DUCATI



# STREETFIGHTER

Owner's manual

ENGLISH

# STREETFIGHTER V2

Dear Ducatista,

**thank you** for trusting us with the purchase of your new Streetfighter V2.

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

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

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

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

This manual forms an integral part of the motorcycle and must be kept with it for its whole service life. If the motorcycle is resold, the manual must always be handed over to the new owner. The quality standards and safety of Ducati motorcycles are steadily improved as new design solutions, equipment and accessories are developed. While the information contained in this manual is current at the time of going to print, Ducati Motor Holding S.p.A. reserves the right to make changes at any time without notice and without any obligations. For this reason, the illustrations in this manual might differ from your motorcycle.

**Important**

Check the FAQs and tutorials dedicated to your bike on the Ducati website to keep up to date with all the latest news regarding its functions and features.
The information in the manual is current at the time of going to print. The quality and safety standards of Ducati motorbikes are constantly updated. Check on the Ducati website the functions and features in the updated Owner's Manual of your motorbike.

Any and all reproduction or spreading of the contents herein in whole or in part is forbidden. All rights reserved to Ducati Motor Holding S.p.A. Any request for written authorisation shall be addressed to this company, specifying the reasons for request. For any servicing or suggestions you might need, please contact our authorised service centres.

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

**Important**

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

Enjoy your ride!

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# Roadside Assistance

## Roadside Assistance




**Important**

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

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

The roadside assistance services include:

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

and may be requested in the following countries: Andorra, Austria, Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France (including Corsica, roads open to ordinary traffic) Fyrom (the former Yugoslav Republic of Macedonia), Germany,

Gibraltar, Greece, Ireland, Iceland, Italy (including San Marino and the Vatican), Latvia, Lithuania, Luxembourg, Malta, Montenegro, Norway, the Netherlands, Poland, Portugal, Monaco, United Kingdom, Czech Republic, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, Hungary.

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

## Call Centre telephone numbers

To request Assistance:
Event in the country of origin: call the toll-free number for your country as specified in the first column of the table.
Event out of the country of origin: call the paid number for your country including the prefix, as specified in the second column of the table.
If you have problems dialling your own country number from abroad, dial the number of the country where the Event occurred (this does not apply to the United Kingdom).

**Attention**
If phone numbers are temporarily inactive due to a malfunction to telephone lines, the Beneficiary may call the number of ACI Global Servizi Operations Centre in Italy: +39-02 66165610.

| Country | Toll-free call | Toll call / Call from abroad |
|---|---|---|
| Andorra | +34-91-594 93 40 | +34-91-594 93 40 |
| Austria | 0800-22 03 50 | +43-1-25 119 19398 |
| Belgium | 0800-14 134 | +32-2-233 22 90 |
| Bulgaria | (02)-986 73 52 | +359-2-986 73 52 |
| Cyprus | 25 561580 | +357-25 561580 |
| Croatia | 0800-79 87 | +385-1-464 01 41 |
| Denmark | 80 20 22 07 | +45-80 20 22 07 |
| Estonia | (0)-69 79 199 | +372-69 79 199 |
| Finland | (09)-77 47 64 00 | +358-9-7747640 0 |
| France (+Corsica) | 0800-23 65 10 | +33-4-72 17 12 83 |

| | | |
|---|---|---|
| FYROM | (02)-3181 192 | +389-2-3181 192 |
| Germany | 0800-27 22 774 | +49-89-76 76 40 90 |
| Gibraltar | 91-594 93 40 | +34-91-594 93 40 |
| Greece | (210)-9462 058 | +30-210-9462 058 |
| Ireland | 1800-304 500 | +353-1-617 95 61 |
| Iceland | 5 112 112 | +354-5 112 112 |
| Italy | 800,744,444 | +39 02 66.16.56.10 |
| Latvia | 67 56 65 86 | +371-67 56 65 86 |
| Lithuania | (85)-210 44 25 | +370-5-210 44 25 |
| Luxembourg | 25 36 36 301 | +352-25 36 36 301 |
| Malta | 21 24 69 68 | +356-21 24 69 68 |
| Monaco | +33-4-72 17 12 83 | +33-4-72 17 12 83 |
| Montenegro | 0800-81 986 | +382-20-234 038 |
| Norway | 800-30 466 | +47-800-30 466 |
| Holland | 0800-099 11 20 | +31-70-314 51 12 |

| | | |
|---|---|---|
| Poland | 061 83 19 885 | +48 61 83 19 885 |
| Portugal | 800-20 66 68 | +351-21-942 91 05 |
| Czech Republic | 261 10 43 48 | +420-2-61 10 43 48 |
| Romania | 021-317 46 90 | +40-21-317 46 90 |
| Serbia | (011)-240 43 51 | +381-11-240 43 51 |
| Slovakia | (02)-492 05 963 | +421-2-49 20 59 63 |
| Slovenia | (01)-530 53 10 | +386-1-530 53 10 |
| Spain | 900-101 576 | +34-91-594 93 40 |
| Sweden | 020-88 87 77 | +46-771-88 87 77 (+46 8 5179 2873) |
| Switzerland (+Liechten-stein) | 0800-55 01 41 | +41 58 827 60 86 |
| Turkey | (216) 560 07 50 | +90 216 560 07 50 |

| | | |
|---|---|---|
| Ukraine | 044-494 29 52 | +380-44-494 29 52 |
| Hungary | (06-1)-345 17 47 | +36-1-345 17 47 |

| Country | Toll call with call from the United Kingdom | Toll call with call from abroad |
|---|---|---|
| United Kingdom | 0330 053 0903 | +44 330 053 0903 |

# Software updates

## Software updates

Some components of the motorbike are operated by or involve the use of software. Such software may be subject to or require updates.

- Any updates that may be necessary to ensure the safety of the motorbike will be communicated by Ducati and made available for installation at the Ducati Service network.
- Information on updates that may be necessary to maintain the conformity of the motorbike is published on the Ducati website and the updates are made available, for two years from the date of purchase of the motorbike or for the longer term of the conventional warranty (if active for the motorbike), for installation at the Ducati Service network.
- Further updates and new versions of the software will be made available, in compliance with the motorbike maintenance schedule indicated in this Owner's Manual, for installation at the Ducati Service network when the motorbike is serviced.

We invite you to periodically consult the section of the Ducati website dedicated to updates and to download and install the My Ducati App to keep informed of available updates.

### Attention

In order to maintain the motorbike's legal and, if applicable, conventional warranty of conformity (if applicable), you are required to install the updates made available as soon as possible and, in any case, within a reasonable period of time, also taking into account the importance of the update.
If the updates are not installed within a reasonable period of time, Ducati shall not be liable for any conformity or safety defects deriving from the failure to install the update.

# Warranty information

## General warranty conditions

**1. Warranty content**

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

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

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

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

1.5 Also, through a specific insurance policy taken out with ACI GLOBAL S.p.A, Ducati offers the Customer additional roadside assistance services in the Countries listed in the "Owner's manual", according to the specific terms and procedures reported therein, which are here fully referred to.

1.6 These general warranty conditions (hereinafter the "Warranty Conditions") do not affect the remedies for lack of conformity against the seller that the consumers have at their disposal by law, free of charge, in accordance with European regulations, as implemented in Italy by Legislative Decree no. 206 of 6 September 2005, and following amendments (so called Codice del Consumo or Consumer Code): In the event any one provision of these Warranty Conditions should conflict with mandatory law in force in the country of residence or domicile of the "consumer" such provision shall be treated as null and void.

## 2. Exclusions

2.1 This warranty offered by Ducati is not applicable to:

- motorcycles used in sporting competitions of any kind;
- parts subject to wear and tear during normal operation of the motorcycle (such as for example: tyres, final drive, belts, flexible cables, spark plugs, brake and clutch parts subject to friction, the vehicle battery if not properly maintained using the Ducati battery maintainer);
- defects deriving from oxidation or caused by atmospheric agents extraordinary environmental conditions or circumstances or due to irregular or improper washing of the motorcycle;

2.2 Without prejudice to the provisions of the mandatory provisions for the protection of the consumer relating to the legal warranty pursuant to the national regulations transposing and implementing European legislation in the countries belonging to the European Union, the Customer cannot exercise this conventional warranty for damage/defects that are unrelated to the production process such as, by way of example, any damage/defect deriving from:

- negligence in the execution of the Scheduled Maintenance Plan specified by Ducati in article 5 below;
- incorrect maintenance or repair operations carried out by parties other than the Ducati Authorised Dealers and/or Service Centres
- assembly of spare parts or accessories whose use is not approved by Ducati;
- failure to comply with the prescriptions for the use of the vehicle and its equipment as indicated in the Owner's Manual;
- modifications to the vehicle made by the Customer and / or third parties without the express approval of Ducati;
- Customer's failure to adhere to any recall campaigns planned by Ducati.

## 3. Procedure for claiming the warranty

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

- report any motorcycle defects to one of the Ducati Dealers and/or Authorised Service Centres listed on the website www.ducati.com as soon as possible with respect to the time of

their discovery, in order to reduce the consequences that such defects may have on the functionality and safety of the motorcycle.
- comply with the scheduled maintenance plan foreseen in art. 5 of these warranty conditions;
- keep adequate documentation of any maintenance and/or repair work carried out on the vehicle (service booklet/receipts/invoices with details of the work carried out and the parts used). A copy of this documentation should be given to the Dealer/Authorised Service Centre from whom the warranty claim is made, who will be able to verify that the work has been carried out correctly.

3.2 For tracking purposes necessary for the implementation of safety and technical update policies in the event of a change of motorcycle ownership, the new owner must notify Ducati of the change of ownership advising the Ducati Customer Service at the contact information available at www.ducati.com or at the Ducati Authorised Dealers and/or Service Centres within thirty (30) days after change of ownership date.

**4. Limitations of liability**

4.1 Without prejudice to the national regulations applicable to the "consumer" and relating provisions on manufacturer liability, Ducati shall not be held liable in case of damage to people and/or property caused by the motorcycle or while using the same.
4.2 Any defects or delays in the repairs or replacements relating to the motorcycle caused by Ducati Authorised Dealers and/or Workshops shall not give the buyer the right to claim damages of any kind from Ducati, nor to extend the warranty per the present Warranty Conditions, without prejudice to the Customer's rights and actions with respect to the Ducati Authorised Dealer and/or Workshop that may be negligent/defaulting.
4.3 This warranty, under the conditions specified herein, is the only conventional warranty offered by Ducati, without prejudice to the possibility of extension through additional warranties offered by Ducati.
4.4 Ducati reserves the right to make changes and improvements to any model of its motorcycles, without the obligation to make said changes to motorcycles already sold.
4.5 These Warranty Conditions also extend to subsequent owners of the motorcycle, provided that the provisions under art. 3 above are complied with.

In any case, Ducati shall not be held liable for defects of the motorcycle attributable to the failure to notify Ducati of the change of ownership of the same.
4.6 Except as for the "consumer", or as otherwise provided by a mandatory regulation in force in the country of the Customer, the Court of Bologna (Italy) shall have sole jurisdiction over any controversies that may arise in connection with these Warranty Conditions.
4.7 These Warranty Conditions are governed by Italian law.

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

- first coupon: within six (6) months of delivery of the motorcycle to the Customer, or within the first 1000 km/600 miles travelled;
- second coupon, upon reaching the mileage specified in the maintenance schedule and in any case within twelve (12) months from previous service coupon.

Customer is solely liable for all costs related to coupons (labour and materials), including the one at 1,000 km /600 miles.
5.4 Every maintenance operation on the motorcycle must be carried out in compliance with Ducati's

recommendations and procedures, without limitations, including those reported in the "Owner's Manual". Any defect/damage to the vehicle caused by improper or insufficient maintenance will preclude the applicability of the warranty.
5.5 In order to certify that the operations specified for each service coupon have been duly performed, the Dealer and/or Authorised Ducati Service Centre shall place their stamp and write the necessary notes on the Service Booklet supplied with the motorcycle, and the customer shall preserve the receipts/ invoices for the service coupons that detail the operations performed. Warranty performance may be subject to the review of these documents by Ducati Technical Service.

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

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

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

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

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

You must bear the expense of claiming under the Warranty.

# Infotainment

## Infotainment

The motorcycle's infotainment system allows devices such as smartphones, rider and passenger helmet intercoms and satellite navigator to be connected via Bluetooth, allowing incoming and outgoing phone calls to be managed and music on the smartphone to be played.

- For pairing and managing Bluetooth devices, see page 22.
- For managing phone calls, see page 28.
- For managing the music player see page 32.

## Bluetooth device pairing and management

This function is available only if the Bluetooth control unit is installed and allows the user to manage any paired Bluetooth devices and add more.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Bluetooth” item and press ENTER (3).

“Pairing” are “Paired devices” are displayed:

- “Pairing” allows pairing a new Bluetooth device.
- “Paired devices” allows viewing and erasing paired devices.

Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

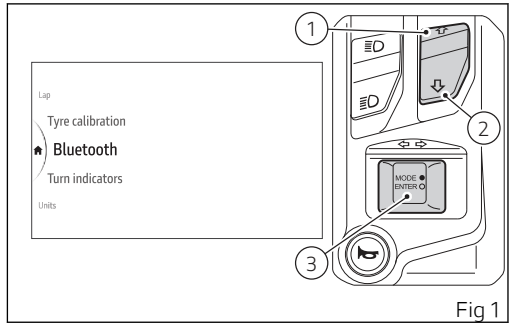


Fig 1

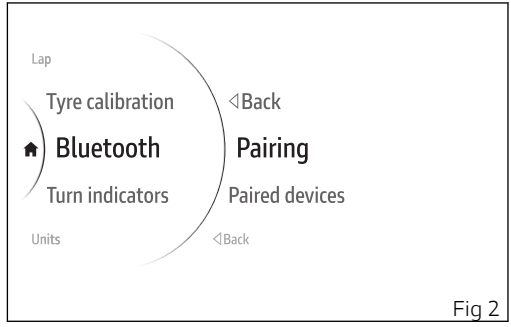


Fig 2

Pairing

This function allows pairing a new Bluetooth device. The instrument panel manages 4 types of Bluetooth devices and a maximum of 5 devices paired and/or connected: 2 smartphones, 1 rider earphone, 1 passenger earphone, 1 navigator. If you want to pair a new smartphone, earphone or navigator it is necessary to first disconnect one of the corresponding devices already paired (see section “Paired devices”).

**Note**

Before pairing a new device, make sure that its Bluetooth connection is active and that it can be detected by other Bluetooth devices. Always refer to the provisions under the device instructions.

**Note**

During the pairing procedure user may be required to confirm it directly on the device (e.g. smartphone). Refer to the device messages.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).

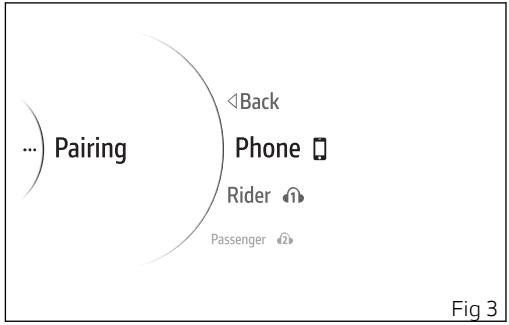



Fig 3

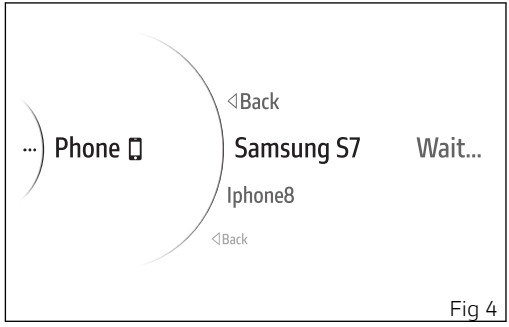



Fig 4

- Select the “Bluetooth” item and press ENTER (3).
- Select the “Pairing” item and press ENTER (3) (Fig 2).

The list of the 4 types of devices that can be managed from the instrument panel (Fig 3) is displayed. Select type of device to be paired and press ENTER button.
With buttons (1) and (2) select the type of device you wish to pair. Press ENTER (3) to confirm and start the device search.

The instrument panel starts searching for nearby Bluetooth devices, and displays the message "Wait..." followed by a list of detected devices (Fig 4).
As soon as the search stage is over, system gives out a list of all detected devices.
Use the buttons (1) and (2) to select the required device and press ENTER button (3).

The display shows the message "Pairing..." on the right, while waiting validation by the Bluetooth device.
If the pairing of the device has been successful, the message “Paired” is displayed on the right for a few seconds and then the instrument panel returns to the previous menu. If not, the message "Pairing Error" is displayed and user is allowed to repeat the pairing procedure.

## Paired devices

This function allows viewing and erasing paired Bluetooth devices.
Maximum of 2 smartphones, 1 rider earphone, 1 passenger earphone, 1 navigator can be paired up.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Bluetooth” item and press ENTER (3).
- Select the “Paired devices” item and press ENTER (3).

The paired devices are listed. Press buttons (1) and (2) to select the desired device and press ENTER (3). The message “Delete?” is shown on the right.
(Fig 6)Press ENTER (3) to delete the selected device from the list: the message “Wait...” is displayed for a few seconds and then the list of paired devices is updated.

**Note**
If there are no paired devices, the message No Device is displayed.

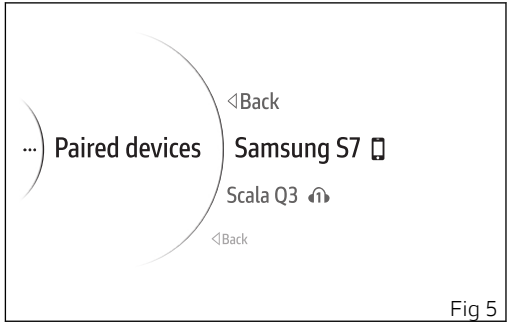


Fig 5

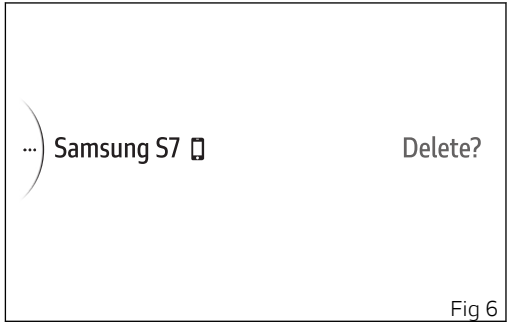


Fig 6

**Attention**

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

**Attention**

These changes are outside the control of Ducati and may result in Smartphone and 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:

1) the entire range of headphones and Smartphones available on the market;
2) Smartphones that do not support the required Bluetooth profiles.

Check that your Smartphone supports the following profiles:

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

## Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

1) smartphone connected;
2) rider helmet intercom connected;
3) passenger helmet intercom connected;
4) rider helmet intercom connected and passenger helmet intercom associated;
5) passenger helmet intercom connected and rider helmet intercom associated;
6) rider and passenger helmet intercom connected;
7) satellite navigator connected.

Icons are black in the “day” mode or white in the “night” mode when the corresponding device is connected via Bluetooth. They are grey if the corresponding device is paired but not connected. To change the “day” or “night” display mode, refer to the chapter “Setting menu - Backlight” (page 158). If a smartphone is connected to the instrument panel, the system allows managing the music player, the list of the last calls and receiving or making phone calls. Refer to the chapters "Phone" (page 28) and "Music" (page 32).

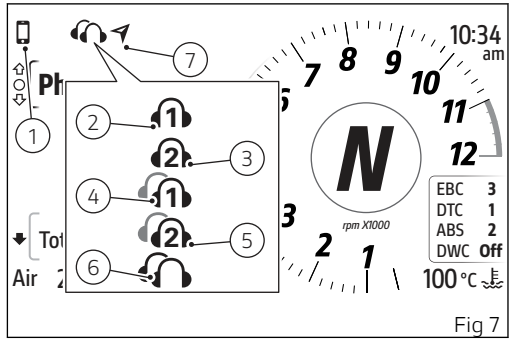


Fig 7

## Phone

This function is available only if the Bluetooth control unit is installed and can be found in the Interactive Menu: it displays the list of the last missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth.

For the Bluetooth pairing procedure, refer to subsection “Bluetooth device pairing and management” (page 22).

- Select the Interactive Menu (A, Fig 8) by pressing and holding button (1) pressed for a long time.
- Use buttons (1) and (2) to select item "Phone” (B, Fig 8)and press the ENTER button (3).

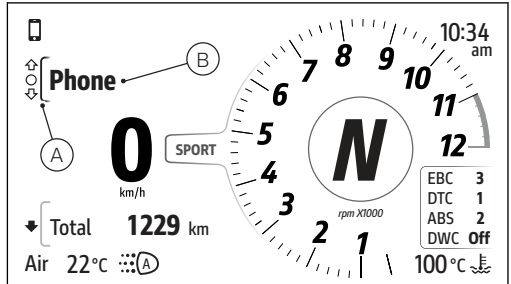


Fig 8

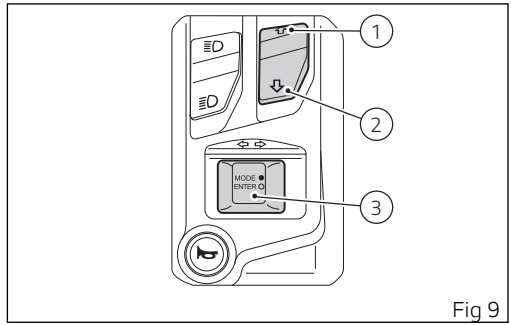


Fig 9

The relevant window (C, Fig 10) is shown listing the last 7 calls made, received or missed. If a number or contact is present several times among the last calls, this is displayed only once.
Use buttons (1) and (2) to scroll through the calls in the list. Press ENTER (3) to make a call to the number or contact selected in the list.
To close the window, press and hold button (1) for a long time.

## Incoming call

When you receive a call, a window is shown with the name or number of the caller as well as the items “Accept” and “Decline” (D, Fig 11).
In this case, shortly press the ENTER button (3) to select the "Accept" or "Decline" item, press the ENTER button (3) for a long time to perform the action of the selected item.

## Call in progress

When a call is in progress, a window is shown with the name or number of the contact as well as the item “End call” (E, Fig 11). To end the call, press the ENTER button (3).

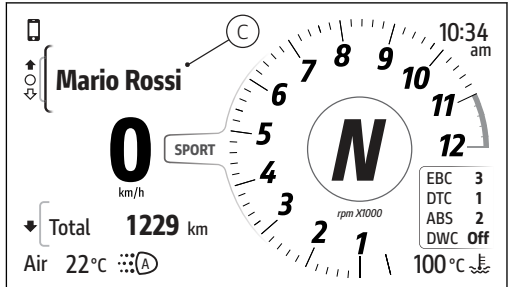


Fig 10

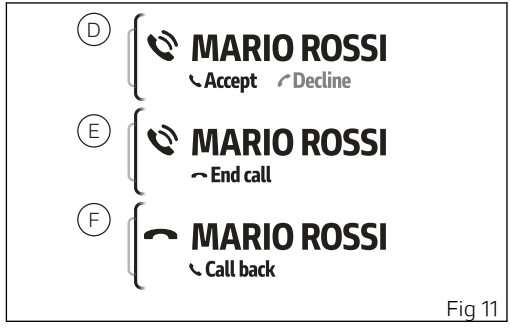


Fig 11

## Call back

At the end of a call or after declining an incoming call, the window (F, Fig 11)will be displayed for 5 seconds with the name or number of the contact and “Call back”: press ENTER button (3) to start the call.

**Note**
The music player will be paused during a call.

Missed call

In case of missed call, the display will show the symbol (G, Fig 12)for 60 seconds, flashing for the first 3 seconds.

**Note**
The number of missed calls is not displayed.

Message received

In case of received message, the display will show the symbol (H, Fig 13)for 60 seconds, flashing for the first 3 seconds.

**Note**
The number of received messages or e-mails is not displayed.

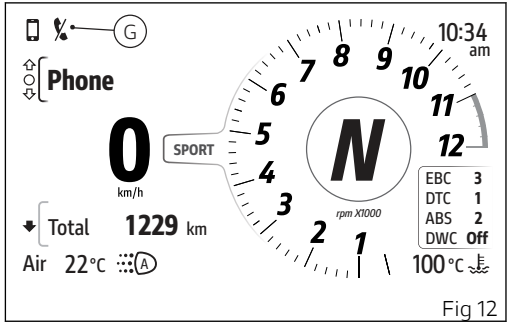


Fig 12

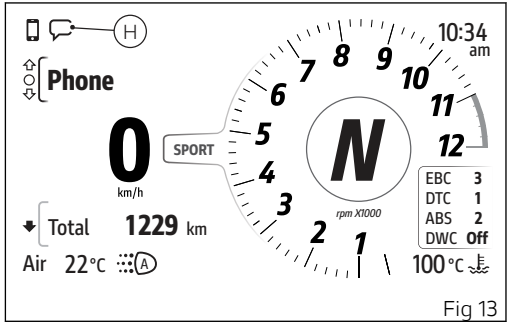


Fig 13

## Music

This function is available only if the Bluetooth control unit is installed and can be found in the Interactive Menu: it allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth.

For the Bluetooth pairing procedure, refer to subsection “Bluetooth device pairing and management” (page 22).

- Select the Interactive Menu (A, Fig 14) by pressing and holding button (1) pressed for a long time.
- Use buttons (1) and (2) to select item “Music” (B, Fig 14)and press the ENTER button (3).

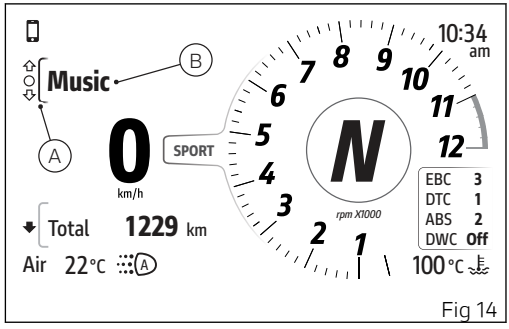


Fig 14

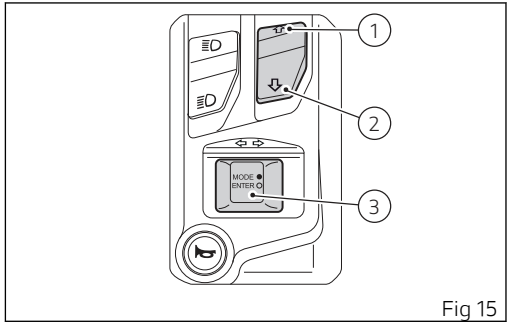


Fig 15

### Note

Music is played on the smartphone connected via Bluetooth. If the rider and passenger intercoms are also connected to the instrument panel the music is played through the intercoms.

Window (C, Fig 16) will be displayed where the controls of the music player and the track currently playing are shown.

- By briefly pressing buttons (1) and (2) you can increase and decrease the volume respectively;
- by briefly pressing the ENTER button (3) it is possible to scroll and select the following controls, to activate the selected control press the ENTER button (3) for a long time:
  - ◀◀ previous track
  - ▶ play or ⏸ pause
  - ■ stop
  - ▶▶ next track

Pressing and holding button (1) for a long time while a track is playing will close the music player window but the track will not be stopped.
When ENTER button (3) is pressed with the stop control ■ selected, the music player window is closed and the current track is stopped.

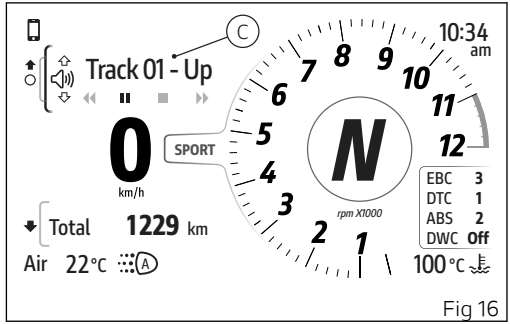


Fig 16

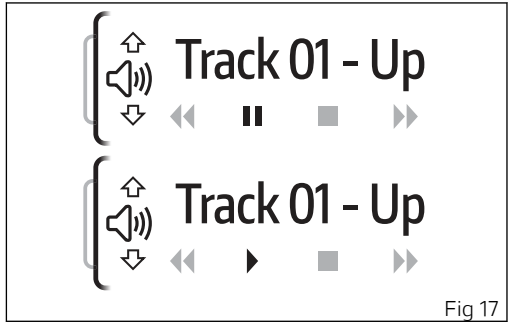


Fig 17

# General Information

## Acronyms and abbreviations used in the Manual

| | |
|---|---|
| ABS | Anti-lock Braking System |
| DDA | Ducati Data Analyzer |
| DQS | Ducati Quick Shift |
| DRL | Daytime Running Light |
| DSC | Ducati Slide Control |
| DTC | Ducati Traction Control |
| DWC | Ducati Wheelie Control |
| EBC | Ducati Engine Brake Control |
| ECU | Engine Control Unit |
| GPS | Global Positioning System |
| IMU | Inertial Measurement Unit |

## Warning symbols used in the manual

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

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



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



**Important**
Possibility of damaging the motorcycle and/or its components.



**Note**
Additional information about the current operation.

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

## Intended use

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

### Attention

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

### Attention

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

### Attention

The total weight of the motorcycle in running order, with 90% of fuel, must not exceed 200 kg (440.92 lb)

### Important

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

## Rider's obligations

All riders must hold a valid licence.

### Attention

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

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

### Attention

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

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

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

Some states require vehicle insurance.

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

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

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

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

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

## Rider's training

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

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

## Apparel

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

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

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

### Important

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

### Important

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

### Important

Have your passenger wear proper protective clothing.

## "Safety ""Best Practices"""

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

### Important

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

### Attention

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

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.

Perform the checks recommended in this manual under “Checks before riding” before each ride.

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

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

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

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

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

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

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

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

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

## Important

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

## Attention

Engine, exhaust pipes and silencers stay hot long after the engine is switched off; pay particular attention not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.). Do not cover the motorbike with the canvas, when the engine and exhaust system are hot, to avoid damaging it.

## Refuelling

**Fuel label**

Fuel identification label

Refuel outdoors with engine off.
Do not smoke or use open flames while refuelling. Be careful not to spill fuel on engine or exhaust pipe. Never completely fill the tank when refuelling. Fuel should never be touching the rim of filler recess.

When refuelling, avoid breathing the fuel vapours and prevent fuel from reaching your eyes, skin or clothes.

### Attention

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




Fig 18

### Attention

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

### Attention

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

## Carrying the maximum load allowed

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

### Attention

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

## Information about carrying capacity

### Important

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

### Important

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

### Important

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

### Important

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

### Attention

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

Refer to paragraph “Tubeless tyres”.

## 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

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.

### 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.

Coolant

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

### Attention

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

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

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

Battery

**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.

The frame identification number is on the motorcycle front right side, more specifically, close to the right fork leg and to the water expansion reservoir.

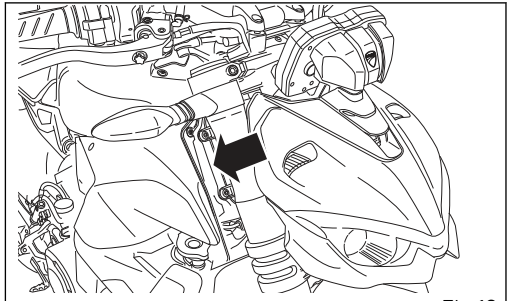


Fig 19

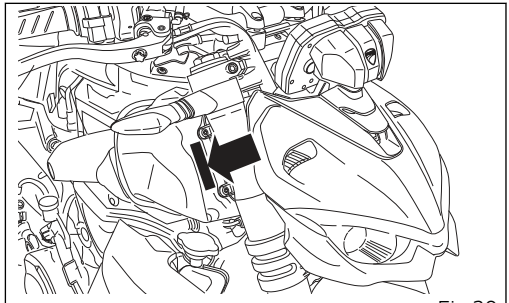


Fig 20

## Engine identification number

**Note**

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

The engine identification number is located in the motorcycle front side on the horizontal head cylinder lower side, near the starter motor and the generator cover.

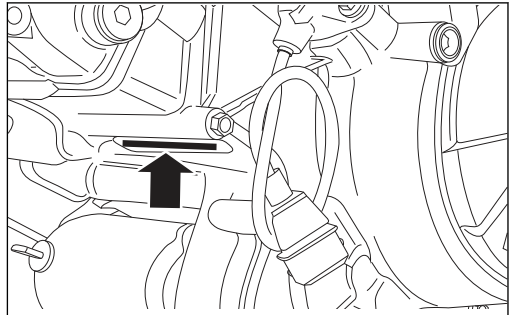


Fig 21

# Main components and devices

## Position on the vehicle

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

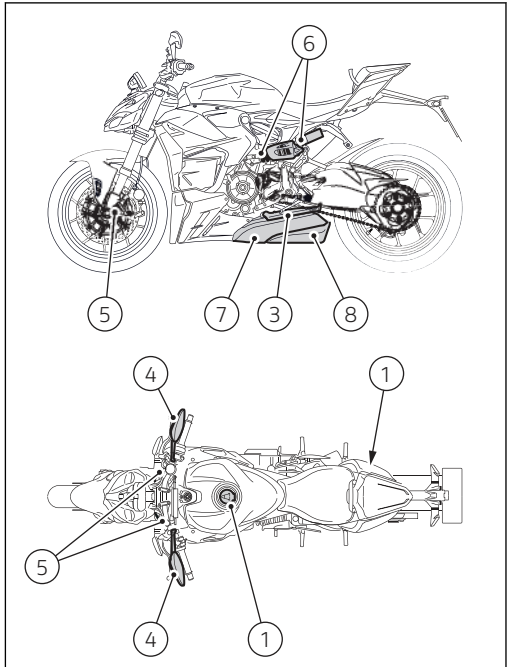


Fig 22

## Tank filler plug

Opening

- Lift flap (1) and insert the key in the lock;
- Turn the key clockwise by 1/4 of a turn to release the lock;
- Lift the fuel tank plug (2).

Closing

- Close the plug (2) with the key inserted and push it down into its seat;
- Remove the key and close flap (1) protecting the lock.

**Note**
Plug can only be closed when key is inserted.

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

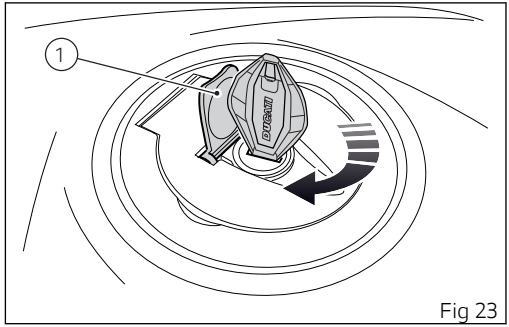


Fig 23

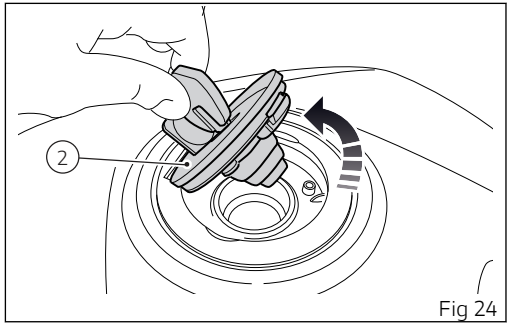


Fig 24

## Seat lock

Use lock (1) to remove the passenger seat (2) and reach the tail guard compartment.

### Removing the passenger seat

- Insert the key into the lock (1);
- Turn the key counter clockwise until the passenger seat (2) catch disengages with an audible click;
- Pull the passenger seat (2) towards the front end of the vehicle until releasing it.

### Refitting the passenger seat

- Before refitting the passenger seat (2), make sure that passenger strap (3) is correctly positioned.
- Slide the passenger seat (2) from vehicle front (A) end towards the rear end (B) until hearing the catch click into place.

**Attention**

To close the seat cover insert it from the motorcycle side and slide it towards the rear side until hearing the engagement click.

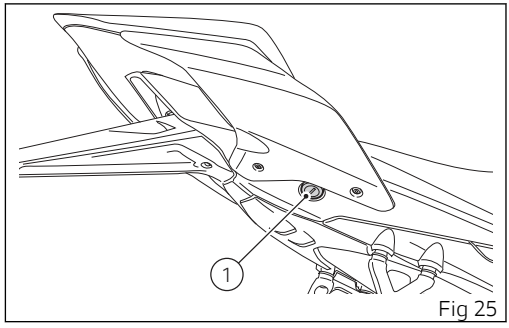


Fig 25

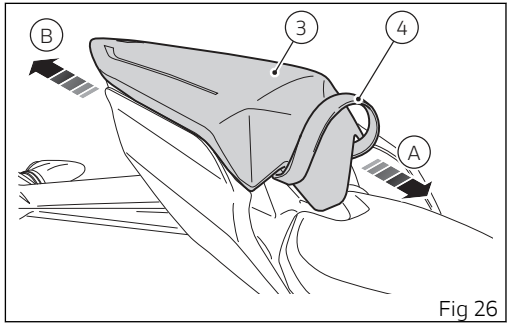


Fig 26

## Removing the rider seat

- Using the Allen wrench present in the tail guard compartment, loosen the two screws (4) on both sides of the rider seat (5);
- Slide the seat towards the rear end of the vehicle.

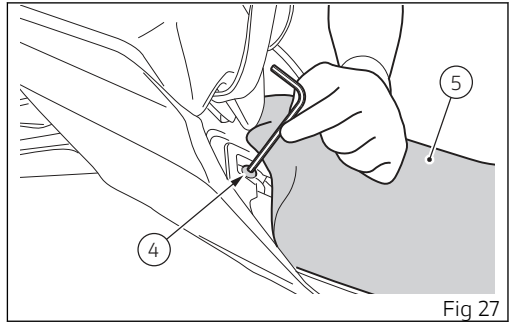


Fig 27

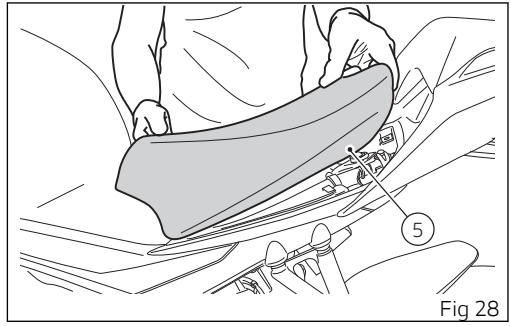


Fig 28

## Refitting the rider seat

- Refit the rider seat (5) by resting the front of it on the lower edge of the tank and moving it backwards until the pad (C) locks into place between the brackets (D).
- Check that the holes for fixing the seat are correctly aligned.
- Lift the rear edges of the seat (5) and, by checking the hole alignment, fasten it by tightening screws (4) (Fig 27).
- Check proper rider seat (5) fastening by trying to raise its front end.

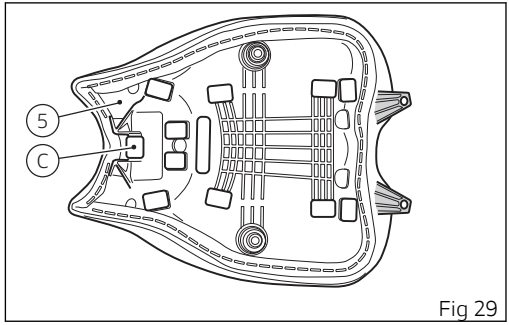


Fig 29

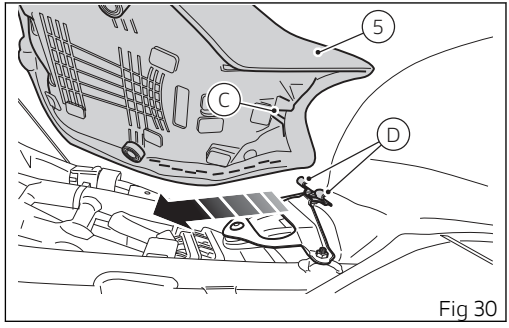


Fig 30

With the seats removed, the connector (6) for the battery maintainer is accessible. To use it, slide it out and connect it to maintainer (7), as described in chapter “Maintaining the battery charge”.

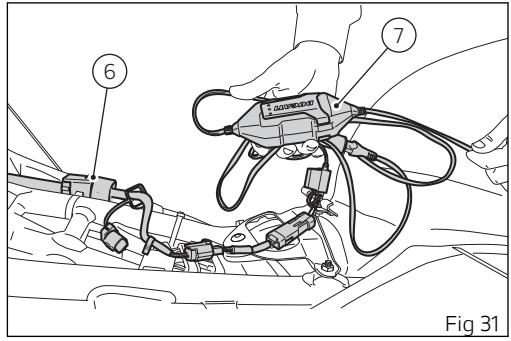


Fig 31

## Maintaining the battery charge

Your motorcycle is equipped with a connector (1), under the rider seat, to which you can connect a special battery charger (2) (Battery charge maintenance kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network.

Remove the connector (1) and connect it to the maintainer (2).

### 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.

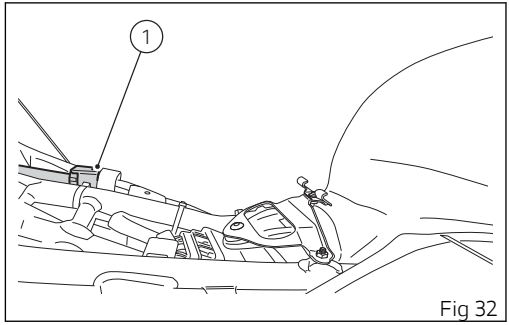


Fig 32

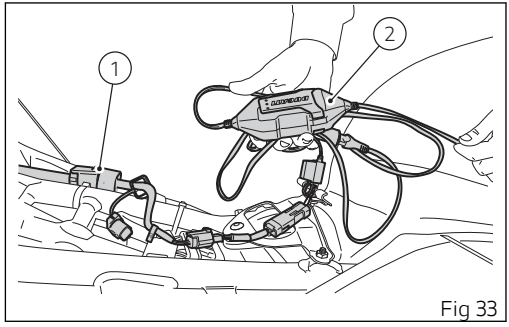


Fig 33

When the motorcycle is left unused (approximately for more than 30 days). We recommend owners to use the Ducati battery charge maintainer (Battery maintenance kit) since its electronics monitors the battery voltage and features a maximum charge current of 1.5 Ah. Connect the battery maintainer to the diagnostic socket.



**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.



**Attention**

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

## Side stand

### Attention

The position of the side stand is identified on the instrument panel by the warning light. When the warning light is on, the side stand is lowered (and the engine start is inhibited).

### 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 melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.

To pull down the side stand, hold the motorcycle 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 easily find the side stand during the opening phase, press on pin (3) with your foot.

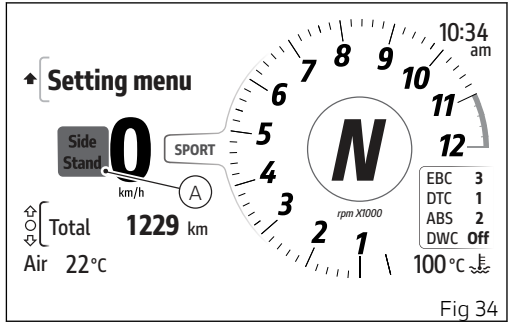


Fig 34

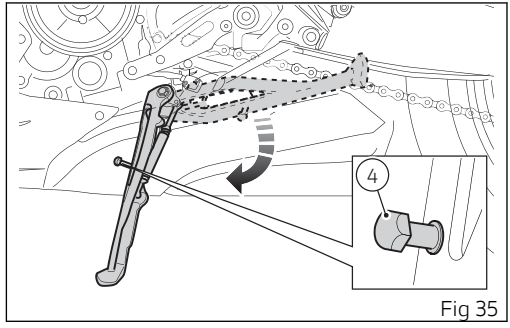


Fig 35

**Attention**
When using the bike on the track, we recommend removing the pin (3) by working on the key (4).

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.

**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.

**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).

## Bluetooth control unit

The motorcycle can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.
The Bluetooth control unit, which is not installed in this vehicle, can be purchased at a Ducati Dealer or Authorised Service Centre.

### Attention

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

### Attention

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

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

### Attention

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

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

Check that your Smartphone supports the following profiles:

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

**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.

## Steering damper

The steering damper (1) is located behind the handlebar and is secured to the steering head and frame.
It provides stable and accurate steering, improving the motorcycle's handling response under any conditions.

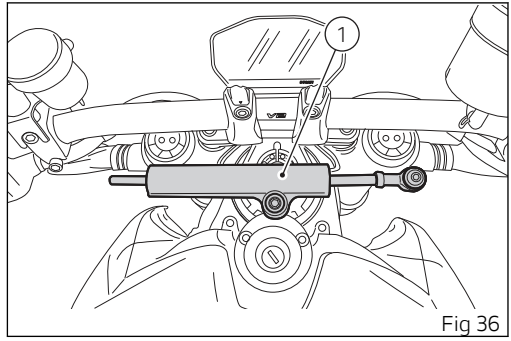


Fig 36

## Front fork adjustment

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment.
Adjustment is done by external screw adjusters.

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

Position the motorcycle on its side stand so that it is stable.
Turn the adjuster (1) at the top end of each fork leg with a flat screwdriver to adjust rebound damping.
Turn the adjuster (2) at the top end of each fork leg with a flat screwdriver to adjust compression damping.
The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" (fully closed) position.

To change preload of the spring inside each fork leg, counter clockwise the hex. adjuster (3), with a hexagon wrench, starting from the fully open (counter clockwise) position.

Standard setting:

- compression: - 6.5 turns from fully closed;

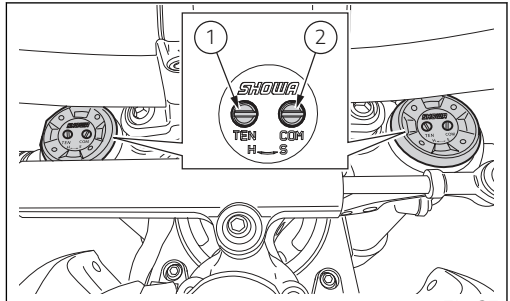


Fig 37

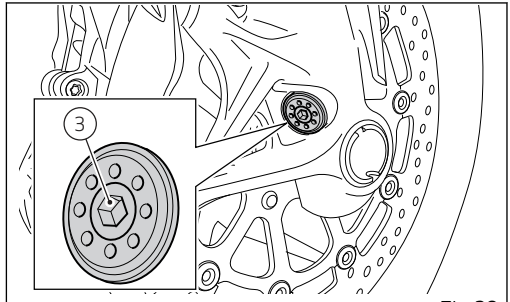


Fig 38

- rebound: - 5.5 turns from fully closed;
- spring preload: +7 turns from fully open.

Recommended setting for racing use:

- compression: -3 turns from fully closed;
- rebound: -2 turns from fully closed;
- spring preload: +11 turns from fully open.

**Attention**
Adjust both fork legs to same settings.

## Adjusting the rear shock absorber

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.

### Attention

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

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

The shock absorber is adjusted by electric impulses sent by the instrument panel to the adjusters inside the shock absorber body.

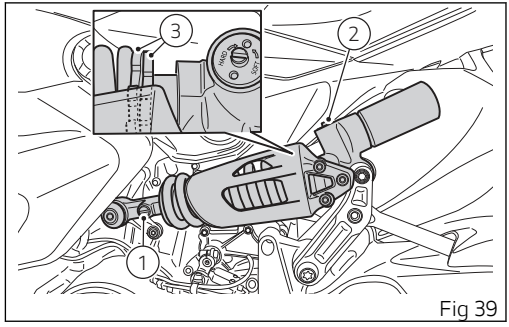


Fig 39

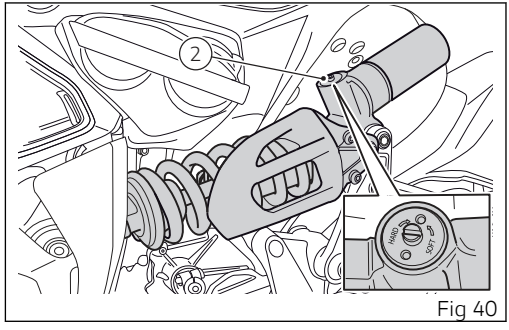


Fig 40

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.
The adjuster (1) located on the front connection holding the shock absorber to the crankcase half adjusts the damping during the rebound phase (return).
The adjuster (2) located on the expansion reservoir of the shock absorber adjusts the hydraulic compression damping.
The ring nuts (3) allow adjusting the shock absorber external spring preload.
To adjust the spring preload, loosen the top 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.
Completely turn adjusters (1) and (2) clockwise to obtain the fully closed condition.

Standard setting:

- rebound (1): -14 clicks from fully closed;
- compression (2): -1.5 turns from fully closed;
- spring preload: 15 mm (0.59 in).

Recommended setting for racing use:

- rebound (1): -7 clicks from fully closed;
- compression (2): -0.5 turns from fully closed;
- spring preload: 18 mm (0.71 in).

**Attention**

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

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground. You may find that rebound damping needs adjusting as well.
Standard settings of the vehicle as delivered (factory settings specified in the previous paragraphs) correspond to a calibration which considers all use conditions (riding conditions, rider's skills and needs), and is the best solution for a sport use of the motorcycle on the road.

# Controls

## Position of motorcycle controls

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

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

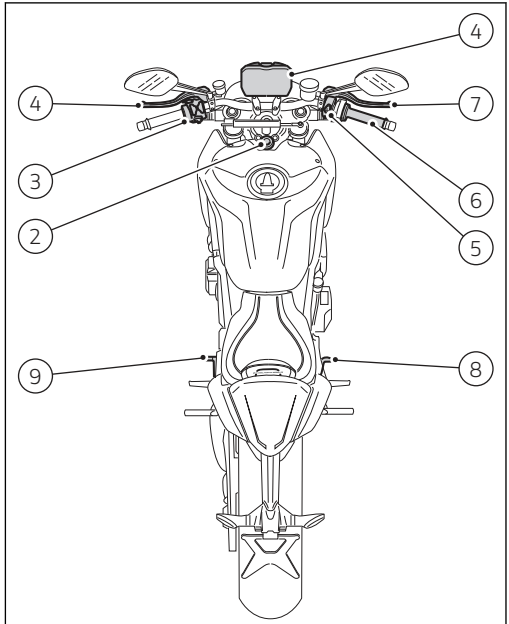


Fig 41

## Switchgears

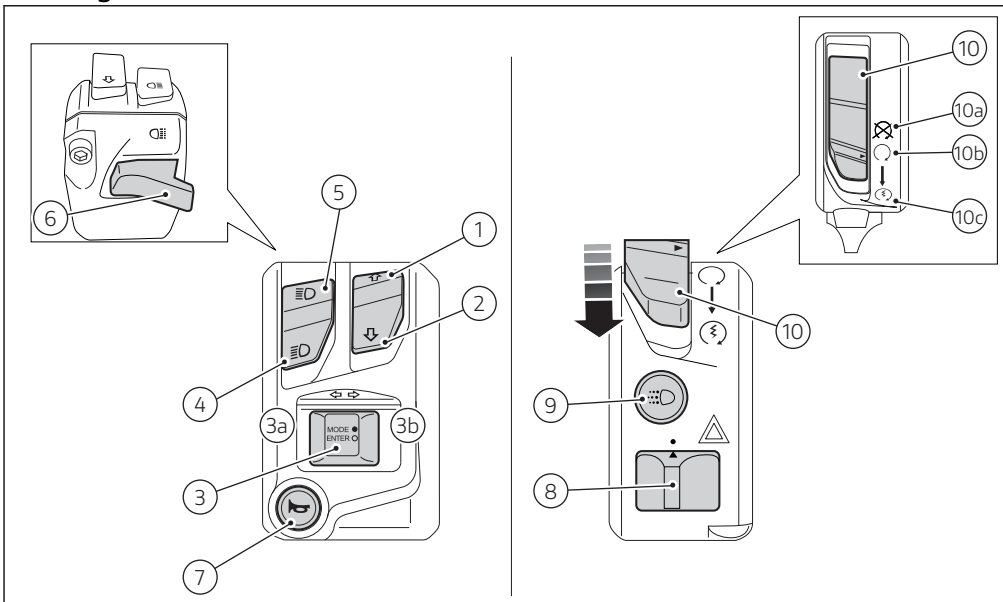



Fig 42

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

## Light control

Low / High beam

By means of button (A) it is possible to switch from low beam to high beam and vice versa: position (B) for high beam, position (C) for low beam. To flash, press the button (D).
If engine is not started after turning the key to on, it is nevertheless possible to switch on the lights or flash.
If within 60 seconds from the manual switching on of the low or high beam the engine is not started, the lights are turned off.

To preserve the motorcycle battery, the headlight is automatically switched off when starting the engine and it is then switched on again when the engine has started.

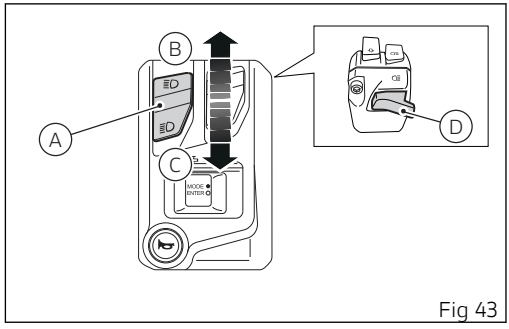


Fig 43

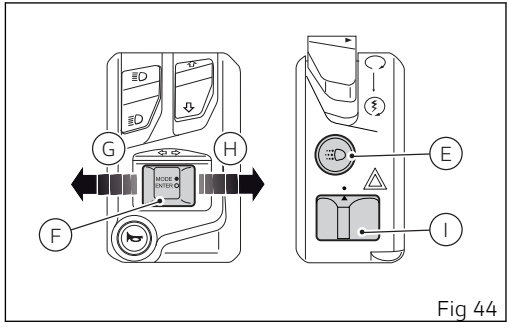


Fig 44

## DRL in "Auto" mode – only for version with DRL lights

If the DRL was set to "Auto" via the "DRL" function within “Setting menu” (page 156), the instrument panel automatically manages the DRL and the low beam according to detected ambient light:

- if the instrument panel detects good light conditions (day) the DRL is turned on and the low beam is turned off;
- if the instrument panel detects poor light conditions (night) the DRL is turned off and the low beam is turned on.

When the DRL is set to “Auto” mode, the corresponding warning light (L, Fig 45)will turn on. If the DRL was set to "Auto" mode, press button (E, Fig 44) to disable that mode and set manual light management. Press again button (E, Fig 44) to re-enable DRL but with control strategy set to "Manual".
In this case, upon next Key-On, DRL will be again set to "Auto" mode.

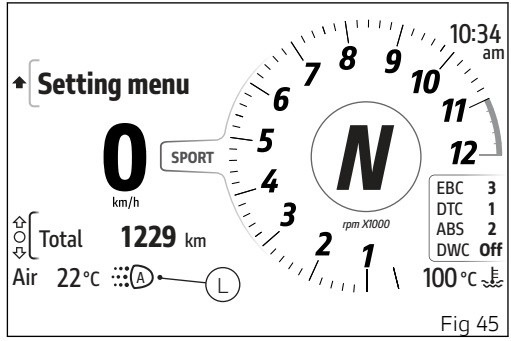


Fig 45

**Attention**
Using the DRL light in "Auto" 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 – only for version with DRL lights

If the Daytime Running Lights are in this mode, as set through the "DRL" function within the “Setting

menu" (page 156), DRL will not change status upon key-on.
To switch on or off the DRL lights, it is necessary to press button (E, Fig 44).

**Attention**
Using the DRL lights in poor light conditions (dark) could compromise the riding visibility and dazzle anyone coming on the opposite lane.

**Note**
Using the DRL lights during the day improves visibility compared to low beam.

### Turn indicators

Using the "Turn indicators" function in the "Setting menu" (page 173), you can set the control of the turn indicators to automatic or manual mode.
To activate the left turn indicator, press button (F, Fig 44) in position (G, Fig 44); to activate the right turn indicator, press button in position (H, Fig 44).
To switch off the turn indicators, set the button (F, Fig 44) to its centre position.

Automatic switch-off:
The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, leaning angle and in general according to the analysis of vehicle dynamic conditions.
This means that automatic switch-off is triggered when vehicle speed exceeds 20 km/h (12.4 mph) after the turn indicator button was pressed.
Turn indicators also 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.
If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialised.

**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 lights

To activate or deactivate the hazard lights, press button (I, Fig 44) only when the vehicle is in key-on condition.
When turning the vehicle key OFF with hazard lights active, they will remain active for 2 hours. After 2 hours, the hazard lights switch OFF automatically in order to save battery charge.

**Note**
When turning the vehicle key ON with hazard lights still active, they will remain active.

**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 lights have a higher priority than the normal operation of the individual turn indicators.

**Note**
Emergency braking
In the event of heavy braking from a speed of more than 55 km/h the tail light flashes rapidly in order to warn the vehicles behind. When deceleration is reduced below a predefined threshold, the flashing is automatically deactivated.

## Parking function

Each time the key is turned off, it is possible to activate the parking lights by holding button (F, Fig 44) for a long time in the left turn indicator position (G, Fig 44).
Maximum time for activating the parking lights from key-off is 20 seconds.

## Keys

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

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

### Attention

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

### Duplicate keys

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

### Note

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

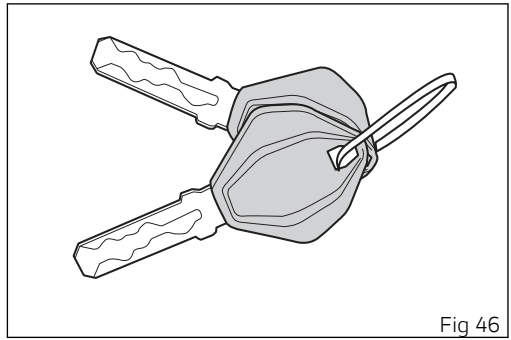


Fig 46

### 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.

## Ignition switch and steering lock

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

A) ON: enables lights and engine operation;
B) OFF: disables lights and engine operation;
C) LOCK: the steering is locked:

### Attention

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

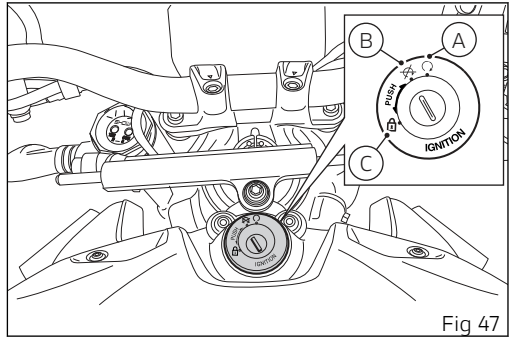


Fig 47

## 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 displays “Insert Pin” with four spaces allowing the rider to enter digits of the Pin code to be entered: “0” and “- - -".

Entering the code:

- use UP and DOWN buttons to increase and decrease by 1 the value from “0” to “9”;
- press ENTER button to confirm the digit and move on to the following digit;
- repeat the procedure until entering all 4 digits.

Once the fourth digit is set, press ENTER and the instrument panel behaviour will be as follows:

- if there is a problem during the pin check, the instrument panel displays “Error” for 2 seconds and then passes to the standard screen.
- if the pin code is not correct, the instrument panel displays “Wrong” for 2 seconds and then goes back to previous screen, to allow you to try again.
- if the pin code is correct, the instrument panel shows "Correct" for 2 seconds, and then displays the standard screen.

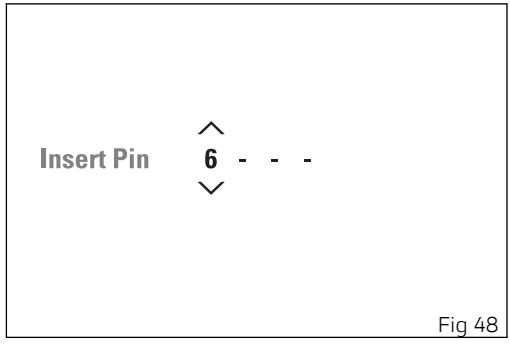


Fig 48

### 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.

## Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the twistgrip on handlebar.

The lever distance can be adjusted through 9 clicks of the dial (2).
Turn clockwise to increase lever distance from the handgrip.
Turn the adjuster anticlockwise to decrease lever distance.
When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged.
Using the clutch properly is essential to smooth riding, especially when moving OFF.

### Attention

Set clutch lever when motorcycle is stopped.

### Important

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

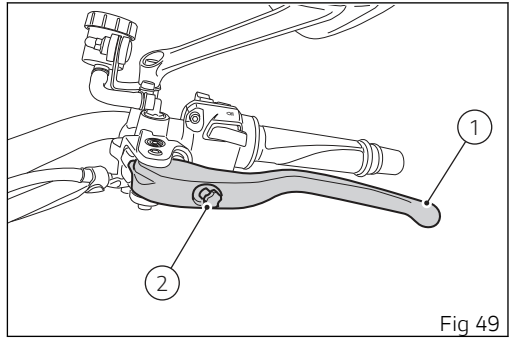


Fig 49

### Note

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

## Throttle twistgrip

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

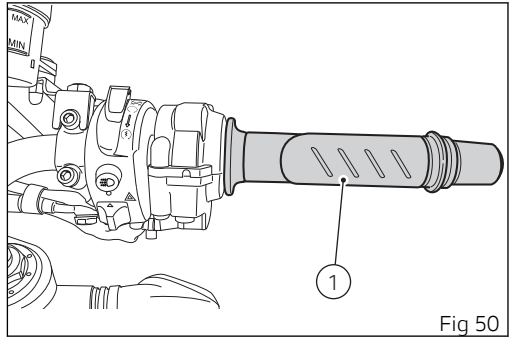


Fig 50

## Front brake lever

### Setting

Pull in the lever (1) towards the handgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The control lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.
The lever distance can be adjusted through 9 clicks of the dial (2). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster anticlockwise to decrease lever distance.

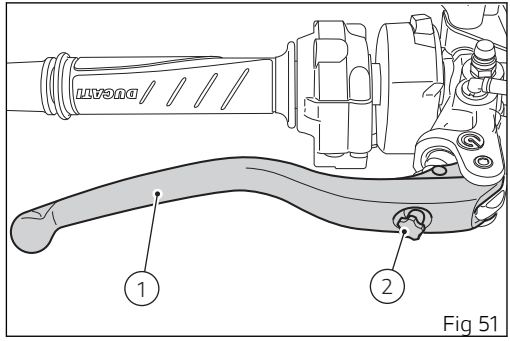


Fig 51

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

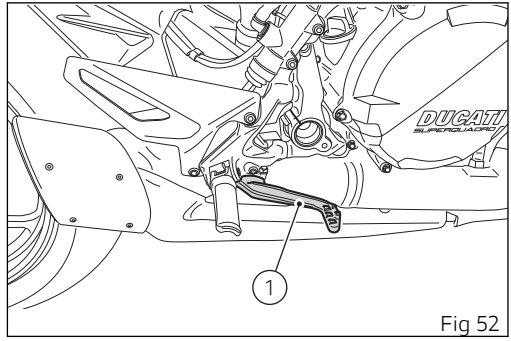


Fig 52

## Gear change pedal

When released, the gear change pedal (1) automatically returns to rest position N in the centre. This is indicated by the instrument panel light N coming on.

The pedal can be moved:

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

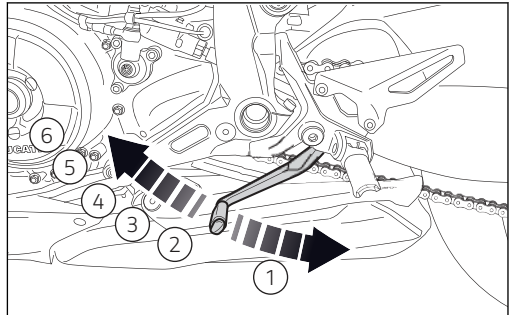


Fig 53

## Adjusting the position of the gearchange pedal and rear brake pedal

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

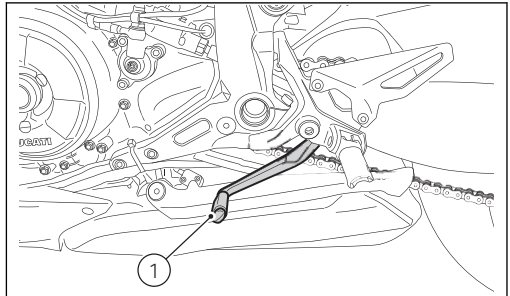


Fig 54

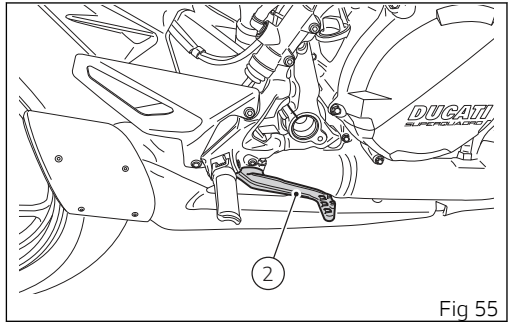


Fig 55

# Riding the motorcycle

## Motorcycle running-in period

During the running-in period, do not exceed the rpm indicated in the table below:

| Maximum engine rpm not to be exceeded for the first period of use | |
|---|---|
| Up to 1,000 Km (621 mi) | 6,000 rpm |

Running-in recommendations:

- During the first few hours of riding, it is advisable to vary the load and engine speed continuously when the engine is warm, while remaining within the limit indicated in the table.
- During intensive use always shift down a gear to prevent the engine from overloading.
- Do not run the engine at high rpm for a long time, particularly when riding uphill; shifting up a gear reduces fuel consumption and noise.
- Avoid riding at constant speed, either slow or fast, for a long period of time.
- Do not ride at full throttle, especially when the engine is cold.
- Avoid starting at full throttle and rapid acceleration.
- Avoid abrupt and prolonged braking, act carefully on the brakes.
- Check the drive chain frequently. Lubricate as required.



**Important**

Before using the motorcycle, check for no labels on the rear-view mirrors; otherwise remove them.

## Pre-ride checks

### Attention

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Refuel if necessary (see “Refuelling”).
- ENGINE OIL LEVEL
  Check the level in the sump through the sight glass; top-up if necessary (see “Checking the engine oil level”).
- BRAKE AND CLUTCH FLUID
  Check liquid level in the corresponding reservoirs (see "Checking brake and clutch fluid level").
- COOLANT
  Check the level of coolant in the expansion reservoir; top up if necessary (see "Checking and topping up the coolant level").
- TYRE CONDITION
  Check tyre pressure and condition (see “Tubeless tyres”).
- CONTROLS
  Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (see “Replacing headlight light bulbs”).
- KEY LOCKS
  Check the tightening of the filler plug (see “Filler plug”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (see “Side stand”).

### Attention

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

To ensure trouble-free operation, the engine coolant pump requires a breather. This means that it is possible that a very small quantity of coolant oozes out of the breather hole positioned in the upper part of the crankcase, and this will not affect proper operation of the engine or the cooling system.

## ABS warning light

After key-on, the ABS light (9) stays on.
When the motorcycle speed exceeds 5 km/h, the warning light switches OFF to confirm the correct operation of the ABS system.

### Attention

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

ABS device

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

**Attention**
Clogged reading slots would compromise system proper operation.

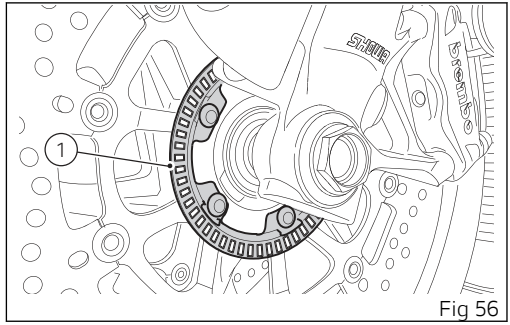


Fig 56

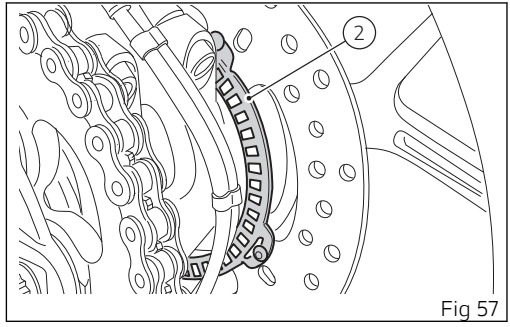


Fig 57

## Engine start/stop

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

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

Switching

Turn the key to (A) ↺ .
Make sure both the green light N (1) and the red light (2) 🛢 on the instrument panel come on.

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

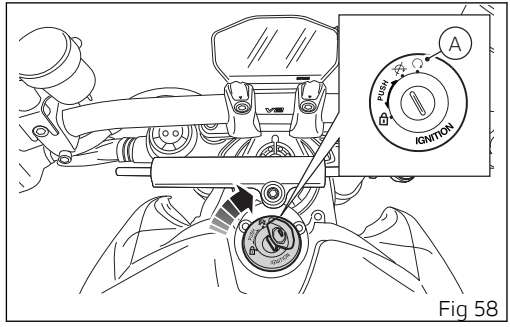


Fig 58

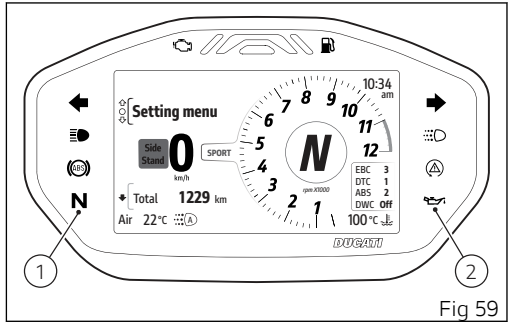


Fig 59

**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 (3), is set to (B) ↺ .
Move the switch (3) to the bottom (C) ↻ 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.

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

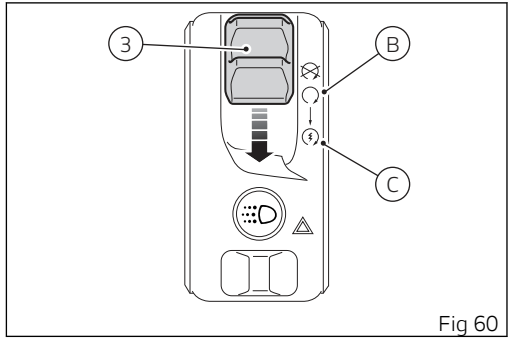


Fig 60

## Attention

When the engine is cold, start immediately after starting the engine to ensure a gradual and uniform warm-up of all the components of both the engine and the vehicle. At this stage, limit the engine speed until normal engine operating temperature is reached.
In any case, never leave the engine running with the vehicle stationary, except during normal riding. Leaving the engine running while stationary for a long time can lead to overheating and damage and/or fire to the vehicle and everything in its vicinity. For the same reason, do not increase engine speed unnecessarily while the vehicle is stationary or even in motion when the gearbox is in neutral or the clutch is pulled.

## Switching off

Move the switch (3) upwards to (D) .

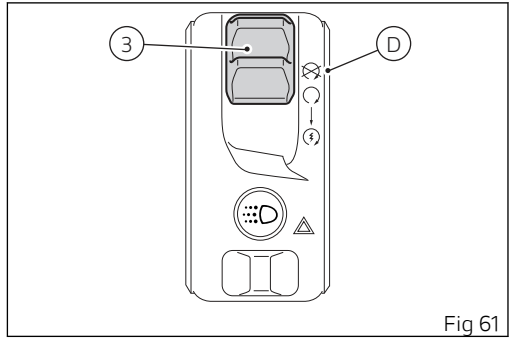


Fig 61

## Moving off

1) Lift the side stand until it is horizontal.
2) Squeeze the control lever to disengage the clutch.
3) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
4) Speed up the engine by turning the throttle twistgrip while gradually releasing the clutch lever; the motorcycle will start moving off.
5) Let go of clutch lever and speed up.
6) To shift up, close the throttle to slow down engine, disengage the clutch, lift the gear change lever and let go of clutch lever. To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronise, shift down (engage next lower gear) and release the clutch.

The controls should be used correctly and timely: when riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down, so you will avoid stressing the engine and the motorcycle abnormally.

### Attention

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

### Attention

Prolonged wheelies could deactivate the ABS system.

## Braking

### Braking

Slow down in time, shift down to use engine brake and then brake by operating both front and rear brakes.

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 power 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.

### Stop

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.
Do not release the clutch with a gear engaged to prevent the engine from suddenly stopping.
Apply the brakes and bring the motorcycle to a complete stop.
To switch the engine off, simply turn the key to OFF (“Ignition switch and steering lock”).

## 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 the LOCK position.
If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.

### Important

Never leave the ignition key in the switch when you are leaving your motorcycle unattended.

### Attention

Engine, exhaust pipes and silencers stay hot long after the engine is switched off; pay particular attention not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).
Do not cover the motorbike with the canvas, when the engine and exhaust system are hot, to avoid damaging it.

### 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.

## Refueling

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

**Warning**

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

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

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

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

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

### Attention

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

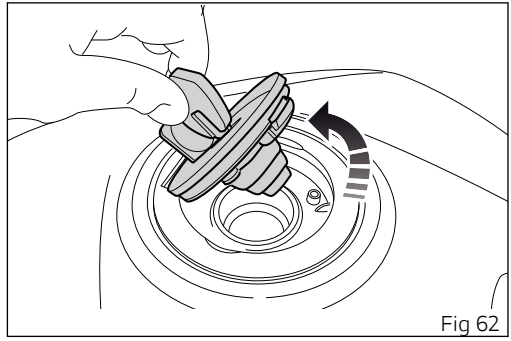


Fig 62

### Attention

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

**Fuel label**
The label 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.

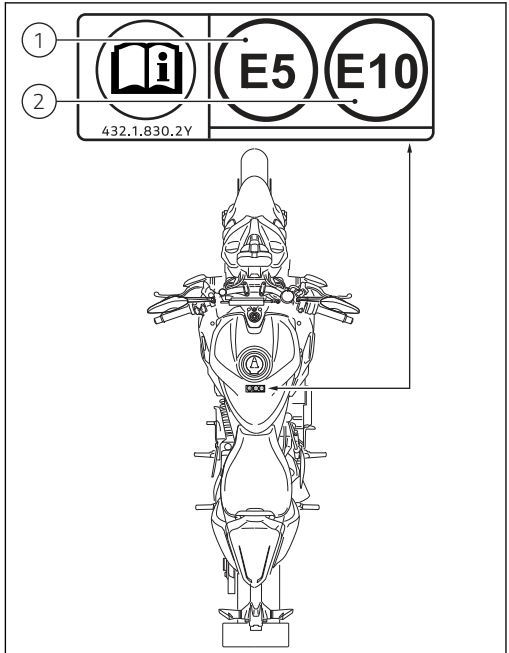


Fig 63

## Tool kit and accessories

The glove compartment positioned inside the seat back (A) contains a 4 mm (0.16 in) L-shaped Allen wrench (1).

To gain access to the compartment, remove the passenger seat (A) as described in chapter “Seat lock”.

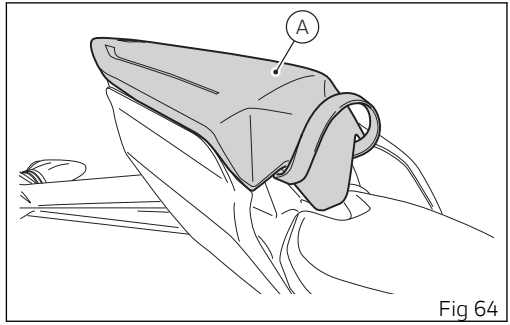
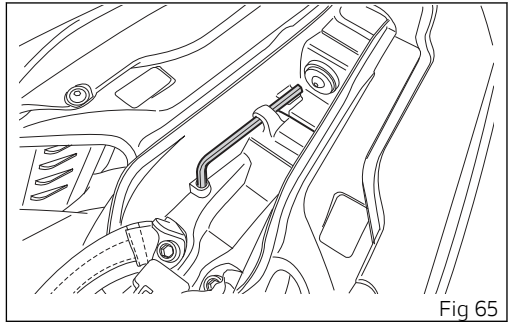


Fig 64


Fig 65

# Instrument panel (Dashboard)

## Instrument panel

The motorbike is equipped with a COBO instrument panel featuring a TFT colour display.

The instrument panel provides all the information needed for safe driving and allows you to customise the vehicle settings and parameters.

## Warning lights

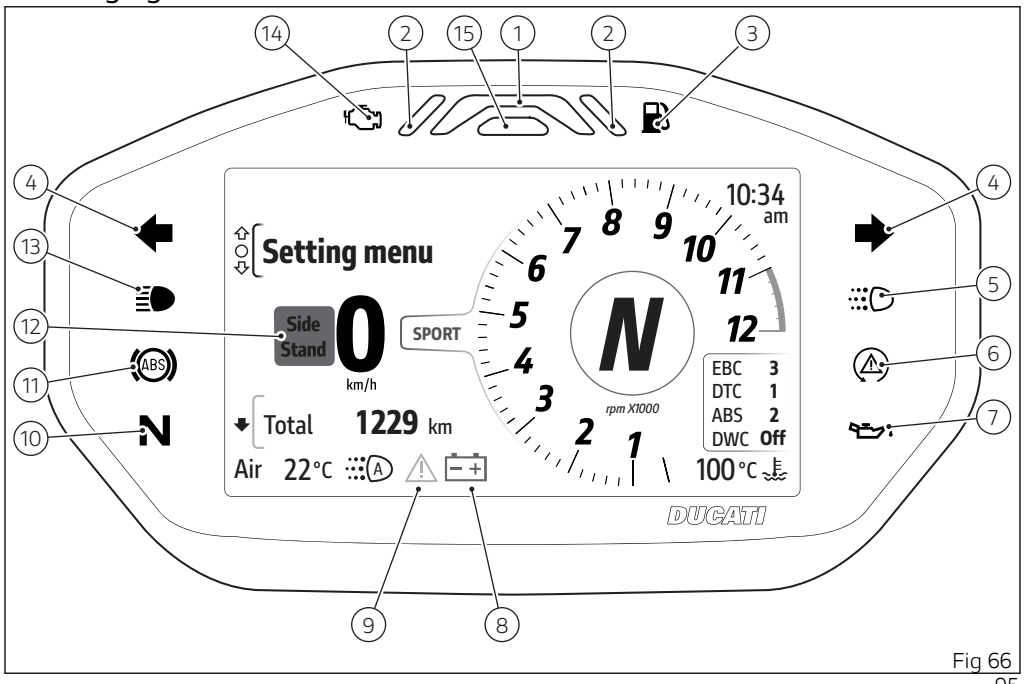



Fig 66

| no. | Description | Colour |
|---|---|---|
| 1 | Rev limiter / immobilizer | Red |
| 2 | Rev limiter | Red |
| 3 | Low fuel | Amber yellow |
| 4 | Turn indicators | Green |
| 5 | DRL – daytime riding lights on<br>(not present in China and Canada versions) | Green |
| 6 | DTC/DWC status<br>• flashing: DTC/DWC enabled, but with degraded performance;<br>• on: DTC/DWC disabled and/or not functioning due to a fault in the control unit. | Amber yellow |
| 7 | Engine oil low pressure<br>**Important**<br>If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage. | Red |
| 8 | Low battery charge level | Red (display) |
| 9 | Generic error | Amber yellow (display) |
| 10 | Neutral gear | Green |
| 11 | ABS status<br>• flashing: ABS in self-diagnosis and/or functioning with degraded performance; | Amber yellow |

| no. | Description | Colour |
|---|---|---|
| | • on: ABS disabled and/or not functioning due to a fault in the ABS control unit. | |
| 12 | Side stand | Red (display) |
| 13 | High beam on | Blue |
| 14 | MIL<br>• The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction.<br>• The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking. | Amber yellow |
| 15 | DTC/DWC intervention | Amber yellow |

## 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.

Upon key-on, the instrument panel displays the Ducati logo and carries out a sequential check of the LED warning lights.
After this routine, the instrument panel displays the main page in the mode in use before last Key-Off.

During this check stage, if the motorcycle speed exceeds 5 km/h (3 mph), the instrument panel will stop:

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

## Main page items

The main screen displays all the information and elements needed for riding.
It is possible to change units of measurement through the “Measurement units” function in the “Setting menu” (page 175)

The table lists the available items.

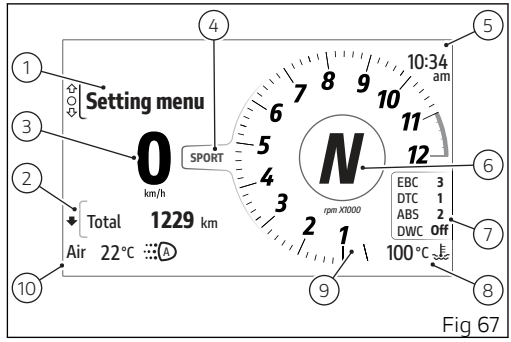


Fig 67

| no. | Description |
|---|---|
| 1 | Interactive menu |
| 2 | Info display |
| 3 | Speed<br>It is displayed increased by 5% and together with the set unit of measurement (km/h or mph). |
| 4 | Riding Mode in use<br>Refer to “Riding Mode” (page 104) |
| 5 | Clock<br>It is possible to set it through the "Date and time" function in the "Setting menu" (page 159). |
| 6 | Gear |
| 7 | Parameters window<br>It displays the values of the EBC, DTC, ABS, DWC parameters set for the current Riding Mode.<br>In case of errors on one or more parameters, “Err” is displayed instead of the relevant value.<br>The window disappears when the motorcycle speed exceeds 5 km/h (3 mph) or when the heated handgrips (page 112) are activated. |

| no. | Description |
|---|---|
| 8 | Engine Coolant temperature (°C or °F)<br>The temperature display range goes from +40 °C to +120 °C (+104 °F ÷ +248 °F).<br>If the temperature is below +40°C (+104°F), “Low” is displayed, whereas if it is above +120°C (+248°F), “High” is displayed flashing red together with the red temperature symbol.<br>**Attention**<br>In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off.<br>If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.<br>In case of a temperature sensor error or a temperature below -40 °C (-40 °F), a red temperature symbol and three blinking dashes are displayed in place of the value. |
| 9 | Rev counter<br>Refer to “Engine rpm indication” (page 107) |
| 10 | Air temperature (°C or °F)<br>**Note**<br>When the motorcycle is stopped, the engine heat could influence the displayed temperature. |

## Interactive menu and Info display

The “Interactive Menu” contains a series of functions that can be activated by the rider. When a function is activated, a corresponding window is displayed with which you can interact.

The "Info display" menu includes all counters referred to available trip information (see page 108)

When one of the menus is selected, it is indicated with the active frame (A) and buttons (1), (2) and (3) are used for menu navigation and interaction.
To toggle the selection between "Interactive menu" and "Info display" and vice versa:

- if "Interactive menu" is currently selected, long press and hold button (2) to move the selection to “Info display” (C);
- if "Info display" is currently selected, long press and hold button (1) to move the selection to "Interactive menu" (B).

Buttons (1) and (2) are mainly used to scroll and select items in the selected menu. Button (3) is used to activate and interact with the selected menu item. The left part of the menus shows the following symbols indicating the possible interaction of buttons (1), (2) and (3):

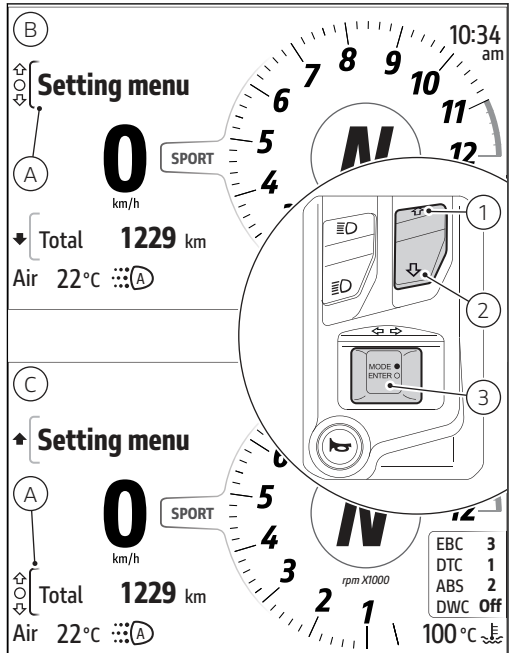



Fig 68

- ⇧ short press of button (1);
- ⇩ short press of button (2);
- ○ short press of button (3);
- ⬆ long press of button (1);
- ⬇ long press of button (2);
- ● long press of button (3).

## Riding Mode

3 Riding Modes are available: SPORT, ROAD, WET.
The name of the active Riding Mode is shown at the centre of the display (A).
Each Riding Mode is associated with a different colour for the name and rev counter box.

The parameters associated to each Riding Mode are: Engine, ABS, DTC, DWC, EBC, DQS.
For each Riding Mode it is possible to customise the parameters using the “Riding Mode” function in the “Setting menu” (page 121).

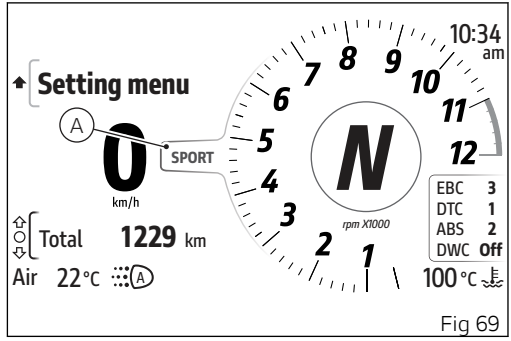


Fig 69

## Changing the Riding Mode

- Press and hold the MODE/ENTER button (3) for a long time.
- The dedicated screen is displayed (Fig 71) where, using buttons (1) and (2), it is possible to scroll through the available Riding Modes and display the parameters with the relevant set values.
- Press the MODE/ENTER button (3) to confirm.

Select "Exit" and press MODE/ENTER button (3) to quit the screen without making any changes.

As soon as the new Riding Mode is confirmed, the instrument panel checks the following conditions:

- If the throttle control is open the message “Close throttle” is displayed; the new Riding Mode is confirmed and stored only when throttle control is closed and the main screen is displayed.
- If speed is above 5 km/h (3 mph), throttle control is closed, but brakes are actuated, the message “Release brakes”, is displayed; the new Riding Mode is confirmed and stored only when brakes are released and then the main screen is displayed.

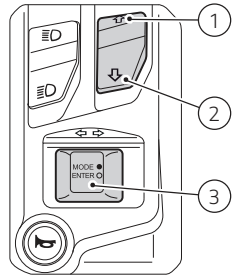



Fig 70

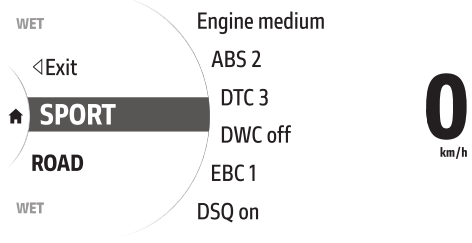



Fig 71

- If both of the above conditions occur, the message "Close throttle and release brakes" is displayed. The new Riding Mode is confirmed and stored only when both conditions are satisfied and then the main screen is displayed.

If either of the conditions required to validate the change of Riding Mode are not true within 5 seconds from activation of one of the above-described conditions, the procedure will be aborted, the instrument panel will go back to displaying the main page and no settings will be changed.

### 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).

## Engine rpm indication

The engine rpm is displayed using a rev counter featuring a grey wake (A).
During the first 1000 km (600 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set and is indicated when the wake becomes amber yellow.
After the break-in period or after the first inspection, the virtual limiter indicates and advises the rider to ride at lower revs when the engine is cold. The virtual limiter threshold changes according to engine temperature: if the engine temperature is below 50 °C (122 °F), the rpm threshold is 7000 rpm.

When the wake becomes amber yellow and starts blinking, the instrument panel is warning the rider to shift up.
The wake becomes flashing red when the rev limiter trips: in this case the rev limiter (page 95) turns on, too.
If the number of rpm is lower than 1,000 rpm, the wake is not displayed.

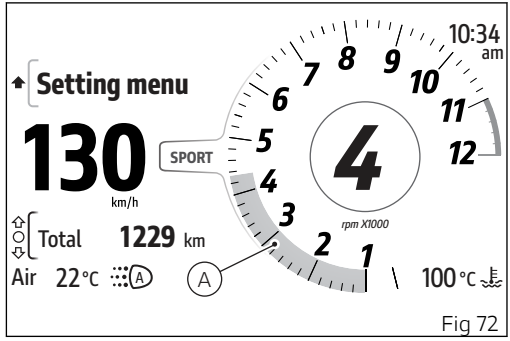


Fig 72

### Attention

Your motorcycle is equipped with a rev limiter which limits the engine speed to approximately 3000 rpm when the engine is in neutral with the clutch released. This is to prevent excessive noise pollution and also to avoid reaching engine speeds that are harmful to the engine without load.
When this limiter comes into operation the revs will be limited and there will be a flashing Overrev indication on the instrument panel. When the clutch is pulled, this function is not active.

## Info display

The “Info display” menu contains all available meters with travel information (A).
To select the "Info display" menu, press and hold the button (2) for a long time.
Once you have selected the “Info display” menu, scroll through the list of information using the buttons (1) and (2).

The units of measurement of the trip information can be changed using the “Units” function in the “Setting menu” (page 175).

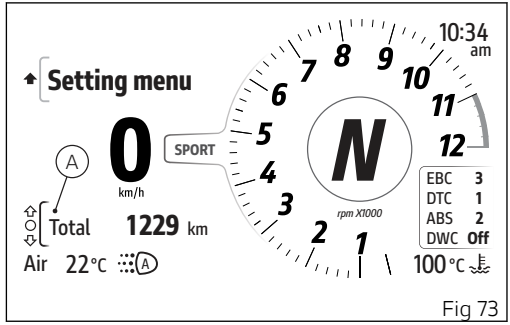


Fig 73

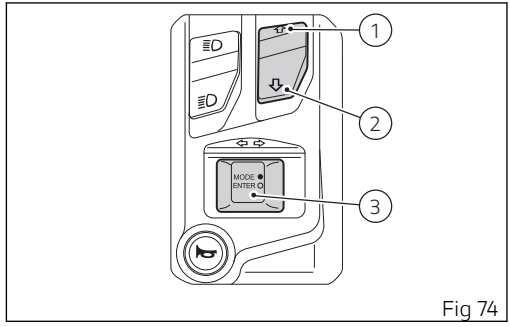


Fig 74

The information contained in the “Info display” menu are listed below.

| Name | Description | Measurement units / format |
|---|---|---|
| Total | Total odometer | km, miles |
| Trip 1 | Partial mileage 1 | km, miles |
| Øcons.1 | Average consumption 1 | L/100, km/l, mpg UK, mpg US |
| Øspeed 1 | Average speed 1 | km/h, mph |
| Trip 1 time | Travel time 1 | hhh:mm |
| Trip fuel | Residual range<br>When the motorcycle is in a low fuel condition, this function is activated and automatically displayed in the Info display, regardless of the function previously displayed. It is still possible to scroll through the other functions on the Info display.<br>**Note**<br>When the bike is no longer in a low fuel condition, the “Total” function is automatically displayed while the “Trip fuel” function is displayed. | km, miles |
| Trip 2 | Partial mileage 2 | km, miles |

| Name | Description | Measurement units / format |
|---|---|---|
| Cons. | Instantaneous fuel consumption | L/100, km/l, mpg UK, mpg US |

## Resetting Trip 1 information

The trip information “Trip 1”, "Ø cons.1", "Ø speed 1" and "Trip 1 time", when selected, can be reset by pressing the ENTER button (3): the message "Reset Trip 1 info?" is displayed (Fig 75).
To confirm, press the ENTER button (3). To exit without making any changes, keep button (1) pressed for a long time.
When the Trip 1 information is reset, all the meters that refer to it are reset as well.

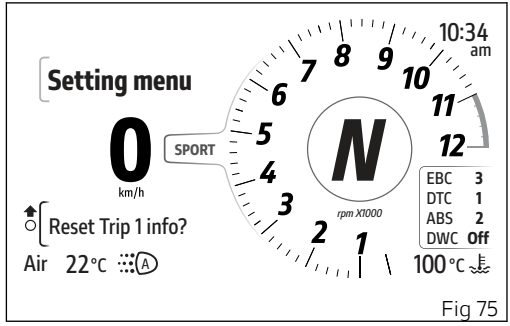


Fig 75

## Resetting Trip 2 information

The “Trip 2” information, when selected, can be reset by pressing the ENTER button (3): "Reset Trip 2 info?” will be displayed (Fig 76).
To confirm, press the ENTER button (3). To exit without making any changes, keep button (1) pressed for a long time.

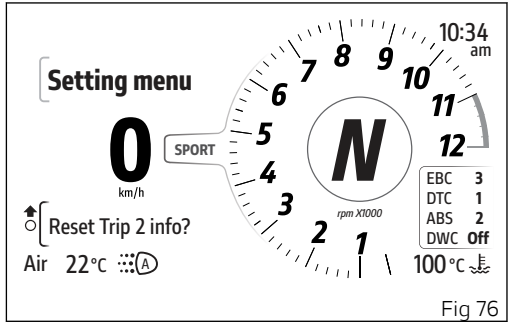


Fig 76

## Heated handgrips

This function allows the user to activate and set the handgrip heating.

- Select the Interactive Menu (A) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item “Heated Grips” (B) and press the ENTER button (3).

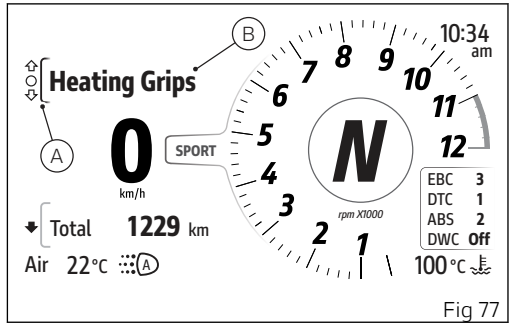


Fig 77

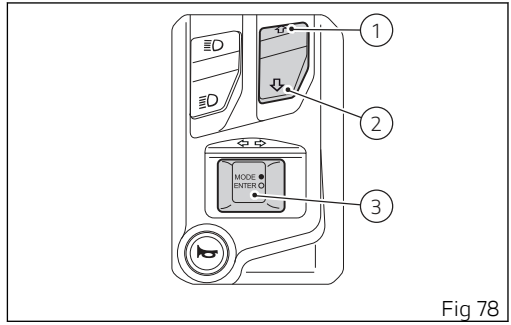


Fig 78

Window (C) is displayed for adjusting the handgrip heating; here the 4 available levels (High, Medium, Low, Off) and the “Back” item are listed.
Use buttons (1) and (2) to scroll through the available levels. Press the ENTER button (3) to confirm the selected level. To close the window, select the "Back" item and press the ENTER (3) button, or press and hold button (1).
Each level is associated with an icon (D) in grey when heating is off. When the heating is activated, the icon turns black if the display is in “day” mode and white if the display is in “night” mode.
To change the “day” or “night” display mode, refer to the chapter “Setting menu - Backlight” (page 158).

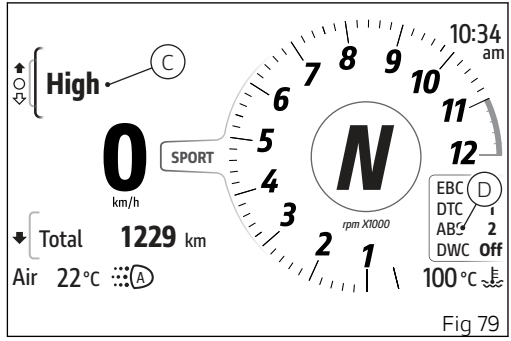


Fig 79

**Note**
The actual turning on (heating) of the heated handgrips occurs only with engine started, and when a certain number of engine rpm have been reached and maintained: heating power is limited to 50% up to 2,000 rpm.

## Lap

This function is available inside the Interactive Menu and allows recording the lap times.

- Select the Interactive Menu (A, Fig 80) by pressing and holding button (1) pressed for a long time.
- Use buttons (1) and (2) to select item “Lap” (B, Fig 80)and press the ENTER button (3).

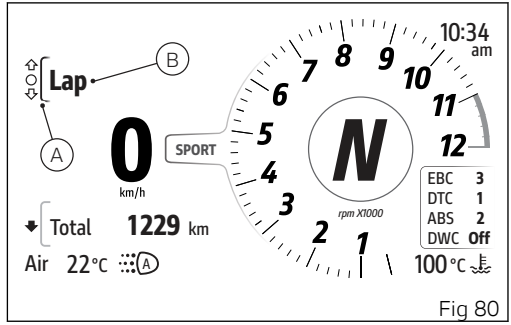


Fig 80

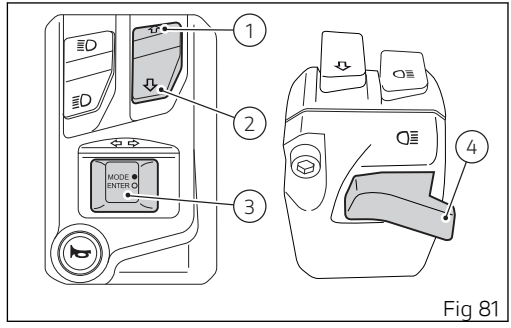


Fig 81

The relevant window (C, Fig 82) is displayed:

- If the function is disabled, “On” is shown with the stopwatch (D, Fig 83); press ENTER button (3) to enable the function.
- If the function is enabled, “Off” is shown with the stopwatch and indication of the available laps (E, Fig 83); press ENTER button (3) to disable the function.

When the function is active, the current lap number is shown and “Lap” is displayed next to the gear indication.
It is possible to record maximum 30 laps. When the 30th lap is reached, the message “Full” is displayed and it is not possible to record new times: in this case, delete the saved laps in order to record new ones.
Using the "Lap" function in the "Setting menu" (page 165) it is possible to:

- Activate or deactivate the function
- View the recorded lap data
- Delete recorded data

To close the window, press and hold button (1) for a long time. The window can be closed keeping the function active.

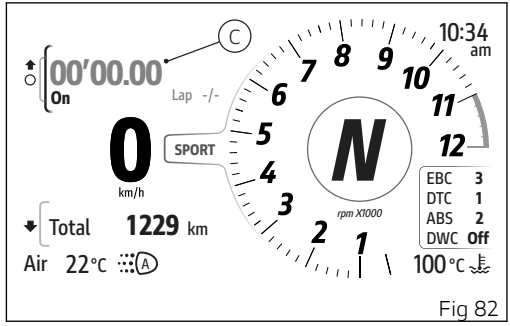


Fig 82

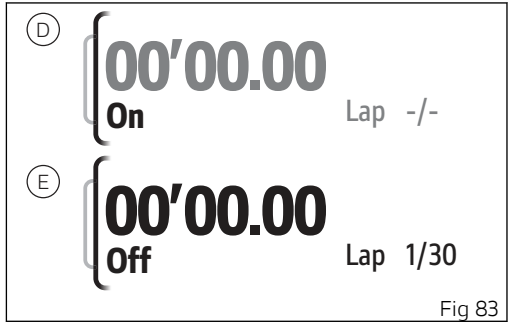


Fig 83

## Lap time recording without GPS

Once the function is activated, flash button (4, Fig 81) must be used to start/stop the stopwatch: the first time the flash button is pressed, the stopwatch flashes for 1 second.

Then, every time the flash button (4) is pressed, the stopwatch shows the time just completed by flashing for 1 second and remaining steady on for 5 more seconds and returns to display the time in progress.
If the time just completed is the best among those recorded up to that moment, the stopwatch displays the recorded time by flashing for 6 seconds, after which it returns to display the time of the current lap, updating the number of laps.

## Lap time recording with GPS control unit

If there is a GPS control unit on the motorcycle, time recording is managed automatically by the instrument panel after activating the “Lap” function. The display shows GPS (F, Fig 84)symbol further to timer and lap number.
When lap one starts, press button (4, Fig 81) to start the timer: both timer (that starts) and lap number will flash for 1 second.
At the same time, the instrument panel stores finish-line coordinates via the GPS control unit and activates the logo "finish line” (G, Fig 84): all the following laps will be directly recorded by the instrument panel and button (4, Fig 81)is no longer used to manage the timer.
Any time the bike reaches the finish-line position as recorded by the instrument panel, the just recorded time and lap will flash for 1 second and remain displayed for another 5 seconds; after this period of time the function displays again the timer and lap progressive number.
If the time just completed is the best among those recorded up to that moment, the stopwatch displays the recorded time by flashing for 6 seconds, after

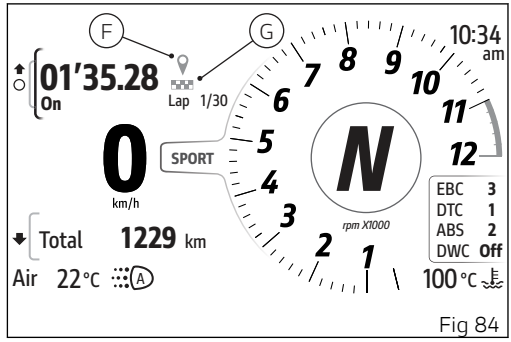


Fig 84

which it returns to display the time of the current lap, updating the number of laps.

Finish-line position can be changed by pressing button (4, Fig 81)again: the following lap times are then calculated with reference to the new finish-line coordinates.
As soon as the finish-line position is saved, it is not possible to manually delete it from GPS memory. The only way is to move at least 15 km (9 mi) away from the memorised finish line.

The following data is recorded for each lap:

- Time
- Maximum reached speed
- Maximum reached rpm
- Maximum leaning angle
- Maximum yaw angle

The instrument panel stops recording the lap by resetting the stopwatch in the following cases:
- If bike speed is equal to 0 after 5 seconds from first lap start.
- If bike speed drops below 5 km/h (3 mph) for more than 5 seconds during lap recording.
- If the engine is turned off.

**Note**
If during lap recording the flash button (4) is pressed to start/stop the stopwatch, any further button presses occurred within 5 seconds will not be considered by the instrument panel.

**Note**
While recording a lap time, timer will reset and restart if time exceeds 07'59.99.

**Note**
If no previously recorded lap times are present, lap counter is displayed with a dash "Lap –".

**Note**
If the "Lap" function is active, music player activation ("Music" function) will stop the "Lap" function and set it to "Off".

**Note**
If a song is being played from the Smartphone via the "Music" function, activating the "Lap" function will interrupt the player.

## Setting menu

This menu allows enabling, disabling and setting some motorcycle functions.

For safety reasons, you can enter this Menu only when the speed is lower than or equal to 5 km/h (3 mph). If you are inside the Setting menu and the speed exceeds 5 km/h (3 mph) the instrument panel automatically exits from the setting menu. It is recommended to use this menu with the motorcycle at a standstill.

- Select the Interactive Menu (A) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item “Setting menu” (B) and press the ENTER button (3).

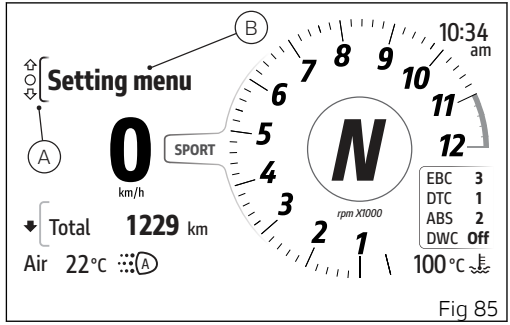



Fig 85

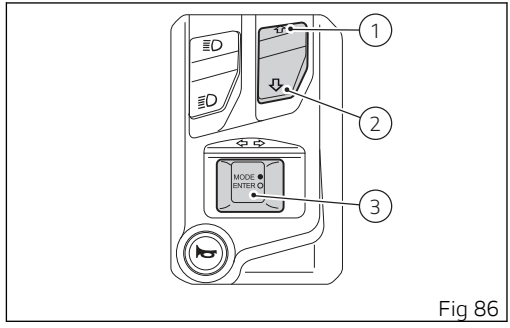



Fig 86

The instrument panel displays the dedicated page listing the available settings:

- Riding Mode
- Pin code
- DRL (if present)
- Backlight
- Date and time
- Service
- Lap
- Tyre calibration
- Bluetooth (see page 22
- Turn indicators
- Units
- DDA (if present)
- Info

Buttons (1), (2) and (3) are used as follows when displaying the Setting menu:

- buttons (1) and (2) to scroll and select the available items;
- ENTER button (3) to confirm the selected item.

To exit the sub-menus of the Setting menu, select the "Back" item and press the ENTER button (3).

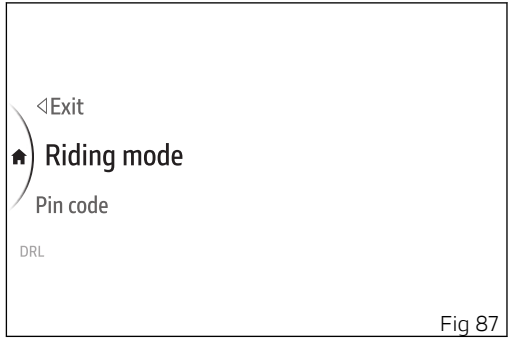


Fig 87

To exit the Setting menu and return to the main screen, select the "Exit" item and press the ENTER button (3).

## Setting menu - Riding Mode

This function allows customising each Riding mode.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Riding Mode” item and press ENTER (3).

The “Sport”, “Road”, “Wet” Riding Modes and “Default” item are displayed (only visible if one or more parameters of one or more riding modes have been changed). The active Riding Mode (Fig 89) is displayed on the right side.

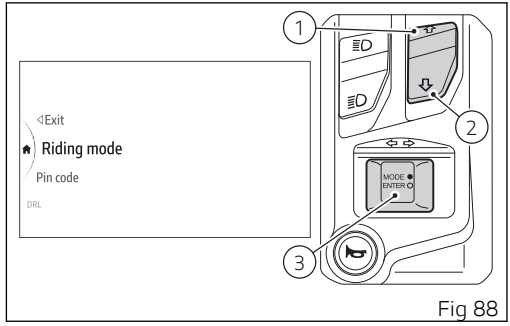



Fig 88

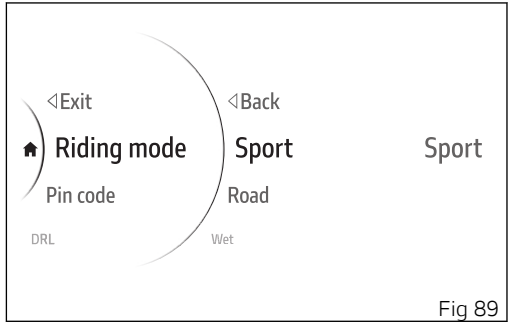



Fig 89

Use buttons (1) and (2) to select the Riding mode you wish to customise and press ENTER.
The customisable parameters are the following:

- Engine
- ABS
- DTC
- DWC
- EBC
- DQS
- Default (visible only if one or more parameters of the selected Riding Mode have been changed)

The motorbike is shown in the middle of the screen with the part relevant to the selected item highlighted, press ENTER to modify the parameters.



Fig 90

## 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.

## Setting menu - Riding Mode - Engine

This function allows setting the engine power.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Riding Mode” item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “Engine” item and press ENTER (3).

Levels “High”, “Medium” and “Low” are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

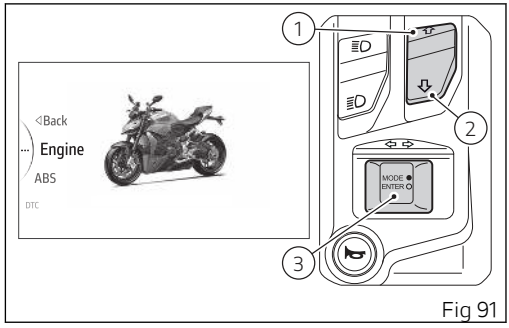


Fig 91

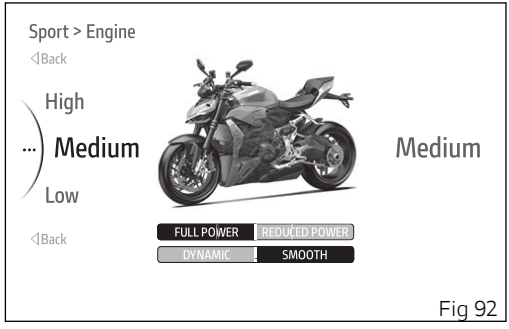


Fig 92

## Setting menu - Riding Mode - ABS

This function allows setting the ABS intervention level.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Riding Mode” item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “ABS” item and press ENTER (3).

Levels from 1 to 3 are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

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

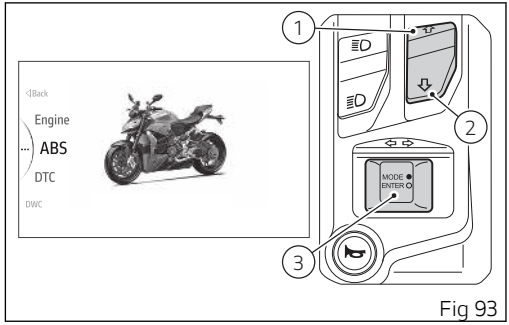


Fig 93

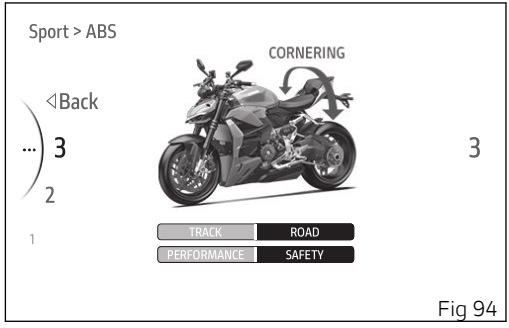


Fig 94

accident during this difficult moment is statistically higher than any other moment. When one or both wheels lock, the stabilising action of traction fails, resulting in loss of control of the vehicle.

The Anti-Lock Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.
ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. This avoids wheel lockup and preserves traction within the limits of the system.
After that, the control unit restores the pressure in the circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever or pedal. The front and rear brakes use separate control systems.

The ABS system fitted to the Streetfighter V2 prevents wheel lockup while braking, adopting different strategies depending on the selected level.

The ABS features 3 levels, one associated to each Riding Mode. The active presence of strategies and their intervention level depend on the selected level.

The Streetfighter V2 ABS features a "cornering" function that optimises ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. The cornering feature is active in ABS levels 2 and 3.
According to the selected level, the ABS can implement the anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance under braking, but also the highest possible stability.

In ABS level 1, the system only works on the front discs to ensure top performance for track use.
In ABS level 2, the system works on the front and on the rear, and also the “slide control under braking” is active. Under some activation conditions, ensuring in any case the maximum rider safety, the ABS system allows more pronounced slipping at the rear allowing vehicle yaw or slide, so as to permit a more sporty and faster corner entry. This control activates when the user acts on the rear brake during a

sufficiently strong braking also at the front. During the operation of this system, the ABS monitors vehicle slipping or slide level, so that it remains below a safety level, which depends on the lean angle. If vehicle slipping or slide level increases too much, the ABS operates again in standard mode, realigning the vehicle in order to always ensure the maximum safety.
In ABS level 3, besides the cornering function, also the lift-up control is active. This control prevents rear wheel lift-up, thus allowing the vehicle to keep a good alignment during the whole braking action.

**Attention**
Using the two brake controls separately reduces the motorcycle braking power.
Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on low-grip surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously.
Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

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

| ABS | RIDING MODE | USE | DEFAULT |
|---|---|---|---|
| 1 | TRACK | This level is designed for exclusive track use, for expert riders.<br>ABS in this mode only works on the front wheel, and thus allows rear wheel lockup. Anti lift-up cornering features are not active. | - |
| 2 | SPORT | This level is designed for use with good grip conditions. ABS in this level controls both wheels and the cornering function is active; while anti-lift-up control is not active.<br>This calibration focusses on braking power and yet keeps good stability.<br>In this level, also the “slide control under braking” is active. | It is the default level for the SPORT Riding Mode. |

| ABS | RIDING MODE | USE | DEFAULT |
|---|---|---|---|
| 3 | ALL/URBAN/WET CONDITION | This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. | It is the default level for the ROAD and WET Riding Modes. |

## Tips on how to select the intervention level

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are:

- Front 120/70 ZR17 M/C (58W) TL with Pirelli Diablo Rosso Corsa IV tyre
- Rear 180/60 ZR17 M/C (75W) TL with Pirelli Diablo Rosso Corsa IV tyre

The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

Selecting level 3, the ABS will ensure a kind of braking that privileges stability thanks to lift-up control, and the motorcycle will keep a good alignment during the whole braking action. ABS level 3 features active cornering function which, with vehicle leaning over, prevents wheel lockup and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

Selecting level 2, the ABS will privilege more and more the braking power rather than stability and lift-up control, which is disabled in level 2. ABS level 2 provides the cornering feature. Moreover, level 2 activates the function of slide control under braking (available in this level only).
ABS level 1 is specific for track use and ABS is active only on the front wheel. In this level, the Cornering feature and the lift-up control are not implemented.

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

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

## Setting menu - Riding Mode - DTC

This function allows setting the intervention level of the DTC traction control system or deactivating it.

- Use buttons (1) and (2) from the Interactive Menu to select the "Setting menu" item and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "DTC" item and press ENTER (3).

Levels from 1 to 8 and "Off" are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

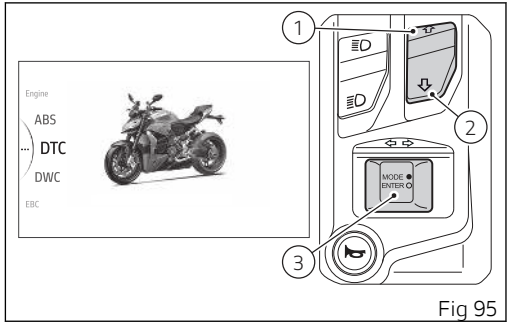


Fig 95

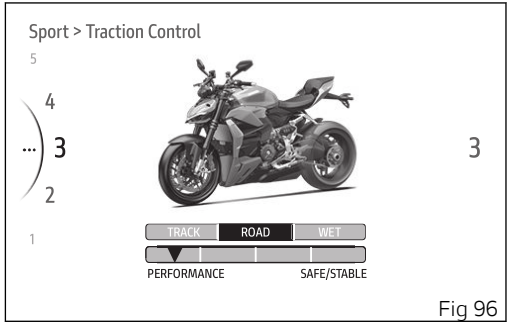


Fig 96

### Attention

When the DTC is set to Off, the DWC is also automatically set to Off, so both the wheelie control and the vehicle dynamics stabilisation control are deactivated.

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through eight different levels that are calibrated to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a pre-set intervention level. Level 8 indicates system intervention whenever a slight slipping is detected, while level 1 is for track use and very expert riders because it is less sensitive to slipping and intervention is hence softer.

### Attention

DTC is a rider aid that can be used both on the road and on the track. 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 LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| OFF | | The DTC is disabled. | NO |
| 1 | TRACK Professional | This level is designed for exclusive track use, for very expert riders.<br>In this mode, the DTC allows side slipping. | NO |
| 2 | TRACK | This level is designed for exclusive track use, for expert riders.<br>In this mode, the DTC allows side slipping. | NO |
| 3 | ROAD Performance | This level is designed for sport road style. | It is the default level for the "SPORT" Riding Mode |
| 4 | ROAD | This level is designed for riding on the road. | NO |
| 5 | ROAD | This level is designed for riding on the road. | It is the default level for the "ROAD" Riding Mode |
| 6 | ROAD Safe | This level is designed for use in any riding conditions, on the road with good grip. | NO |

| DTC LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| 7 | RAIN | This level is designed for track use when surface is wet. | NO |
| 8 | HEAVY RAIN | This level is designed for road use, when surface is wet and very slippery. ENGINE LOW must be used for an optimum operation of this level. | It is the default level for the "WET" Riding Mode |

## Tips on how to select the intervention level

### Attention

Excellent operation of the DTC system, for all available levels, is ensured only with OE tyres and/or with the ones recommended by Ducati and with the OE final drive ratio. In particular, OE tyres for this motorcycle are:

- Front 120/70 ZR17 M/C (58W) TL with Pirelli Diablo Rosso Corsa IV tyre
- Rear 180/60 ZR17 M/C (75W) TL with Pirelli Diablo Rosso Corsa IV tyre

The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

As far as tyres are concerned, in the case of minor differences such as, for example, tyres of a different make and/or model than the OE ones, it is necessary to use the relevant automatic calibration function in order to restore correct system operation.

As far as the final ratio is concerned, when using a different ratio (which only possible for tracing use) than the original equipment one, it is recommended to use the relevant automatic calibration function in order to restore optimal system operation.

If level 8 is selected, the DTC will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are other 6 intermediate levels. DTC intervention gradually decreases from level 8 to level 1.

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

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

## Level depends on grip conditions

The choice of level setting depends greatly on the grip conditions of the track/path (see below, tips for use on the track and on the road). Poor grip requires a higher level that ensures a more aggressive DTC intervention.

### Level depends on type of track

If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.

### Level depends on riding style

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

### Tips for use on the track

We recommend that level 6 is used for a couple of full laps in order to heat the tyres and get used to the system. Then try levels 5, 4, etc., in succession until you identify the DTC sensitivity level that suits you best.
Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a more "rough" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

### Tips for use on the road

We recommend level 6 in order to get used to the system. If the level of DTC intervention seems aggressive, try reducing the setting to levels 5, 4, etc. until you find the level that suits you best.

If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on level 5 you cannot perceive any DTC intervention, switch to level 6).

## Setting menu - Riding Mode - DWC

This function allows setting the intervention level of the DWC or deactivating it.

- Use buttons (1) and (2) from the Interactive Menu to select the "Setting menu" item and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "DWC" item and press ENTER (3).

Levels from 1 to 4 and "Off" are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

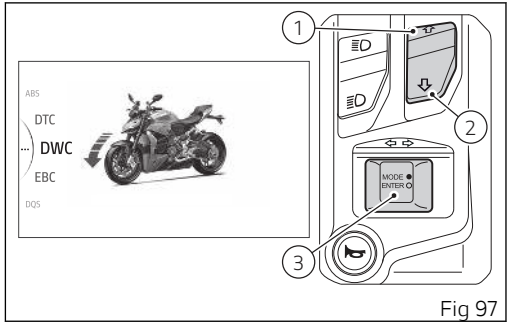


Fig 97

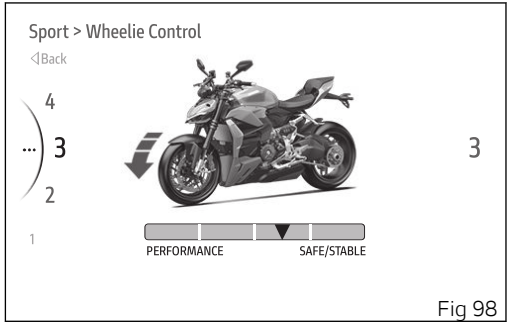


Fig 98

### Attention

When the DTC is set to Off, the DWC is also automatically set to Off, so both the wheelie control and the vehicle dynamics stabilisation control are deactivated.

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through 4 different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a pre-set intervention level. Level 4 indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level 1 is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

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

The DWC is a rider assist system. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride 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 following table indicates the most suitable level of DWC intervention for the various riding modes, as well as the default settings in the “Riding Mode” that can be selected by the rider:

| DWC LEVEL | USE | | DEFAULT |
|---|---|---|---|
| OFF | – | The DWC is disabled. | NO |
| 1 | HIGH PERFORMANCE | Road use and track use for expert riders.<br>The system allows wheelies, but decreases the speed at which the front wheel lifts. | NO |
| 2 | PERFORMANCE | Road use and track use for expert riders.<br>The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie. | It is the default level for the "SPORT" Riding Mode |
| 3 | SPORTIVE | Level for all kinds of riders.<br>The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie. | It is the default level for the "ROAD" Riding Mode |

| DWC LEVEL | USE | | DEFAULT |
|---|---|---|---|
| 4 | SAFE & STABLE | Level for all kinds of riders.<br>The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. | It is the default level for the "WET" Riding Mode |

## Tips on how to select the intervention level

### Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the OE final drive ratio and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are:

- Front 120/70 ZR17 M/C (58W) TL with Pirelli Diablo Rosso Corsa IV tyre
- Rear 180/60 ZR17 M/C (75W) TL with Pirelli Diablo Rosso Corsa IV tyre

The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

At level 4 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie.
Between level 4 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1 and 2 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

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

### The rider's experience

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

### Level depends on type of track

If the track/path features bends where out speed and gear are low, a lower level will be necessary; while a track/path with faster bends will allow the use of a higher level setting.

### Tips for use on the track

We recommend to use level 4 for a couple of full laps in order to get used to the system. Then try levels 3, 2, etc., in succession until you identify the DWC

sensitivity level that suits you best (always try each level for at least two laps to allow the tyres to warm up).

## Tips for use on the road

Activate the DWC, select level 4 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 3, 2, etc., until you find the one that suits you best. If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 2 the DWC intervention seems excessive, switch to level 1; alternatively, if on level 7 you cannot perceive any DWC intervention, switch to level 3).

## Setting menu - Riding Mode - EBC

This function allows setting the EBC intervention level.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Riding Mode” item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “EBC” item and press ENTER (3).

Levels from 1 to 3 are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

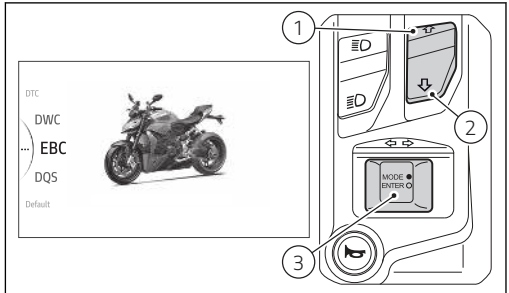



Fig 99

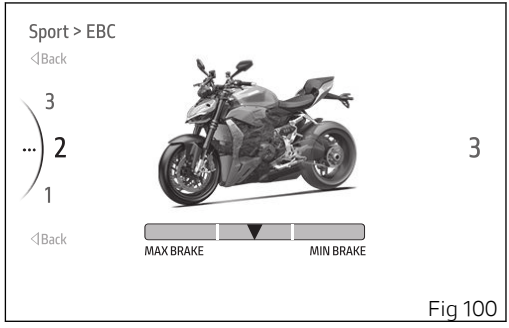



Fig 100

The engine brake control system (EBC) works together with the slipper clutch to avoid and control the rear wheel lock-up during aggressive downshifting.
EBC features a three-tiered operating system and is integrated in the three Riding Modes.

The Engine Braking Control (EBC) system controls engine braking when riding with throttle control completely closed (both when downshifting and in a normal cut-off with the same gear engaged, while braking or not). This system independently adjusts the throttle valves to ensure a consistent torque goes back from the wheel to engine during these stages.
The system allows the rider to set "engine brake", the range being from a maximum engine braking with system set to level 1, and progressively decreasing as level increases.
System is particularly sensitive at high rpm and sensitivity gradually decreases as soon as engine rpm decrease.

## Attention

EBC is a rider aid that can be used both on the track and the road. The system is designed to make riding easier, but in no way relieves the rider of the obligation to ride 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 following table indicates the most suitable level of EBC intervention for the various riding modes as well as the default settings in the "Riding Modes" that can be selected by the rider.

| EBC | CHARACTERISTIC | DEFAULT |
|---|---|---|
| 1 | In this level the engine delivers the maximum engine brake. | It is the default level for the SPORT and ROAD Riding Modes. |
| 2 | In this level the engine delivers a low engine brake. This level is recommended to any rider requiring reduced engine braking in deceleration. | It is the default level for the WET Riding Mode. |
| 3 | In this level the engine delivers the least engine brake. This level is recommended to any rider requiring very low engine braking in deceleration. | NO |

## Tips on how to select the intervention level

Excellent operation of the EBC system, for all available levels, is ensured only with OE tyres and/or with the ones recommended by Ducati and with the OE final drive ratio. In particular, OE tyres for this motorcycle are:

- Front 120/70 ZR17 M/C (58W) TL with Pirelli Diablo Rosso Corsa IV tyre
- Rear 180/60 ZR17 M/C (75W) TL with Pirelli Diablo Rosso Corsa IV tyre

The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

As far as tyres are concerned, in the case of minor differences such as, for example, tyres of a different make and/or model than the OE ones, it is necessary to use the relevant automatic calibration function in order to restore correct system operation.

As far as the final ratio is concerned, when using a different ratio (which only possible for tracing use) than the original equipment one, it is recommended to use the relevant automatic calibration function in order to restore optimal system operation.
Selecting level 3, the EBC will kick in to ensure the minimum engine brake possible. Between level 3 and level 1 the engine brake levels are increasing progressively; with level 1 you set the maximum engine brake level possible.
The choice of the correct level mainly depends on the following parameters:

1) The grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).
2) The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds).
3) The Riding Mode.

## Level depends on grip conditions

The choice of level setting depends greatly on the grip conditions of the track/circuit.

## Level depends on type of track

If the track/path requires consistent braking (always aggressive or always smooth), it will be easier to find a level suitable for all braking instances; while a track/path requiring different braking power will

require an EBC system level setting that is the best compromise for all instances.

## Setting menu - Riding Mode - DQS

This function allows activating or deactivating the DQS system.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Riding Mode” item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “DQS” item and press ENTER (3).

Levels “On” and “Off” are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

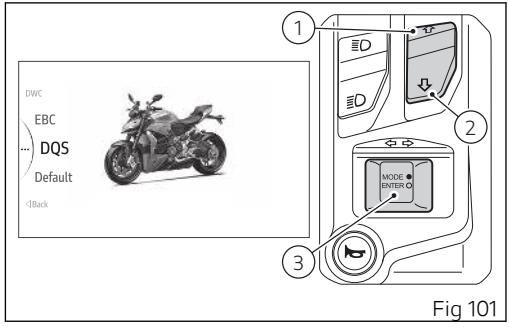


Fig 101

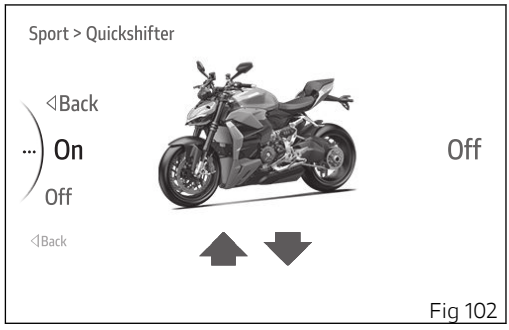


Fig 102

Tips on how to best exploit the DQS function:

1) The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
2) For any gearshift request (upshifting or downshifting) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by the Ducati. Quick Shift. If the rider does not move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
3) Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled. • Ducati Quick Shift will shift down (downshifting) only when the throttle control is completely closed.
4) If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
5) If the gear lever is held pressed up or down for more than 131 seconds (even if just by accident) a plausibility error can be memorised in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, to reactivate the system, it is necessary to release the lever, switch the instrument panel off, wait for 5 minutes and switch the instrument panel on again.
6) Ducati Quick Shift is designed to operate above 2,500 rpm.
7) No matter the gear engaged, downshifting with Ducati Quick Shift (downshifting) only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

## Setting menu - Riding Mode - Default

This function allows restoring the values of the parameters linked to the Riding Modes set by Ducati, and is visible only if the parameters have been previously modified.

Resetting the parameters for a single Riding Mode (Fig 103):

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Riding Mode” item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “Default” item and press ENTER (3). The message “Wait...” is displayed for a few seconds followed by the message “Default Ok”. Then “Default” disappears from the menu list.

Resetting the parameters for all Riding Modes (Fig 104):

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).

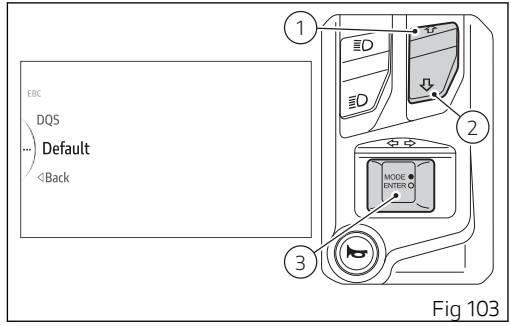


Fig 103

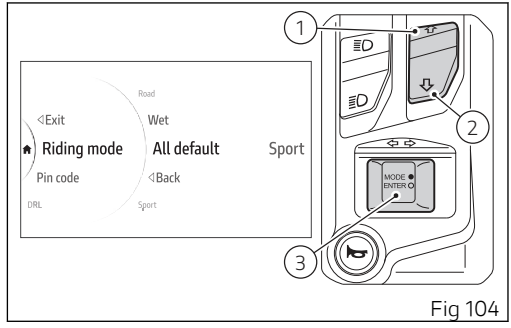


Fig 104

- Select the “Riding Mode” item and press ENTER (3).
- Select the “All Default” item and press ENTER (3). The message “Wait...” is displayed for a few seconds followed by the message “Default Ok”. Then “Default” disappears from the menu list.

## Setting menu - PIN Code

This function allows the user to activate or modify the PIN Code.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the "PIN Code" item and press ENTER.

The PIN Code is initially not present in the motorcycle and must be activated by the user by entering the 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the PIN Code”.

If the PIN Code has never been activated, this menu will include “New PIN” item to activate it. While if the PIN Code has already been activated, this menu will include “Modify PIN” item, which allows modifying the already stored PIN.

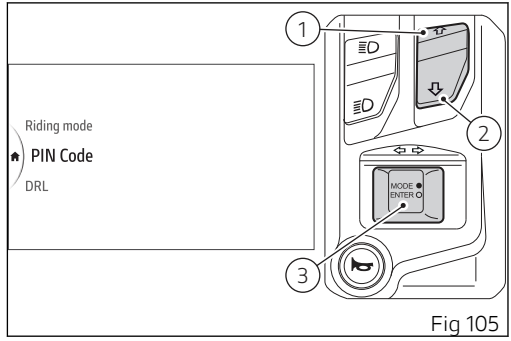


Fig 105

### Attention

The PIN Code must be activated and stored by the vehicle owner. If a PIN Code is already set, please contact your Ducati authorised dealer to reset it. The Ducati authorised dealer may ask you to demonstrate that you are the owner of the motorcycle.

New PIN

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the "PIN Code" item and press ENTER (3).
- Select the “New PIN” item and press ENTER (3).

The display shows “New PIN” on the left and the first of the 4 digits active for the entry.

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits (Fig 108).

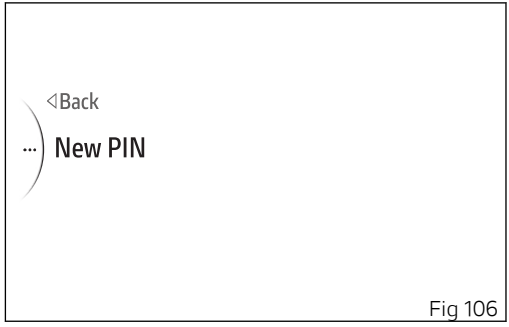


Fig 106

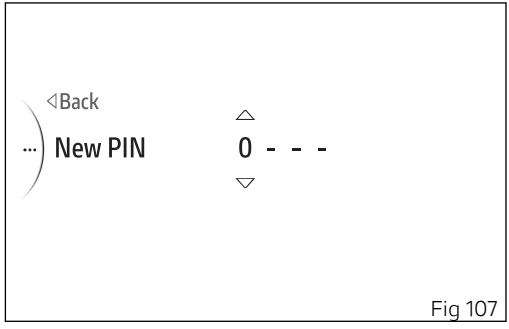


Fig 107

Once the last digit has been confirmed, “Save” is displayed.
Press ENTER to confirm, “Saved” is then displayed for a few seconds.
The instrument panel returns to the previous screen displaying “Modify PIN” instead of “New PIN” (Fig 110).



Fig 108



Fig 109

## Modify PIN

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the "PIN Code" item and press ENTER (3).
- Select the “Modify PIN” item and press ENTER (3).

The display shows “Current PIN” on the left and the first of the 4 digits active for the entry.

Entering the code:
- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

Once the fourth digit is entered, press ENTER (3) and the instrument panel behaviour will be as follows:
- If the entered PIN is correct, the display shows “Correct”.
- If the PIN entered is incorrect, “Wrong” is displayed and a new attempt to enter the current PIN can be made.

If the PIN is correct, enter the new PIN.



Fig 110

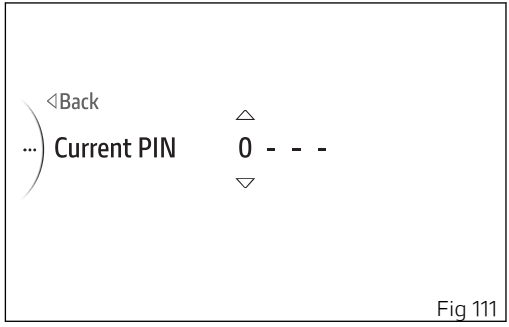


Fig 111

The display shows “New PIN” on the left and the first of the 4 digits active for the entry (Fig 107).

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm the digit and move on to the following one.
- Repeat the procedure until entering all 4 digits (Fig 108).

Once the last digit has been confirmed “Save” (Fig 109) is displayed.
Press ENTER (3) to confirm, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen.

## Setting menu - DRL

This function allows setting the status of the DRL in automatic or manual mode. Available only if daytime running lights (DRL) are present.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “DRL” item and press ENTER (3).

“Auto” and “Manual” are displayed in the middle. While the currently set mode is shown on the right. Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to confirm.

**Note**

In case of battery disconnection, the "Auto" mode is automatically set.

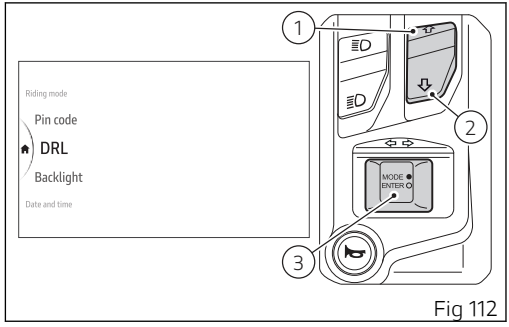



Fig 112

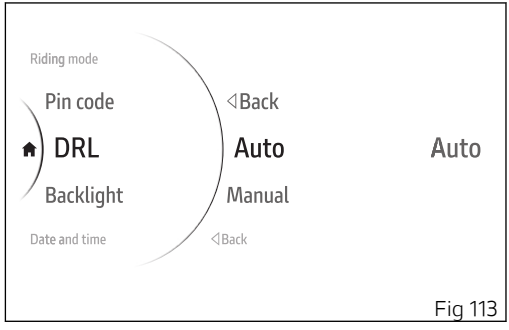



Fig 113

When the DRL is set to “Auto” mode, the corresponding warning light (A) will turn on.

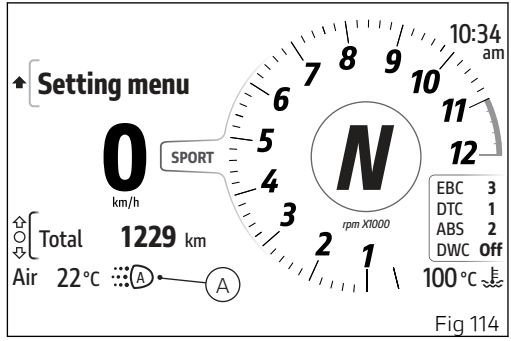


Fig 114

## Setting menu - Backlight

This function allows setting the display day or night mode.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Backlight” item and press ENTER (3).

“Day”, “Night” and “Auto” are displayed in the middle. While the current status of the function is shown on the right.
The "Auto" mode allows the background colour to automatically change according to the ambient light detected by the instrument panel.
Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to confirm.

**Note**
In case of battery disconnection, the "Auto" mode is automatically set.

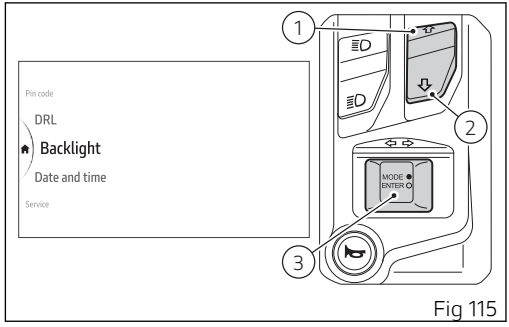


Fig 115

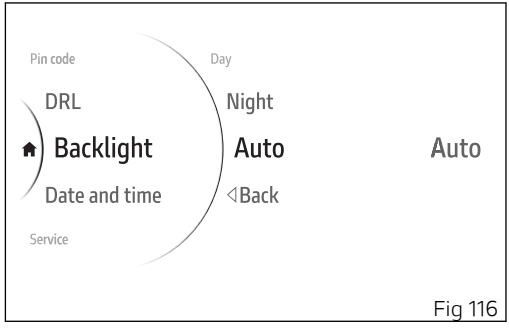


Fig 116

## Setting menu - Date and time

This function allows setting date and time.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).

The items "Set date” and "Set time" (Fig 118) are displayed.
With buttons (1) and (2) it is possible to scroll through and select the parameter to be set. Press ENTER (3) to confirm.

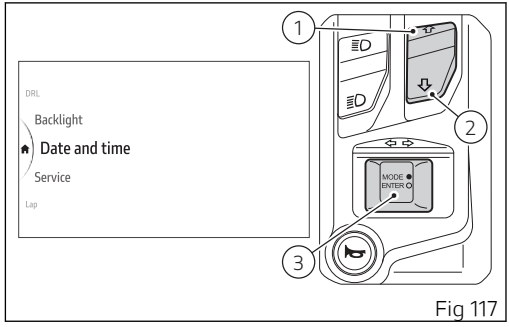


Fig 117

### Note

If the date or time have never been set, a string of dashes “-” is displayed instead of the corresponding values.
Date and time must be set again after battery disconnection.

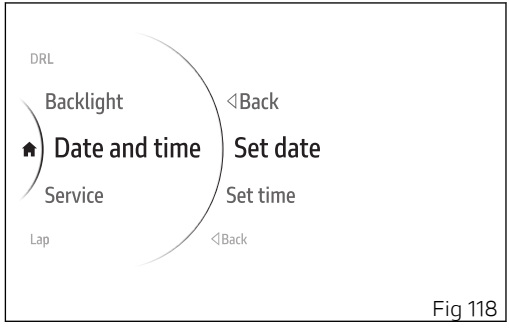


Fig 118

## Date setting

The "Set date" function allows setting the date.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Set date” item and press ENTER (3).

The first parameter of the date (Fig 120) starts flashing and is displayed with two arrows placed above and below it; the available values for the selected parameter are also displayed. Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.

When confirming the last parameter:

- if the just entered date is not valid, “Wrong” is displayed for 3 seconds and then you can enter the correct date again;
- if the just entered date is correct, press ENTER (3) to exit.

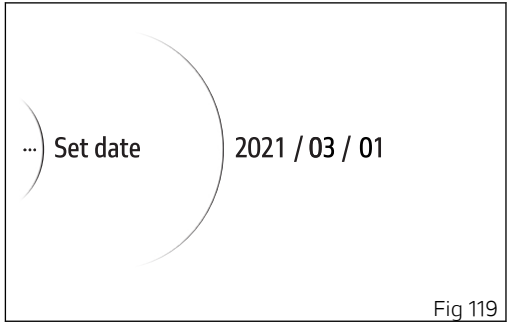


Fig 119

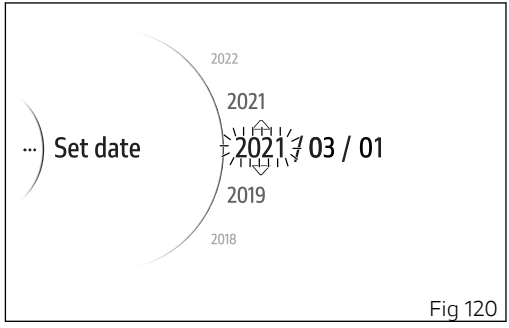


Fig 120

## Setting the time

The "Set time" function allows setting the time.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Set time” item and press ENTER (3).

The hour number becomes flashing and is displayed with two arrows placed above and below it; the available values are also displayed (Fig 122). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.
After setting the time, press ENTER (3) to exit.

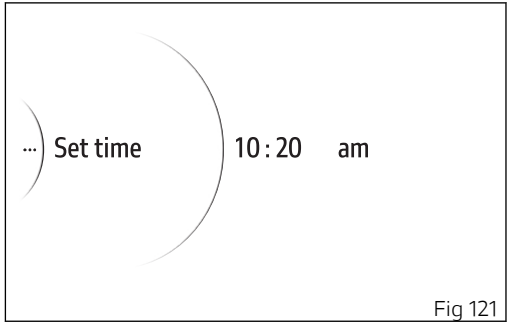


Fig 121

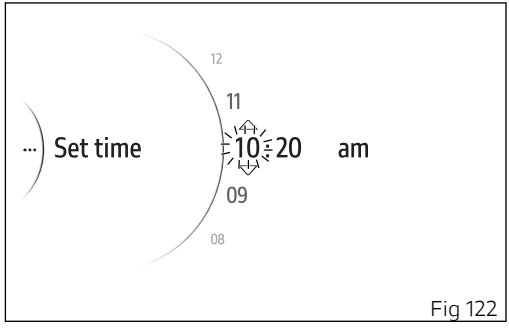


Fig 122

## Setting menu - Service

This function allows displaying the next due services.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Service” item and press ENTER (3).

The display shows the information concerning the following service types:

1) Oil Service (remaining kilometres or miles)
2) Desmo Service (remaining kilometres or miles)
3) Annual Service (date)

**Note**

This function does not allow changes to be made.

The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer" (see page 222).
Service coupon types are: “Oil Service”, “Desmo Service” and “Annual Service”.
The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.

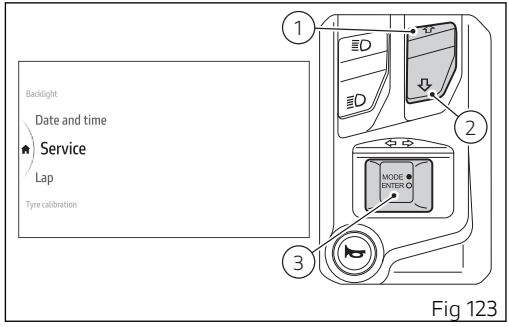



Fig 123

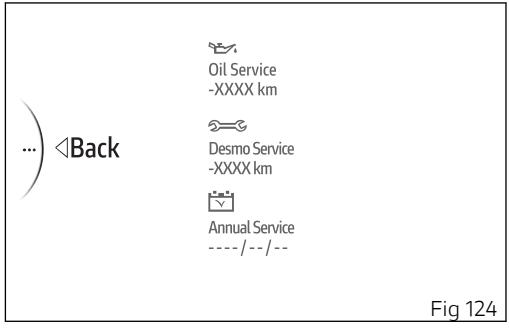



Fig 124

## Service warnings

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 Ducati Authorised Service Centre during servicing.
Service coupon types are: “Oil service”, “Desmo Service” and “Annual service”.

Service coupon deadline warnings are displayed in 2 modes: big (A) and small (B).

When the thresholds set for service coupons are close, the instrument panel activates the following grey warnings for 5 seconds upon each Key-On, showing the remaining distance or days: for “Oil service” and “Desmo Service” it activates 1,000 km (621 miles) before service is due, for “Annual service” 30 days before service is due.

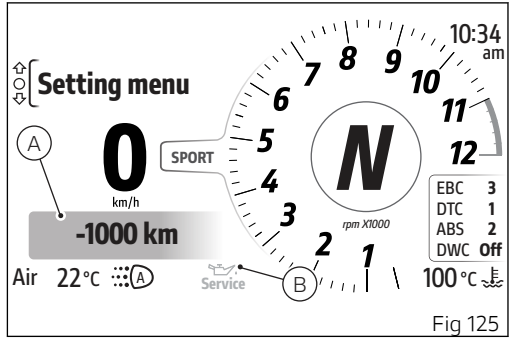


Fig 125

The image (Fig 126) shows the large version on the left and the small version of the relevant service coupons on the right.
Once the threshold of the service coupons has been reached and upon every Key-On, the corresponding amber yellow signal is activated in large mode (A, Fig 125) for 5 seconds, then the signal toggles to small mode (B, Fig 125): “Oil service” (C), “Desmo Service” (D), “Annual service” (E).
Amber yellow service warning is displayed until reset by the Ducati authorised service centre, during maintenance.

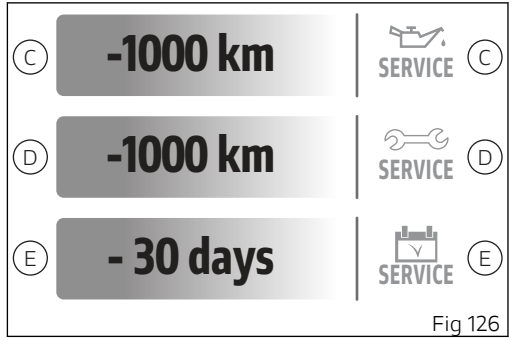


Fig 126

## Digital Maintenance

At the pre-set deadlines, it will be necessary to contact your Dealer who will carry out the maintenance scheduled for the deadline indicated on the instrument panel.
Using the dedicated diagnosis instrument, the Dealer will confirm that the service has been performed and postpone the next due deadlines.
The history of routine maintenance is saved on Ducati's servers in order to certify that it has been carried out (it is a digital maintenance booklet).

The bike owner is able to see the performed services both in the MyGarage reserved area (on Ducati.com website) and in the MyDucati App.

## Setting menu - Lap

This function allows enabling or disabling the Lap function and view and delete the recorded LAPs.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Lap” item and press ENTER (3).

The following items are displayed: “On”, “Off”, “Lap data” and “Erase all” (visible only if laps have previously been recorded). The currently set function status is shown on the right (Fig 128).

“On” and “Off” items are used to activate and deactivate the Lap function, respectively. The “Lap data” item allows viewing the saved laps, while the “Erase all” item allows deleting the recorded laps. Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

**Note**

Activation and deactivation can also be done directly from the “Lap” function in the Interactive Menu.

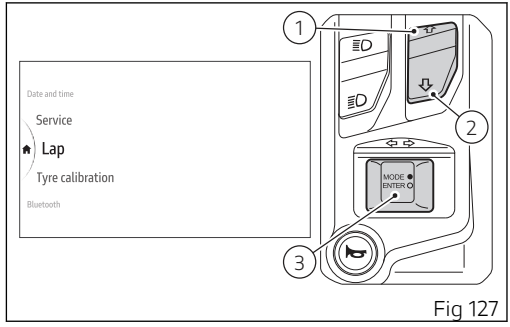



Fig 127

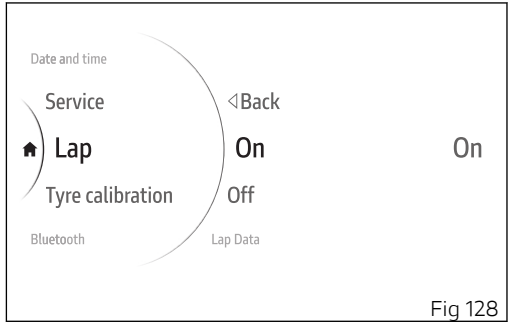



Fig 128

## Lap data

This function allows viewing the data of each recorded Lap.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Lap” item and press ENTER (3).
- Select the “Lap data” item and press ENTER (3).

Saved laps (maximum 30 laps) and the “Best lap” item are displayed on the left-hand side, while data recorded for the single lap are displayed in the middle:

- Time
- Maximum reached speed
- Maximum reached rpm
- Maximum leaning angle
- Maximum yaw angle

Use buttons (1) and (2) to scroll through the laps in the list and to view their recorded data.
Select “Best Lap” option to view best lap time data.

**Note**
If there are no memorised laps, when accessing this menu the instrument panel will show No lap.

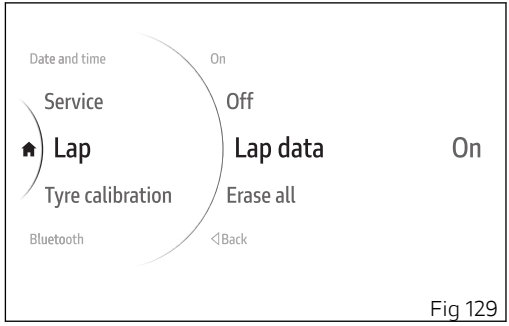


Fig 129

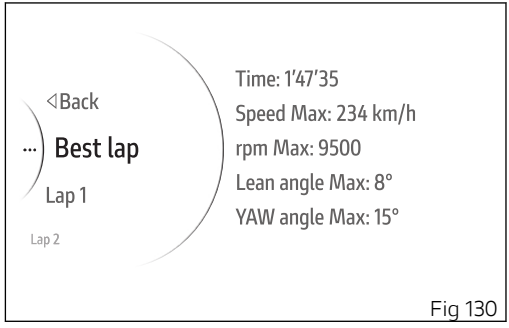


Fig 130

## Erase all

This item is only displayed if laps have previously been recorded.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Lap” item and press ENTER (3).
- Select the “Erase all” item and press ENTER to erase the data.

The message “Wait...” is then displayed for a few seconds (Fig 132), followed by the message “Erased” for a few seconds. The previous screen will then be displayed without the “Erase all” item.

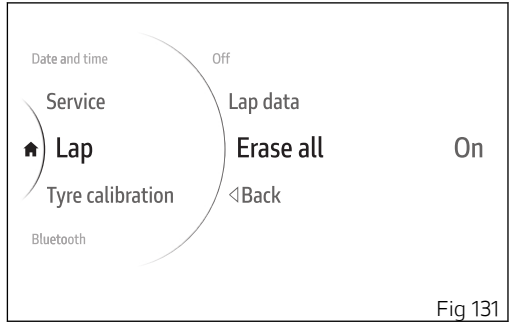



Fig 131

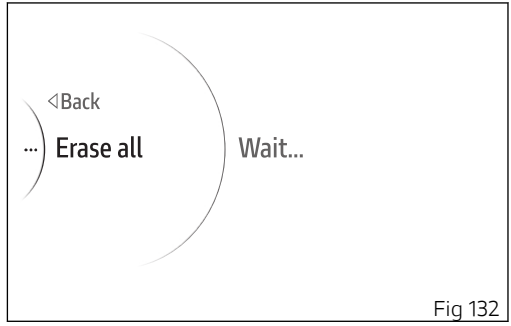



Fig 132

## Setting menu - Tyre calibration

This function allows the user to run the procedure for calibrating and teaching in the tyre rolling circumference or to restore their original values. It also allows you to correctly learn the final drive ratio (front sprocket/rear sprocket) in the event of modifications to the approved configuration. Refer to the table of permitted front sprocket/rear sprocket combinations for this model, if any.

Then perform the Tyre Calibration function:

- if tyres must be replaced
- if final drive ratio must be changed

To open this function:

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Tyre calibration” item and press ENTER (3).

If a tyre calibration has never been carried out, “Start” is displayed.
If a calibration has already been carried out, “Default” is displayed instead of “Start”.

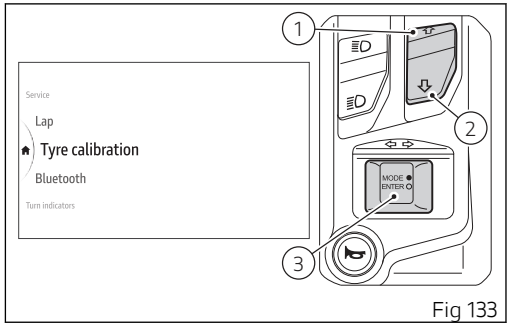


Fig 133

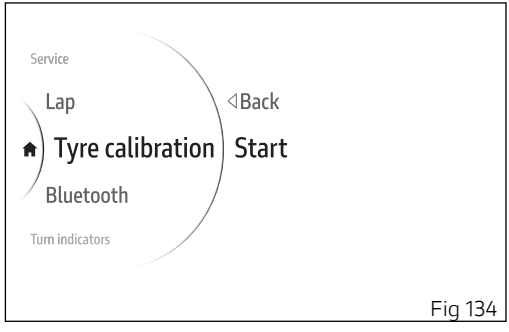


Fig 134

Start

- Enter the SETTING MENU.
- Use the navigation buttons to select "Tyre calibration" option and press ENTER button.
- Select the "Start" option and press ENTER button.

When the calibration procedure starts, the instrument panel displays the message "Ready" (A), the message "Keep Speed" with speed range and the gear to be maintained by the user to complete the teach-in procedure. On the RH side is the reference Riding Mode, current speed and gear engaged.

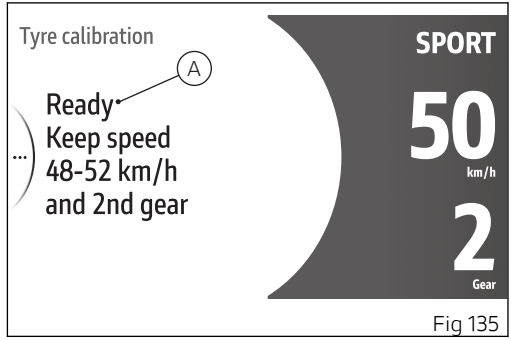


Fig 135

**Important**
The teach-in procedure is allowed only at a vehicle speed between 48 Km/h (30 mph) and 52 Km/h (32 mph) in the 2rd gear.

When the rider complies with the required conditions of speed and gear indicated, the instrument panel starts system calibration: all previous information will be displayed showing "In progress" instead of "Ready".
Calibration is performed by keeping speed and gear within the indicated range for 5 seconds.

The procedure can be aborted by holding depressed the button (1) for a long time: in this case the instrument panel shows all previous information, replacing message "In progress" with message "Aborted", followed by the previous menu after a few seconds.

If the teach-in procedure is completed correctly, the instrument panel shows “Completed” (B) followed by the previous menu after a few seconds.

If an error or malfunction occurs during the calibration procedure, the instrument panel shows “Failed” followed by the previous menu after a few seconds.

**Note**
During the calibration procedure, the procedure will stop if the vehicle speed exceeds 100 km/h (62 mph) or the key is turned off.

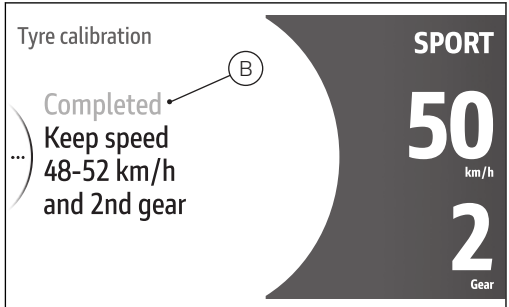


Fig 136

## Tyre calibration - Default

- Enter the SETTING MENU.
- Use the navigation buttons to select "Tyre calibration" option and press ENTER button.
- Select the "Default" option and press ENTER button to restore default values.
- The message "Default Please Wait.." is displayed and after a while "Default Ok" for 2 seconds, then followed by the previous menu.

**Attention**
Changing the final drive ratio is only allowed for circuit (racetrack) use of the motorcycle, not on public roads.

**Attention**
In the event of front sprocket and/or rear sprocket replacement, after performing the “Tyre Calibration” procedure, it is necessary to go to an authorised Ducati dealer who will perform a “drive adaptive system reset” with the diagnosis instrument. This allows you to avoid false plausibility diagnoses related to the final drive ratio modification.

**Attention**
Changing the final drive ratio immediately makes the warranty null and void and the motorcycle can not be used on public roads as it no longer corresponds to the type-approved version.

| Final drive ratio | | Rear sprocket | | | | | |
|---|---|---|---|---|---|---|---|
| | | 41 | 42 | 43 | 44 | 45 | 46 |
| Front sprocket | 15 | 2.73 | 2.8 | 2.87 | 2.93 | 3 | 3.07 |
| | 16 | 2.56 | 2.63 | 2.69 | 2.75 | 2.81 | 2.88 |

## Setting menu - Turn indicators

This function allows user to set the turn indicators to automatic mode or manual mode.
The turn indicator automatic switch-off strategy is implemented based on calculation of leaning angle, vehicle speed and run distance.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Turn indicators” item and press ENTER (3).

“Auto-off” and “Manual-off” are displayed in the middle. While the current status of the function is shown on the right.
Use buttons (1) and (2) to scroll and select the desired status. Press ENTER (3) to confirm.

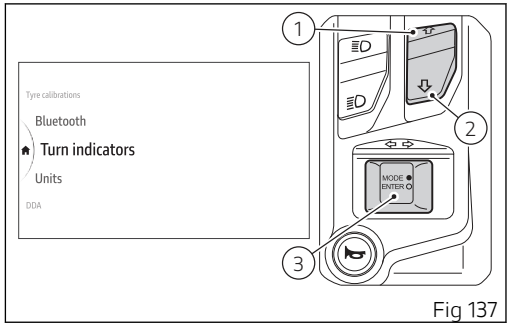


Fig 137

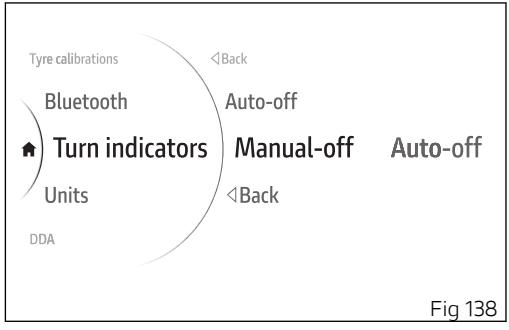


Fig 138

### Note

In case of battery disconnection, the automatic mode is set.

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

This means that automatic switch-off is triggered when vehicle speed exceeds 20 km/h (12.4 mph) after the turn indicator button was pressed.
Turn indicators also 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.
If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialised.

## Setting menu - Units

This function allows setting the units of measurement used by the instrument panel.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Measurement Units” item and press ENTER (3).

The following items are displayed in the middle: “Speed”, “Temperature”, “Consumption” and “Default” (visible only if one or more measurement units have been changed). The measurement unit currently set for the selected item is shown on the right.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to access the setting page.

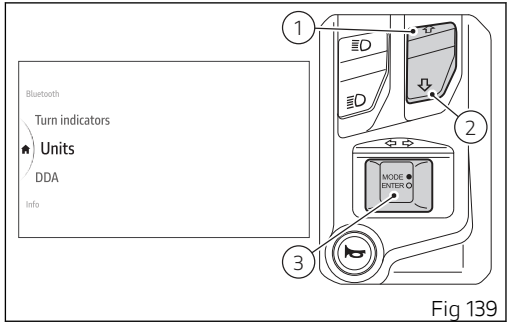


Fig 139

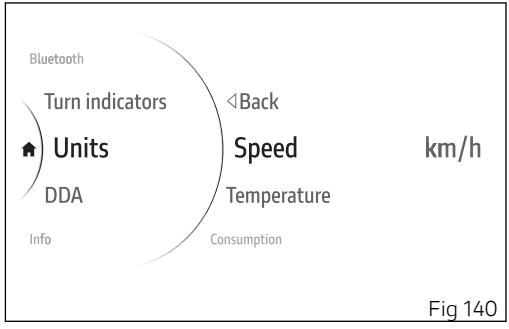


Fig 140

## Speed

To set the speed measurement unit:

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Measurement Units” item and press ENTER (3).
- Select the “Speed” item and press ENTER (3) (Fig 140).

Options “km/h”, “mph” and “Default” are listed (visible only if the measurement unit has been previously changed). The currently set unit of measurement is shown on the right-hand side of the display.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

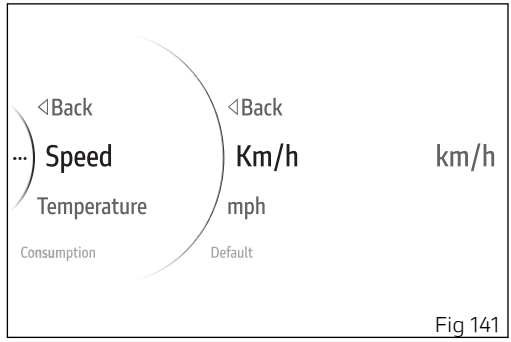


Fig 141

## Temperature

To set the temperature measurement unit:

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Measurement Units” item and press ENTER (3).
- Select the “Temperature” item and press ENTER (3).

Options “°C”, “°F” and “Default” are listed (visible only if the measurement unit has been previously changed). The currently set unit of measurement is shown on the right-hand side of the display.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

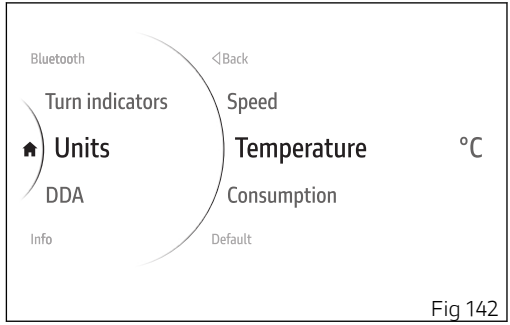



Fig 142

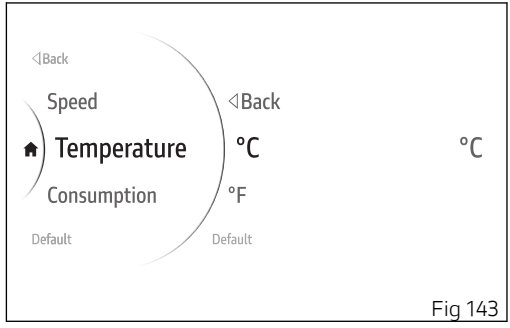



Fig 143

## Consumption

To set the consumption measurement unit:

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Measurement Units” item and press ENTER (3).
- Select the “Consumption” item and press ENTER (3).

Options “L/100”, “km/l”, “mpg UK”, “mpg US” and “Default” are listed (visible only if the measurement unit has been previously changed). The currently set unit of measurement is shown on the right-hand side of the display.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

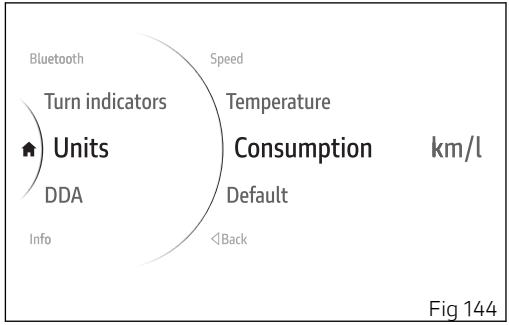


Fig 144

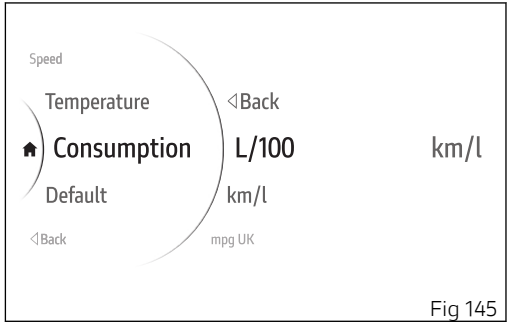


Fig 145

## Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Measurement Units” item and press ENTER (3).
- Select the “Default” item and press ENTER (3). The instrument panel displays “Wait...” for a few seconds followed by “Default restored”, then “Default” disappears from the menu list.

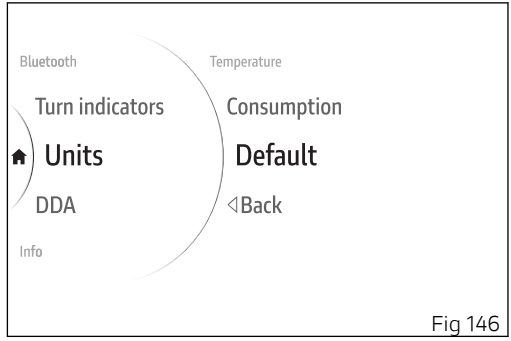


Fig 146

To restore a single unit of measurement:

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Measurement Units” item and press ENTER (3).
- Select the value to be restored (e.g. speed) and press ENTER (3).
- Select the “Default” item and press ENTER (3). The instrument panel displays “Wait...” for a few seconds followed by “Default restored”, then “Default” disappears from the menu list.

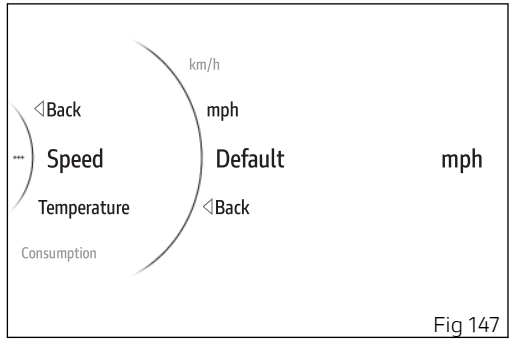


Fig 147

## Setting menu - DDA

This function is visible if the DDA device has been connected to the bike and allows you to enable and disable the DDA, view the percentage of memory used and delete data stored in the DDA memory.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “DDA” item and press ENTER (3).

The items "Off”, “On” and “Memory” are displayed, while the right side shows the current status of the function.

Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

**Note**

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

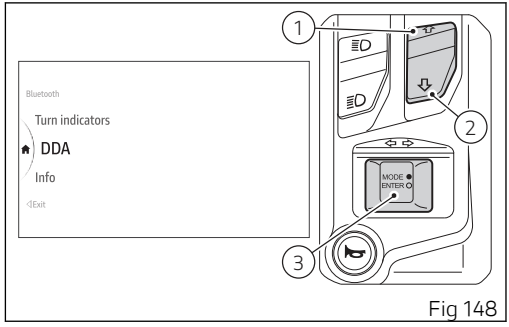



Fig 148

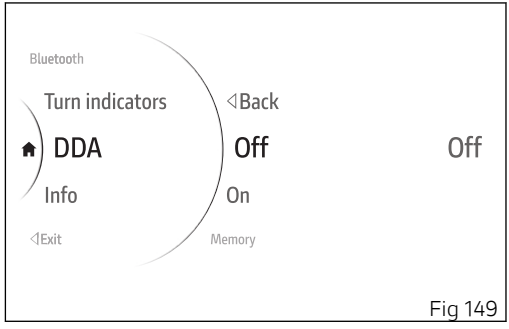



Fig 149

## Memory

This function allows viewing and erasing DDA stored information.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “DDA” item and press ENTER (3).
- Select the “Memory” item and press ENTER (3).

When opening the function, the message “Empty” will be displayed if memory is empty. If not, memory status is displayed as a percentage and a progress bar, together with item “Erase”. The message "Full" will be displayed if memory is full.
Select "Erase" option and press the ENTER button (3) to delete all stored data.

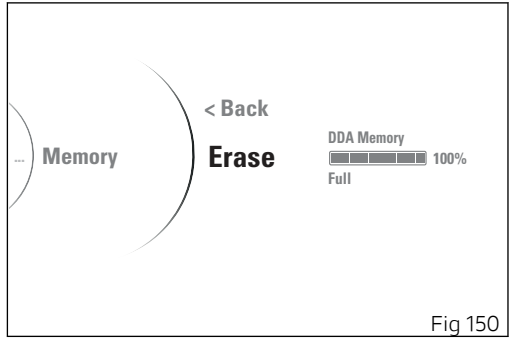


Fig 150

## Setting menu - Info

This function allows displaying the next due services.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Info” item and press ENTER (3).

The display shows the information concerning the battery and engine rpm in a digital format.
Press the ENTER button (3) to quit.

**Note**
This function does not allow changes to be made.

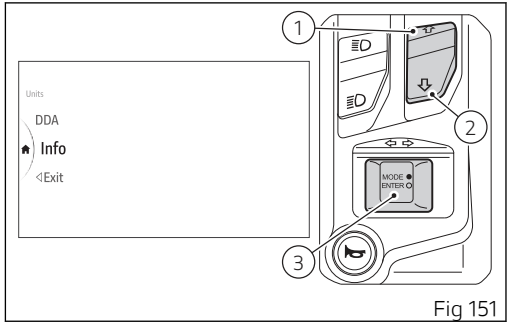


Fig 151

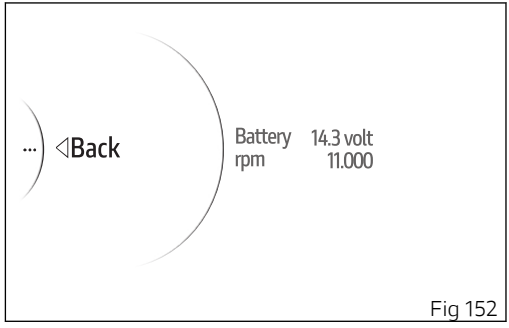


Fig 152

## Ducati Link app connection

If a smartphone with the Ducati Link app is connected via Bluetooth, the relevant icon (A) is displayed on the instrument panel.
When icon (A) flashes, it indicates that the route is being recorded by the Ducati Link app.

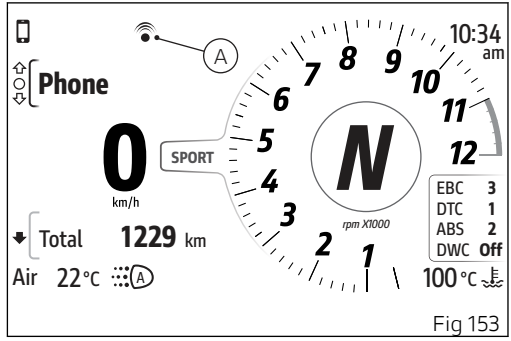


Fig 153

## Saving the Ducati Link configuration

This function allows you to save the bike configuration selected on the Ducati Link app on your smartphone.
It is necessary to:

- have previously paired the smartphone to the instrument panel via Bluetooth (page 22);
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected.
- The Ducati Link function must be activated on the smartphone.

If changes have been made to the bike configuration on the Ducati Link app, follow the instructions indicated by the app to send the configuration to the connected instrument panel.
A screen is then displayed asking if you want to save the configuration made on the Ducati Link app (Fig 154).
Using buttons (1) and (2) select the item “No” to abort the operation by pressing ENTER (3), or “Yes” and press ENTER (3) to continue.

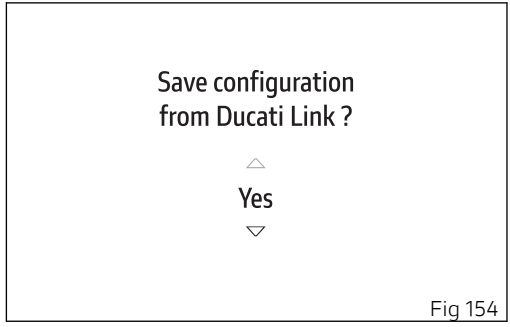


Fig 154

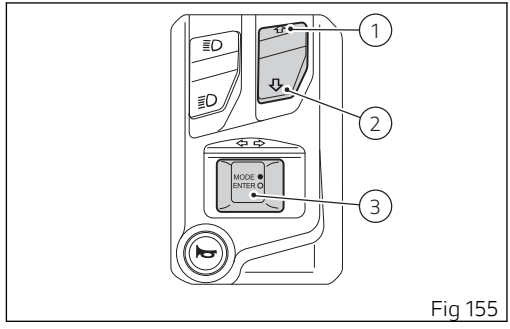


Fig 155

The following waiting screen is then displayed during which the configuration is saved (Fig 156).
If successful, the message “Successfully updated” (Fig 157) is displayed for a few seconds, after which the instrument panel returns to the screen displayed prior to function activation.
In case of errors during the configuration saving, the message “Error” is displayed for a few seconds, then the instrument panel returns to the screen displayed before the function activation.

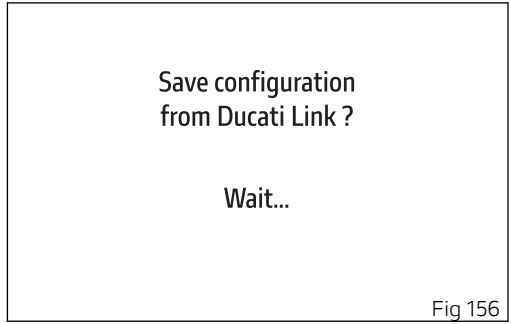


Fig 156

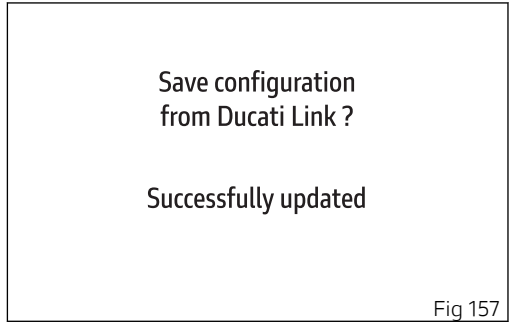


Fig 157

## Warning displaying

The instrument panel manages a number of warnings and alarms, aimed at giving useful information to the rider during use.
Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A) for the first 5 seconds and then in a smaller size (B). When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

In the following figures, the warnings are shown on the left in the large version and on the right in the small version.

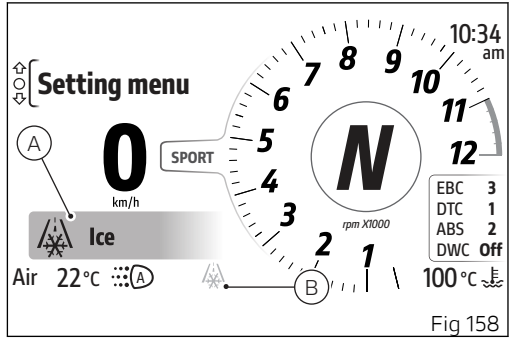


Fig 158

Ice (C, Fig 159)

Yellow, it means that there might be ice on the road, due to a low temperature. Warning is activated when the instrument panel detects a temperature of 4°C (39°F) or lower than that. Warning will be disabled as soon as temperature rises up to 6°C (43°F).

**Attention**

This warning does not exclude the fact that there may be some ice on the road also if temperature is higher than 4 °C (39 °F). When the temperature is low, it is recommended to always ride with great care, especially on path sections not under the sun and/or bridges.

Set date (D, Fig 159)

The yellow colour indicates that the date must be entered using the "Date and time" function in the "Setting menu" (page 159).

Low battery (E, Fig 159)

Red, it indicates that the vehicle battery voltage is low, i.e. lower than or equal to 11.0V.
Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

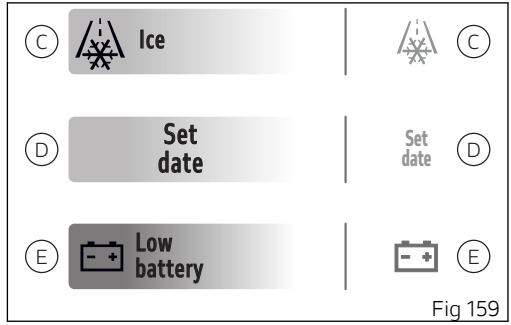


Fig 159

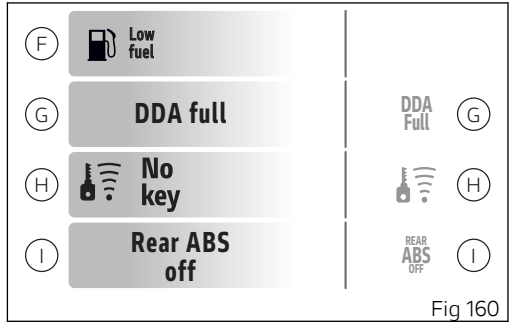


Fig 160

### Reserve (F, Fig 160)

Yellow, it indicates that the fuel level is low. There is no small version of the warning.

**Note**
When the fuel is low, the relevant indicator is forced in the remaining km or mile mode.

### DDA memory full (G, Fig 160)

Yellow indicates that the DDA device memory is full and therefore it is no longer possible to store further trip data; therefore it is necessary to delete data using the DDA function in the Setting Menu (page 181).

### Key not acknowledged (H, Fig 160)

Yellow indicates that the inserted key was not acknowledged.

### Rear ABS disabled (I, Fig 160)

Yellow indicates that the level set for ABS makes it active on the front wheel only. To change the ABS level, refer to chapter “Setting menu - Riding Mode - ABS” (page 124).

## Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.

If there is an error, the instrument panel shows the indication in red on the main screen, in large format (A) for the first 10 seconds and then in small format (B).

The warning then remains active until the error is resolved.

When several errors are active, they are displayed in a sequence, one every 5 seconds.

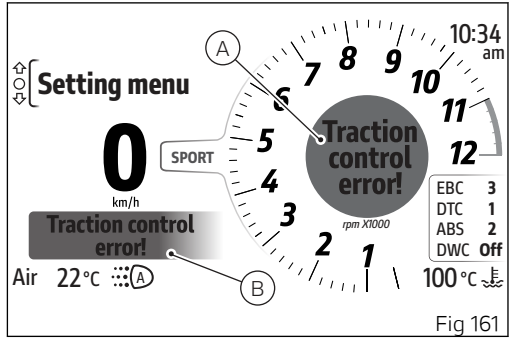


Fig 161

Traction control error! (Fig 162)

Activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre as the vehicle Traction Control is in error.

ABS error! (Fig 163)

Activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre as the vehicle ABS is in error.

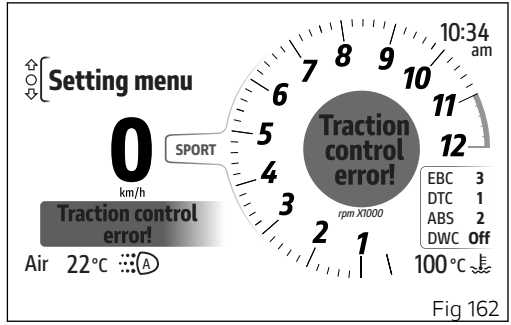



Fig 162

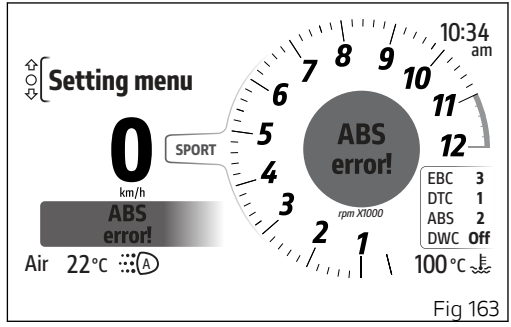



Fig 163

# Main use and maintenance operations

## Removing the fairing

Some parts of the motorcycle fairing have to be removed for certain maintenance or repair operations.

### Attention

Failed or incorrect refitting of one of the removed components could cause its sudden detachment while riding resulting in loss of control of the motorcycle.

### Attention

At every reassembly, to avoid damaging the painted areas, always place the nylon washers at the retaining screws.

### Important

Have the fairing removal performed at a Ducati Dealer or Authorised Service Centre.

## "Checking coolant level and topping up, if necessary"

Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".
Check coolant level in the expansion reservoir, on the right side of the vehicle, through the inspection slot on side fairing, at the indicated position.
Check that the level is between the MAX and MIN marks on the inspection slot (RH side).
Top up if the level is below the MIN mark.

### Attention

Place the motorcycle upright on a flat surface and make sure the engine is cold before proceeding.

### Important

Have the top-up performed at a Ducati Dealer or Authorised Service Centre.

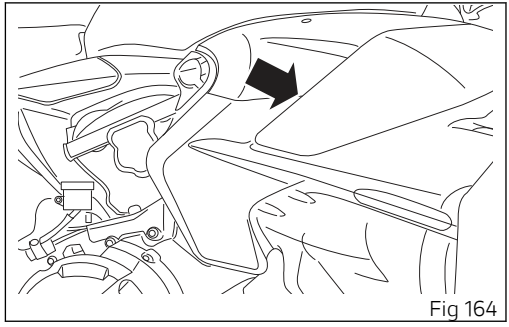


Fig 164

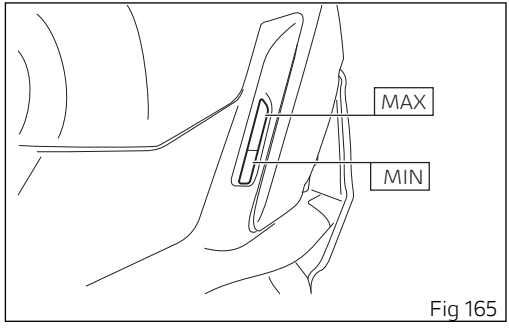



Fig 165

## Checking brake and clutch fluid level

The levels should not fall below the MIN marks on the respective reservoirs.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under “Scheduled maintenance”; 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.

### Clutch system

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

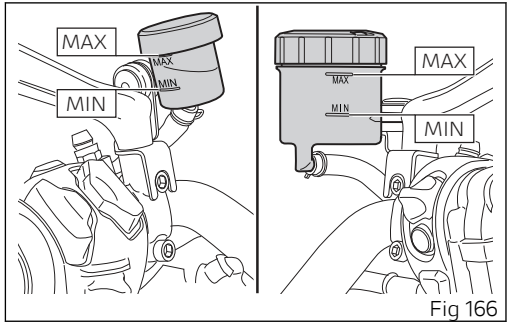


Fig 166

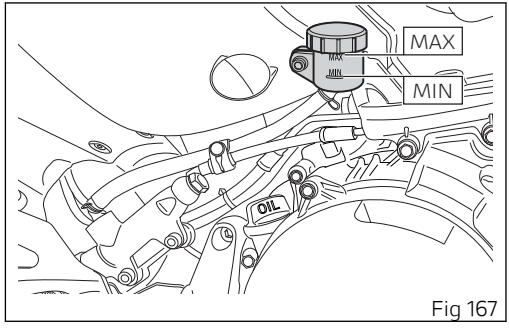


Fig 167

**Attention**

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

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

**Attention**

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

## Checking brake pads for wear

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

### Attention

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

### Important

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

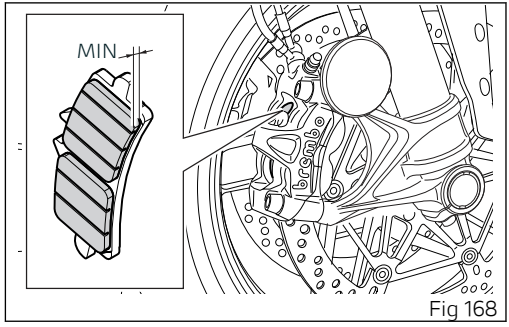


Fig 168

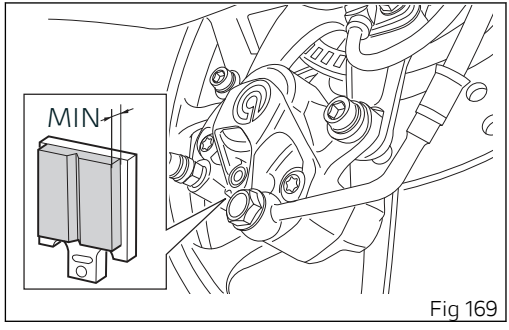


Fig 169

## Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.

### Removing the battery

- Remove the left-hand side fairing;
- undo the screw (1) and remove the battery mounting cover (2).
- remove battery (3) from its seat;
- always starting from the negative terminal (-), loosen the screws (4).
- remove the negative cable (7) and engine ground cable (8) from the negative terminal;
- remove the positive cable (5) and ABS positive cable (6) from the positive terminal.

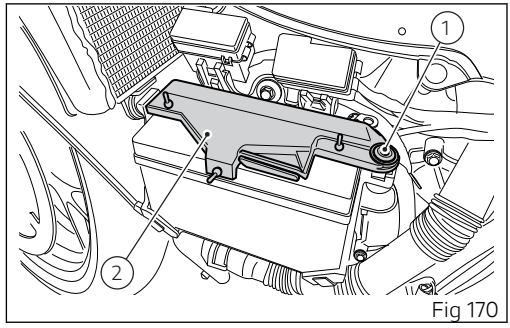


Fig 170

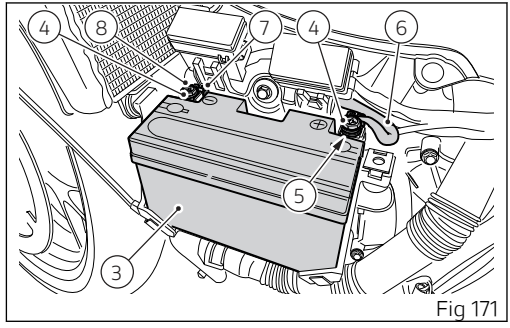


Fig 171

## Refitting the battery

- Lay down the ABS positive cable (6), onto positive cable (5) and start screw (4) on these cables;

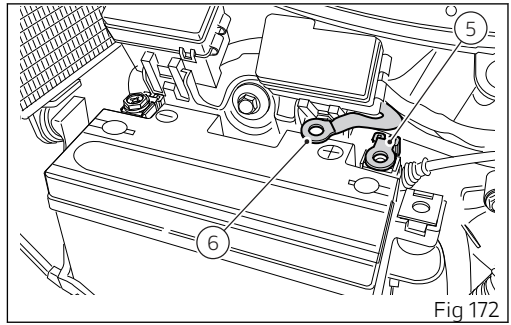


Fig 172

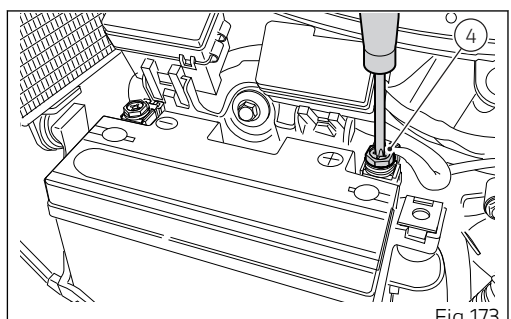


Fig 173

- lay down the engine ground cable (8), onto negative cable (7) and start screw (4) on these cables;
- tighten the terminal retaining screws (4);
- apply grease around the battery terminals to prevent oxidation.
- reinstall the battery (3) in the support, positioning the cables as shown in (Fig 171);
- refit battery mounting cover (2) and fasten it by tightening the screw (1).
- refit the left-hand side fairing.

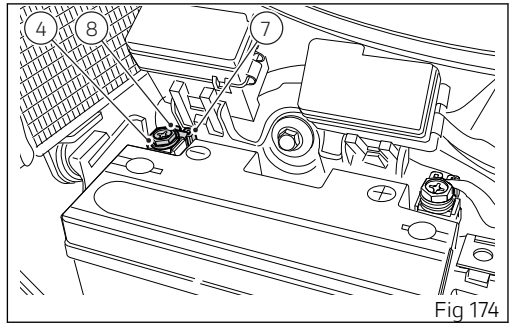


Fig 174

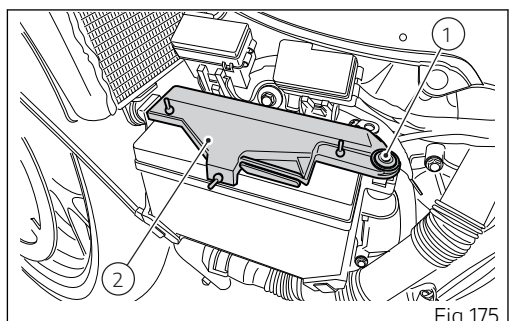


Fig 175

- Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).
- Charge the battery at 0.9 A for 5÷10 hours.

### Attention
Keep the battery out of the reach of children.

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

### Attention
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.

### Attention
Should it be impossible to start the vehicle due to a completely flat battery, it is not permitted to start the bike by connecting an external starter or and external battery in parallel.
The charging system, indeed, is not designed to ensure a correct supply voltage for the engine electronics (including ignition/injection system) with a completely flat battery.
This could lead to a serious functional problem.
Please, replace the battery or recharge it, and check it before using the bike.

### Attention
Do not push start the bike.

## 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;
- with a finger, push down the chain at the point of measurement and release;
- set the motorcycle on the side stand;
- measure the distance (A) between the centres of the chain pin, placing the tape measure between the plastic and the swinging arm in front of the retaining screw (B):
  A = 46÷48 mm (1.81÷1.89 in).
  A (Taiwan version only) = 38÷40 mm (1.50÷1.57 in).

**Important**

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

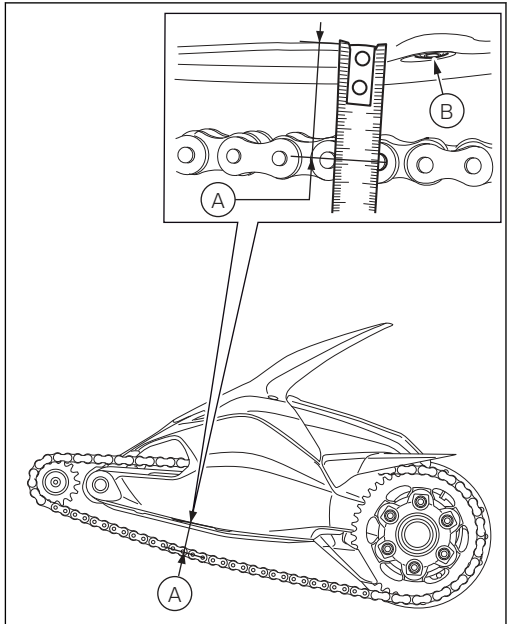



Fig 176

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

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

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

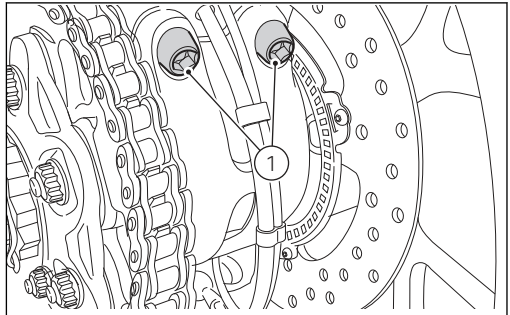


Fig 177

## Lubricating the drive chain

### Important

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

### Attention

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

**Cleaning**

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

**Checking the chain**

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

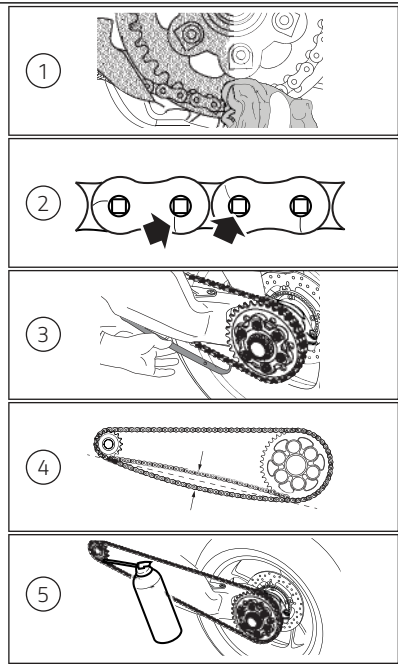



Fig 178

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

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

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

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

Lubrication

## Important

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

## Attention

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

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

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

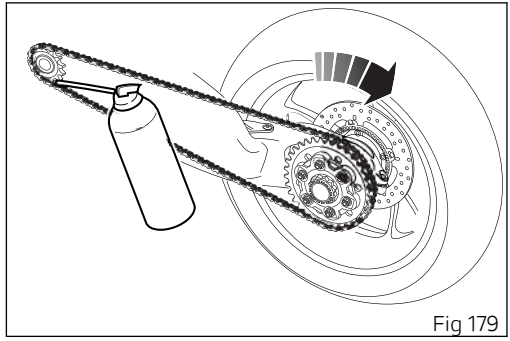


Fig 179

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.

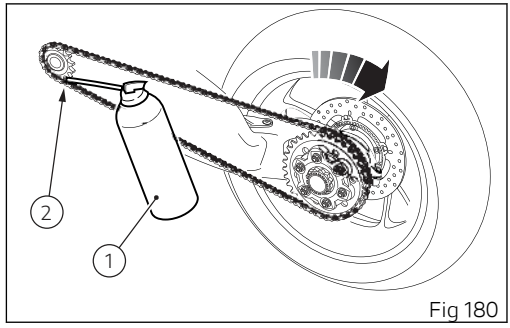


Fig 180

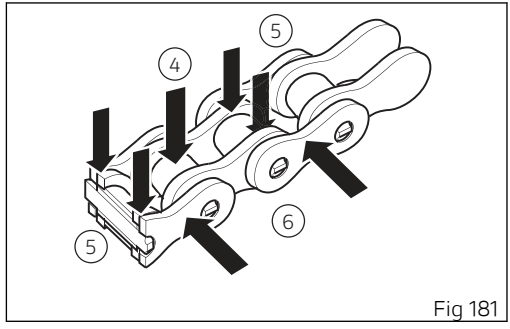
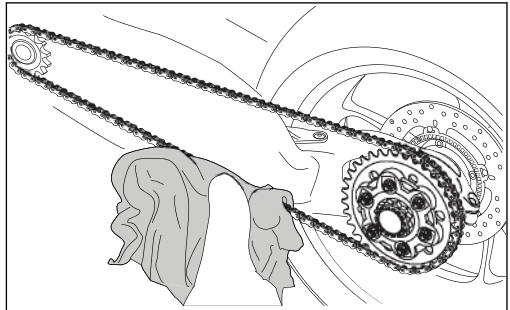


Fig 181

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

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

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


Fig 182

## Replacing the high and low beam bulbs

The whole front LED headlight assembly is maintenance-free. Figure shows the locations of the high beam (HI), low beam (LO) and parking lights (1). Have the lights replaced at a Ducati Dealer or authorised Service Centre.

## Turn indicators

The turn indicators are LED-type and do not require any maintenance.

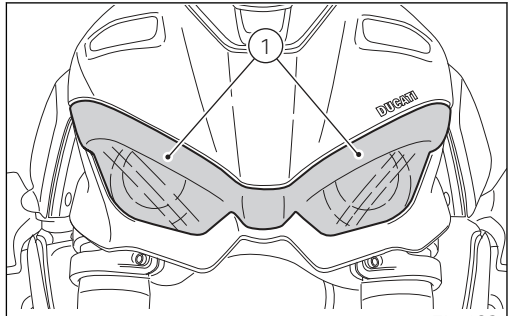


Fig 183

## Aligning the headlight

**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.

Check correct headlight aiming. Position the motorcycle 10 m (32.8 ft) 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 by alternatively covering the right one while adjusting the left one and vice versa: 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.

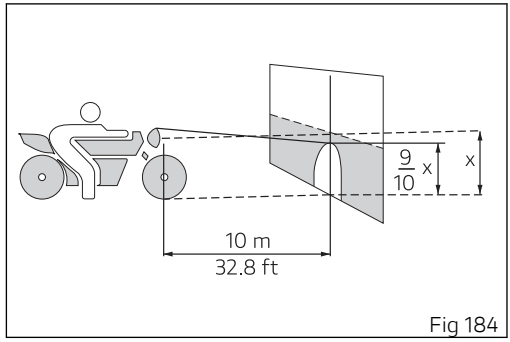


Fig 184

To align the headlight beam, turn the screws (1) and (2) located at the front of the vehicle, on both sides.

Screw (1), positioned on the left side, acts on the left high and low beams:

- turn clockwise to lower the light beam;
- turn counter clockwise to raise the light beam.

Screw (2), positioned on the right side, acts on the right high and low beams:

- turn clockwise to lower the light beam;
- turn counter clockwise to raise the light beam.

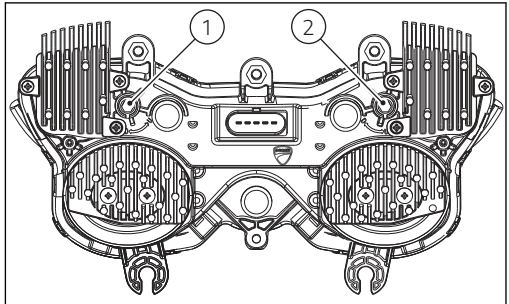


Fig 185

**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.

## 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.

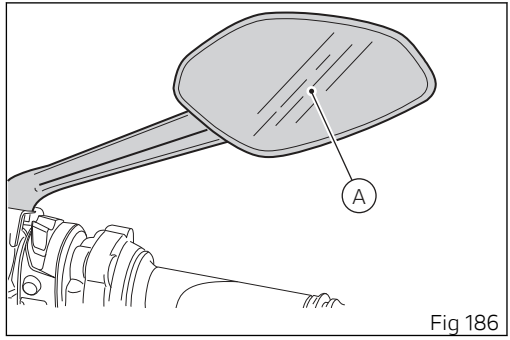


Fig 186

## Tubeless tyres

For information on tyre type and inflation pressure, see the "Tyres" sub-section in the "Technical specifications" section. Pressure
As tyre pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.

### Attention

Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.90÷4.35 psi).

### Tyre repair or change (Tubeless tyres)

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

### Attention

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

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) 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.

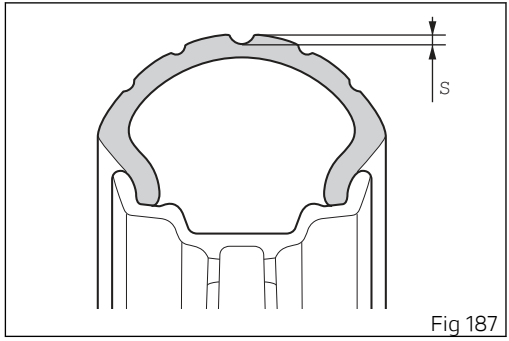


Fig 187

## Check engine oil level

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

### Important

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

### 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 contained in this manual, sub-section “Scheduled maintenance chart”.

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

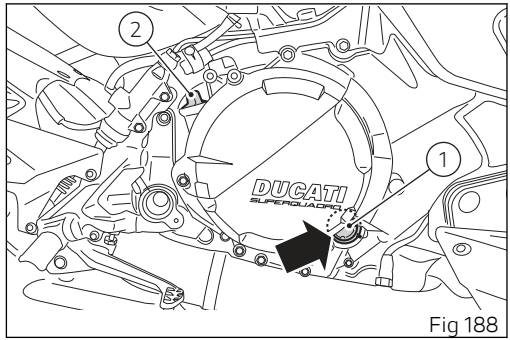


Fig 188

2) Position the bike with both wheels on a flat ground and in straight position.
3) Then, check the engine oil through the sight glass.
4) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

### Attention

Never exceed the MAX mark.

### Recommendations concerning oil

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

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

### Attention

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

- viscosity grade SAE 15W-50.

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

## Use of Ducati Corse Performance Oil by Shell

### Attention

The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.
The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

## 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.

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

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

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

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

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

**Important**
Composite components, particularly structural components designed for high-temperature applications (e.g. swinging arm), are by their very nature subject to matrix colour changes due to time, exposure to atmospheric agents and/or heat sources. Such components can therefore change their colouring and/or general appearance over time and such changes are not an indication of non-conformity or degradation of the material and/or product and/or component, nor can such a change be considered an aesthetic defect (being a peculiar characteristic of the material), nor a structural defect (as in no way it compromises the functionality of the component).

## 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.

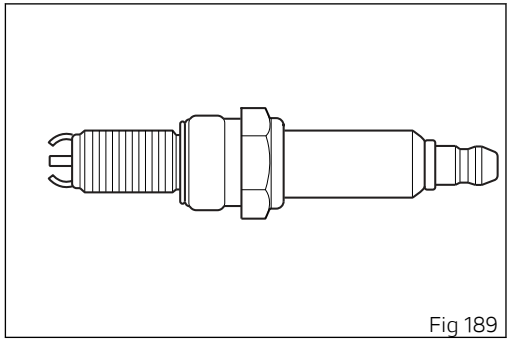


Fig 189

## 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;
- place the motorcycle on a service stand;
- disconnect, remove the battery and periodically charge it using the battery charge maintainer (see “Charging the battery”);
- 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

Laws in some countries set certain noise and pollution standards.
Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Various electronic components of your vehicle have data memories that temporarily or permanently store technical information on the status, events and faults of the vehicle.
In general, this information documents the status of a component, module, system or environment.

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

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.
During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively

delete or overwrite the information in the fault memory.
Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).
Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.
Our control units do not collect geolocation data.

## Vehicle transport

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

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

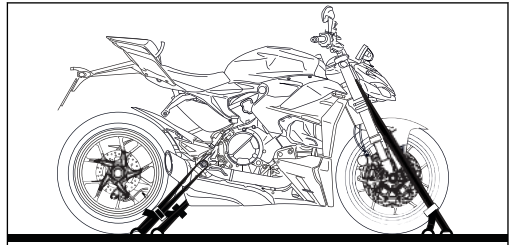


Fig 190

Do NOT attach the ropes to the handlebar.

# Scheduled maintenance chart

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

This scheduled maintenance chart is designed for a road use of the Streetfighter V2. If it is used on the track, even if not during sport competitions, all parts of the motorcycle are more stressed so the routine maintenance operations must be carried out more frequently than indicated.
Please contact a Ducati Dealer or authorised Service Centre where you can receive customised service advice according to the sport use you make of your Streetfighter V4.

### 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.

| | Oil Service 1000* | Oil Service* | Desmo Service* | Annual Service* | |
|---|---|---|---|---|---|
| Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS | • | • | | | 12 |
| Change engine oil and filter | • | • | | | 12 |

| | Oil Service 1000* | Oil Service* | Desmo Service* | Annual Service* | |
|---|---|---|---|---|---|
| Check and clean air filter | | • | | | 12 |
| Change air filter | | | | • | |
| Check and/or adjust valve clearance and replacement of valve cover aluminium screws (if any) | | | | • | |
| Check secondary air reeds (if any) | | | | • | |
| Change spark plugs | | | | • | |
| Change coolant | | | | • | 48 |
| Change front fork fluid | | | | | 36 |
| Visual check of the front fork and rear shock absorber seals | • | • | | | 12 |
| Check brake and clutch fluid level | • | • | | | 12 |
| Change brake and clutch fluid | | | | | 24 |
| Check front and rear brake disk and pad wear | | • | | | 12 |
| Check the proper tightening of the front and rear brake calliper bolts and the front brake disc bolts | | • | | | 12 |
| Check rear brake disk screw tightening (by removing the rear wheel shaft in case of brake disk retaining screws requiring the use of hexagon wrench) | | | | • | |

| | Oil Service 1000* | Oil Service* | Desmo Service* | Annual Service* | |
|---|---|---|---|---|---|
| Check front and rear wheel nuts and rear sprocket nut tightening | | • | | | 12 |
| Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber | | • | | | 12 |
| Check wheel hub bearings | | • | | | 12 |
| Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft | | | | • | |
| Check wear of chain, chain sliders, front and rear sprockets. Check chain elongation, tension and lubrication.<br>Detected elongation value:_____ (mm)<br>**Note**<br>We recommend replacing the final drive chain kit within 20,000 km/12,000 mi. | • | • | | | 12 |
| Check clearance of steering tube bearings | | • | | | 12 |
| Check the freedom of movement and tightening of the side stand | • | • | | | 12 |
| Check that all gaiters and flexible hoses in view (e.g. fuel, brake and clutch hoses, cooling system, bleeding, drainage, etc.) are not cracked, are properly sealing and positioned | • | • | | | 12 |
| Check free play of rear brake lever and lubricate the levers at the handlebar and pedal controls | • | • | | | 12 |
| Check tyre pressure and wear | • | • | | | 12 |

| | Oil Service 1000* | Oil Service* | Desmo Service* | Annual Service* | |
|---|---|---|---|---|---|
| Check the operation of all electric safety devices (clutch and side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor) | • | • | | | 12 |
| Check lighting devices, turn indicators, horn and controls operation | • | • | | | 12 |
| Final test and road test of the motorcycle, testing safety devices (e.g. ABS and DTC), electric fans and idling | • | • | • | | 12 |
| Visually check the coolant level and sealing of the circuit | • | • | • | | 12 |
| Soft cleaning of the vehicle, record the service coupon and warning light turning off on the instrument panel using the DDS 3.0 and fill out that the service was performed in on-board documentation (Service Booklet) | • | • | • | | 12 |

The Oil Service 1000 must be carried out after the first 1,000 km/600 mi.
* The Oil Service must be carried out every 12,000 km / 7,500 mi.
* The Desmo Service must be carried out every 24,000 km/15,000 mi.
* The Annual Service must be carried out every 12 months.

## 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. x1,000 | 1 |
|---|---|---|
| | mi. x1,000 | 0.6 |
| | Months | 6 |
| Check engine oil level | | ● |
| Check brake and clutch fluid level | | ● |
| Check tyre pressure and wear | | ● |
| Check the drive chain tension and lubrication | | ● |
| Check brake pads. If necessary, contact your dealer to replace components | | ● |

* 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

Total weight (kerb weight without fuel): 193 kg (425 lb).
Maximum allowed weight (carrying full load): 425 kg (936.96 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.

## Overall dimensions

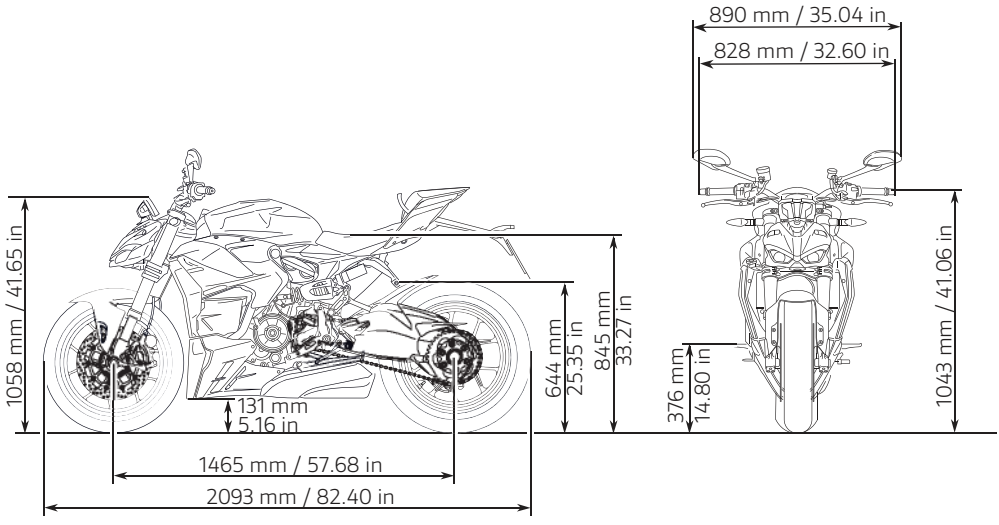



Fig 191

## Top-ups

| TOP-UPS | TYPE | |
|---|---|---|
| Fuel tank, including a reserve of 5 litres (1.10 UK gal) | Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95 | 17 litres (3.74 UK gal) |
| Oil sump and filter | Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN).<br>SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION) | 3.8 litres (0.84 UK gal) |
| Front/rear brake and clutch circuits | DOT 4 | - |
| Protectant for electric contacts | Protective spray for electric systems | - |
| Front fork | | Oil quantity: 558 cu. cm (34.05 cu. in) |
| Cooling circuit | ENI Agip Permanent Spezial antifreeze (do not dilute, use pure) | 2.94 litres (0.65 UK gal) |

### Important

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

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

**Attention**
These references identify the fuel recommended for this vehicle as specified by the European regulation EN228.




**Attention**
The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.
The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

## Engine

Twin cylinder, four-stroke, 90° "L" type, longitudinal, with deep sump die-cast crankcase.

Bore: 100 mm (3.94 in).

Stroke: 60.8 mm (2.39 in).

Total displacement: 955 cu. cm (58.28 cu in).

Compression ratio: 12.5:1 ± 0.5.

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
112.3 kW/152.7 HP at 10750 rpm;
80.1 kW/ 108.9 HP at 10000 rpm (Belgium version);
110 kW/ 150 HP at 10000 rpm (Russia version).

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
101.4 Nm - 10.34 Kgm at 9,000 rpm;
82.5 Nm/8.41 kgm at 8750 rpm (Belgium version);
100.7 Nm/10.27 kgm at 9000 rpm (Russia version).

Maximum rpm: 11500 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.

**Lubrication**

Lobe-type oil pump with built-in by-pass valve and oil cooler

## Timing system

Double overhead camshaft (DOHC) driven by chain and gearwheels, 4 valves per cylinder, desmodromic system.

### Desmodromic timing system

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

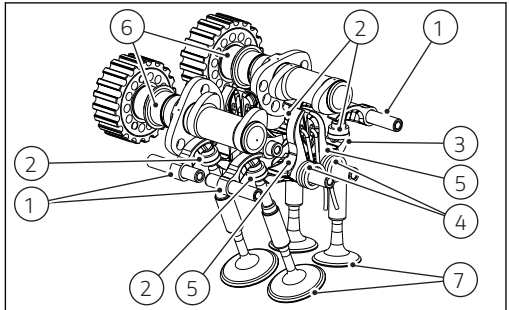


Fig 192

## Performance

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

## Important

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

## Spark plugs

Make: NGK.
Type: MAR9A-J.

## Fuel system

Inductive discharge indirect electronic injection.
Oval throttle body.
Corresponding diameter: 62 mm (2.44 in)
Injectors per cylinder: 2
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

Semi-floating drilled twin-disc.
Braking material: stainless steel.
Carrier material: aluminium.
Disc diameter: 320 mm (12.60 in).
Disc braking surface: 219 sq. cm (33.94 $in^2$).
Brake disc thickness: 4.5 mm (0.18 in).
Maximum wear on disc thickness: 4.0 mm (0.16 in).
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO.

Type: Radially-mounted monobloc M4.32 callipers with 4 pistons (ABS Cornering EVO).
Number of pistons per calliper: 4.
Friction material: TT 2182 FF.
Brake lever master cylinder diameter: 18 mm (0.71 in).

REAR

With fixed drilled stainless steel disc.
Disc diameter: 245 mm (9.6 in).
Disc braking surface: 190 sq. cm (29.45 $in^2$).
Brake disc thickness: 5 mm (0.2 in).
Maximum wear on disc thickness: 4.5 mm (0.18 in).
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO.
Number of pistons per calliper: 2.
Calliper piston diameter: 34 mm (1.73 in).
Bosch Cornering EVO ABS as standard.
Friction material: Ferodo Ferit I/D 450 FF.
Master cylinder type: PS 13.
Master cylinder diameter: 13 mm (0.51 in).

## Attention

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

## Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch controlled by the adjustable lever on left-hand side of the handlebar.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
Primary drive: 1.80:1.
Primary drive: front / rear sprocket ratio: 30/53.
6-gear gearbox with Ducati Quick Shift (DQS) up/down EVO, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/45.
Gearbox output sprocket/rear sprocket ratio for Taiwan version only: 15/41.
Total gear ratios:
1st gear 37/15
2nd gear 30/16
3rd gear 27/18
4th gear 25/20
5th gear 24/22
6th gear 23/24

Drive chain from gearbox to rear wheel.
Make: REGINA 520 ZRDK.

Links: 110.
No. of links for Taiwan version only: 108.

**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. Incorrect replacement of this component could seriously compromise your safety and cause irreparable damage to the motorcycle.

## Frame

Cast monocoque in aluminium alloy.
Aluminium alloy rear subframe.
Steering head angle: 23.6°
Steering angle: 30° LH side / 30° RH side
Trail: 94.7 mm (3.73 in).

## Wheels

Front

5-spoke, light-alloy cast rim.
Size: 3.50x17"

Rear

five-spoke, light-alloy cast rim.
Size: 5.50x17"

## Tyres

### Tyre type

**Front**
Pirelli Diablo Rosso IV "tubeless" radial type.
120/70 ZR17 M/C 58W.
**Rear**
Pirelli Diablo Rosso IV "tubeless" radial type.
180 / 60 ZR17 M/C 75W.

### Tyre pressure

| Use | Front | Rear |
|---|---|---|
| On the road (rider only) | 2.3 bar (33.36 psi) | 2.5 bar (36.26 psi) |
| On the road (rider + passenger and/or bags) | 2.5 bar (36.26 psi) | 2.7 bar (39.16 psi) |
| On track (rider only) | 2.1 bar (30.46 psi) | 2.0 bar (29.01 psi) |

## Attention

Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.90÷4.35 psi).

## Suspensions

### Front

Showa fork with Ø43 mm (1.69 in) stanchions, fully adjustable.
Wheel travel:
120 mm (4.72 in).

### Rear

Fully adjustable Sachs monoshock.
Single-sided swinging arm.
Stroke: 65 mm (2.56 in).
Wheel travel:
130 mm (5.12 in).
Adjustable pivot position: ±3 mm (0.12 in)

### Steering damper

Non-adjustable Sachs steering damper.

## Exhaust system

"2 into 1" system.
Lambda sensors: 2
Catalytic converters: 2

## Available colours

**Fairing**

**Ducati Anniversary red**

(Left/right side tank covers, headlight trim, lugs, front mudguard)
Primer: Red VM Dual Primer, manufacturer Lechler, code LDS20067.
Varnish: Acriplast Red Stoner SF, manufacturer Lechler, code LMC06017.

**Wheel rims**

Colour: black.

### Storm Green

Fuel tank
Primer: Black 2K primer, manufacturer Palinal, code 873.A002.
Base: Hunter green basecoat, manufacturer Palinal, code 928.035B.
Clear Coat: Matt 2K clear coat, manufacturer Palinal code 923I2176.

## Electric system

It consists of the following main components:

### Instrument panel

Digital with 4.3" TFT colour display.

### Headlight

Low beam: No.2 LEDs;
high beam: No.2 LEDs;
Parking light/DRL (where fitted): No.6 LEDs.

### Electrical controls on handlebar

Front turn indicators: No. 15 LEDs;
BULB front turn indicator type (USA version):
RY10W (12V-10W) Amber.
Rear turn indicators (Europe version): No. 1 LED;
BULB rear turn indicator type (USA version):
No. 1 RY10W (12V-10W) Amber Colour.

### Rear lights

Tail light:
parking light: no.18 LEDs;
LED stop lights: no.18 LEDs;
Number plate light: no. 3 LEDs.

Warning horn.

Stop light switches.
Sealed electrolyte type battery:
12V - 6.5Ah (Pb - Acid)
Generator (Denso):
14V - 510W.
ELECTRONIC RECTIFIER, protected by a 30A fuse located on the solenoid starter, next to the battery.
Starter motor:
Denso BA06 12V - 0.6 kW

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

## Fuses

There are twelve fuses that protect the electric components, located inside the front fuse boxes, and one on the electric solenoid starter. There is a spare fuse in every box.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.
The front left fuse box (A) and the front right one (B), are located above the battery.
To reach the fuses, remove the tank cover as described in chapter “Charging the battery”.
To expose the fuses, lift the relevant box protective cover. Mounting position and ampere capacity are marked on box cover.

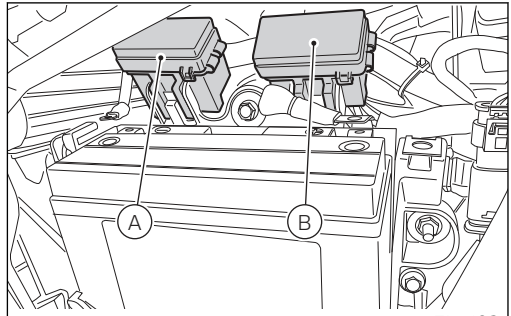


Fig 193

| Front left fuse box (A) key | | |
|---|---|---|
| Pos | El. item | Rat. |
| 1 | EMS/ABS/IMU | 5 A |
| 2 | DASH/BBS | 7.5 A |
| 3 | Tail light | - |
| 4 | Accessories/SW | 5 A |
| 5 | Injection relay | 20 A |
| 6 | Diagnostics/ Recharge | 7.5 A |
| 7 | Spare | 5 A |
| 8 | Spare | 15 A |
| 9 | Spare | 20 A |

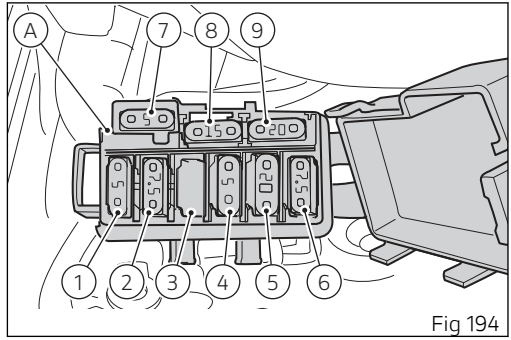


Fig 194

| Front right fuse box (B) key | | |
|---|---|---|
| Pos | El. item | Rat. |
| 1 | ABS UBMR | 25 A |
| 2 | ABS UBVR | 10 A |
| 3 | Instrument panel | 15 A |
| 4 | Black Box System (BBS) | 10 A |
| 5 | Fuel pump relay | 10 A |
| 6 | El. loads relay | 25 A |
| 7 | Spare | 15 A |
| 8 | Spare | 10 A |
| 9 | Spare | 25 A |

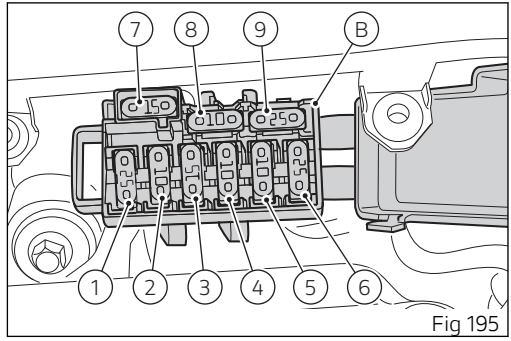


Fig 195

To access the main starter fuse, starter refer remove the left-hand side half-fairing.
The 30A main starter fuse (C) is located next to the battery, on the right side of the fuse box. Remove the protection cover cap to reach it.
The spare 30A fuses (D) are located on the solenoid starter(E); remove the protection cap to reach them.

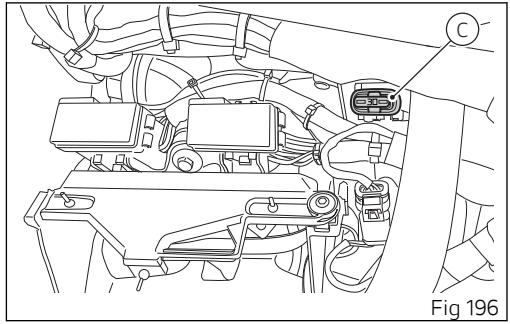


Fig 196

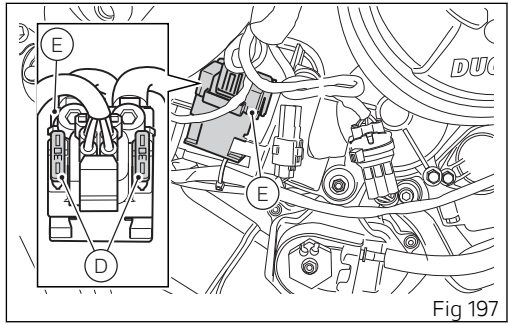


Fig 197

A blown fuse can be identified by breakage of the inner filament (F).

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

**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.

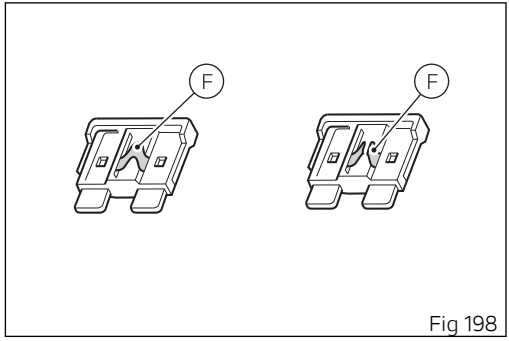


Fig 198

# Open source software

## Information about open source software

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

# Declarations of conformity

## Declarations of conformity

EU Directive 2014/53/EU

CE

### 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 in the table 2.

**Note**

Only skilled person can access and install the device.

Table 1

| Radio equipment installed in the vehicle | Frequency band | Max. transmission power |
|---|---|---|
| Elock | 129.6 KHz ÷ 135 KHz | < 66 dBμA/m (10 m) |
| Ducati Multimedia System (Bluetooth) | 2402 ÷ 2480 MHz | 4.4mW |
| Antitheft | 433.92MHz (±75KHz) | <0.6mA |
| GPS | 1575.4 MHz | |

Table 2

| Radio equipment installed in the vehicle | Manufacturers' addresses |
|---|---|
| Elock | ZADI S.p.a.<br>Via Carlo Marx, 138<br>41012 Carpi (MO), Italy |
| Ducati Multimedia System<br>(Bluetooth) | COBO S.p.a.<br>Via Tito Speri, 10<br>25024 Leno (BS), Italy |
| Antitheft | PATROLLINE<br>Via Cesare Cantù, 15/C<br>22031 Albavilla (CO), Italy |
| GPS | DANFOSS A/S<br>6430 Nordborg<br>Denmark<br>CVR nr.: 20 16 57 15 |

## Simplified EU declaration of conformity

### [Austria]

Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

### [Belgium]

Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

### [Bulgaria]

Твоят мотоциклет е оборудван с различна по вид радиоапаратура. Производителите на тази радиоапаратура декларират, че тя съответства на Директива 2014/53/ЕС, съгласно изискванията по закон. Пълният текст на декларацията за съответствие ЕС, ще намерите на следния адрес: certifications.ducati.com

### [Cyprus]

Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Czech Republic]

Vaše vozidlo je vybaveno řadou rádiových zařízení. Výrobci těchto radio zařízení, prohlašují, že zařízení jsou v souladu se směrnicí 2014/53/EU, pokud to vyžaduje zákon. Úplné znění prohlášení o shodě EU je k dispozici na internetových stránkách: certifications.ducati.com

[Germany]

Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Denmark]

Dit køretøj er udstyret med et udvalg af radioudstyr. Producenterne af dette radioudstyr erklærer, at dette udstyr overholder direktiv 2014/53/EU, hvis det kræves i henhold til loven. Den komplette tekst af EU-overensstemmelseserklæringen findes på følgende webadresse: certifications.ducati.com

[Estonia]

Teie sõiduk on varustatud raadioseadmete seeriaga. Selle raadioseadme tootjad kinnitavad, et see seade vastab direktiivile 2014/53/EÜ, kui seadus seda nõuab. EÜ vastavusdeklaratsiooni terviktekst on saadaval järgmisel veebisaidil: certifications.ducati.com

[Spain]

Su vehículo está equipado con una serie de equipos de radio. Los fabricantes de dichos equipos de radio declaran su conformidad con la directiva 2014/53/UE, como requiere la ley. El texto completo de la declaración de conformidad UE está disponible en el siguiente sitio: certifications.ducati.com

[Finland]

Ajoneuvossasi on radiolaitteita. Näiden radiolaitteiden valmistajat vakuuttavat, että laitteet vastaavat direktiiviä 2014/53/EU lain edellyttämällä tavalla. EU-vaatimustenmukaisuusvakuutuksen täydellinen teksti on saatavilla seuraavasta osoitteesta: certifications.ducati.com

[France]

Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[United Kingdom]

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

[Greece]

Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Croatia]

Vaše vozilo je opremljeno nizom radio uređaja. Proizvođači ovih radio uređaja tvrde da su uređaji u skladu s Direktivom 2014/53/UE ako je propisano zakonom. Cjelokupan tekst deklaracije o sukladnosti dostupan je na: certifications.ducati.com

[Hungary]

Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU megfelelőségi nyilatkozat teljes szövege az alábbi címen érhető el: certifications.ducati.com

[Ireland]

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

[Italy]

Il tuo veicolo è dotato di una serie di apparecchiature radio. I costruttori di queste apparecchiature radio dichiarano che esse sono conformi alla direttiva 2014/53/UE laddove richiesto per legge. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo: certifications.ducati.com

[Lithuania]

Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

[Luxembourg]

Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Latvia]

Jūsu transportlīdzeklis ir aprīkots ar dažādām radioierīcēm. Šo radioierīču ražotājs apliecina, ka ierīces atbilst Direktīvas 2014/53/ES prasībām, ja to paredz attiecīgie tiesību akti. Pilnīgo ES atbilstības deklarāciju skatiet šajā tīmekļa vietnē: certifications.ducati.com

[Malta]

Il-vettura tiegħek hija mgħammra b'firxa ta' tagħmir tar-radju. Il-manufatturi ta' dan it-tagħmir tar-radju jiddikjaraw li dan it-tagħmir jikkonforma mad-Direttiva 2014/53/UE fejn meħtieġ mil-liġi. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli fuq l-indirizz tal-web: certifications.ducati.com

[Netherlands]

Uw voertuig is voorzien van diverse draadloze apparatuur. De fabrikanten van deze draadloze apparatuur verklaren dat deze, daar waar dit door de wet voorschreven wordt, overeenstemmen met de richtlijn 2014/53/EU. De volledige tekst van de EU-verklaring van overeenstemming is beschikbaar op het volgende webadres: certifications.ducati.com

[Poland]

Państwa pojazd został wyposażony w szereg urządzeń radiowych. Producenci tych urządzeń radiowych oświadczają, że są one zgodne z dyrektywą 2014/53/UE, tam, gdzie wymaga tego prawo. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: certifications.ducati.com

[Portugal]

O seu veículo é dotado de uma série de equipamentos de rádio. Os construtores desses equipamentos de rádio declaram que os mesmos estão em conformidade com a diretiva 2014/53/UE sempre que a lei o

determinar. O texto completo da declaração de conformidade UE está disponível no seguinte endereço: certifications.ducati.com

[Romania]

Vehiculul dvs. este dotat cu o serie de aparate radio. Producătorii acestor aparate radio declară că acestea sunt conforme cu directiva 2014/53/UE, dacă legea impune acest lucru. Textul complet al declarației de conformitate UE este disponibil la următoarea adresă: certifications.ducati.com

[Sweden]

Ditt fordon är utrustat med radioutrustning. Radioutrustningens tillverkare förklarar att denna utrustning uppfyller direktiv 2014/53/EU där så lagen kräver det. Fullständig text om EU-försäkran om överensstämmelse finns på följande adress: certifications.ducati.com

[Slovenia]

Vaše vozilo ima tudi vrsto radijske opreme. Proizvajalci eteh radijskih naprav izjavljajo, da so ti v skladu z uredbo 2014/53/UE, kjer zakon to predvideva. Celotno besedilo izjave o skladnosti EU je na voljo na spodnjem naslovu: certifications.ducati.com

[Slovakia]

Vaše vozidlo je vybavené rádiofónnymi zariadeniami. Výrobcovia týchto rádiofónnych zariadení prehlasujú, že tieto zariadenia sú v zhode so smernicou 2014/53/EÚ v rozsahu predpísanom zákonom. Úplný text ES prehlásenia o zhode je k dispozícii na nasledujúcej adrese: certifications.ducati.com

[Turkey]

Aracınız bir dizi radyo ekipmanı ile donatılmıştır. Bu telsiz ekipmanının üreticileri, yasaların gerektirdiği durumlarda bu ekipmanın 2014/53/EU Direktifine uygun olduğunu beyan eder. AB uygunluk beyanının tam metnine aşağıdaki web adresinden ulaşılabilir: Certificates.ducati.com

## United States (USA)

“This device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."
“Changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate the equipment.” "NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment gene rates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interfere nee to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help."

- RF exposure Information according 2.1091/2.1093 / OET bulletin 65:
Radiofrequency radiation exposure Information: This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.
The manufacturers of these radio equipment declare that devices comply with the FCC

| | |
|---|---|
| Ducati Multimedia System (Bluetooth) | FCC ID: Z64-2564N |
| E-Lock System | FCC ID: VFZKLGMZADI03 |

## Canada

This device contains licence-exempt transmitter(s)/ receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:
(1) This device may not cause interference.
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:
(1) L'appareil ne doit pas produire de brouillage;
(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

RF Exposure Information:
This equipment complies with Canada radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

Déclaration d'exposition aux radiations: Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps.

| | |
|---|---|
| Ducati Multimedia System (Bluetooth) | IC: 4511-2564N |
| E-Lock System | IC: 22239-ELKMZADI03 |

DUCATI MULTIMEDIA SYSTEM (Bluetooth)

Brasil

Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário. Para consultas, visite: www.anatel.gov.br .




Japan

当該機器には電波法に基づく、技術基準適合証明等を受けた特定無線設備を装着している。
This equipment contains specified radio equipment that has been certified to the technical regulation conformity certification under the Radio Law.

本無線機器の改造を禁ずる（これに反した場合は当該認証登録番号は無効となる）
This radio device should not be modified (otherwise the granted designation number will become invalid)

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



R-R-Cbo-1080795

E-Lock System

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



R-R-ZAD-EL034001

91377081EN

Updated on 05/2024 ED.03




**Ducati Motor Holding spa**
ducati.com

Via Cavalieri Ducati, 3
40132 Bologna, Italy
Ph. +39 051 6413111
Fax +39 051 406580

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