SCRAMBLER DUCATI

1100

Owner's manual

Owner's manual

ENGLISH



1100

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

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

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Enjoy your ride!

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Routine maintenance record 253

Introduction

Safety guidelines

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

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts. This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Workshop Manual available to Ducati Authorised Service Centres.
In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see page 229.

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

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

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

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

Warning symbols used in the manual

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

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

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

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

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 and at full load, including rider, passenger, luggage and additional accessories should not exceed 396kg/873lb.

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, long sleeve jacket and long trousers.

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

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

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

Important
Have your passenger wear proper protective clothing.

Safety "Best Practices"

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

Important
Closely follow the indications provided at chapter "Riding the motorcycle" during the running-in period.
Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

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

Perform the checks recommended in this manual before each ride (see page 185).

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.).

Attention

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

Refuelling

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

Fuel label

Fuel identification label (Fig 1)

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.

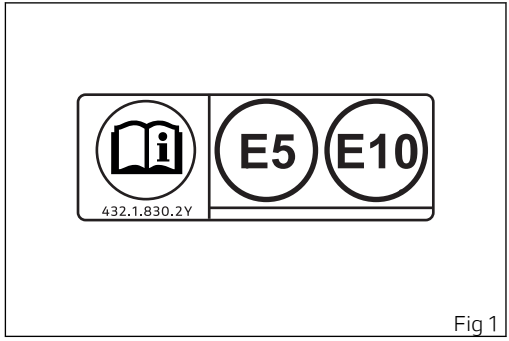


Fig 1

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

The maximum speed permitted with the side bags and top case fitted must not exceed 150 km/h (93 mph) and at any rate it must comply with the applicable statutory speed limits.

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" on page 218.

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.

Battery

Attention

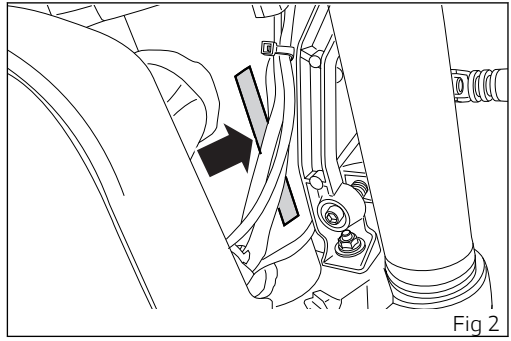
The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated and that ambient temperature is below 40° C (104° F). Never try to open the battery: it does not need to be filled with acid or other types of fluids.

Vehicle identification number

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

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

Frame number


Fig 2

Engine identification number

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

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

Engine number

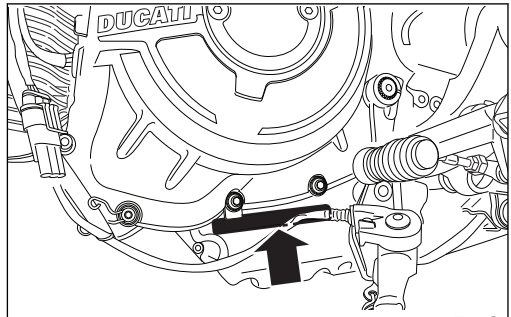


Fig 3

Customisations

Each version is a customisation of the SCRAMBLER. The SCRAMBLER is available in three different customisations:

- SCRAMBLER 1100
- SCRAMBLER 1100 SPECIAL
- SCRAMBLER 1100 SPORT

Information herein refers to Scrambler 1100. Information on any other customisation (1100 SPECIAL, 1100 SPORT) is indicated only when different from the Scrambler 1100.

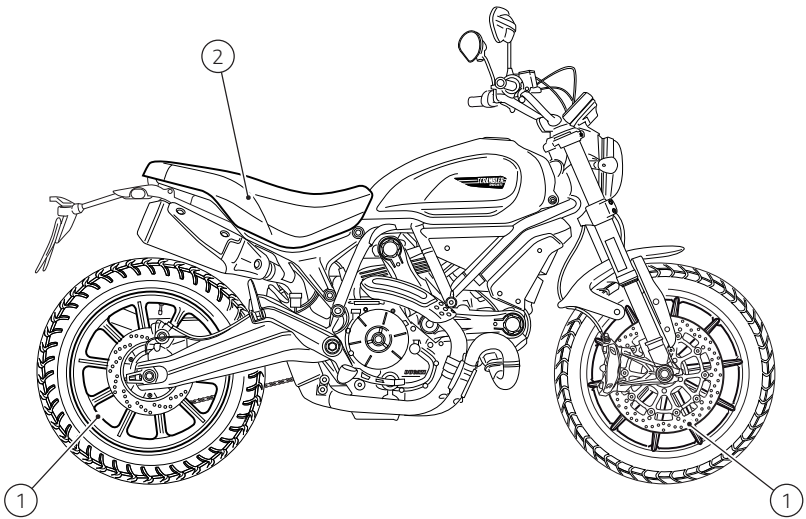


Fig 4

SCRAMBLER 1100
Customisation

1) 10-spoke, light-alloy rims
2) Dedicated seat

SCRAMBLER 1100
Standard outfit
Riding Mode, Power Mode, Ducati Safety Pack (Cornering ABS + DTC), RbW, LED Light Guide, Diffusion LED tail light, LCD instrument panel with gear and fuel level indications, Steel tank with aluminium interchangeable side panels, Belt covers in machined aluminium, Underseat compartment with USB socket.

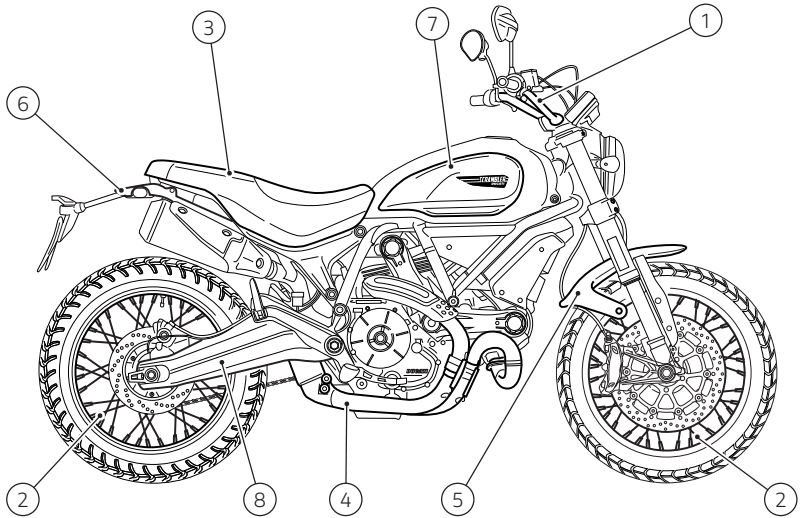


Fig 5

SCRAMBLER 1100 SPECIAL
Customisation

1) Low aluminium handlebar with variable section
2) Black spoked wheels
3) Seat with dedicated lining
4) Chromed exhaust manifolds
5) Aluminium front mudguard
6) Aluminium rear mudguard
7) Tank side panels in anodised aluminium
8) Double-sided swinging arm with brushed finishing

SCRAMBLER 1100 SPECIAL
Standard outfit
Riding Mode, Power Mode, Ducati Safety Pack (Cornering ABS + DTC), RbW, LED Light Guide, Diffusion LED tail light, LCD instrument panel with gear and fuel level indications, Steel tank with aluminium interchangeable side panels, Belt covers in machined aluminium, Underseat compartment with USB socket.

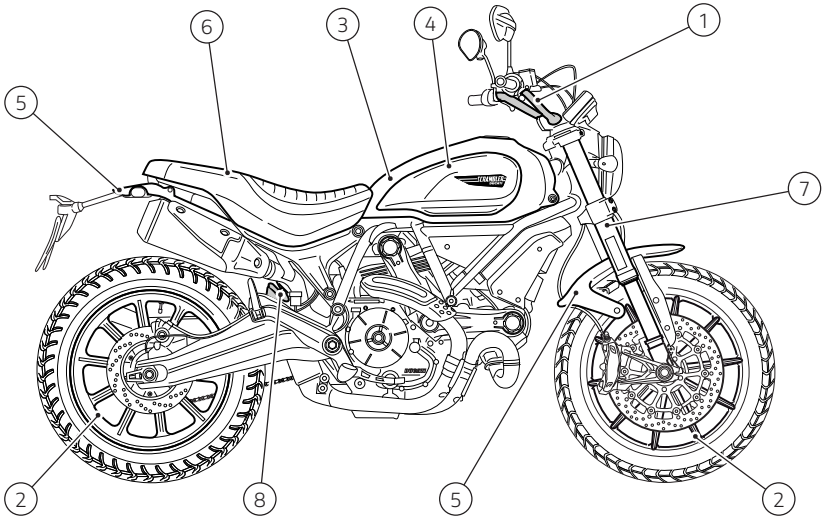


Fig 6

SCRAMBLER 1100 SPORT
Customisation

1) Low aluminium handlebar with variable section
2) Ten-spoke, light-alloy rims
3) Tank with ochre yellow side panel bottom and central stripes
4) Black tank side panels
5) Mudguards with ochre yellow stripes
6) Seat with dedicated lining
7) Ohlins front forks
8) Ohlins rear shock absorber

SCRAMBLER 1100 SPORT
Standard outfit
Riding Mode, Power Mode, Ducati Safety Pack (Cornering ABS + DTC), RbW, LED Light Guide, Diffusion LED tail light, LCD instrument panel with gear and fuel level indications, Steel tank with aluminium interchangeable side panels, Belt covers in machined aluminium, Underseat compartment with USB socket.

Instrument panel (Dashboard)

Instrument panel

1) LCD.

2) REV COUNTER.
It indicates engine rpm value.

3) NEUTRAL LIGHT N (GREEN).
Comes on when in neutral position.

4) HIGH BEAM LIGHT (BLUE).
It turns on to indicate that the high beam lights are on and when the flasher is activated.

5) ENGINE OIL PRESSURE LIGHT (RED).
Comes on when engine oil pressure is too low. It must turn on at "KEY-ON", but must turn off a few seconds after the engine has started. It may shortly come on when the engine is hot, however, it should go out as the engine revs up.

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

6) FUEL WARNING LIGHT (AMBER YELLOW).
Comes on when fuel is low (see chapter “Top-ups”).

7) TURN INDICATOR LIGHTS (GREEN).
A warning light turns on and blinks when the relevant turn indicator is active; when the warning lights blink at the same time, the HAZARD function is active.

8) "ENGINE/VEHICLE DIAGNOSIS - MIL" LIGHT (AMBER YELLOW).
It turns on in the case of "engine" and/or "vehicle" errors and in some cases will lock the engine.

9) ABS LIGHTS (AMBER YELLOW).
It turns on to indicate if the ABS is in error or not functioning.

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

Over Rev:

- Light OFF – no limiter intervention.

- Light steady ON – limiter first intervention threshold.
- Light ON flashing – limiter intervention.

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/Anti-Theft System:

- Light ON flashing – with vehicle in key-off status.
- Light OFF – with vehicle in key-on status or in key-off status for over 12 hours.

11) GENERIC ERROR WARNING LIGHT.
It turns on in case of "vehicle" errors and/or in case of active errors from other control units.

12) DTC LIGHT (AMBER YELLOW).

- Light OFF – DTC is enabled and functioning.
- Light steady ON – DTC is disabled and/or not functioning due to a fault in the control unit.
- Light ON flashing – DTC is enabled, but with limited performance.

13) DRL LIGHT (GREEN) (only if present).

- Light OFF – DRL function not active.
- Light steady ON – DRL function active.
- Light ON flashing – if the instrument panel detects an error after DRL function activation.

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.

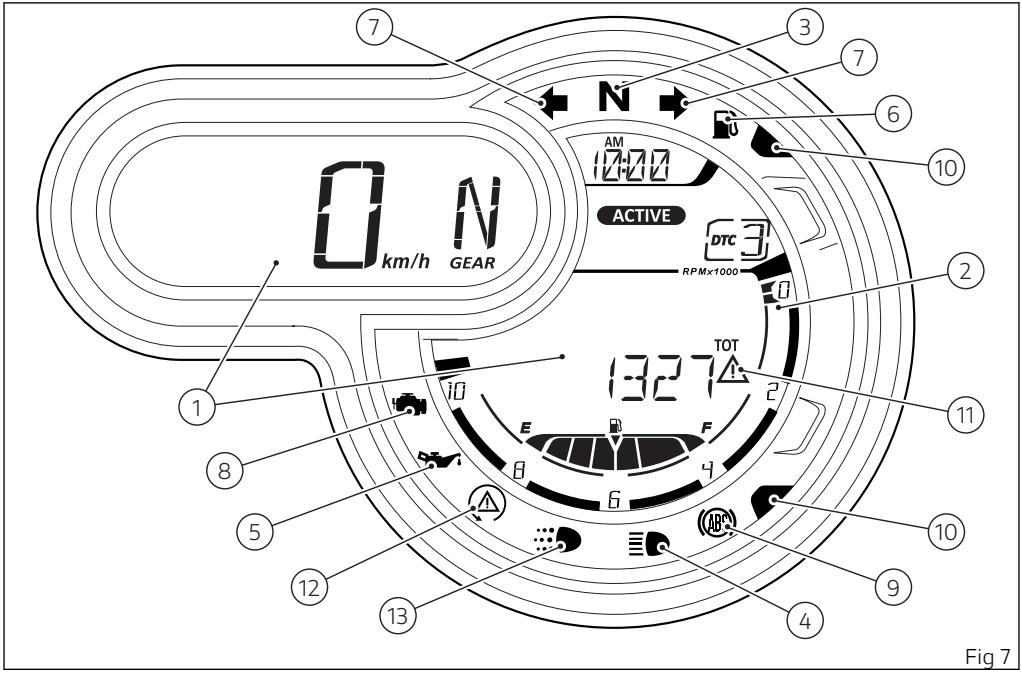

7
3
7
6
10
AM
10:00
ACTIVE
DTC
3
RPMx1000
0
2
0 N
km/h
GEAR
1
TOT
1327
11
10
2
E
F
8
4
6
1
8
5
12
13
4
9
10

Fig 7

Acronyms and abbreviations used in the Manual

ABS
Antilock Braking System
BBS
Black Box System
CAN
Controller Area Network
DRL
Daytime Running Light
DSB
Dashboard
DTC
DUCATI Traction Control
ECU
Engine Control Unit
RbW
Ride by Wire

Technological Dictionary

Anti-lock Braking System (ABS) 9M

ABS 9M system is a two-channel latest-generation system that actuates combined braking with anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance, but also a higher stability under braking.

DRL

Daytime Running Light (in the countries where permitted). The DRL is a special low beam ensuring vehicle perfect visibility during the day.

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through 4 different levels that are calibrated to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a pre-set intervention level.

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust power delivery by directly affecting throttle opening angle.
The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Power Mode), but even to accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Riding Mode

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

Power Mode

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

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

Information statement on UE directive 2014/53/UE

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 declarations of conformity is available at the following web address: certifications.ducati.com

Radio equipment installed in the vehicle	Frequency band	Max. transmission power
Bluetooth	2,402 MHz ÷ 2,480 MHz	4.4 mW
DSB	120 KHz – 140 KHz	<66 dBμA/m (10m)

Addresses of radio component manufacturers

All radio components must carry the manufacturer's address according to the provisions of directive 2014/53/EU. 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
DSB	EGICON Via Posta Vecchia, 36 Mirandola (MO) - Italy

FCC/ISED certifications

The manufacturers of this radio equipment declare that the devices comply with the FCC and ISED standards.

	FCC ID	IC ID
Bluetooth	Z64-2564N	4511-2564N
DSB	2ANYI-DSB1402	23285-DSB1402

To meet the FCC and ISED compliance requirements on the exposure to radio-frequency fields, there must be a separation distance of at least 20 cm between the antenna of these devices and the people nearby.

FCC certification

These devices comply with Part 15 of FCC Regulations. The operation is subject to the two conditions below: (1) these devices will not have to generate harmful interference and (2) these devices will have to accept any received interference, including those that could cause an undesired operation.

FCC § 15.105 Information for user's declarations

This equipment has been tested and turned out to be compliant with the limits set for the class B digital devices according to Part 15 of the FCC Regulations. These limits have been set to ensure a reasonable protection against harmful interference in residential installations. This equipment generates, uses and can emit radio-frequency energy and, if not installed and used according to the instructions, can generate harmful interference to the radio communications. Nevertheless, it cannot be ensured that interference might occur in special installations. Should this equipment generate harmful interference to the radio or TV reception, which can be detected by turning the equipment OFF and ON, the user will have to attempt remedying this interference in one of the following ways:

- by aiming again or moving the reception antenna;
- by increasing the distance between equipment and receiver;
- by connecting the devices to a socket belonging to a circuit different from the one the receiver is connected to;
- by contacting the distributor or an expert radio/TV technician.

FCC § 15.105 - User's information

"Any changes or modifications not expressly approved by the part responsible for the compliance could void the user's authority to operate the equipment".

ISED certification

These devices comply with Industry Canada licence-exempt RSS standards. The operation is subject to the two conditions below: (1) these devices will not have to generate harmful interference and (2) these devices will have to accept any received interference, including those that could cause an undesired operation.

These devices comply with RSS-210, ICES-3(B)/NMB-3(B).

Function buttons

1) UP CONTROL SWITCH " ▲ " (MENU navigation)
Button used to display and set instrument panel parameters with the position " ▲ ".
2) DOWN CONTROL SWITCH " ▼ " (MENU navigation)
Button used to display and set instrument panel parameters with the position " ▼ ".
3) HIGH-BEAM FLASH BUTTON (FLASH)
This button is the high-beam flasher.
4) TURN INDICATORS ACTIVATION BUTTON
The turn indicators activation button may also be used for the CONFIRM MENU function, as well as for the RIDING MODE function (riding mode selection).
5) DRL BUTTON (if available)
Button used to switch on/off the DRL lights.
6) HAZARD BUTTON
Button used to switch on/off all four turn indicators (Hazard function).

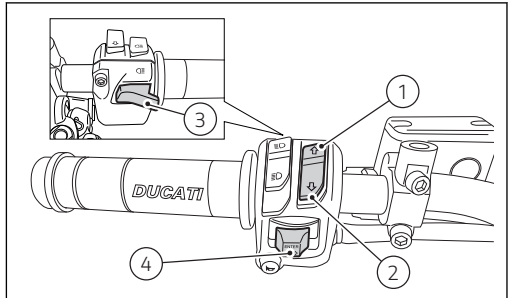


Fig 8

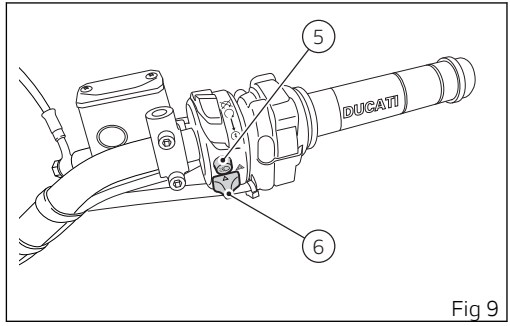


Fig 9

Parameter displaying

Upon key-on, the instrument panel carries out a check routine to test the warning lights and the display:
warning lights will be turned on in a sequence, while on display system shows the software version and progressively activates rpm bar indicator and speed indication.
At the end of the check, the instrument panel displays the main screen (standard screen) showing the available functions and turns on the warning lights, if necessary.

During this first check stage, if the motorcycle speed exceeds 5 km/h (3 mph) (actual speed), the instrument panel will immediately stop warning light and display check routine and display the main screen.

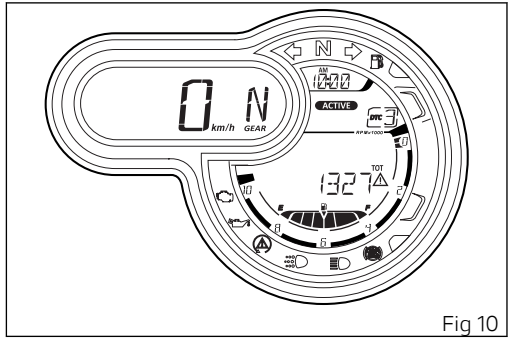


Fig 10

Data displayed on the main screen are as follows:

1) Motorcycle speed
2) Gear indication
3) Rev counter
4) Fuel level
5) Menu
6) DTC level indication ON or DTC OFF indication
7) Set Riding Mode
8) Clock
9) DRL light status indication (if present)
10) Bluetooth and infotainment (if present)
11) Heated handgrips (if any)

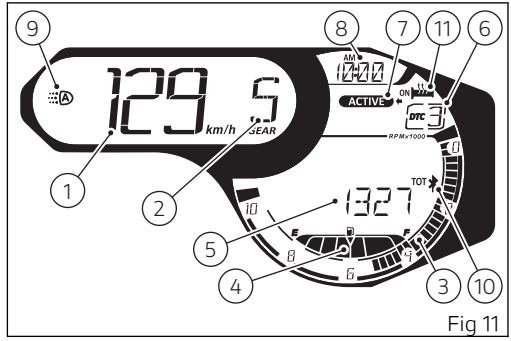


Fig 11

Further details that can be displayed only if the relevant function is active are the following:

- Warning/Alarm indication (Warning)
- Side stand status (Side Stand)
- SERVICE indication
- SERVICE count-down indication

From the main screen, press button (1) or (2) on LH switch to scroll through menu information:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Trip meter 2 (TRIP 2)
- Residual range (RANGE)
- Ambient air temperature (T-AIR)
- Player management (PLAYER) (active only if the Bluetooth module is available and one smartphone is connected)
- Heated handgrips (H. GRIPS) (active only if present)
- SETTING MENU.

For some functions it is possible to interact by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 60).

The instrument panel stores menu current settings upon KEY-OFF. Upon the following KEY-ON, the previously stored function is displayed in the menu. In case of sudden and unexpected power OFF, the instrument panel displays the odometer (TOT) function in the menu upon the following KEY-ON.

Upon KEY-ON, for each layout mode, the instrument panel displays Odometer (TOT) page for

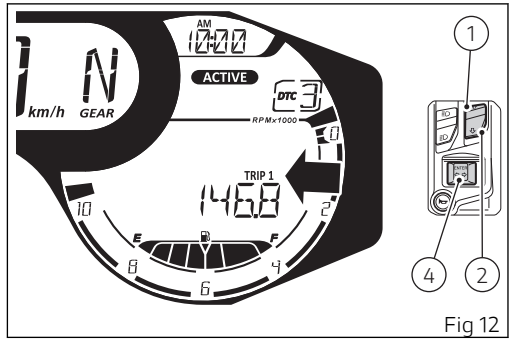


Fig 12

10 seconds in the menu and then displays the page saved upon previous KEY-OFF.

If the key is not acknowledged upon Key-ON and once the check routine is over, the instrument panel will behave as follows:

- if the PIN CODE function is not active, the initial lights check routine is skipped, the standard screen is displayed and access to the Setting Menu is not allowed;
- if the PIN CODE function is active, the PIN CODE function page is displayed, allowing the rider to enter the override code (see “Restoring motorcycle operation via the PIN CODE” page 150).

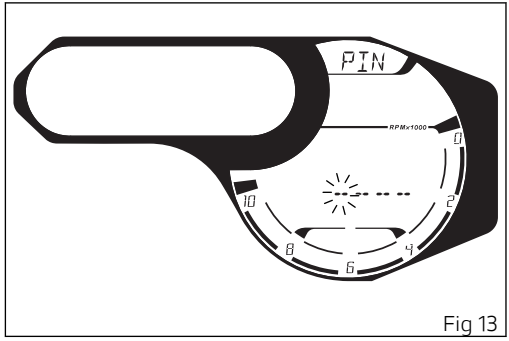


Fig 13

Main functions

The functions displayed in the Standard screen are the following:
Main information

- Motorcycle speed
- Engine rpm indication (RPM)
- Riding Mode
- Gear indication (Gear)
- DTC level indication
- Fuel Level
- Clock
- Menu displays the following functions:
  - Odometer (TOT)
  - Trip meter 1 (TRIP 1)
  - Trip meter 2 (TRIP 2)
  - Residual Range (RANGE)
  - Ambient air temperature (T-AIR)
  - Player management (PLAYER) (only if the Bluetooth module is present and one Smartphone is connected)
  - Heated handgrips (H.GRIPS) – only if present
  - Setting Menu

Additional information

- Infotainment (only if the Bluetooth module is present and one Smartphone is connected)
- Service indication (SERVICE)
- Warnings / Alarms
- Error indication

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

- Customising Riding Modes (R.M.)
- Pin Code (PIN)
- Backlighting setting (B.L.)
- DRL light Auto / Manual mode setting (DRL)
- Clock (CLK)
- Date Setting (DAT)
- Service Information (SRV)
- Setting the Unit of Measurement (UNT)
- Battery indication (BAT)
- Turn indicator automatic Switch-off feature (TRN)
- Engine rpm digital indication (RPM)
- Bluetooth device settings (only if the Bluetooth module is present) (BTH)

Motorcycle speed

This function allows displaying the vehicle speed (km/h or mph according to the specific application). 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).
The max. displayed speed is 299 km/h (186 mph).

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

- speed is higher than 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 "- - -").

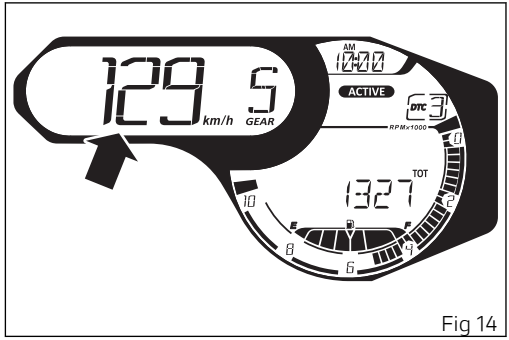


Fig 14

Engine rpm indication (RPM)

This function allows displaying engine rpm.
The information is displayed by the bargraph filling from the right to the left according to the engine rpm.

When the threshold before the rpm limiter is reached, the corresponding warning lights (warning lights 10, see “Instrument panel”) will turn on.

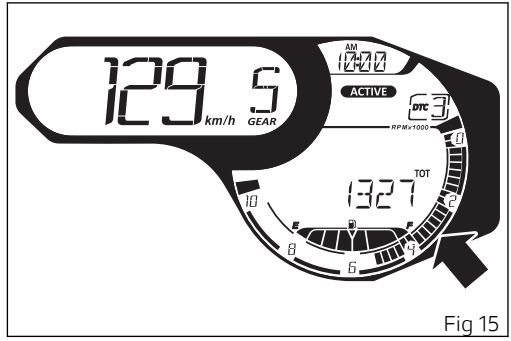


Fig 15

Riding Mode

The Riding Mode can be selected from the instrument panel. Three preset riding modes are available: ACTIVE, JOURNEY and CITY.
The selected and active riding mode is displayed on the RH side of the display.

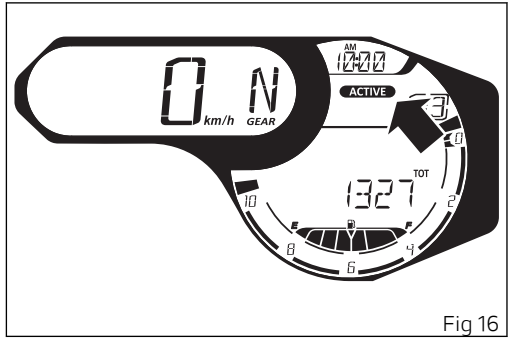


Fig 16

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).

Every Riding Mode contains the following parameters, set by Ducati or customised by the user through the relevant pages of the Setting Menu (see paragraph):

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, OFF);
- a specific engine power that will change throttle behaviour (HIGH, MEDIUM, LOW).

Riding mode change function

This function allows changing vehicle riding mode. Press button (4) for more than 1 second to change the riding mode.

The display shows the names of the three riding modes (ACTIVE, JOURNEY and CITY) and "EXIT". The name of the currently set Riding Mode flashes with the arrow " ◄ " at the side (in the example shown in the figure, the "ACTIVE" riding mode flashes).
Use button (1) or (2) to change selected item (riding mode name flashing and steady arrow) by scrolling the available riding modes through to “EXIT”.
Once desired mode is selected, press CONFIRM MENU button (4) to activate it.

If button (4) is pressed when “EXIT” is selected (flashing frame), the instrument panel will quit without saving the new riding mode.

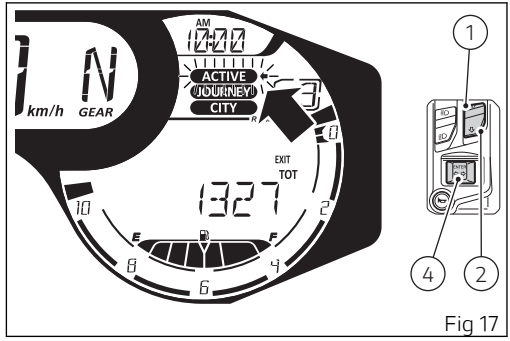


Fig 17

Note
If, after activating the riding mode change page, button (1) or button (2) is not pressed for 5 seconds, the instrument panel automatically quits this page and goes back to the previous page for Riding Mode selection, without editing any setting.

Upon change of riding mode, the instrument panel:

- if vehicle speed is ≤ 5 Km/h (3 mph) and throttle control is "closed", the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to “standard page” displaying.

- if vehicle speed ≤ 5 Km/h (3 mph) and throttle control is "open", the instrument panel will display “CLOSE” and “GAS” (A, Fig 18). Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.

- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "closed” and brakes are released, the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to standard page displaying.

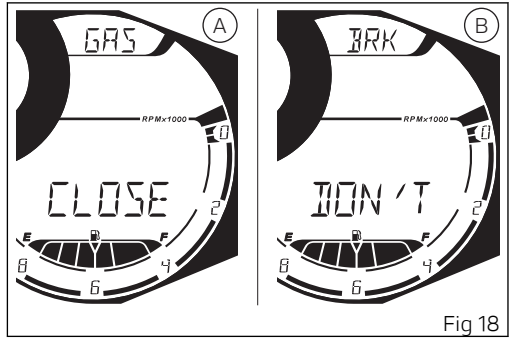


Fig 18

- if vehicle speed > 5 Km/h (3 mph) and throttle control is "open", the instrument panel will display “CLOSE” and “GAS” (A, Fig 18). Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.

- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "closed" but brakes are in use, the instrument panel will display “DON’T” and “BRK” (B, Fig 18). Only when brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.

- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "open" and brakes are in use, the instrument panel will display “CLOSE GAS” (A, Fig 18) and “DON’T BRK” (B, Fig 18) alternately. Only when throttle control is "closed" and brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.

If the above-described conditions for “validating” the change of Riding Mode are note true within 5 seconds from when “CLOSE GAS” (A, Fig 18) and/or “DON’T BRK” (B, Fig 18) warning is triggered, the selection procedure will be aborted and the instrument panel will go back to displaying the page active before Riding Mode selection started, and no settings will be changed.

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 and the Neutral warning light turns on (warning light 2, see “Instrument panel”).

Letter "C" and Neutral warning light (warning light 2, see “Instrument panel”) will be shown flashing if the gear teach-in procedure has not been performed yet.

A dash “-” is displayed in these cases:

- dash “-” and Neutral warning flashing light (warning light 2, see “Instrument panel”) if the instrument panel does not receive the gear information;

- dash “-” steady and Neutral warning light (warning light 2, see “Instrument panel”) flashing in case of fault;

- dash “-” steady if gear information is not stable.

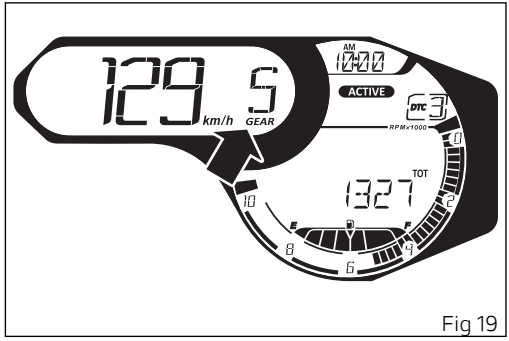


Fig 19

Note
If the display shows the dash steady on and the Neutral light is off, then the gearbox could be in a mechanically unstable position. Up/downshift until the correct gear is indicated.

DTC

The instrument panel displays DTC status as follows:

- if the DTC is active, the message “DTC” and the set intervention level number “1” to “4”;
- if the DTC is disabled, "DTC" indication and the dash "–".
- if DTC is active, but system is in degraded operation, “DTC” indication steady on and the number, “1” to “4” (flashing); also the DTC warning light starts flashing (warning light 8, see “Instrument panel”);
- if there is a fault in the system, the “DTC” lettering will flash and the intervention level number, “1” to “4” will be steady;
- when in fault, the “DTC” indication (steady) and the dash "–" (flashing), also the DTC warning light (warning light 8, see “Instrument panel”) turns steady on;

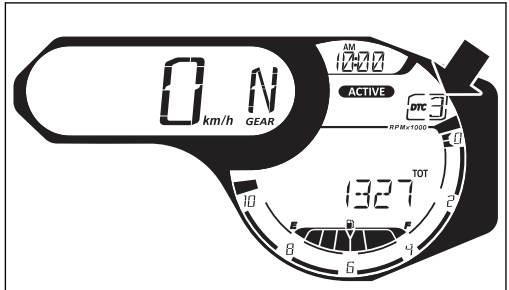


Fig 20

Attention

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

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 Mode" that can be selected by the rider.

DTC	RIDING MODE	USE	DEFAULT
1	SPORT	This level is designed for sport use for medium-expert riders, both on track and road, with good grip conditions. System permits sliding sideways.	NO
2	TOURING	This level is designed for road use, with good grip conditions. System permits sliding sideways.	It is the default level for the "ACTIVE" Riding Mode
3	SAFE & STABLE	This level is designed for road use, under all riding conditions on dry road. System does not permit sliding sideways.	It is the default level for the "JOURNEY" and "CITY" Riding Modes
4	RAIN	This level is designed for road use, when surface is wet and very slippery. 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 MT60 RS 120/70 - 18 front and Pirelli MT60 RS 180/55 - 17 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 - 18, rear = 180/55 - 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 4 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

If level 4 is selected, the DTC system will kick in at the slightest hint that the rear wheel is starting to spin. Between level 4 and level 1 there are intermediate levels. DTC intervention decreases from level 4 to level 1. Levels 1 and 2 allow both spinning and skidding of the rear wheel out of a corner. Level 1 is recommended only for medium-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: 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 3 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try levels 2 and 1, 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 2 the DTC intervention seems excessive, switch to level 1; alternatively, if on level 2 you cannot perceive any DTC intervention, switch to level 3).

Tips for use on wet road

It is recommended to use level 4 on wet road. It is also recommended to select ENGINE LOW in these conditions.

Fuel level

This function displays the fuel level.
The low fuel light (light 5) turns on when the level goes down to 2 marks.
If the level goes down further, the fuel pump symbol, the letters "E" and "F" and the indicator " ▼ " will be shown flashing.

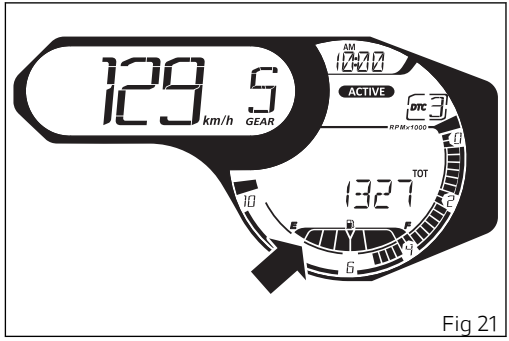


Fig 21

Important

If the vehicle enters the reserve status and the light has turned on, it is recommended to turn the vehicle off when refuelling (Key-Off); if fuel is added without turning it off (Key-On and engine off) the data may not be immediately updated.

Note

in case of fault or error of the fuel level sensor, no level marks will be displayed, while the fuel pump symbol, the letters "E" and "F" and the indicator " ▼ " will flash.

Clock

The instrument panel shows the time in the following format:

- hh (hours) : mm (minutes);
- with AM or PM.

If the power supply is interrupted (faulty Battery), 4 dashes “– – :– –” and "AM" are displayed instead of the time indication.

The time can be set through the Setting Menu.

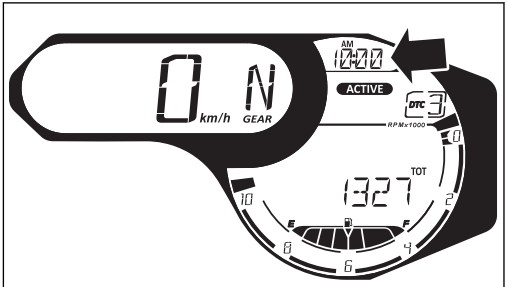


Fig 22

Menu functions

From the main screen, press button (1) or (2) on LH switch to scroll through Menu information. By pressing button (4) it is possible to interact with the displayed function (for instance to reset trip meter TRIP 1).

Menu available functions are:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Trip meter 2 (TRIP 2)
- Residual Range (RANGE)
- Ambient air temperature (T-AIR)
- Player management (PLAYER) (only if the Bluetooth module is present and one Smartphone is connected)
- Heated handgrips (H.GRIPS) (active only if present)
- Setting Menu

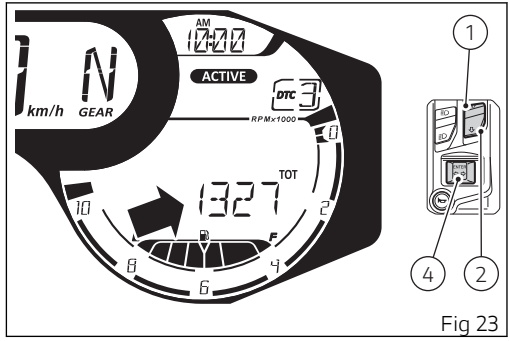


Fig 23

Odometer (TOT)

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

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

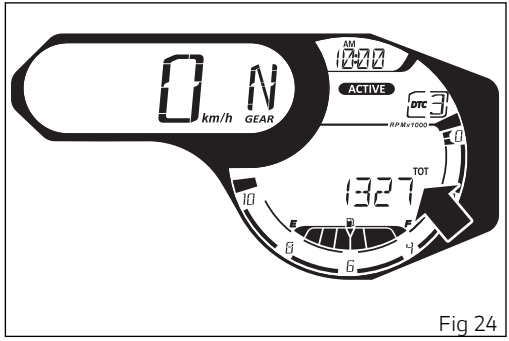


Fig 24

Note

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

Note

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

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi).
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 2 seconds to reset TRIP 1.
The TRIP 1 counter is automatically reset in case the system unit of measurement is changed manually or if the power supply is interrupted (faulty battery): the counter will then start back from zero, considering the new units of measurement.

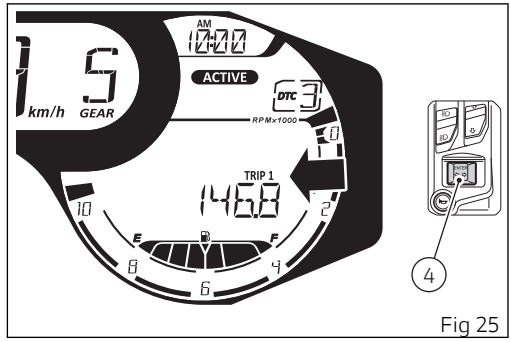


Fig 25

Trip meter 2 (TRIP 2)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi).
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 2 seconds to reset TRIP 2.
The TRIP 2 counter is automatically reset in case the system unit of measurement is changed manually or if the power supply is interrupted (faulty battery): the counter will then start back from zero, considering the new units of measurement.

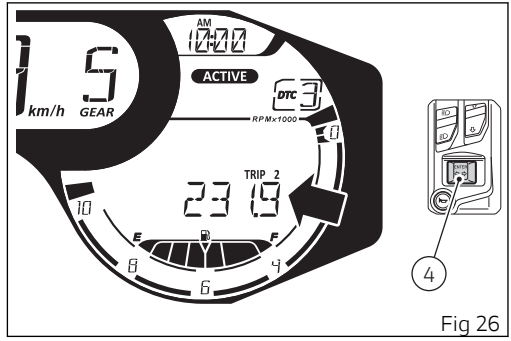


Fig 26

Residual Range (RANGE)

This function displays the range according to the remaining fuel in the tank.
Information is indicated as RANGE.

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.

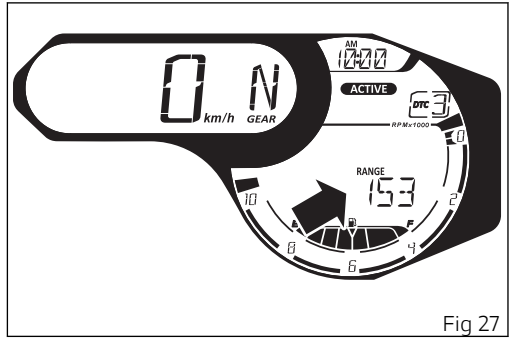


Fig 27

Ambient air temperature (T-AIR)

The instrument panel displays the ambient temperature in the set unit of measurement (°C or °F), followed by the set unit of measurement and the message T-AIR. The temperature value is displayed when ranging from -39 °C to +125 °C (or -38 °F ÷ +257 °F). For any different temperature value (below -39 °C (-38 °F) or above +125 °C (+257 °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 turn on.

If the instrument panel is not receiving air temperature value, a string of three steady dashes "- - -" is displayed, followed by the unit of measurement.

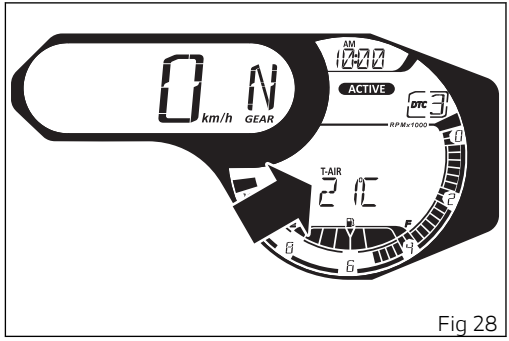


Fig 28

Note

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

Player management (PLAYER)

This function allows managing (turning on and off) the player.

The "PLAYER" function is only available in the Menu if the Bluetooth module is present and one smartphone is connected.

If Player is not active (Fig 29), the instrument panel displays “PLAYER” and “OFF”. To activate it, keep button (1) pressed for 2 seconds. For the description of player use, refer to paragraph "Infotainment".

If player is active, (Fig 30) the instrument panel displays:

- “PLAYER”
- The name of the track being played (the name is shown complete once in scrolling mode, from left to right, then it will be cut to the first 6 characters)
- Player graphics

To set player to "OFF", press button (1) for 2 seconds. The instrument panel will then show "PLAYER" and "OFF", and the player graphics will be disabled.
For the description of player use, refer to paragraph "Infotainment" (page 119).

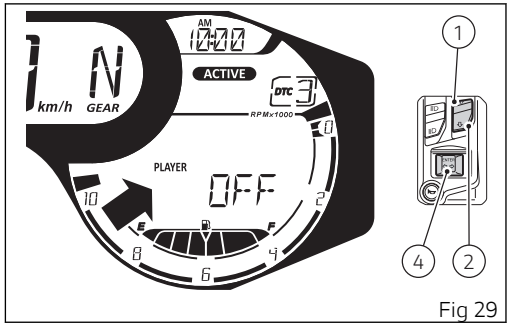


Fig 29

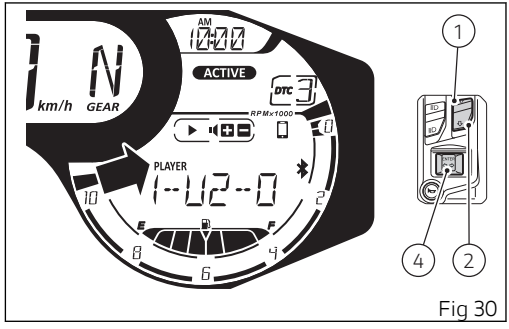


Fig 30

Heated handgrips (H. GRIPS)

This function allows enabling and adjusting the heated handgrips and is present inside the menu only if the heated handgrips are installed on the vehicle.
The function is displayed with "H.GRIPS" and the currently set level: “OFF”, “LOW”, “MED”, “HIGH”.
When the heated handgrips are ON, the relevant warning light (A) turns on together with the indication "ON".

Note
The heated handgrips are actually "on" (heating) only when engine is running.

To set the handgrips, use buttons (1) and (2) to display the "H.GRIPS" function inside the Menu, then press button (4) to access the level setting.
Use buttons (1) and (2) to cyclically scroll the available levels (flashing) "OFF", "LOW", "MED", "HIGH" and "EXIT" with flashing frame.
Press button (4) to confirm the selected level and go back to the previous page, the instrument panel will thus set the selected temperature for heated handgrips.

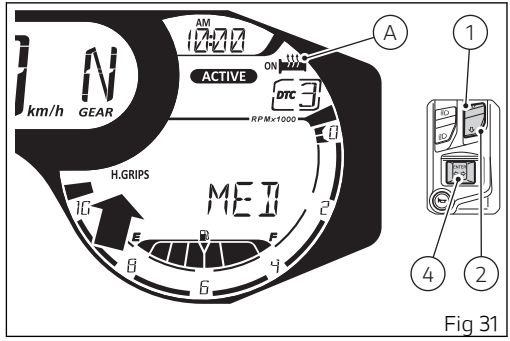


Fig 31

To quit the setting mode without editing the currently set level, use buttons (1) and (2) to select "EXIT" with flashing frame, and press button (4) to go back to the previous page.

Note
In case of Battery-Off, upon the following Battery-On / Key-On, the Dashboard sets this function by default to "OFF".

Note
This means that if heated handgrips are enabled and engine stops, the heating is "temporarily" disabled but the ON indication is still active. Heating will automatically turn on when engine is started again.

Note
In order to preserve battery charge, when engine is idling (below 2,000 RPM), heated handgrips heating corresponds to “LOW” level even if actually set to “MED” or “HIGH”. As soon as engine rpm increase (>2,000 RPM) heating will correspond to the actual setting (“MED” or “HIGH”).

Note
Handgrip heating requires a high current draw which, at low engine rpm, might result in the battery getting soon flat. If the battery is not fully charged (voltage below 13.2 V) handgrip heating is disabled to ensure engine start-up ability; it will automatically activate again when battery voltage is above the specified value.

Setting Menu

This menu allows enabling, disabling and setting some motorcycle functions.
To access the Setting Menu, use buttons (1) and (2) to select "SETTING MENU" from the menu function list, then press button (4) to access.
For safety reasons, the Setting Menu can be accessed only when vehicle actual speed is below or equal to 5 Km/h (3 mph); if this menu is accessed and vehicle speed is above 5 Km/h (3 mph), the instrument panel will automatically quit it and shift back to main screen.
The following functions are present inside the Setting Menu:

- Customising Riding Modes (R.M.)
- Pin Code (PIN)
- Backlighting setting (B.L.)
- DRL light Auto / Manual mode setting (DRL) (only if present)
- Clock setting (CLK)
- Date setting (DAT)
- Service thresholds display (SRV)
- Unit of measurement setting (UNT)
- Battery indication (BAT)

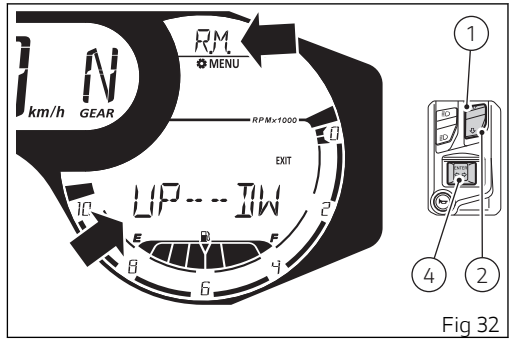


Fig 32

- Turn indicator automatic switch-off feature (TRN)
- Engine rpm digital indication (RPM)
- Bluetooth (BTH) (only if present)

Once the Setting Menu is accessed, the screen will be:

- On instrument panel top part, the functions contained inside the Setting Menu (e.g. "R.M") are displayed instead of the clock;
- "UP – DW" is displayed instead of the Menu;
- The gear symbol followed by "MENU";

- "EXIT".

Use buttons (1) and (2) to scroll Setting Menu functions one by one and to select "EXIT" with flashing frame. In particular, press button (2) to display the following function or button (1) to display the previous one.
After displaying the required function, press button (4) to open the corresponding setting menu.
If function is not available or temporarily disabled, the menu page can not be opened.
To quit the Setting Menu you shall highlight "EXIT", with flashing frame, and press button (4).

Customising Riding Modes (R.M.)

This function allows customising the three riding modes: ACTIVE, JOURNEY and CITY.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "R.M.".
Once function is selected, press button (4).

When accessing the function, the display shows the three possible riding modes "ACTIVE", "JOURNEY", "CITY" and the flashing arrow indicating the "ACTIVE" riding mode, "DEFAULT" and "EXIT" (Fig 34).

Use buttons (1) or (2) to cyclically display the flashing arrows at the right of the Riding Modes, the "DEFAULT" flashing frame and the "EXIT" flashing frame.
Press button (4) with one of the Riding Modes selected (flashing arrow at the right of the name) to access the customisation menu of the selected riding mode.
Press button (4) while "EXIT" is selected (flashing frame) and the instrument panel goes back to the main page of the Setting Menu.

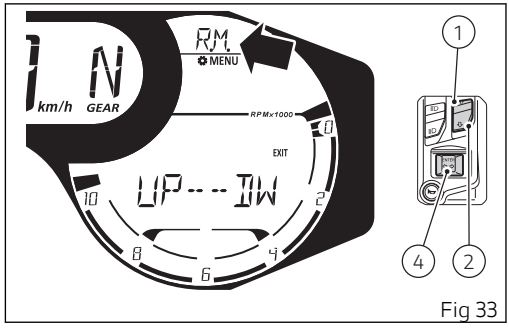


Fig 33

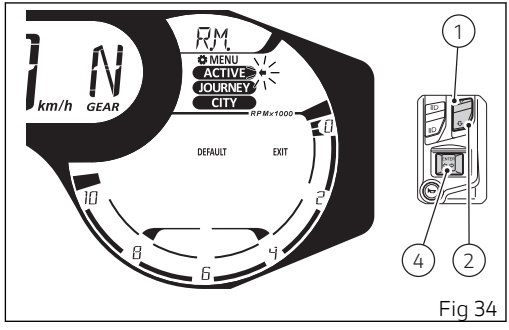


Fig 34

Otherwise, press button (4) with the "DEFAULT" frame flashing, and the instrument panel will restore all default values for all Riding Modes (see paragraph "Restoring settings for all Riding Modes (ALL DEFAULT)".

Note

When customising a riding mode that is not the one currently set, the new parameters being modified (DTC, ENGINE or DEFAULT) must only be stored. While if user edits exactly the parameters of the currently set riding mode, all newly set parameters must not only be stored, but also immediately updated.

For each individual riding style, the parameters that can be customised are the following:

- ENGINE
- DTC

When accessing the customisation menu of the selected riding mode, the display will show:

- The name of the Riding Mode whose parameters are being edited
- "DTC" with the currently set level
- "ENGINE" flashing and the relevant currently set value shown at the centre
- "DEFAULT"
- "EXIT"

The first parameter to be edited, and automatically highlighted, is "ENGINE" (the parameter flashes). Use buttons (1) and (2) to cyclically select (by making them flash) the items in the following order: “ENGINE”, “DTC”, “DEFAULT”, “EXIT”.

Once parameter is highlighted, press button (4) to enter parameter customisation page where you can edit the settings.

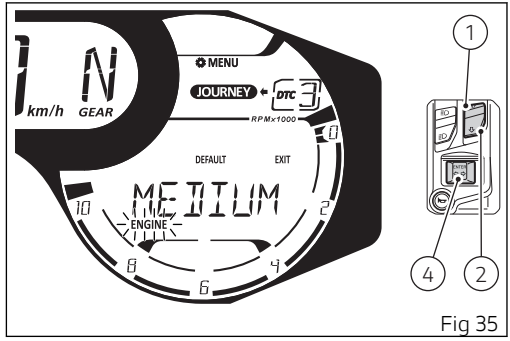


Fig 35

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.

Customizing the Riding Mode: engine adjustment

This function customises engine power associated with each riding mode.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "R.M." (A).
Once function is selected, press button (4).

You open the "R.M." menu.
Select the desired riding mode ACTIVE, JOURNEY or CITY (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "JOURNEY").
Press button (1) or (2), to select the parameter to be customised ENGINE (C) so it starts flashing. Once the parameter is highlighted, press button (4).

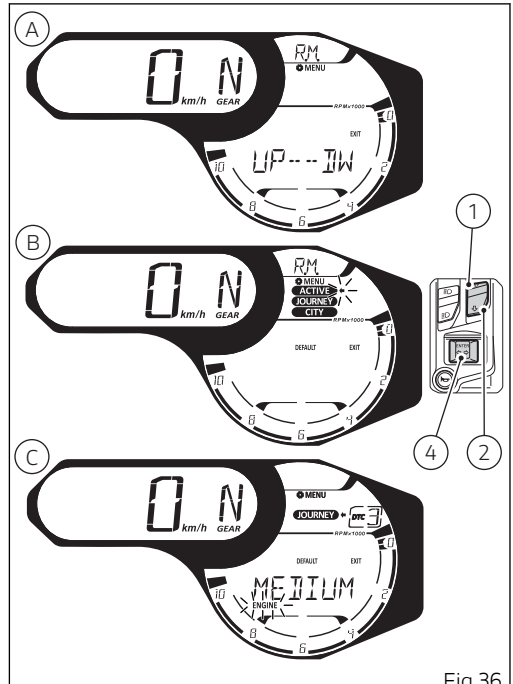


Fig 36

When entering the function, the currently set engine power (“HIGH”, “MEDIUM” or “LOW”) starts flashing (Fig 37). Use buttons (1) and (2) to cyclically select the values "HIGH", "MEDIUM", "LOW" and "EXIT" with flashing frame.

Once the new value for the ENGINE parameter is selected, press button (4).

The instrument panel displays the new set level and "EXIT" with flashing frame (Fig 38). Now press button (4) to go back to previous display mode.

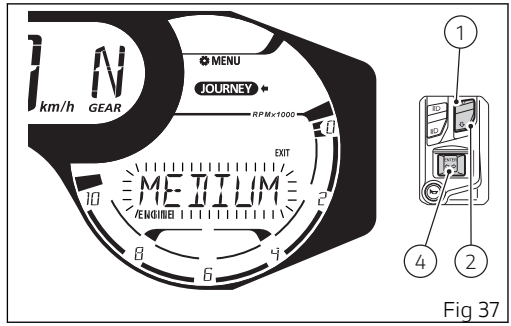


Fig 37

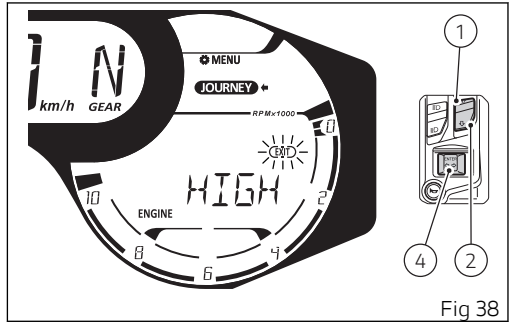


Fig 38

Customizing the Riding Mode: setting the DTC level

This function disables or sets DTC level for the selected riding mode.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "R.M." (A).
Once function is selected, press button (4).

You open the "R.M." menu.
Select the desired riding mode ACTIVE, JOURNEY or CITY (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "JOURNEY").
Press button (1) or (2), to select the parameter to be customised DTC (C) so it starts flashing. Once the parameter is highlighted, press button (4).

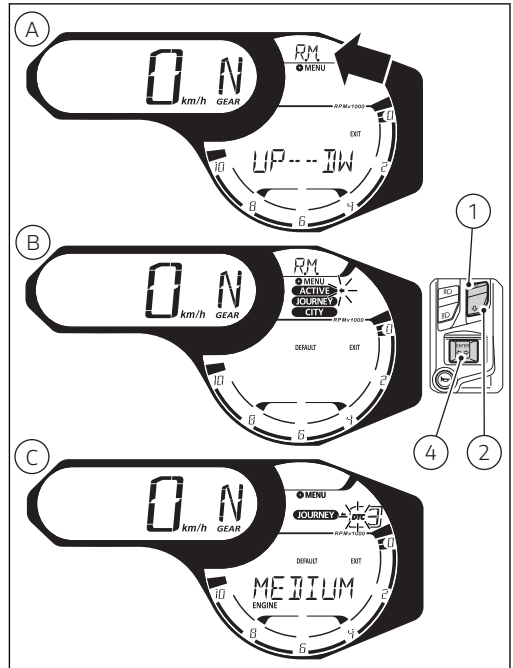


Fig 39

When entering the function, the currently set DTC intervention level starts flashing (Fig 40). Use buttons (1) and (2) to cyclically select the values "-" (DTC OFF), "1", "2", "3", "4" and "EXIT" with flashing frame.

Once the new level for the DTC parameter is selected, press button (4).

The instrument panel displays the new set level and "EXIT" with flashing frame (Fig 41). Now press button (4) to go back to previous display mode.

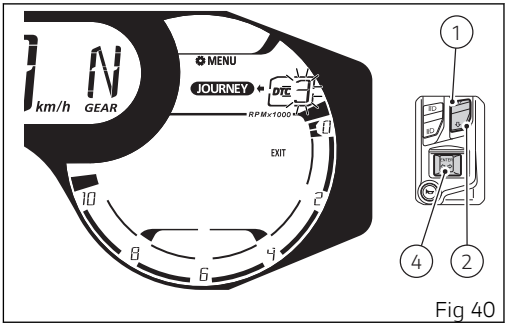


Fig 40

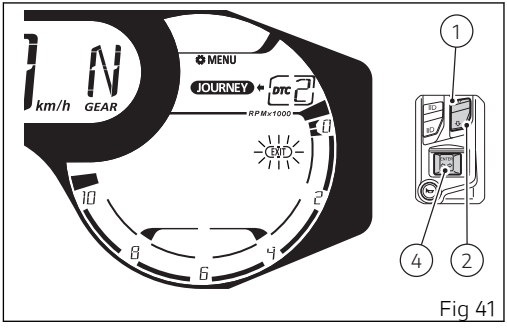


Fig 41

Note
By setting "– " (Off), the DTC will be disabled.

If the DTC function is disabled and hence set to level "-" (DTC OFF) the DTC warning light (warning light 12, see “Instrument panel”) on the instrument panel turns on.

Customising Riding Mode: restore default settings (DEFAULT)

This function allows restoring the default values set by Ducati for the parameters associated to a specific riding mode.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "R.M." (A).
Once function is selected, press button (4).

You open the "R.M." menu.
Select the desired riding mode ACTIVE, JOURNEY or CITY (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "JOURNEY").
Press button (1) or (2), to select and make "DEFAULT" start flashing with flashing frame (C).

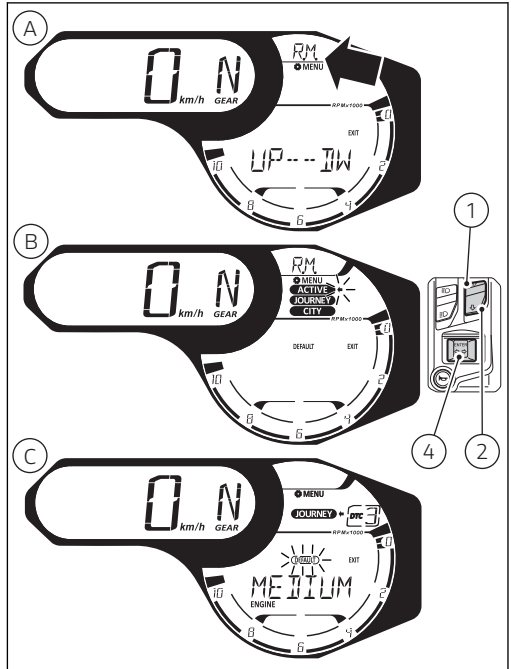


Fig 42

Press button (4): the instrument panel will restore default values for the selected Riding Mode, and will display the following for 2 seconds:

- instead of ENGINE value, the flashing dashes "- - - - - -";
- instead of DTC value the flashing symbol "-";
- the flashing arrow next to the selected riding mode.

Then, the instrument panel will display the steady indication “DF - OK” for another 2 seconds.

After these 2 seconds, the instrument panel displays the parameters with the default values of the selected riding mode and "EXIT" with flashing frame. Now press button (4) to go back to previous display mode.

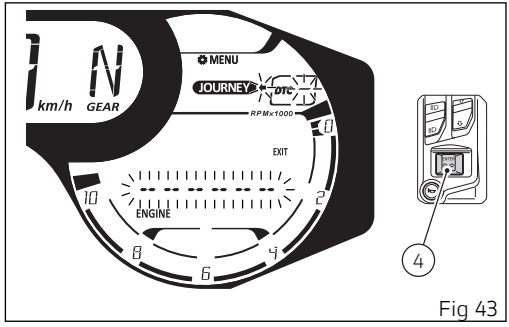


Fig 43

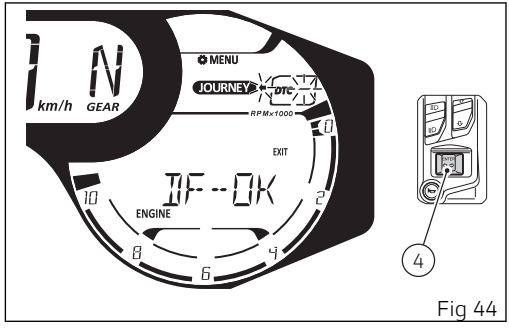


Fig 44

Customising Riding Mode: restore default settings (ALL DEFAULT)

This function allows restoring all the default values for ENGINE and DTC parameters associated to all riding modes.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "R.M.".
Once function is selected, press button (4).

You open the "R.M." menu.
Press button (1) or (2), to select "DEFAULT" with flashing frame (Fig 46).

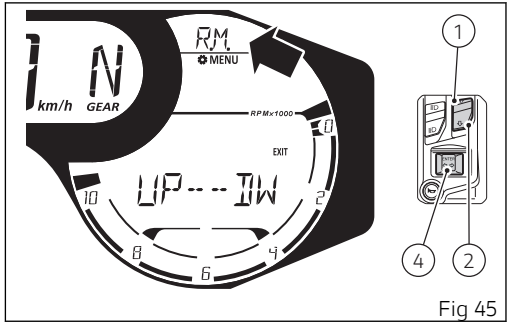


Fig 45

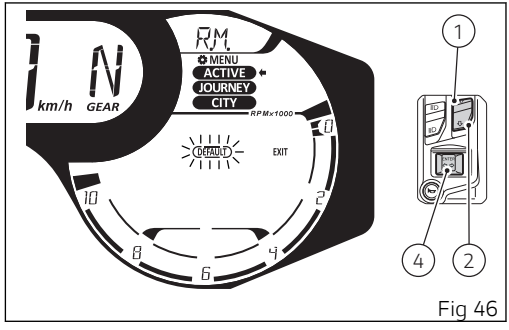


Fig 46

Press button (4): the instrument panel will restore default values for all Riding Modes. The instrument panel displays all three Riding Modes for 2 seconds “ACTIVE”, “JOURNEY” and “CITY” as steady indications, together with three flashing arrows on the right of the Riding Modes (Fig 47).

Then, the instrument panel will display the steady indication “DF - OK” (Fig 48) for another 2 seconds. After these 2 seconds, the instrument panel displays "EXIT" with flashing frame.
Now press button (4) to go back to previous display mode.

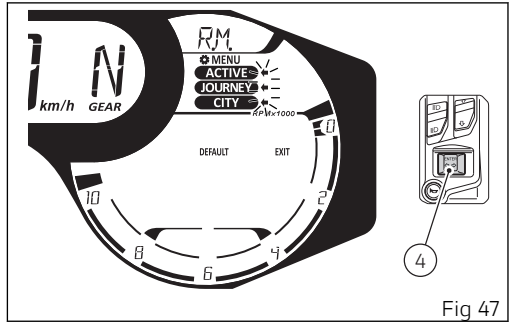


Fig 47

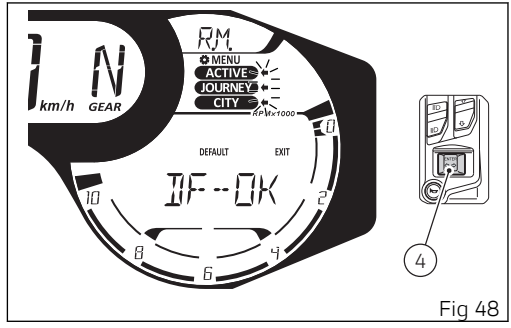


Fig 48

Pin Code (PIN) - activation

This function allows the user to activate or modify the PIN CODE.
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 change the PIN refer to "Pin Code (PIN) - change" procedure (page 83).
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the PIN CODE” (page 150).

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.

To activate the PIN CODE function and enter your own PIN you must open the Setting Menu.

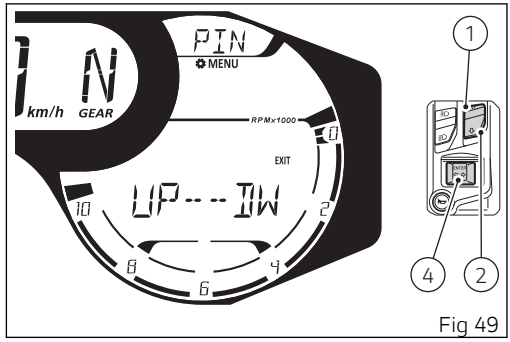


Fig 49

Use buttons (1) and (2) to scroll the Setting Menu and select "PIN".
Once function is selected, press button (4).

Note

If "OLD:" appears when accessing this function, followed by four flashing dashes "- - - -", this means that there is already a stored PIN and therefore the function is already active.

When accessing this function, “N:" indication will be displayed followed by four flashing dashes "- - - -" (A).
To go back to the previous screen without activating any PIN CODE, use buttons (1) or (2) to select "EXIT" (flashing frame), and press button (4).
While if you press button (4), with the 4 flashing dashes “- - - -”, the instrument panel starts PIN CODE entering procedure.

Entering the code (B):

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

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

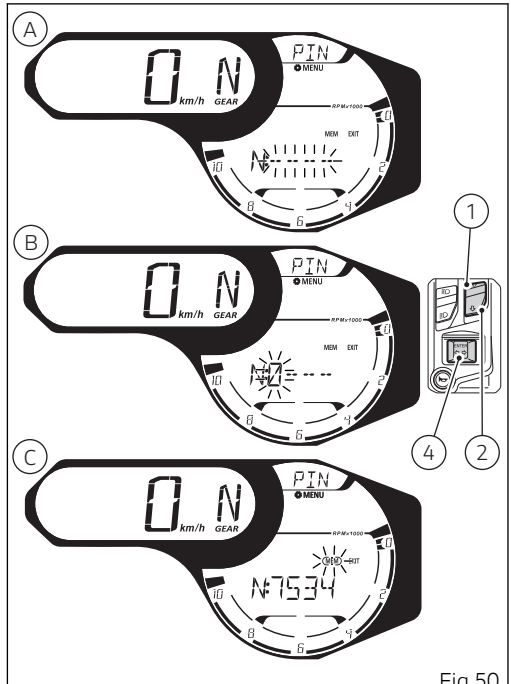


Fig 50

When you press button (4) to confirm the fourth and last digit, the MEM item frame (C, Fig 50) is flashing. Now you can use buttons (1) and (2) to do the following:

- select "EXIT" (flashing frame) and press button (4) to quit without saving the PIN CODE;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select "MEM" (flashing frame) (C, Fig 50) and press button (4) to save the new PIN CODE. The instrument panel will then show “MEM OK” for 2 seconds, then will show "EXIT" with flashing frame.
  To quit, press button (4).

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 Dealer.

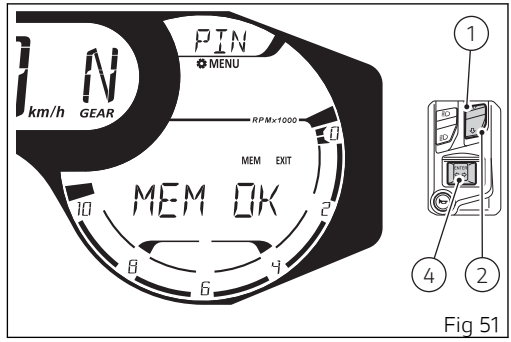


Fig 51

Pin Code (PIN) - change

This function allows the user to activate or modify the PIN CODE.
To activate the PIN refer to "Pin Code (PIN) - activation" procedure (page 80).
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the PIN CODE” (page 150).

To modify the PIN CODE you must enter the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "PIN".
Once function is selected, press button (4).

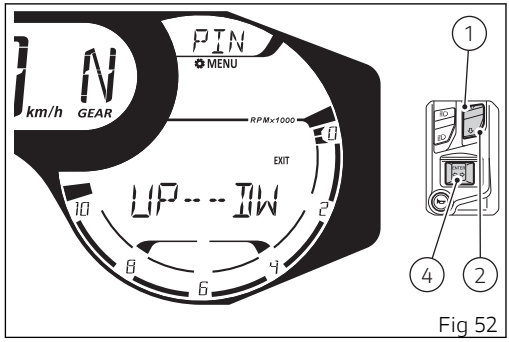


Fig 52

Note
To change the PIN CODE, you must know the already stored PIN.

Note
If upon accessing this function, the "N : " (New) and four flashing dashes "- - - -" are shown, it means that the PIN CODE has never been activated and it is necessary to do it.

When accessing this function, you should enter the old code and “0:" indication will be displayed followed by four flashing dashes "- - - -" (A).
To go back to the previous screen without entering any PIN CODE, use button (1) or (2) to select "EXIT" (flashing frame), and press button (4).
While if you press button (4), with the 4 flashing dashes “- - - -”, the instrument panel starts PIN CODE entering procedure.

Entering the code (B):

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

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

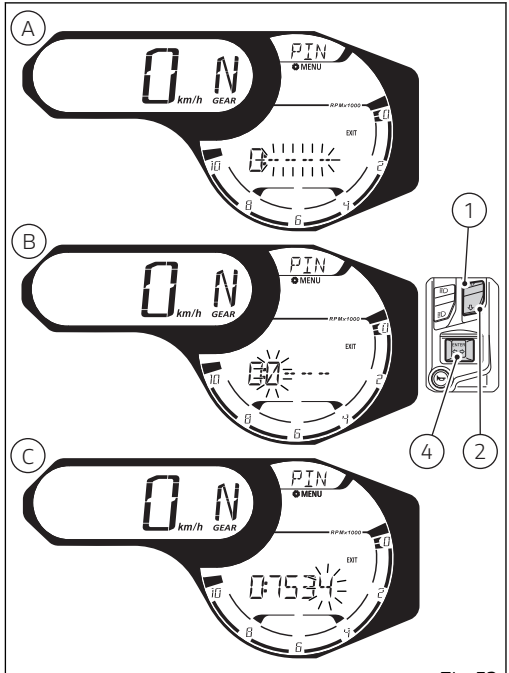


Fig 53

When you press button (4) to confirm the fourth and last digit (C, Fig 53), the instrument panel responds as follows:

- if the PIN is not correct, the instrument panel shows “ERROR” flashing for 2 seconds. After these 2 seconds, "EXIT" is selected (flashing frame). Now press button (4) to quit PIN CODE Modification function or use buttons (1) and (2) to select and try again to enter the old code (A, Fig 53)

- if the PIN is correct, the instrument panel shows “OK” for 2 seconds, and then displays the page for entering the new code.

Note
There is no limit to the number of attempts to enter the existing PIN CODE

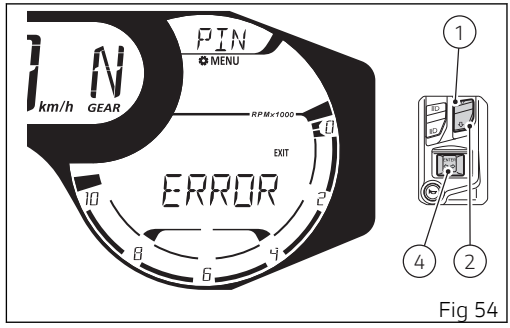


Fig 54

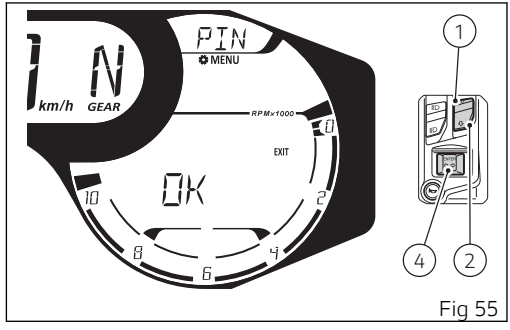


Fig 55

"N:" indication will be displayed followed by four flashing dashes "- - - -" (A).
To go back to the previous screen without activating any PIN CODE, use buttons (1) or (2) to select "EXIT" (flashing frame), and press button (4).
While if you press button (4), with the 4 flashing dashes "- - - -", the instrument panel starts PIN CODE entering procedure.

Entering the code (B):

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

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

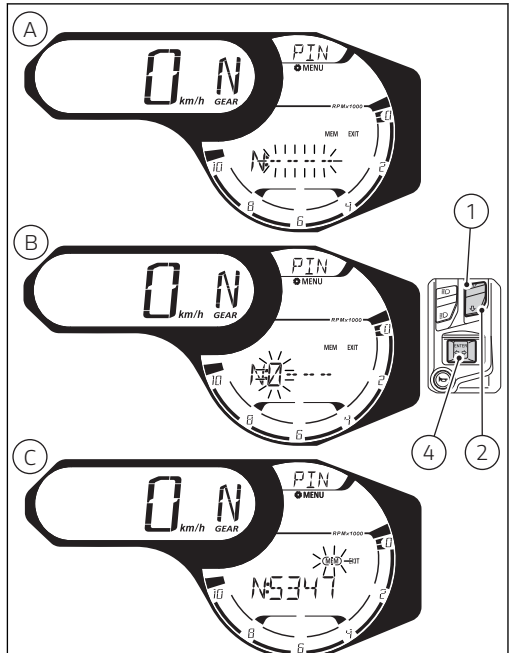


Fig 56

When you press button (4) to confirm the fourth and last digit, the MEM item frame (C, Fig 56) is flashing. Now you can use buttons (1) and (2) to do the following:

- select "EXIT" (flashing frame) and press button (4) to quit without saving the PIN CODE;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select "MEM" (flashing frame) (C, Fig 56) and press button (4) to save the new PIN CODE. The instrument panel will then show “MEM OK” for 2 seconds, then will show "EXIT" with flashing frame.
  To quit, press button (4).

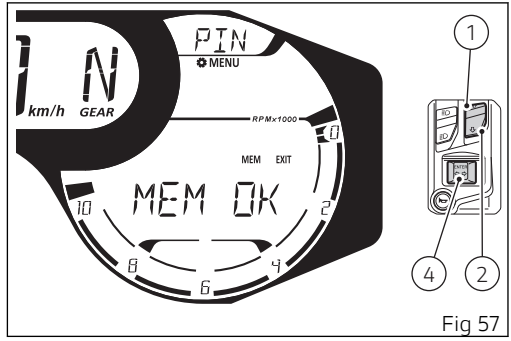


Fig 57

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

Backlighting setting (B.L.)

This function allows adjusting the backlighting intensity.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "B.L.".
Once function is selected, press button (4).

When entering this function, the instrument panel will display the currently set value flashing, as well as the "EXIT" item.
Use buttons (1) and (2) to scroll and select the flashing available settings "AUTO", "HIGH", "MEDIUM", "LOW" and "EXIT" with flashing frame.
While user is scrolling the available settings, the instrument panel will change backlighting accordingly.
To confirm the selected value, press button (4).

The instrument panel will then set backlighting according to the selected value and will show "EXIT" with flashing frame.
Press button (4) to quit and go back to previous display mode.

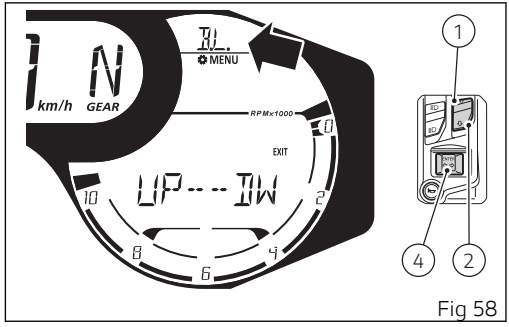


Fig 58

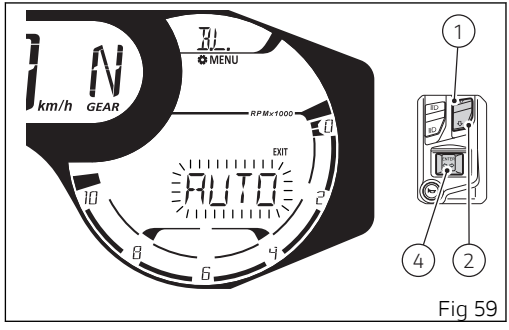


Fig 59

DRL light Auto / Manual mode setting (DRL)

This function, active only if the DRL is available, allows the user to choose the DRL status: AUTO or MANUAL.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "DRL".
Once function is selected, press button (4).

When entering this function, the instrument panel will display the current setting flashing as well as "EXIT".
Use buttons (1) and (2) to scroll and select the flashing available settings "AUTO", "MANUAL" and "EXIT" with flashing frame.
To set the selected level, press button (4); then the display will show "EXIT" with flashing frame.
Press button (4) to quit and go back to previous display mode.

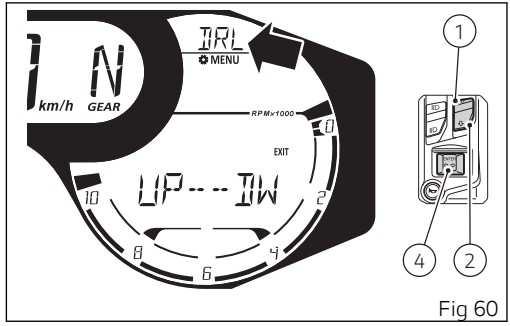


Fig 60

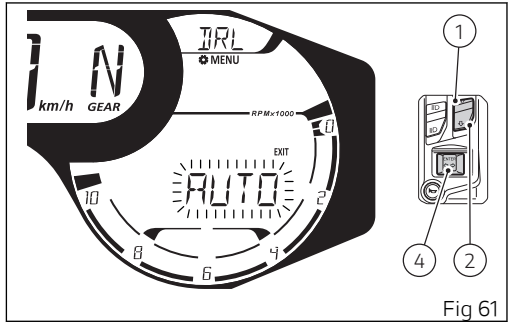


Fig 61

Clock setting (CLK)

This function allows user to set or adjust the time.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "CLK".
Once function is selected, press button (4).

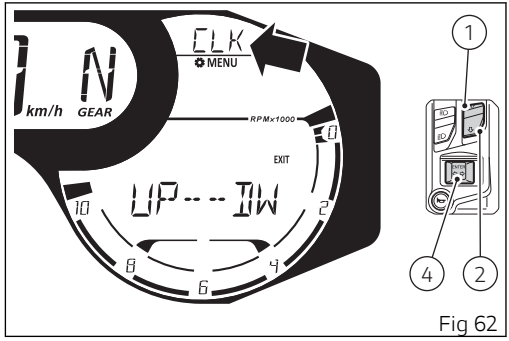


Fig 62

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

Note
If nobody set the time, it will be displayed with "AM", while hour and minutes will be displayed as "--".

The displayed available settings are:

- AM / PM
- Hours
- Minutes

When entering this function, the instrument panel will display the currently set time as well as "EXIT".

Use buttons (1) and (2) to scroll and select the time indicated (flashing) or "EXIT" (flashing frame).

Press button (4) while "EXIT" is selected with flashing frame and the display goes back to the previous displaying mode.

Press button (4) with the time selected (flashing) to set the time.

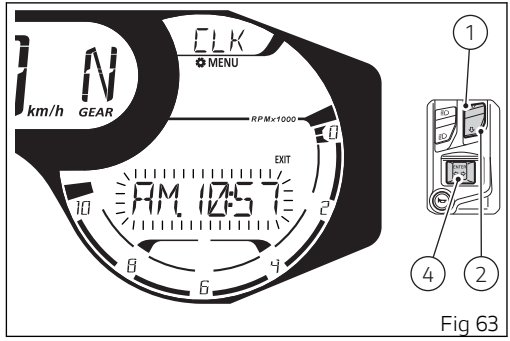


Fig 63

When entering this setting function, the first parameter to be set is AM / PM (flashing) (A). Use buttons (1) and (2) to toggle from "AM" to "PM" and vice versa.

Press button (4) to shift to hour (flashing) setting (B). Use buttons (1) and (2) to increase and decrease by 1 the hour value.

Press button (4) to shift to minute (flashing) setting (C). Use buttons (1) and (2) to increase and decrease by 1 the minute value.

Press button (4), "EXIT" is selected (flashing frame).

It is now possible to repeat time setting or go back to the previous page of the Setting Menu by pressing button (4) with "EXIT" selected (flashing frame).

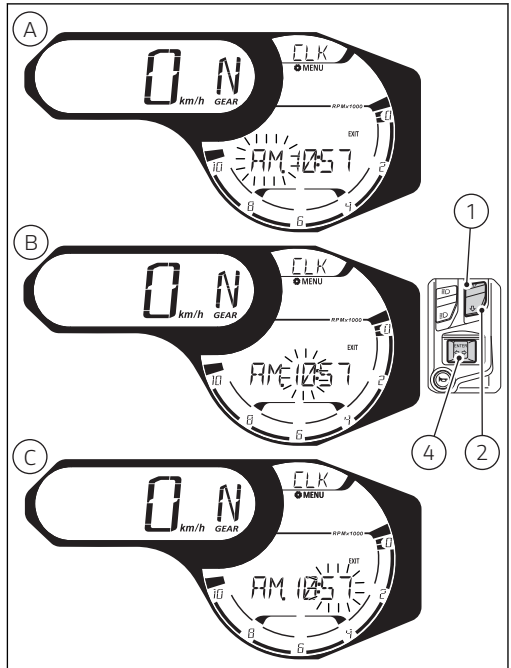


Fig 64

Date setting (DAT)

This function allows user to set or change the date.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "DAT".
Once function is selected, press button (4).

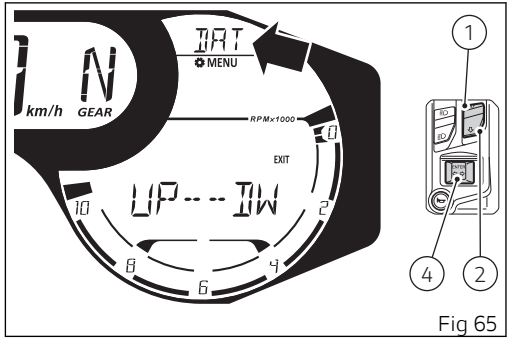


Fig 65

Important

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

Note

If nobody set the date, display will read dashes "- -" as year, month and day.

The displayed available settings are:

- Y: year
- M: month
- D: day

When entering this function, the instrument panel will display the currently set year as well as "EXIT".

With buttons (1) and (2) it is possible to scroll and select the flashing indications "Y." (year) (A), “M.” (month) (B), “D.” (day) (C) and “EXIT” with flashing frame.
Press button (4) after selecting the parameter you wish to edit: the current value flashes and can be edited.

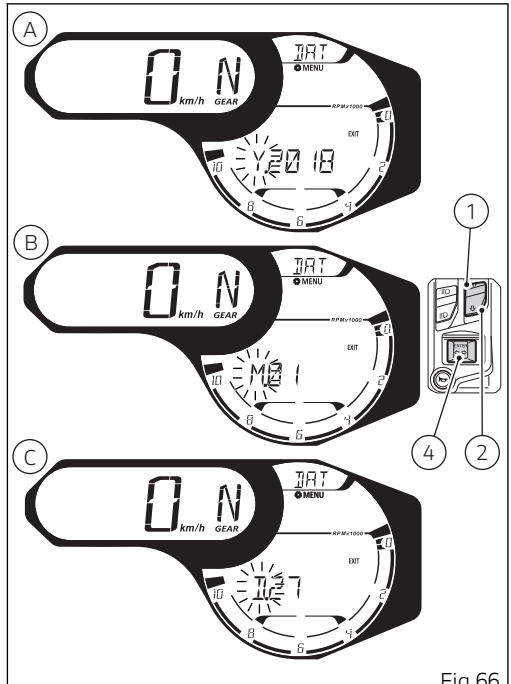


Fig 66

Year setting

Use buttons (1) and (2) to select the flashing indication "Y." (A, Fig 66) and press button (4).
Year 4-digit value starts flashing.
Press button (1) to increase year value by 1 unit: “2017, 2018, …. 2099, 2017”.
Press button (2) to decrease year value by 1 unit: “2099, 2098, …. 2017, 2099”.
Once you reach the value to be set, press button (4) and the set year will stop flashing, while “Y.” will be again flashing (A, Fig 66).

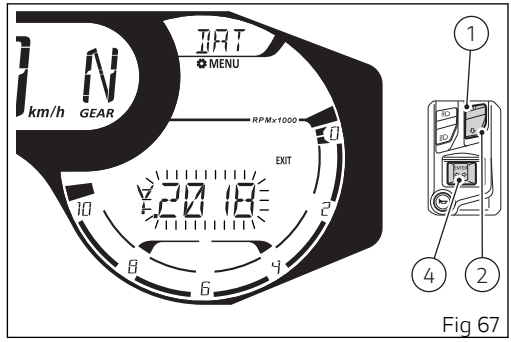


Fig 67

Month setting

Use buttons (1) and (2) to select the flashing indication "M." (B, Fig 66) and press button (4).
Month 2-digit value starts flashing.
Press button (1) to increase month value by 1 unit: 01, 02, ... 12, 01.
Press button (2) to decrease month value by 1 unit: 12, 11, ... 01, 12.
Once you reach the value to be set, press button (4) and the set month will stop flashing, while “M.” will be again flashing (B, Fig 66).

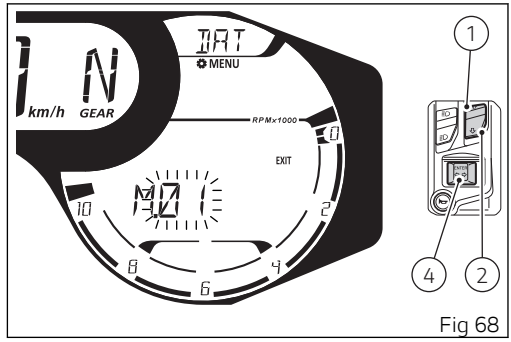


Fig 68

Day setting

Use buttons (1) and (2) to select the flashing indication "D." (C, Fig 66) and press button (4).
Once option is highlighted, press button (4).
Day 2-digit value starts flashing.
Press button (1) to increase day value by 1 unit: 01, 02, ... 31, 01.
Press button (2) to decrease day value by 1 unit: 31, 30, ... 01, 31.
Once you reach the value to be set, press button (4) and the set day will stop flashing, while “D.” will be again flashing (C, Fig 66).

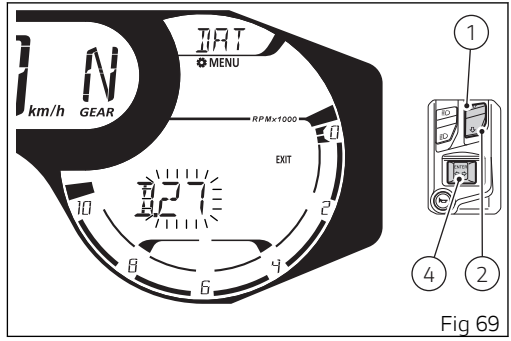


Fig 69

Storing the date

To store set/modified date, select "EXIT" with flashing frame using buttons (1) and (2) and press button (4).
The instrument panel then checks whether entered date is correct or before the internal date (SERVICE DATE):

- If the date is incorrect, the instrument panel will show “WRONG" and “DATE” alternately for 4 seconds, then it will display a string of 6 steady dashes “- - - -” in place of the date and "EXIT" selected (flashing frame). In this case, press button (4) to go back to previous page of the Setting Menu without changing the date; or use buttons (1) and (2) to set the date again by selecting the string of 6 dashes “- - - - - -” and repeating the operation.

- If date is correct, instrument panel will save the new date and then go back to previous page of the Setting Menu.

Service thresholds display (SRV)

This function informs the user on the deadlines for the indications of Desmo Service (in Km or miles), Oil Service (in Km or miles) and Annual Service (date).

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "SRV".
Once function is selected, press button (4).

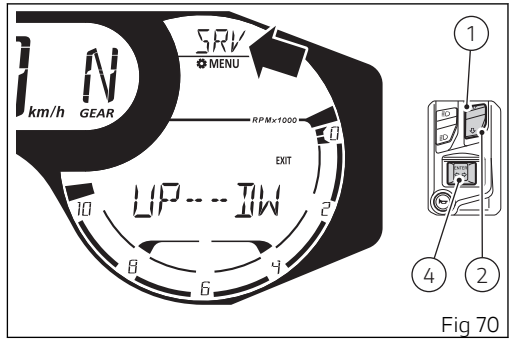


Fig 70

The display shows the "Desmo Service" indication (A) as first information.
Use buttons (1) and (2) to cyclically scroll the information on the mileage left to the Desmo Service (A), on the mileage left to the Oil Service (B) and the expiry date of the Annual Service (C).

"EXIT" is still highlighted (with flashing frame) when consulting the Service Info, press button (4) to go back to the previous screen.

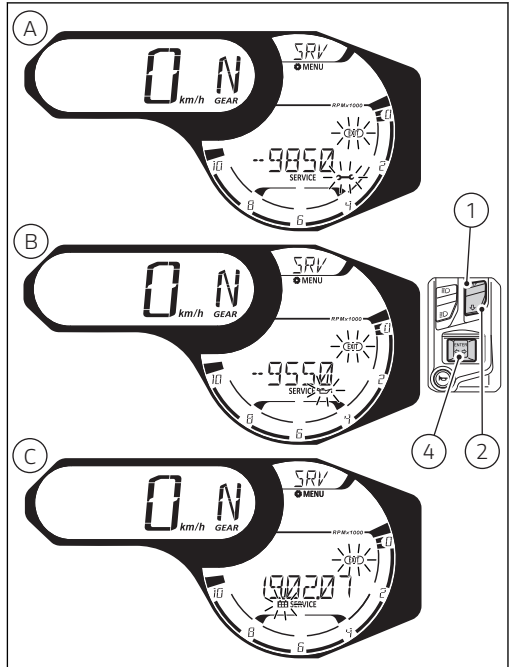


Fig 71

Unit of measurement setting (UNT)

This function allows changing the units of measurement of the displayed values.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "UNT".
Once function is selected, press button (4).

Measurements for which it is possible to change the unit are the following:

- SPEED;
- temperature (TEMP.).

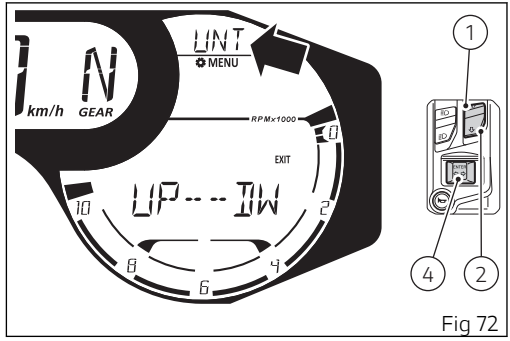


Fig 72

When entering this function, the instrument panel will display "SPEED" flashing as well as "EXIT".

Use buttons (1) and (2) to scroll and select flashing “SPEED” and “TEMP.”, “DEFAULT” (flashing frame) and "EXIT" (flashing frame).

To change unit of measurement, select the parameter you wish to change, then press button (4).

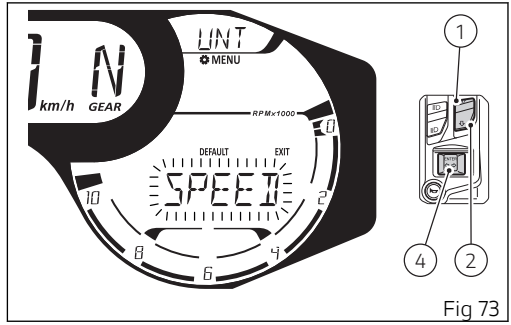


Fig 73

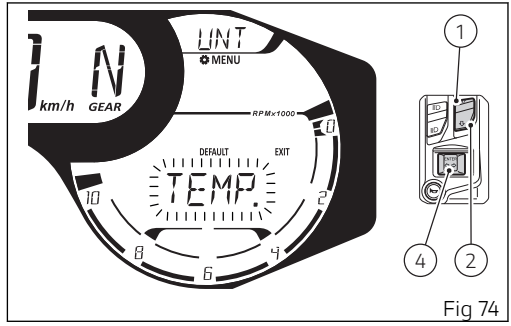


Fig 74

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).
When entering this function, the currently used unit flashes.

Use buttons (1) and (2) to scroll and select the flashing available units of measurement "km/h", "mph" and "EXIT" with flashing frame.
Press button (4) to save the selected unit and go back to the previous displaying mode.
Select "EXIT" (flashing frame) and press button (4) to go back to previous displaying mode without editing the parameter.

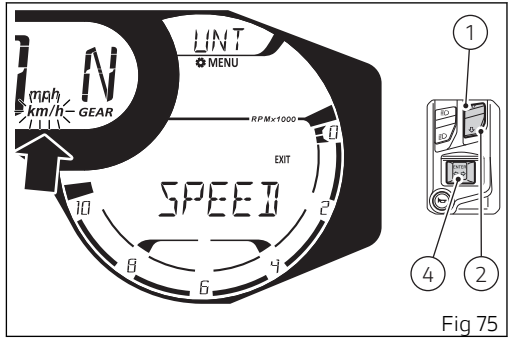


Fig 75

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units of measurement "°C" and "°F", and select them (flashing).
Press button (4) to save the selected unit and go back to the previous displaying mode.
Select "EXIT" (flashing frame) and press button (4) to go back to previous displaying mode without editing the parameter.

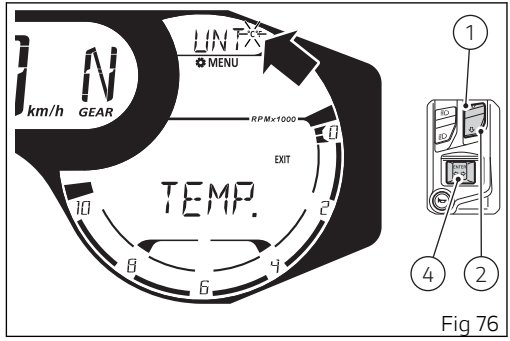


Fig 76

Setting the units of measurement: Resetting to automatic DEFAULT settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel.

Use buttons (1) and (2) to select "DEFAULT" with flashing frame and press button (4).
The display shows “WAIT..” for 2 seconds; then the "DF - OK" message displayed for another 2 seconds indicates that the units of measurement have been restored.
After these 2 seconds, "EXIT" with flashing frame is selected.
To quit and go back to previous page, press button (4).

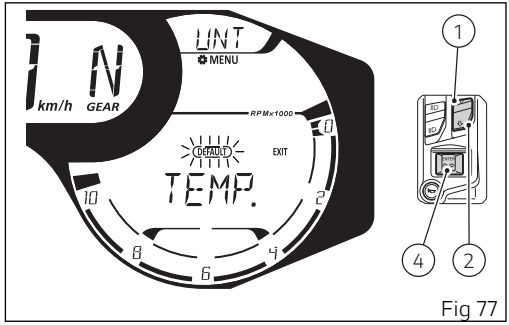


Fig 77

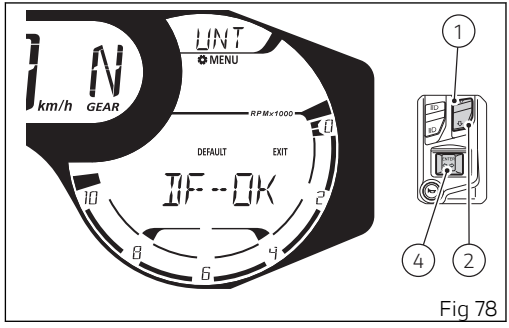


Fig 78

Battery indication (BAT)

This function allows viewing vehicle battery voltage.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "BAT".
Once function is selected, press button (4).

When entering this function, the instrument panel will display the battery voltage as follows.

- If battery voltage is between 11.8 V and 14.9 Volt, the value will be displayed steady.
- If battery voltage is between 11.0 V and 11.7 Volt or 15.0 and 16.0 Volt, the value will be displayed flashing.
- If the voltage is lower than 11.0 V, the instrument panel will display a flashing "LOW" message.
- If the voltage is higher than 16.1 V, the instrument panel will display a flashing "HIGH" message.

Press button (4) to quit and go back to previous display mode.

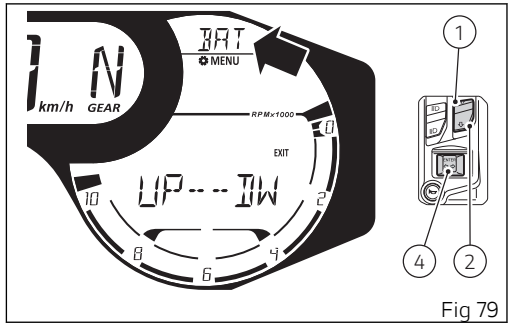


Fig 79

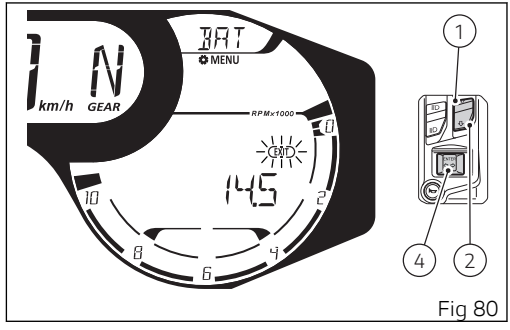


Fig 80

Turn indicator automatic switch-off feature (TRN)

This function allows user to set the strategy for automatically switching off the turn indicators to automatic mode (AUTO) or manual mode (MANUAL).

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "TRN".
Once function is selected, press button (4).

When entering this function, the instrument panel will display the currently set mode ("AUTO" or "MANUAL") and "EXIT".
Use buttons (1) and (2) to select and change the mode (flashing) from "AUTO" to "MANUAL" and vice-versa, and select "EXIT" with flashing frame.

Press button (4) when "AUTO" is selected (flashing) to set the strategy for automatically switching off the turn indicators.

Press button (4) when "MANUAL" is selected (flashing) to set the strategy for manually switching off the turn indicators; as a consequence, they can be switched off only through the dedicated button.

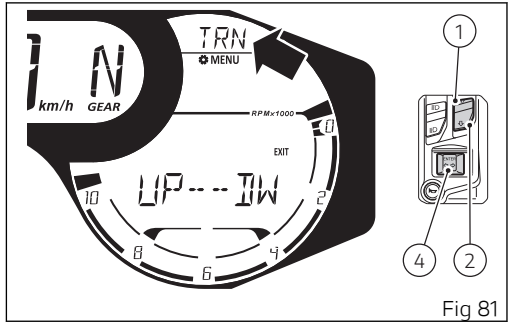


Fig 81

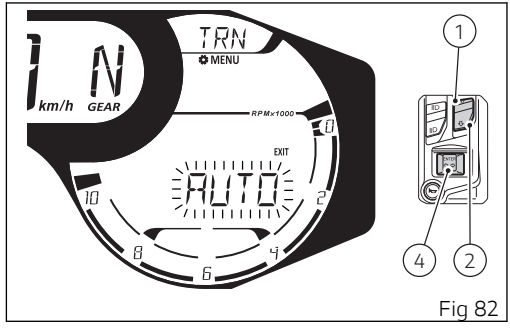


Fig 82

Press button (4) when "EXIT" is selected with a flashing frame and the display goes back to the previous screen.

Note
This setting (“AUTO” or “MANUAL”) remains stored even after Key-Off. In the event of an interruption of the power supply from the battery (Battery Off), when power is restored at the next Key-On, the mode will always be set by default to the “AUTO” mode.

Note
The strategy for automatically switching off the turn indicators is not active if all turn indicators are on at the same time (Hazard function).

Engine rpm indication (RPM)

This Function displays the engine rpm in a digital way.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "RPM".
Once function is selected, press button (4).

When entering this function, the instrument panel will display the engine rpm value in a digital way with a resolution of 50 rpm. The value ranges between 0 and 10,000 rpm. .

Press button (4) to quit and go back to previous display mode.

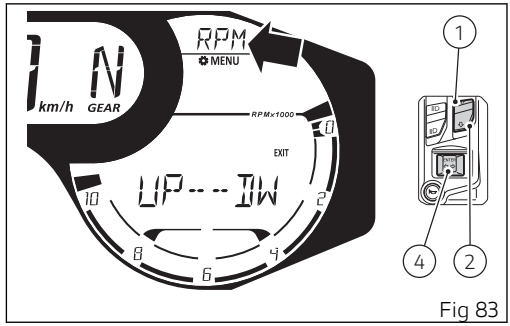


Fig 83

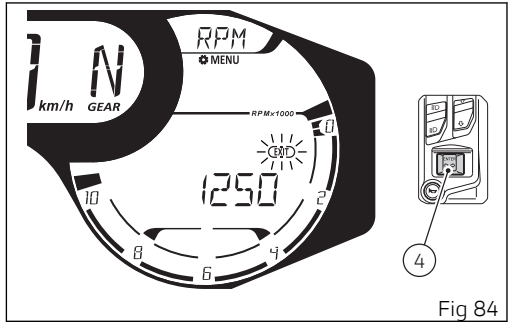


Fig 84

Bluetooth (BTH)

This function is available only if the motorcycle features the Bluetooth system and allows pairing and/or deleting any paired Bluetooth devices.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "BTH".
Once function is selected, press button (4).

The Bluetooth menu is not available if the player is active or when there is an incoming call, a call is in progress or during recall.

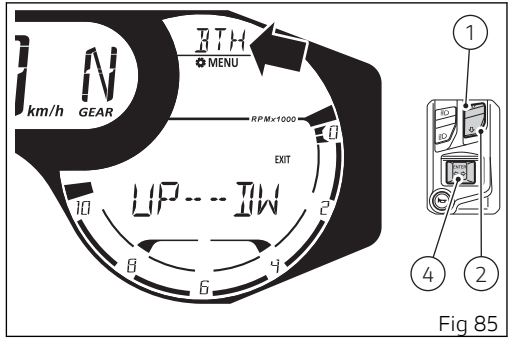


Fig 85

When entering the function, the instrument panel displays the number of already paired devices (max. 5) in place of the gear, displaying a 1-digit figure.
If at least one device is already paired, the name of the first paired device or the message “NO DEV” will be displayed.
Use buttons (1) and (2) to scroll/select the list of devices (if more than one device has already been paired), "PAIRING" with flashing frame and "EXIT" with flashing frame.

To go back to the Setting Menu page without deleting and/or pairing any device, use buttons (1) and (2) to select "EXIT" with flashing frame, and press button (4).

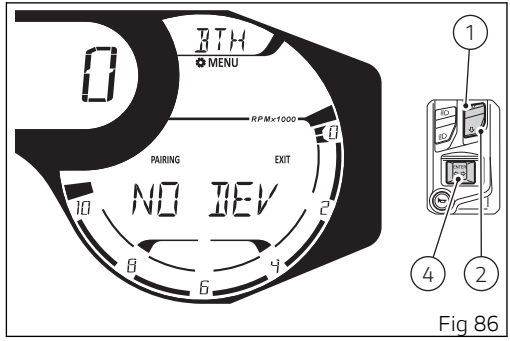


Fig 86

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

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.

To pair one or more Bluetooth devices, enter the Setting Menu, use buttons (1) and (2) to select "BTH" and press button (4). Then use buttons (1) and (2) to select "PAIRING" (Fig 87) with flashing frame and press button (4).

The instrument panel starts the device search phase and displays "WAIT.." (Fig 88). The pairing ends automatically when devices are detected within the range.

Should you wish to quit the device search and go back to the previous screen during the "PAIRING" procedure, use buttons (1) and (2) to select "EXIT" with flashing frame and press button (4) to quit.

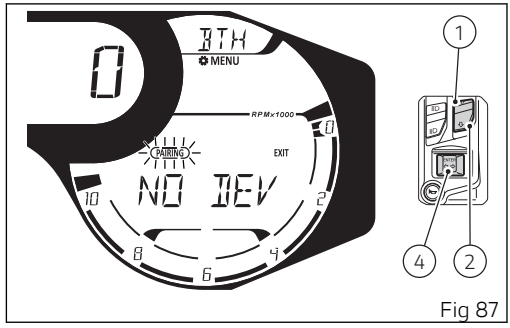


Fig 87

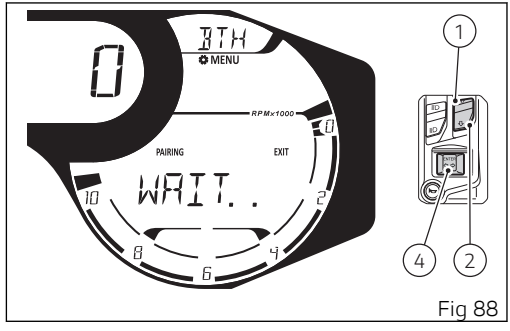


Fig 88

Once search is completed, the number of found devices (maximum 20) is indicated instead of speed. Use buttons (1) and (2) to scroll the list of devices and then press button (4) to select the device of interest. If two or more found devices have the same name, the list of devices will include two or more devices with the same name.
If one of the devices detected has no name, it will not be included in the list of devices detected.

Note
The list of devices found within the range during the pairing stage does not include already paired devices even if their Bluetooth connection is ON.

Press button (4) to pair the selected device, "WAIT.." will be then displayed for max. 30 seconds in case of smartphone or headset and 90 seconds in case of satellite navigators.

When a device in the list is selected, the user will have to specify the type of connected device.
Once the device to be paired has been selected, the display activates 4 icons (Smartphone, Rider

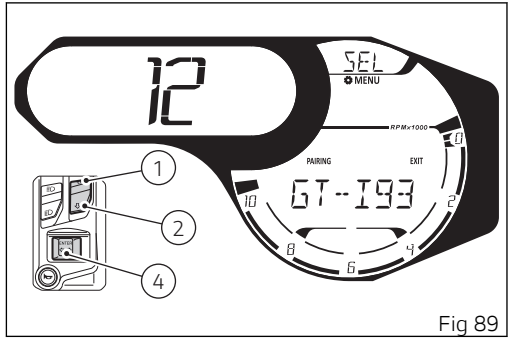


Fig 89

Intercom, Passenger Intercom and Navigator) at the right of the device.
The user will have to specify the type of connected device, by selecting it using buttons (1) and (2) until the relevant symbol flashes and then pressing button (4) to confirm:

- SMARTPHONE
- RIDER HELMET (1)
- PASSENGER HELMET (2)
- GPS NAVIGATOR

When device type is selected, the display reads “WAIT..” and number of paired devices is refreshed.

If some paired devices are already present in the list:

- 2 Smartphones, the phone icon cannot be selected, hence no other smartphone can be paired;
- 1 Rider Helmet, the rider helmet icon cannot be selected, hence no other rider helmet can be paired;
- 1 Passenger Helmet, the passenger helmet icon cannot be selected, hence no other passenger helmet can be paired;
- 1 Navigator, the navigator icon cannot be selected, hence no other navigator can be paired.

To pair a Smartphone, the pairing procedure with the Bluetooth control unit entails the confirmation of a pop-up appearing on the smartphone.

To connect a navigator, the connection procedure shall be completed on the navigator, by selecting the connection with the motorcycle Bluetooth control unit. In this case, during the pairing procedure, the Navigator icon will flash in the Bluetooth Setting Menu. When the Bluetooth control unit is connected to the device, the icon stops flashing and becomes steady ON.

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.

As soon as the pairing is completed, "WAIT.." is replaced by the name of the connected device: the complete name will be scrolled and then only the first characters will be displayed. Once the device is paired, the instrument panel will automatically show the Bluetooth Setting Menu main page.

If no device is found during the pairing phase, the display will show "NO DEV" and the displayed number will be ZERO. If no device is connected, no icon of the device type will be displayed.
Both indications will be available for 3 seconds, after which buttons (1), (2) will be used to select "EXIT" or "PAIRING" (if you wish to repeat the search) and button (4) to confirm.

Pairing deactivation takes place when quitting the Bluetooth Setting Menu or when no more BT devices are present.



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.

Deleting associated device(s)

This function allows the user to delete a device from the list of paired devices.

After entering Bluetooth Setting Menu function, use buttons (1) and (2) to select the device to be deleted from the list shown.
Once the device is selected, press button (4). By confirming the device deletion, the instrument panel will display “WAIT..”.
As soon as the deletion procedure is completed, the device will be removed from the list, the number of paired devices will be automatically updated and "EXIT" with flashing frame will be selected.
If the list includes no devices, the instrument panel will show “NO DEV”.

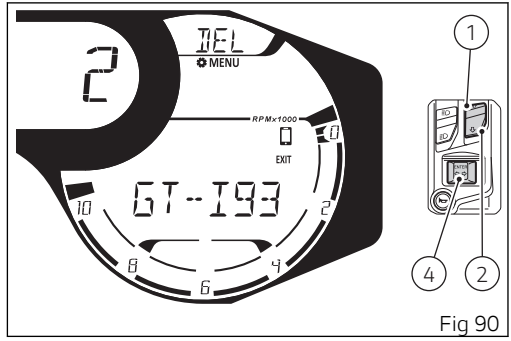


Fig 90

Infotainment

The motorcycle can fit the Ducati Multimedia System (DMS) only when the Bluetooth control unit is available; thanks to the DMS system the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.
In this model, the Bluetooth control unit can be purchased by a Ducati Dealer or Authorised Service Centre.

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.
Furthermore, the Infotainment functions can be viewed in the dedicated menus:

- Connected devices (A);
- Player (B);
- Telephone (C).

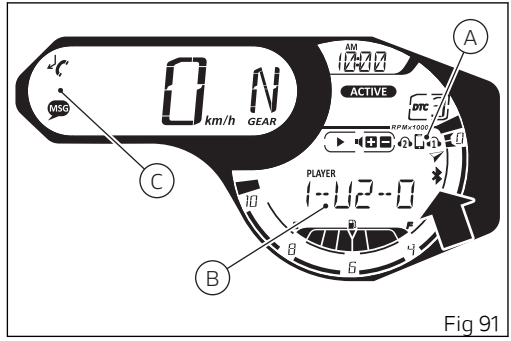


Fig 91

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as:

1) Ducati GPS navigator;
2) Rider helmet earphones;
3) Smartphone;
4) Passenger helmet earphones.

It is possible to connect up to a maximum of 4 devices.

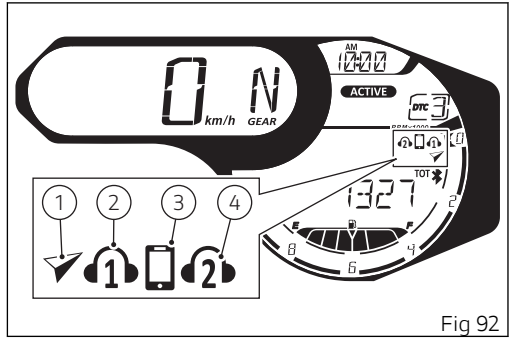


Fig 92

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.

In case of incoming call, the instrument panel displays the receiver symbol flashing and "CALL" flashing.
To accept the call press button (2), while to reject the call press button (1) for 2 seconds.
To terminate the call, keep button (1) pressed for 2 seconds.

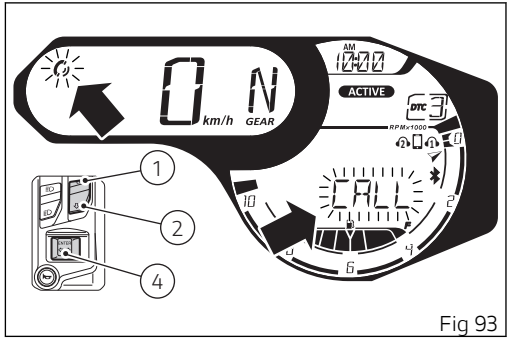


Fig 93

Note
The name and/or the number of the caller will not be displayed. If there is an incoming call while the Player is active, the latter is paused throughout the phone call and will resume operation when call is over.

Note
If a call is in progress and the instrument panel shows the missed call symbol, current call view has higher priority over the missed call.

During 5 seconds after hang-up, the Recall function is activated to allow the recall.
To activate the Recall function within the 5 seconds, press button (2).
After this 5 second time, the Recall function is disabled.

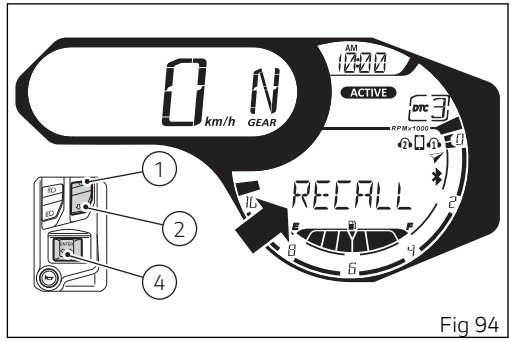


Fig 94

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.
The number of missed calls is not displayed.

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.

Both symbols flash for 3 seconds and then stay steady on the instrument panel for 57 seconds.

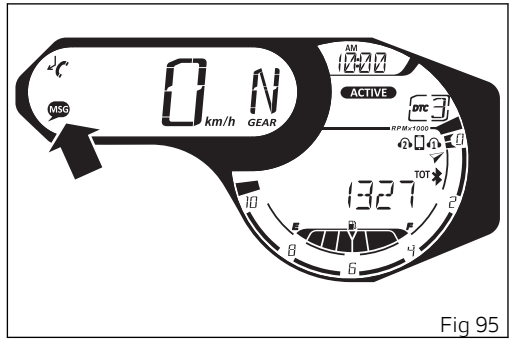


Fig 95

Player

If one smartphone is connected, Menu will show the PLAYER function (see paragraph "Player Management" page 64).
Use button (1) or (2) to scroll the Menu functions and view the PLAYER function.

If Player is not active, the instrument panel displays “PLAYER” and “OFF” (Fig 96).
To activate it, keep button (1) pressed for 2 seconds.

If player is active, the instrument panel will display "PLAYER", the name of the track and the player graphics inside the Menu. The title of the track is shown complete once in scrolling mode (from left to right) then it will be cut to the first 6 characters (Fig 97).
Should track name not be available, "NOT AVAILABLE" (once in scrolling mode from right to left, then it will be cut to the first 6 characters) will be displayed instead of the track name.
To disable it, press button (1) for 2 seconds.

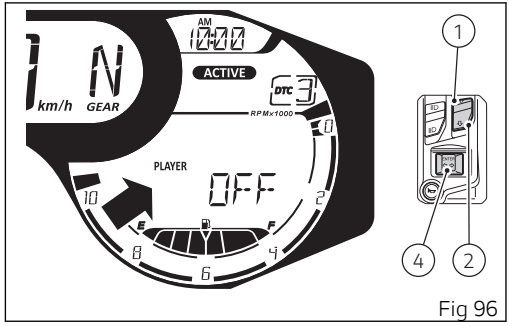


Fig 96

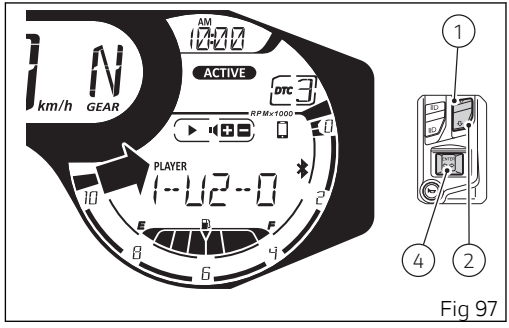


Fig 97

Note

The Player function cannot be activated when a call is incoming, in progress or in recall. If the smartphone is disconnected, player is turned off.

When the player is turned on, within "Player management" function (page 64), buttons (1), (2) and button (4) can only be used to control the player.

- Volume up: press button (1) once.
- Volume down: press button (2) once.
- Pause / Play: press button (4) for 2 seconds.
- Skip / Next track: Press button (4) once. Each press corresponds to a track skipped.

Press button (2) for 2 seconds to quit player controls, although maintaining player ON. After quitting player controls:

- player and its volume can no longer be controlled via the instrument panel;
- in the display, within "Player management" function, the information on the track (being played or paused) is retained;
- button (1), button (2) and button (4) have the normal functions.

To access again the player controls, simply position on "Player Management" function inside the menu and wait for 3 seconds: the player controls will be automatically accessed.

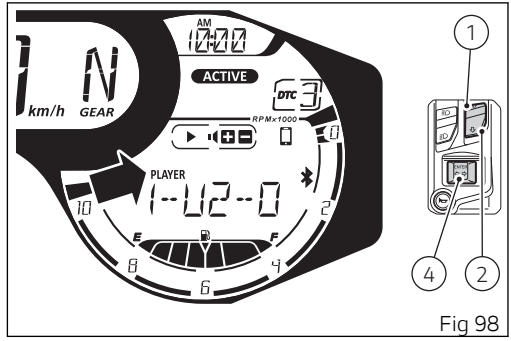


Fig 98

To disable player, position on "Player Management" function inside the menu and keep button (1) pressed for 2 seconds. The instrument panel will show "PLAYER" and "OFF", and the player graphics will be disabled.

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.
There are 3 types of scheduled maintenance interventions:

- OIL SERVICE ZERO: service at the first 1000 km (600 mi);
- OIL SERVICE and ANNUAL SERVICE: oil service or annual service (requiring the same maintenance operations);
- DESMO SERVICE.

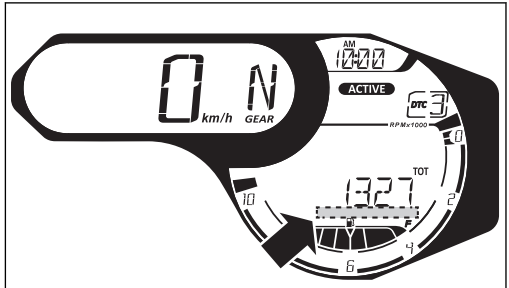


Fig 99

OIL SERVICE zero warning

The first maintenance indication is OIL SERVICE zero, enabled for 5 seconds upon each key-on when the odometer counter reaches the first 1,000 km (600 mi).

The indication includes displaying for 5 seconds the flashing message "SERVICE", the Oil symbol and the message "OIL" upon each Key-ON; after 5 seconds, both the message "SERVICE" and the Oil symbol become steady until Key-OFF or until a Ducati Authorised Service Centre performs a Reset.

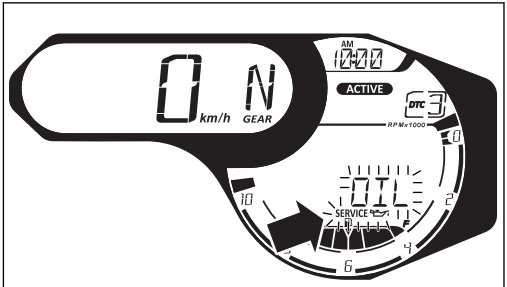


Fig 100

OIL SERVICE or SERVICE DATE 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 indication includes displaying for 5 seconds the flashing message SERVICE, the Oil symbol and "OIL" text (A); or the Annual symbol and "ANNUAL" text (B); or the Desmo symbol and "DESMO" (C) upon each Key-ON.

After 5 seconds, both the message "SERVICE" and the Oil symbol or the Annual symbol or the Desmo symbol become steady until Key-OFF or until an Authorised Ducati Service Centre performs a "Reset".

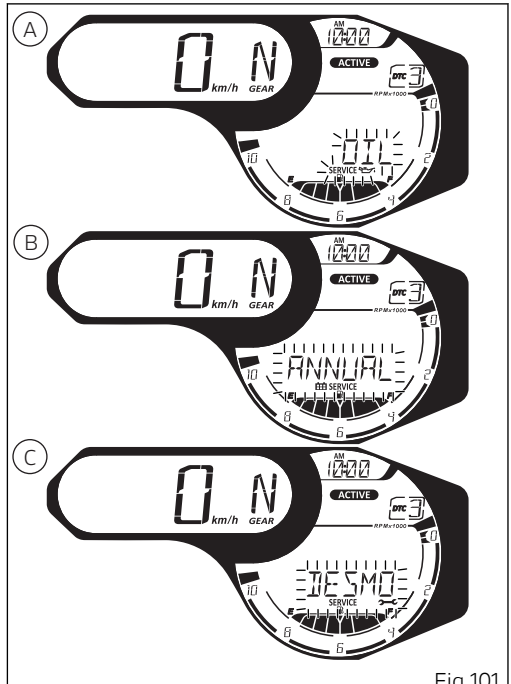


Fig 101

OIL SERVICE or SERVICE DATE 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 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.

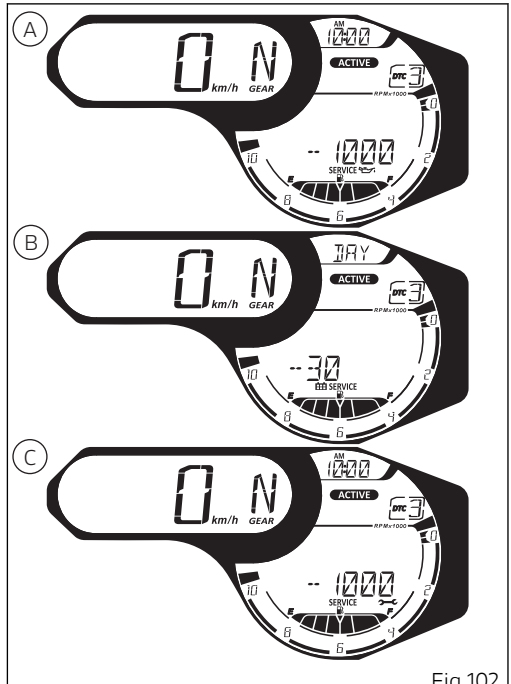


Fig 102

Warnings/Alarms

The instrument panel manages a number of warnings / alarms, aimed at giving useful information to the rider during use.
Upon Key-On, if there are any active warnings, the instrument panel displays the present warnings.
During normal use, whenever a warning is triggered, the instrument panel automatically displays the warning.

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 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.

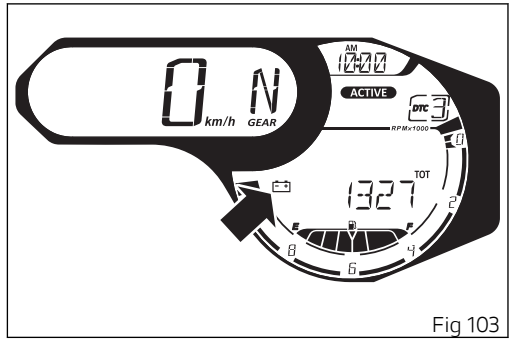


Fig 103

Date setting

This "warning" indicates that it is necessary to enter the date through the setting Menu (refer to "Date setting" page 93). The instrument panel shows “INSERT” (A) and “DATE” (B) for 6 seconds upon Key-ON.

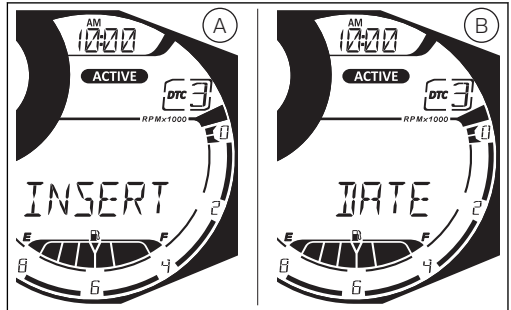


Fig 104

High engine temperature

This Function shows an alert indicating that engine temperature reached high values: warning triggers when engine temperature exceeds 200°C.

- flashing HI message;
- steady temperature icon and set unit of measurement (°C or °F).

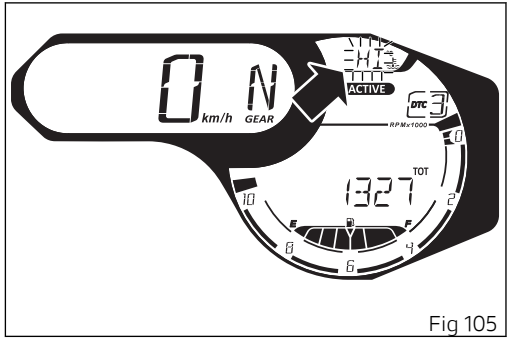


Fig 105

Note

When this warning is triggered, the instrument panel will not display the clock until value gets equal to or below 200°C.

Note

If engine temperature sensor is in fault or if instrument panel is not receiving engine temperature information, a string of flashing dashes "- - -" is displayed.

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

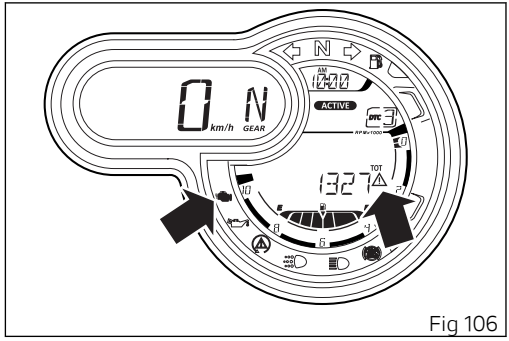


Fig 106

Attention

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

Side stand warning

The instrument panel receives information on side stand status and if side stand is down/open, the icon "SIDE STAND" is displayed.
In case of side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light turns on (warning lights 8, see “Instrument panel”).
If instrument panel does not receive side stand status, stand down/open “SIDE STAND” indication will flash to indicate an undefined status.

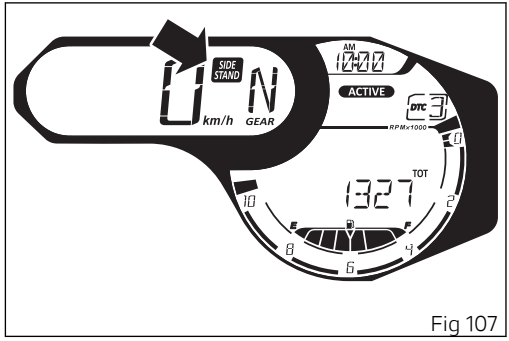


Fig 107

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).

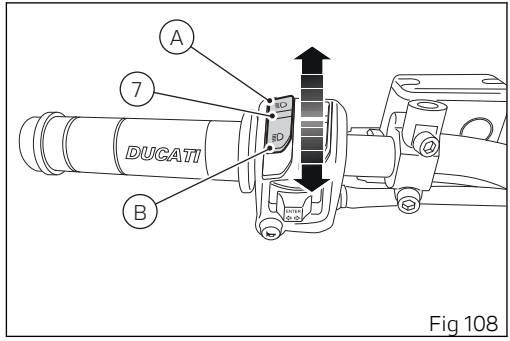


Fig 108

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).

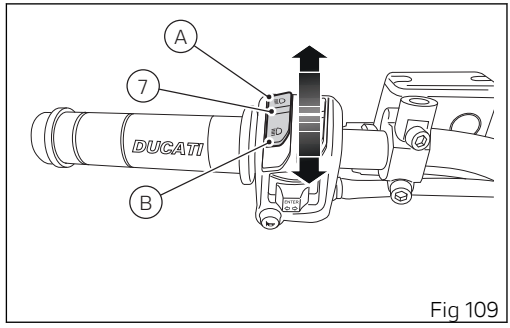


Fig 109

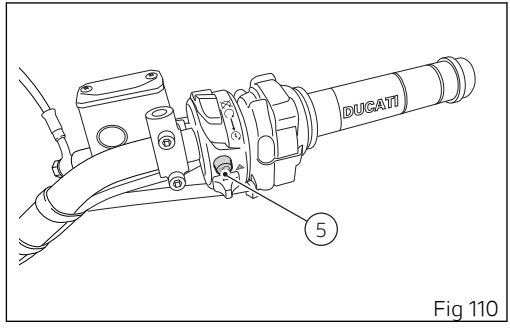


Fig 110

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 light Auto/Manual mode setting" function in the Setting Menu.

By pressing button (7, Fig 108) the high and low beams are turned on whereas the DRL light is turned off. Upon releasing the light button (7, Fig 108) 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

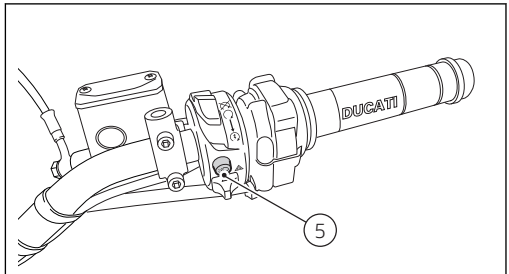


Fig 111

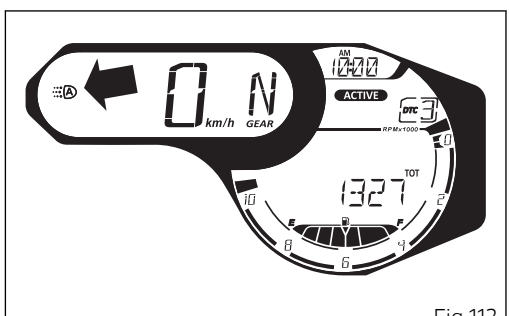


Fig 112

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 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 manually or automatically reset by the instrument panel.

Manual switch-off:
After activating one of the two turn indicators, user can reset them using the button (4) on the left switch.

Automatic switch-off:
The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, lean angle and in general according to the analysis of vehicle dynamic conditions.

The automatic switch-off function is activated as follows:

- with vehicle running and speed below 20 km/h (12.4 mph), turn indicators switch off automatically if they remained on for a long mileage (which can range between 200 and 2000 metres (656-6562 feet), depending on vehicle speed when the turn indicator button was pressed;
- with speed above 20 km/h (12.4 mph) the strategy takes into account the lean angle as well.

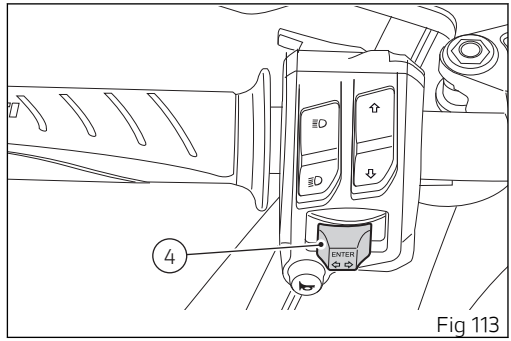


Fig 113

If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialised.

Automatic switch-off feature can be disabled through the specific option within the Setting Menu (Turn indicator automatic switch-off feature) page 107.

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 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).
The "Hazard" function can be disabled with vehicle on (key turned to "ON") by pressing button (6).

After activating the "Hazard" function, if motorcycle is switched OFF (key set to OFF), the function stays active as long as battery voltage is ≥ 12.2 V. When voltage drops < 12.2 V the turn indicators switch OFF automatically in order to save battery charge.

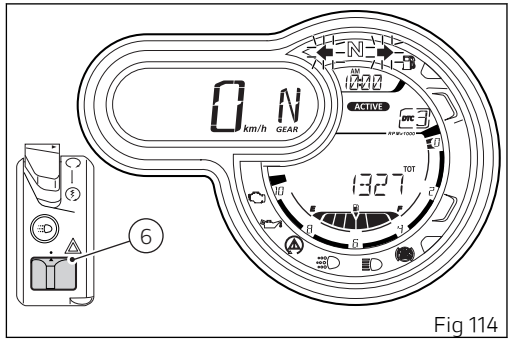


Fig 114

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

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

Note

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

Immobilizer system

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (IMMOBILIZER) that is automatically activated every time the instrument panel is switched off.
Inside of each key handgrip there is an electronic device that modulates the signal sent by a special antenna integrated in the ignition switch upon starting.
Such modulated signal represents the "password", that changes upon every starting, that allows the control unit to acknowledge the key and thus starting the engine.

Keys

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

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

Attention

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

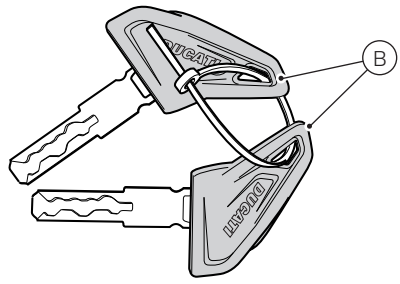


Fig 115

Operation

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

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.

Key duplication

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



Note

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

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 active, the instrument panel enables the possibility to enter the override code. Then "PIN" and four dashes "- - - -" (with the first dash flashing) are displayed.

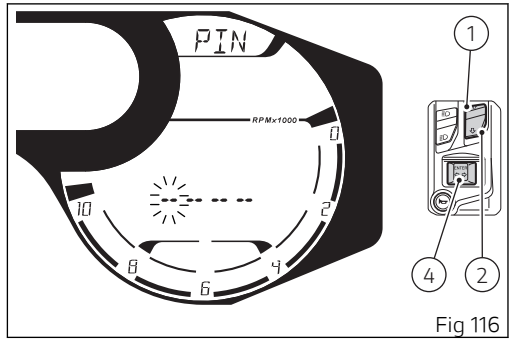


Fig 116

Entering the code

1) Each time you press the button (2) the displayed number increases by one (+1) up to "9" and then starts back from "0".
2) Each time you press the button (1) the displayed number decreases by one (-1) up to "0" and then starts back from "9".
3) Press button (4) to confirm the number and move on to the following digit: “0” flashing in the next digit.
4) Repeat the operations under steps 2) - 3) until you confirm all the 4 digits of the PIN CODE.

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

- if the PIN CODE is not correct the instrument panel displays "PIN" and “WRONG” flashing for 3 seconds (B). After these 3 seconds, the instrument panel allows you to try and enter the PIN again, so it will display “PIN”, and a string of four dashes "- - - -" (with the first dash flashing).

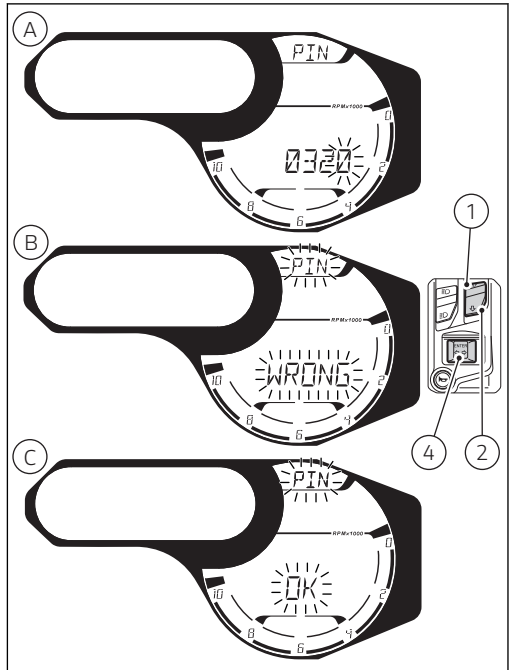


Fig 117

- 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 shows “PIN” and “OK” flashing (C) for 3 seconds, and then displays the main screen.

If no operation is made within 2 minutes, while entering the PIN CODE, the instrument panel will display "TIME" and "OUT" flashing for 3 seconds and will then turn off.

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

Controls

Position of motorcycle controls

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) Rear brake pedal.
6) Right-hand switch.
7) Throttle twistgrip.
8) Front brake lever.
9) Gear change pedal.

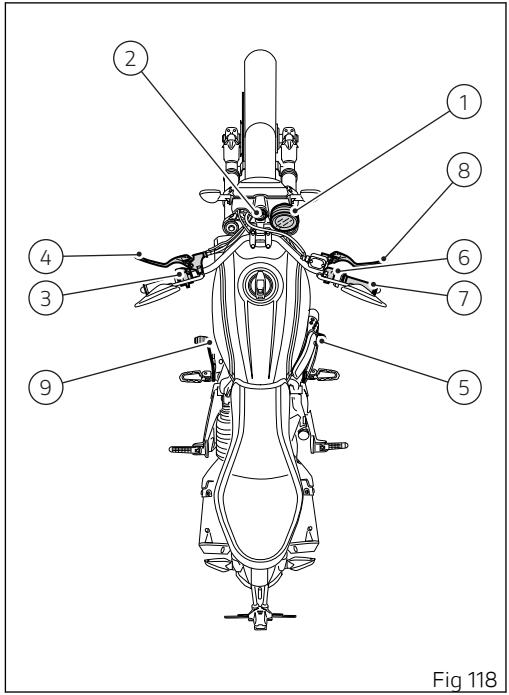


Fig 118

Key-operated ignition switch and steering lock

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

A) ○ : enables lights and engine operation;
B) ⊠ : disables lights and engine operation;
C) 🔒 : the steering is locked;
D) ⊨ : parking light and steering lock.

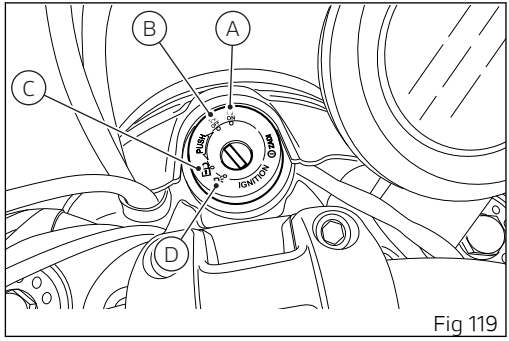


Fig 119

Note

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

Left-hand switch

1a. dip switch, two-position light selector switch:
— position = low beam ON (A);
— position = high beam ON (B);
1b. button = high-beam flasher (FLASH) and instrument panel control (E).

2. Two-position menu navigation button: dip switch, two-position light selector switch:
— position : UP (C);
— position : DOWN (D).

3. Button = warning horn.

4.Button = three-position turn indicator switch:
— central button = OFF;
— button = left turn;
— button = right turn;
To disable the turn indicator, press the control once it returns to centre position.

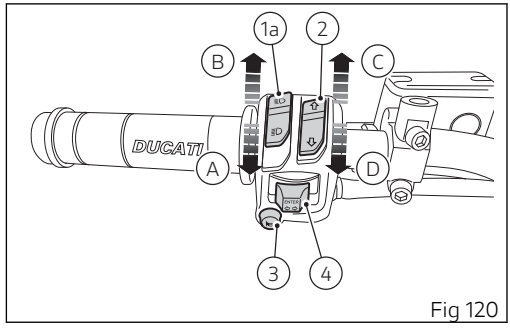


Fig 120

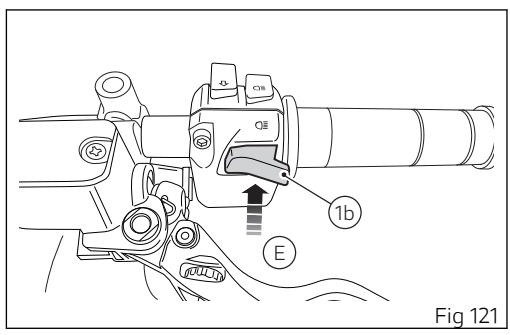


Fig 121

Clutch lever

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

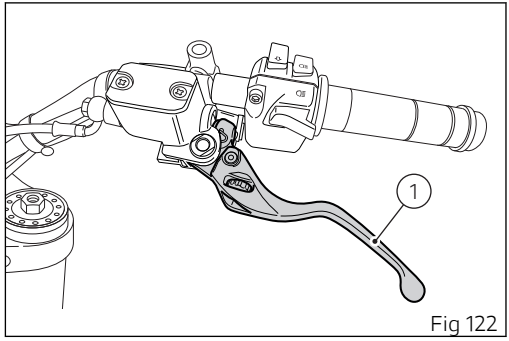


Fig 122

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).

Turn knob (2) clockwise/counter clockwise to adjust lever (1) distance from handgrip.

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

Attention
Set clutch lever when motorcycle is stopped.

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

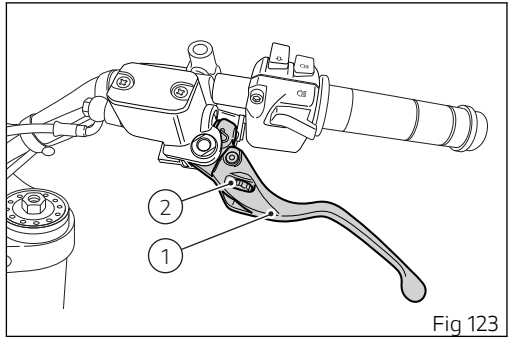


Fig 123

Right-hand switch

1) Red ON/OFF switch.
2) DRL lights enabling / disabling button (not present in China/Canada/Japan versions).
3) HAZARD ON/OFF button.

The switch (1) has three positions:

A) This position has no functions on the vehicle.
B) IGNITION. In this position, the vehicle can be turned ON (Key-on).
C) EMERGENCY KEY-OFF. This position is used for engine emergency Key-off

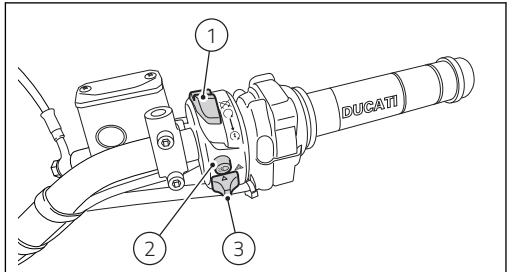


Fig 124

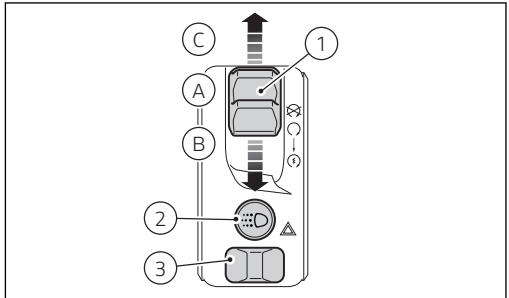


Fig 125

Throttle twistgrip

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

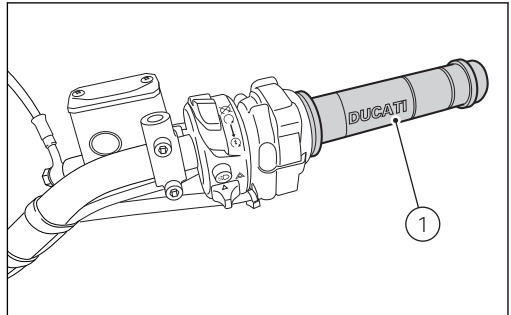


Fig 126

Front brake lever

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

To adjust lever and change the distance between lever (1) and twistgrip, keep the lever (1) fully extended and turn knob (2) fully clockwise/counter clockwise.

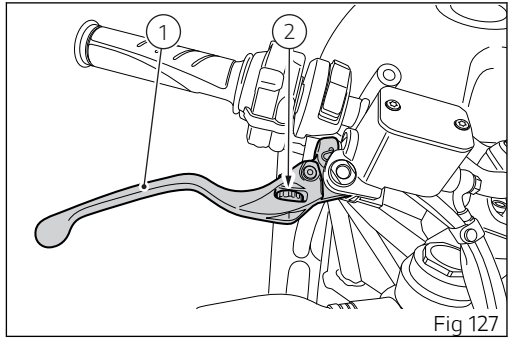


Fig 127

Attention

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

Attention

Set front brake lever when motorcycle is stopped.

Rear brake pedal

Press pedal down with your foot to operate the rear brake (1).
The control system is of the hydraulic type.

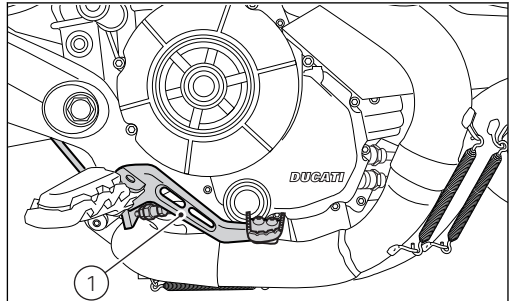


Fig 128

Gear change pedal

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

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

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

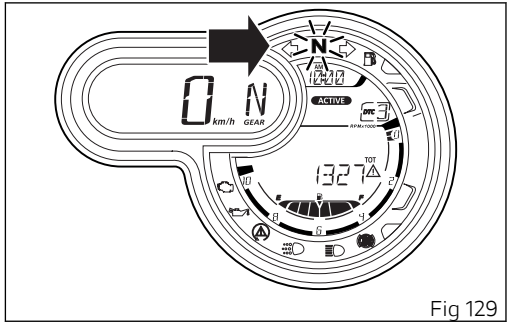


Fig 129

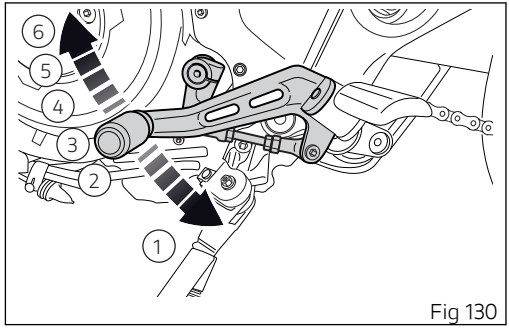


Fig 130

Adjusting the position of the gearchange pedal and rear brake pedal

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

Gear change pedal

Hold the linkage (1) and slacken the lock nuts (2) and (3).

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

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

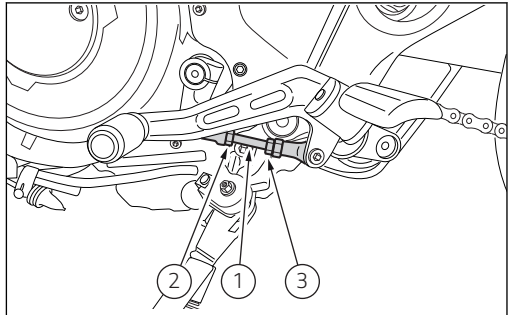


Fig 131

Rear brake pedal

Loosen lock nut (4).
Turn pedal stroke adjusting screw (5) until pedal is in the desired position. Tighten the lock nut (4).
Operate the pedal by hand to check that there is 1.5 to 2 mm of free play before the brake bites. If not, adjust the length of the master cylinder control rod as follows.
Loosen lock nut (6) on master cylinder rod.
Screw the rod (7) into the fork (8) to increase the free play, or screw it out to reduce it.
Tighten lock nut (6) and check play again.

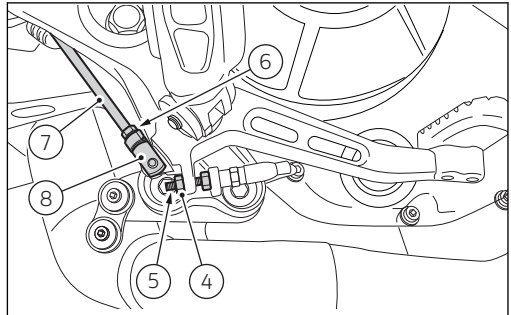


Fig 132

Main components and devices

Position on the vehicle

1) Tank filler plug.
2) Seat lock.
3) Side stand.
4) Rear-view mirrors.
5) Rear shock absorber adjusters.
6) Catalytic converter.
7) Exhaust silencers.
8) Chain tension adjusters (both sides).
9) Fork adjusters.

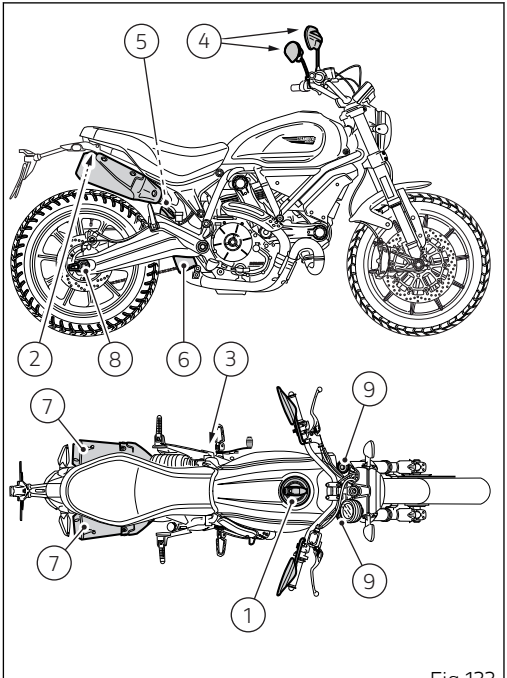


Fig 133

Tank filler plug

Opening

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

Closing

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

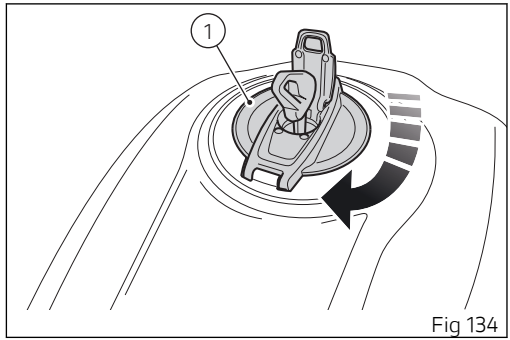


Fig 134

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.

Seat lock

Opening

Insert key (1) inside lock, positioned under splash guard, turn it clockwise and, at the same time, to make pin release easier, press on seat (close to latch). Remove the seat (2) pulling it backwards until sliding it out of the front retainers.

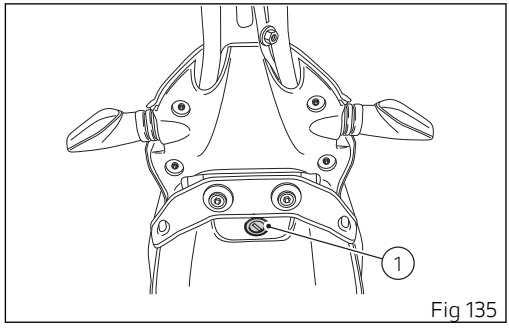


Fig 135

Attention

When you are about to insert key inside seat lock, do not touch the exhaust system with your body since silencers remain hot for a long time after engine switching off.

Closing

Make sure all parts are correctly laid out and secured in the underseat compartment.
Slide the front end (A) of the seat bottom underneath the retainer (B) of the frame support.
Press on seat (2) rear end until locking latch snaps.
Make sure the seat is safely secured to the frame and remove the key (1) from the lock.

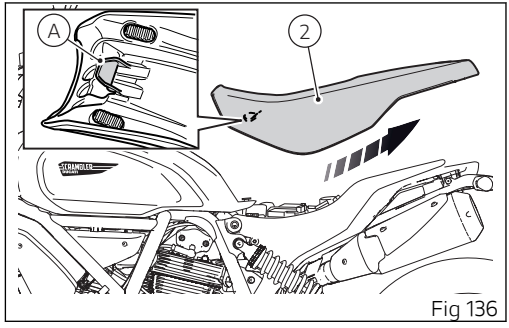


Fig 136

Side stand

Important

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

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

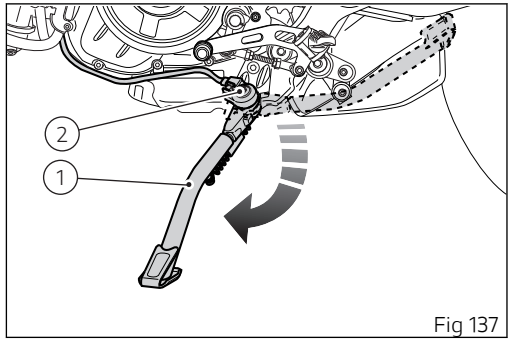


Fig 137

Attention

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

Note

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

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 seat and is protected by a flap: lift flap to use connection.

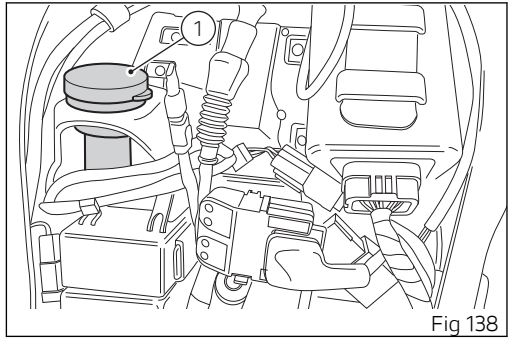


Fig 138

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 adjustment

Front fork adjustment (SCRAMBLER 1100 – 1100 SPECIAL)

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment.
Adjustment is done by external screw adjusters.
- for rebound damping adjustment (1) (left leg);
- for compression damping adjustment (2) (right leg);
- for inner spring preload adjustment (3).

Put the motorcycle on the side stand and make sure it is stable.
Turn adjuster (1) at the top end of the left leg with a flat-blade screwdriver to adjust rebound damping.
Turn adjuster (2) at the top end of the right leg with a flat-blade screwdriver to adjust compression damping.

Turn adjusters (1) and (2) to adjust damping.
Turn screw fully in to get the maximum rebound (1) or compression (2) damping. While turn it out to reduce rebound (1) and compression (2) damping.
To change preload of the spring inside each fork leg, turn the hex. adjuster (3), with a hexagon wrench, starting from the fully open (clockwise) position.

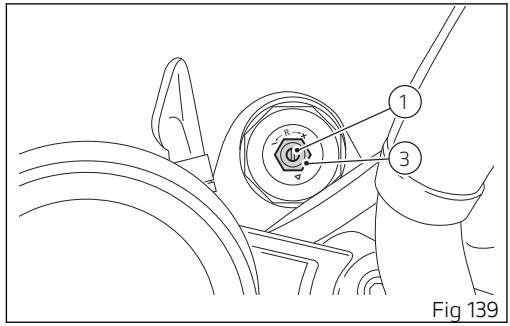


Fig 139

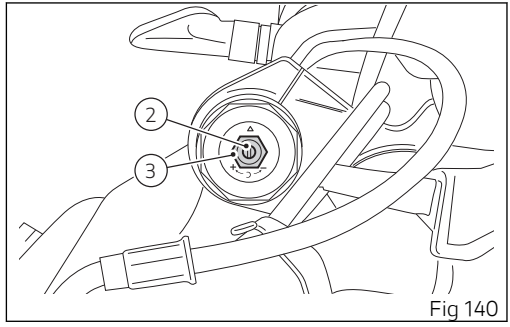


Fig 140

STANDARD settings
- Rebound: open 2 clicks from fully closed position;
- Compression: open 2 clicks from fully closed position;
- Preload: 5 turns.

Attention
Adjust both fork legs to same settings.

Front fork adjustment (SCRAMBLER 1100 SPORT)

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment.
Adjustment is done by external screw adjusters:
- for rebound damping adjustment (1) (left leg);
- for compression damping adjustment (2) (right leg);
- for inner spring preload adjustment (3).

Put the motorcycle on the side stand and make sure it is stable.
Turn adjuster (1) at the top end of the left leg with a hexagon wrench to adjust rebound damping.
Turn adjuster (2) at the top end of the right leg with a hexagon wrench to adjust compression damping

Turn adjusters (1) and (2) to adjust damping.
Turn screw fully in to get the maximum rebound (1) or compression (2) damping.
While turn it out to reduce rebound (1) and compression (2) damping.
To change preload of the spring inside each fork leg, turn the hex. adjuster (3), with a hexagon wrench, starting from the fully open (clockwise) position.

STANDARD settings

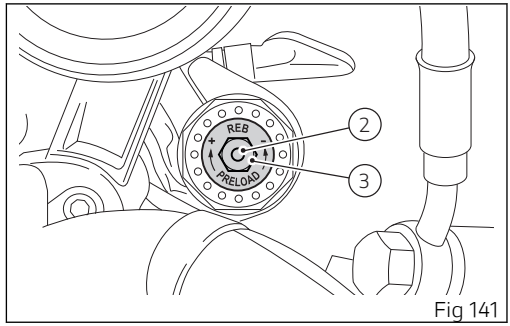


Fig 141

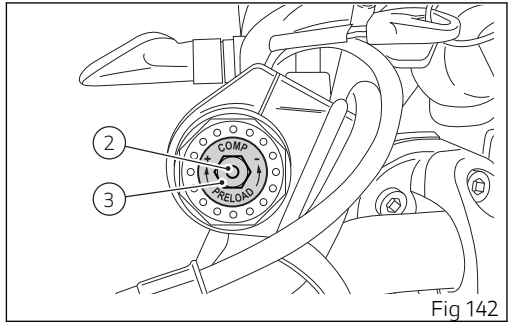


Fig 142

- Rebound: open 16 clicks from fully closed position;
- Compression: open 18 clicks from fully closed position;
- Preload: 3 turns.

Attention
Adjust both fork legs to same settings.

Adjusting the rear shock absorber
SCRAMBLER 1100 - 1100 SPECIAL

Kayaba monoshock
The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.
Adjuster (1), located on the lower part of the monoshock, adjusts the damping during the rebound phase (return).
The two nuts (3) on the upper part of the shock absorber serve to adjust the preload of the external spring. To change spring preload, slacken the upper locking ring nut. Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload. After setting spring preload as desired, tighten the upper locking ring nut.

Standard setting
Rebound: 3 clicks from fully closed;
Spring preload: 11 mm (0.43 in);
Distance between centres: 305 mm (12.01 in).

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

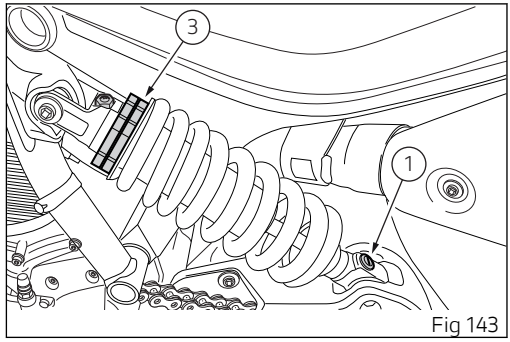


Fig 143

Attention
When carrying a passenger and luggage, increase the rear shock absorber spring preload by 3 turns to improve motorcycle dynamic handling and keep safe clearance from the ground. You may find that rebound damping needs adjusting as well.

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.

SCRAMBLER 1100 SPORT

Ohlins monoshock
The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.
Adjuster (1), located on the lower part of the monoshock, adjusts the damping during the rebound phase (return).
The two nuts (3) on the upper part of the shock absorber serve to adjust the preload of the external spring. To change spring preload, slacken the upper locking ring nut. Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload. After setting spring preload as desired, tighten the upper locking ring nut.

Standard setting
Rebound: 12 clicks from fully closed;
Spring preload: 10 mm (0.39 in);
Distance between centres: 305 mm (12.01 in).

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

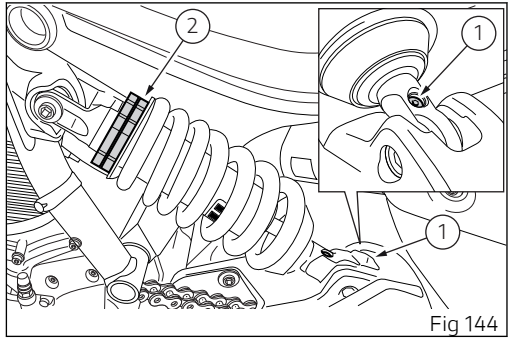


Fig 144

Attention
When carrying a passenger and luggage, increase the rear shock absorber spring preload by 3 turns to improve motorcycle dynamic handling and keep safe clearance from the ground. You may find that rebound damping needs adjusting as well.

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.

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 km (621 mi) to 2500 km (1553 mi).

Up to 1,000 Km (621 mi)

During the first 1000 km, keep an eye on the rev counter. It should never exceed: 5,500÷6,000 rpm.
During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.
To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 100 km (62 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.

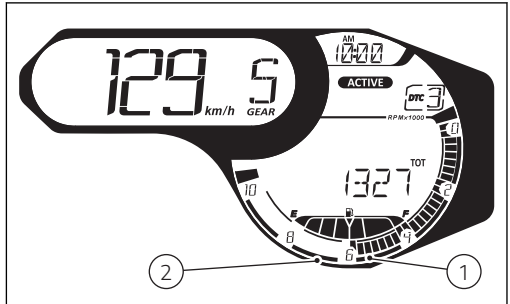


Fig 145

For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.
Furthermore, the drive chain should be inspected frequently. Lubricate as required.

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

From 1,000 km (621 mi) to 2,500 km (1553 mi) you can squeeze some more power out of your engine.
However never exceed 7,000 rpm.

Important

During the whole running-in period, the maintenance and service rules recommended in the Warranty Card should be observed carefully. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

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

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 FLUID
  Check liquid level in the corresponding reservoirs (see "Checking brake and clutch fluid 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 stays ON.
When the motorcycle speed exceeds 5 km/h, the warning light switches OFF to indicate the correct operation of the ABS system.

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

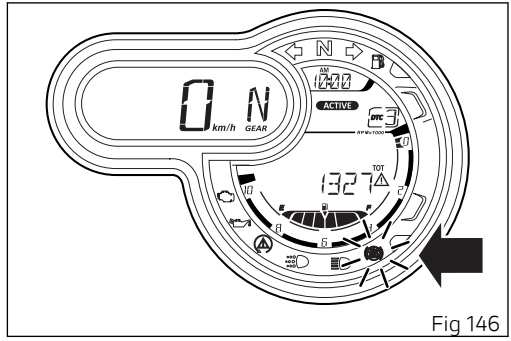


Fig 146

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.

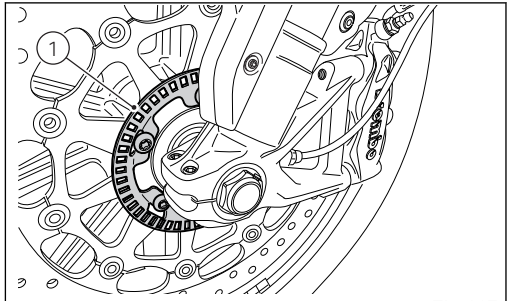


Fig 147

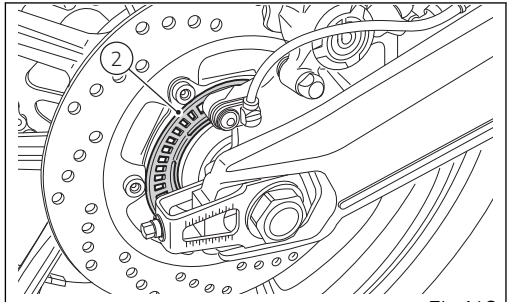


Fig 148

Starting the engine

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 149). Make sure both the green light N and the red light on the instrument panel come on.

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

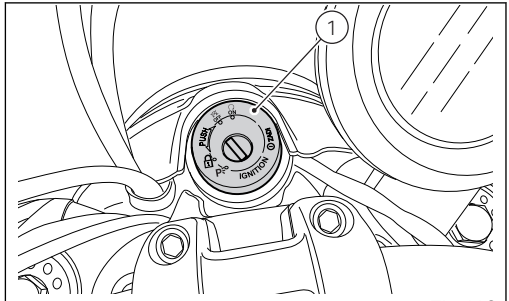


Fig 149

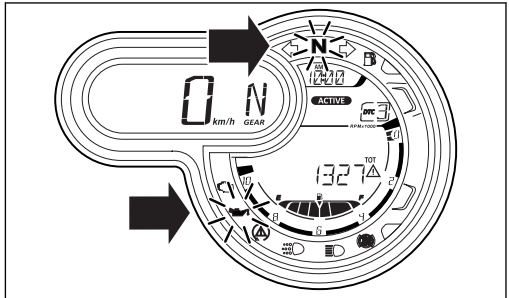


Fig 150

Attention

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

Note

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

Make sure that emergency start/stop switch (2), is set to (A) ↺ (RUN).
Press switch (2) to the bottom (B) and release it.
Let the motorcycle start without operating the throttle control.

Note

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

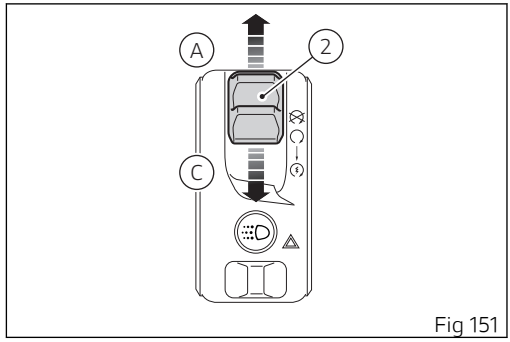


Fig 151

Important

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

Moving off

1) Squeeze the control lever to disengage the clutch.
2) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
3) Speed up the engine by turning the throttle twistgrip while gradually releasing the clutch lever; the motorcycle will start moving off.
4) Let go of clutch lever and speed up.
5) To shift up, close the throttle to slow down engine, disengage the clutch, lift the gear change lever and let go of clutch lever.

To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronise, shift down (engage next lower gear) and release the clutch.
The controls should be used correctly and timely: when riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down, so you will avoid stressing the engine and the motorcycle abnormally.

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.

Stopping the motorcycle

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

Important

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

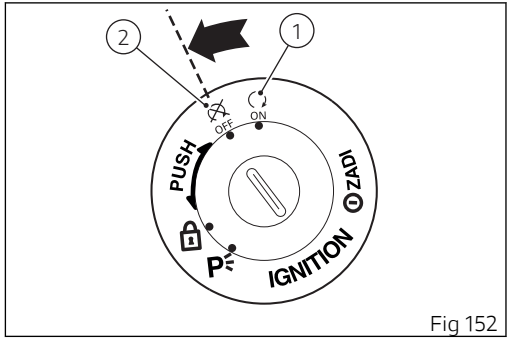


Fig 152

Parking

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

Important

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

Attention

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

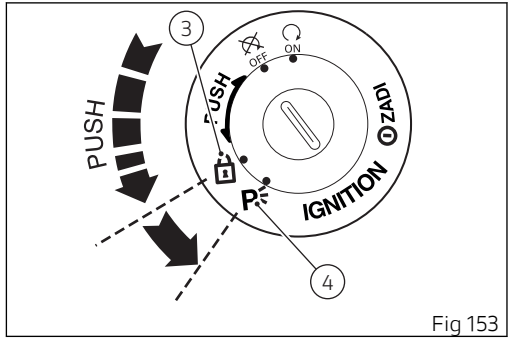


Fig 153

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.

Refuelling

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

Attention

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

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.

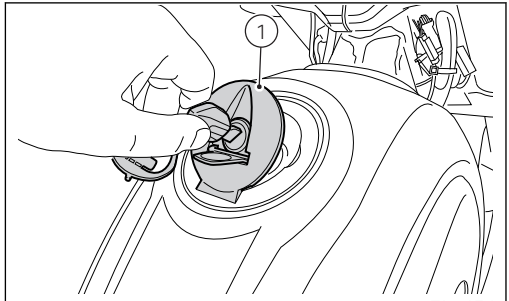


Fig 154

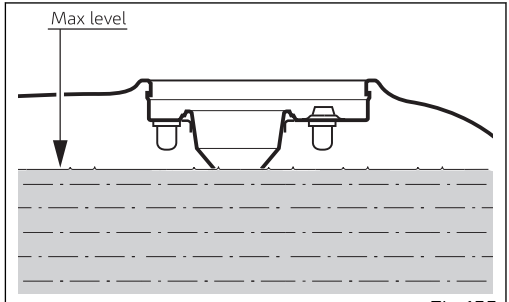


Fig 155

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.

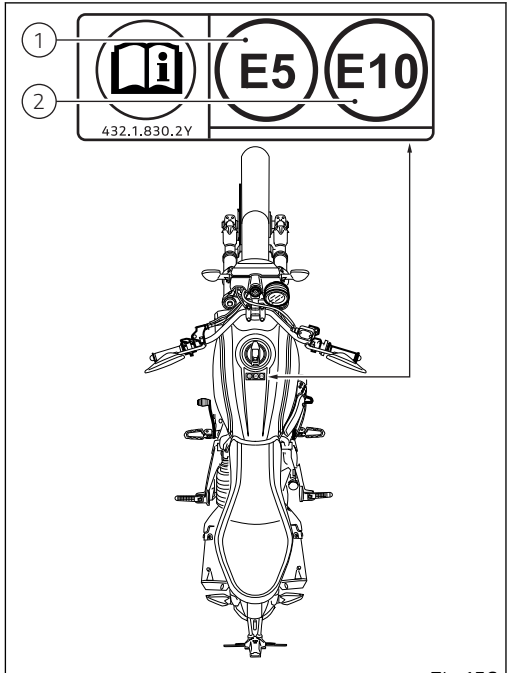


Fig 156

Tool kit and accessories

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

- screwdriver;
- screwdriver handgrip;
- Allen wrench 3 mm (0.11 in);
- Allen wrench 4 mm (0.16 in);
- preload adjustment wrench;
- handgrip for preload adjustment wrench.

To access the compartment remove the seat page 167.

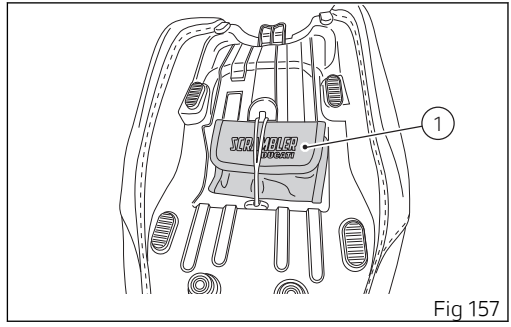
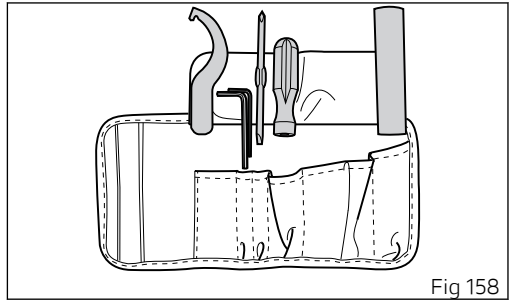


Fig 157


Fig 158

Main use and maintenance operations

Check brake fluid level

The level must not go below the MIN mark shown on the respective reservoirs (Fig 159) shows the front brake fluid reservoir, while (Fig 160) shows the rear brake fluid reservoir.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Fluid must be topped up and changed at the intervals specified in the scheduled maintenance table reported in the Warranty Booklet; please contact a Ducati Dealer or authorised Service Centre.

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.

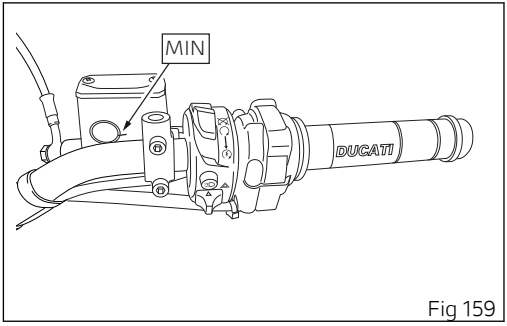


Fig 159

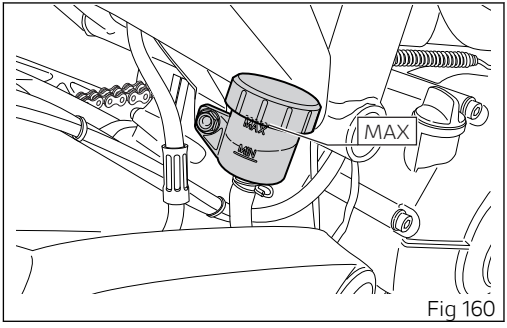


Fig 160

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

Changing the air filter

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

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.

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.

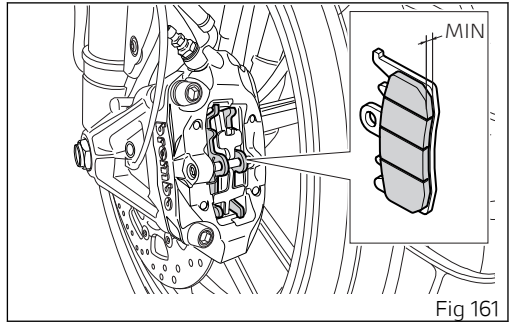


Fig 161

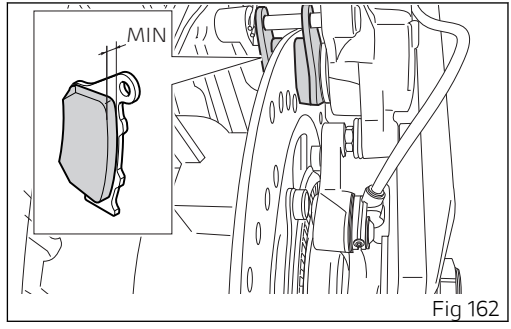


Fig 162

Charging the battery

Attention

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

To reach the battery (A) it is necessary to remove the seat page 167 and the elastic band (B).
Loosen the screws (1), remove the positive cable (2) and (ABS) positive cable (3) from the positive terminal and the negative cable (4) and the ABS negative cable (5) from the negative terminal.
Always start from the negative one (-) and remove the battery by sliding it out of its housing.

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 (-).

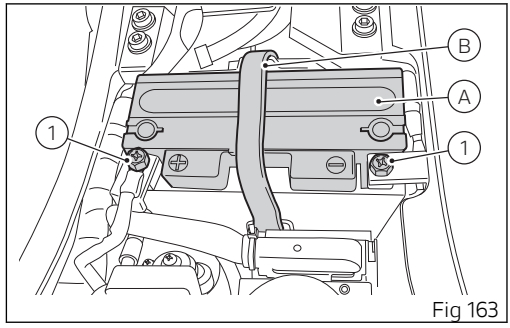


Fig 163

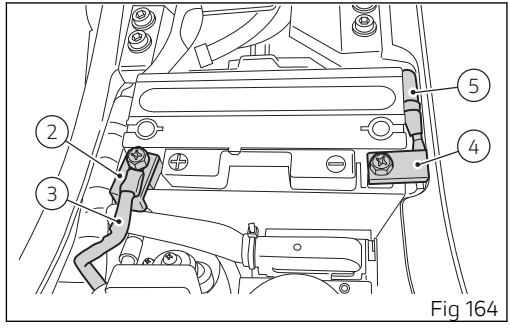


Fig 164

Important

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

Grease the screws (1).
Refit the battery, connect the positive cable (2), and ABS positive cable (3), to the positive terminal, the negative cable (4), and the ABS negative cable (5), to the negative terminal of the battery, always starting from the positive one (+), and start the screws (1).

Attention

Keep the battery out of the reach of children.

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

If the motorcycle must be jump-started in an emergency with an external starting device, it is possible to connect the starting device to the battery (A) without removing it from the vehicle. Connect the external starting device positive pole to the battery positive pole and the external starting device negative pole to the battery negative pole.

Refit and fasten the elastic band (B).
Refit the seat page 167.

Attention

When connecting the external starting device to the poles of the vehicle battery, pay utmost attention not to touch any other metal parts on the vehicle.

Charging and maintenance of the battery during winter storage

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

Note

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

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.

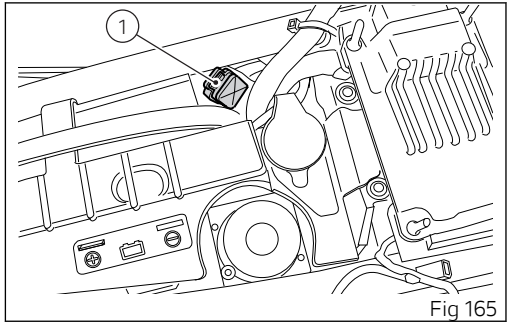


Fig 165

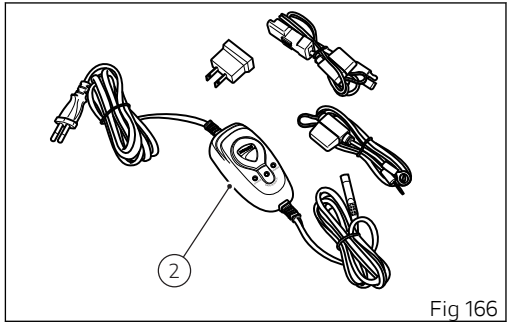


Fig 166

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.

Lubricating cables and joints

It is necessary to periodically check the throttle control cable and cold start cable external sheath for wear. Their external plastic sheath should be free of cracking or flattening. Work the controls to make sure the cable slides smoothly inside the sheath: if you feel any friction or catching, have the cable replaced by a Ducati Dealer or Authorised Service Centre.
For trouble-free operation, periodically lubricate the ends of all Bowden cables with SHELL Advance Grease or Retinax LX2.
As far as the throttle cable is concerned, it is recommended to undo the two screws (1) and open the control, then grease the cable end and the pulley.

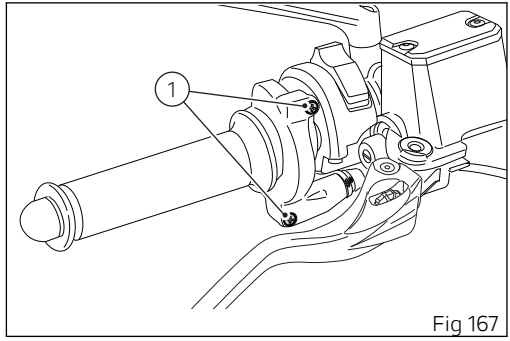


Fig 167

Attention

Carefully close the control after engaging the cable in the pulley.

Refit the cover and tighten the screws (1) to a torque of 1.8 Nm.
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.

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. With the chain in its rest position, measure the upward travel. It must be: A = 41 to 43 mm (1.61 to 1.69 in).

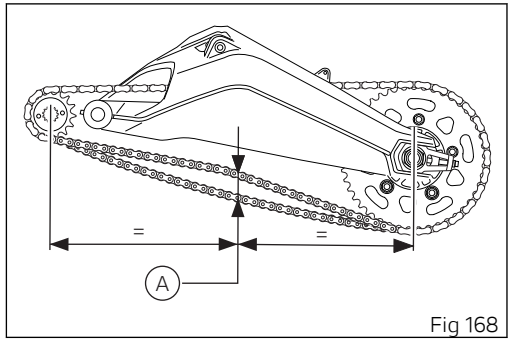


Fig 168

Attention

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 screws (1) is critical to rider and passenger safety.

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

Check the correspondence of the positioning marks on both sides of the swinging arm to ensure a perfect wheel alignment. Grease the wheel shaft nut thread (2) with SHELL Retinax HDX2 and tighten it to a torque of 145 Nm. Grease the adjuster screws (1) thread with SHELL Alvania R3 and tighten them to a torque of 10 Nm.

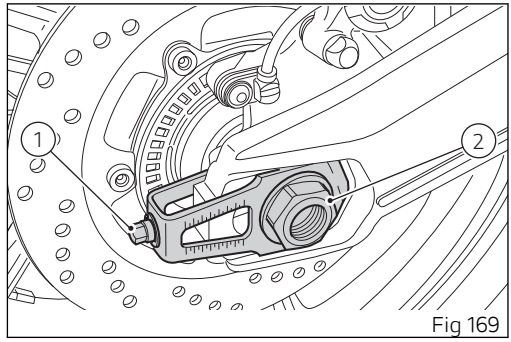


Fig 169

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

Lubricating the drive chain

Important

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

Cleaning and lubricating the drive chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. 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 using a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

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.

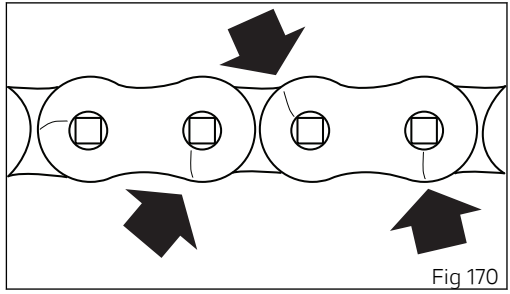


Fig 170

Lubricating the drive chain

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.

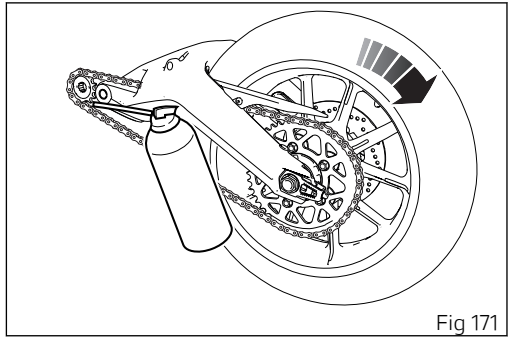


Fig 171

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.

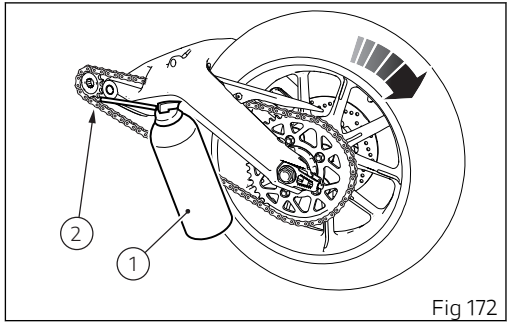


Fig 172

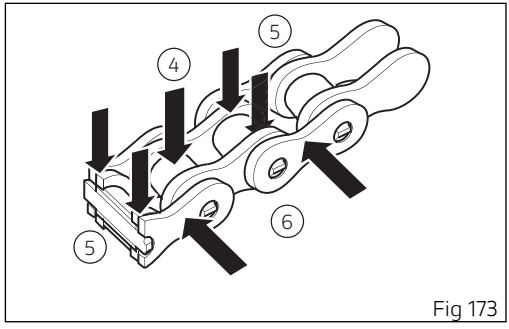
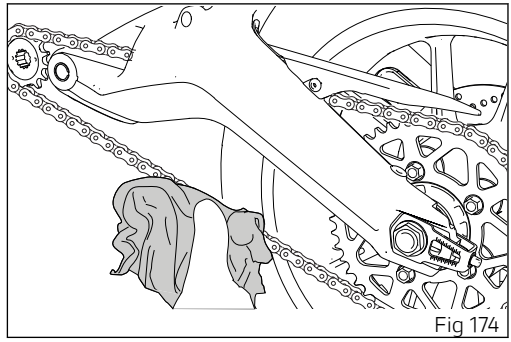


Fig 173

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.


Fig 174

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.

Replacing the headlight bulbs

Important

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

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.

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System" page 247. Always ensure that the new bulb you have installed operates properly before refitting any parts you have removed.
Loosen screws (1) and collect headlight support U-bolts (2).

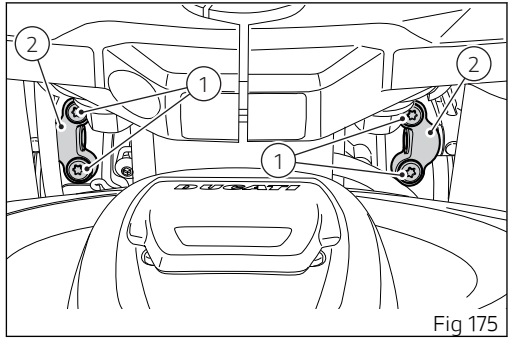


Fig 175

Loosen screw (3).
Tilt headlight towards the front mudguard and duly support it while loosening screws (4) on light cover (5) and remove cover.

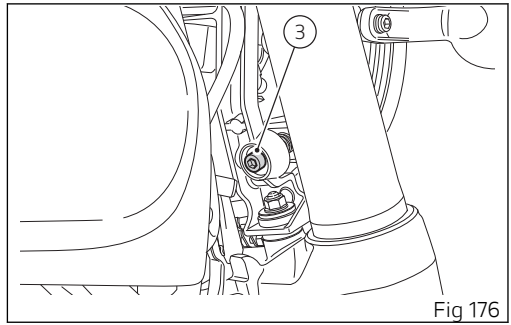


Fig 176

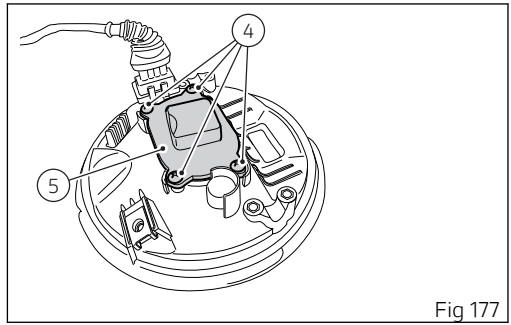


Fig 177

Disconnect the connector (6).
Release the clip (7).
The bulb (8) has a bayonet joint: press and twist counter clockwise to remove it. Remove the bulb, then fit the new one by pressing and turning clockwise until it clicks into its seat.

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

To reassemble, refit any previously removed parts following the removal procedure in reverse order and tighten screws (1, Fig 175) to 5 Nm.

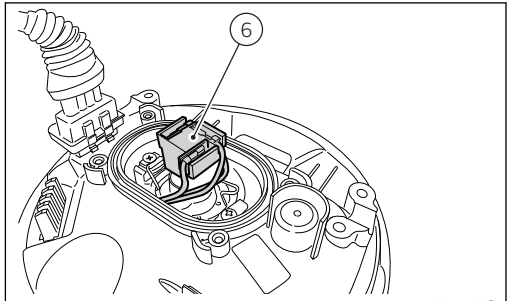


Fig 178

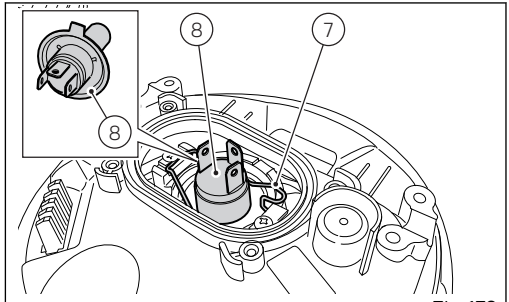


Fig 179

Changing the turn indicator bulbs

Attention

Front turn indicators are LED type (USA version excluded). In case of malfunction, contact a Ducati Dealer or Authorised Service Centre

USA version

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

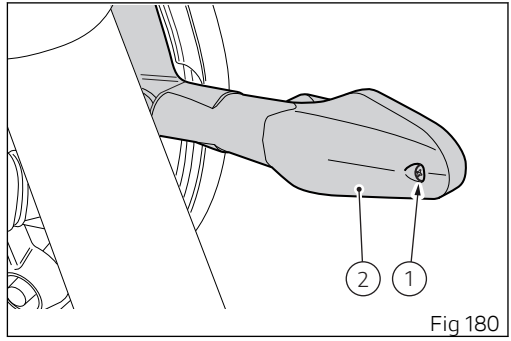


Fig 180

Aligning the headlight

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

Check correct headlight aiming. Position the motorcycle 10 metres (32.8 foot) from a wall or a screen, the motorcycle must be perfectly upright with the Tyres inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust right and left beams. The height of the upper limit between the dark area and the lit area must not be more than 9/10 of the height from the ground of the headlight centre.

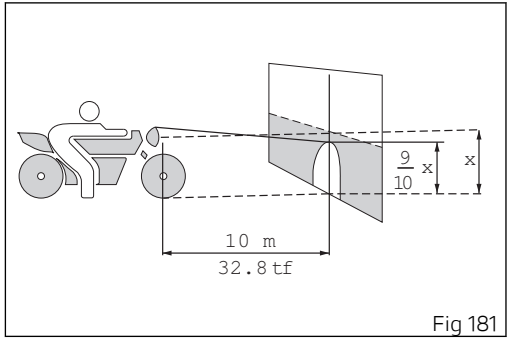


Fig 181

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

Aligning the headlight

The vertical alignment of the headlight can be manually set by turning screw (1).

Important

Headlight beam adjuster screw has no limit stop.

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.

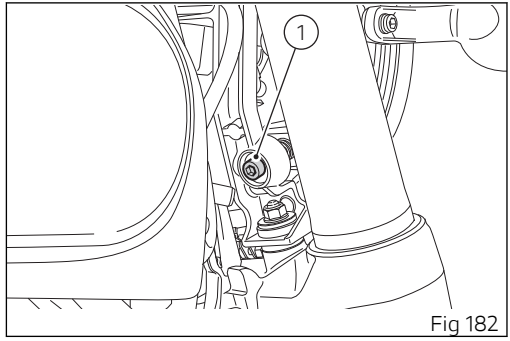


Fig 182

Adjusting the rear-view mirrors

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

Attention

This type of adjustment must be performed with attention to avoid forcing the rear-view mirror position and damaging it.

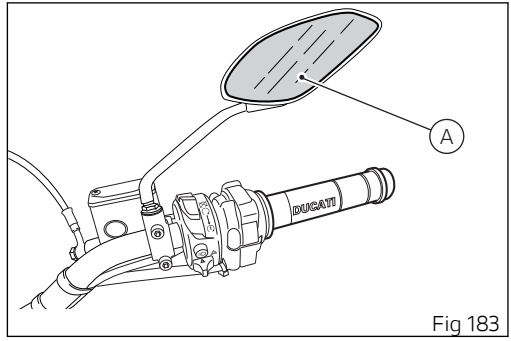


Fig 183

Should it prove difficult to perform the adjustment because the rear-view mirror is hard to move, it is possible to work on the relevant articulated joint. To perform this adjustment it is possible to remove the rubber cap (1) by sliding it downwards.

Then slide out the cover (3).

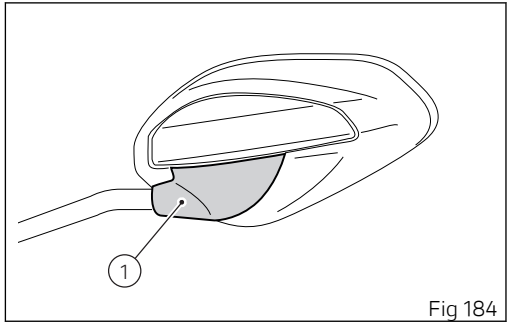


Fig 184

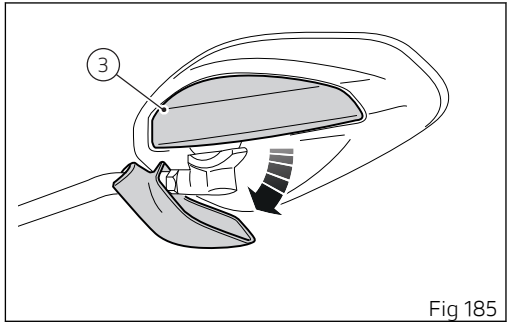


Fig 185

Slightly loosen the ball joint (4).
Refit the cover (3).
Reposition the rubber cap (1).

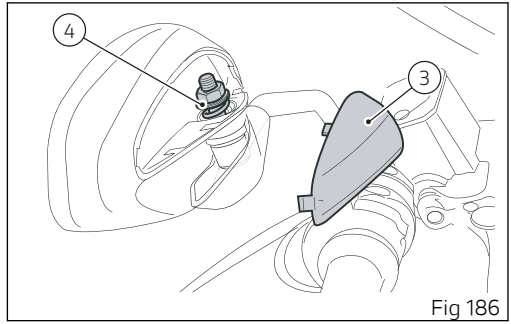


Fig 186

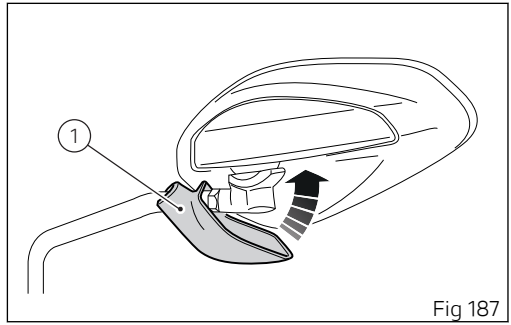


Fig 187

If it is not possible to perform the desired adjustment as explained above, it is possible to modify the rear-view mirror position with respect to the stem.
To do this, remove the rubber cap (1) by sliding it downwards.
Unscrew the nut (2).

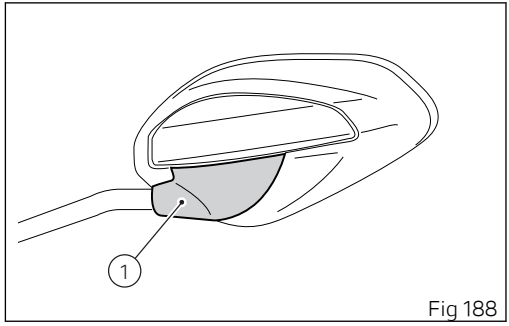


Fig 188

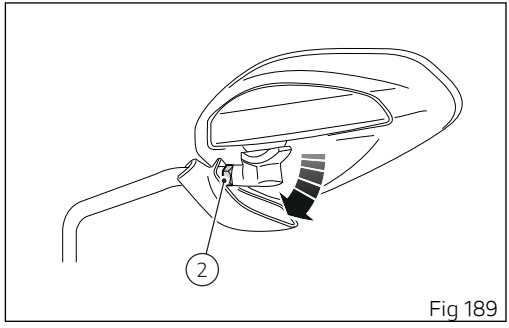


Fig 189

It is possible to rotate the rear-view mirror (A) on its stem's axis.
Once the correct position is reached, tighten nut (2) to a torque of 2.4 ± 1 Nm.
Reposition the rubber cap (1).

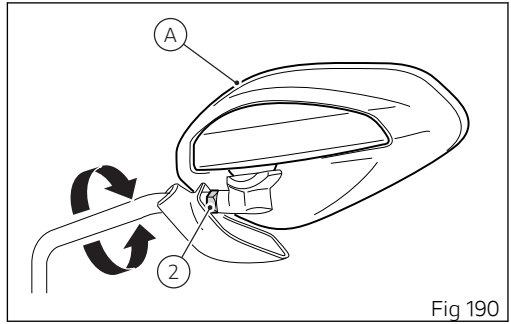


Fig 190

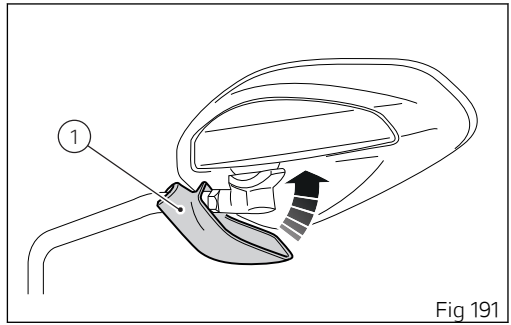


Fig 191

Tubeless tyres

(SCRAMBLER 1100 / 1100 SPORT)

The vehicle features**tubeless tyres** (without inner tube).

Front tyre pressure:
2.30 bar (33.3 PSI) (on road, rider only);
2.40 bar (34.8 PSI) (on road, rider and passenger - at full load).

Rear tyre pressure:
2.50 bar (36 PSI) (on road, rider only).
2.90 bar (42 PSI) (on road, rider and passenger - at full load).

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

Important

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

Tubeless 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 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.

Minimum tread depth

Measure tread depth (S, Fig 192) 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.

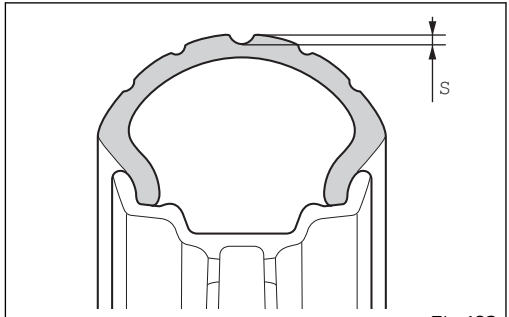


Fig 192

Tyres
(SCRAMBLER 1100 SPECIAL)

Tyres with inner tube
Front tyre pressure:
2.30 bar - 33.3 PSI (on road, rider only);
2.40 bar - 34.8 PSI (on road, rider and passenger - at full load).
Rear tyre pressure:
2.50 bar - 36 PSI (on road, rider only);
2.90 bar - 42 PSI (on road, rider and passenger - at full load).
As tyre pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.

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

Repairing or replacing tyres with inner tube

If you find low pressure on one tyre, check the tyre for punctures.
If the tyre tube is punctured or damaged, it must be replaced as soon as possible. A repaired tyre tube could not provide the same reliability level of a new one and can break while riding.

Attention
In case of punctured tyres, replace both the tyre and the inner tube. Replace tyres and inner tube with OE ones only. Be sure to tighten the valve caps securely to avoid leaks when riding. Never use tyres without tube. Failure to heed this warning may lead to sudden tyre deflation and to serious danger to rider and passenger.

Important
Use only OE tyres and inner tubes.

Attention
Every time you replace a tyre it is necessary to replace the inner tube as well: a used tube could be stretched and, if installed in a new tyre, could get irremediably damaged with severe consequences for 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.

Minimum tread depth

Measure tread depth (S, Fig 193) 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.

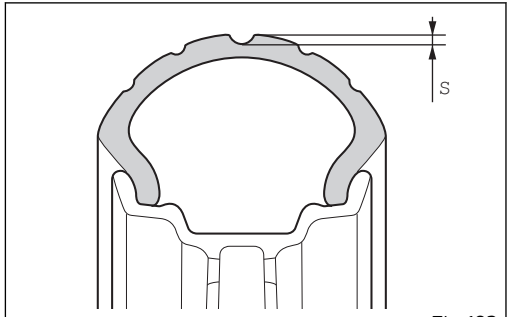


Fig 193

Check engine oil level

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

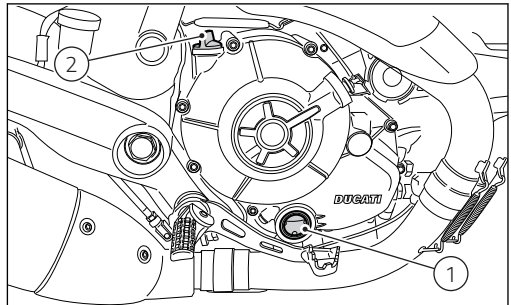


Fig 194

Important

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

Recommendations concerning oil

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

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

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

Cleaning and replacing the spark plugs

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

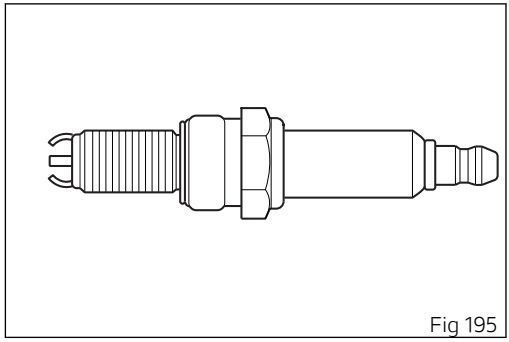


Fig 195

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.

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 a service stand;
- disconnect and remove the battery.

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unridden for over a month.
Protect the motorcycle with a suitable canvas. This will protect paintwork and let condensate breathe out.
The canvas is available from Ducati Performance.

Important notes

Some countries, such as France, Germany, Great Britain, Switzerland, etc. have compulsory emission and noise standards that include mandatory inspections at regular intervals.

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

Scheduled maintenance chart

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	12 7.5	24 15	36 22.5	48 30	Time (months)
Check the proper tightening of the front and rear brake calliper bolts and the front brake disc bolts		●	●	●	●	●	12
Check the proper tightening of the rear brake disc and phonic wheel bolts (with removal of rear wheel shaft, if necessary)			●	●	●	●	12
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					●		-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	12 7.5	24 15	36 22.5	48 30	Time (months)
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
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
Check tyre pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check secondary air system operation			●	●	●	●	-
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		●	●	●	●	●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	12 7.5	24 15	36 22.5	48 30	Time (months)
Final test and road test of the motorcycle, testing safety devices (ex. ABS) and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

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

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 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, miles or months), whichever occurs first

Technical data

Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI):
206 kg (454 lb) (SCRAMBLER 1100 - 1100 SPORT);
211 kg (465 lb) (SCRAMBLER 1100 SPECIAL).
Overall weight (in running order without fluids and battery):
189 kg (416 lb) (SCRAMBLER 1100 - 1100 SPORT);
194 kg (427 lb) (SCRAMBLER 1100 SPECIAL).
Maximum allowed weight (carrying full load):
396 kg (873 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

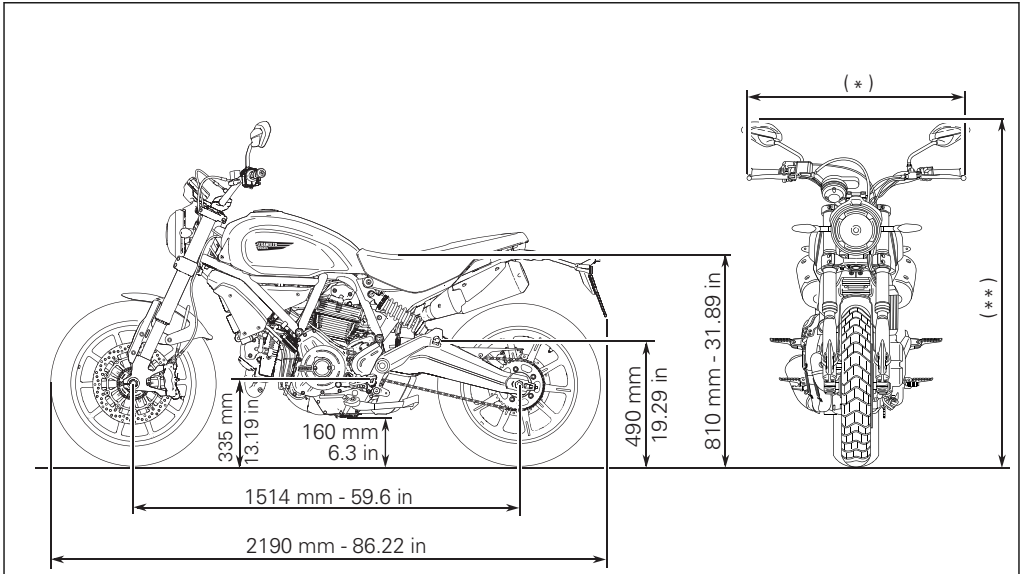


Fig 196

(*): maximum width
- Scrambler 1100: 895 mm (35.24 in);
- Scrambler 1100 Sport - 1100 Special: 920 mm (36.22 in).

(**): maximum height
- Scrambler 1100: 1330 mm (52.36 in);
- Scrambler 1100 Sport - 1100 Special: 1290 mm (50.78 in).

Fuel, lubricants and other fluids

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	15 litres (3.3 UK gal)
Oil sump and filter	Ducati recommends you use SHELL Advance 4T Ultra 15W-50 oil (JASO: MA2, API: SN)	3.4 litres (0.75 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork (Scrambler 1100 — 1100 SPECIAL) (Scrambler 1100 SPORT)	SHELL Donax TA	- 90 mm (3.54 in) 230 mm (9.05 in)

Important

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

Attention

The 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

Twin cylinder, "L" type

Bore: 98 mm (3.86 in)

Stroke, mm: 71.5 mm (2.81 in)

Total displacement: 1079 cu. cm (65.84 cu in).

Compression ratio: (11.5±0.5):1

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
63.6 kW/86.4 HP at 7,500 rpm.

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
88.4 Nm - 9 kgm at 4,750 rpm

Max. rotation speed: 8,500 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 two valves per cylinder controlled by four rocker arms (two opening and two closing ones) and one overhead camshaft. This system is driven by the crankshaft through spur gears, belt rollers and toothed belts.
Desmodromic timing system

1) Opening (or upper) rocker arm;
2) Upper rocker arm shim;
3) Split rings;
4) Closing (or lower) rocker arm shim;
5) Return spring for lower rocker arm;
6) Closing (or lower) rocker arm;
7) Camshaft;
8) Valve.

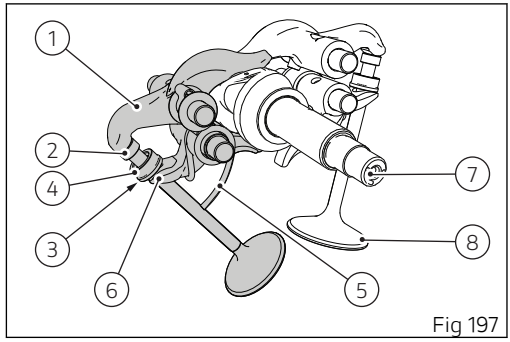


Fig 197

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: DCPR8E

Fuel system

SIEMENS indirect electronic injection.
Throttle body type: Ride by Wire (RbW)
Diameter of throttle body: 55 mm (2.16 in)
Injectors per cylinder: 1
Firing points per injector: 8
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 braking system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

FRONT

No. 2 semi-floating drilled discs.
Braking material: steel.
Carrier material: stainless steel, black colour.

Disc diameter: 320 mm (12.60 in).
Front brake disc thickness: 4.5 mm (0,177 in).
Front disc thickness (maximum wear): 4.0 mm (0,157 in).
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO.
Type: radially-mounted monobloc M4.32b with 4 pistons.
Friction material: TT 2182 FF.
Master cylinder type: axial PR 16/22.
Cornering ABS

REAR

With fixed drilled stainless steel disc.
Disc diameter: 245 mm (9.64 in).
Rear brake disc thickness: 4.2 mm (0,165 in).
Front disc thickness (maximum wear): 3.8 mm (0,149 in).
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO
Calliper type: floating, with 1 Ø34 mm (1.33 in) piston.
Friction material: Toshiba TT H38 GF.
Master cylinder type: PS 11.
Cornering ABS

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.
Operated by a control lever on handlebar left-hand side.
Primary drive: primary drive sprocket/gearwheel ratio: 33/61.
Final drive: gearbox output sprocket/rear chain sprocket ratio: 15/39.
6-speed gearbox with constant mesh gears and gear change pedal on left side of motorcycle.

Total gear ratios:
1st gear 37/15
2nd gear 30/17
3rd gear 28/20
4th gear 26/22
5th gear 24/23
6th gear 23/24

Drive chain from gearbox to rear wheel.
Make: DID
Type: 520 VP2–T ZB
Links: 104

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

Steel tubular trellis.
Steering angle (per side):
– Scrambler 1100 / 1100 Special: 34°.
– Scrambler 1100 Sport: 33°.
Steering head angle: 24.5°.
Trail: 111 mm (4.37 in).

Wheels

SCRAMBLER 1100 / 1100 SPORT
10-spoke, light-alloy rims
Front: size MT 3.50"x18".
Rear: size MT 5.50"x17".

SCRAMBLER 1100 SPECIAL
Aluminium spoked wheels
Front: size MT 3.50"x18".
Rear: size MT 5.50"x17".

Tyres

Front
Radial tubeless tyre (Scrambler 1100 — 1100 Sport).
Tyre with inner tube (Scrambler 1100 Special).
Type: Pirelli MT 60 RS
Size: 120/70 ZR18

Rear
Radial tubeless tyre (Scrambler 1100 — 1100 Sport).
Tyre with inner tube (Scrambler 1100 Special).
Type: Pirelli MT60 RS
Size: 180/55 ZR17

Suspension

Front

SCRAMBLER 1100 / 1100 SPECIAL
Fully adjustable upside-down MARZOCCHI fork.
Stanchion diameter: 45 mm (1.89 in).
Wheel travel: 150 mm (5.90 in).
SCRAMBLER 1100 SPORT
Fully adjustable upside-down OHLINS fork.
Stanchion diameter: 48 mm (1.77 in), TiN-coated.
Wheel travel: 150 mm (5.90 in).

Rear

SCRAMBLER 1100 / 1100 SPECIAL
Progressive with KAYABA monoshock, with fully adjustable rebound, compression and spring preload.
Suspension travel: 57.3 mm (2.25 in).
Wheel travel: 150 mm (5.90 in).
SCRAMBLER 1100 SPORT

Progressive with OHLINS monoshock, with fully adjustable rebound, compression and spring preload.
Wheel travel: 150 mm (5.90 in).

Exhaust system

Note

The chromed exhaust manifolds have been realized through an accurate production process that guarantees high resistance of the chrome plating to high temperatures and to the different use conditions of the motorcycle by the Customer. Possible changes in the chrome plating colour are to be considered normal and therefore do not represent a defect.

2 into 1 into 2 exhaust system with catalytic converter and 2 lambda sensors.
Twin stainless steel exhaust silencer with aluminium cover and endcaps.

Available colours

SCRAMBLER 1100
Colour: '62 Yellow
Primer, Dual Primer White code DS20052 (LECHLER);
Primer Yellow 800 code L2909044 (LECHLER);
Clear coat Tixo Klarlack 09 code 96230 (LECHLER).
Frame, Racing Black:
Base coat code MY228V (AKZO NOBEL).
Black wheel rims (Peter Lacke).
Colour: Shining Black
Primer 2K Black code 873.A002 (PALINAL);
Primer, Black Stealth (Black 94) code 929.R223 (PALINAL);
Clear coat code 923M1598 (PALINAL).
Frame, Racing Black:
Base coat code MY228V (AKZO NOBEL).
Black wheel rims (Peter Lacke).

SCRAMBLER 1100 SPECIAL
Colour: Custom Grey
Primer 2K Black code 873.A002 (PALINAL);
Base coat code 929.K079 (PALINAL);
Clear coat code 923M1598 (PALINAL).
Frame, Racing Black:
Base coat code MY228V (AKZO NOBEL).
Black anodised rims with chromed spokes.

SCRAMBLER 1100 SPORT
Colour: Viper Black

Primer 2K Black code 873.A002 (PALINAL);
Black base coat code 929.R223. (PALINAL);
Primer Ochre Yellow code 2909041 (LECHLER);
Clear coat code 923I.2176 (PALINAL).
Frame, Racing Black:
Base coat code MY228V (AKZO NOBEL).
Black wheel rims (Peter Lacke).

Electric system

Basic electric items are:

Headlight:
low beam: H4 Blue Vision bulb 12V – 60/55W OSRAM 64193;
high beam: H4 Blue Vision bulb 12V – 60/55W OSRAM 64193;
parking light/DRL (where fitted); no. 4 LEDs STANLEY HCNW115AJTE;
Front / rear turn indicators (Europe Version): No.1 LED CREE CLM2B-AEW-Z0A0B0;
Front / rear turn indicators (USA Version): 12V RY10W bulb.

Tail light:
LED parking light: no.12 LEDs OSRAM E6SF + no. 6 LEDs G6SP.
Number plate LED lighting: no.3 LEDs CREE CLA1A.

Instrument panel: LCD display.
Generator: 14V - 487W.
Battery: 12V-10 Ah, dry.
Electronic rectifier, protected by a 30A fuse located next to fuse box (C, Fig 200).
Starter motor: 12V-0.7 kW (700 W).
Horn.
Stop light switches.

Note
For bulb replacement instructions, please see the paragraph "Replacing the high and low beam bulbs".

Fuses

There are seven fuses that protect the electric components, located inside the fuse box, and one on the solenoid starter. The fuse box includes two spare fuses.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.
The fuse boxes (A) and (B) are located under the seat, so it is necessary to remove the seat and the battery cover to reach them.
To expose the fuses, lift the box protective cover.
Mounting position and ampere capacity are marked on box cover.

Fuse box (A) key		
Pos.	**El. item**	**Rat.**
1	Injection Key-On	15 A
2	Accessories Key-On	7.5 A
3	Control Units Key-On	10 A
4	Stop sensors	3 A
5	—	—
6	ABS motor	25 A
7	ABS	10 A
8	Spare fuses	15 A, 20 A, 25 A

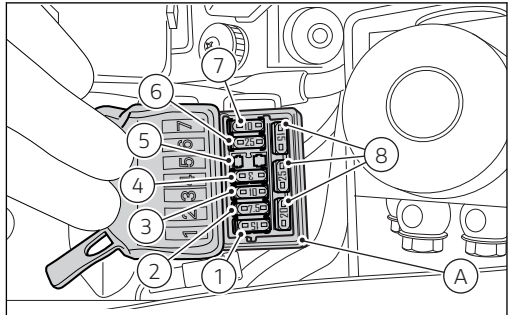


Fig 198

Fuse box (B) key		
Pos.	El. item	Rat.
1	Diagnosis	7.5 A
2	Alarm	5 A
3	BBS	10 A
4	ECU	5 A
5	Injection loads	20 A
6	Instrument panel	10 A
7	Parking lights	5 A
8	Spare fuses	7.5 A, 10 A, 5 A

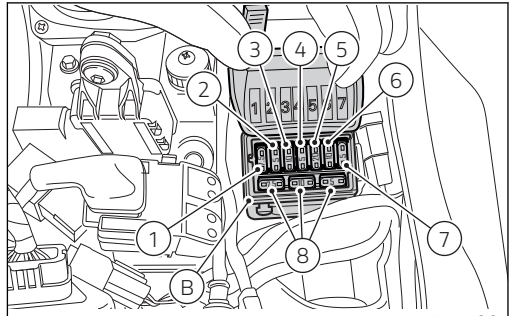


Fig 199

The main fuse (C) is positioned on the solenoid starter (D). Remove the fuse cap (E) to reach it. A blown fuse can be identified by breakage of the inner filament (F).
Fuse (G) is a spare fuse.

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.

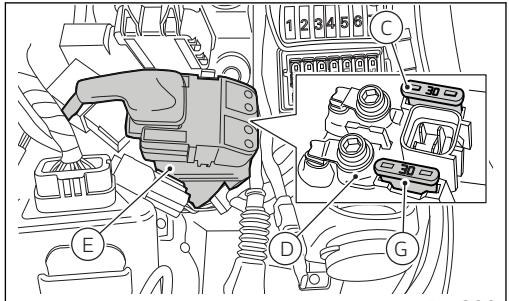


Fig 200

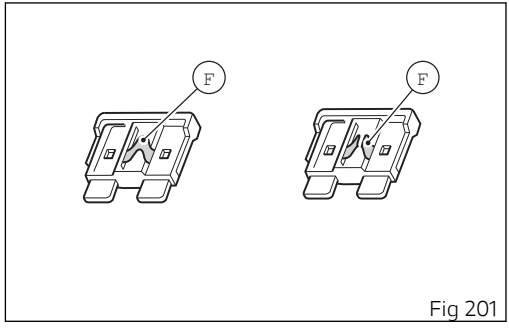


Fig 201

Injection/electric system diagram key

1) Heated handgrips (LH) (Optional)
2) Heated handgrips (RH) (Optional)
3) USB socket
4) Bluetooth (Optional)
5) IMU
6) Generator
7) Voltage regulator
8) Starter motor relay
9) Battery
10) Engine ground
11) Exhaust valve motor
12) ABS control unit
13) Fuse box A
14) Fuse box B
15) Front speed sensor
16) Rear speed sensor
17) Diagnosis / Charge Connector
18) Rear right turn indicator
19) Tail light
20) Rear left turn indicator
21) Number plate light
22) Black Box System
23) Alarm (Optional)
24) Oil pressure sensor
25) Stand sensor
26) Clutch switch
27) Rpm sensor
28) MAP sensor
29) Purge valve
30) Engine temperature sensor (WTS)
31) Intake air temperature sensor (TIA)
32) Gear sensor
33) Horizontal lambda sensor
34) Vertical lambda sensor
35) Accelerator position sensor (APS)
36) Horizontal injector
37) Vertical injector
38) Horizontal ETV
39) Secondary air sensor (AIS)
40) Vertical coil
41) Horizontal coil
42) Fuel pump
43) Fuel pump relay
44) Injection loads relay
45) ECU control unit
46) Left-hand switch
47) Front left turn indicator
48) Horn
49) Temperature sensor
50) Instrument panel

51) Rear brake switch
52) Front brake switch
53) Front right turn indicator
54) Headlight
55) Right-hand switch
56) Key-operated switch
57) Starter relay
58)

Wire colour coding

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

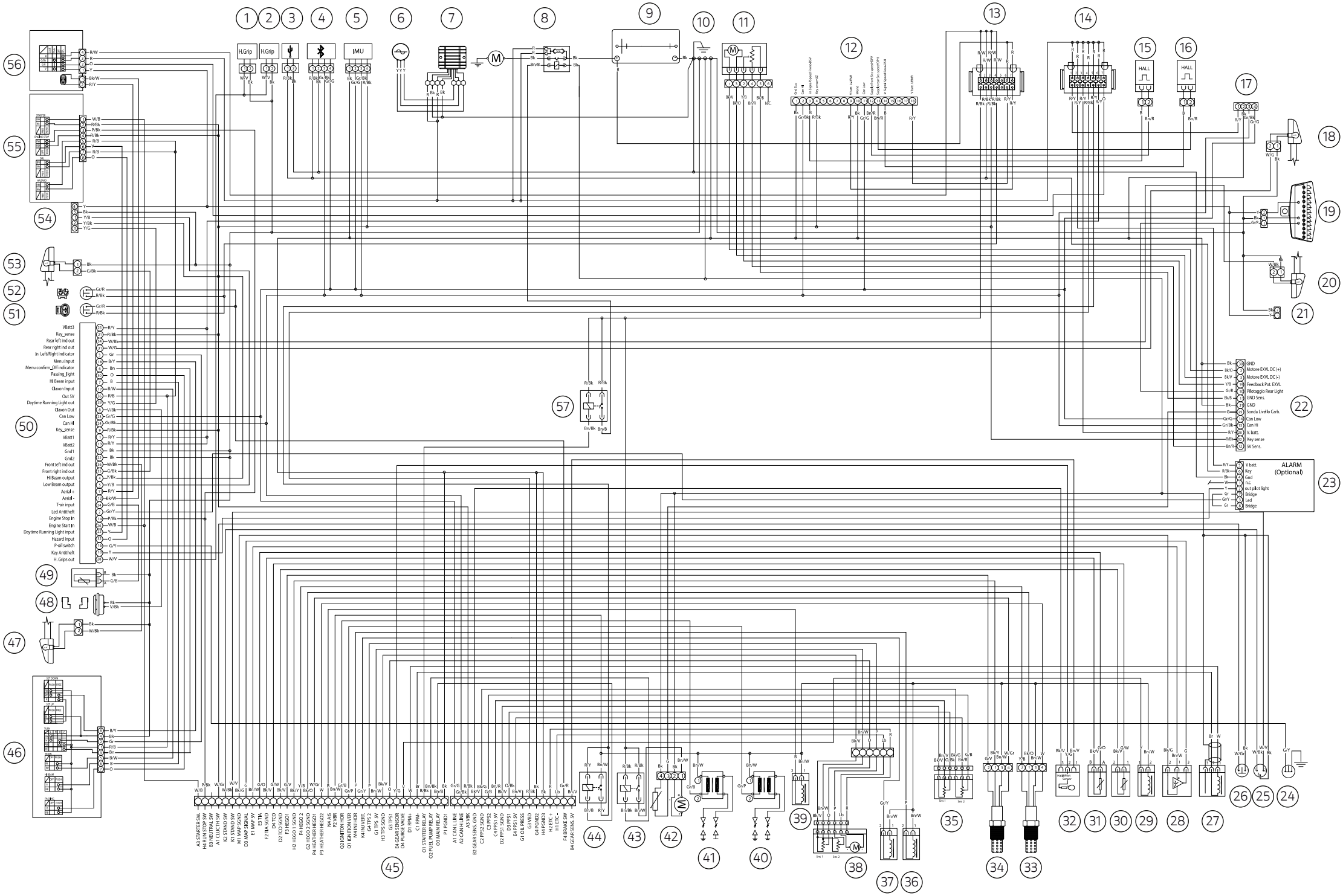
Note
The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	NAME DUCATI SERVICE	DISTANCE IN KM	DATE
1000			
12000			
24000			
36000			
48000			
60000			

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Scrambler 1100 - 1100 Sport - 1100 Special

cod. 913.7.398.1A



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