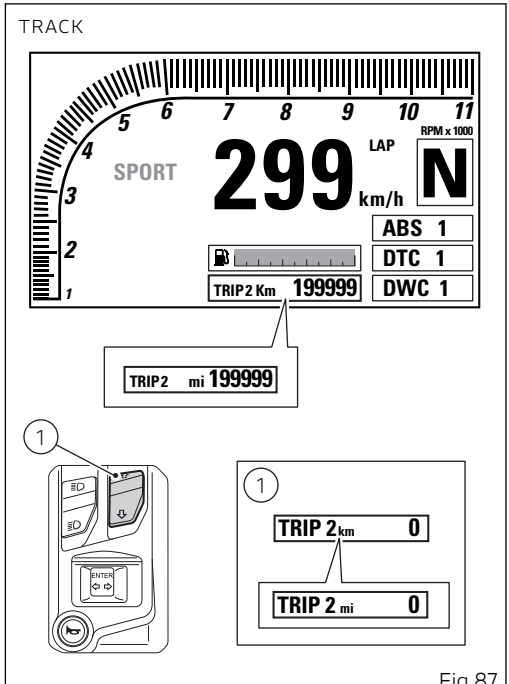


Fig 87

Residual range (RANGE)

This function displays the range according to the remaining fuel in the tank.
Information is indicated as RANGE, in the set unit of measurement.
If there is any function fault, the instrument panel will display three flashing dashes "- - -".
If the instrument panel is not receiving RANGE information, a string of three steady dashes "- - -" is displayed, followed by the unit of measurement.

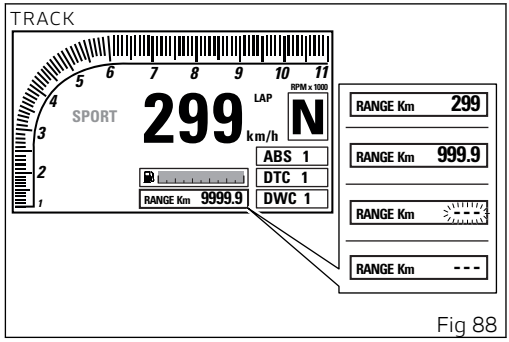


Fig 88

Note

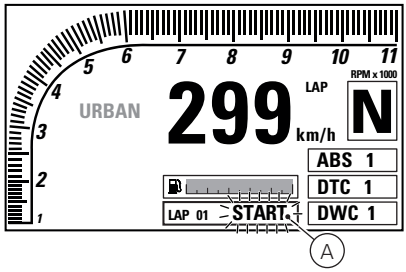
If the instrument panel does not receive any information on the unit of measurement, the last unit of measurement set is displayed flashing.

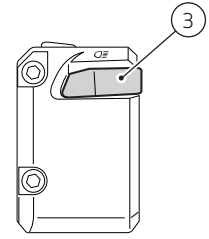
Considering that the TRACK and FULL layouts show the values for this function in a similar way to the CORE layout, the example shown depicts the function in CORE layout.

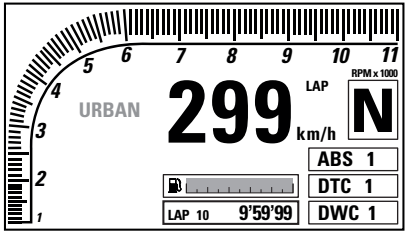
LAP TIME

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 (A) 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


1 2 3 4 5 6 7 8 9 10 11
RPM x 1000
URBAN
299
km/h
LAP
N
ABS 1
DTC 1
DWC 1
LAP 01
START
A


3


1 2 3 4 5 6 7 8 9 10 11
RPM x 1000
URBAN
299
km/h
LAP
N
ABS 1
DTC 1
DWC 1
LAP 10
9'59'99

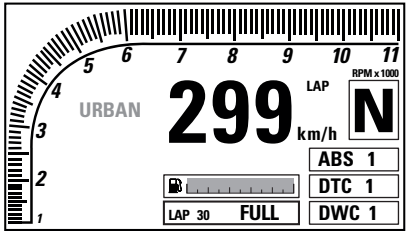

1 2 3 4 5 6 7 8 9 10 11
RPM x 1000
URBAN
299
km/h
LAP
N
ABS 1
DTC 1
DWC 1
LAP 30
FULL

Fig 89

Note
When the LAP function is active, the FLASH button takes on the dual function of high beam "FLASH" and LAP timer finish line storage control (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:

- 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:

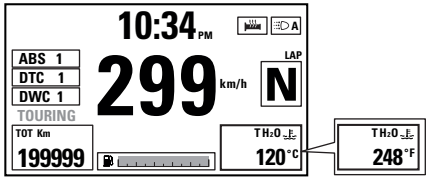
- <= (lower than or equal to) -40 °C (-40 °F), a string of flashing dashes " - - - " is displayed;
- within the range -39 °C (-38 °F) to +39 °C (+102 °F), "LOW" is displayed steadily;
- within the range +40 °C (+104 °F) to +120 °C (+248 °F), the value is displayed steadily;
- >= (higher than or equal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

If engine coolant temperature exceeds:

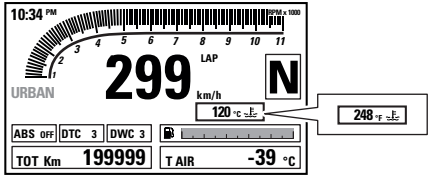
- 100 °C (+212 °F), temperature value is immediately displayed in the menu, regardless of any other function displayed in the menu; it is still possible to view the other menu functions;
- 121 °C (+250 °F), temperature value is immediately displayed in the menu, regardless of any other function displayed 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 SENSOR.
If the instrument panel is not receiving coolant temperature value, a string of steady dashes "- - -" is displayed, followed by the unit of measurement.

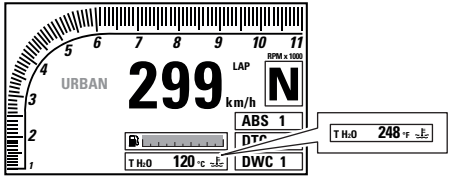
CORE



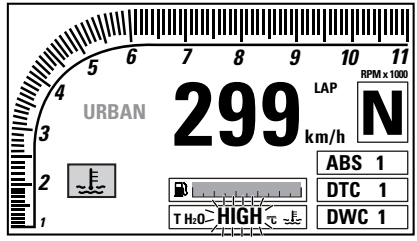
FULL



TRACK



TRACK



TRACK

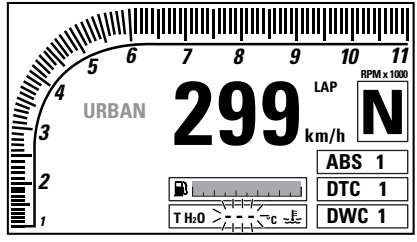


Fig 90

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.

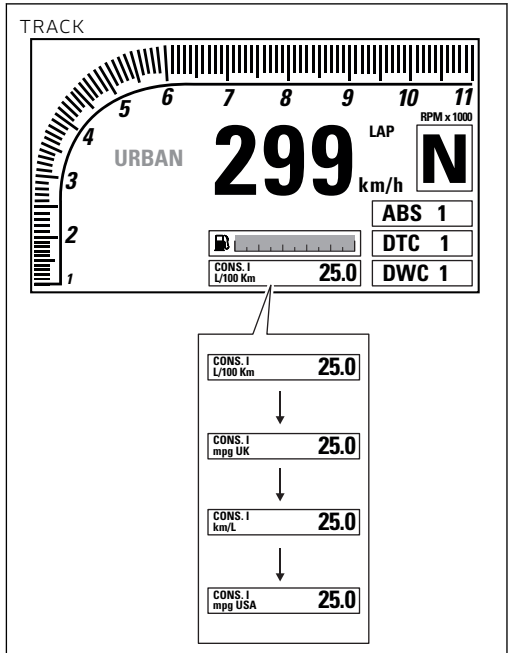


Fig 91

Average fuel consumption

The instrument panel calculates and displays the motorcycle average fuel consumption, the set unit of measurement and CONS. AVG.

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).

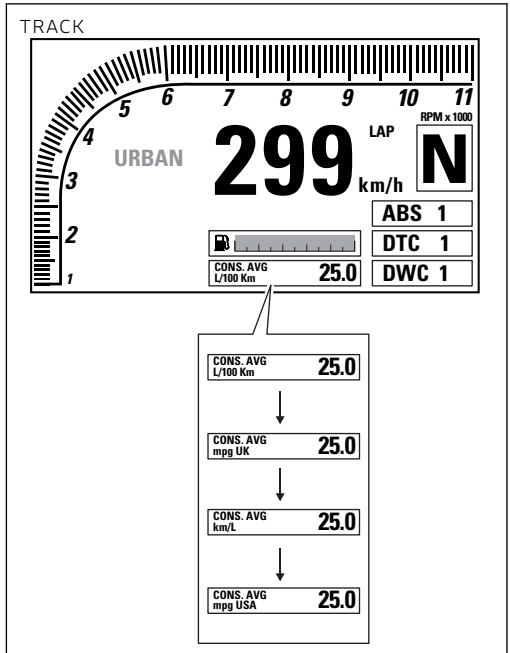


Fig 92

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.

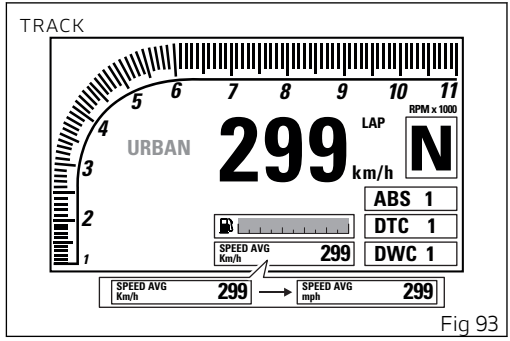


Fig 93

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 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.

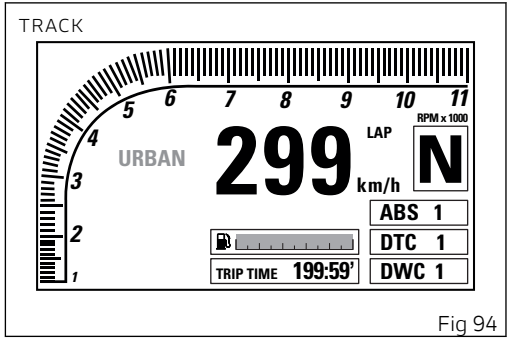


Fig 94

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 and the Generic Error light will be 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.

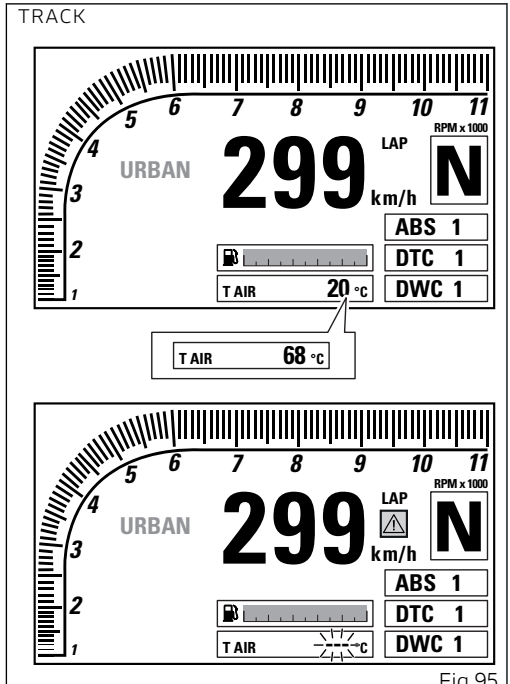


Fig 95

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 01:00 to 11:59) or p.m. (from 12:00 to 12:59 and from 1:00 to 11:59).

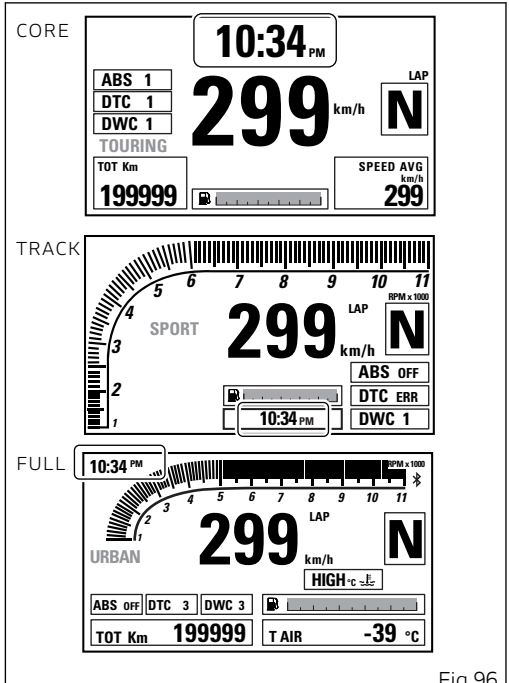


Fig 96

Auxiliary functions

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.

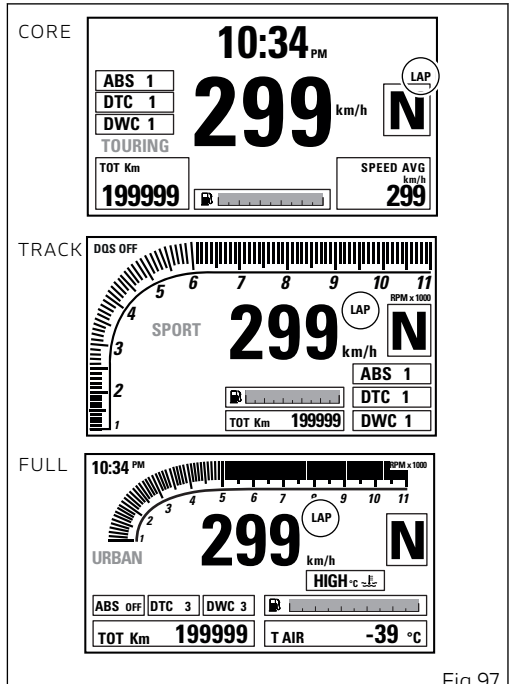


Fig 97

Infotainment

Monster 1200 fits the Ducati Multimedia System (DMS) as standard, thanks to which the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.
The instrument panel displays the Infotainment function status: Bluetooth activation and any connected devices (smartphone, earphones, navigator).

When the Bluetooth is active, the main screen displays the Bluetooth icon (A).
Moreover, in the FULL and CORE layouts, the Infotainment functions are visible within the dedicated menus (B).
In the TRACK layout, the Infotainment functions concerning player are not visible on the instrument panel, but calls can nevertheless be answered/ rejected/terminated using the function buttons.

Attention

All data concerning the Infotainment (Player, access to Contact List, Name of devices, etc.) are managed for use of Western character sets.

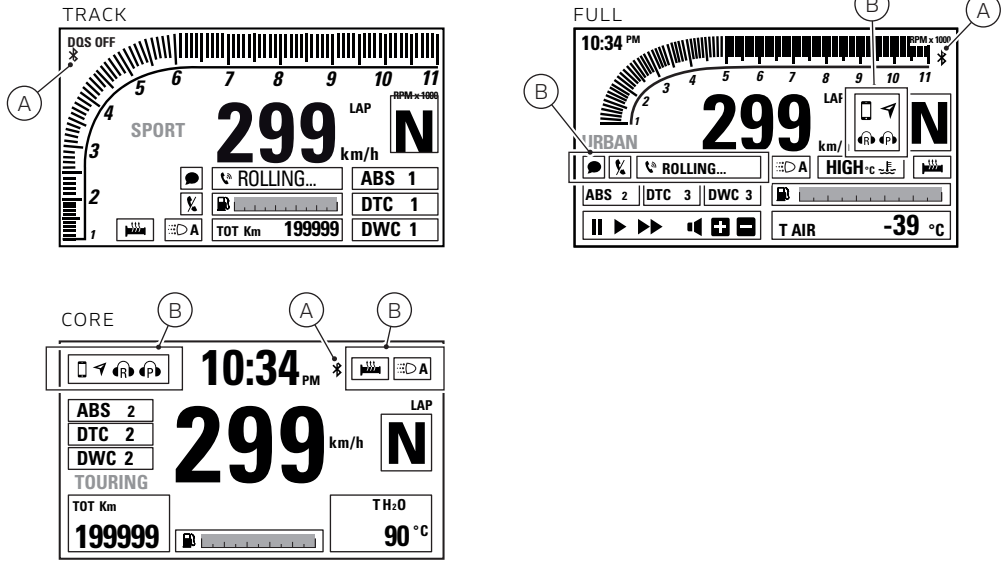

TRACK
DOS OFF
A
SPORT
299
km/h
LAP
N
RPM x 1000
ROLLING...
ABS 1
DTC 1
DWC 1
TOT Km
199999
FULL
B
A
10:34 PM
299
km/
LAP
N
HIGH
ROLLING...
ABS 2
DTC 3
DWC 3
T AIR
-39 °C
CORE
B
A
B
10:34 PM
ABS 2
DTC 2
DWC 2
299
km/h
LAP
N
TOURING
TOT Km
199999
TH2O
90 °C

Fig 98

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as smartphone, rider and passenger helmet earphones, Ducati GPS navigator.
It is possible to connect up to a maximum of 4 devices.

FULL

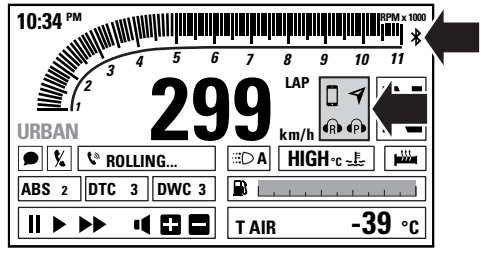


Fig 99

Phone

Use the PHONE function:

- to manage incoming calls by means of button (1) and button (2);
- to recall the last calling number within 5 seconds from call interruption (RECALL function).

Note

It is not possible to make a call by selecting the name/number from the contact list through the function buttons.

When there is an incoming call (B) the blue colour filling the rectangle is flashing; while, when you answer the call, the blue background stops flashing.
If there is an incoming call while the Player (A) is active, the latter is paused throughout the phone call and will resume operation when call is over.
To answer the call, press button (2).
To terminate the call, keep button (1) pressed for 2 seconds.
During 5 seconds after hang-up, the rectangle corresponding to the Recall function (C) is activated to allow the recall.
After this 5 second time, the rectangle for the recall function is disabled.

To activate the Recall function within the 5 seconds, press button (2).

FULL

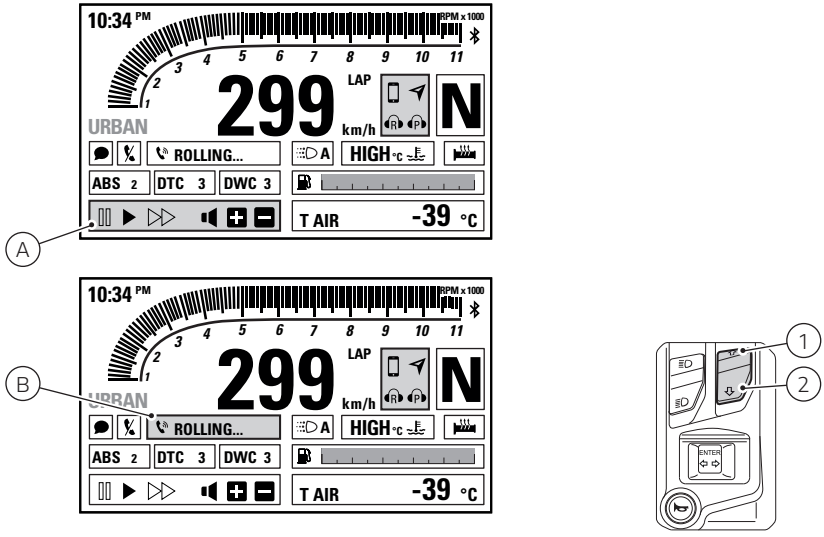

10:34 PM
RPM x 1000
1 2 3 4 5 6 7 8 9 10 11
299
LAP
km/h
N
URBAN
ROLLING...
A
HIGH °C
ABS 2
DTC 3
DWC 3
T AIR
-39 °C
A
10:34 PM
RPM x 1000
1 2 3 4 5 6 7 8 9 10 11
299
LAP
km/h
N
URBAN
ROLLING...
A
HIGH °C
ABS 2
DTC 3
DWC 3
T AIR
-39 °C
B
ENTER
1
2

Fig 100

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed (timed).
In case there is at least one SMS/MMS/EMAIL not read from the moment the smartphone is connected to the bike to the moment it is disconnected, the unread message symbol will be displayed. The number of unread messages is not displayed.

FULL

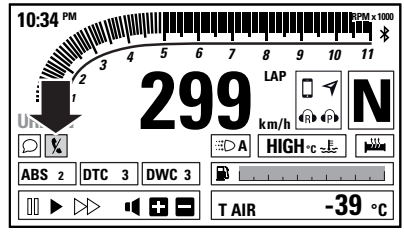


Fig 101

FULL

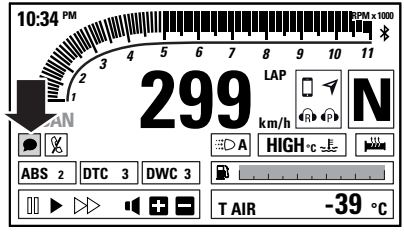


Fig 102

Player

The Player can be activated only in FULL or CORE riding mode.
If at least one Smartphone device is connected (blue icon on main screen), Menu 1 in the FULL and CORE layouts will include PLAYER OFF option.
The Player is activated by pressing button (1) for 2 seconds.
On instrument panel, Menu 1 includes PLAYER ON option and the Player controls are activated. If the Player is turned on, button (1), button (2) and button (4) can only be used to control the PLAYER.
If the Player is ON, but instrument panel is not receiving track name, it pauses the track being played and the message "NOT AVAILABLE" is displayed within the track name box.

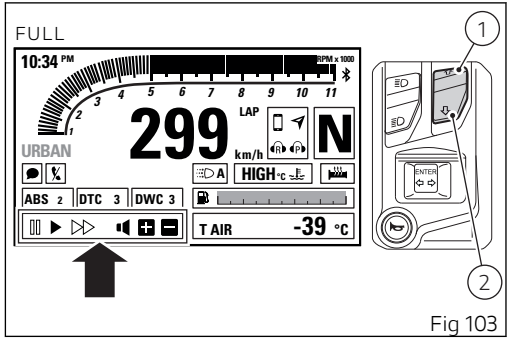


Fig 103

Important
The Player function can not be activated through Menu 1 when a call is incoming, in progress or in recall.

Adjust volume as follows:

- increase volume: press button (1);
- decrease volume: press button (2).

The Player can be cyclically set to pause/play by pressing button (4) for 2 seconds.
It is possible to skip to next track, pressing button (4): system will skip forward once every time button is pressed.

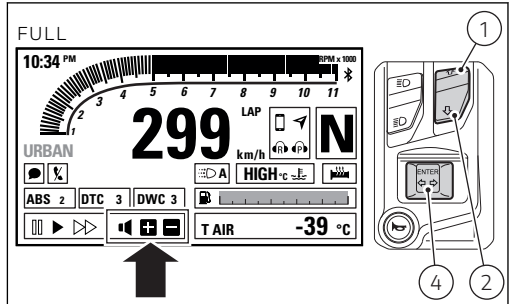


Fig 104

The Player can be turned off by quitting the player control and pressing, within three seconds, button (1) for two seconds in correspondence of the PLAYER ON item: Menu 1 will show PLAYER OFF option.

Press button (2) for 2 seconds to quit Player controls, although maintaining Player ON, in the current status.

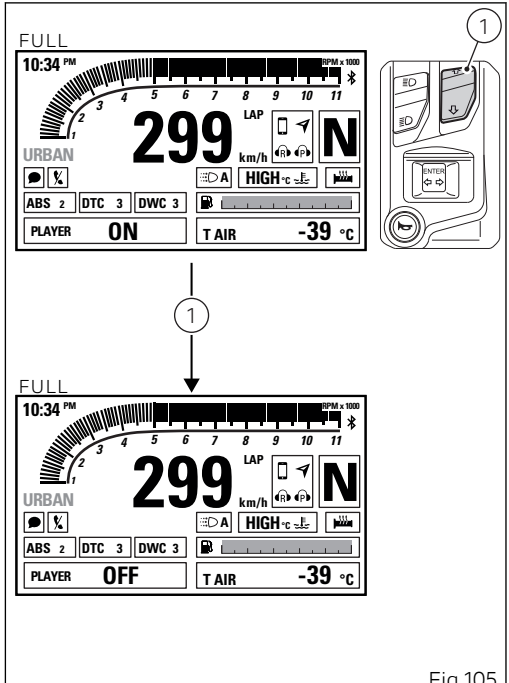


Fig 105

F.A.Q.

1) Why don't I receive any notification of received e-mails?
E-mails are notified only if configured on the telephone source application. Check also that your phone supports the MAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

2) Why don't I receive any notification of received messages?
Check that your phone supports the MAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

3) Earphones do not connect. Why?
If they have been already paired once, we recommend resetting the earphones and pair them again with the motorcycle (see earphones instruction manual).

4) When I receive a call, the instrument panel displays the caller number but not the name (despite being saved in the contact list).
Check that the phone supports the PBAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to the phone contact list.

5) By activating the Player through the instrument panel, music does not start.
The activation depends on the phone settings. In this case, after activating the Player through the instrument panel, also start the music application on your Smartphone.

6) It happens that the music is played with continuous interruptions.
If the devices have just been connected, it may be that the Bluetooth control unit is still completing the connection phase with the concerned devices. It is furthermore necessary to activate the PBAP and MAP profiles. Therefore, in case of iOS, please refer to point 7). In case of Android, please refer to points 2)4)

7) I do not receive any message notification on my iPhone. Why?
Select Bluetooth in the Setting Menu. In the list "My devices" select "i" next to "Ducati Media System". Flag "Show notifications".

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 189").

Note

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

FULL

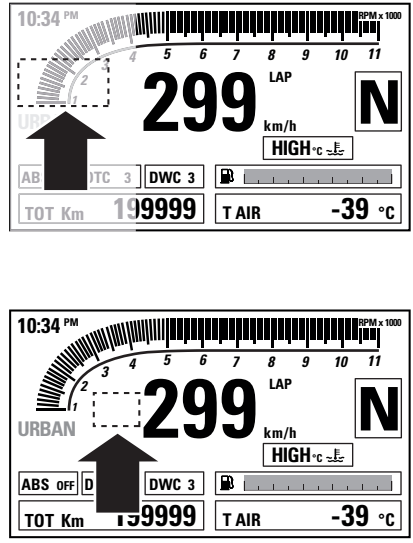


Fig 106

OIL SERVICE zero warning

The first service warning is the OIL SERVICE zero (red icon) 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 189").

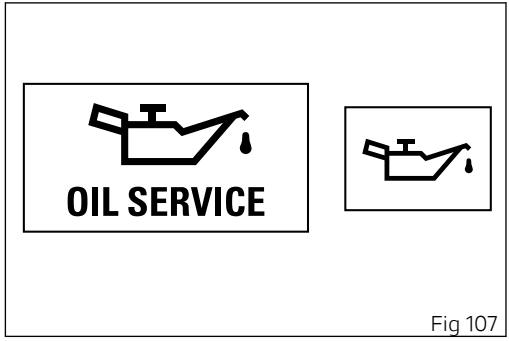


Fig 107

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

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE countdown indication

After Oil Service zero indication first reset (at 1,000 km - 600 mi), the instrument panel activates the following indications in yellow for 5 seconds upon Key-ON:

- the count of the mileage in kilometres (miles) remaining before the next OIL SERVICE (A) 1000 km (600 mi) earlier than the service threshold;
- the count of the days remaining before the next ANNUAL SERVICE (B) 30 days earlier than the service threshold;
- the count of the mileage in kilometres (miles) remaining before the next DESMO SERVICE (C) 1000 km (600 mi) earlier than the service threshold.

To know exactly the kilometres missing until the service threshold or maintenance date, it is possible to access the Setting menu and select the "SERVICE" function page 273.

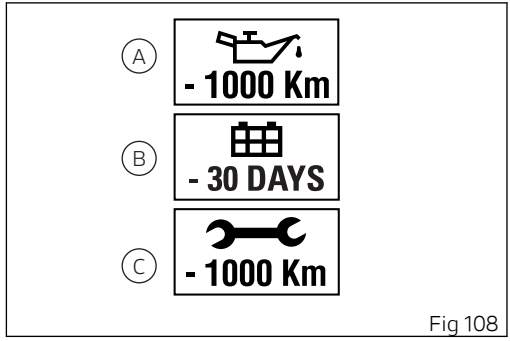


Fig 108

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE indication

When the service threshold is reached, the warning for the type of service required is triggered:

- Oil Service (A):
- Annual Service (B);
- Desmo Service (C).

The red icon of the due service 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.
To know the kilometres missing until the service threshold or maintenance date, access the Setting menu and select the "SERVICE" function page 273.
Icon display follows the displaying procedure of Warnings/Alarms ("page 189").

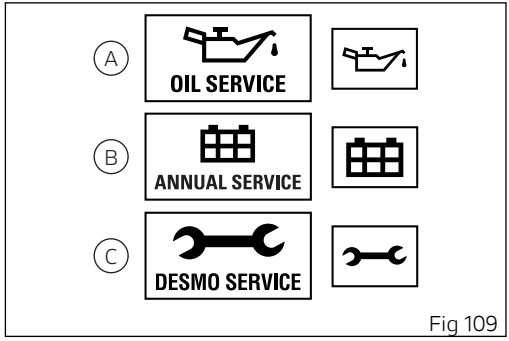


Fig 109

Warnings/Alarms (WARNING)

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

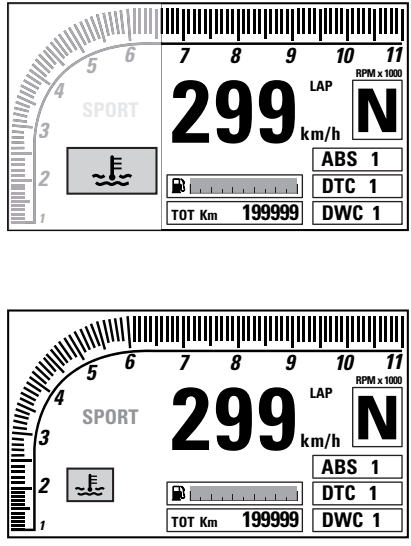


Fig 110

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).

Attention

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

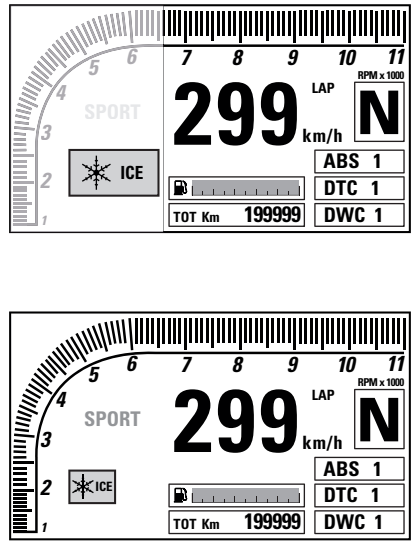


Fig 111

Date setting

This function prompts the user to enter the date via the Setting Menu.

Note
In this case Ducati recommends to stop and enter the calendar date using the function "DATESET".

TRACK

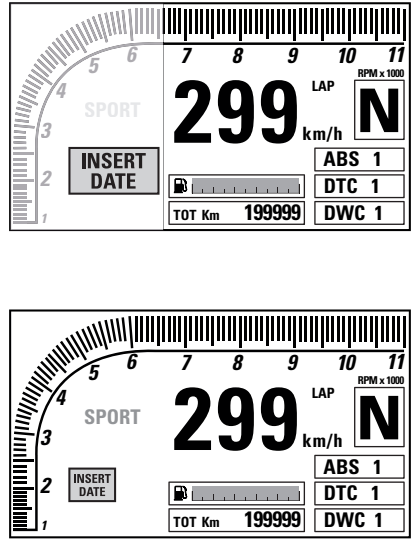


Fig 112

Low battery indication (LOW Battery)

This function warns the user that the status of the vehicle battery is low.
Warning is activated when battery voltage is approx. lower than/equal to 11.0 Volt.

Note

In this case, Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

TRACK

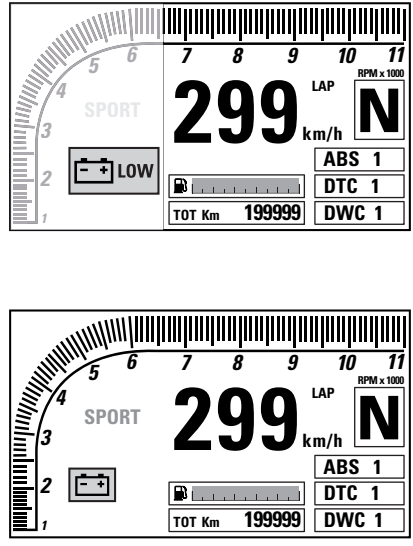


Fig 113

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 turns on the MIL light (B) (in case of errors directly connected to the engine control unit) or the Generic Error light (A) (in case of any other errors).
During normal operation, when an error is triggered, the instrument panel turns on the MIL light (B) or the Generic Error light (A).

Attention

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

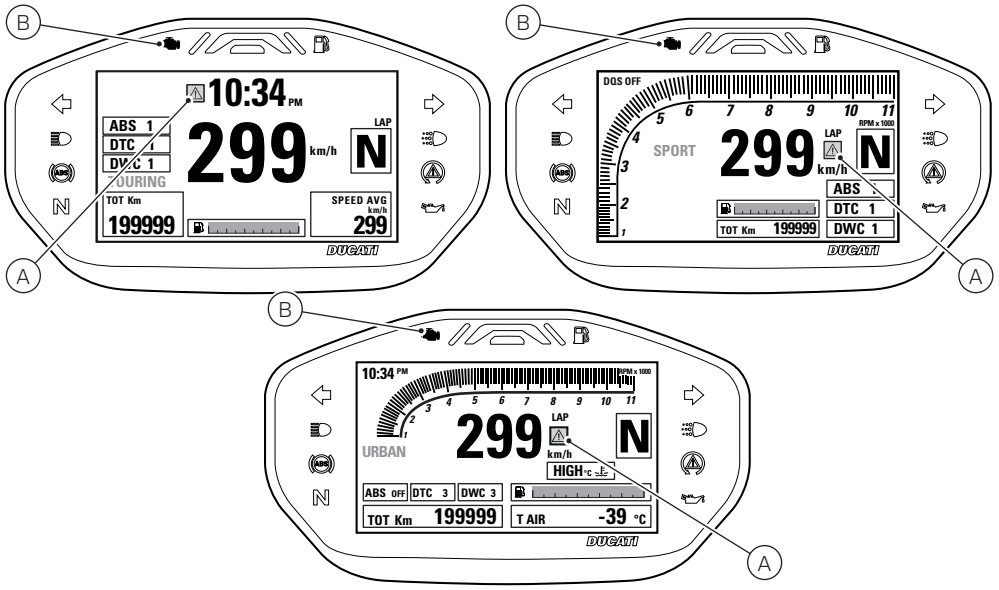

B
A
10:34 PM
299
km/h
LAP
N
ABS 1
DTC 1
DWC 1
DURING
TOT Km
199999
SPEED AVG
km/h
299
DUCATI
DQS OFF
SPORT
RPM x 1000
ABS 1
DTC 1
DWC 1
URBAN
HIGH °C
ABS OFF
DTC 3
DWC 3
T AIR
-39 °C

Fig 114

Viewing side stand status

The instrument panel shows the side stand status and if side stand is down/open, the icon SIDE STAND is displayed on a red background.
In case of Side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light on.
If instrument panel does not receive side stand status, stand down/open SIDE STAND indication will flash to indicate an undefined status.

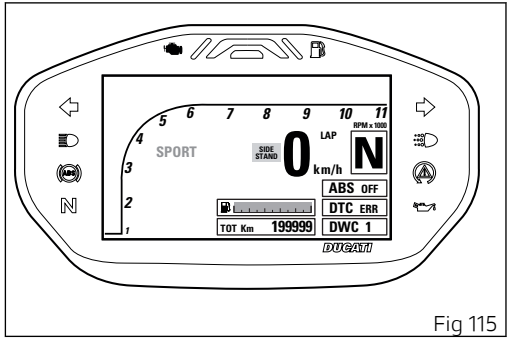


Fig 115

Note

With side stand down and gear engaged it is not possible to start the motorcycle. If you start with gearbox in neutral and then engage a gear with side stand down, the motorcycle turns off.

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) 5 km/h (3 mph): within this menu, it is no longer possible to view any other function.
The Setting MENU displays the following functions:

- RIDING MODE
- DISPLAY
- PIN CODE
- DRL CONTROL
- LAP
- UNIT SETTING
- DATE & CLOCK
- BLUETOOTH
- SERVICE
- INFO
- TIRE SETTING

Important

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

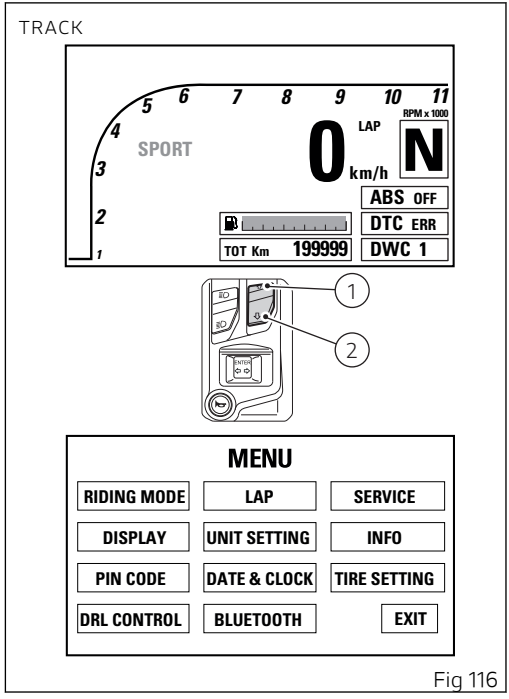


Fig 116

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.

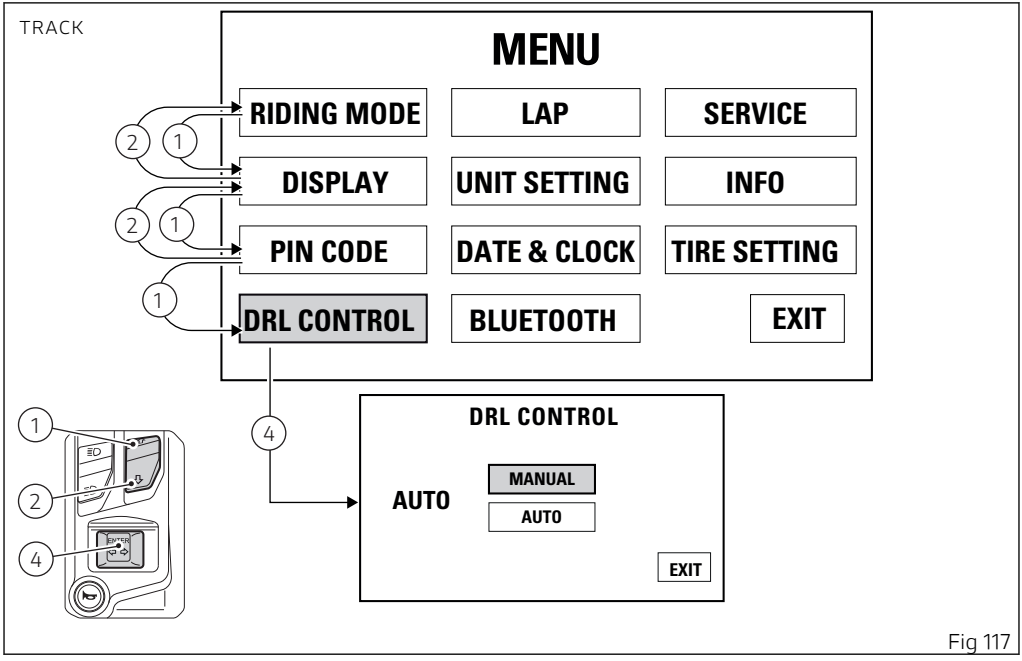

TRACK
MENU
RIDING MODE
LAP
SERVICE
DISPLAY
UNIT SETTING
INFO
PIN CODE
DATE & CLOCK
TIRE SETTING
DRL CONTROL
BLUETOOTH
EXIT
2
1
2
1
1
4
1
2
4
DRL CONTROL
AUTO
MANUAL
AUTO
EXIT

Fig 117

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 (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. While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

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

- ABS
- DTC
- DWC
- ENGINE
- DQS (if available)
- 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.

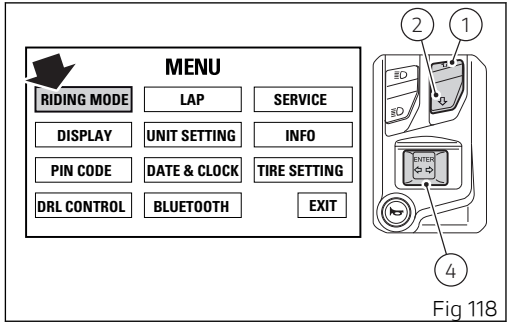


Fig 118

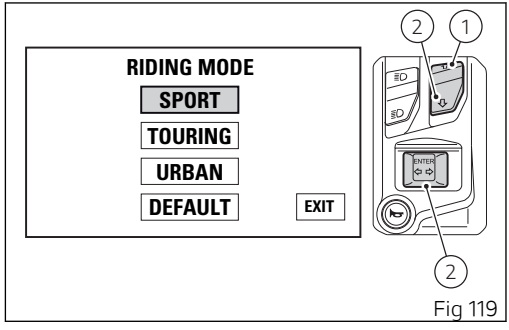


Fig 119

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.

Attention

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.

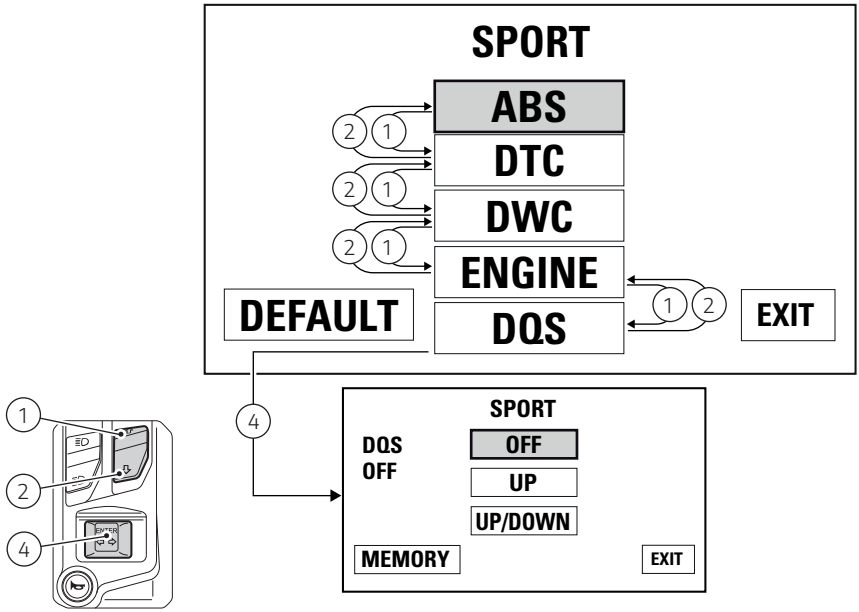

SPORT
ABS
DTC
DWC
ENGINE
DQS
DEFAULT
EXIT
2
1
4
SPORT
DQS
OFF
OFF
UP
UP/DOWN
MEMORY
EXIT

Fig 120

Customizing the Riding Mode: ABS adjustment

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).

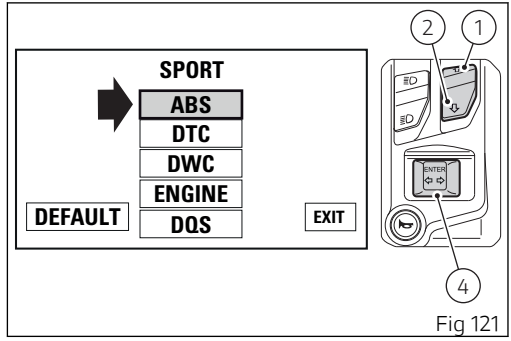


Fig 121

When entering the function, the currently set ABS level or status is indicated on the left (e.g.: ABS 1). Customisation options are indicated in the middle: 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 two 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.

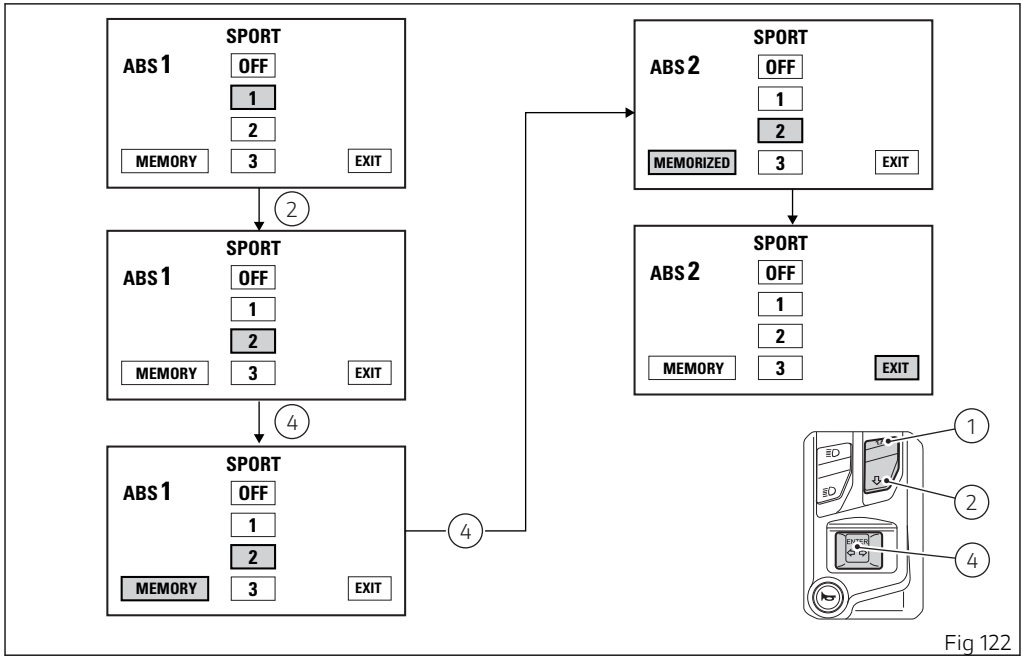

SPORT
ABS 1
OFF
1
2
3
MEMORY
EXIT
2
SPORT
ABS 1
OFF
1
2
3
MEMORY
EXIT
4
SPORT
ABS 1
OFF
1
2
3
MEMORY
EXIT
4
SPORT
ABS 2
OFF
1
2
3
MEMORIZED
EXIT
SPORT
ABS 2
OFF
1
2
3
MEMORY
EXIT
1
2
4

Fig 122

Customizing the Riding Mode: setting the DTC level

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.

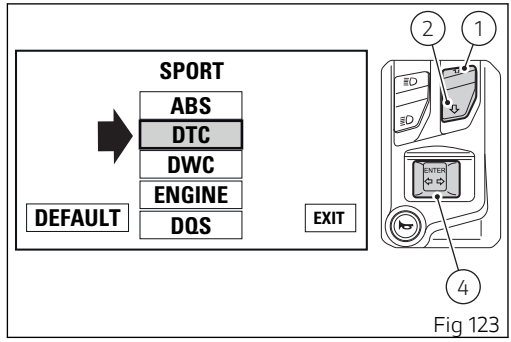


Fig 123

When entering the function, the currently set DTC level or status is indicated on the left (e.g.: DTC 3). Customisation options are indicated in the middle: 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 two 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).

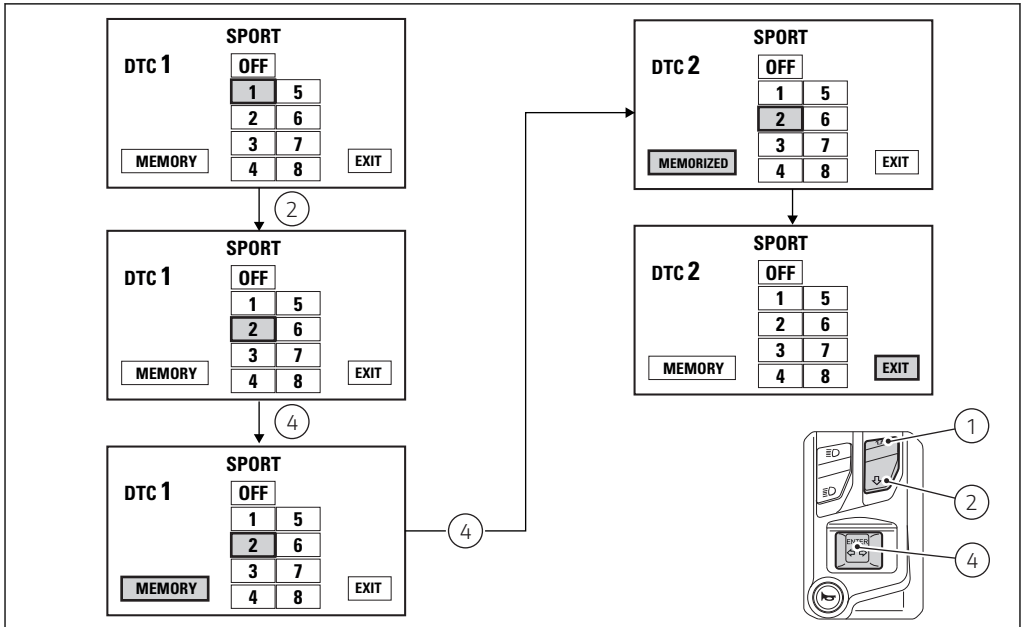

SPORT
DTC 1
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
2
SPORT
DTC 1
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
4
SPORT
DTC 1
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
4
SPORT
DTC 2
OFF
1 5
2 6
3 7
4 8
MEMORIZED
EXIT
SPORT
DTC 2
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
1
2
4

Fig 124

Customizing the Riding Mode: setting the DWC level

This function disables or sets DWC 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.

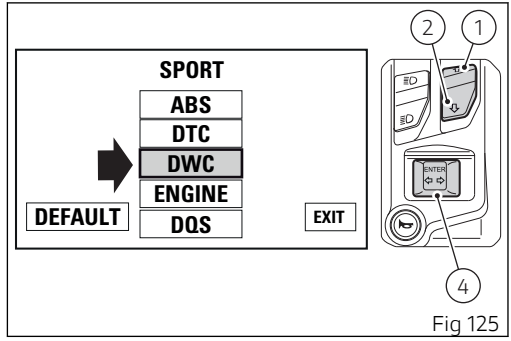


Fig 125

When entering the function, the currently set DWC level or status is indicated on the left. Customisation options are indicated in the middle: levels 1 to 8 and status OFF.
Use buttons (1) and (2) to select the new desired intervention level or the “OFF” indication and press button (4) to confirm and highlight MEMORY.
If you do not want to memorise the selected level, press button (1) or (2) once to pass to the previous or next box, thus removing the amber highlighting from the "MEMORY" box.
To memorise the new selection keep button (4) pressed for two seconds with the “MEMORY” indication highlighted in orange that will change to “MEMORIZED” and become green.
If storage is successful, the "MEMORY" box returns to its initial status (not highlighted and with MEMORY indication), the set level or status will be refreshed and then EXIT will be highlighted in green.
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous menu level and it will be possible to start the "Parameter storage" procedure.

If the DTC is disabled (set to OFF), the DWC parameter cannot be changed and is forced to level OFF and therefore the relevant setting menu is not available.

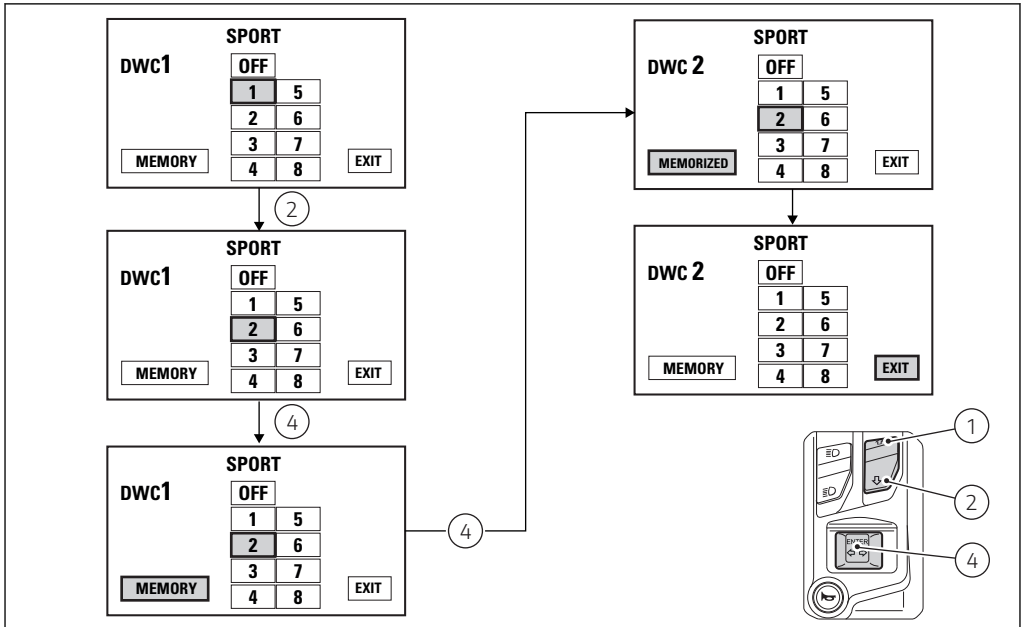

SPORT
DWC1
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
2
SPORT
DWC1
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
4
SPORT
DWC1
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
4
SPORT
DWC 2
OFF
1 5
2 6
3 7
4 8
MEMORIZED
EXIT
SPORT
DWC 2
OFF
1 5
2 6
3 7
4 8
MEMORY
EXIT
1
2
4

Fig 126

Customizing the Riding Mode: engine adjustment

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).

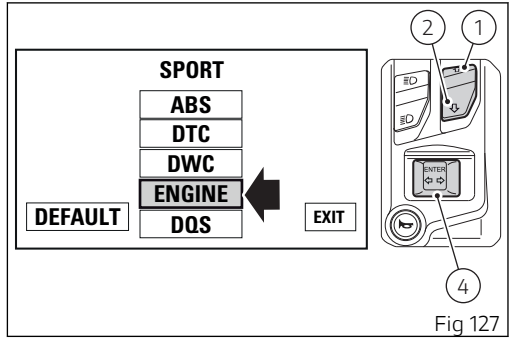


Fig 127

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

- 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 two 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).

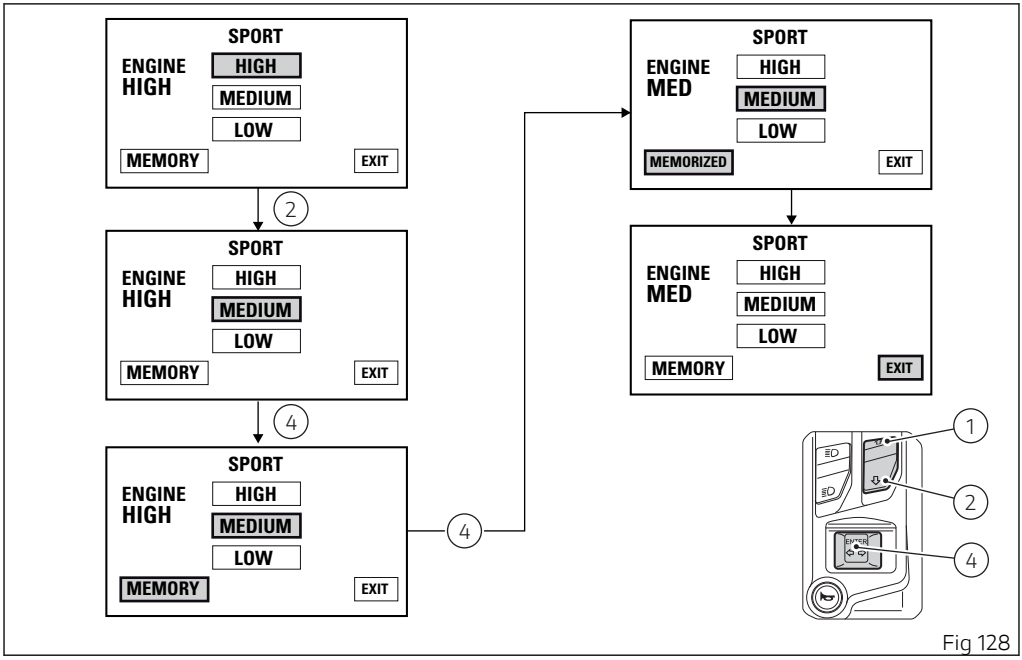

SPORT
ENGINE HIGH
HIGH
MEDIUM
LOW
MEMORY
EXIT
2
SPORT
ENGINE HIGH
HIGH
MEDIUM
LOW
MEMORY
EXIT
4
SPORT
ENGINE HIGH
HIGH
MEDIUM
LOW
MEMORY
EXIT
4
SPORT
ENGINE MED
HIGH
MEDIUM
LOW
MEMORIZED
EXIT
SPORT
ENGINE MED
HIGH
MEDIUM
LOW
MEMORY
EXIT
1
2
4

Fig 128

Customising the Riding Mode: DQS enabling/disabling

DQS customisation page is only available on motorcycles fitted with DQS.
This function disables or enables the DQS 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 (DQS), by pressing button (1) or (2).
Once the desired parameter is highlighted, press CONFIRM MENU button (4).

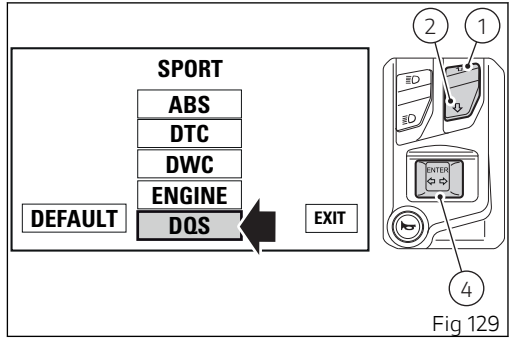


Fig 129

When entering the function, the currently set DQS status is indicated on the left (e.g.: DQS ON).
In the middle is the list of possible customisation options: status UP, status UP/DOWN 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 highlight MEMORY.
To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange.
If storage is successful, MEMORIZED will be highlighted in green for one second, set 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).

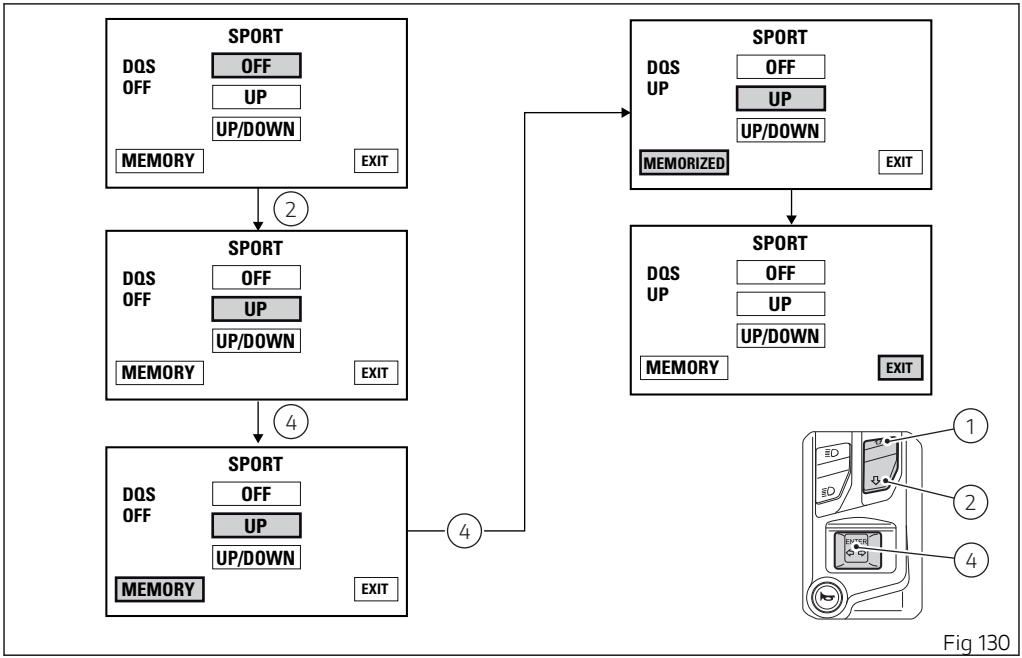

SPORT
DQS
OFF
OFF
UP
UP/DOWN
MEMORY
EXIT
2
SPORT
DQS
OFF
OFF
UP
UP/DOWN
MEMORY
EXIT
4
SPORT
DQS
OFF
OFF
UP
UP/DOWN
MEMORY
EXIT
4
SPORT
DQS
UP
OFF
UP
UP/DOWN
MEMORIZED
EXIT
SPORT
DQS
UP
OFF
UP
UP/DOWN
MEMORY
EXIT
1
2
4

Fig 130

Customizing 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).

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.

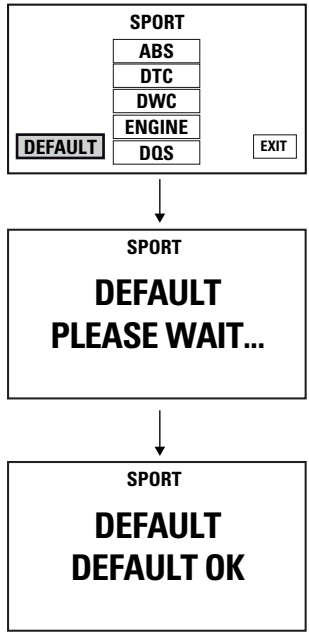


Fig 131

To quit the menu and go back to Setting Menu main page, select EXIT and press button (4).

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

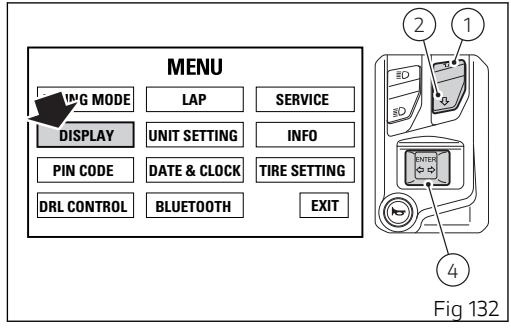


Fig 132

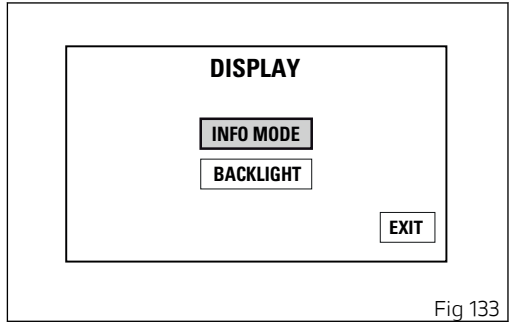


Fig 133

When entering the function, currently set display mode is indicated on the left. The possible display views are shown in the middle: CORE, FULL, TRACK, DEFAULT.
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.

By selecting the "DEFAULT" mode, the instrument panel will apply to each selected Riding Mode the default display mode. If, otherwise, you select a specific display mode, this will be kept regardless of the selected Riding Mode.

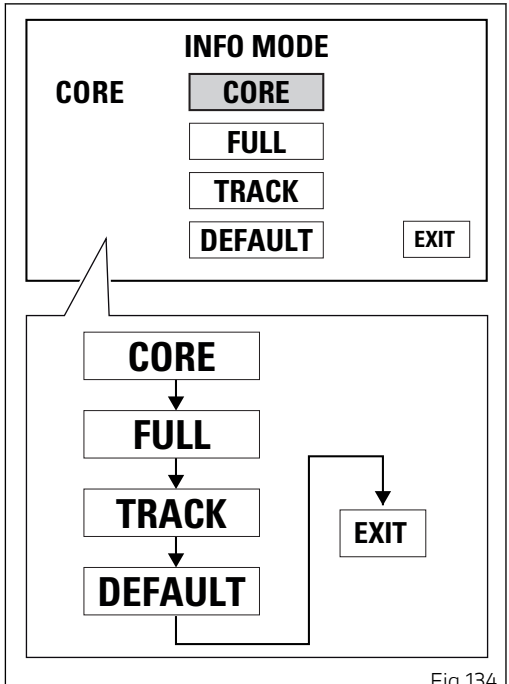


Fig 134

Display backlighting setting

This function allows selecting the instrument panel backlighting.

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

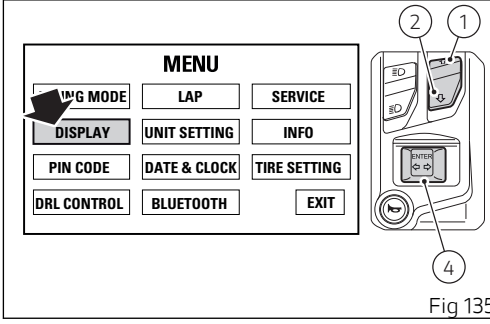


Fig 135

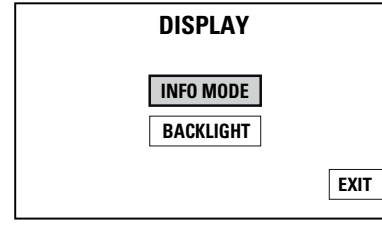


Fig 136

When entering the function, the currently set background status is indicated on the left. The possible background settings are shown in the middle: DAY, NIGHT, AUTO
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.
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.

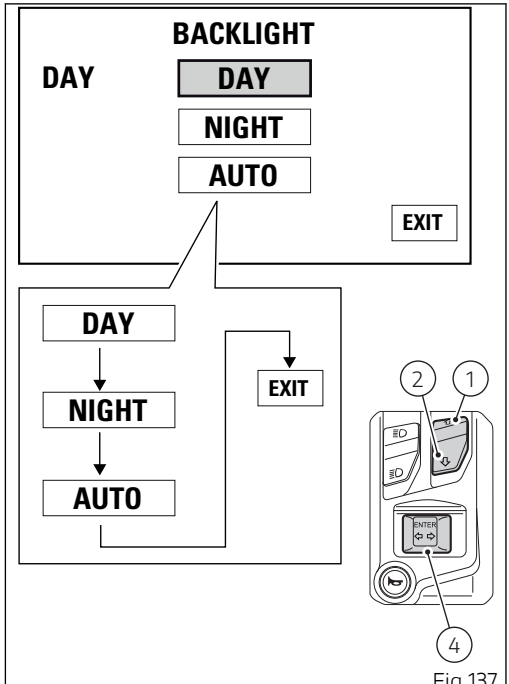


Fig 137

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

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.

Attention

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.

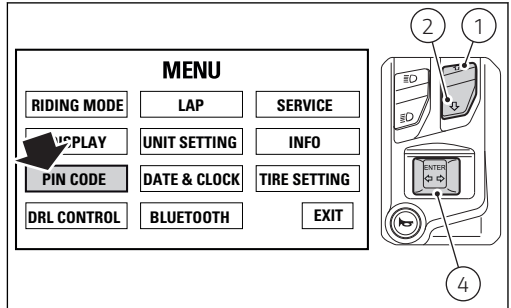


Fig 138

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.

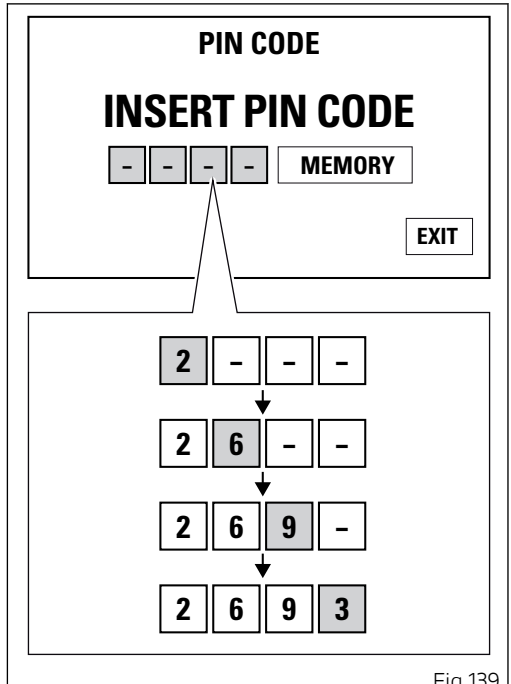


Fig 139

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 1 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).

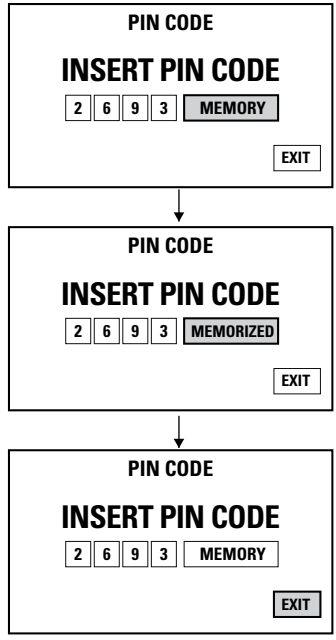


Fig 140

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.

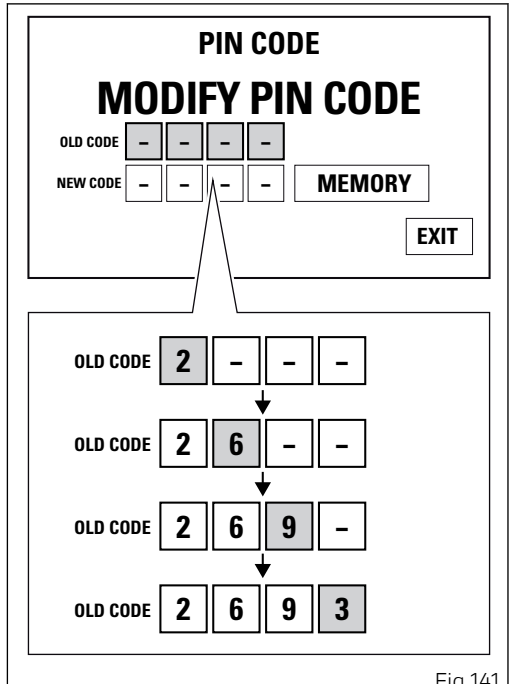


Fig 141

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.

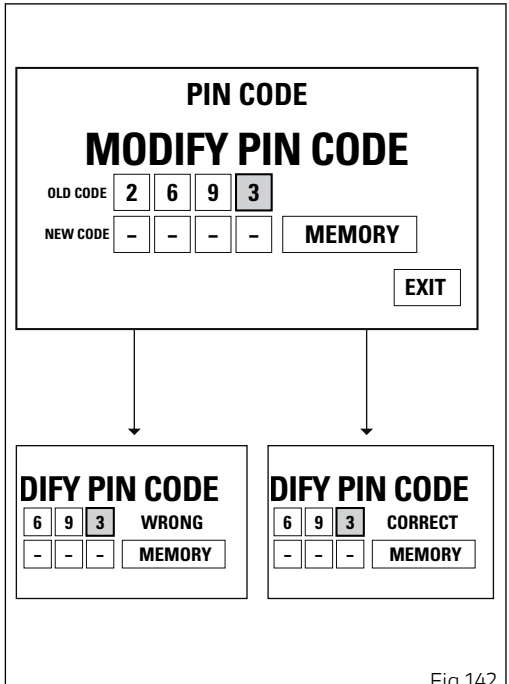


Fig 142

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.

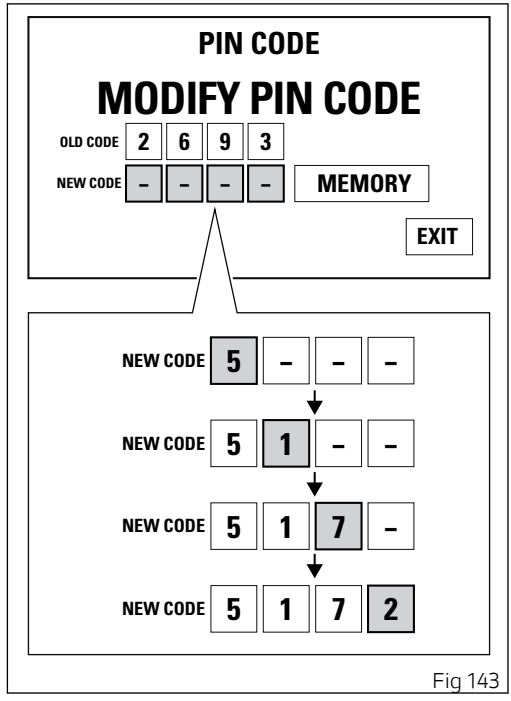


Fig 143

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 1 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.

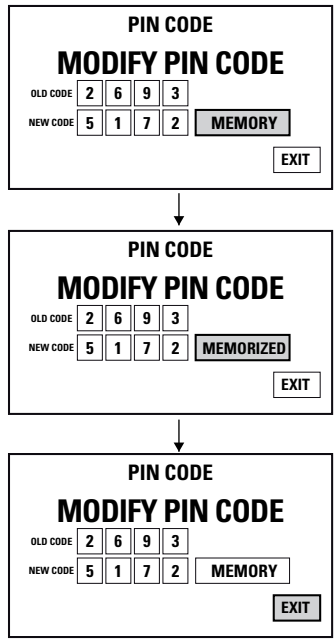


Fig 144

DRL light mode setting

This function, active only if the DRL is available, allows the user to choose the DRL status: AUTO or MANUAL.
You enter the Setting Menu. Select "DRL CONTROL" option, by pressing button (1) or (2). Once function is highlighted, press button (4).
Enter the "DRL CONTROL" menu.

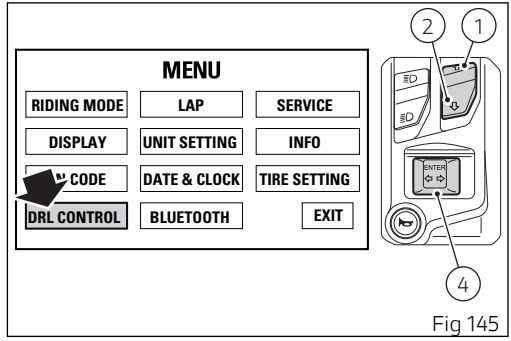


Fig 145

When entering the function, the currently set DRL light status is indicated on the left. Customisation options are listed in the middle: AUTO and MANUAL.
Press buttons (1) and (2) to highlight the available DRL status: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item. Once the desired mode is selected, press button (4) to confirm. The instrument panel activates the selected mode and highlights the corresponding name.
When choosing the AUTO mode of the DRL lights, the high and/or low beams are automatically switched from the DAY mode to the NIGHT mode and vice versa according to the ambient light.
To exit the menu and go back to previous page, select EXIT and press button (4).

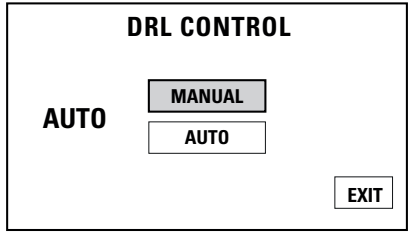


Fig 146

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.

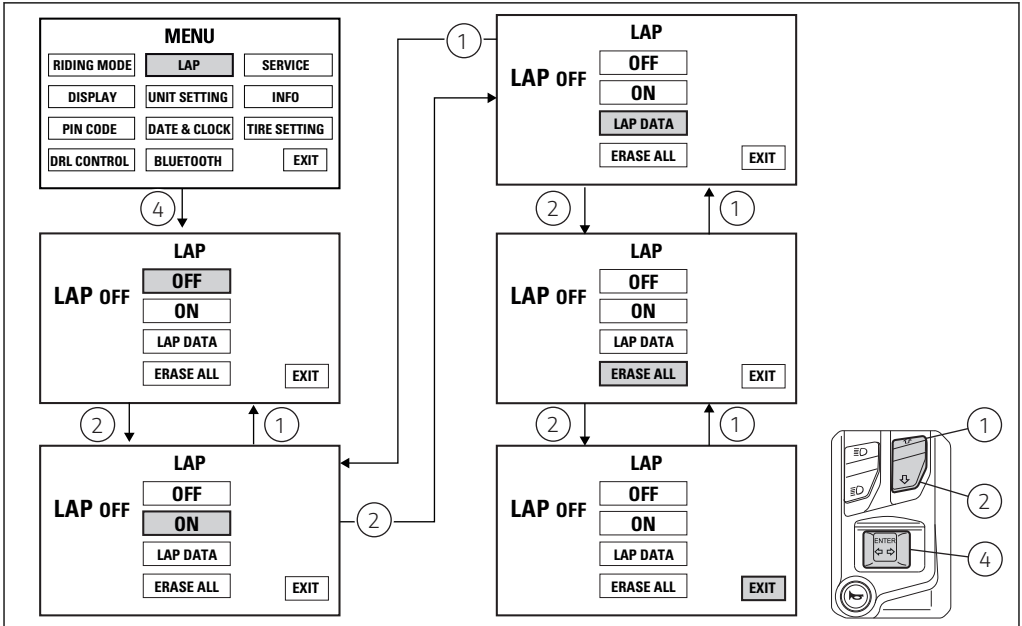

MENU
RIDING MODE
LAP
SERVICE
DISPLAY
UNIT SETTING
INFO
PIN CODE
DATE & CLOCK
TIRE SETTING
DRL CONTROL
BLUETOOTH
EXIT
LAP
LAP OFF
OFF
ON
LAP DATA
ERASE ALL
EXIT
ENTER
1
2
4

Fig 147

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 = -----.

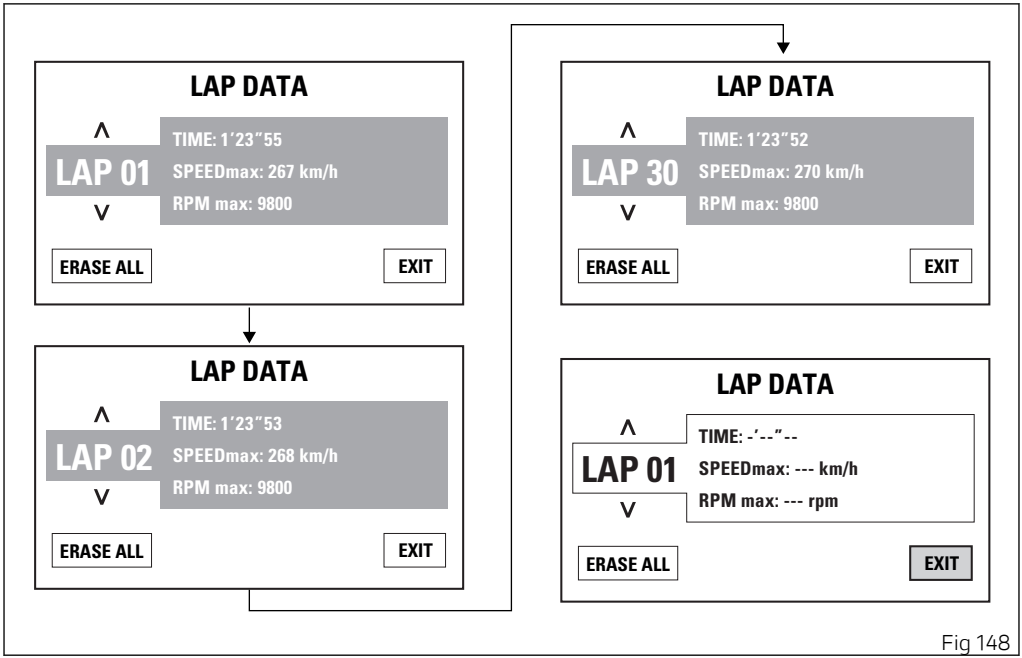

LAP DATA
LAP 01
TIME: 1'23"55
SPEEDmax: 267 km/h
RPM max: 9800
ERASE ALL
EXIT
LAP DATA
LAP 02
TIME: 1'23"53
SPEEDmax: 268 km/h
RPM max: 9800
ERASE ALL
EXIT
LAP DATA
LAP 30
TIME: 1'23"52
SPEEDmax: 270 km/h
RPM max: 9800
ERASE ALL
EXIT
LAP DATA
LAP 01
TIME: -'--"--
SPEEDmax: --- km/h
RPM max: --- rpm
ERASE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

Fig 148

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.

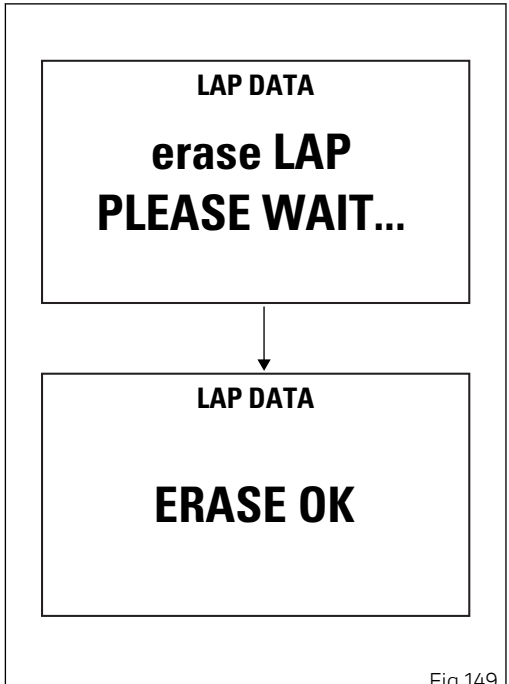


Fig 149

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).

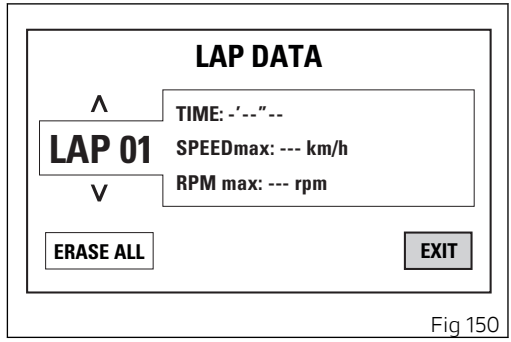


Fig 150

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.

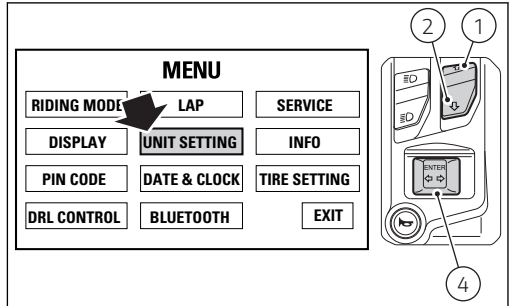


Fig 151

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).

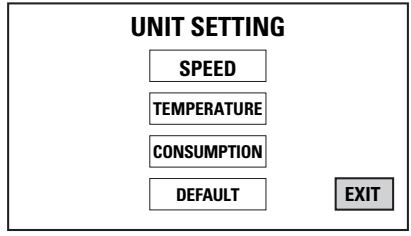


Fig 152

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.

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).

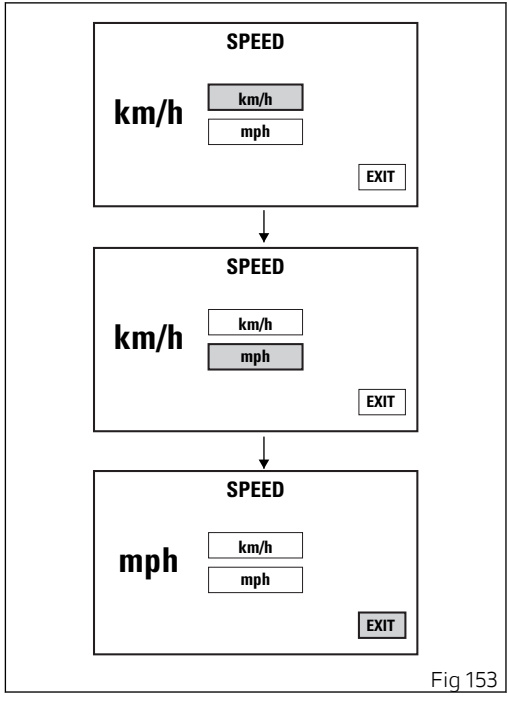


Fig 153

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.

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

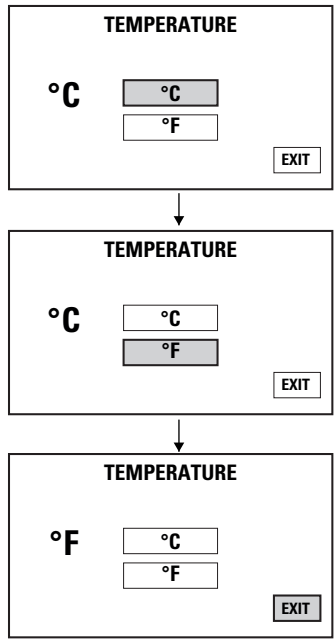


Fig 154

- 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.

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

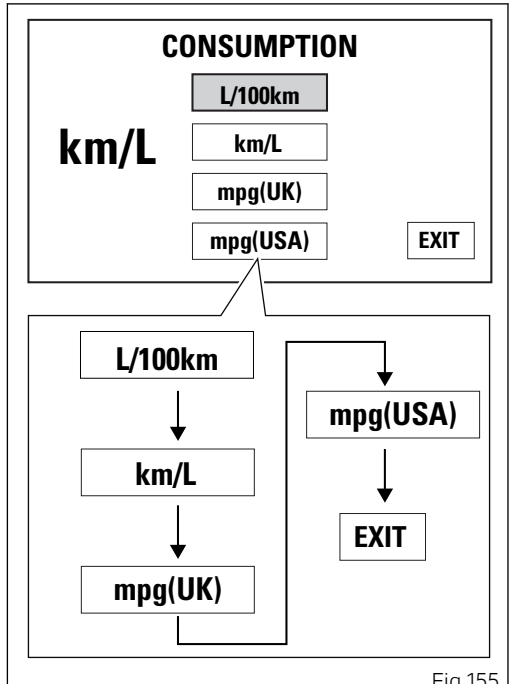


Fig 155

- 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 2 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).

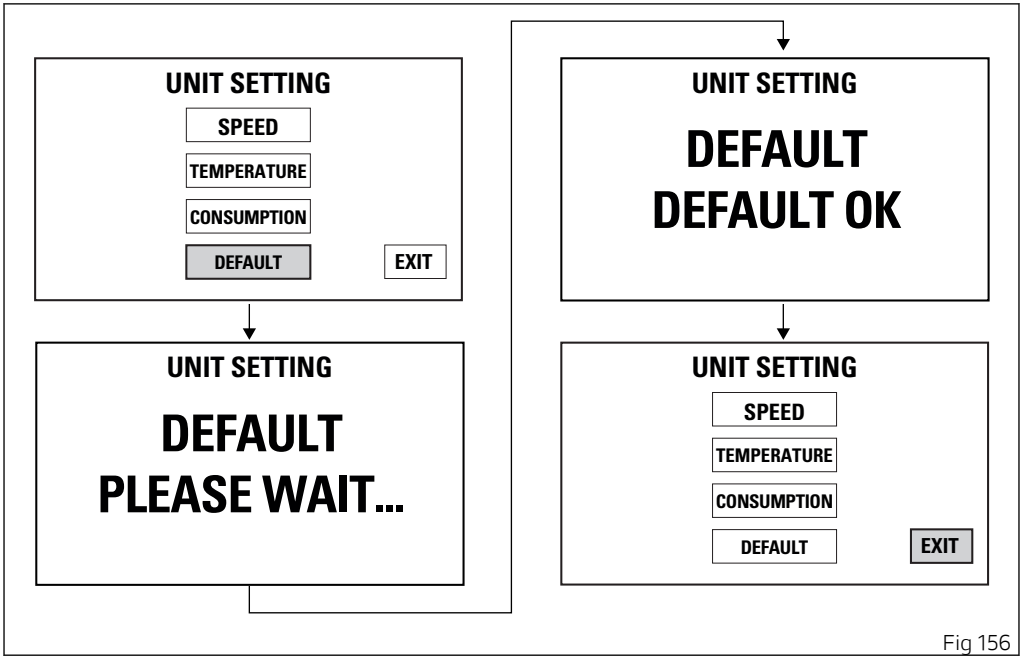

UNIT SETTING
SPEED
TEMPERATURE
CONSUMPTION
DEFAULT
EXIT
UNIT SETTING
DEFAULT
PLEASE WAIT...
UNIT SETTING
DEFAULT
DEFAULT OK
UNIT SETTING
SPEED
TEMPERATURE
CONSUMPTION
DEFAULT
EXIT

Fig 156

Date setting

This function allows user to set or change the date.
You enter the Setting MENU.
Select "DATE & CLOCK" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
Select "DATE" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).

Important

Every time the battery is disconnected, the date is reset and must be set again.

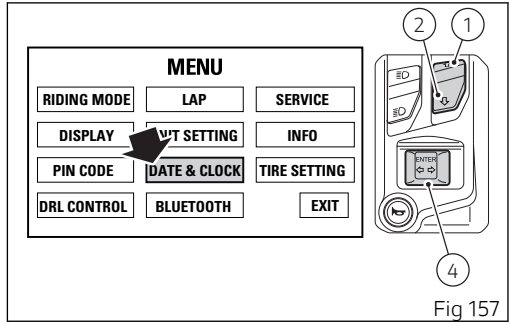


Fig 157

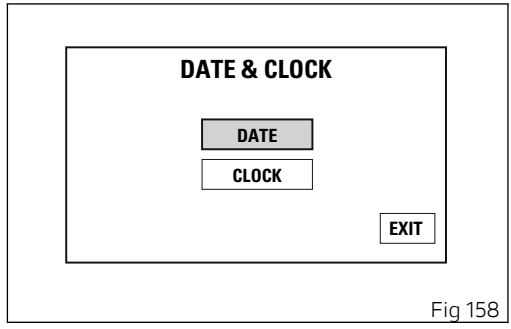


Fig 158

When entering the function, available settings are indicated on the left: YEAR, MONTH, DAY, while current date is indicated on the right (e.g.: 2014/08/02).

Year setting

Select "YEAR" option, by pressing button (1) or (2). Once highlighted, press CONFIRM MENU button (4).
Year value starts flashing.
Press button (1) to decrease year value by 1 unit: 2099, 2098, ... 2000, 2099.
Press button (2) to increase year value by 1 unit: 2000, 2001, ... 2099, 2000.
Once you reach the value to be set, press button (4) and the set year will stop flashing.

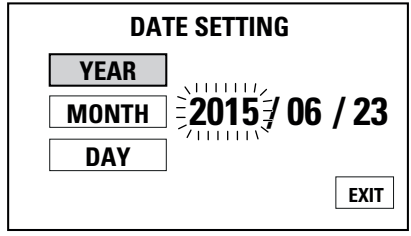


Fig 159

Month setting

Select "MONTH" option, by pressing button (1) or (2).
Once option is highlighted, press button (4).
Month value starts flashing.
Press button (1) to decrease month value by 1 unit: 12, 11, ... 01, 12.
Press button (2) to increase month value by 1 unit: 01, 02, ... 12, 01.
Once you reach the value to be set, press button (4) and the set month will stop flashing.

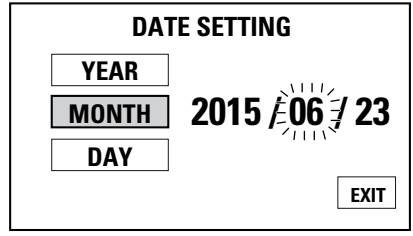


Fig 160

Day setting

Select "DAY" option, by pressing button (1) or (2).
Once option is highlighted, press button (4).
Day value starts flashing.
Press button (1) to decrease day value by 1 unit: 31, 30, ... 01, 31.
Press button (2) to increase day value by 1 unit: 01, 02, ... 31, 01.
Once you reach the value to be set, press button (4) and the set day will stop flashing.

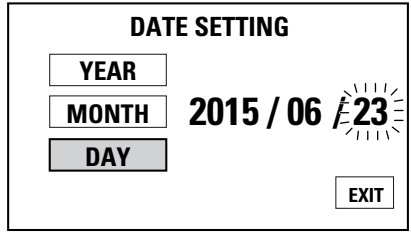
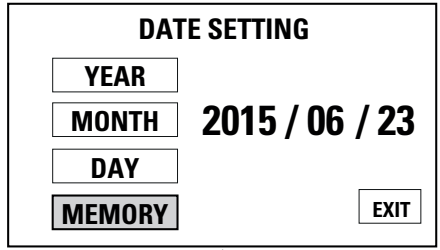


Fig 161

Storing the date

To store set/modified date, select MEMORY using buttons (1) and (2) and press button (4) for 2 seconds. The instrument panel will display MEMORIZED for two seconds and then automatically highlight EXIT.



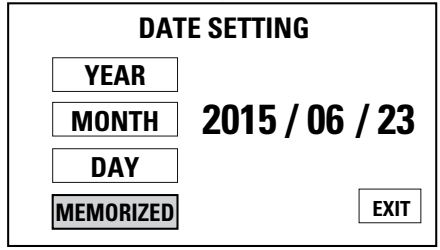


Fig 162

If date is not correct, the instrument panel will display "WRONG DATE" flashing for three seconds and then will automatically highlight EXIT, while date is indicated as "---- / -- / --" steady. It is still possible to set a new date.
To go back to previous page (setting menu page), press button (4) when EXIT is highlighted.

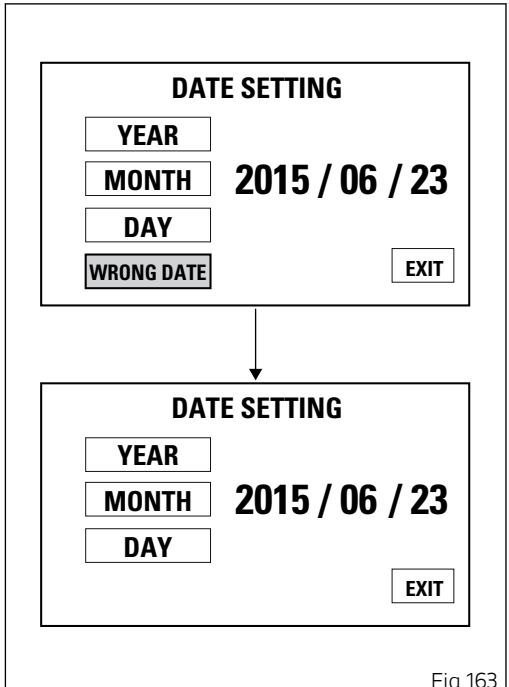


Fig 163

Clock setting

This function allows user to set or change the date.
You enter the Setting MENU.
Select "DATE & CLOCK" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
Select "CLOCK" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).

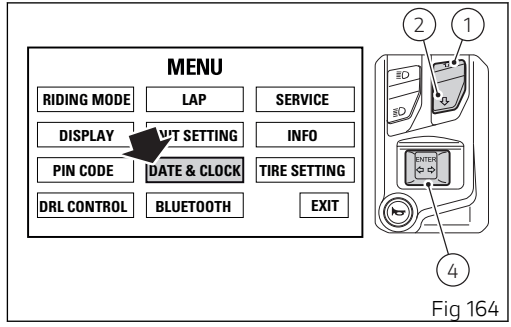


Fig 164

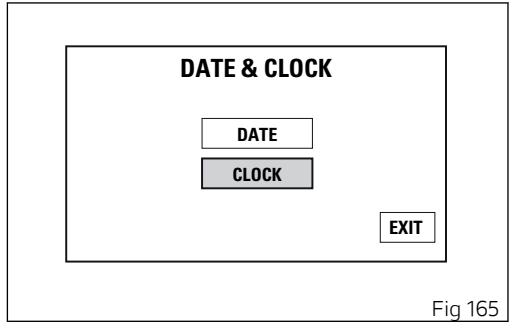


Fig 165

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 : 57 a.m.).

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: 12 to 01 and then again from 12.
Press button (2) to increase hour value by 1 unit: 01 to 12 and then again from 01.
Hold down button (1) or (2) for over a second to automatically decrease or increase units until button is released.
Once you reach the value to be set, press CONFIRM MENU button (4) and the set hour will stop flashing.

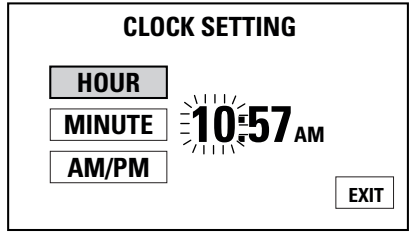


Fig 166

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.
Hold down button (1) or (2) for over a second to automatically decrease or increase units until button is released.
Once you reach the value to be set, press CONFIRM MENU button (4) and the set minutes will stop flashing.

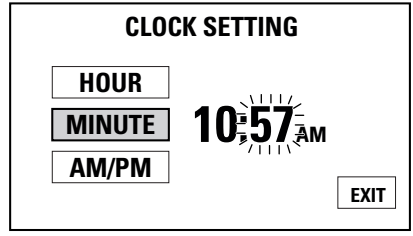


Fig 167

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.

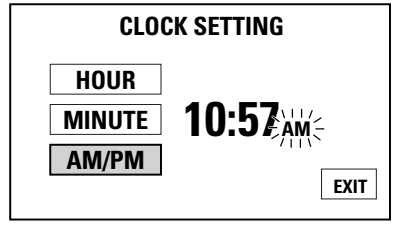


Fig 168

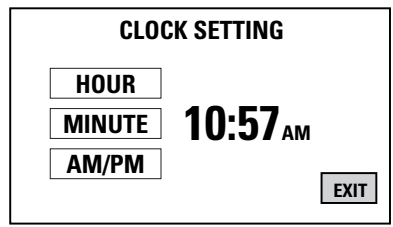


Fig 169

Bluetooth device setting

This function allows pairing and/or deleting any paired Bluetooth devices.
To do this, you must enter the Setting Menu.
Select "BLUETOOTH" option, by pressing button (1) or (2). Once function is highlighted, press button (4).
You enter the "BLUETOOTH" menu, which is active only if the Bluetooth function is active.
The BLUETOOTH menu is not available if the player is active or being used, or when there is an incoming call, a call is in progress or during recall.
To carry out the pairing procedure, refer to "Pairing of a new device".
To delete any paired devices, refer to "Deleting a paired device".

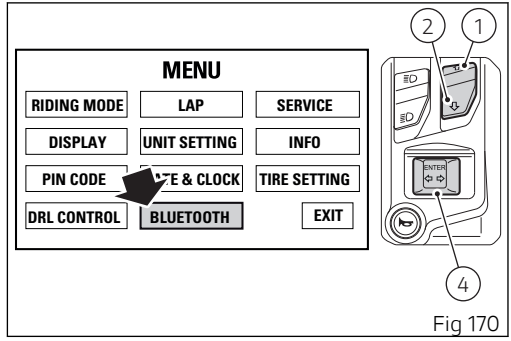


Fig 170

Pairing of a new device

This function allows user to associate (pair) one or several Bluetooth devices by running the "PAIRING" control.
Set the Bluetooth device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices.
A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.
The motorcycle is equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

Attention
Smartphone and Bluetooth Headset device manufacturers may incorporate certain changes within the standard protocols over the course of the lifecycle of the device (Smartphones and Earphones).

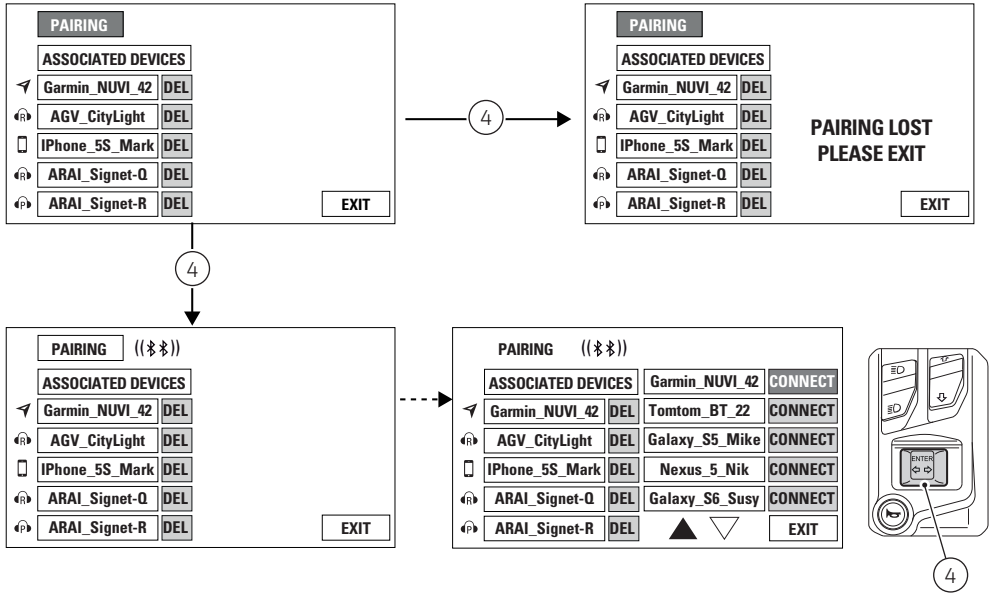
Attention
These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").

Attention
In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit part no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).

Note
The Ducati kit part no. 981029498 can be purchased separately at a Ducati Dealer or Authorised Service Centre.

Upon the first access to the BLUETOOTH Setting Menu, the first default displayed label will be "PAIRING" and on the left side the list of the device already paired.
The Pairing function is activated by pressing button (4): this runs a search for all Bluetooth devices present within a certain range. Device search symbol is activated and message "WAIT..." is displayed.
The pairing ends automatically when devices are detected within the range and shown in the list on the right.
If Pairing is not successful, "PAIRING LOST. PLEASE EXIT" message will be displayed. Now you can only quit the BLUETOOTH Setting Menu, and then go back in to run a new Pairing procedure.
If Pairing is successful, as soon as Bluetooth devices are detected, their name is displayed in the device list on the right.
The list of devices found within the range during the Pairing stage does not include already paired devices, that are displayed in the list on the left.
If two or more Bluetooth devices have the same name, the list of the devices detected will include two or more labels with the same name.
If one of the devices detected has no name, it is not included in the list of devices detected.
During the search it is possible to scroll through the device list on the right by pressing buttons (1) and (2).
In correspondence of the device that is to be paired, select "CONNECT" and press button (4) to pair it.
To quit the Pairing stage, select EXIT and press button (4).


PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42
DEL
AGV_CityLight
DEL
IPhone_5S_Mark
DEL
ARAI_Signet-Q
DEL
ARAI_Signet-R
DEL
EXIT
4
PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42
DEL
AGV_CityLight
DEL
IPhone_5S_Mark
DEL
ARAI_Signet-Q
DEL
ARAI_Signet-R
DEL
PAIRING LOST
PLEASE EXIT
EXIT
4
PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42
DEL
AGV_CityLight
DEL
IPhone_5S_Mark
DEL
ARAI_Signet-Q
DEL
ARAI_Signet-R
DEL
EXIT
PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42
DEL
AGV_CityLight
DEL
IPhone_5S_Mark
DEL
ARAI_Signet-Q
DEL
ARAI_Signet-R
DEL
Garmin_NUVI_42
CONNECT
Tomtom_BT_22
CONNECT
Galaxy_S5_Mike
CONNECT
Nexus_5_Nik
CONNECT
Galaxy_S6_Susy
CONNECT
EXIT
ENTER
4
Fig 171

It is possible to pair up to:

- 2 smartphones;
- 1 navigator;
- 1 rider helmet;
- 1 passenger helmet.

If at least 5 devices have already been paired and the user attempts to run the Pairing, the following message will be displayed: "MAX 5 DEVICES CAN BE ASSOCIATED" and "REFER TO USER MANUAL". System automatically highlights DELETE indication for the first associated device and user can delete one or several devices (refer to Deleting associated devices) or quit the Bluetooth Setting Menu, by pressing EXIT.

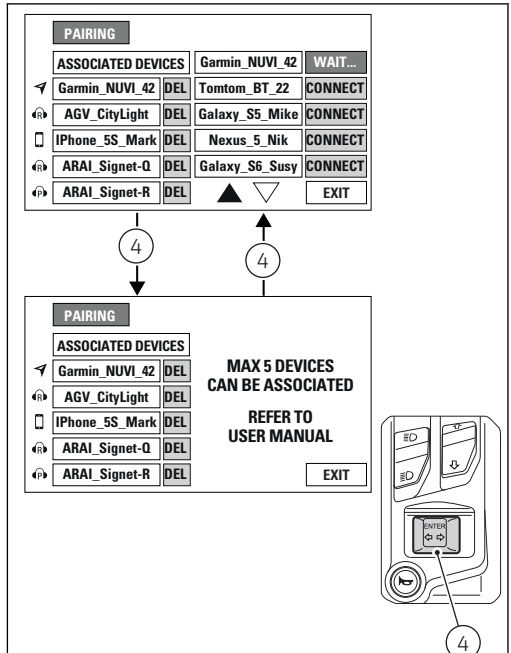


Fig 172

When the device to be paired has been selected, the label in correspondence of that device replaces the word "CONNECTED" with "WAIT" and it is necessary to select the type of device to be paired. The display shows four icons that represent the available types. Types of devices can be:

- Smartphone;
- Rider helmet;
- Passenger helmet;
- GPS navigation system.

Use buttons (1) and (2) to select the type and press button (4) to confirm.

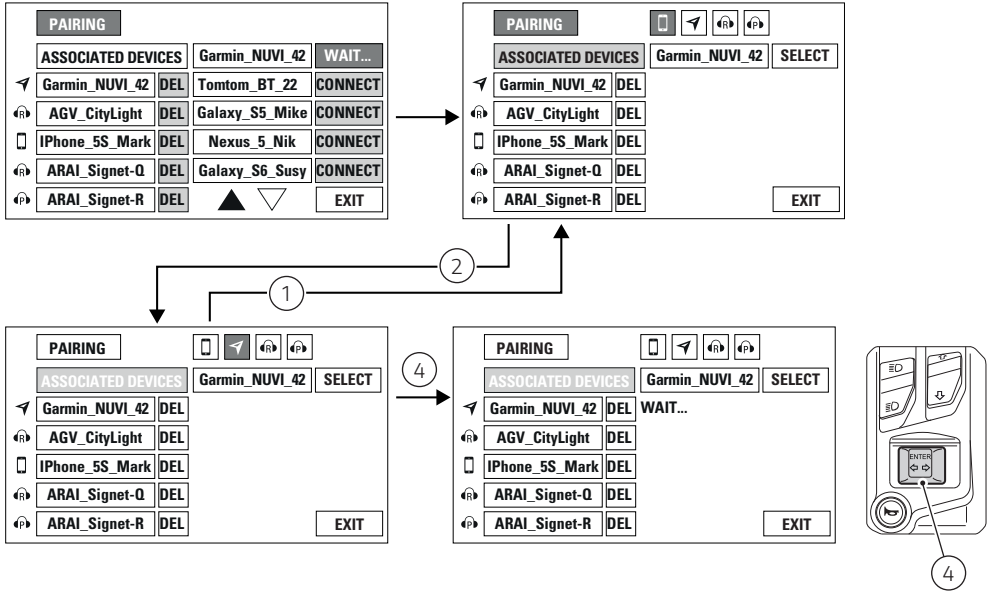

PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42
WAIT...
Garmin_NUVI_42 DEL
Tomtom_BT_22
CONNECT
AGV_CityLight DEL
Galaxy_S5_Mike
CONNECT
IPhone_5S_Mark DEL
Nexus_5_Nik
CONNECT
ARAI_Signet-Q DEL
Galaxy_S6_Susy
CONNECT
ARAI_Signet-R DEL
EXIT
SELECT
WAIT...
1
2
4
ENTER

Fig 173

Smartphone

To pair a Smartphone, the pairing procedure with the Bluetooth control unit requires user to enter a code (0000), which is only necessary the first time the device is paired with the Bluetooth control unit.
In this case, during the pairing the display shows the PIN to be entered "INSERT PIN ON SMARTPHONE: 0000".
As soon as the user enters the PIN on the Smartphone, the device is paired and indicated in the list on the left.

GPS navigation system

If you wish to pair a Bluetooth Navigator, the pairing procedure is completed on the navigator, by selecting on the latter the connection with the motorcycle Bluetooth control unit.
In this case, during the pairing the display shows the message "CONNECT ON NAVI" that disappears when the connection between the control unit and the navigator is completed, and the name of the navigator is indicated in the list on the left.

Note

If user does not complete the pairing procedure on the Navigator within 90 seconds, pairing screen on instrument panel will go out, and display will go back to Bluetooth Setting Menu main screen.

If the navigator pairing is active for more than 90 seconds and so there have been errors in the procedure, it is not possible to select the detected devices. It is only possible to press on EXIT to abort the procedure if deemed necessary.

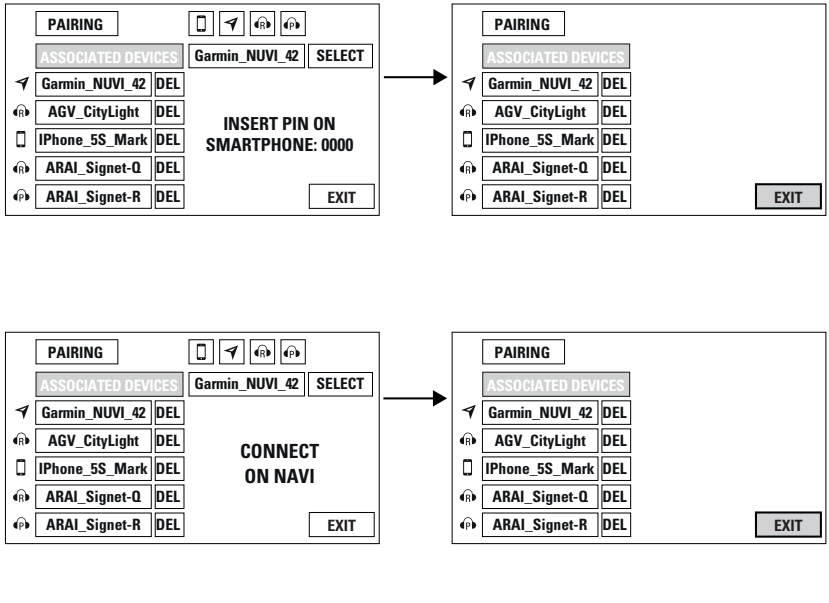
Once the pairing is completed, the name of the paired device is shown in the device list on the left: only the first characters of the device name are displayed.
Pairing deactivation takes place when quitting the Bluetooth Setting Menu or when no more Bluetooth devices are detected.

Attention

Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395

Note
The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorised Service Centre.


PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42
SELECT
Garmin_NUVI_42 DEL
AGV_CityLight DEL
IPhone_5S_Mark DEL
ARAI_Signet-Q DEL
ARAI_Signet-R DEL
INSERT PIN ON SMARTPHONE: 0000
EXIT
PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42 DEL
AGV_CityLight DEL
IPhone_5S_Mark DEL
ARAI_Signet-Q DEL
ARAI_Signet-R DEL
EXIT
PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42
SELECT
Garmin_NUVI_42 DEL
AGV_CityLight DEL
IPhone_5S_Mark DEL
ARAI_Signet-Q DEL
ARAI_Signet-R DEL
CONNECT ON NAVI
EXIT
PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42 DEL
AGV_CityLight DEL
IPhone_5S_Mark DEL
ARAI_Signet-Q DEL
ARAI_Signet-R DEL
EXIT
2
1
ENTER
4
Fig 174

Deleting associated devices

From the Bluetooth setting menu it is possible to access the list of the paired devices on the left. From the list of paired devices, user can select the device to be deleted by pressing button (1) or button (2). When the device is selected and the relevant DEL label is green, press button (4) for at least two seconds to eliminate the device from the paired device list.
Select EXIT by pressing button (1) or (2) and pressing button (4) you quit the Bluetooth Setting Menu and go back to the main Setting Menu screen.

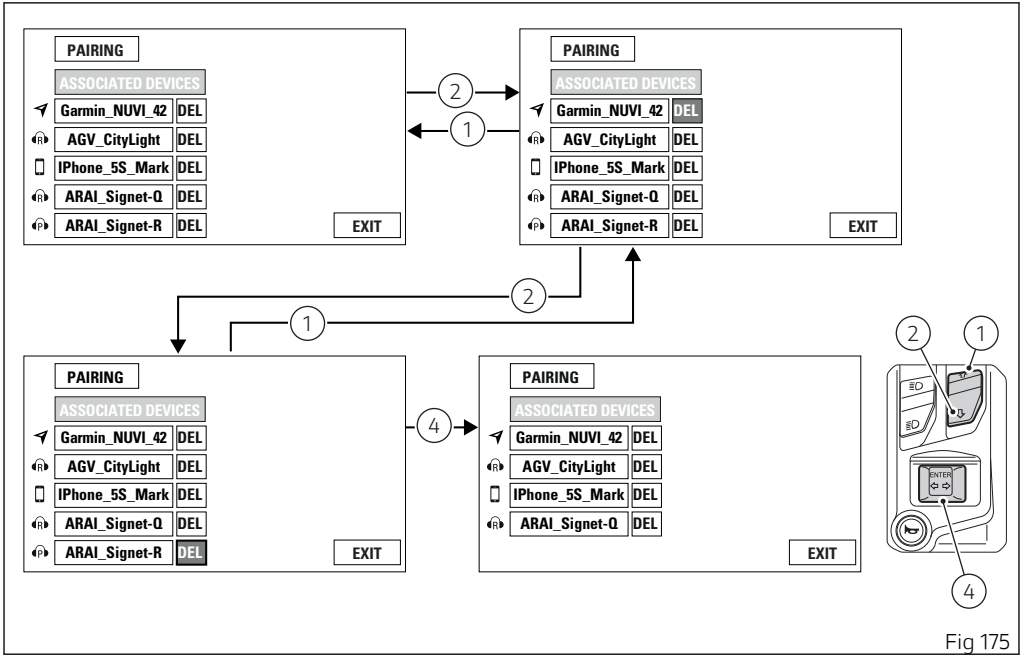

PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42 DEL
AGV_CityLight DEL
IPhone_5S_Mark DEL
ARAI_Signet-Q DEL
ARAI_Signet-R DEL
EXIT
2
1
PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42 DEL
AGV_CityLight DEL
IPhone_5S_Mark DEL
ARAI_Signet-Q DEL
ARAI_Signet-R DEL
EXIT
2
1
PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42 DEL
AGV_CityLight DEL
IPhone_5S_Mark DEL
ARAI_Signet-Q DEL
ARAI_Signet-R DEL
EXIT
4
PAIRING
ASSOCIATED DEVICES
Garmin_NUVI_42 DEL
AGV_CityLight DEL
IPhone_5S_Mark DEL
ARAI_Signet-Q DEL
EXIT
2
1
ENTER
4

Fig 175

Service information

This Function allows viewing information about the remaining time or mileage until the next Oil Service, Desmo Service and Annual Service.
To view them, enter the Setting Menu, use button (1) or (2) to select SERVICE and press button (4).
Available information:

- OIL SERVICE: indicates the km (or mile) count-down to the next OIL SERVICE;
- DESMO SERVICE: indicates the km (or mile) count-down to the next DESMO SERVICE;
- ANNUAL SERVICE: indicates the ANNUAL SERVICE expiration date.

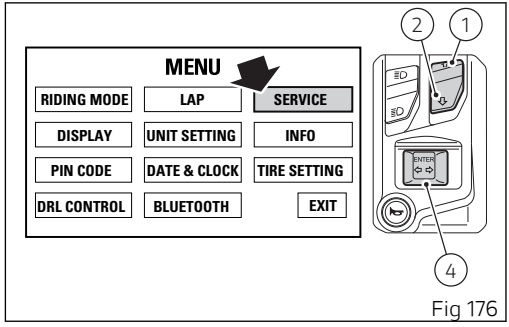


Fig 176

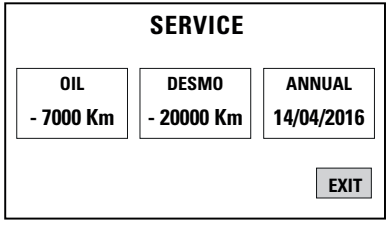


Fig 177

Information (INFO)

This function allows displaying several useful details. To view the "INFO", enter the Setting Menu, use button (1) or (2) to select "INFO" and press button (4). Available information:

- BATTERY (battery voltage);
- RPM (engine rpm indication);
- BLUETOOTH version (with Bluetooth module) (Monster 1200 S).

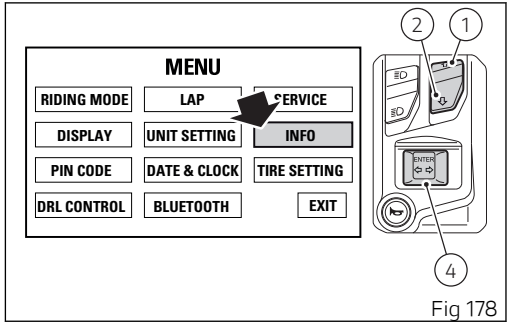


Fig 178

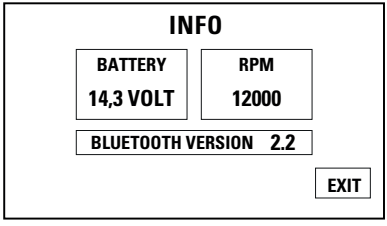


Fig 179

Tire Setting

If owners install different tyres than original equipment ones and yet belonging to the classes specified by Ducati, this function allows them to recalibrate the system. It also allows system correct recalibration of all controls (such as DTC DWC) in case the owner changed front and rear sprocket ratio, so that all motorcycle control systems can consider these changes / variants and adapt their processing parameters accordingly.
From the Setting Menu, it is possible to start the teach-in procedure of the new rolling circumference and new final drive ratio or restore the default settings as established by Ducati for OEM outfit.
To do this, you must enter the Setting MENU.
Select "TIRE SETTING" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
You open the TIRE SETTING Menu.

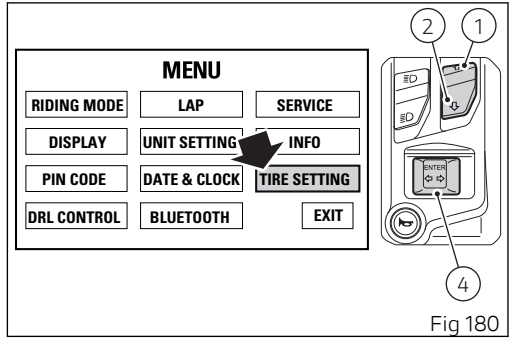


Fig 180

Press buttons (1) and (2) to select START or DEFAULT: the latter can be selected only if the motorcycle is currently not set to the factory default configuration.

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

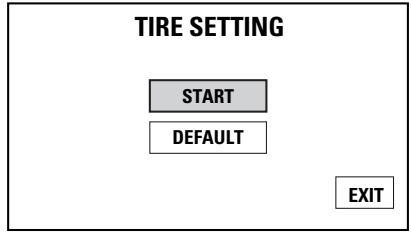


Fig 181

Teach-in procedure

When entering the function, the vehicle speed and gear engaged are indicated on the right, while the instructions on the required speed range and gear to be engaged to correctly carry out the procedure are displayed at the centre.
Speed range: 48 ÷ 52 km/h (and corresponding value in mph if set unit of measurement is mph)
Gear: 2
The first page indicates READY in red at the top of the display to warn the rider that the system is ready for the calibration procedure.
When the rider complies with the required conditions of vehicle speed and gear displayed, system calibration will start and an orange IN PROGRESS message will be displayed at the top.
If procedure is successfully completed, COMPLETED message in green will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.

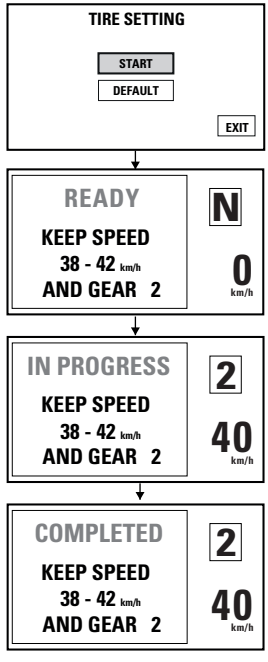


Fig 182

If it is not possible to start the procedure when the START is confirmed, after a few seconds the instrument panel will automatically highlight the option EXIT.
If an error or malfunction occurs during the calibration procedure, FAILED message in red will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.
The rider can abort the procedure both during the READY stage and during the IN PROGRESS stage, by pressing button (1) for 2 seconds. ABORTED message in red will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.
The values shown in the pictures as required speed range and gear are just an example and shall not be considered as binding or corresponding to the ones actually set for the vehicle.

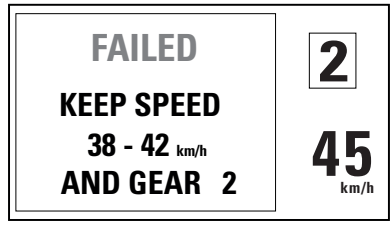


Fig 183

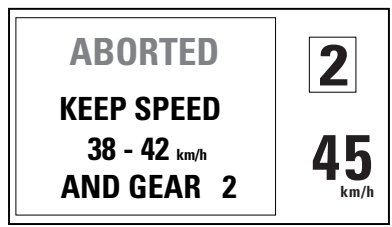


Fig 184

Restoring default settings

Open the TIRE SETTING Menu.
Then use buttons (1) and (2) to select DEFAULT and keep button (4) pressed for 3 seconds.
For a few seconds the message PLEASE WAIT... will be on the display.
If the procedure for restoring the default settings is successful, DEFAULT OK will be displayed for 2 seconds and after a few seconds it will be automatically replaced with the main screen.

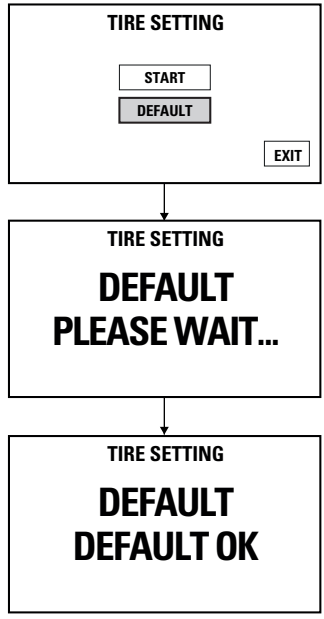


Fig 185

While, if the procedure for restoring the default settings is not successful, ABORTED will be displayed for 2 seconds and then the instrument panel will automatically display the main screen of the TIRE SETTING menu with highlighted EXIT item.

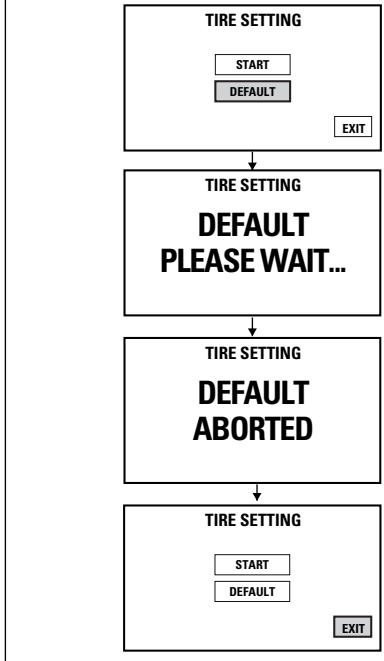


Fig 186

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 222).

Note

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

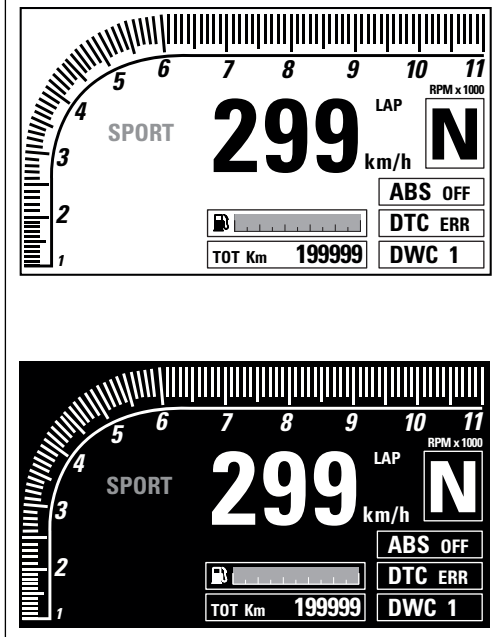


Fig 187

Main use and maintenance operations

Checking coolant level and topping up, if necessary

Check coolant level in the expansion reservoir on the right side of the steering tube, near the fuse boxes, according to the intervals indicated in the tables in the chapter “Scheduled maintenance chart”.
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).

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).

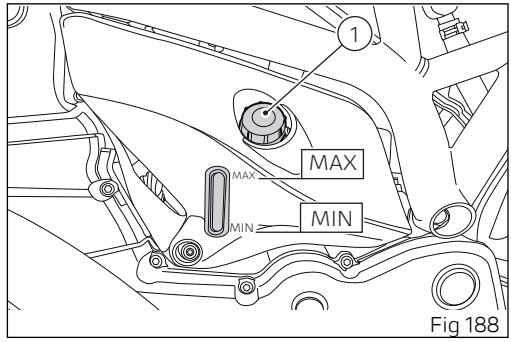


Fig 188

Attention

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

Check clutch and brake 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 charts provided in chapter “Scheduled maintenance chart”; please contact a Ducati Dealer or Authorised Service Centre.

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.

Attention

Clutch fluid level will increase as clutch plate friction material wears down. Do not exceed the specified level (3 mm - 0.12 in above the minimum level).

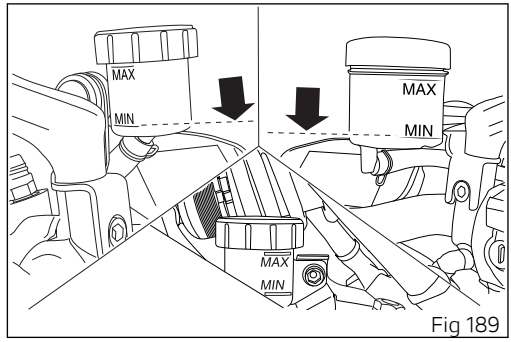


Fig 189

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.

Attention

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

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

Checking brake pads for wear

Check brake pads wear through the inspection hole in the callipers.
Change both pads if friction material thickness of even just one pad is about 1 mm (0.04 in).

Attention

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

Important

Have the brake pads replaced at a Ducati Dealer or authorised Service Centre.

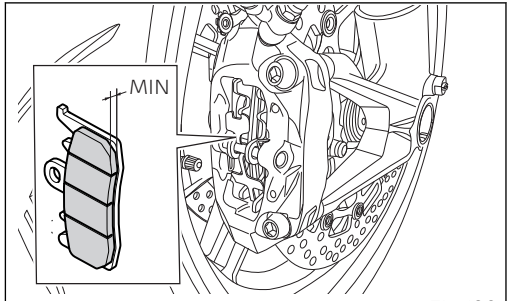


Fig 190

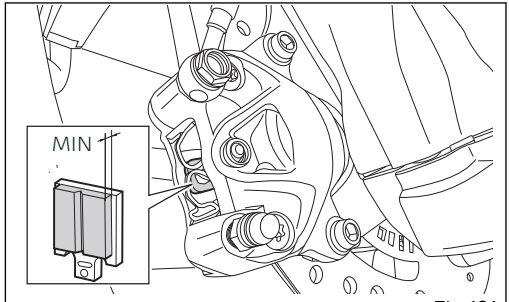


Fig 191

Charging the battery
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 screws (3) and (4), and remove cover (5), pay attention to the canister (6) since it is fitted on the same cover.
Remove canister (6) from cover (5) disengaging rubber band (7) from its retainer: leave canister connected to vehicle.

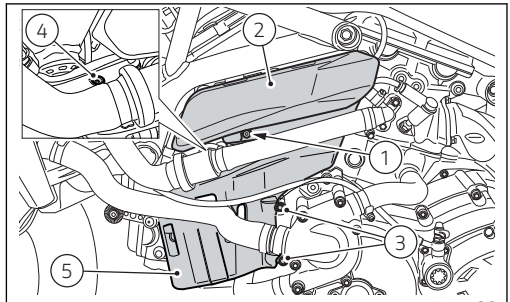


Fig 192

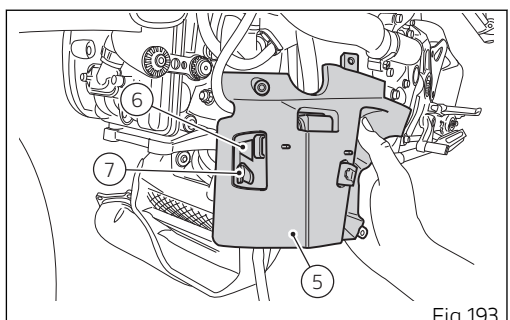


Fig 193

Loosen the screw (8) and disconnect the ground cable (9).

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

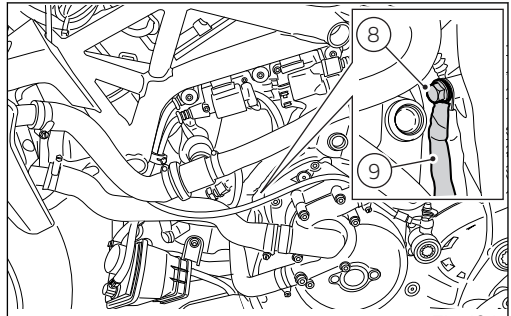


Fig 194

Loosen the screws (10) securing battery mount cover (11).
Remove battery cover (11).

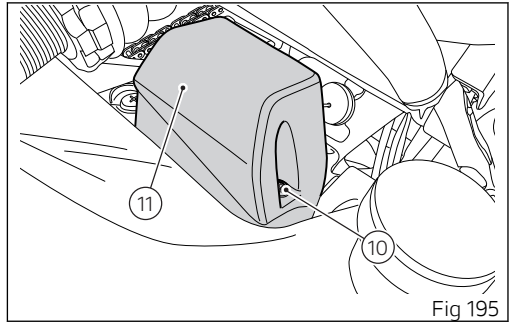


Fig 195

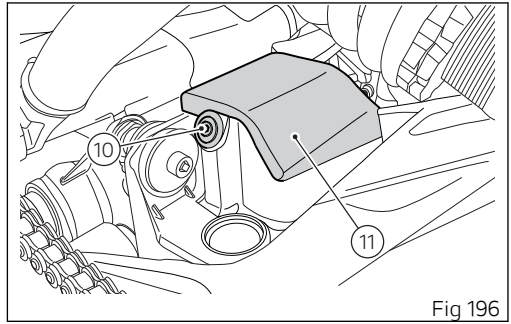


Fig 196

Loosen the special screw (12) retaining battery positive cable terminals (13) and ABS positive terminal (14) to battery positive pole.
Fit a service pin (P) in the hole on electric components support (Q) to change the battery.

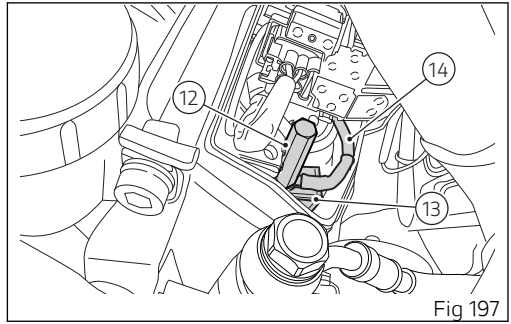


Fig 197

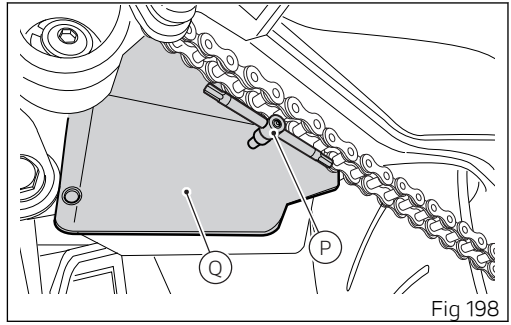


Fig 198

Loosen the screws (15) securing battery mount cover (16) to electric components support.

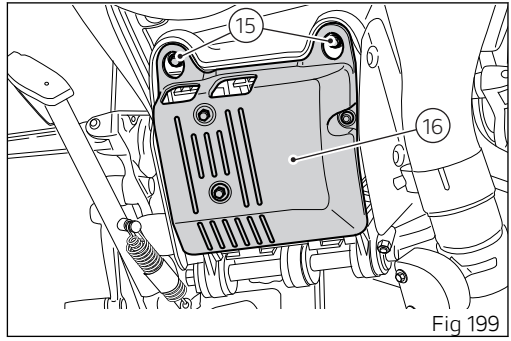


Fig 199

Turn battery mount cover (16) down and remove service pin (P) while supporting the battery (17) with your hand.
Slowly slide down battery (17), pay attention to the negative pole which is still connected to the wiring.

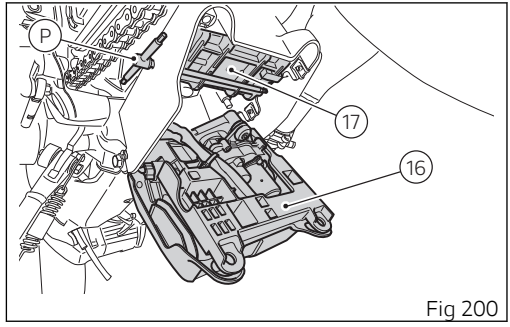


Fig 200

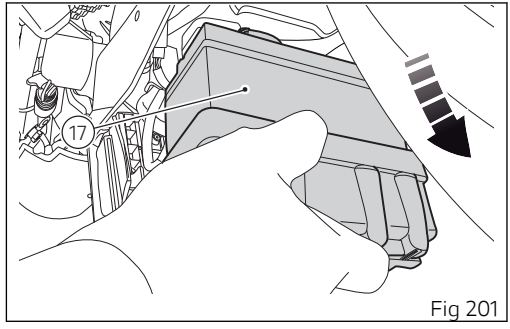


Fig 201

Loosen screw (18) securing negative cable (19) to battery negative pole and remove the battery.

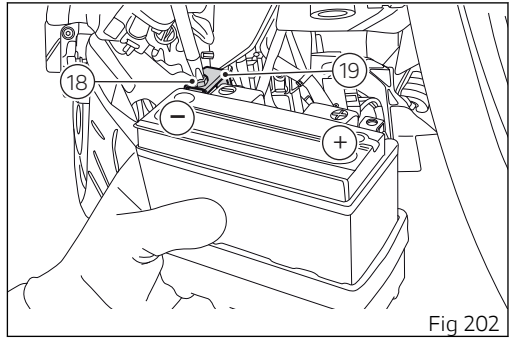


Fig 202

Refitting the battery

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

Fit the battery negative cable (19) on battery negative pole and fasten it by tightening screw (18) to 2.5 Nm ± 10%.
Install battery (17) in its seat, from swinging arm bottom side.

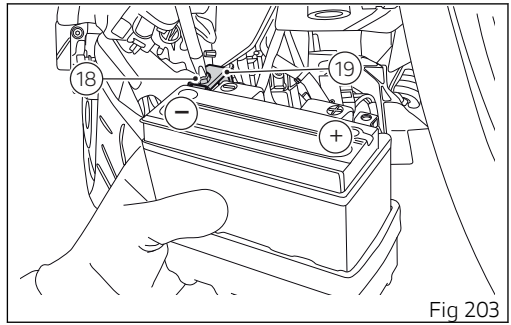


Fig 203

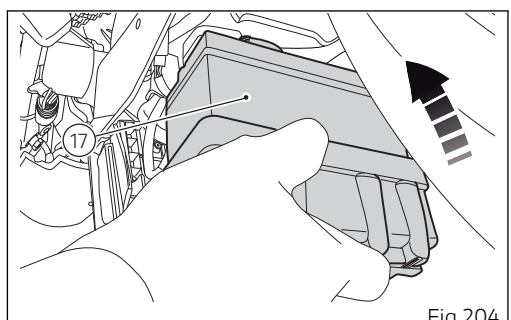


Fig 204

Once battery (17) is in place, fit service pin (P) in the hole on electric components support (Q) to support the battery.
Raise the battery mount cover (16) until it gets against the battery.

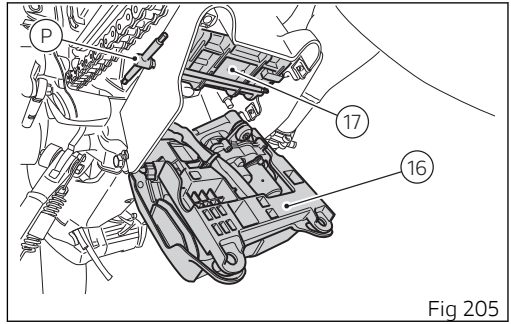


Fig 205

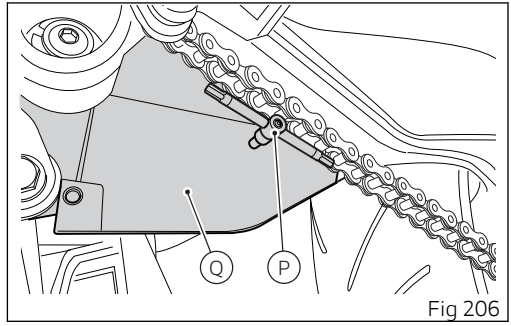


Fig 206

Slide out pin (P) and fasten battery mount cover (16) using screws (15); tighten them to 5 Nm ± 10%.
Fit the positive cable (13) and ABS positive cable (14) on battery positive pole and fasten it by tightening screw (12) to 2.5 Nm ± 10%.

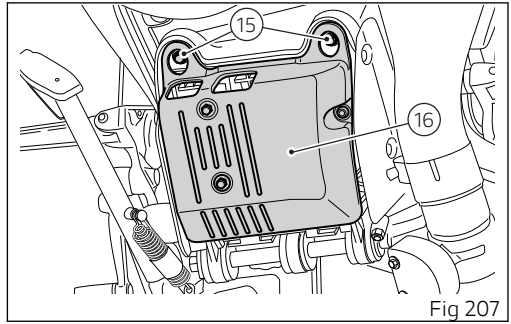


Fig 207

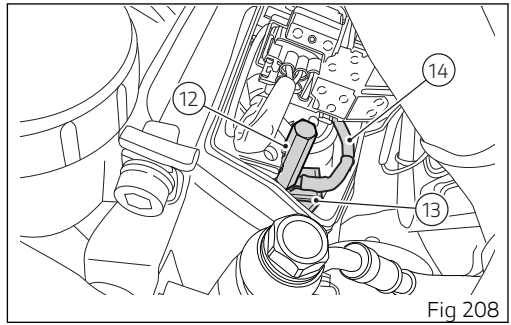


Fig 208

Fit the battery cover (11) on electric components support.
Start screws (10) and tighten them to a torque of 4 Nm ± 10%.

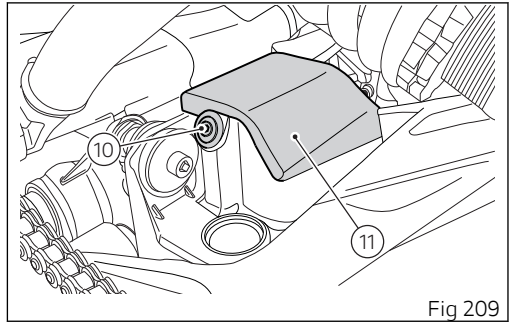


Fig 209

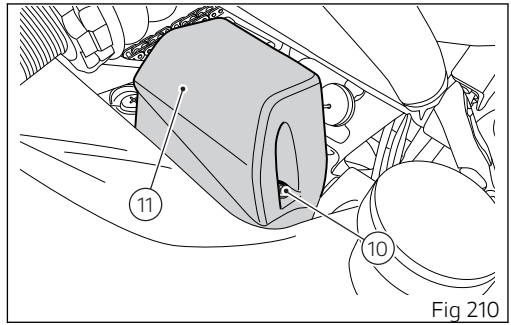


Fig 210

Fit the ground cable (9) on motorcycle and fasten it by tightening screw (8) to 10 Nm ± 10%.
Refit the canister (6) to cover (5) and fasten using rubber band (7).

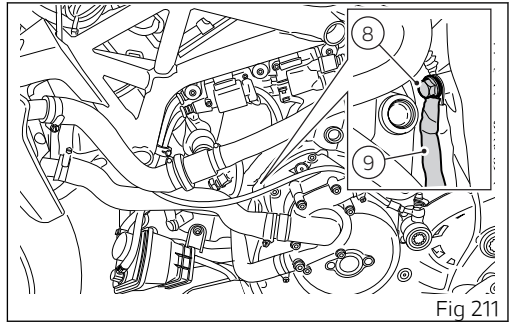


Fig 211

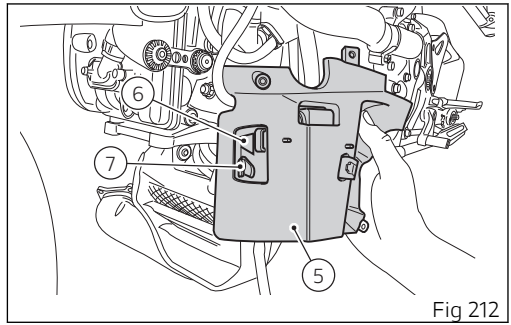


Fig 212

Fasten the cover (5) by tightening the screws (3) to a torque of 5 Nm ±10% and the screw (4) to a torque of 4 Nm ±10%.
Install cover (2) and tighten the screw (1) to a torque of 3 Nm ± 10%.

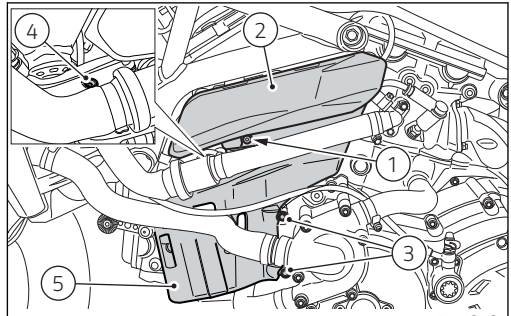


Fig 213

Attention
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 (-). Ducati disclaims any liability deriving from the use of non-original Ducati chargers or maintainers.
It is recommended to use the Ducati dedicated battery charge maintainer (Battery Maintenance Kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network), and to operate as described in the sub-section "Maintaining the battery charge".

Attention
Keep the battery out of the reach of children.

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.

Attention
NEVER connect the battery in parallel with that of other vehicles, as this may cause a short circuit or overheating of the battery.

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).

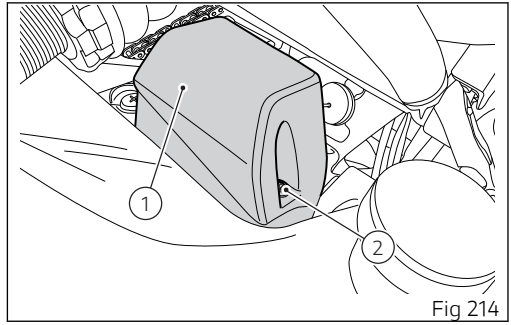


Fig 214

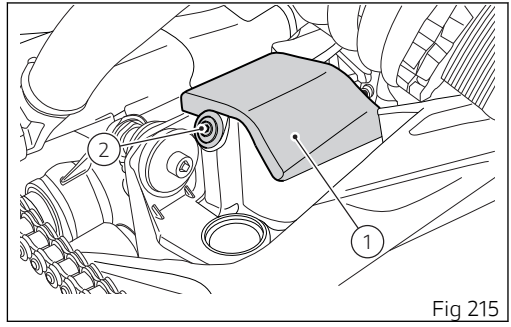


Fig 215

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 and canister on engine LH side.

Attention
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.

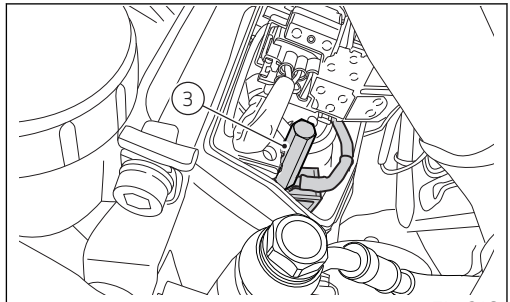


Fig 216

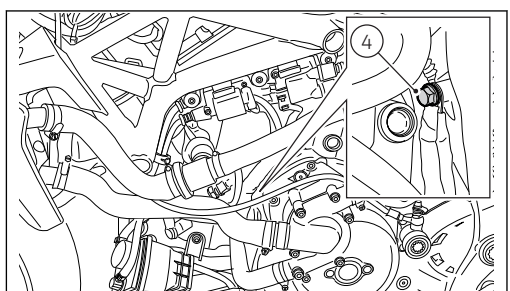


Fig 217

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 = 36 ÷ 38 mm (1.41 ÷ 1.50 in).

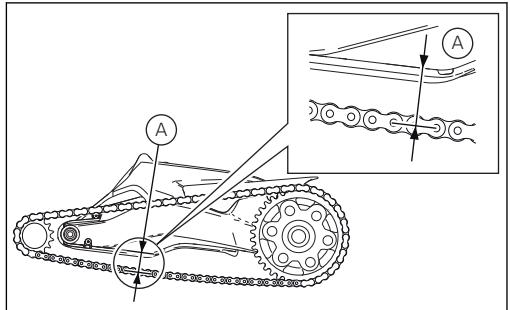


Fig 218

Important

This only applies to the motorcycle STANDARD settings, available upon delivery.

Important

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

Attention
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.

Important
To ensure the best performance and long life of the chain, please follow the information related to chain cleaning, lubrication, inspection and tensioning.

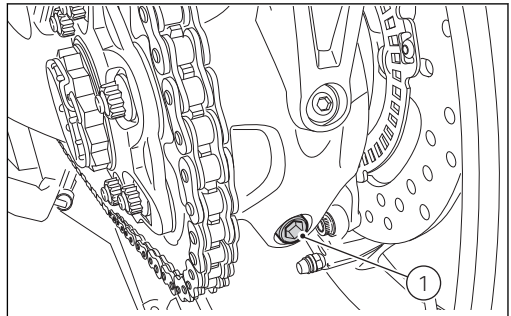


Fig 219

Lubricating the drive chain

Important

Have drive chain cleaned by a Ducati Dealer or authorised Service Centre.

Attention

Carry out these inspection operations with the engine off, the vehicle at a standstill, on a flat ground and on the stand.

Cleaning

Before proceeding with the chain lubrication it is important to correctly wash and clean it.
The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain first using a soft damp cloth (1) to soften the most resistant dirt and then with a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

Checking the chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. Check the chain for wear by checking the links at the points indicated (2).

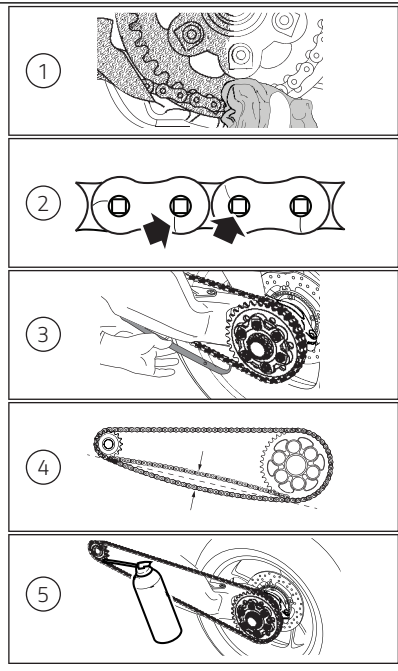


Fig 220

Attention
Avoid the use of steam, fuel, solvents, hard brushes or other methods that could damage the O-rings; also avoid direct contact with the battery acid as it could cause mini cracks in the links as shown in the figure.

Attention
In particular, in case of Off-Road use of the bike, it is possible that excessive wear of the links occurs due to the contact with the chain sliding shoe; friction could in fact cause the chain to overheat, altering the heat treatment of the links and making them particularly fragile.

Checking the sliding shoe
Check the wear of the sliding shoe (3) and, if necessary, contact a Ducati Dealer or Authorised Service Centre.

Checking the tension
Check the chain tension (4) as indicated in the sub-section “Checking the drive chain tension”.
Have the chain tension adjusted by a Ducati Dealer or authorised Service Centre.

Lubrication

Important

Have drive chain cleaned by a Ducati Dealer or authorised Service Centre.

Attention

Use SHELL Advance Chain to lubricate the chain; the use of non-specific lubricants could damage the O-rings and therefore the entire drive system.

It is recommendable to lubricate the chain without waiting for it to cool down after using the motorcycle, so that the new lubricant can penetrate better between the inner and outer links and be more effective in its protective action.

Place the bike on the rear paddock stand. Make the rear wheel turns fast in the opposite direction to the direction of travel.

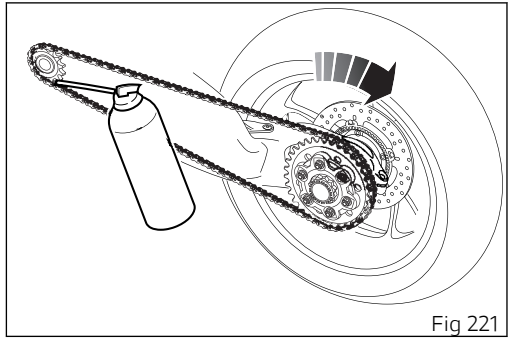


Fig 221

Apply the lubricant jet (1) inside the chain between the inner and outer links, in point (2) immediately before the engagement point on the sprocket.

Due to the centrifugal force, the lubricant, made fluid by the solvents contained in the spray, will expand in the working area between the pin and the bush, ensuring perfect lubrication.

Repeat the operation by aiming the lubricant jet to the central part (5) of the chain so as to lubricate the rollers (4), and to the outer plates (6) as shown in the figure.

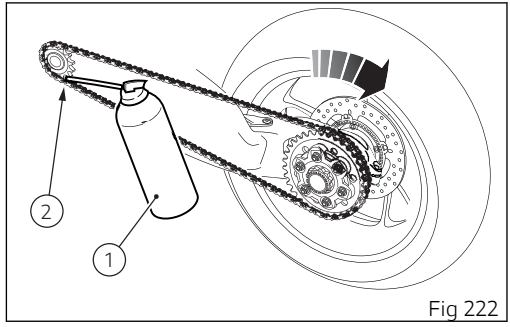


Fig 222

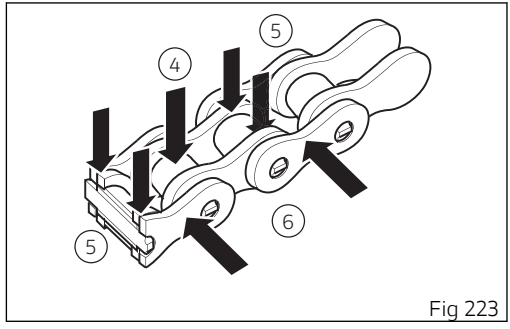
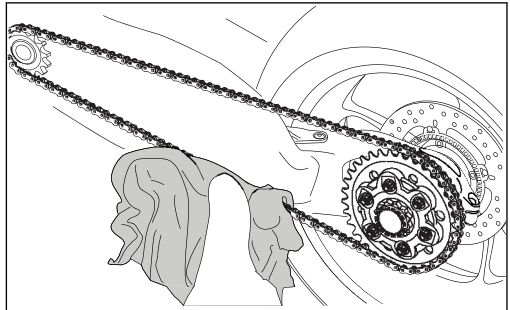


Fig 223

After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.

Important
Do not use the motorcycle immediately after lubricating the chain as the lubricant, still fluid, would be centrifuged outwards causing possible soiling of the rear tyre or the rider's footpeg.

Important
Check the chain often, taking care to lubricate it, as also indicated in the table below: at least every 1000 km (621 mi) or more frequently (about every 400 km (248 mi)) when using the bike with high outside temperatures (40°C) or after long travels on the highway at high speed.


Fig 224

Changing bulbs

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

Important

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

Monster 1200
Monster 1200 S (USA version only)

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).

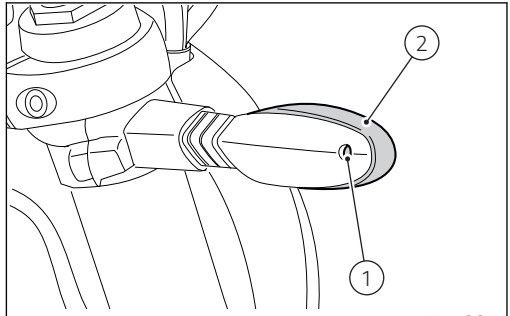


Fig 225

Aligning the headlight

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.

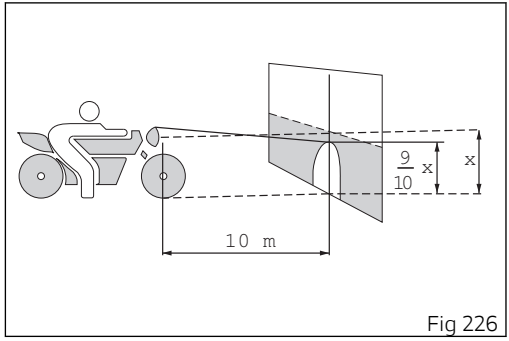


Fig 226

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).

Attention
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.

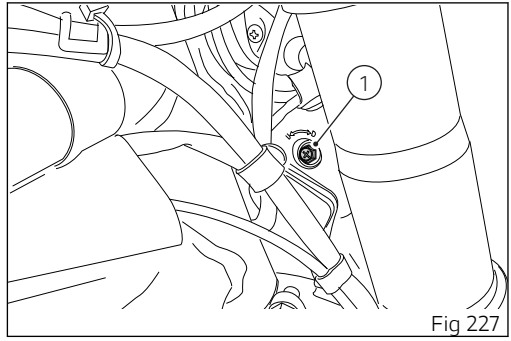


Fig 227

Tyres

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.

Attention

Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.9÷4.35 PSI).

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.

Attention

Punctured tyres must be replaced. Replace the 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.

Attention

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.

Attention

Replace tyres with recommended standard tyres only, indicated in the “Technical data” in the paragraph "Tyres".

MINIMUM TREAD DEPTH
Measure tread depth (S) at the point where tread is most worn down: it should not be less than 2 mm (0.08 in), 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.

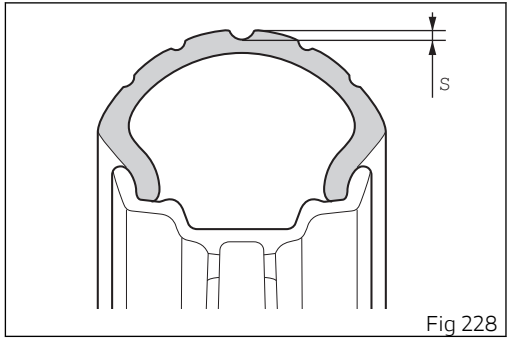


Fig 228

Check engine oil level

Engine oil level can be checked through the sight glass (1) on the clutch cover.
Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.
Ducati prescribes the only use of SAE 15W -50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W -50 oil (JASO: MA2 and API: SN).
Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the filler plug (2).

Important

UK VERSION: Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic Oil.

Attention

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 contained in this manual, sub-section "Scheduled maintenance chart".

To check the oil level correctly, carefully follow the instructions below.
1) The level should be checked at warm engine, about 15 minutes after the engine has been stopped.

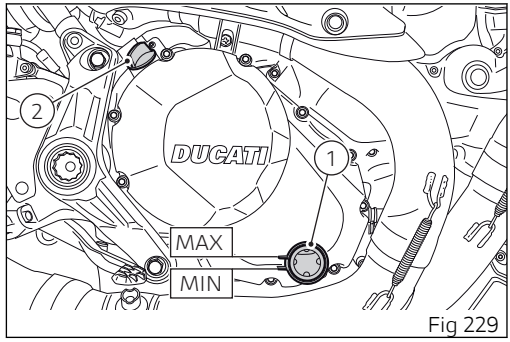


Fig 229

2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
3) Position the bike with both wheels on a flat ground and in straight position.
4) Then, check the engine oil through the sight glass.
5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Attention

Never exceed the MAX mark.

Recommendations concerning oil

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

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

Attention

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

- viscosity grade SAE 15W-50.

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

Cleaning the motorcycle

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

Note

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

However, the warranty does not apply to motorcycles whenever poor maintenance status is ascertained.

Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.
Never clean the motorcycle using hot or high-pressure water jets.
Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in forks, wheel hubs, electric system, headlight (fogging), fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the safety requirements.
Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

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

Attention

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.

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

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

Attention
Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability. To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.

Note
Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.

Note
To clean the instrument panel do not use alcohol or its by-products.

Pay special attention when cleaning the wheel rims since they have parts in machined aluminium; clean and dry them every time you use the vehicle.

Important
To clean and lubricate the drive chain, refer to the paragraph “Lubricating the drive chain”.

Storing the motorcycle

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

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

Battery should be checked and charged whenever the motorcycle has been left unridden for over a month.

Protect the motorcycle with a suitable canvas. This will protect paintwork and prevent retaining condensate. The canvas is available from Ducati Performance.

Important notes

Laws in some countries set certain noise and pollution standards.

Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Various electronic components of your vehicle have data memories that temporarily or permanently store technical information on the status, events and faults of the vehicle.

In general, this information documents the status of a component, module, system or environment.

- Operating status of system components (e.g. emission control system).
- Status messages of the vehicle and its components (e.g. wheel rotation speed, engine rpm, engaged gear, etc.)
- Malfunctions and faults of important system components (e.g. lights, brakes, etc.)
- Vehicle response in particular riding situations (e.g. traction control system, etc.)
- Environmental conditions (e.g. temperature, etc.)

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.
During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively delete or overwrite the information in the fault memory.
Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).
Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.
Our control units do not collect geolocation data.

Vehicle transport

Before transporting the motorcycle using another vehicle, follow the safety instructions below.

- Remove all loose objects and accessories from the vehicle.
- Align the front wheel straight in the riding direction and lock it properly to prevent any movement.
- Engage the first gear.
- Use the anchoring straps and apply them to strong components (e.g. frame) and NOT to the handlebar (or handlebars, where present) or to components that could break (e.g. handgrips, rear-view mirrors, etc.).
- The straps or ropes must NOT rub against any painted motorcycle components.
- The suspensions, if possible, must be in a partially compressed position so as to allow less movement of the vehicle with respect to the road surface during transport.

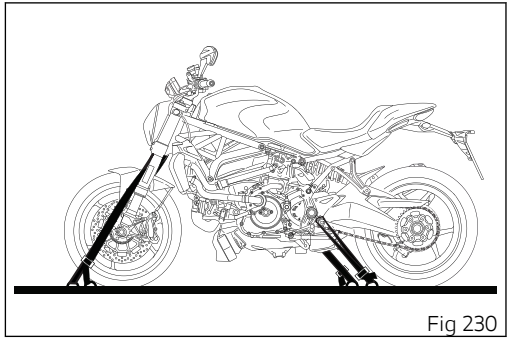


Fig 230

Do NOT attach the ropes to the handlebar.

Scheduled maintenance chart

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

Attention

This scheduled maintenance chart is designed for a road use. If it is used on the track, even if not during sport competitions, all parts of the motorcycle are more stressed so the routine maintenance operations must be carried out more frequently than indicated.

Attention

Please contact a Ducati Dealer or authorised Service Centre where you can receive customised service advice according to the sport use you make.

Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

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 air filter			●		●		-
Change air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							36
Check brake disk and pad wear. Change if necessary		●	●	●	●	●	12
Check the proper tightening of brake calliper bolts and brake disk flange screws		●	●	●	●	●	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 front and rear wheel nuts tightening		●	●	●	●	●	12
Check frame-to-engine fasteners tightening			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	-
Change front fork fluid				●		●	-
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side and central stand (if any)		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
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 all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

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

Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake 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 - 44/2014/EU Annex XI):
211 kg – 465 lb (Monster 1200);
213 kg – 470 lb (Monster 1200 S).
Overall weight (without fluids and battery):
185 kg – 408 lb (Monster 1200);
187 kg – 412 lb (Monster 1200 S).
Maximum allowed weight (carrying full load): 390 kg – 860 lb.

Attention

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

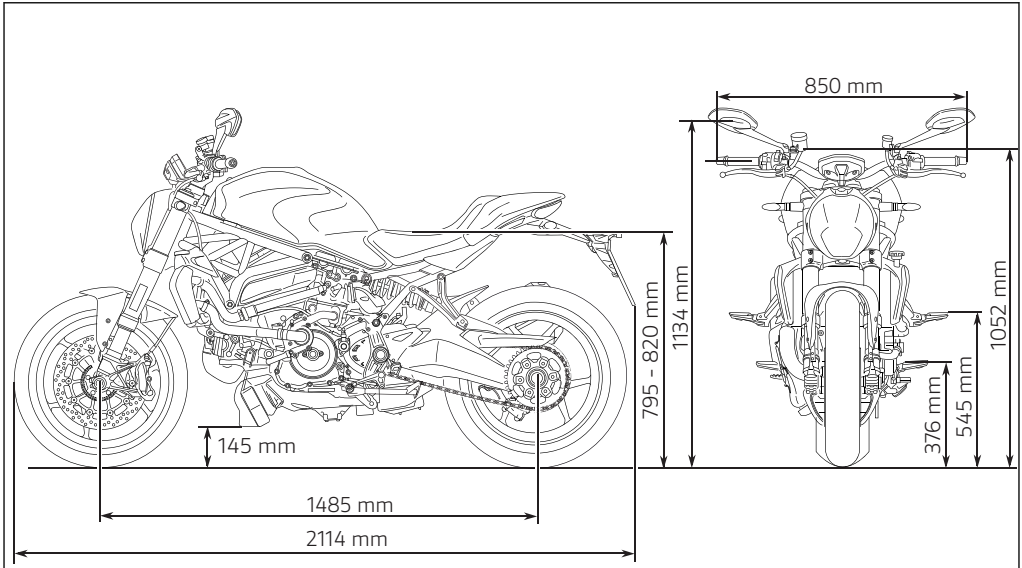


Fig 231

Fuel, lubricants and other fluids

TOP-UPS	TYPE	
Fuel tank, including a reserve of 2.5 litres (0.55 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	16.5 litres (3.63 UK gal)
Oil sump and filter	Ducati prescribes the only use of SAE 15W -50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W -50 oil (JASO: MA2 and API: SN). Shell Advance DUCATI 15W-50 Fully Synthetic Oil. (UK VERSION).	3.9 litres (0.86 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork (Monster 1200)	SHELL Donax TA	500 cc. (30.51 cu.in) (right leg) 506 cc. (30.88 cu.in) (left leg)
Front fork (Monster 1200 S)	SHELL Donax TA	587.5 cc. (35.85 cu.in) (per leg)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.5 litres (0.55 UK gal)

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

Attention
The 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.

Important
These references indicate the fuel recommended for this vehicle as specified by the European regulation EN228.



Engine

Testastretta 11°, twin cylinder, "L" type, Desmodromic timing system, 4 valve per cylinder, liquid cooling.

Bore: 106 mm (4.17 in)

Stroke: 67.9 mm (2.67 in)

Total displacement: 1198.4 cu. cm (73.13 cu in).

Compression ratio: 13±0.5:1

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
108 kW/147 HP at 9250 rpm.

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X kW, for France version only:
73 kW/99 HP at 6250 rpm.

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X kW, for China version only:
90 kW/122 HP at 8750 rpm.

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
124 Nm/12.6 kgm at 7750 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for France version only:
116 Nm/11.8 kgm at 6000 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for China version only:
118 Nm/12 kgm at 7000 rpm

Max. rotation speed: 10400 rpm.

Important

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

Note

The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

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

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.

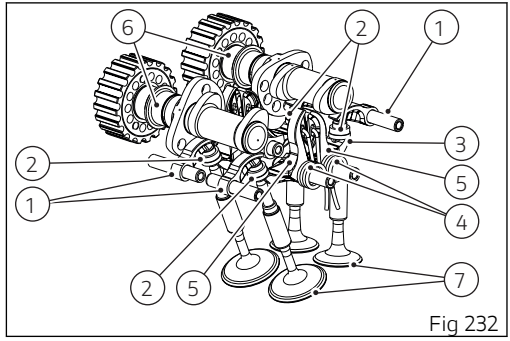


Fig 232

Performance data

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

Important

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

Spark plugs

Make: NGK
Type: MAR9A-J.

Fuel system

Synerject CONTINENTAL ECU M3D indirect electronic injection.
MIKUNI throttle body with a diameter elliptical section: 56 mm (2.2 in) equivalent
Injectors per cylinder: 1
Firing points per injector: 10
Fuel supply: 95-98 RON.

Attention

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

Front brake discs

Type: with drilled steel disc. No. 2 discs.
Disc diameter: 320 mm (12.6 in) (Monster 1200).
Disc diameter: 330 mm (13 in) (Monster 1200 S).
Disc thickness: 4.5 mm (0.17 in) (Monster 1200).
Disc thickness: 5 mm (0.2 in) (Monster 1200 S).
Braking surface: 263 sq. cm (16.05 cu in) (Monster 1200).
Braking surface: 264.5 sq. cm (16.14 cu in) (Monster 1200 S).

Front brake control

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

Front brake calliper

Monoblock brake callipers with separate pistons.
Brake calliper(M4.32): 32 mm (1.26 in) cylinder diameter (Monster 1200).
Brake calliper(M4.30): 30 mm (1.18 in) cylinder diameter (Monster 1200 S).
Friction material: Toshiba TT2182FF.

Front brake master cylinder

Master cylinder diameter (PR 18/21): 18 mm (0.71 in) (Monster 1200).
Master cylinder diameter (PR 16/21): 16 mm (0.63 in) (Monster 1200 S).

REAR

Rear brake disc

Type: with fixed drilled steel disk.
Disc diameter: 245 mm (9.65 in).
Disc thickness: 5 mm (0.2 in)
Braking surface: 209 sq. cm (12.75 cu in)

Rear brake control

Hydraulically operated by a pedal on RH side.

Rear brake calliper

Brake calliper: 34 mm (1.34 in) cylinder diameter.
Make and type: Brembo P 34
Friction material: Toshiba TT2172 HH.

Rear brake master cylinder

Master cylinder type: PS 11.
Cylinder Ø: 11 mm (0.43 in).

Attention

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

Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch controlled by the lever on left-hand side of the handlebar.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio: 33/61.
6-speed gearbox with constant mesh gears, and gear change pedal on left side of motorcycle.

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

Drive chain from gearbox to rear wheel.
Make: DID
Type: 525 HV3
Links: 105 + 1

Important

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

Attention

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

ALS 420 tubular steel trellis frame.
ALS 420 rear steel tubular trellis sub-frame.
Steering angle (per side): 30°
Steering head angle: 23.3°
Trail:
86.5 mm (3.40 in) Offset 36 mm (1.42 in)
Lean angle:
50°

Wheels

Light alloy cast rims with ten spokes (Monster 1200)
Light alloy cast rims with three spokes (Monster 1200 S)

Front
Size: MT 3.50" x 17"

Rear
Size: MT 6.00" x 17"

Tyres

Tyre pressure
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).

Tyre type
Front
Pirelli Diablo Rosso III "tubeless" radial type
Size: 120/70 ZR 17 M/C (58W) TL (D)
Rear
Pirelli Diablo Rosso III "tubeless" radial type
Size: 190/55 ZR 17 M/C (75W) TL (D)

Suspension

Monster 1200

FRONT
KAYABA hydraulic upside-down fork with spring preload, compression and rebound adjustment:
Stanchion diameter (legs) 43 mm (1.69 in).
Stroke on leg axis: 130 mm (5.11 in).

REAR
Progressive with Sachs monoshock, with rebound and spring preload adjustment.
Suspension travel: 61.5 mm (2.42 in).
Rear wheel travel: 149 mm (5.87 in).

Monster 1200 S

FRONT
ÖHLINS hydraulic upside-down fork with spring preload, compression and rebound adjustment:

Stanchion diameter (legs) 48 mm (1.84 in).
Stroke on leg axis: 130 mm (5.11 in).

REAR
Progressive with ÖHLINS monoshock, with compression, rebound and spring preload adjustment.
Suspension travel: 62 mm (2.44 in).
Rear wheel travel: 149 mm (5.87 in).

Exhaust system

Single silencer in stainless steel, aluminium tailpipe cover; catalytic converter and double lambda sensor.

Available colours

Monster 1200

DUCATI RED
Primer, Acriflex White code L00440652 (Lechler).
Primer Ducati Red code 473.101 (PPG).
Varnish, Acriplast Red Stoner SF code LMC06017 (Lechler).
Ducati red frame, code 81784 (Inver SPA).
Rear subframe, matt black powder enamel code CN201V (Akzo Nobel).
Glossy Black rims code VPCH03250 (Peter Lacke).

Monster 1200 S

DUCATI RED
Primer, Acriflex White code L00440652 (Lechler).
Primer Ducati Red code 473.101 (PPG).
Varnish, Acriplast Red Stoner SF code LMC06017 (Lechler).
Ducati red frame, code 81784 (Inver SPA).
Rear subframe, matt black powder enamel code CN201V (Akzo Nobel).
Glossy Black rims code VPCH03250 (Peter Lacke).

LIQUID GREY
Primer 2 K Black code 873.A002 (Palinal).
Basecoat Liquid Concrete Grey code 929.K079/2 (Palinal).
Clear coat code 923M1598 (Palinal).

Electric system

Basic electric items are:
HEADLIGHT:
low beam:
H7 (12 V - 55 W).
high beam:
H1 (12 V - 55 W).
parking light:
No. 14 LEDs 13.5V - 2.4W (Monster 1200);
No. 12 LEDs 13.5V - 3.5W (Monster 1200 S).
DRL lights (Monster 1200 S only):
No. 12 LED 13.5V - 15.5W
ELECTRICAL CONTROLS ON HANDLEBAR
Front turn indicators:
RY 10W bulb (12 V - 10 W) (Monster 1200);
LEDs 13.5 V - 3.1 W (Monster 1200 S).
Rear turn indicators:
RY 10W bulb (12 V - 10 W) (Monster 1200);
LEDs 13.5 V - 3.1 W (Monster 1200 S).
Horn.
Stop light switches.
Battery, 12 V-10 Ah.
Generator 490 W - 14 V.
ELECTRONIC REGULATOR, protected by 2 fuses, 30 A, on solenoid starter (D) sides.
Starter motor, 12 V-700 W.
Tail light: parking light
No. 12 LEDs 13.5V - 3.5W (Monster 1200);
No. 8 LEDs 13.5V - 0.45W (Monster 1200 S).
Tail light: stop light
No. 12 LED 13.5 V - 2.8 W.
Number plate light:
No. 3 LED 13.5 V - 0.7W.



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.

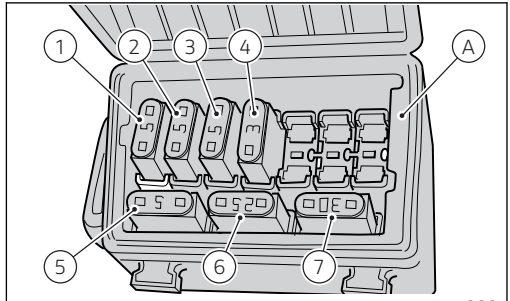


Fig 233

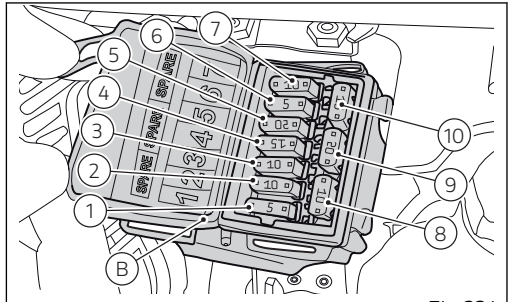


Fig 234

Fuse box (A) key		
Pos	El. item	Rat.
1	Optional Key	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) and (L) 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.

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

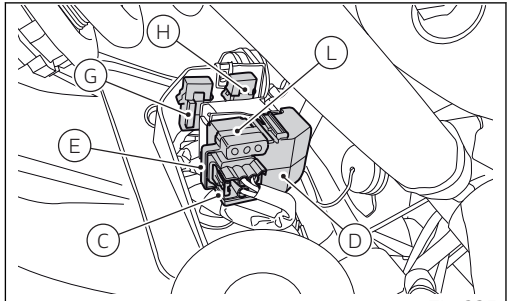


Fig 235

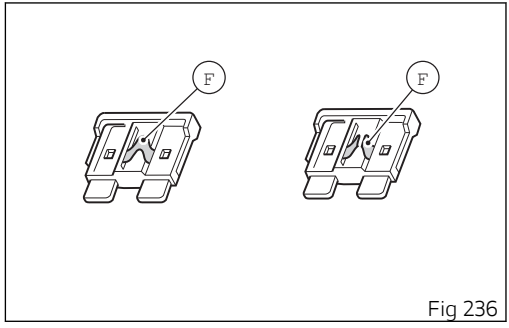


Fig 236

Open source software

Information about open source software

Some vehicle components use open source software. The source code used and information on open source is available online at the following link: https://www.ducati.com/ww/en/home/open-source-software

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