

SUPERSPORT

Owner’s manual

ENGLISH

SUPERSPORT
SUPERSPORT S

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.

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Enjoy your ride!

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Introduction

Safety guidelines

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

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts. This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Workshop Manual available to Ducati Authorised Service Centres.
In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see page 290.

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

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

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

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

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information about the current operation.

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

Intended use

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

Attention

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

Attention

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

This motorcycle carries the rider and can carry a passenger provided that the supplied kit, which can be installed only at a Ducati Dealer or Authorised Service Centre, is fitted.

Attention

The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed 410kg/ 904lb.

Important

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

Rider's obligations

All riders must hold a valid licence.



Attention

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

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



Attention

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

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



Attention

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

Some states require vehicle insurance.



Attention

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

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



Attention

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



Attention

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



Attention

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

Rider's training

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

Attention

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

Apparel

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

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

- The helmet must meet the requirements listed at page 10; if your helmet does not have a visor, use suitable eye wear;
- Use five-finger gloves made from leather or abrasion-resistant material;
- Riding boots or shoes must have non-slip soles and offer ankle protection;
- Jacket, trousers or riding suit must be made from leather or abrasion-resistant material and have high-visibility colours and inserts.

Important

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

Important

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

Important

Have your passenger wear proper protective clothing.

Safety "Best Practices"

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

Important

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

Attention

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

Perform the checks recommended in this manual before each ride (see page 234).

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 belt located on passenger seat with both hands.

Important

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

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

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

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

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

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

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

Refuelling

Fuel label

Fuel identification label

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

Attention

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



Fig 1

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Attention

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

Refer to paragraph "Tyres" on page 273.

Dangerous products - warnings

Used engine oil

Attention

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

Brake dust

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

Brake fluid

Attention

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

Attention

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

Coolant

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

Attention

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

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.

Vehicle identification number

Note

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

It is recommended to record the frame number of your motorcycle in the space below.

Frame number

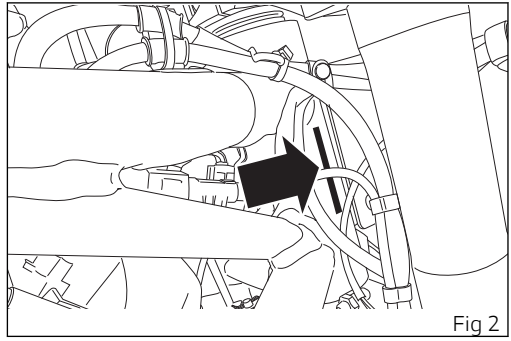


Fig 2

Engine identification number

Note

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

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

Engine number

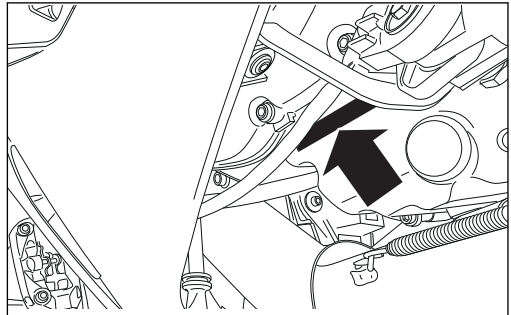


Fig 3

Instrument panel (Dashboard)

Instrument panel

1) LCD display.
2) NEUTRAL LIGHT N (GREEN).
Comes on when in neutral position.
3) GENERAL WARNING LIGHTS (RED).
The lights turn on when RPM value reaches the first threshold before the rpm limiter kicks in;
4) HIGH BEAM LIGHT (BLUE).
It turns on to indicate that the high beam lights are on and when the flasher is activated.
5) FUEL WARNING LIGHT (AMBER YELLOW).
Comes on when fuel is low and there are about 4 litres (1.06 gallons) of fuel left in the tank.
6) TURN INDICATOR LIGHTS (GREEN).
Illuminates and flashes when the turn indicator is in operation.
7) ENGINE OIL PRESSURE LIGHT (RED).
Comes on when engine oil pressure is too low. It must turn on at "KEY-ON", but must turn off a few seconds after the engine has started. It may shortly come on when the engine is hot, however, it should go out as the engine revs up.

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

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

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

9) "ENGINE DIAGNOSIS - MIL" LIGHT (AMBER YELLOW).
It turns on in the case of "engine" errors that in some cases will lock the engine.

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

Speed below 5 Km/h (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
-	ABS enabled, but not functioning yet	ABS disabled or in fault
Speed above 5 Km/h (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
ABS enabled and functioning	-	ABS disabled or in fault

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

12) OVER REV / IMMOBILIZER SYSTEM (RED)

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

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

13) DTC INTERVENTION LIGHT

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

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

14) DRL LIGHT (GREEN) (only if present)
Indicates DRL light status.

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

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

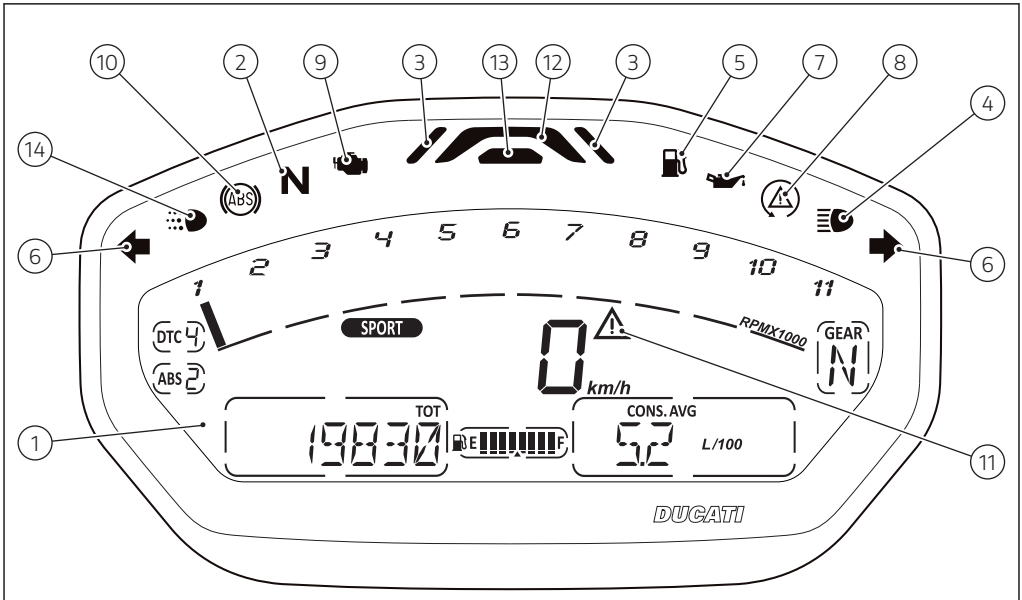

10
2
9
3
13
12
3
5
7
8
4
14
6
6
1
2
3
4
5
6
7
8
9
10
11
DTC
ABS
SPORT
RPMX1000
GEAR
N
km/h
TOT
19830
CONS. AVG
5.2
L/100
DUCATI
1
11

Fig 4

Acronyms and abbreviations used in the Manual

ABS
Antilock Braking System
BBS
Black Box System
CAN
Controller Area Network
DDA
DUCATI Data Acquisition
DQS
DUCATI Quick Shift
DRL
Daytime Running Light
DSB
Dashboard
DTC
DUCATI Traction Control
EBC
DUCATI Engine Brake Control
ECU
Engine Control Unit

Technological Dictionary

Riding Mode

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

Power Mode

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

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

Ride by Wire (RbW)

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

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

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through eight different levels that are 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 off-road use and very expert riders because it is less sensitive to slipping and intervention is hence softer.

Anti-lock Braking System (ABS) 9.1 MP

The ABS 9.1MP system fitted to the SuperSport is a safety system preventing wheel lockup while riding with the motorcycle not leaning over.
The SuperSport ABS implements rear wheel lift-up control in order to ensure not only smaller stopping distance under braking, but also the best possible stability.

These functions are divided into 3 different levels. ABS can be disabled.

Ducati Quick Shift (DQS)

The Ducati Quick Shift (DQS) is the electronic shifter control system (for SuperSport S only) that allows the rider to shift up under acceleration without using the clutch and keeping the throttle open: this results in lower shifting time and hence faster lap time.

Information statement on UE directive 2014/53/UE

Simplified EU declaration of conformity

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

Manufacturers' addresses

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

Radio equipment installed in the vehicle	Manufacturers' addresses
Bluetooth/DSB	**COBO S.p.a.** Via Tito Speri, 10 25024 - Leno (BS) Italy
Hands free	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
Hands free	**ASHAI DENSO** 6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka 434-0046 Japan
D|air®	**Dainese S.p.a.** Via dell'Artigianato, 35 36060 - Molvena (VI) Italy
E-Lock	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
GPS	**PROSA S.r.l.** Via dell'Elettricità, 3/d 30175 - Venezia Marghera (VE) Italy
DSB	**MAE** Via Presolana 31/33 24030 - Medolago – Bergamo - Italy

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

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

Function buttons

1) UP CONTROL SWITCH " ▲ "
Button used to display and set instrument panel parameters with the position " ▲ ".
2) DOWN CONTROL SWITCH " ▼ "
Button used to display and set instrument panel parameters with the position " ▼ ".
3) HIGH-BEAM FLASH BUTTON (FLASH)
The high-beam flash button may also be used for LAP functions.
4) TURN INDICATORS CANCEL BUTTON
The turn indicators cancel button may also be used for the CONFIRM MENU function, for selecting the riding mode.
5) DRL BUTTON
Button used to switch on/off the DRL lights.
6) HAZARD BUTTON
Button used to switch on/off all four turn indicators (Hazard function).

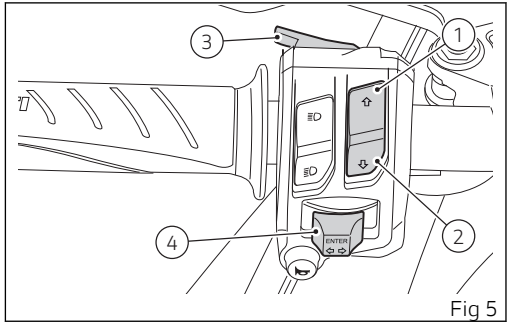


Fig 5

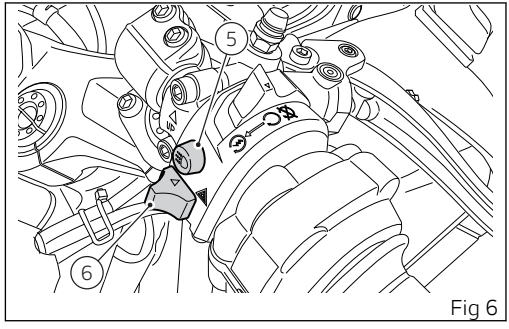


Fig 6

Parameter setting and displaying

Upon key-on, the instrument panel:

- turns on the display backlighting;
- activates the rev counter which increases from 0 to 11000 and decreases back to 0;
- activates the vehicle speed digits and shows a counting from 0 to 300 and then back to 0;
- turns on the warning lights from the outer to the inner ones.

At the end of the check, the instrument panel displays the main screen ("standard screen") showing the available functions and turns on the warning lights, if necessary.

During this first check stage, if the motorcycle speed exceeds 5 km/h (3.1 mph) (actual speed), the instrument panel will stop:

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

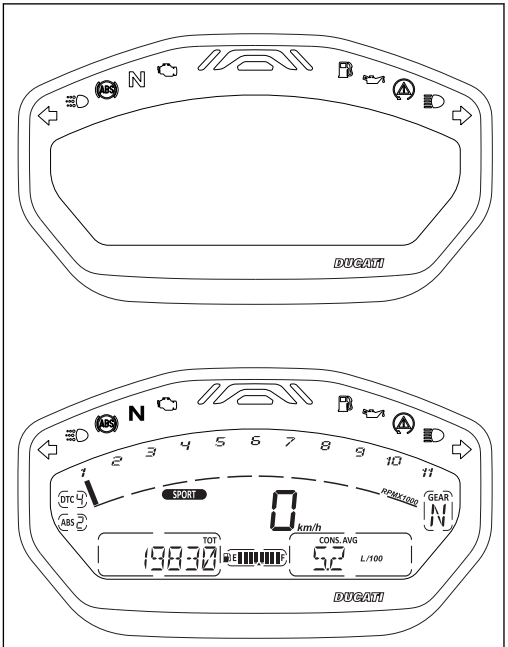


Fig 7

Data displayed on the main screen are as follows:

1) Motorcycle speed.
2) Menu 1 (Odometer, Trip 1, Trip 2, Range, Trip time, Clock, Lap Time if active, and Player if the Bluetooth is available).
3) Fuel level.
4) Menu 2 (Average consumption, Coolant temperature, Instant consumption, Average speed, Ambient air temperature, Heated handgrips, if present).
5) ABS ON/OFF indication.
6) DTC level indication (ON) or DTC OFF indication.
7) Gear indication.
8) Set Riding Mode.
9) Generic error warning light.
10) Rev counter.
11) Infotainment (if any);
12) Indication for: DQS active for upshifting (U), DQS active for upshifting and downshifting (U/D) or DQS disabled (for SuperSport S only);
13) DRL light status (Auto / Manual).

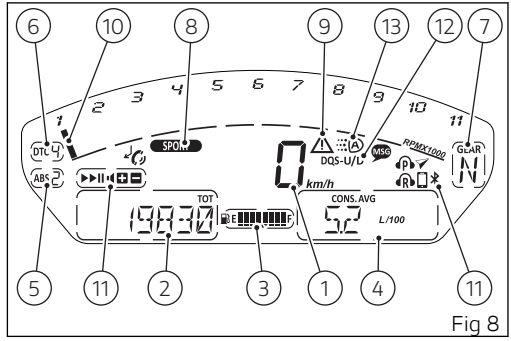


Fig 8

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

- Odometer (TOT);
- Trip meter 1 (TRIP 1);
- Trip meter 2 (TRIP 2);
- Residual range (RANGE);
- Trip time (TRIP TIME);
- Clock;
- LAP time (if active);
- Player (if Bluetooth is available).

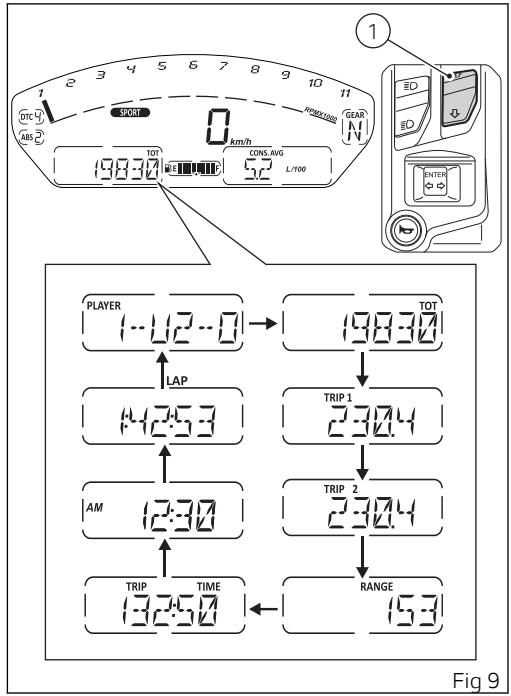


Fig 9

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

- Average Fuel Consumption (CONS. AVG);
- Coolant temperature;
- Instantaneous fuel consumption (CONS.);
- Average speed (SPEED AVG);
- Air temperature (T-AIR);
- Heated handgrips (H.GRIPS) (optional).

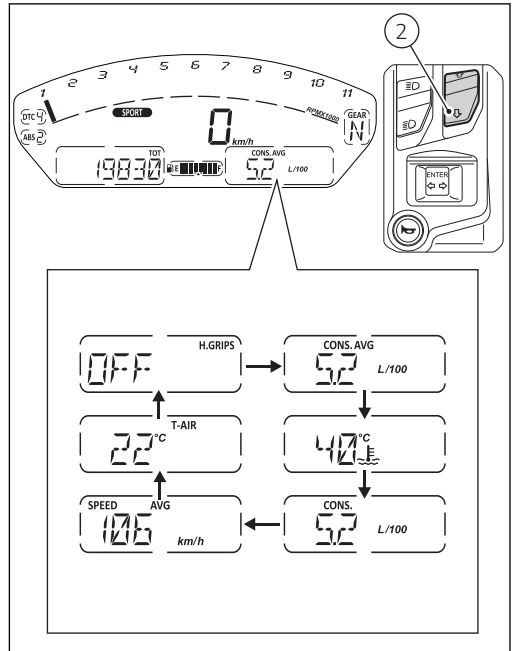


Fig 10

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

- Menu 1 default page = Odometer (TOT);
- Menu 2 default page = Average fuel consumption (CONS.AVG).

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

When the standard screen is displayed, hold the button (4) for 2 seconds, when actual motorcycle speed is <= (lower than or equal to) 5 km/h (3.1 mph), to enter the Setting Menu, where you can set any function.

Note

You can enter the SETTING MENU only if vehicle actual speed is <= (lower than or equal to) 5 km/h (3.1 mph). Within the SETTING MENU, if vehicle actual speed exceeds 5 km/h (3.1 mph), the instrument panel automatically quits the menu and shows the Standard Screen.

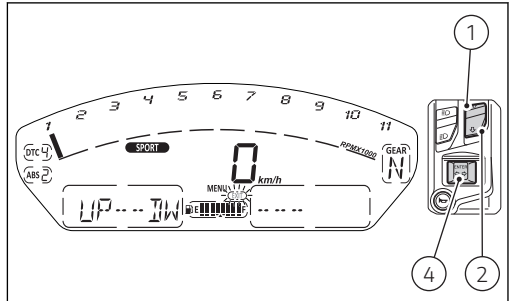


Fig 11

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

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

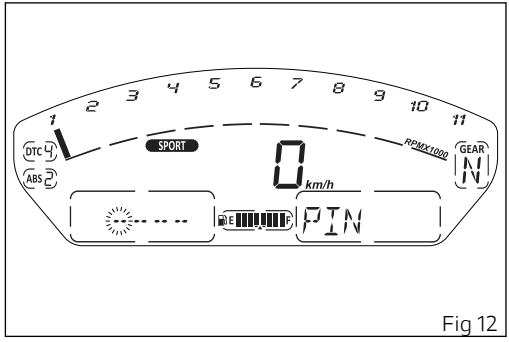


Fig 12

Main functions

The functions displayed in the Standard screen are the following:

Main information

- Engine rpm indication (RPM)
- Motorcycle speed
- Fuel level
- Engine Coolant temperature
- Riding Mode
- ABS
- DTC
- DQS
- Gear
- Menu 1 displays the following functions:
  - Odometer (TOT)
  - Trip meter 1 (TRIP1)
  - Trip meter 2 (TRIP2)
  - Residual range (RANGE)
  - Trip time (TRIP TIME)
  - Clock
  - LAP time, if active
  - Bluetooth Player
- Menu 2 displays the following functions:
  - Average Fuel Consumption (CONS. AVG)
  - Coolant temperature
  - Instantaneous fuel consumption (CONS.)
  - Average speed (SPEED AVG)
  - Ambient air temperature (T-AIR)
  - Heated handgrips (H.GRIPS) (optional)

Additional information

- Infotainment — Bluetooth (if present only)
- Service indication (SERVICE)
- Warnings/Alarms

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

- Riding mode customisation (R.M.): this menu allows customisation of:
  - Engine setting (ENGINE)
  - DTC level setting (DTC)
  - ABS setting (ABS)
  - DQS setting (if available) (DQS)
  - Reset to default settings (DEFAULT)
- PIN CODE (enter/change) (PIN)
- Display backlighting (B.L.)
- DRL light automatic/manual mode setting
- Clock setting (CLK)
- Date setting (DAT)
- Service information (SRV.)
- LAP setup (LAP)
- Unit setting (Speed - Temperature - Fuel consumption) (UNT)
- Battery indication (BAT)
- Engine rpm digital indication (RPM)
- TIRE SETUP (TSU)
- Bluetooth setting (pairing/deleting any paired devices) (B.T.)

Engine rpm indication (RPM)

This function allows displaying engine rpm. Instrument panel receives rpm value and displays it. The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the negative display (switching OFF of the digit and switching on of its rectangle) of the numerical digit of the relevant miles.

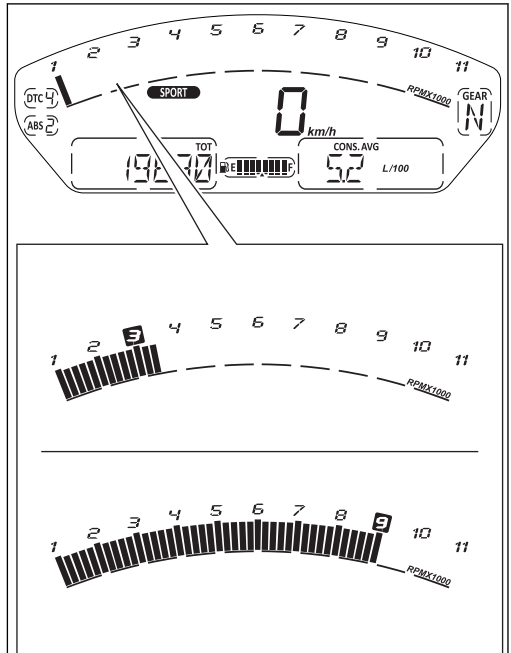


Fig 13

When the thresholds before the rpm limiter are reached, the corresponding warning lights will turn on.

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

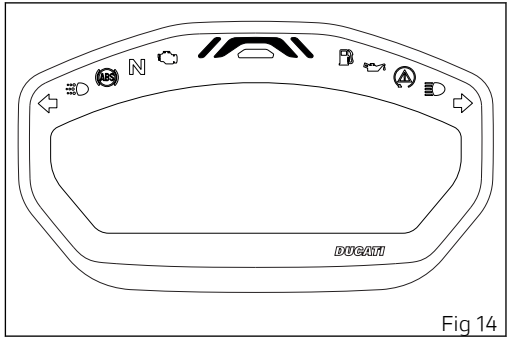


Fig 14

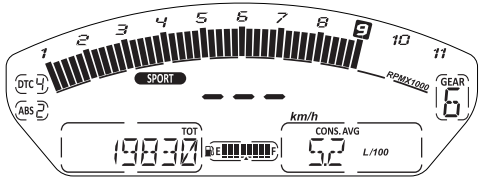
Motorcycle speed

The instrument panel receives information about the actual motorcycle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (km/h or mph).
The max. displayed speed is 299 km/h (186 mph).

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

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


1 2 3 4 5 6 7 8 9 10 11
RPMX1000
DTC
ABS
SPORT
299
km/h
GEAR
6
TOT
19830
CONS. AVG
52
L/100
186
mph


1 2 3 4 5 6 7 8 9 10 11
RPMX1000
DTC
ABS
SPORT
km/h
GEAR
6
TOT
19830
CONS. AVG
52
L/100

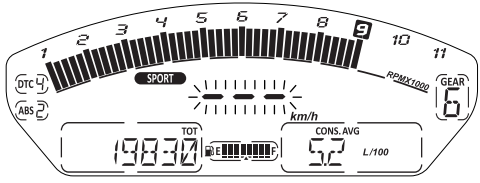

1 2 3 4 5 6 7 8 9 10 11
RPMX1000
DTC
ABS
SPORT
km/h
GEAR
6
TOT
19830
CONS. AVG
52
L/100

Fig 15

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value.
If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral "N" is displayed and the "NEUTRAL N" light turns on.
If gear teach-in has not been carried out yet, "C" letter is displayed flashing.
If the instrument panel does not receive the gear information, it shows "-" and the "NEUTRAL N" light flashing.
If the gear sensor is in fault, the display shows "-" steady on and the "NEUTRAL N" light flashing.

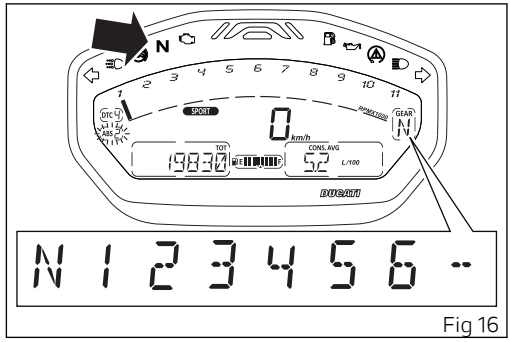


Fig 16

Note

If the display shows "-" steady on and the Neutral light is off, then the gearbox could be in a mechanically unstable position; in such a case, up/downshift until the correct gear is indicated.

Fuel level

This function displays the fuel level.
The low fuel light turns on when the level goes down to 2 steady marks: this means that there are approximately 4 litres (1.06 gal) in the tank.
If the level goes further down, the last mark will be flashing.

Important

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

Note

In the case of a level sensor "error", the bargraph without marks is displayed and the rest of the digit will flash.

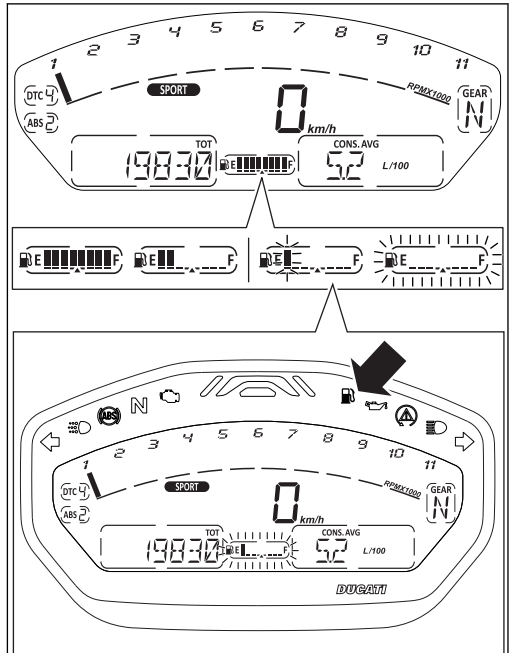


Fig 17

Riding Mode (RIDING MODE)

The Riding Mode can be selected from the instrument panel. Three preset riding modes are available: SPORT, TOURING, URBAN.
The selected and active riding mode is displayed in the central part of the instrument panel display, close to the speed indication, in all three layouts.

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).

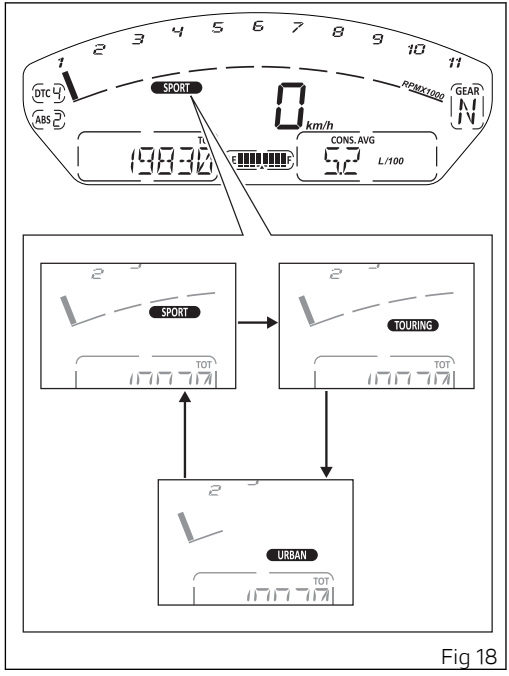


Fig 18

Every Riding Mode contains the following parameters, set by Ducati or customised by the user through the setting function pages:

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific ABS calibration (1, 2, 3, OFF);
- a specific engine power that will change throttle behaviour (HIGH, MEDIUM, LOW);
- a specific DQS quick shifter status (off, UP, UP-DW) (for SuperSport S only).

Riding mode change function

This function allows changing vehicle riding mode.
Press the CONFIRM MENU button (4) to change the riding mode.
The display shows the three riding modes (SPORT, TOURING, URBAN).
With buttons 1 and 2 it is possible to select the desired Riding Mode.
After selecting the desired riding mode, confirm it by keeping the CONFIRM MENU (4) button pressed for 2 seconds.

Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 5 seconds, the new riding mode selection is not stored and the Standard screen is displayed.

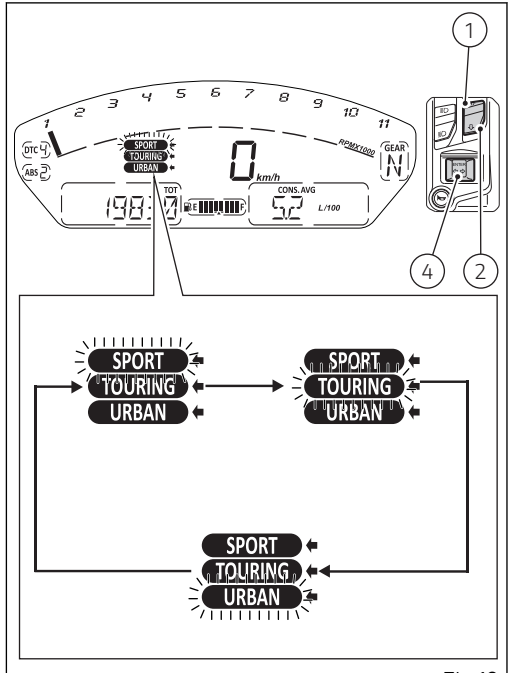


Fig 19

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

- the vehicle is still and the throttle control is open so the "CLOSE GAS" indication will be displayed;
- the vehicle is still and the brakes are pulled so the "DON'T BRK" indication will be displayed;
- the vehicle is moving, the throttle control and the brake pressure are checked and "CLOSE GAS" and "DON'T BRK" may be displayed.

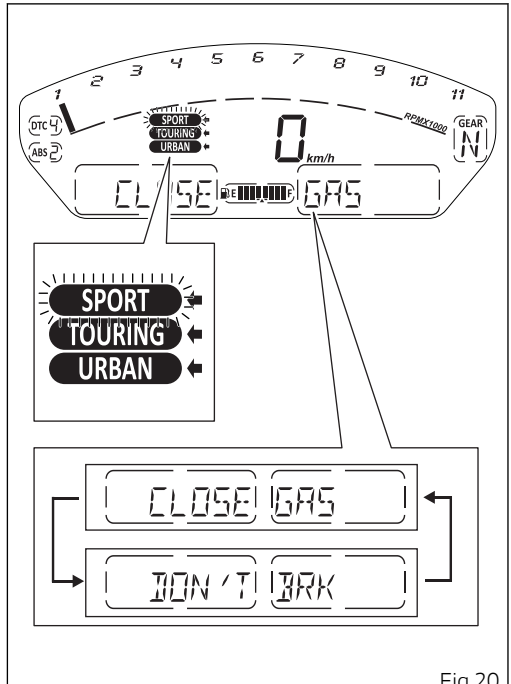


Fig 20

DTC

The instrument panel displays DTC status as follows:

- if DTC is active, DTC indication and the rectangle with the Traction Control intervention level number (1 to 8) will be displayed steady on;
- if DTC is active, but system is in degraded operation due to a fault, DTC indication and the rectangle (flashing) including the DTC intervention level number, 1 to 8 (steady on); also the DTC warning light starts flashing;
- if DTC is not active, the message "DTC" and the rectangle with the steady symbol "-"; also the DTC warning light starts flashing;
- if DTC is in fault or the Black Box is in fault, DTC indication and the flashing "-" symbol inside the rectangle; the DTC light turns on as well.

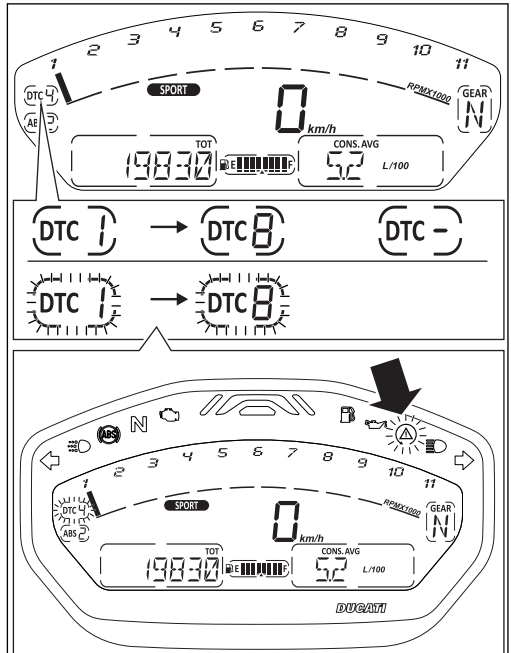


Fig 21

If DTC is in fault or the Black Box is in fault, the instrument panel will display DTC lettering flashing and "-" flashing and DTC warning light will be steady on.

Attention

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

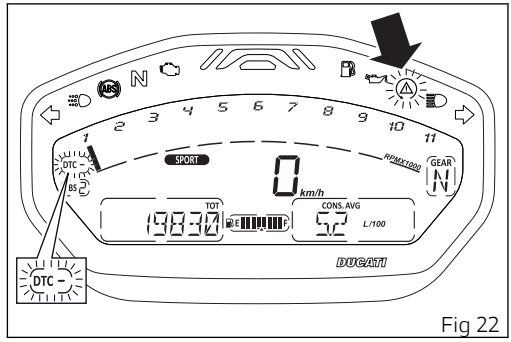


Fig 22

Attention

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

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with the road conditions, the laws of physics, good riding standards and the requirements of the road traffic code.

The following table indicates the most suitable level of DTC intervention for the various riding modes as well as the default settings in the "Riding Modes" that can be selected by the rider.

DTC	RIDING MODE	USE	DEFAULT
1	SPORT	Sports style for very expert riders. System permits sliding sideways.	NO
2	SPORT	Sports style for expert riders. System permits sliding sideways.	NO
3	SPORT	Sports style for medium-expert riders. System permits sliding sideways.	It is the default level for the "SPORT" Riding Mode
4	TOURING	Fast touring style.	It is the default level for the "TOURING" Riding Mode
5	TOURING	Touring style.	NO
6	URBAN	"Very safe" style on any kind of path.	It is the default level for the "URBAN" Riding Mode
7	RAIN	For riding on slightly wet or moist road. ENGINE LOW setting recommended.	NO
8	HEAVY RAIN	For riding on wet road. ENGINE LOW setting recommended.	NO

Tips on how to select the sensitivity level

Attention

All levels of the DTC system of your vehicle have been calibrated with original equipment tyres (Pirelli Diablo Rosso III 120/70 - 17 front and Pirelli Diablo Rosso III 180/55 - 17 rear). The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system.

In the case of minor differences, such as for example, tyres of a different make and/or model than the OE ones, but with the same size (front = 120/70 - 17, rear = 180/55 - 17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation. If tyres of a different size class are used or if the tyre size differs significantly from the original tyres, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

If level 8 is selected, the DTC system will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are intermediate levels. DTC intervention decreases from level 8 to level 1. Levels 1, 2 and 3 allow both spinning and skidding of the rear wheel out of a corner: these levels are recommended only for expert riders.

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

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

Level depends on grip conditions

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

Level depends on type of track/path

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

Level depends on riding style

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

Tips for use on dry road

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

Tips for use on wet road

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

ABS

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

- if the ABS is active, the message "ABS" and the rectangle with the set intervention level number (1 to 3);
- if the ABS is not active, the message "ABS" and the rectangle with the steady symbol "-";
- if ABS is in diagnosis status, ABS indication and the rectangle with the set intervention level number (1 to 3) steady on, and the ABS warning light flashing;
- if ABS is in fault, the ABS indication inside the relevant rectangle, the flashing "-" symbol; the ABS warning light turns steady on as well and the corresponding error is displayed.

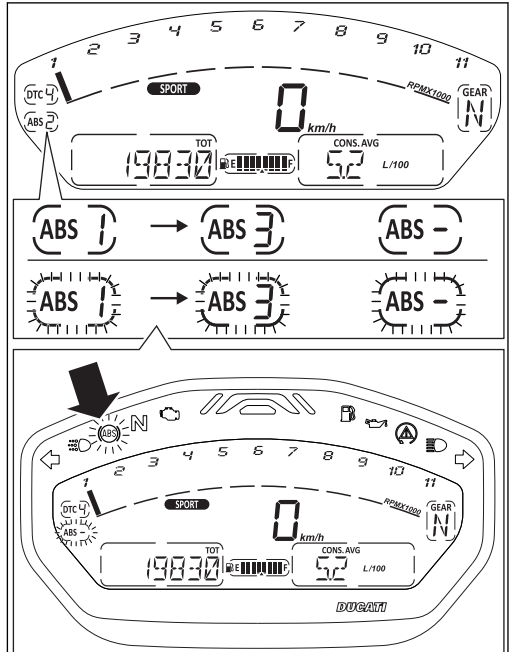


Fig 23

If the ABS is in fault, the instrument panel will display ABS lettering flashing, the dash "-" flashing and ABS warning light will be steady on.

Attention

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

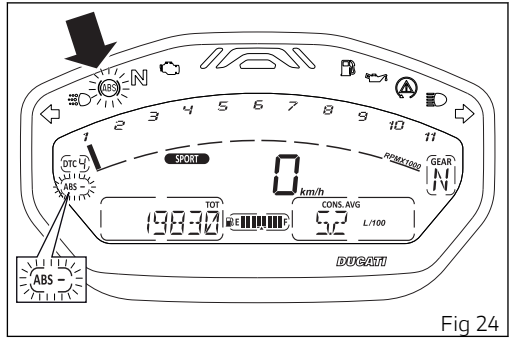


Fig 24

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.
The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.
The front and rear brakes use separate control systems.
If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.

Attention

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

A harsh or sudden use of the brake controls with ABS system may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control.
When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly.
Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously.
When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly.

Keeping the brakes applied all the time would cause the friction material to overheat as well as a possible generation of vapour lock (brake fluid boiling) with a considerable reduction of the braking power.
Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

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

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
OFF		The ABS is disabled	NO
1	TRACK/SPORT	This level is thought for extremely expert users. ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control the lift-up.	
2	SPORT/TOURING	This level is designed for road use, with good grip conditions. In this level, the ABS works on both wheels. In this level, the lift-up control function is active. This calibration focuses on braking power and wheel lift-up should be managed by the rider.	It is the default level for the "SPORT" Riding Mode
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 anti-lift-up function is active.	It is the default level for the "TOURING" and "URBAN" riding modes.

Tips on how to select the sensitivity level

Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are Pirelli Diablo Rosso III in the following sizes: 120/70 - 17 at the front, 180/55 - 17 at the rear. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

Selecting level 3, the ABS will ensure a very stable braking thanks to lift-up control, and the motorcycle will keep a good alignment during the whole braking action.
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 1 is specific for off-road use and ABS is active only on the front wheel to help braking performance on dirt roads. In this level there is no lift-up control.

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.

DQS

The instrument panel displays DQS status as follows:

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

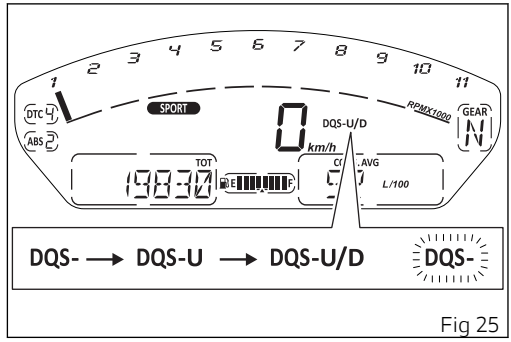


Fig 25

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearchange is operated. The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting. Extent and duration of these actuations aim at ensuring excellent engagement smoothness under any riding condition; system works in synergy with slipper clutch during downshifting.
The user can decide whether to activate only the upshift feature or both up and down features of the DQS, using the relevant menu on the instrument panel.

Menu 1 functions

Menu 1 displayed functions are:

- Odometer (TOT)
- Trip meter 1 (TRIP1)
- Trip meter 2 (TRIP2)
- Residual range (RANGE)
- Trip time (TRIP TIME)
- Clock
- Lap time (LAP) (only if active)
- PLAYER (if Bluetooth control unit is available)

By pressing button (1) it is possible to view the functions of Menu 1.

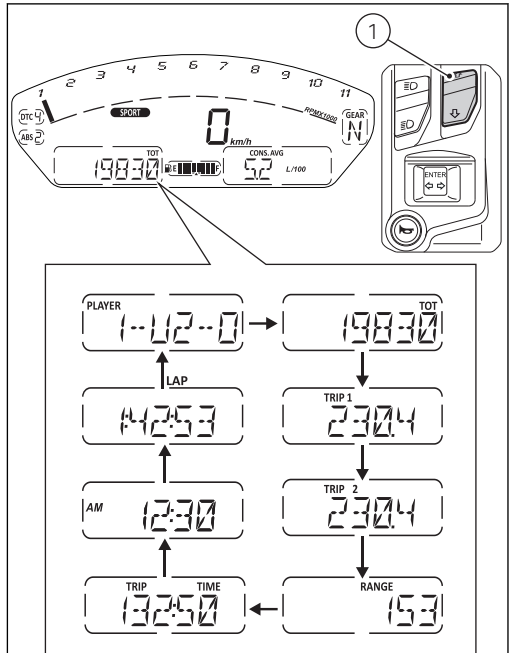


Fig 26

Odometer (TOT)

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

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

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

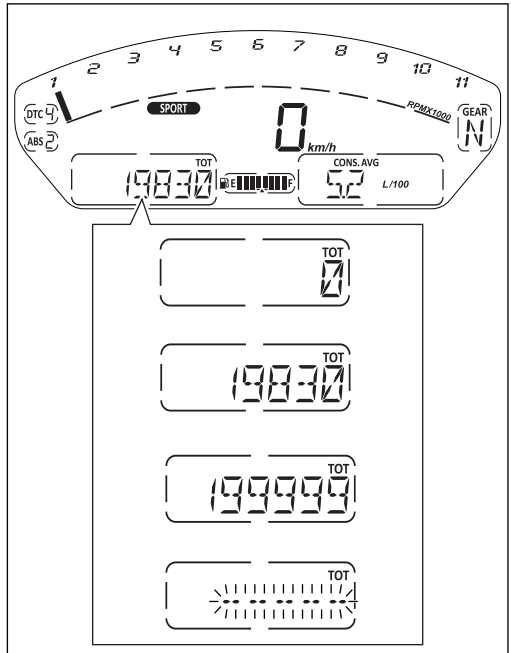


Fig 27

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi) and is used as a basis to calculate average fuel consumption, average speed and trip time. The TRIP1 number (in km or miles) is displayed with the message TRIP1 and the indication of the unit of measurement.
When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.
While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 1. When TRIP1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

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

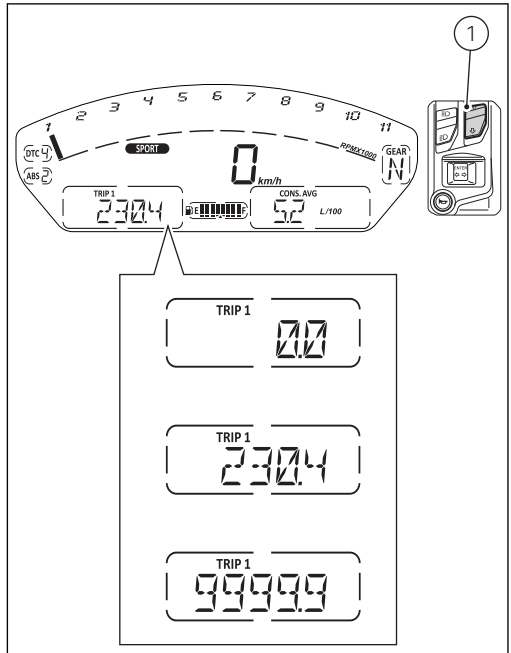


Fig 28

Trip meter 2 (TRIP 2)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi).
The TRIP2 number (in km or miles) is displayed with the message TRIP2 and the indication of the unit of measurement.
When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.
While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 2.
The TRIP2 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

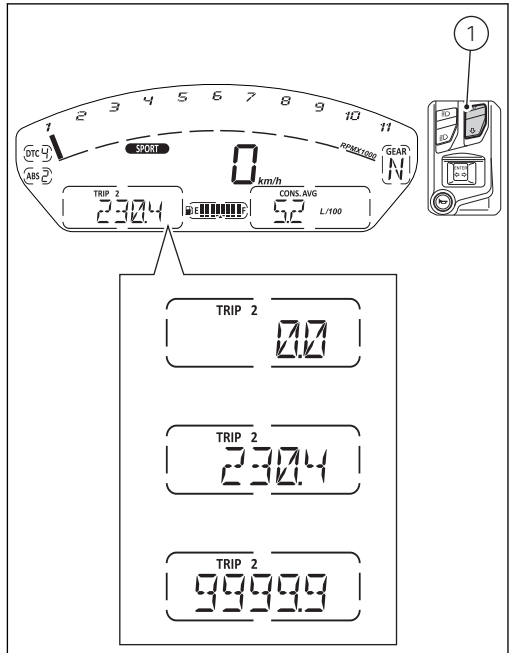


Fig 29

Residual range (RANGE)

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

If there is any function fault, the instrument panel will display three flashing dashes "- - -".
If the instrument panel is not receiving RANGE information, a string of three steady dashes "- - -" is displayed.

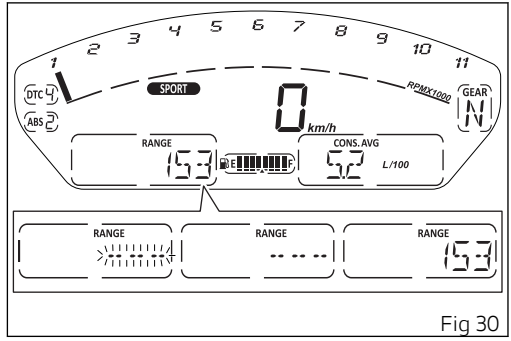


Fig 30

Trip time

The instrument panel calculates and displays the trip time as hhh:mm followed by TRIP TIME. The calculation considers the time since TRIP1 was last reset. When TRIP1 is reset, this value is reset as well. The time count active phase occurs when the engine is running and the motorcycle is stopped (the time is automatically stopped when the motorcycle is not moving and the engine is OFF and restarts when the counting active phase starts again).
When the reading exceeds 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.

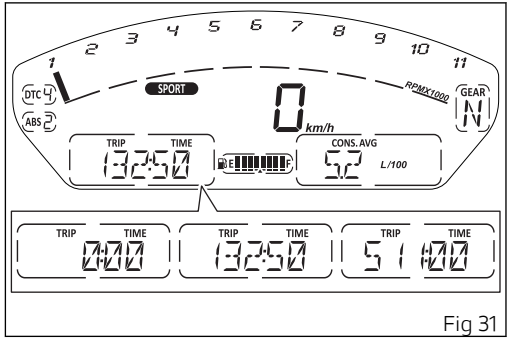


Fig 31

Note

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

Clock

The instrument panel receives information about the time to be displayed.
The instrument panel shows the time in the following format:

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

In case of a power off (Battery Off), upon the following Key-On, the instrument panel displays 4 dashes " - - : - - " steadily and with flashing colon.

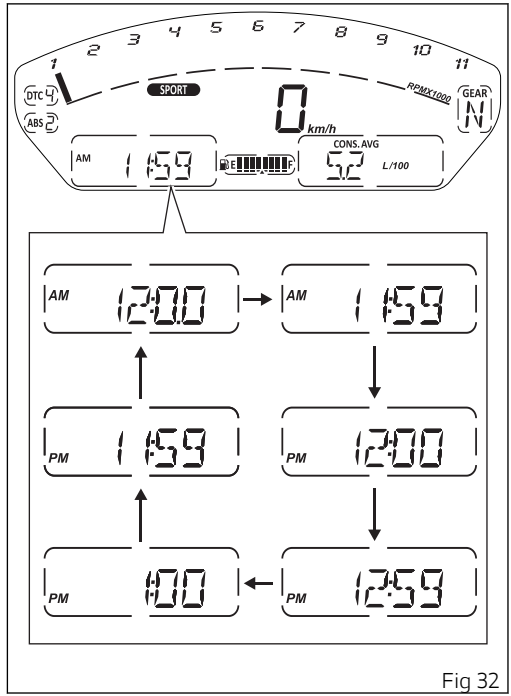


Fig 32

LAP TIME

LAP function information is available when the function is active.
After the LAP function activation from the SETTING MENU, in the standard screen the LAP function is available among the functions of MENU 1 and the LAP indication is displayed.
To select the LAP function from the MENU 1, press button (1) to scroll through the functions. The LAP function is displayed with the indications "START" and "LAP".
When the FLASH button (3) is pressed for the first time, instead of the "START" indication the timer starts with resolution of a tenth of a second ("0:00:00"). Every time the FLASH button (3) is pressed again, the display temporarily shows the number and time of the just-ended lap, then it will show the timer and number of the new current lap.

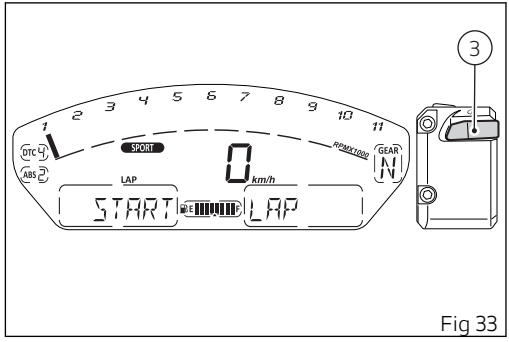


Fig 33

Note
When the LAP function is active, the FLASH button takes on the dual function of high beam "FLASH" and LAP timer start / stop (new lap start indication).

LAP recording

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

- When the FLASH button (3) is pressed for the first time, the instrument panel displays the timer with resolution of a tenth of a second ("0:00:00");
- the next times the FLASH button (3) is pressed, the instrument panel displays for 5 seconds the just-ended lap time with a resolution of a hundredth of a second;
- after these 5 seconds, the instrument panel goes back to lap timer page referred to the new current lap.
- if motorcycle remains at standstill for over 5 seconds, lap timer is temporarily stopped and it is displayed with the initial indication "0:00:00";
- the next time rider pushes the FLASH button (3), lap timer is reactivated.

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

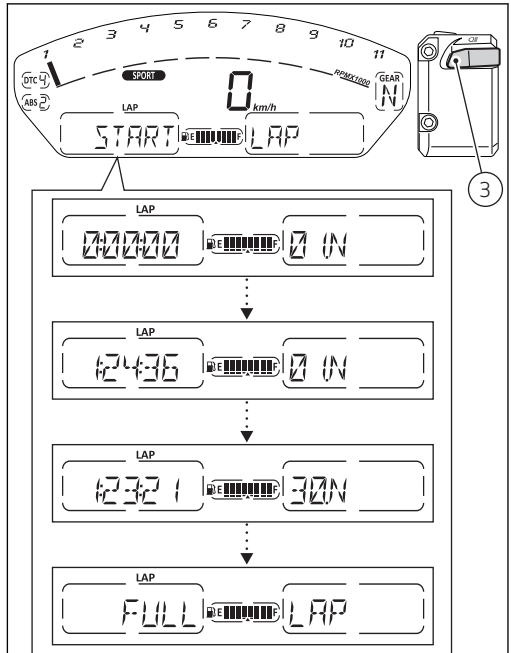


Fig 34

Laps are numbered from 01 to 30: after the first 30 laps, the instrument panel shows "FULL".
If however the LAP function is switched on and the memory has not been cleared, but fewer than 30 laps have been saved (e.g. 12 recorded laps) the instrument panel records any left lap until memory is full (in this case, max. 18 further laps can be recorded).
During every lap, the following data are stored:

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

Menu 2 functions

Menu 2 displayed functions are:

- Average Fuel Consumption (CONS. AVG)
- Coolant temperature
- Instantaneous fuel consumption (CONS.)
- Average speed (SPEED AVG)
- Ambient air temperature
- Heated handgrips (H.GRIPS) (optional)

By pressing button (2) it is possible to view the functions of Menu 2.

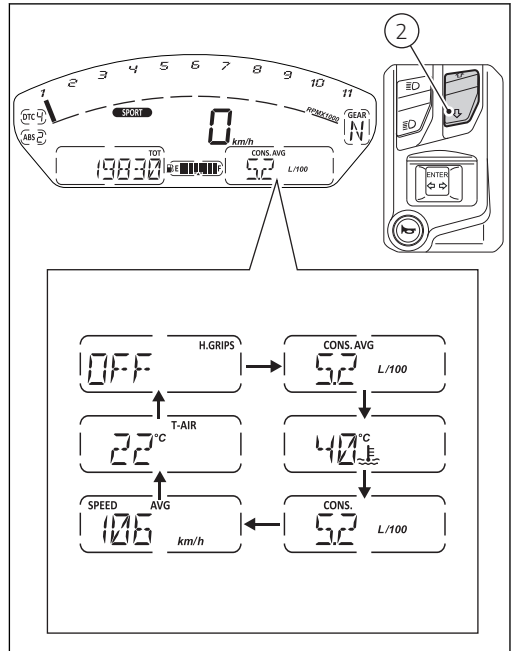


Fig 35

Average fuel consumption

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

The active calculation phase occurs when the engine is running and the motorcycle is stopped: (moments when the motorcycle is not moving and the engine is OFF are not considered).

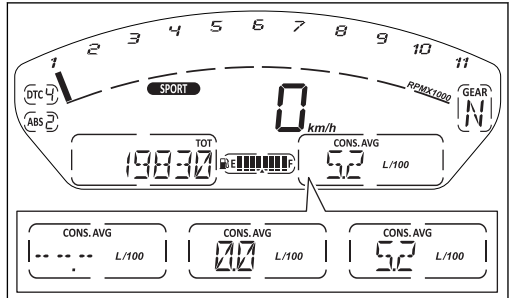


Fig 36

Note

It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) from L/100 to km/L through the Setting MENU, using the UNITS function.

Engine Coolant temperature

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

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

If the coolant temperature sensor is in fault, a string of flashing dashes "- - -" is displayed with the set unit of measurement.
If the instrument panel is not receiving coolant temperature value, a string of steady dashes "- - -" is displayed, followed by the unit of measurement.

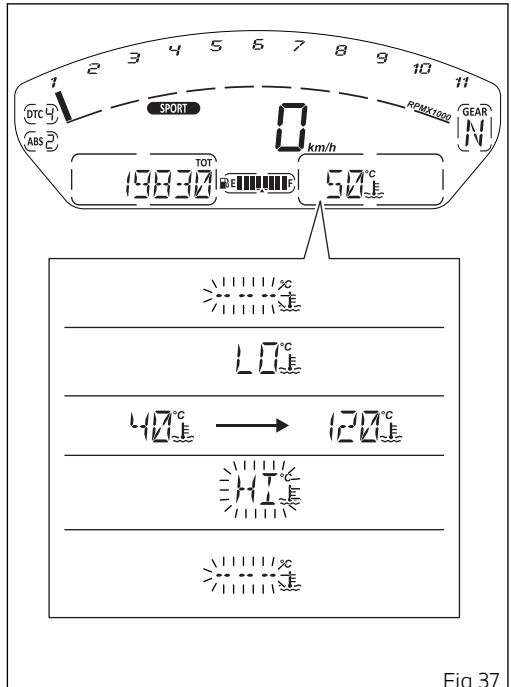


Fig 37

Note

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

Instantaneous fuel consumption

The instrument panel calculates and displays the motorcycle instantaneous fuel consumption, the set unit of measurement and CONS. text.
The calculation is made considering the quantity of fuel used and the distance travelled during the last second. Value is expressed in the set unit of measurement: litres / 100 km or mpg UK or mpg USA.
The active calculation phase only occurs when the engine is running and the motorcycle is moving (moments when the motorcycle is not moving when speed is equal to 0 and/or when the engine is OFF are not considered). When the calculation is not made, a string of three dashes is displayed " - - . - " steadily as instantaneous fuel consumption.

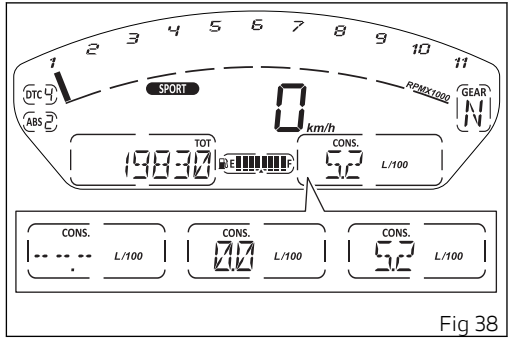


Fig 38

Note

It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) from L/100 to km/L through the Setting MENU, using the UNITS function.

Average speed

The instrument panel calculates and displays the motorcycle average speed, the set unit of measurement and SPEED AVG text.
The calculation considers the distance and time since TRIP1 was last reset.
The average speed value displayed is calculated by adding 5% so as to be consistent with motorcycle speed indication.

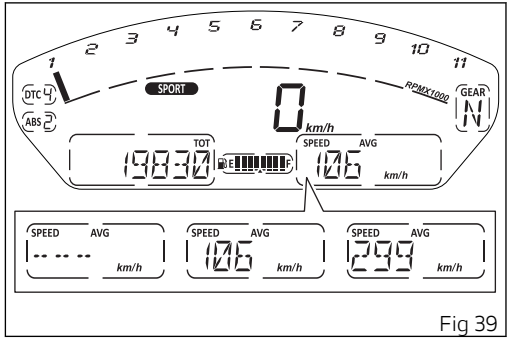


Fig 39

Note

It is possible to change the units of measurement of "speed" (and "distance" travelled) from Km/h (and Km) to mph (and miles) through the Setting menu, using the "SET UNITS" Function.

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.
During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes " - - - " steadily as average speed.
The active calculation phase occurs when the engine is running even if the motorcycle is stopped (moments when the motorcycle is not moving and the engine is OFF are not considered).

Ambient air temperature

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

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement and the Generic Error light will turn on. If the instrument panel is not receiving air temperature value, a string of three steady dashes "- - -" is displayed, followed by the unit of measurement.

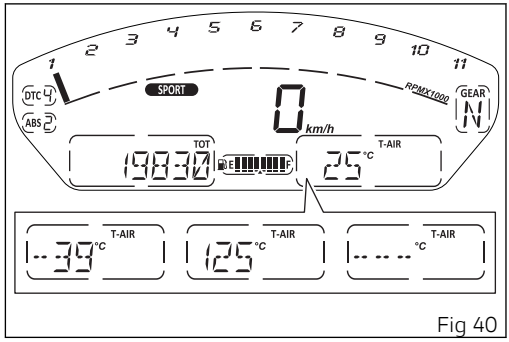


Fig 40

Note

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

Auxiliary functions

Heated handgrips (option) control function

This function allows enabling and adjusting the heated handgrips. If the heated handgrips are installed, this function is shown in Menu 2.
By pressing button (2) and scrolling through the Menu 2 functions it is possible to select the function that is displayed with letters "H.GRIPS" followed by the currently set level. To change the setting keep button (4) pressed for 2 s. By means of buttons (1) and (2) it is possible to scroll through the OFF, LO, MED, and HI levels. To confirm the selected level, press button (4) for 2 s.

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

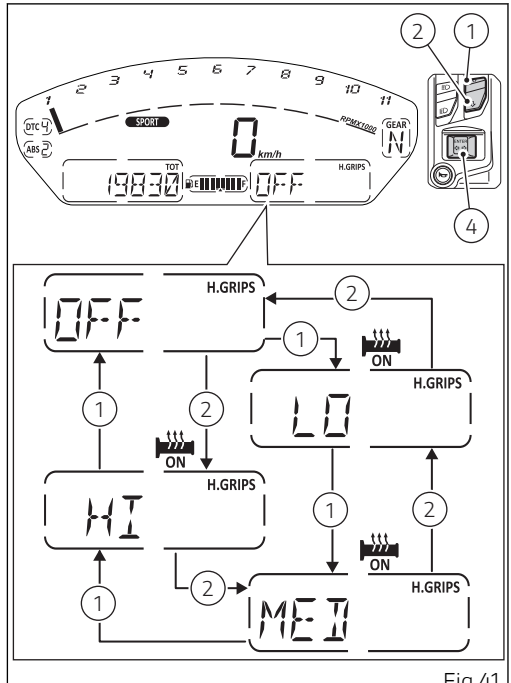


Fig 41

When the heated handgrips are ON, the relevant warning light turns on together with the indication "ON".

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

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

Note
Handgrip heating requires a high current draw which, at low engine rpm, might result in the battery getting soon flat. If the battery is not fully charged (voltage below 11.9 V) handgrip heating is disabled to ensure engine start-up ability; it will automatically activate again when battery voltage is above the specified value.

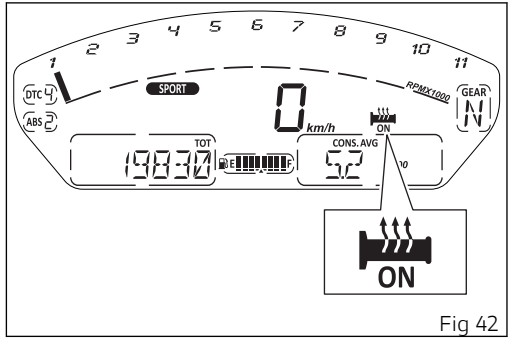


Fig 42

Infotainment

SuperSport can fit the Ducati Multimedia System (DMS) only when the Bluetooth control unit is available; thanks to the DMS system the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.
In this model, the Bluetooth control unit can be purchased by a Ducati Dealer or Authorised Service Centre.
The instrument panel displays the Infotainment function status: Bluetooth activation and any connected devices (smartphone, earphones, navigator).

When the Bluetooth is active, the main screen displays the Bluetooth icon.
Furthermore, the Infotainment functions can be viewed in the dedicated menus:

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

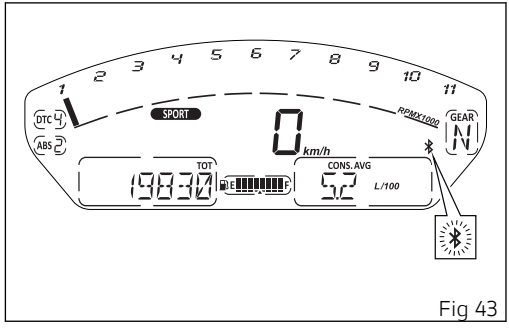


Fig 43

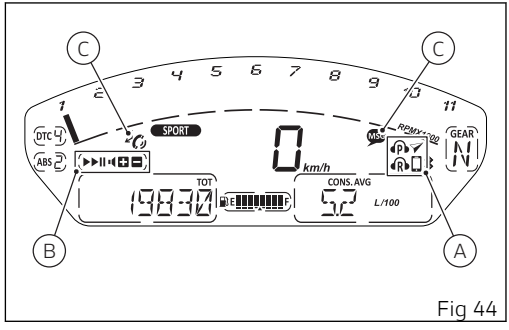


Fig 44

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

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

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

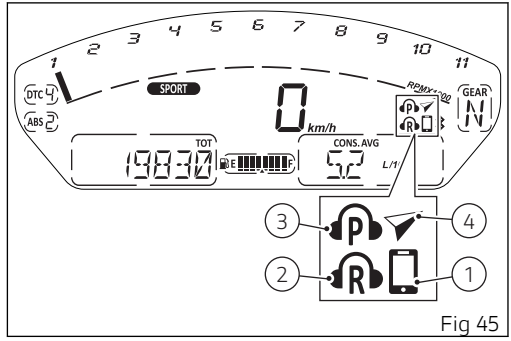


Fig 45

Phone

Use the PHONE function:

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

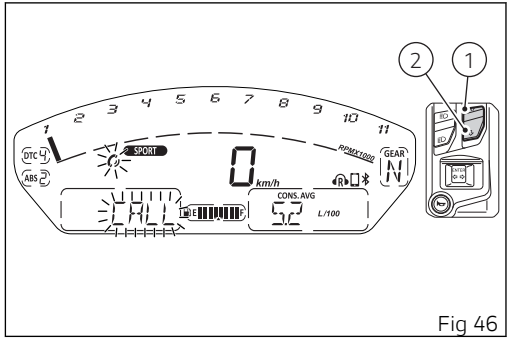


Fig 46

Note

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

When there is an incoming call, the relevant symbol starts flashing whereas, when you answer the call, the same symbol remains steady ON.
To answer the call, press button (2).
To terminate the call, keep button (1) pressed for 2 seconds.

During the 5 seconds after hang-up, the Recall function is activated to allow the recall: Menu 1 shows the indication RECALL.
After this 5 second time, the Recall function is disabled.
To activate the Recall function within the 5 seconds, press button (2).

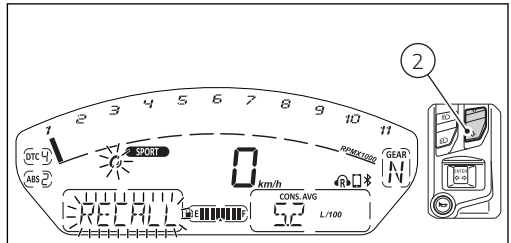


Fig 47

During a call, the receiver symbol (A) is displayed.
If there is an incoming call while the Player (B) is active, the latter is paused throughout the phone call and will resume operation when call is over.

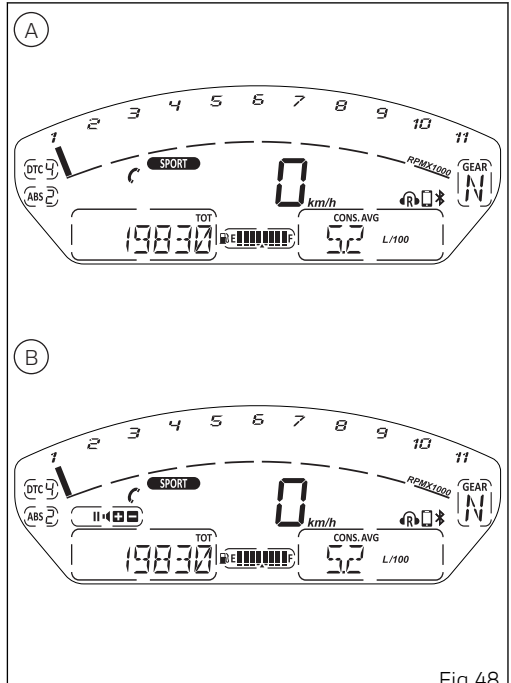


Fig 48

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

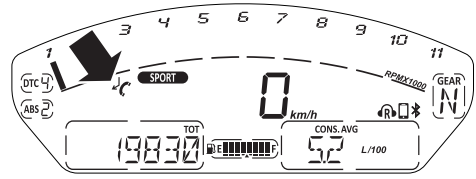


Fig 49

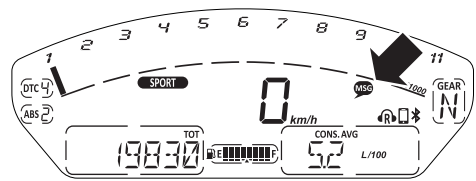


Fig 50

Player

If at least one Smartphone is connected, Menu 1 will show the PLAYER OFF function.

The Player is activated by pressing button (1) for 2 seconds.

Important

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

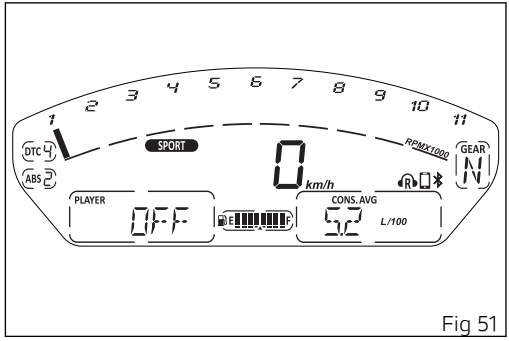


Fig 51

On instrument panel, Menu 1 PLAYER option and the active track name (C) are displayed. together with the Player menu. If the Player is turned on, button (1), button (2) and button (4) can only be used to control the PLAYER.
If there are no tracks to be played, Menu 1 will show "NO TRACK" (B).
If the Player is ON, but instrument panel is not receiving track name, it pauses the track being played and Menu 1 will read the message "PLAYER NOT AVAILABLE" (A).

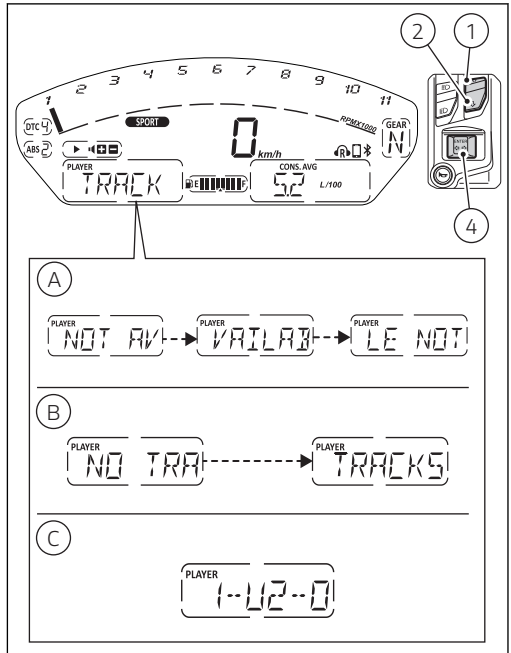


Fig 52

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

The Player can be cyclically set to pause/play by pressing button (4) for 2 seconds.
It is possible to skip to next track, pressing button (4): system will skip forward once every time button is pressed.
Press button (2) for 2 seconds to quit Player controls, although maintaining Player ON, in the current status.
After disabling the Player controls, they can be re-enabled after 3 seconds if the item PLAYER and the track name are available in Menu 1.

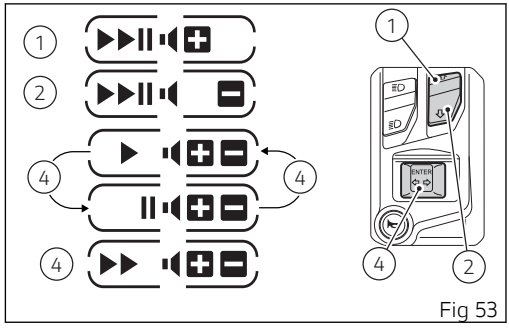


Fig 53

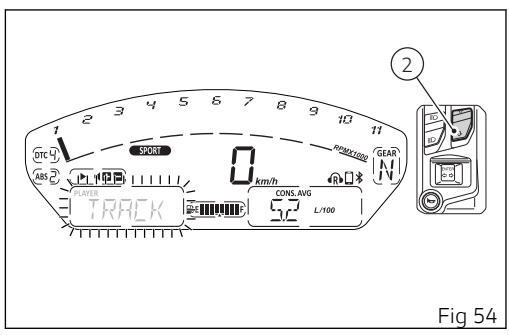


Fig 54

The Player can be turned off by quitting the player control and pressing button (1) for 2 seconds: Menu 1 will show PLAYER OFF option.

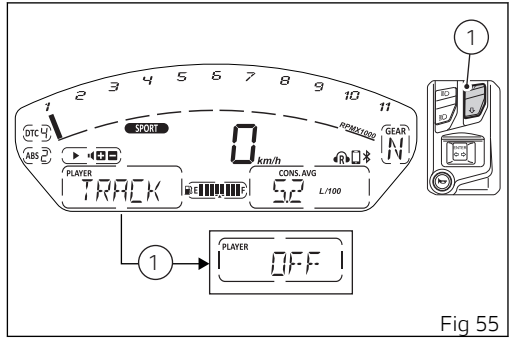


Fig 55

F.A.Q.

1) Why don't I receive any notification of received e-mails?

E-mails are notified only if configured on the telephone source application. Check also that your phone supports the MAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

2) Why don't I receive any notification of received messages?

Check that your phone supports the MAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

3) Earphones do not connect. Why?

If they have been already paired once, we recommend resetting the earphones and pair them again with the motorcycle (see earphones instruction manual).

4) When I receive a call, the instrument panel displays the caller number but not the name (despite being saved in the contact list).

Check that the phone supports the PBAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to the phone contact list.

5) By activating the Player through the instrument panel, music does not start.

The activation depends on the phone settings. In this case, after activating the Player through the instrument panel, also start the music application on your Smartphone.

6) It happens that the music is played with continuous interruptions.

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

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

Service indication (SERVICE)

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service warning indication can be reset only by the Authorised Ducati Service Centre during servicing.
There are 3 types of scheduled maintenance interventions:

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

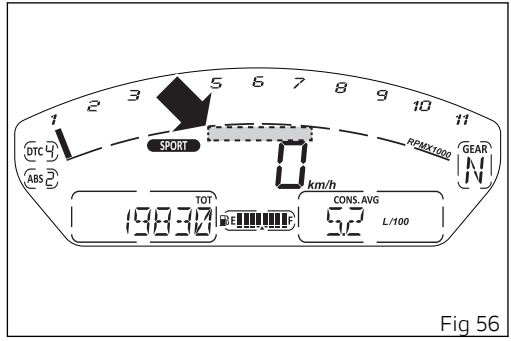


Fig 56

OIL SERVICE zero warning

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

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

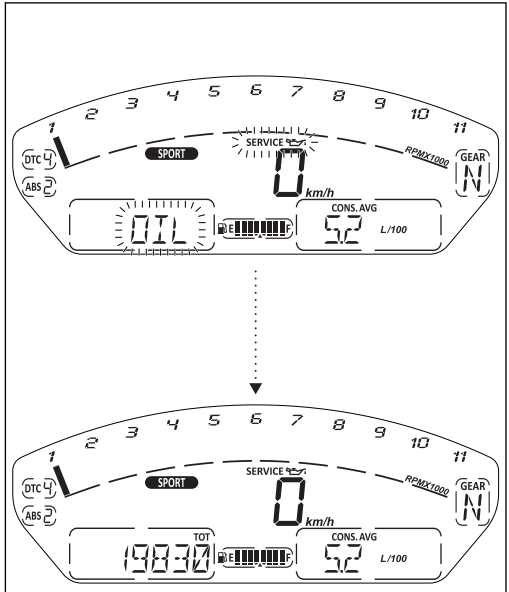


Fig 57

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE countdown indication

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

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

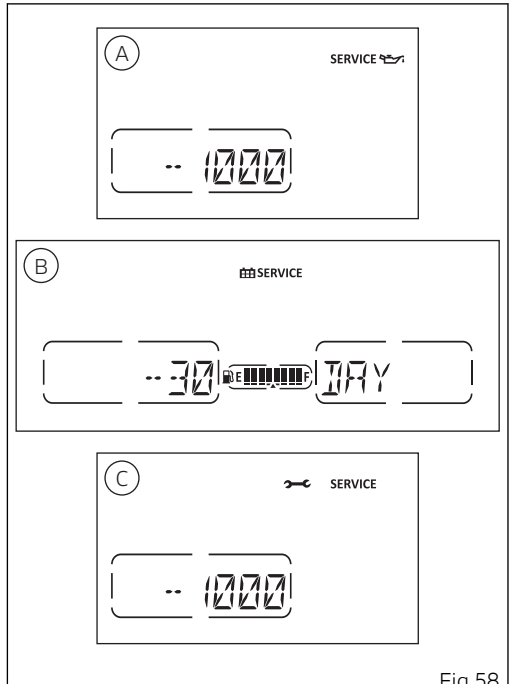


Fig 58

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE indication

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

- OIL SERVICE (A);
- SERVICE DATE (B);
- DESMO SERVICE (C).

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

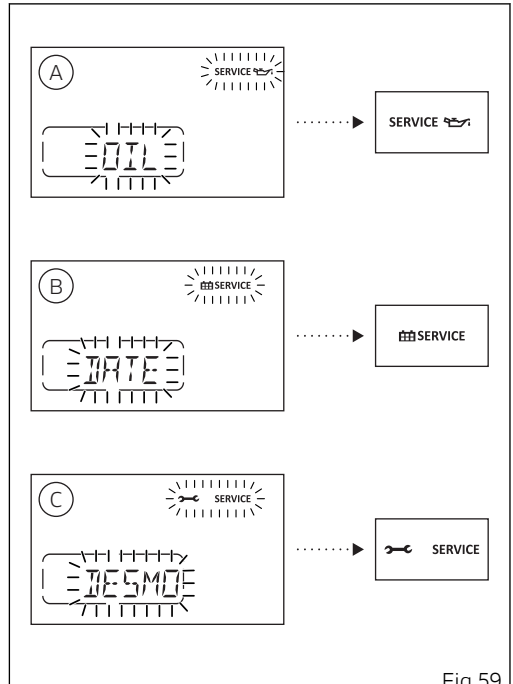


Fig 59

Warnings/Alarms (WARNING)

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

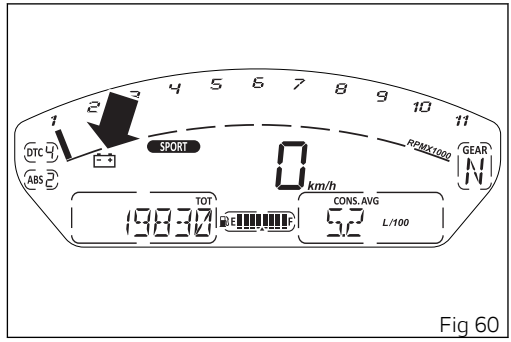


Fig 60

Low battery indication (LOW Battery)
This function warns the user that the status of the vehicle battery is low.
Warning is activated when battery voltage is lower than/equal to 11.0 Volt.

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



Fig 61

Date setting

This "warning" indicates that it is necessary to enter the date through the setting Menu. The instrument panel shows "INSERT" and "DATE" 6 seconds upon Key-ON.

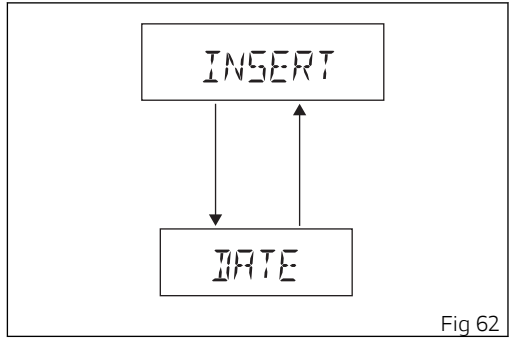


Fig 62

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
Upon Key-On, in case of errors, the instrument panel turns on the MIL light (A) (in case of errors directly connected to the engine control unit) or the Generic Error light (B) (in case of any other errors).
During normal operation, when an error is triggered, the instrument panel turns on the MIL light (A) or the Generic Error light (B).

Attention

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

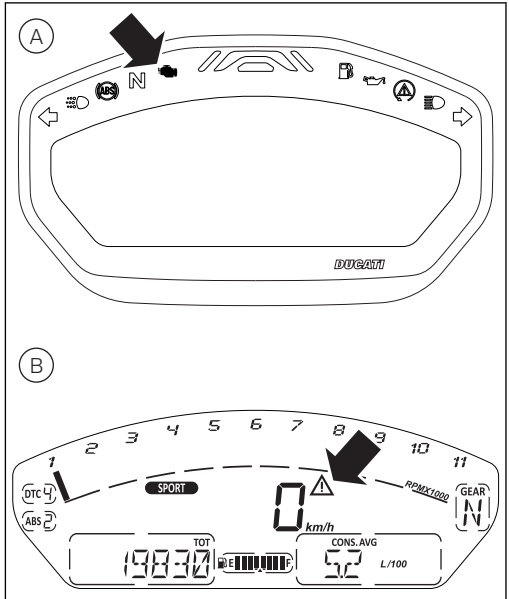


Fig 63

Viewing side stand status

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

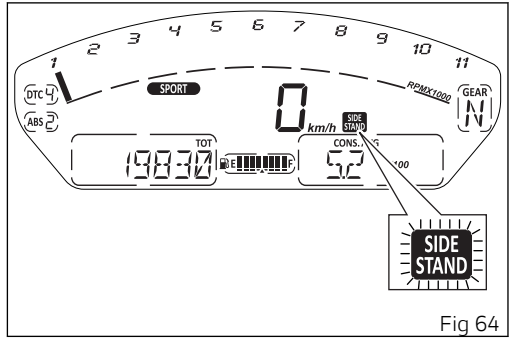


Fig 64

Setting menu

This menu allows enabling, disabling and setting some motorcycle functions.
To enter the Setting Menu it is necessary to hold button (4) for two seconds, with Key-ON and motorcycle actual speed ≤ (lower than or equal to) 5 km/h (3.1 mph): within this menu, it is no longer possible to view any other function.
The Setting MENU displays the following functions:

- RIDING MODE (R.M.)
- PIN CODE (PIN)
- BACK LIGHT(B.L)
- DRL CONTROL (DRL)
- CLOCK SETTING (CLK)
- DATE SETTING (DAT)
- INFO SERVICE (SRV)
- LAP (LAP)
- UNITS SETTING (UNT)
- BATTERY (BAT)
- RPM (RPM)
- TIRE SETUP (TSU)
- BLUETOOTH (only if the relevant control unit is fitted) (B.T.)

Important

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

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

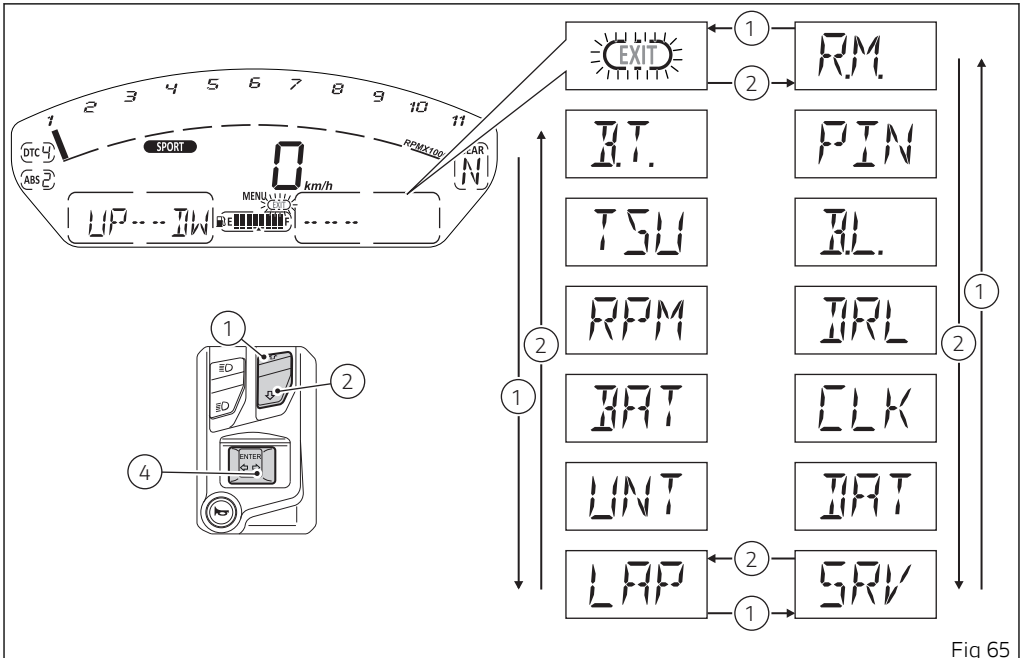

1 2 3 4 5 6 7 8 9 10 11
RPMX100
SPORT
0
km/h
MENU
ESC
UP
DW
DTC
ABS
CAR
N
ENTER
EXIT
RM.
BT.
PIN
TSU
BL.
RPM
DRL
BAT
CLK
UNT
DAT
LAP
SRV
1
2
4

Fig 65

Customising the RIDING MODE

All settings of every riding mode can be customised.
You enter the Setting Menu.
Select the R.MODE (Riding mode) option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
You open the R.M. MENU (Riding mode).
After entering the function, the display shows the four available riding modes (SPORT, TOURING, URBAN, ENDURO). Press buttons (1) and (2) to select the riding mode to be customised (the arrow beside flashes). Press button (4) to enter the customisation of the selected Riding Mode.
While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

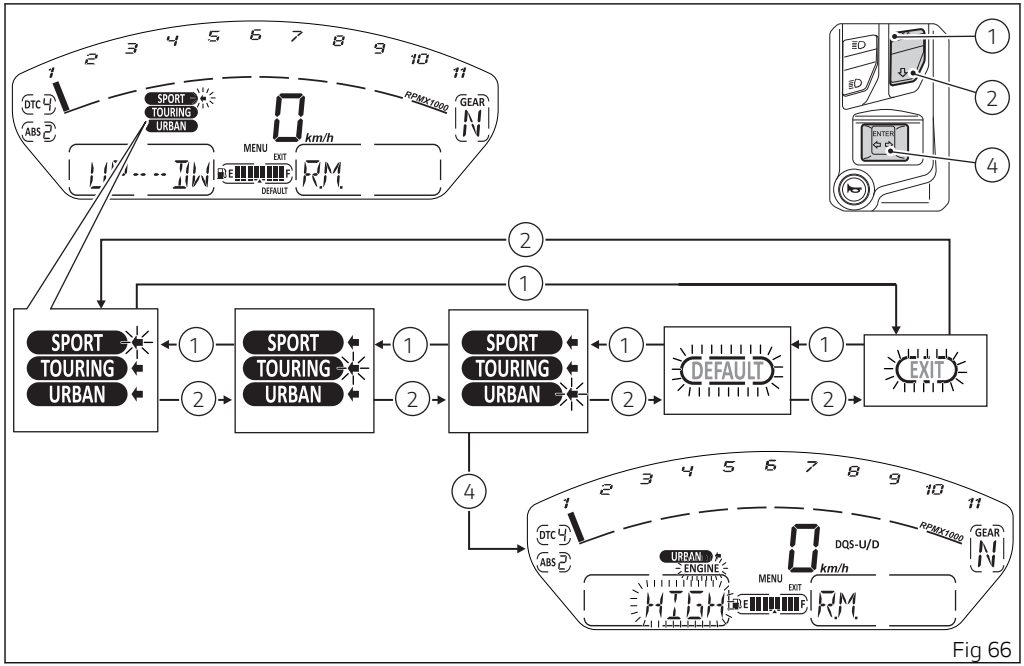

SPORT
TOURING
URBAN
DTC
ABS
GEAR
N
RPMX1000
km/h
MENU
EXIT
DEFAULT
ENTER
1
2
4
DEFAULT
EXIT
DQS-U/D
ENGINE
HIGH

Fig 66

The parameters that can be customised for every riding mode are the following:
- ENGINE
- DTC
- ABS
- DQS (if present)
- DEFAULT

When entering the customisation menu of the selected riding mode the ENGINE parameter is automatically highlighted (the relevant parameter flashes) and it is possible to scroll the menu items by pressing buttons (1) and (2) to select all available information (the selected parameter flashes) in the following sequence:
- ENGINE
- DTC
- ABS
- DQS (if present)
- MEM (memorisation)
- DEFAULT
- EXIT

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

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

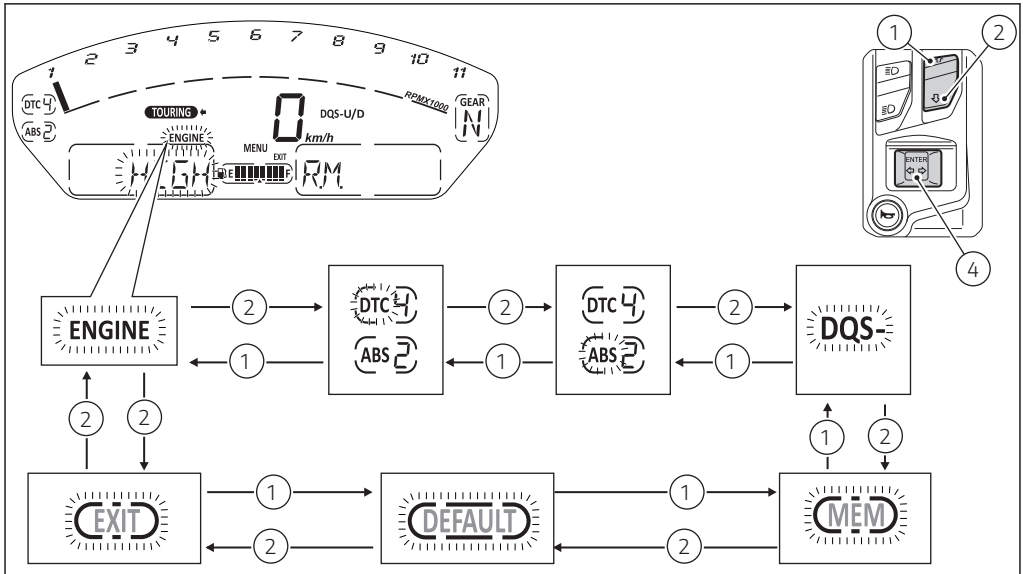

1 2 3 4 5 6 7 8 9 10 11
RPMX1000
GEAR
N
DTC
ABS
TOURING
ENGINE
0
DQS-U/D
km/h
MENU
EXIT
RM
ENTER
1
2
4
ENGINE
DTC
ABS
DQS
EXIT
DEFAULT
MEM

Fig 67

Customising Riding Mode: Parameter storage

After changing a Riding Mode parameter (ENGINE, DTC, ABS, DQS), to make the change effective, it is necessary to save it before quitting the customisation menu.
It is possible to save the parameters set for each riding mode.
To save the parameter settings of a Riding Mode, it is necessary to gain access to the SETTING MENU, use buttons (1) and (2) to select the message "R.M". (Riding Mode) and press button (4). Then use buttons (1) and (2) to select the riding mode to change and press button (4). Then use buttons (1) and (2) to select "MEM" (flashing frame) and keep button (4) pressed for 2 seconds; then the display will show "WAIT" (for 2 other seconds) followed by "MEM-OK" to confirm that the new parameters have been memorised.

Any parameter change made is saved and remains in the memory also after a battery-off. If you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

Attention

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

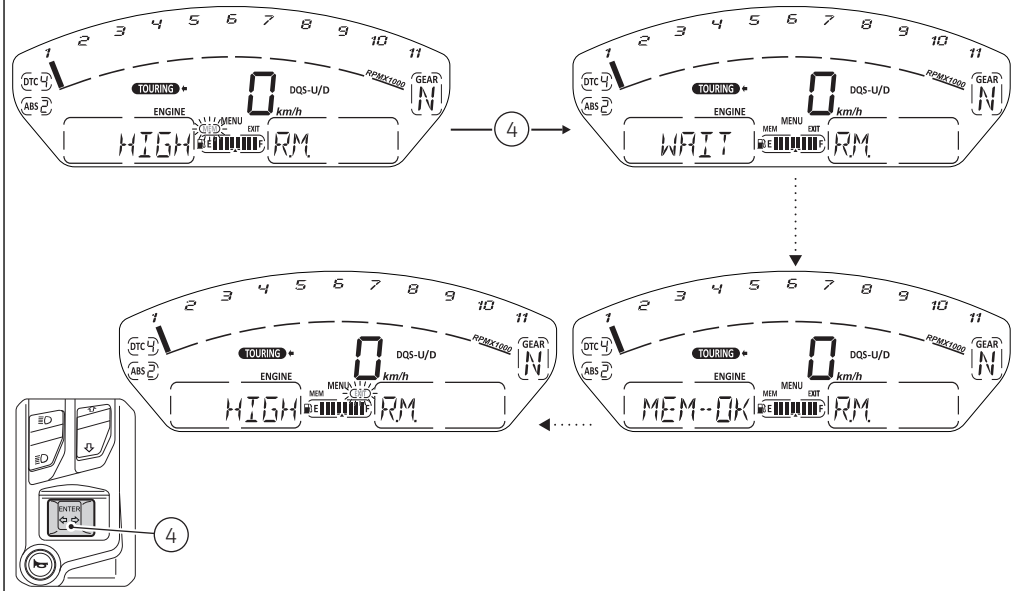

1 2 3 4 5 6 7 8 9 10 11
RPMX1000
DTC
ABS
TOURING
DQS-U/D
ENGINE
km/h
GEAR
N
MENU
MEM
EXIT
E
F
HIGH
WAIT
MEM--OK
RM
4
ENTER

Fig 68

Customizing the Riding Mode: engine adjustment

This function customises engine power associated with each riding mode.
Enter the SETTING MENU. Select the R.M. (Riding Mode) option by pressing button (1) or (2).
Once function is highlighted, press button (4). You open the R.M. Menu (Riding mode).
Select the desired riding mode (SPORT, TOURING, URBAN), by pressing button (1) or (2). After selecting the desired riding mode (arrow beside the flashing riding mode), press button (4).
You open the selected riding mode customisation Menu.
Select the parameter to be customised (ENGINE), by pressing button (1) or (2). Once the desired parameter is highlighted, press button (4).
When entering the function, the currently set engine power (HIGH, MED or LOW) starts flashing. Use buttons (1) and (2) to select the new desired engine power and press button (4) to confirm.

The value will become automatically steady and the message "EXIT" will be highlighted.
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous menu level and it will be possible to start the "Parameter storage" procedure.



Note

To save the new ENGINE parameter setting, follow the procedure "Storing Riding Mode settings" described in paragraph "Parameter storage". If the user quits the Riding Mode customisation menu without performing the storing procedure, the just-selected settings will be lost.

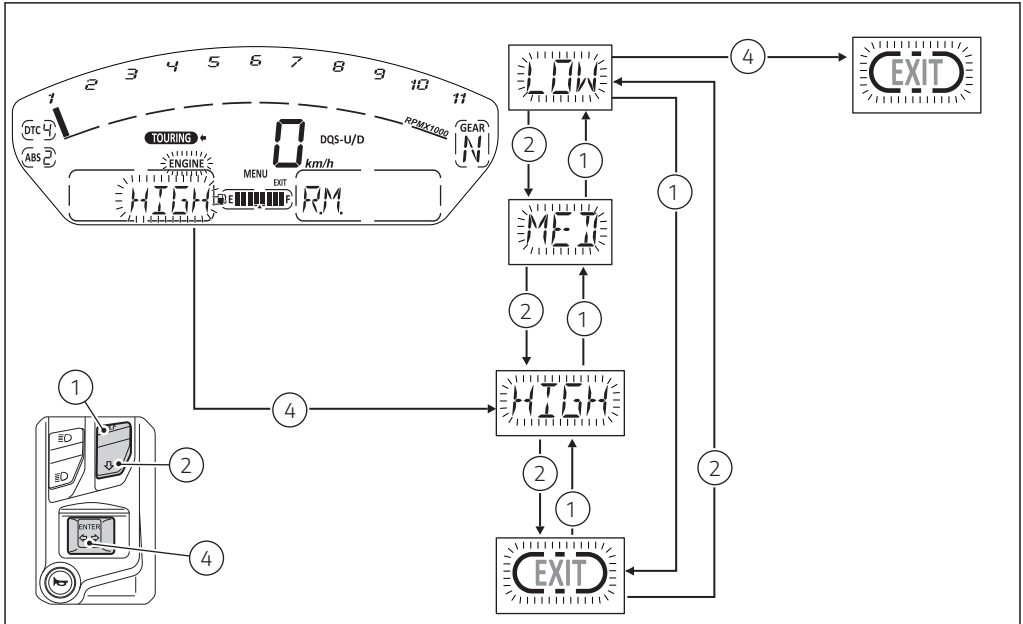

1 2 3 4 5 6 7 8 9 10 11
RPMX1000
DTC
ABS
TOURING
ENGINE
0
km/h
DQS-U/D
MENU
EXIT
GEAR
N
HIGH
RM
LOW
MED
HIGH
EXIT
EXIT
ENTER
1
2
4

Fig 69

Customizing the Riding Mode: setting the DTC level

This function disables or sets DTC level for the selected riding mode.
Enter the SETTING MENU. Select the R.M. (Riding mode) option by pressing button (1) or (2).
Once function is highlighted, press button (4).
You open the R.M. Menu (Riding mode). Select the desired riding mode (SPORT, TOURING, URBAN), by pressing button (1) or (2).
After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).
You open the selected riding mode customisation Menu.
Select the parameter to be customised (DTC), by pressing button (1) or (2).
Once the desired parameter is highlighted, press button (4).

When entering the function, the currently set DTC level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level (from 1 to 8) or the symbol " – " (that identifies the "OFF" status) and press button (4) to confirm.

The value will become automatically steady and the message "EXIT" will be highlighted.
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous menu level and it will be possible to start the "Parameter storage" procedure.

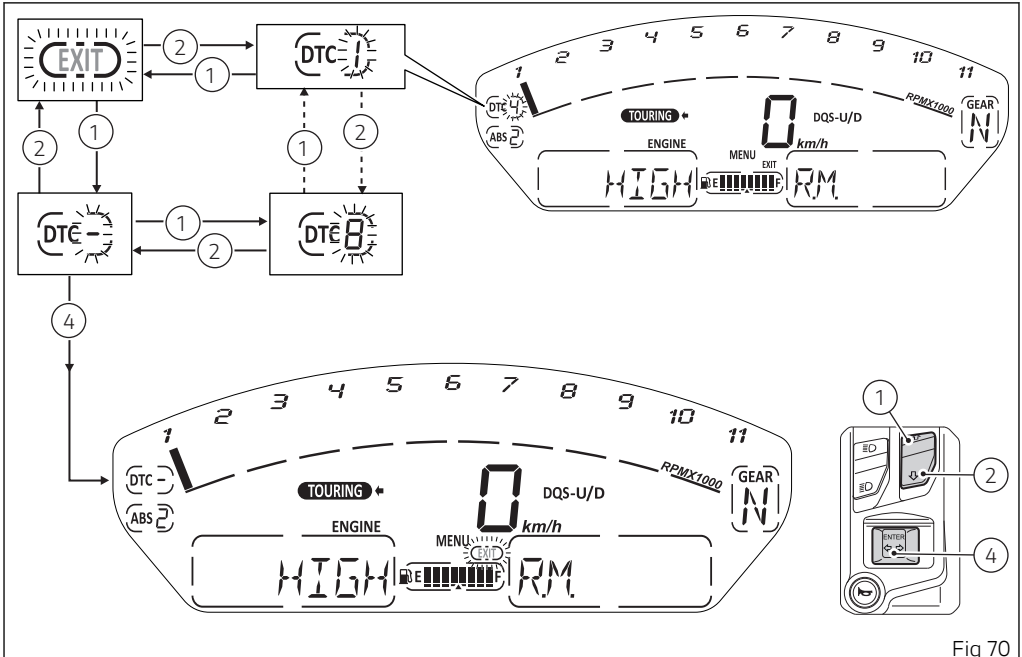

EXIT
DTC
DTC
DTC
DTC
1
2
3
4
5
6
7
8
9
10
11
RPMX1000
GEAR
N
TOURING
DQS-U/D
0
km/h
ENGINE
MENU
EXIT
HIGH
RM
ABS
ENTER

Fig 70

Note
To save the new DTC parameter setting, follow the procedure "Storing Riding Mode settings" described in paragraph "Parameter storage". If the user quits the Riding Mode customisation menu without performing the storing procedure, the just-selected settings will be lost.

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

Customizing the Riding Mode: ABS adjustment

This function disables or sets ABS level for the selected riding mode. You enter the Setting Menu. Select the R.M. (Riding mode) option by pressing button (1) or (2).
Once function is highlighted, press button (4).
You open the R.M. Menu (Riding mode). Select the desired riding mode (SPORT, TOURING, URBAN), by pressing button (1) or (2).
After selecting the desired riding mode (arrow beside the flashing riding mode), press button (4).
You open the selected riding mode customisation Menu. Select the parameter to be customised (ABS), by pressing button (1) or (2). Once the desired parameter is highlighted, press button (4).
When entering the function, the currently set ABS level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level (from 1 to 3) or the symbol " – " (that identifies the "OFF" status) and press button (4) to confirm.

The value will become automatically steady and the message "EXIT" will be highlighted.
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous menu level and it will be possible to start the "Parameter storage" procedure.



Note

To save the new ABS parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Parameter storage". If the user quits the Riding Mode customisation menu without performing the storing procedure, the just-selected settings will be lost.

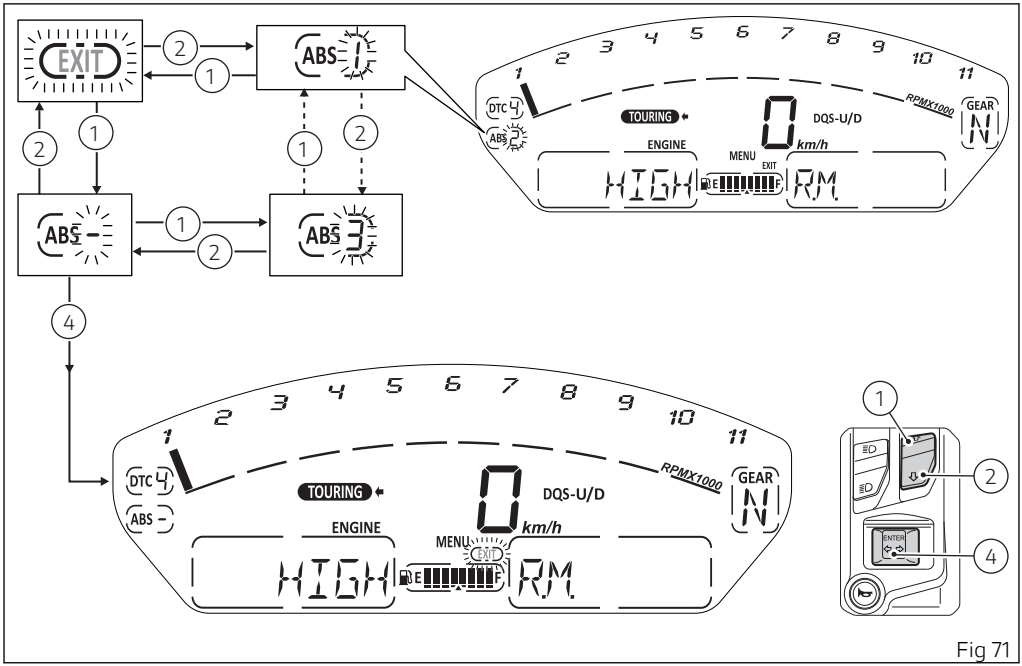

EXIT
ABS
DTC
TOURING
ENGINE
MENU
EXIT
DQS-U/D
km/h
RPMX1000
GEAR
N
HIGH
RM

Fig 71

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

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

Customising the Riding Mode: DQS enabling/disabling

This function disables or sets DQS level for the selected riding mode.
Enter the SETTING MENU. Select the R.M. (Riding mode) option by pressing button (1) or (2).
Once function is highlighted, press button (4).
You open the R.M. Menu (Riding mode). Select the desired riding mode (SPORT, TOURING, URBAN), by pressing button (1) or (2).
After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).
You open the selected riding mode customisation Menu.
Select the parameter to be customised (DQS), by pressing button (1) or (2).
Once the desired parameter is highlighted, press button (4).

When entering the function, the currently set DQS level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level among OFF, UP, UP-DW and press button (4) to confirm. The value will become automatically steady and the message "EXIT" will be highlighted.

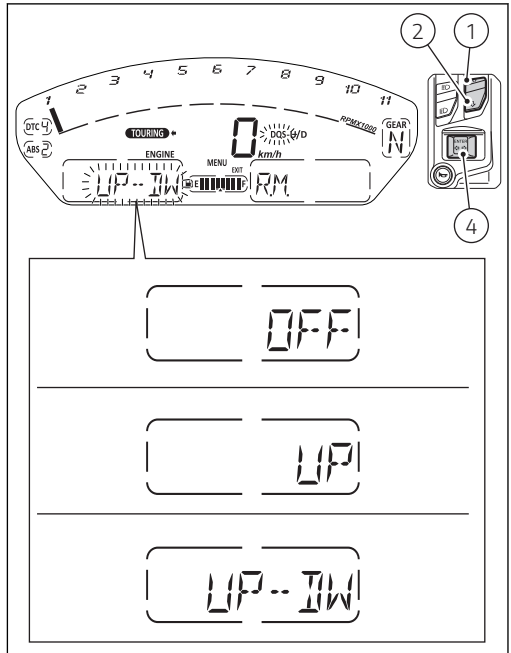


Fig 72

To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous menu level and it will be possible to start the "Parameter storage" procedure.

Customizing the Riding Mode: restoring default settings

This function allows restoring the default values set by Ducati for the parameters associated to a specific riding mode.
You enter the Setting Menu. Select the R.M. (Riding mode) option by pressing button (1) or (2).
Once function is highlighted, press button (4). You open the R.M. Menu (Riding mode).
Select the desired riding mode (SPORT, TOURING, URBAN), by pressing button (1) or (2). After selecting the desired riding mode (arrow beside the flashing riding mode), press button (4).
Select DEFAULT (DEFAULT box flashing) by pressing button (1) or (2). Once desired parameter is highlighted, keep button (4) pressed for 2 seconds.

After 2 seconds the arrow on the Riding Mode left side starts flashing and blinking dashes will be displayed instead of all parameters (ENGINE, DTC, ABS and DQS). Then the display shows "DF-OK" for 2 seconds to indicate that the default parameters have been restored. After 2 seconds, the "EXIT" box starts flashing; press button (4) to quit and go back to the Setting Menu.

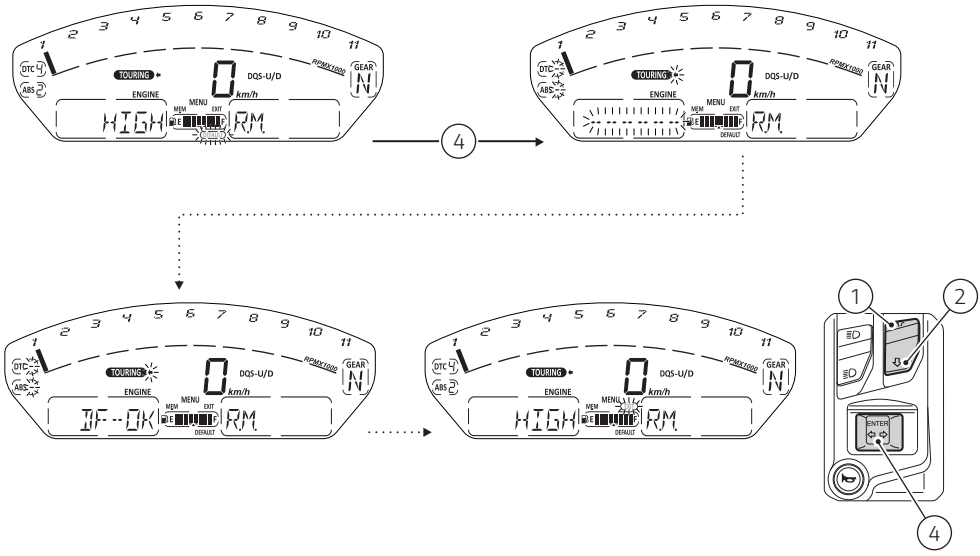

1
2
3
4
5
6
7
8
9
10
11
DTC
ABS
TOURING
ENGINE
MENU
MEM
EXIT
DEFAULT
DQS-U/D
km/h
RPMX1000
GEAR
N
HIGH
RM
OF--OK
ENTER

Fig 73

Customising Riding Mode: restore default settings (ALL DEFAULT)

This function allows restoring the default values set by Ducati for all the parameters associated to all riding modes.
To do this, you must enter the Setting Menu.
Select the R.M. (Riding mode) option by pressing button (1) or (2). Once function is highlighted, press button (4). You open the R.M. Menu (Riding mode).
Select the DEFAULT box by pressing button (1) or (2).
Once the desired indication is selected, press button (4) for 2 seconds.
After 2 seconds, the four arrows on the Riding Mode left side will flash (for 2 seconds); then the display will show "DF - OK" for 2 seconds to indicate that the default parameters have been restored.
After 2 seconds, the "EXIT" box starts flashing; press button (4) to quit and go back to the Setting Menu.

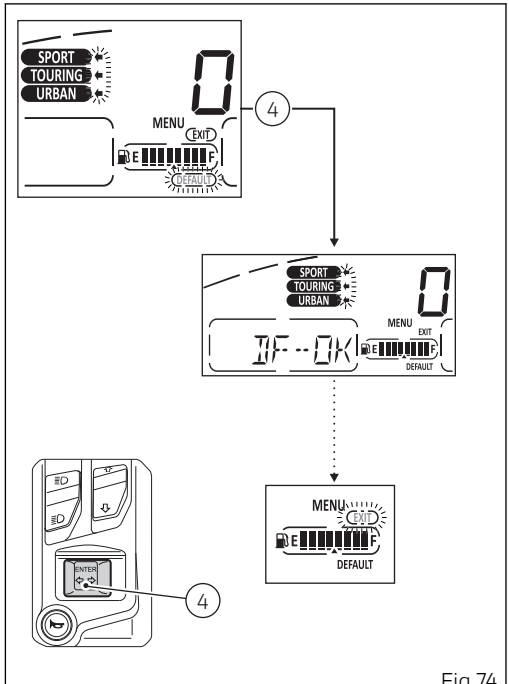


Fig 74

PIN CODE

This function allows the user to activate or modify the PIN CODE.
The PIN CODE is initially not present in the motorcycle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.
To activate this function, refer to "Activating the PIN CODE" procedure.
To change the PIN refer to "Changing the PIN CODE" procedure.
In order to temporarily start the motorcycle in case of malfunction, please refer to the Vehicle Overriding procedure page 197.

Attention

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

Activating the PIN CODE

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

Note

If upon accessing this function, the "O : " (Old) indication is displayed together with four flashing dashes "- - - -", a PIN code is already stored and the Function is already active.

When accessing the function, the display will show "N:" (new) followed by four flashing dashes "- - - -". To go back to the previous indication without activating a PIN CODE, press button (2); as soon as the "EXIT" box starts flashing, press button (4) again. Entering the code:

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

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

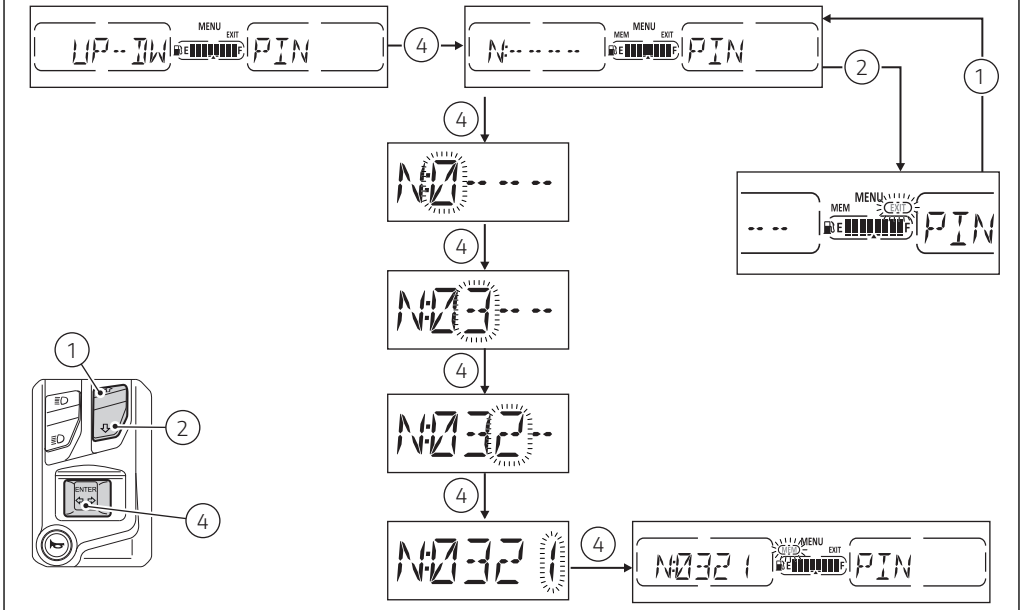


Fig 75

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the message "MEM" and the relevant box.
To memorise the entered PIN, keep button (4) pressed for 2 seconds.
If settings have been saved, the message "MEM" and the relevant box will be shown steady ON for 2 seconds, and then the "EXIT" box will start flashing.
Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE.
To quit, press button (4).

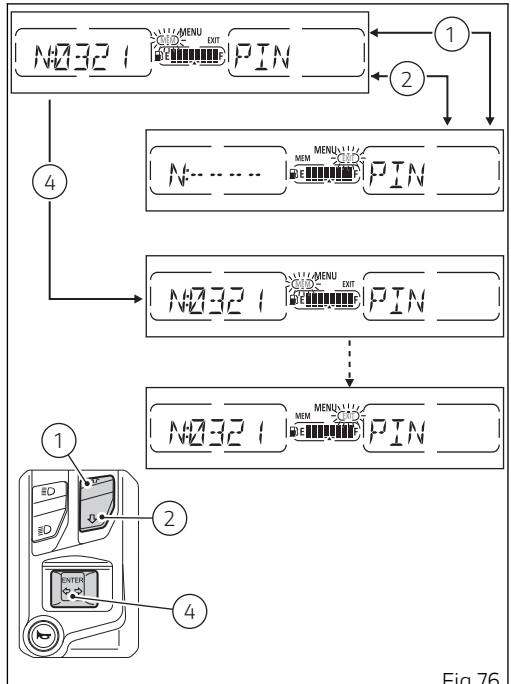


Fig 76

Changing the PIN CODE

To change the existing PIN CODE and activate a new one, you must open the Setting Menu.
Select "PIN" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

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

When accessing the function, the display will show "O: " (old) followed by four flashing dashes "- - - -".

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

To go back to the previous indication without modifying the PIN CODE, press button (2); as soon as the "EXIT" box starts flashing, press button (4) again.

Entering the "old" code:

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

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.
After pressing button (4) to confirm the fourth and last figure, the 4-digit code stops flashing.
Press button (4) for 2 seconds to check the entered PIN CODE. After 2 seconds:

- if the PIN CODE is correct (D), the instrument panel shows "OK" flashing for 2 seconds, followed by "N: " (new) and four flashing dashes "- - - -" relevant to the new PIN CODE;
- if the PIN CODE is not correct (E), the instrument panel shows "ERR." flashing for 2 seconds, followed by "ERROR".

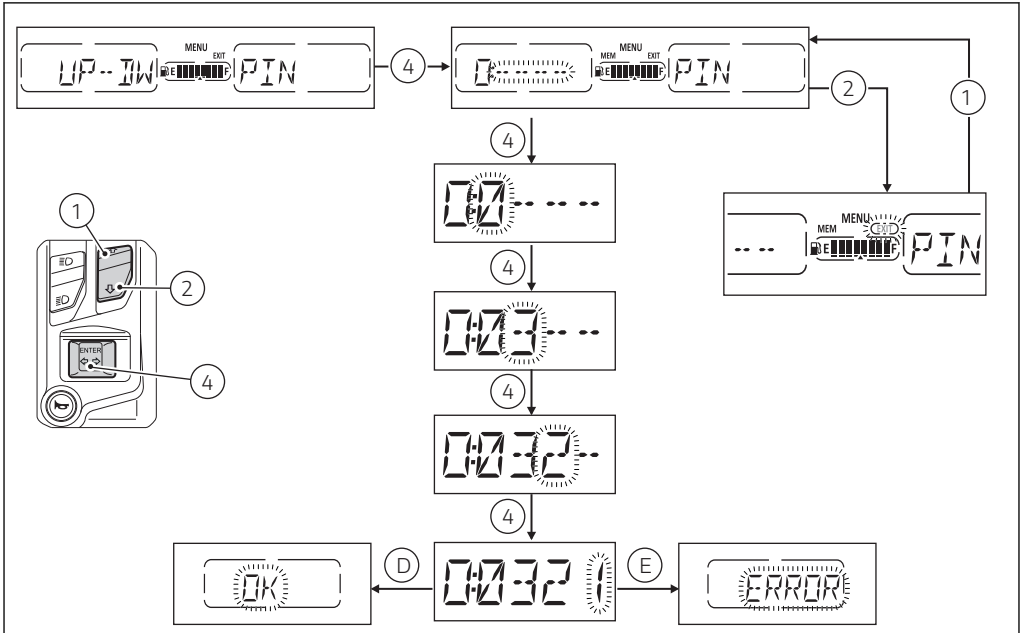


Fig 77

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

Entering the "new" code:

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

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

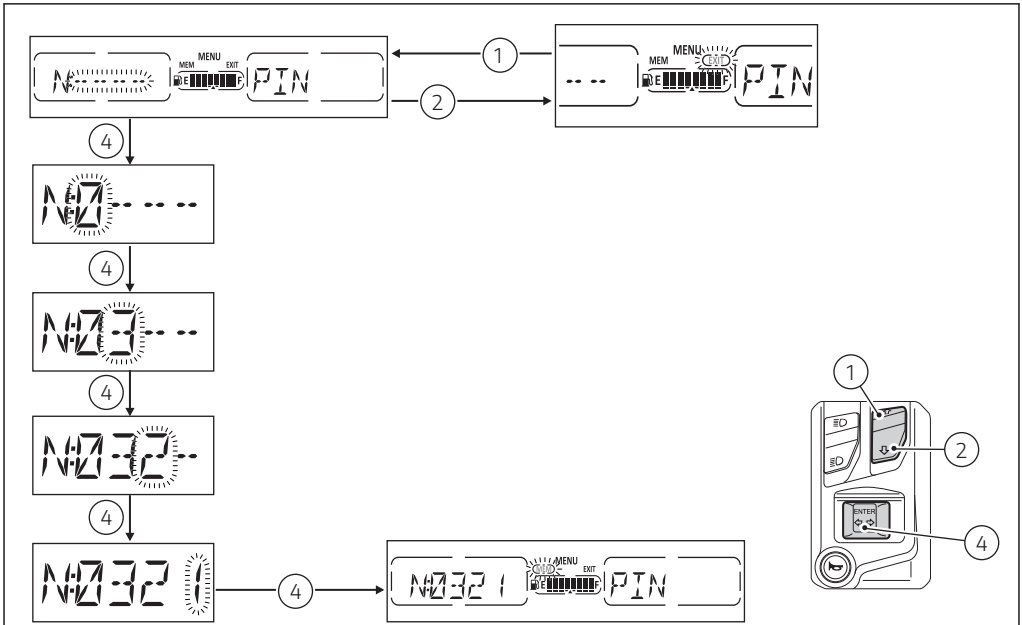


Fig 78

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the message "MEM" and the relevant box.
To save the new setting, hold button (4) for 2 seconds while the message "MEM" is highlighted.
If settings have been saved (D), the message "MEM" and the relevant box will be shown steady ON for 2 seconds, and then the "EXIT" box will start flashing.
If settings have not been saved, the instrument panel will highlight again the string of four dashes "- - - -" of the new PIN to allow the rider to try again and enter a new code.
To quit, press button (4).

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

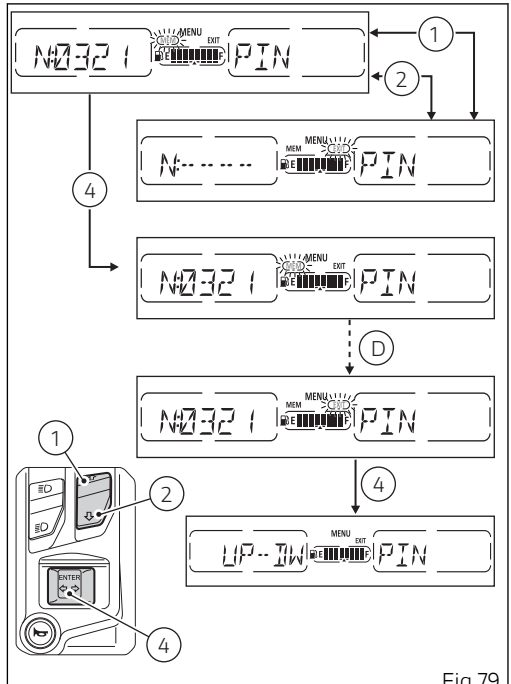


Fig 79

Backlighting setting

This function allows adjusting the backlighting intensity.
To set the backlighting enter the SETTING MENU, use buttons (1) and (2) to select "B.L." and press button (4) to confirm.
When accessing the function, the active mode flashes whereas the MENU and EXIT messages will be steady on.
Use buttons (1) and (2) to select the desired brightness level (HIGH, MEDIUM, LOW) and press button (4) to confirm.
Select HIGH to set the display backlighting maximum brightness - recommended in conditions of strong ambient light.
Select MEDIUM to set the display backlighting medium brightness (70%) - recommended in conditions of medium/low ambient light.
Select LOW to set the display backlighting minimum brightness (50%) - recommended in conditions of low ambient light and/or during the night.
To save the new setting, hold button (4) for 2 seconds while the message "MEM" is highlighted with flashing frame.
After saving, the display will show MEM-OK for 2 seconds; then, "EXIT" will be highlighted with flashing frame. To exit the menu and go back to previous page, press button (4).



Note

In the event of an interruption of the power supply from the Battery, when power is restored, at the next Key-On, the backlighting will always be set by default to maximum brightness.

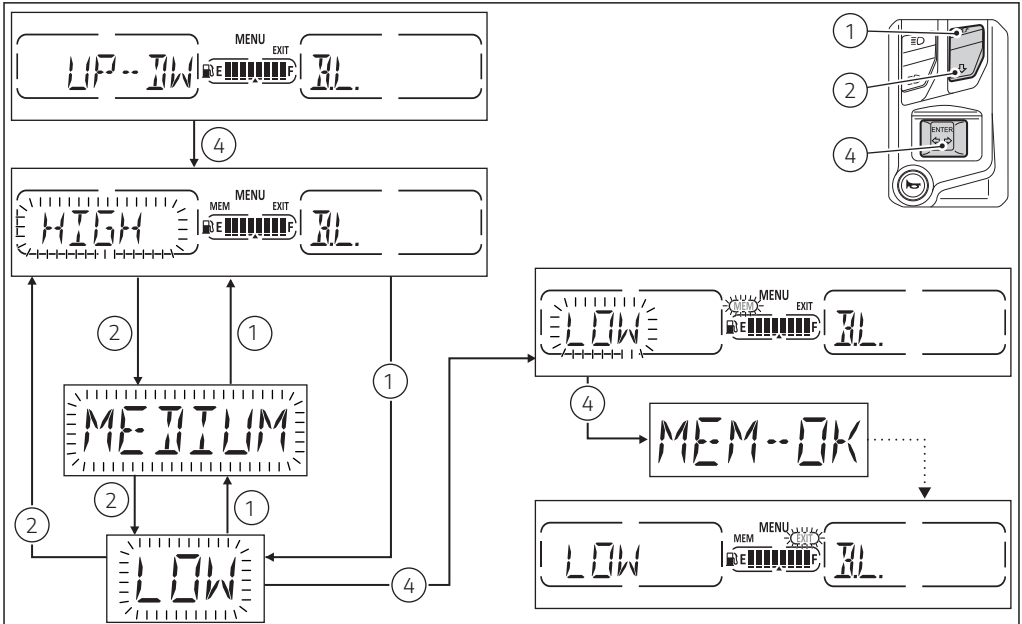

UP--DW
MENU
EXIT
BL.
4
HIGH
MEM
MENU
EXIT
BL.
2
1
1
MEDIUM
2
1
2
LOW
4
LOW
MEM
MENU
EXIT
BL.
4
MEM--OK
LOW
MEM
MENU
EXIT
BL.
1
2
4
ENTER

Fig 80

DRL light mode setting

This function, active only if the DRL is available, allows the user to choose the DRL status: AUTO or MANUAL.
To set the backlighting, enter the SETTING MENU, use buttons (1) and (2) to select "DRL" and press button (4) to confirm.

When accessing the function, the active mode flashes whereas the MENU and EXIT messages will be steady on.
With buttons (1) and (2) it is possible to select the AUTO or MANUAL level. To set the selected level, press button (4); then the display will show "EXIT" with flashing frame. To exit the menu and go back to previous page, press button (4).

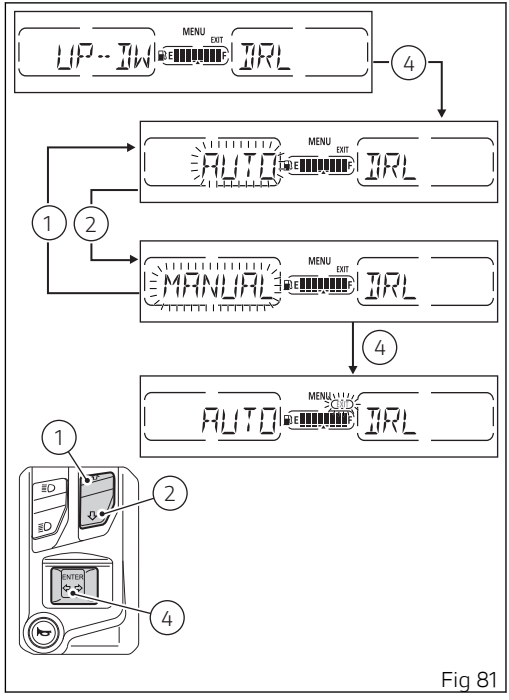


Fig 81

Clock setting

This function allows user to set or adjust the time.
You enter the Setting Menu. Select "CLK" option, by pressing button (1) or (2).
Once function is highlighted, press button (4). You open the "CLK" Menu.

It is possible to set the clock as follows:

- the "AM" indication starts flashing;
  - if you press button (2) the "PM" indication starts flashing;
  - press button (1) to go back to previous step.
- press button (4) to shift to hour setting, hours will start flashing;
  - each time you press button (2), the digit will increase by one hour. If you hold button (2) down, the number increases cyclically in steps of one hour every second (when the button is held depressed, the hours do not flash);
- pressing button (4) gives access to the minute setting mode; minutes start to flash;
  - each time you press button (2), the digit will increase by 1 minute. If you hold button (2) pressed, the count increases cyclically in steps of 1 minute every second;
  - if button (2) is kept pressed for more than 5 seconds, steps increase in steps of 1 every 100 ms (seconds will not flash while button (2) is pressed).

To confirm (store) the new set time press button (4).
The EXIT box starts flashing, press button (4) to go back to the setting menu.
To quit, press button (4).



Note

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

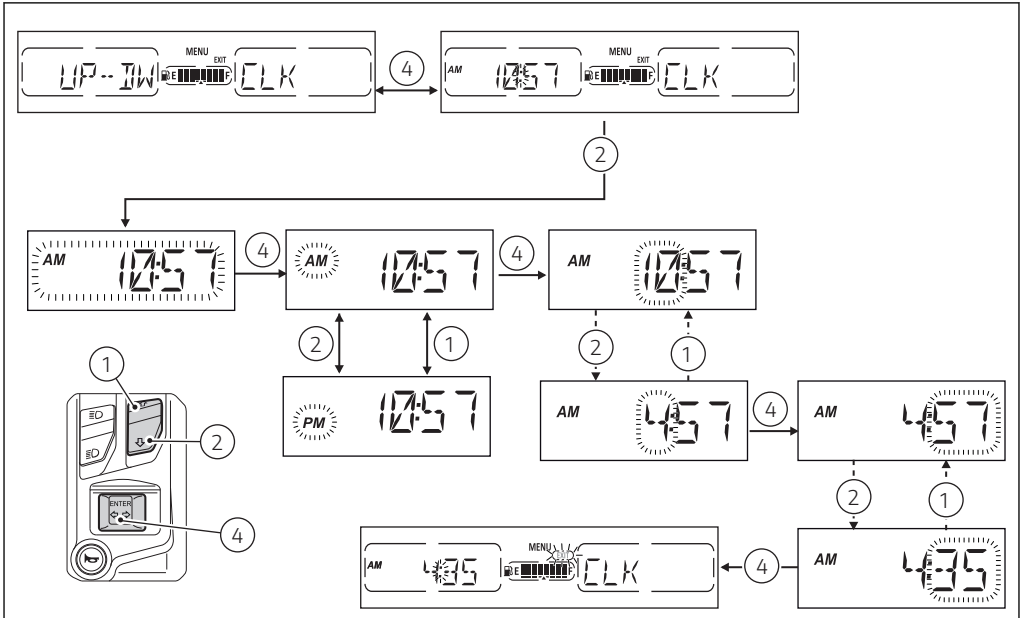


Fig 82

Date setting

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

Important

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

The displayed available settings are:
- Y: year
- M: month
- D: day

with the two-digit value next to each item.
When entering the function, the "Y" indication will flash.
To set and/or change the date, use buttons (1) and (2) to select the field to be modified (Y for year, M for month, D for day) and press button (4).
To go back to the previous page (setting menu), select EXIT and press button (4).

Year setting

Select "Y" option, by pressing button (1) or (2).
Once option is highlighted, press button (4).
Year two-digit value starts flashing.
Press button (1) to decrease year value by 1 unit: 99, 98, ... 00, 99.
Press button (2) to increase year value by 1 unit: 00, 01, ... 99, 00.
Once you reach the value to be set, press button (4) and the set year will stop flashing.

Month setting

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

Day setting

Select "D" option, by pressing button (1) or (2).
Once option is highlighted, press button (4).
Day two-digit value starts flashing.
Press button (1) to decrease day value by 1 unit: 31, 30, ... 01, 31.

Press button (2) to increase day value by 1 unit: 01, 02, ... 31, 01.
Once you reach the value to be set, press button (4) and the set day will stop flashing.

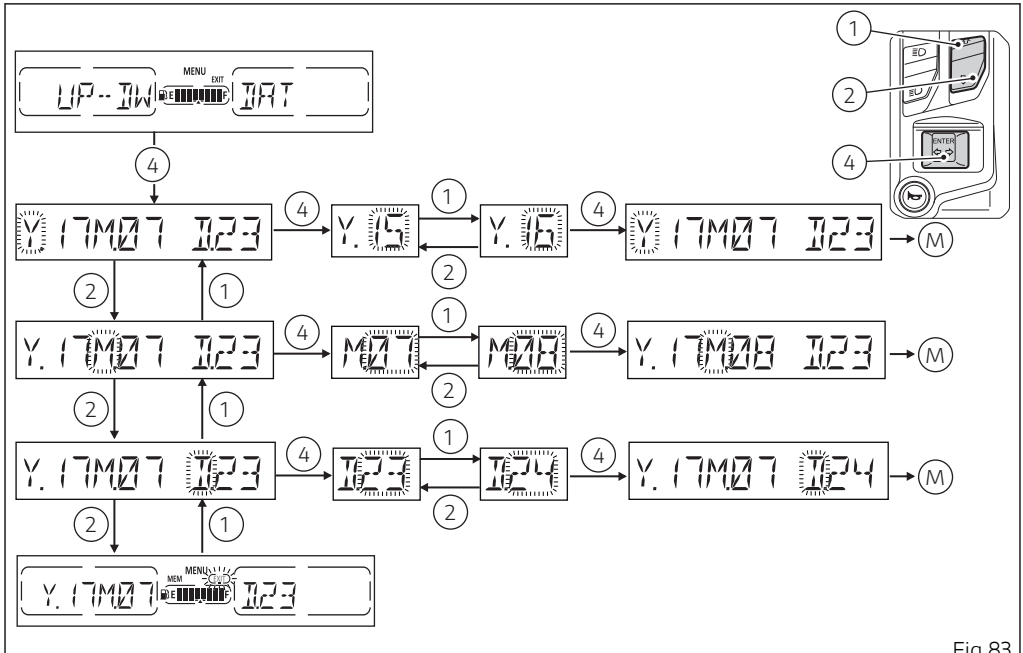

UP-DW
MENU
EXIT
DAT
Y.17M07 D23
Y.15
Y.16
M07
M08
D23
D24
MEM
ENTER
M

Fig 83

Storing the date

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

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

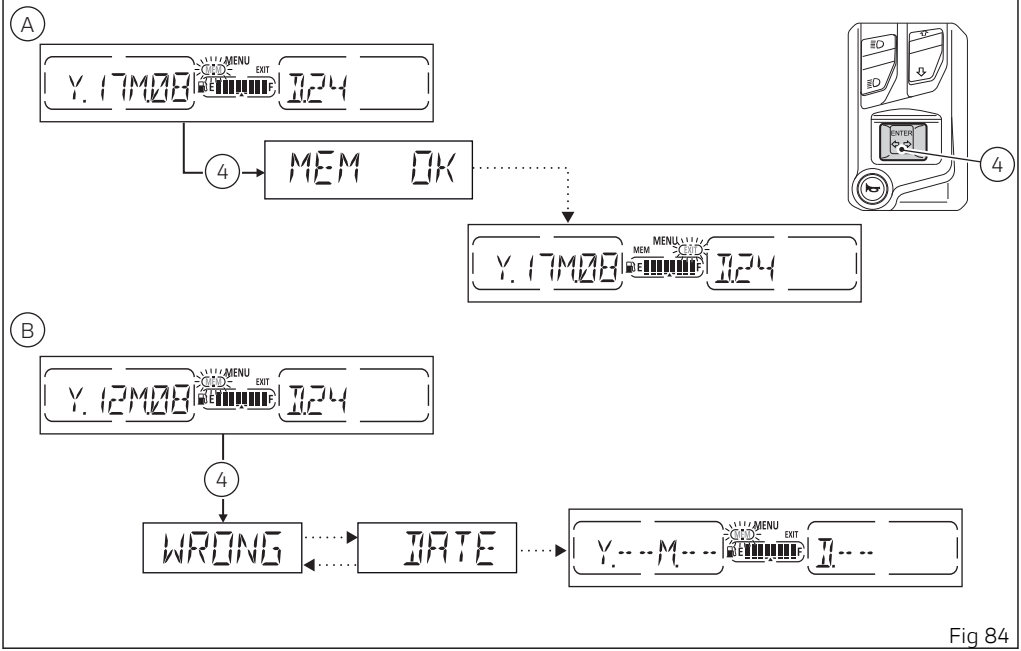

A
Y.17M08
MENU
EXIT
11.24
4
MEM OK
ENTER
4
Y.17M08
MEM
MENU
11.24
B
Y.12M08
MENU
EXIT
11.24
4
WRONG
DATE
Y.--M--
MENU
EXIT
11.--

Fig 84

Service information

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

- Desmo Service: indicates the km (or mile) count-down to the next DESMO SERVICE: it is displayed when the Desmo Service symbol (A) flashes;
- Oil Service: indicates the km (or mile) count-down to the next OIL SERVICE: it is displayed when the Oil Service symbol (B) flashes;
- Annual Service: indicates the ANNUAL SERVICE expiration date: it is displayed when the symbol DATE (C) flashes.

When accessing the menu, the word SERVICE is steady on, the Desmo Service symbol (A) flashes and the km (or miles) count-down to the next DESMO SERVICE is displayed.
By pressing button (1) or (2), the Oil Service symbol (B) starts flashing: the display shows the km (or miles) count-down to the next OIL SERVICE.

By pressing button (1) again or button (2) the display shows the symbol DATE (C) flashing: the ANNUAL SERVICE expiration date is displayed.

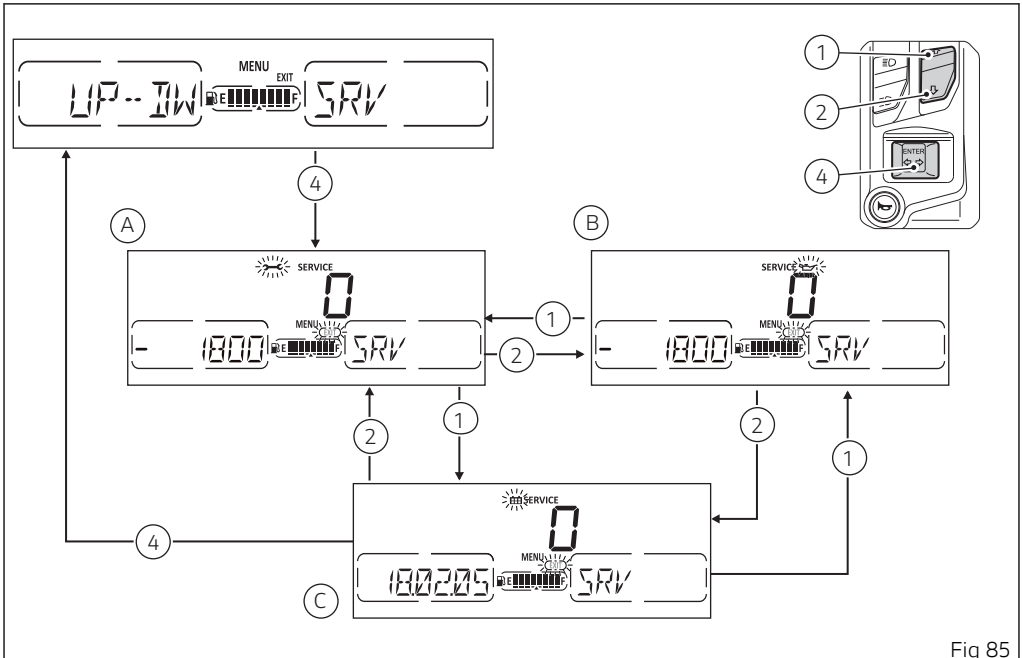


Fig 85

LAP

The LAP function can be enabled and disabled by the user through the SETTING MENU, in the LAP page. When activating this function, the instrument panel displays the stopped timer (0’ 00’’ 00) in MENU 1 on the main screen.

Note

When the LAP function is active, the FLASH button takes on the dual function of high beam "FLASH" and LAP timer start / stop (new lap start indication).

Enabling / disabling Lap recording

To enable / disable the Lap recording function, gain access to the SETTING MENU, use buttons (1) and (2) to select the LAP option and press button (4). When entering the function, the currently set LAP function status will be displayed. Press buttons (1) and (2) to select the new desired status (flashing) and press button (4) to confirm. The set status value will be updated and the message will return steady. To exit the menu and go back to the previous page, select "EXIT" and press button (4).
When the LAP function is disabled its status is OFF, otherwise it is ON; if you select DATA, the instrument panel shows the memorised Laps (A) whereas if you select ERASE you can erase all memorised Laps (B).

Note
Upon Key-OFF, the "LAP" function status is saved to restore it upon next Key-ON.

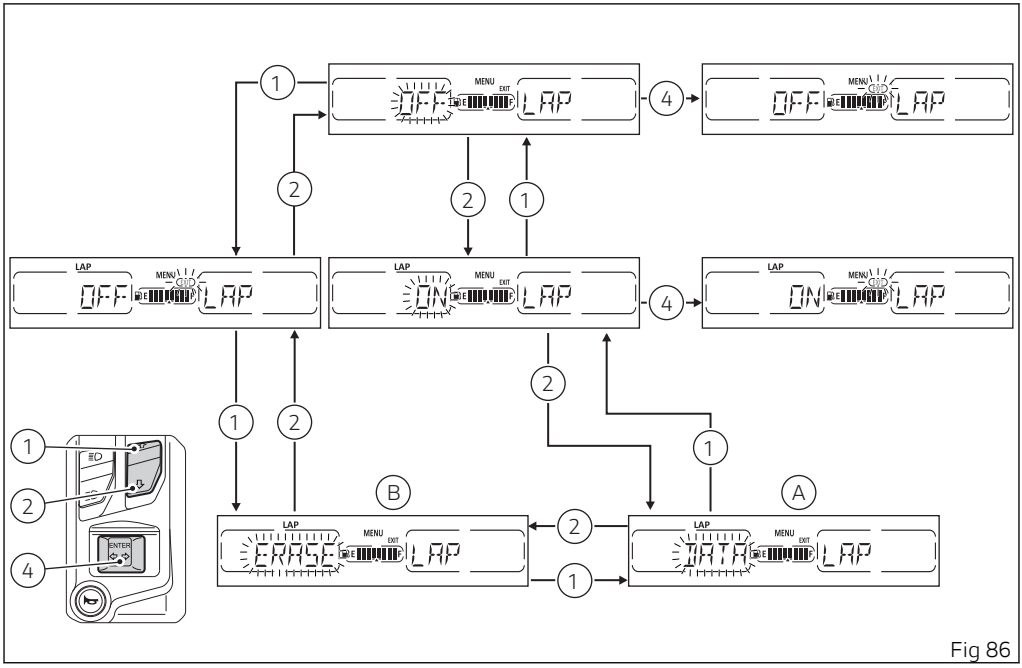


Fig 86

The LAPs previously stored using the "LAP Recording" function in the Menu can be viewed on the display.
The information displayed is lap time, maximum rpm and top speed. Saved LAPs can also be deleted.

Displaying the stored Laps

To view the stored LAPs, you must enter the SETTING MENU.
Select "LAP" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
Press buttons (1) and (2) to select "DATA" (flashing) and press button (4) to confirm.
When you enter the function, the following is displayed:

- the LAP number followed by letter "N" (e.g.: 01.N);
- the recorded lap time;
- the top speed recorded during the lap;
- the RPM value recorded during the lap.

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

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

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

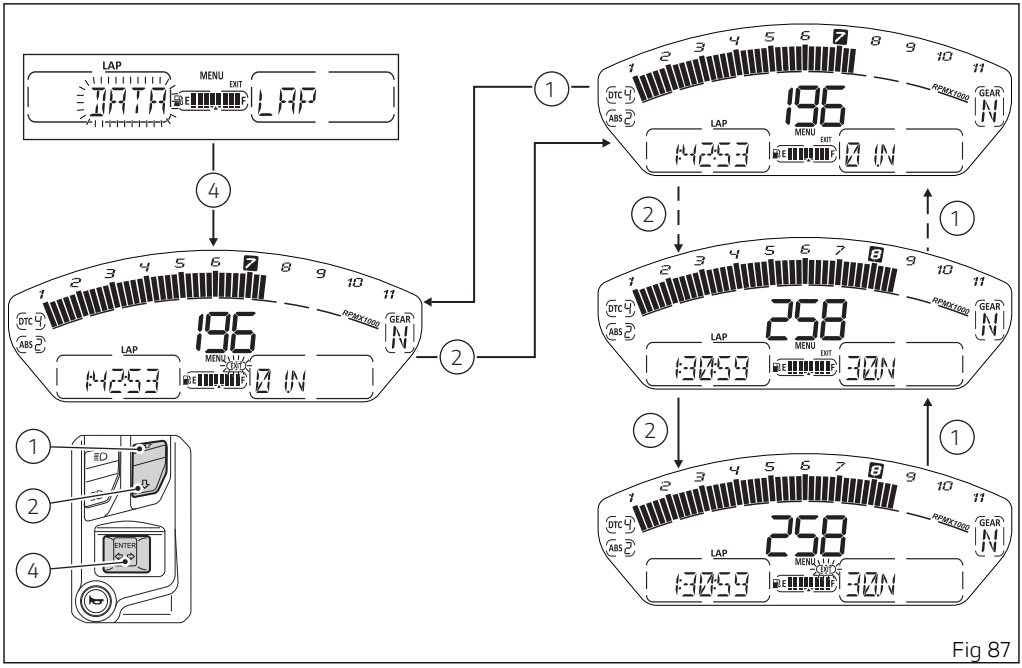

LAP
MENU
EXIT
DATA
LAP
4
1
2
196
LAP
MENU
EXIT
4:25.3
0 IN
GEAR
N
RPMX1000
DTC
ABS
258
4:30.59
30N
ENTER

Fig 87

Erasing stored Laps

To erase the stored LAPs, you must enter the SETTING MENU.
Select "LAP" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
Press buttons (1) and (2) to select "ERASE" (flashing) and keep button (4) pressed for 2 seconds to confirm.
After 2 seconds, the instrument panel display shows:

- "WAIT" for 2 seconds;
- OK for 2 seconds to inform about the result of the deletion process.

Deletion is one single command that erases all stored laps.
When the erasing procedure is completed the instrument panel shows "EXIT".

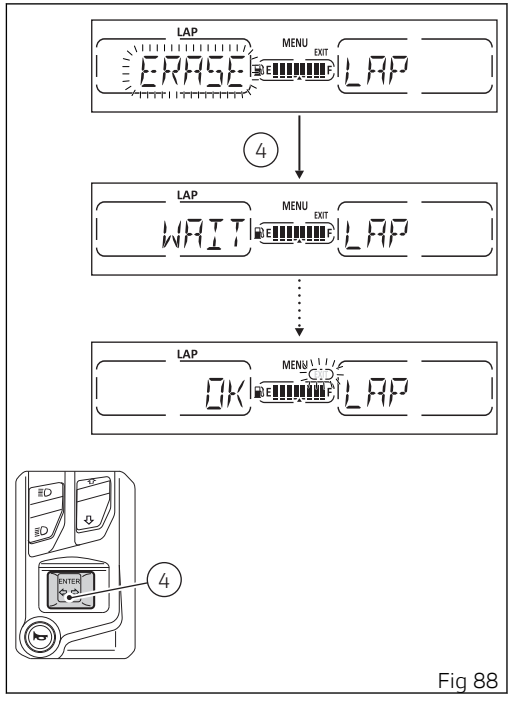


Fig 88

Setting the units of measurement

This function allows changing the units of measurement of the displayed values.
To manually set the units of measurement, you must enter the SETTING MENU.
Select "UNT" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, use buttons (1) and (2) to select the parameter for which you want to set a new unit of measurement or to restore the default settings:

- SPEED;
- temperature (TEMP.);
- fuel consumption (CONS.).

Besides the settings that can be modified, it is possible to select the "DEFAULT" box to restore the default units of measurement.

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

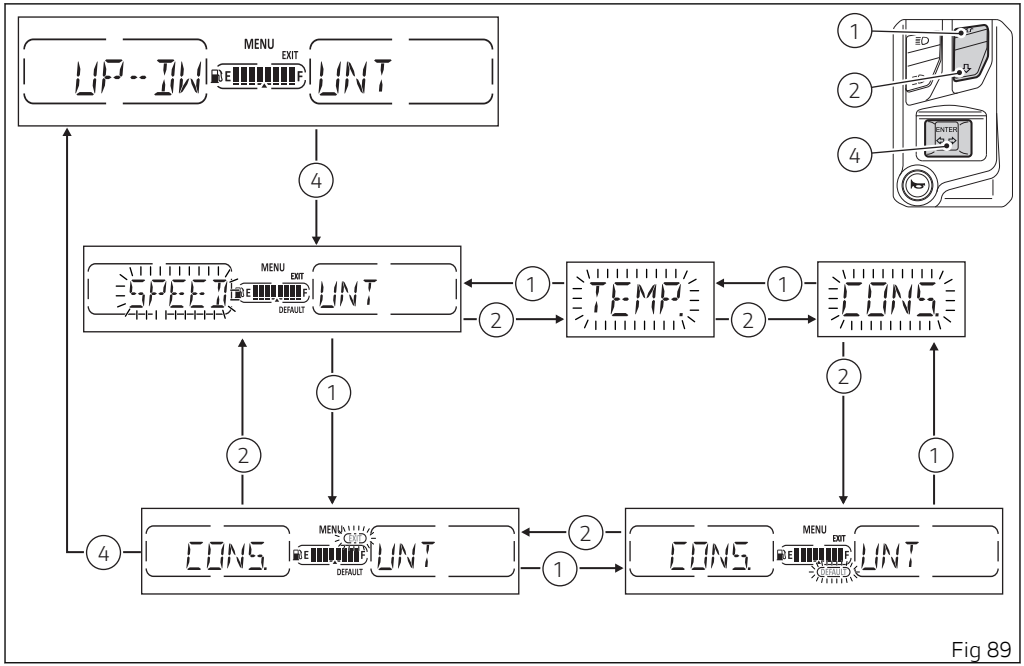

UP-- DW
MENU
EXIT
UNT
4
SPEED
MENU
EXIT
DEFAULT
UNT
1
2
TEMP
1
2
CONS
2
1
1
2
CONS
MENU
DEFAULT
UNT
4
2
1
CONS
MENU
EXIT
DEFAULT
UNT
1
2
4
ENTER

Fig 89

Setting the units of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).

You open the "UNT" menu, as described on the previous pages.

Select "SPEED" option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the "SPEED" menu.

When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady ON: km/h, mph.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item. Select the required unit of measurement and then press button (4) to confirm the selected unit; then the selected unit of measurement is saved in the instrument panel and the SPEED indication starts flashing again.

Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window.

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

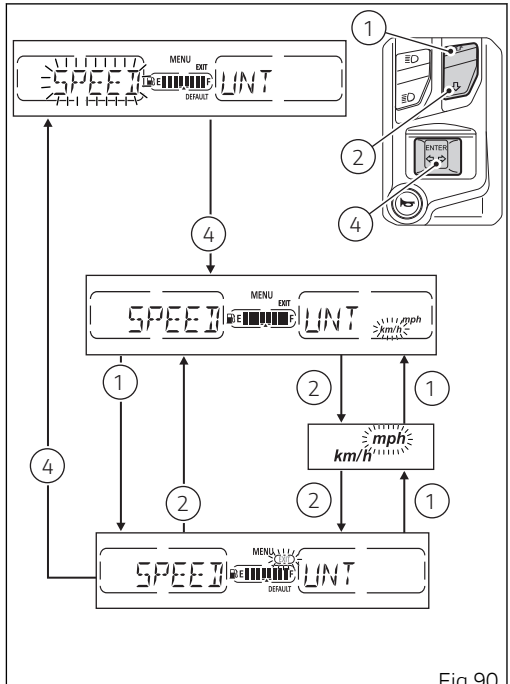


Fig 90

- Motorcycle speed and Average speed (km/h or mph);
- Odometer, Trip1, Trip2 and Range (km or mi).

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
You open the "UNT" menu, as described on the previous pages.
Select "TEMP." option, by pressing button (1) or (2).
Once function is highlighted, press button (4).
You open the "TEMP." menu. When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady ON: °C, °F.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item. Select the required unit of measurement and then press button (4) to confirm the selected unit; then the selected unit of measurement is saved in the instrument panel and the TEMPERATURE indication starts flashing again.
Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window.
The selected unit of measurement will be used by the instrument panel for the following indications:

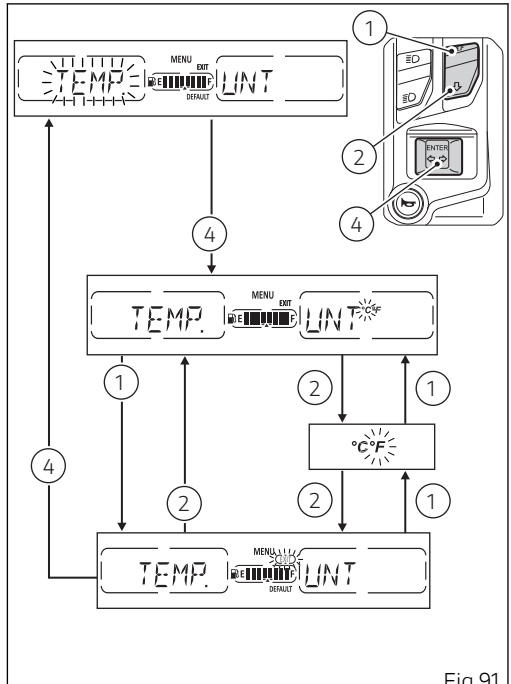


Fig 91

- Engine coolant temperature and ambient air temperature.

Setting the units of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.
You open the "UNT" menu, as described on the previous pages.
Select "CONS." option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the "CONS." menu.
When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady ON: L / 100km, km / L, mpg (UK), mpg (USA).

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item.
Select the required unit of measurement and then press button (4) to confirm the selected unit; then the selected unit of measurement is saved in the instrument panel and the "CONS." indication starts flashing again.
Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window.

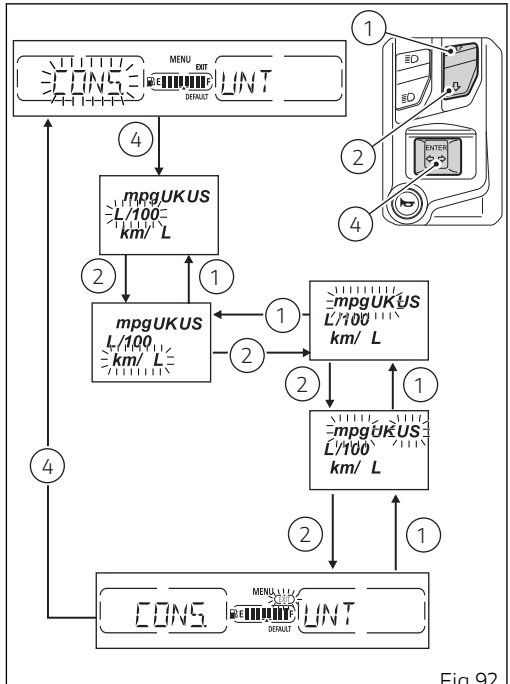


Fig 92

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

- Instantaneous fuel consumption and Average fuel consumption.

Setting the units of measurement: Reset to automatic settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel.
You open the "UNT" menu, as described on the previous pages. Select "DEFAULT" option, by pressing button (1) or (2).
Once function is highlighted, press button (4) for 2 seconds. The display shows WAIT for two seconds; then the "DF-OK" message indicates that the units of measurement have been restored.
To exit the menu and go back to previous page, select EXIT and press button (4).

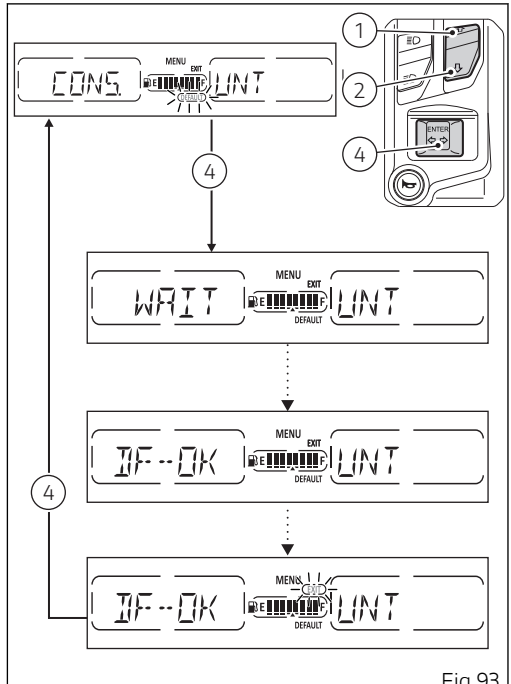


Fig 93

Battery voltage

This function allows you to check the motorcycle battery voltage. You enter the Setting Menu. Select "BAT." option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

The information will be displayed as follows:

- if battery voltage is below 11.0 V, a flashing the message "LOW" is displayed;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed flashing;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steady;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed flashing;
- if battery voltage is above 16.1 V, a flashing message "HIGH" is displayed.

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

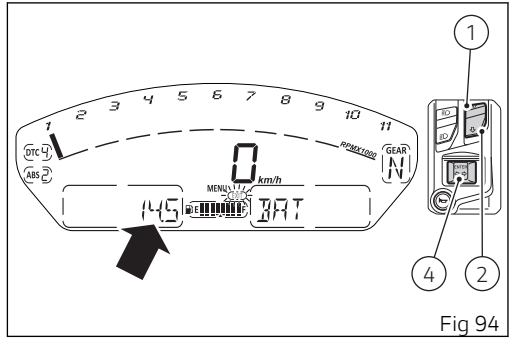


Fig 94

Engine rpm digital indication (RPM)

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

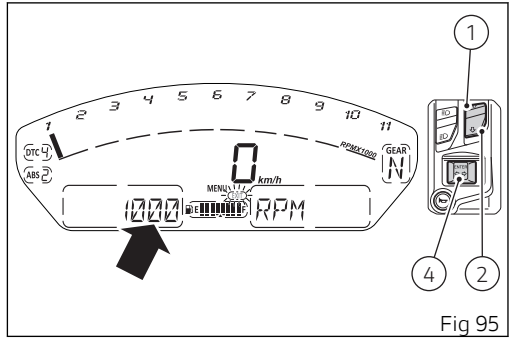


Fig 95

Tire Setting

If owners install different tyres than original equipment ones and yet belonging to the classes specified by Ducati, this function allows them to recalibrate the system. It also allows system correct recalibration of all controls in case the owner changed front and rear sprocket ratio, so that all motorcycle control systems can consider these changes / variants and adapt their processing parameters accordingly.
From the Setting Menu, it is possible to start the teach-in procedure of the new rolling circumference and new final drive ratio or restore the default settings as established by Ducati for original equipment outfit: Pirelli Diablo Rosso III, front 120/70 - 17, rear 180/55 - 17.
To do this, you must enter the Setting Menu. Select "TSU" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
You open the TIRE SET-UP Menu.

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

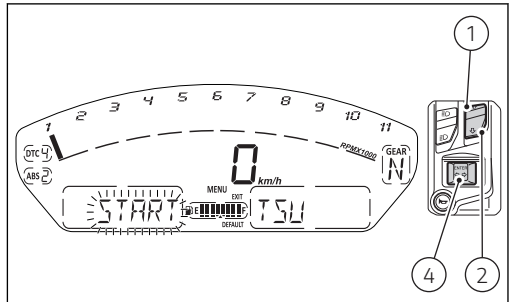


Fig 96

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

Teach-in procedure

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.

To start the learning procedure, select "START" (flashing) by means of buttons (1) or (2) and then button (4) for 2 seconds.

The display shows the rev counter scale, the current speed, the engaged gear, "TSU" and the word "READY" flashing.

Then, the display shows alternatively the speed range and the gear to be maintained to allow the instrument panel to complete the teach-in process.

When the rider complies with the required conditions of vehicle speed and gear displayed, the instrument panel starts the system calibration.

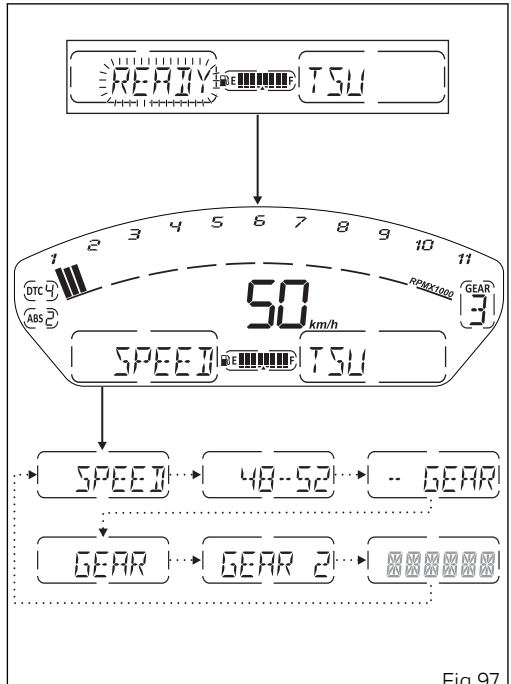


Fig 97

If the teach-in procedure is completed correctly, the instrument panel shows "ENDED" (A) followed by the previous screen after a few seconds.

The rider can abort the procedure during the READY stage by pressing button (1) for 2 seconds. In this case the instrument panel shows "ABORT" (B) followed by the previous screen after a few seconds.

If, on the other hand, an error or malfunction occurs during the teach-in procedure , the instrument panel shows "FAILED" (C) followed by the previous screen after a few seconds.

The values shown in the pictures as required speed range and gear are just an example and shall not be considered as binding or corresponding to the ones actually set for the vehicle.

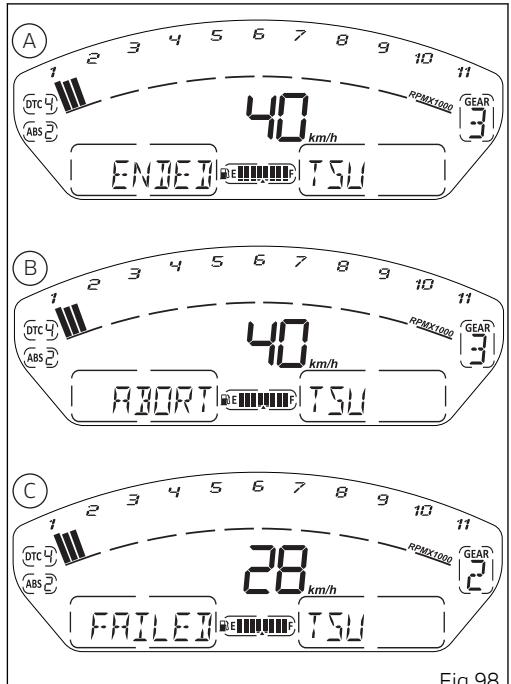


Fig 98

Restoring default settings

To reset the default settings, use button (1) or (2) to select "DEFAULT" (flashing frame) and press CONFIRM MENU (4) for 2 seconds.
Then, the display shows "WAIT.." and after a while "OK" for 2 seconds, then followed by the previous screen.

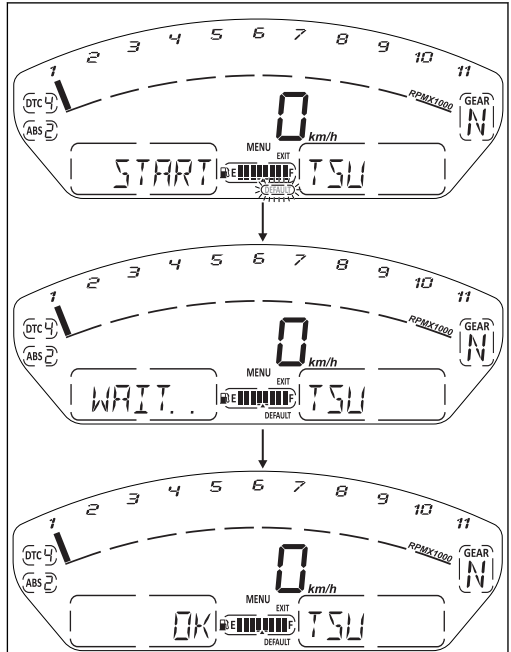


Fig 99

Bluetooth device setting

This function can be activated only if the Ducati Multimedia System (DMS) and the Bluetooth control unit are available: for this model the Bluetooth control unit can be purchased at a Ducati Dealer or Authorised Service Centre.
This function allows pairing and/or deleting any paired Bluetooth devices.
To do this, you must enter the Setting Menu.
Select "B.T." option, byf pressing button (1) or (2).
Once function is selected, press button (4).
You enter the "BLUETOOTH" menu, which is active only if the Bluetooth function is active.
The BLUETOOTH menu is not available if the player is active or when there is an incoming call, a call is in progress or during recall.

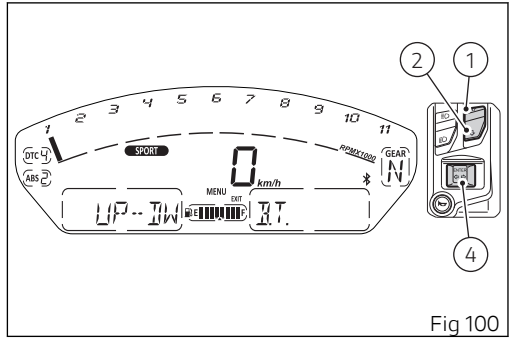


Fig 100

To carry out the pairing procedure, refer to "Pairing of a new device".
To delete any paired devices, refer to "Deleting a paired device".
Following is the information contained in the Bluetooth Setting Menu:

- number of paired devices (from 0 to 5);
- number of devices detected during the pairing phase (from 0 to 20);
- Label Paring, Exit, Setting Menu;
- name of the first paired device, if available (in Menu 1);
- Icon of the type of paired device shown in that moment;
- "DEL" indication (delete) in Menu 2, used to delete the device.

To quit the Bluetooth Setting Menu, use buttons (1) and (2) to select EXIT and then press button (4).

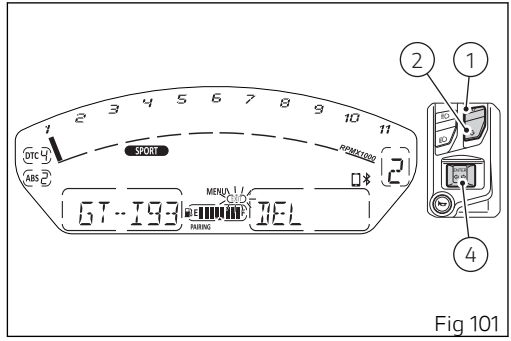


Fig 101

Pairing of a new device

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

Attention

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

Attention

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

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

Attention

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

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

When opening the BLUETOOTH menu for the first time, the first label highlighted by default will be "PAIRING".
The Pairing function is activated by pressing button (4): this runs a search for all Bluetooth devices present within a certain range. Therefore, the "WAIT.." indication is displayed in Menu 1. During the search, besides the "WAIT.." indication in Menu 1 also two flashing dashes are displayed.
The pairing ends automatically when devices are detected within the range.
During the pairing it is possible to use only the EXIT: to quit the pairing in progress, use buttons (1) and (2) to select EXIT and press button (4).

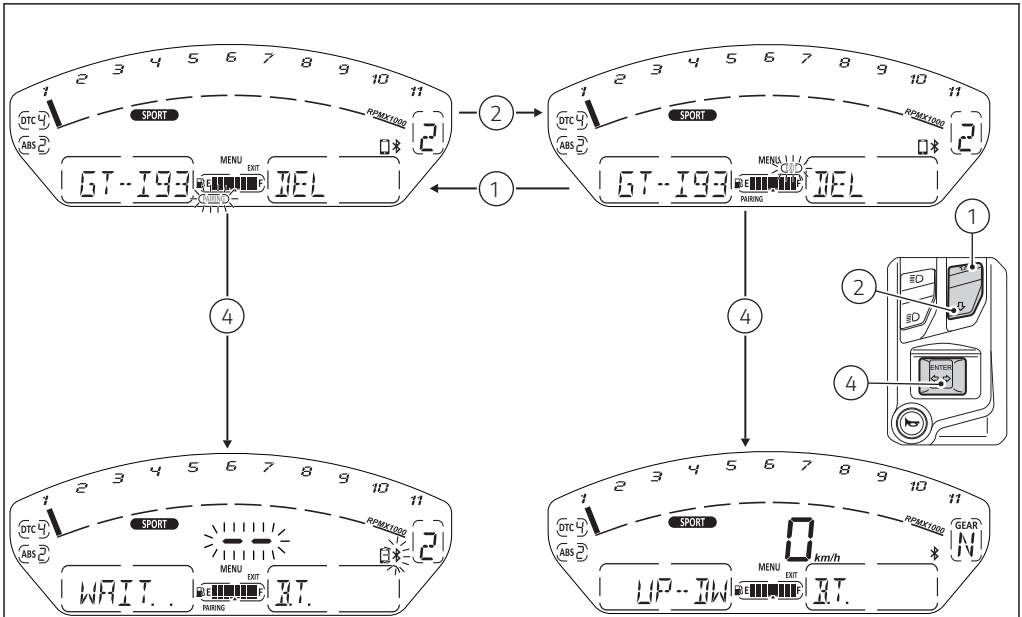

1
2
3
4
5
6
7
8
9
10
11
RPMX1000
SPORT
DTC
ABS
MENU
EXIT
PARING
GT-193
DEL
WAIT..
BT.
UP-DW
0
km/h
GEAR
N
ENTER

Fig 102

At the end of the pairing, the number of the detected devices is displayed.
If the Pairing fails (A), the "PAIR" indication is displayed in Menu 1 and "OFF" in Menu 2. Now you can only quit the BLUETOOTH Setting Menu, and then go back in to run a new Pairing procedure.
If Pairing is successful (B), as soon as Bluetooth devices are detected, their name is displayed in a list: up to 20 devices can be displayed.

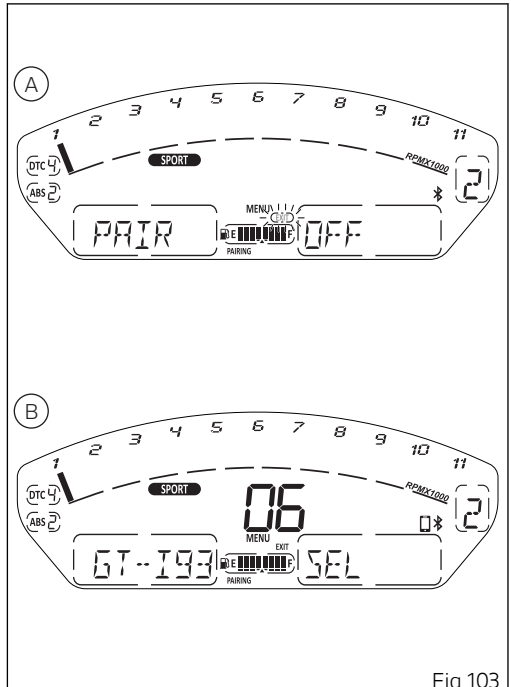


Fig 103

The list of devices found within the range during the Pairing stage does not include already paired devices, even if their Bluetooth connection is ON.
The name of the device is scrolled on the display.
To pass from one device to the other, press buttons (1) and (2).
Once the desired device is selected, press button (4) to confirm it: Menu 2 will show "SEL" flashing.
In this condition, it is possible to use buttons (1) and (2) to select the SEL or EXIT function:

- if you select SEL and press button (4), the indication will remain steady ON in Menu 2 whereas Menu 1 will show the first six characters of the selected device. Then, the selected device will be paired.
- If you select EXIT and press button (4), you quit the Pairing function and go back to the main setting menu.

If two or more Bluetooth devices have the same name, the list of devices detected will include two or more labels with the same name.
If one of the devices detected has no name, it is not included in the list of devices detected.

It is possible to pair up to:

- two Smartphones;
- one rider helmet;
- one passenger helmet;
- one navigator.

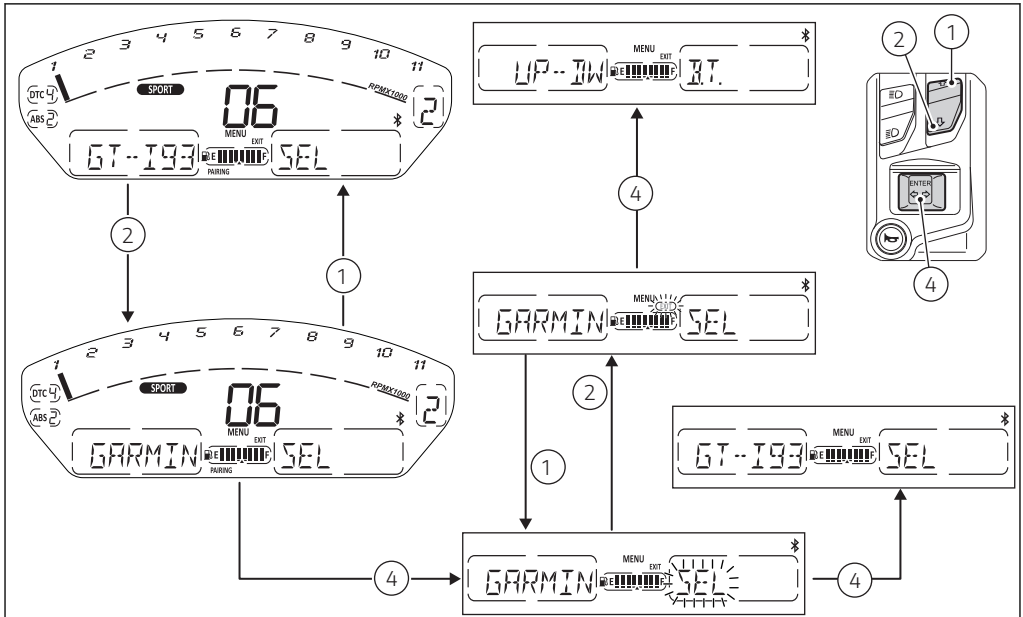

SPORT
06
MENU
EXIT
PAIRING
SEL
GARMIN
GT-I93
UP-DW
BT.
ENTER
1
2
4

Fig 104

If at least 5 devices have already been paired and the user attempts to run the Pairing, the following message will be displayed: "MAX 5" in Menu 1 and "DEV" in Menu 2 for 3 seconds (flashing).
After 3 seconds, Menu 1 will show the name of the first paired device and Menu 2 will show DEL to allow deleting it: for the deletion procedure of one or more devices, refer to paragraph "Deleting associated devices".
To quit the Bluetooth Setting Menu select "EXIT" and press button (4).

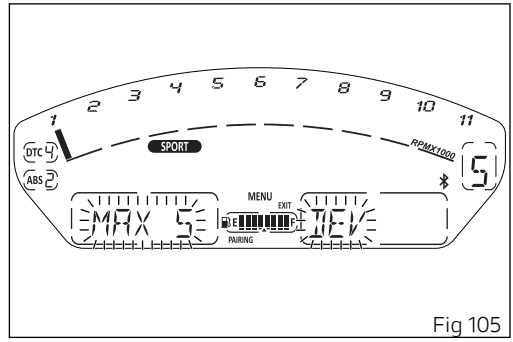


Fig 105

When device is selected, the user must indicate the type of connected using buttons (1), (2) and then button (4) to confirm. Types of devices can be:

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

If necessary, to interrupt the pairing select EXIT and press button (4). This allows quitting the pairing procedure and going back to the Bluetooth Setting Menu main page.
If, on the other hand, you confirm a device pairing, the number of paired devices will be updated (from 0 to 5).
Pairing deactivation takes place when quitting the Bluetooth Setting Menu or when no more Bluetooth devices are present.

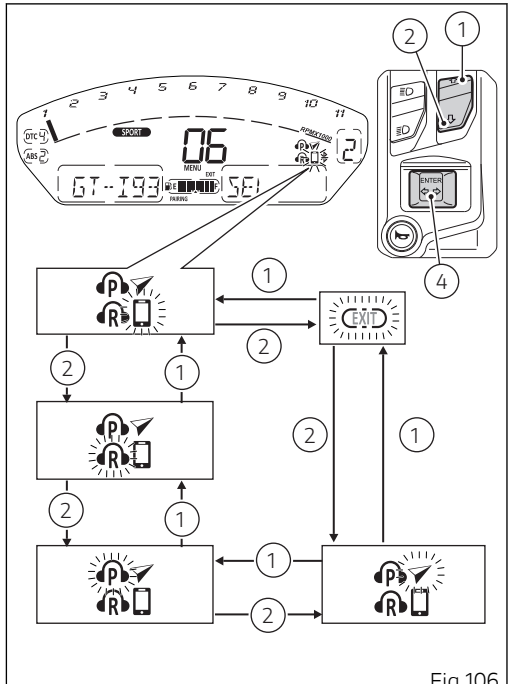


Fig 106

To pair a Smartphone, the pairing procedure with the Bluetooth control unit requires user to enter a code (0000), which is only necessary the first time the device is paired with the Bluetooth control unit.
In this case, the Instrument panel displays the PIN to be entered: "0000" in Menu 1, "PIN" in Menu 2 and the Smartphone icon flashing.
When the user enters the PIN code on the Smartphone, the display will automatically show the Bluetooth Setting Menu main page and the device will be paired.
If the user does not enter the PIN CODE on the Smartphone within 30 seconds, the instrument panel will automatically show the Bluetooth Setting Menu main page.
As soon as the pairing is finished, the indication WAIT is replaced by the name of the connected device: the complete name will be scrolled and then only the first characters will be displayed. Once the device is paired, the display will automatically show the Bluetooth Setting Menu main page.

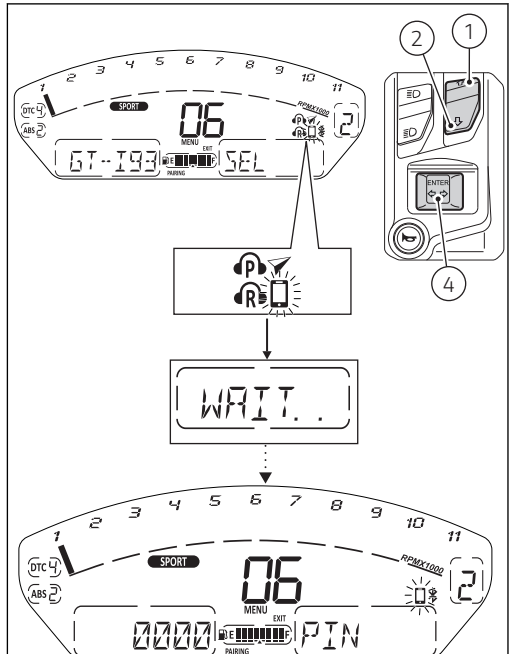


Fig 107

If you wish to connect a Bluetooth Navigator, the connection procedure shall be completed on the navigator, by selecting the connection with the motorcycle Bluetooth control unit. In this case, during the pairing procedure, the Navigator icon will flash in the Bluetooth Setting Menu. When the Bluetooth control unit is connected to the device, the icon stops flashing and becomes steady ON.
If user does not complete the pairing procedure on the Navigator within 90 seconds, pairing screen on instrument panel will go out, and display will go back to Bluetooth Setting Menu main screen.
As soon as the pairing is finished, the indication WAIT is replaced by the name of the connected device: the complete name will be scrolled and then only the first characters will be displayed. Once the device is paired, the display will automatically show the Bluetooth Setting Menu main page.

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

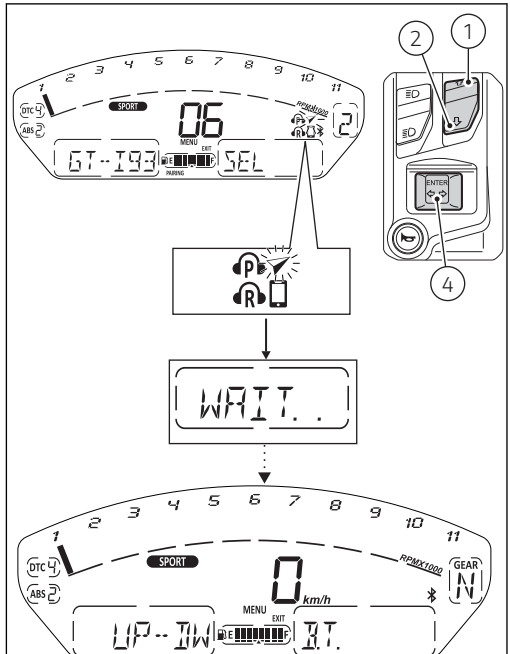


Fig 108

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

If no device is selected during the pairing phase, Menu 1 will show "NO DEV" and the displayed number will be ZERO. If no device is connected, no icon of the device type will be displayed.

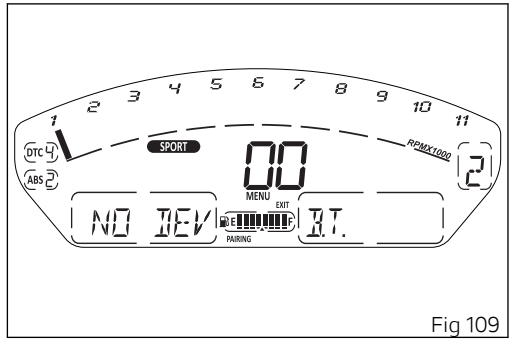


Fig 109

Deleting associated devices

From the Bluetooth Menu it will be possible to access the list of paired devices in Menu 1. Use buttons (1) and (2) to select the desired device and confirm by pressing button (4): the DEL indication will start flashing in Menu 2.
Then, by pressing button (4) for at least two seconds, the WAIT indication will be displayed in Menu 1. As soon as the deletion procedure is completed, the number of paired devices will be automatically updated.
Now, Menu 1 will show the name of the device that followed the deleted one and the EXIT function will start flashing. Select the flashing box of the EXIT option, and press button (4) to quit the list of associated devices and go back to Setting Menu main screen.

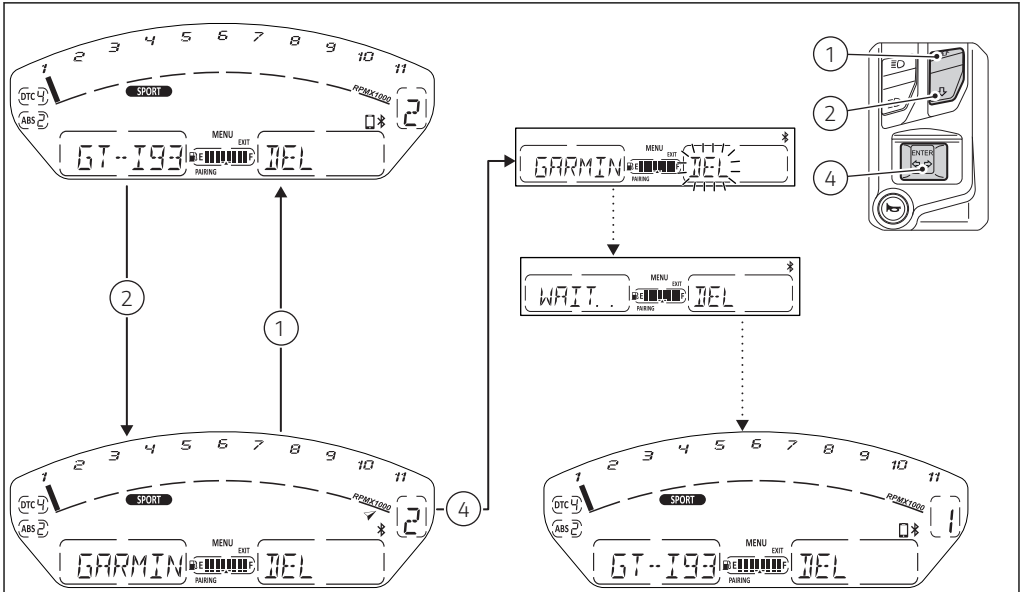

SPORT
RPMX1000
MENU
EXIT
PAIRING
GT-I93
DEL
GARMIN
WAIT..
ENTER
1
2
4

Fig 110

Light control

Low/high beam (version without DRL)

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

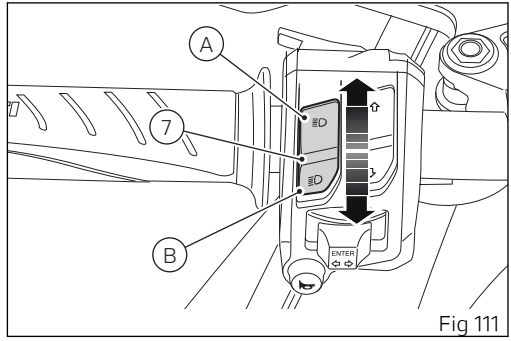


Fig 111

Low/high beam (version with DRL)

At Key-On, the high beam and low beam lights are OFF: only the parking lights and the DRL light are turned on.

After starting the engine the high beam is automatically turned on if the AUTO mode is set and the instrument panel detects poor ambient light (NIGHT): if, on the other hand, the instrument panel detects good light conditions (DAY), the DRL light remains on and the low beam remains off; it is possible to switch the DRL light to low beam (and vice versa) with button (5).

It the low beam is activated, it is possible to switch on the high beam with button (7), position (A). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (7) positions (B) and (A) on LH switch.

If within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).

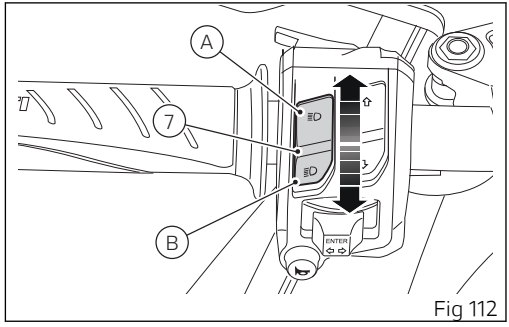


Fig 112

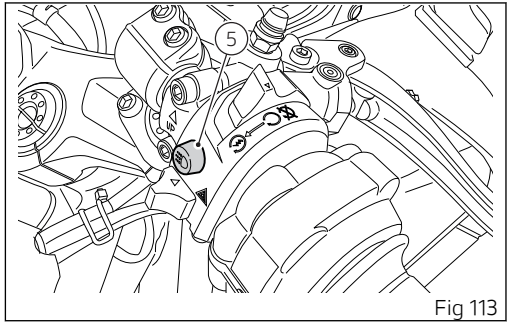


Fig 113

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

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

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

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

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

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

Note

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

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

DRL in AUTO mode

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

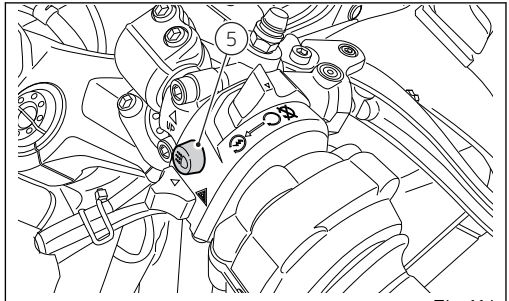


Fig 114

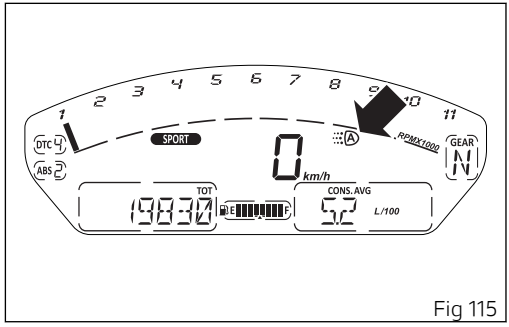


Fig 115

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

Attention

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

DRL in MANUAL mode

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

Attention

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

Note

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

Turn indicators

Turn indicators are automatically reset by the instrument panel.

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

If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has travelled 500 m (0.3 miles) from when the turn indicator was activated. The counter for the distance travelled for automatic deactivation is only activated at speeds below 80 km/h (50 mph). If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 80 km/h (50 mph), the calculation will be interrupted and will restart when the speed returns below the indicated threshold.

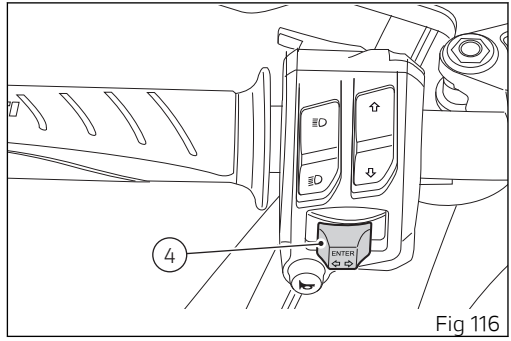


Fig 116

Hazard function (4 turn indicators)

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

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active until manually disabled by the user or for 2 hours. After 2 hours, the turn indicators switch OFF automatically in order to save battery charge.

Note

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

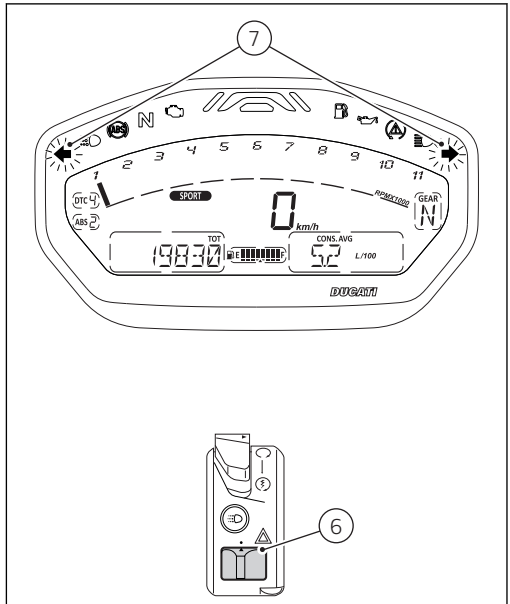


Fig 117

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

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

Immobilizer system

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (IMMOBILIZER) that is automatically activated every time the instrument panel is switched off.
The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna in the headlight fairing when the ignition is switched On. The modulated signal is the "password", different upon every Key-On, used by the control unit to acknowledge the key. Engine can be started only after key acknowledgement.

Keys

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

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

Attention

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

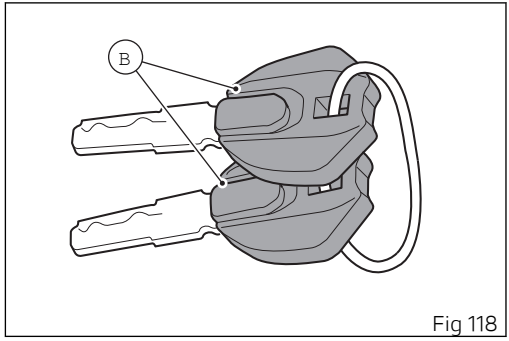


Fig 118

Operation

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

Attention

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

Key duplication

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

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.
If the PIN CODE function is active, the instrument panel enables in "Menu 1" the possibility to enter the PIN CODE.

Entering the code:

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

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

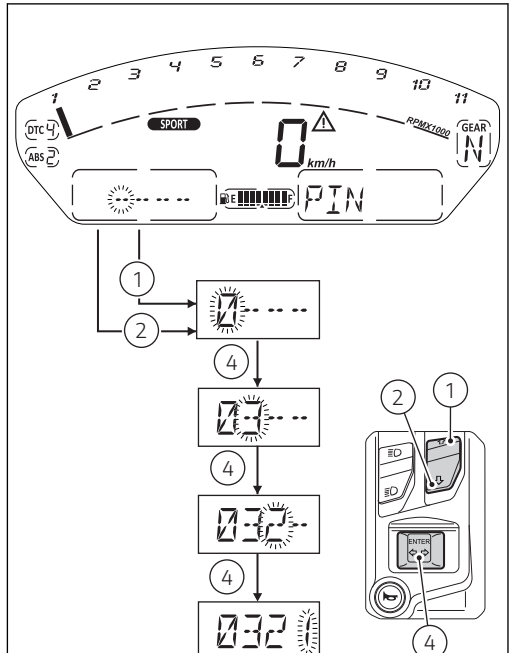


Fig 119

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

- if the PIN code (A) is correct, the instrument panel shows the message OK for 3 seconds followed by the "standard screen" and enables the vehicle to start (C);
- if the PIN code (B) is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "- - - -" to allow you to try again. The number of possible attempts is unlimited and determined by a preset time-out of 2 minutes. After this time, the instrument panel will show "TIME OUT" and after 3 other seconds it will pass to the standard screen and will not allow (D) the vehicle start.

Important

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

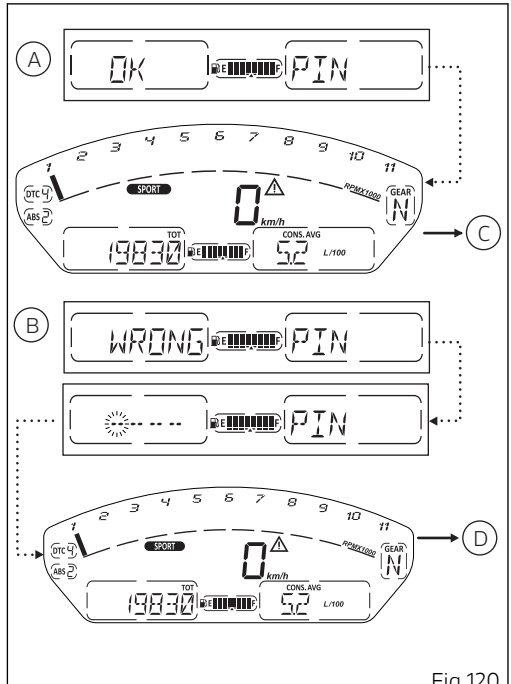


Fig 120

Controls

Position of motorcycle controls

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

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

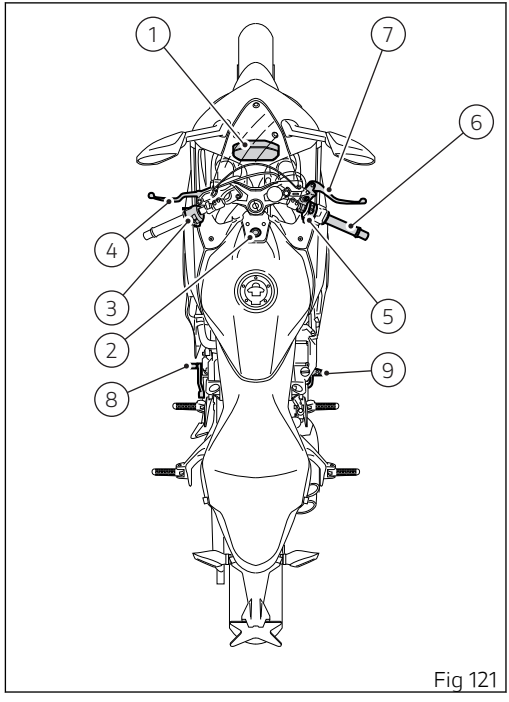


Fig 121

Ignition switch and steering lock

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

A) ON: enables lights and engine operation;
B) OFF: disables lights and engine operation;
C) LOCK: the steering is locked;
D) P: parking light and steering lock.

Note

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

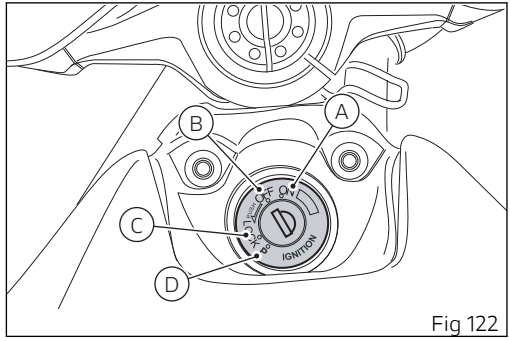


Fig 122

Left-hand switch

1) (FLASH) button, "Start-Stop lap" function.
2) 2-position light switch:
- high beam (≡D)
- low beam (≡D);
3) Menu navigation buttons:
- menu ▲ (UP)
- menu ▼ (DOWN);
4) Menu button (ENTER) / 3-position turn indicator switch (⇦⇨):
- centre position = OFF
- position ⇦ = left turn
- position ⇨ = right turn
- pressed = menu confirmation (ENTER);
5) Warning horn button (⊶).

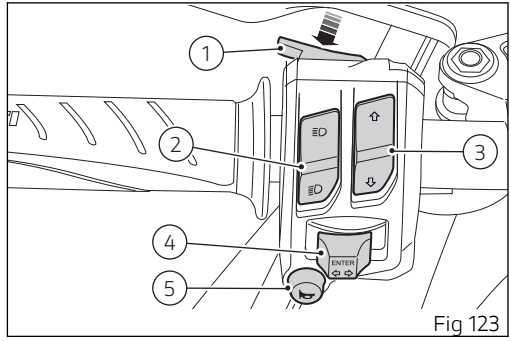


Fig 123

Clutch lever

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

Important

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

Note

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

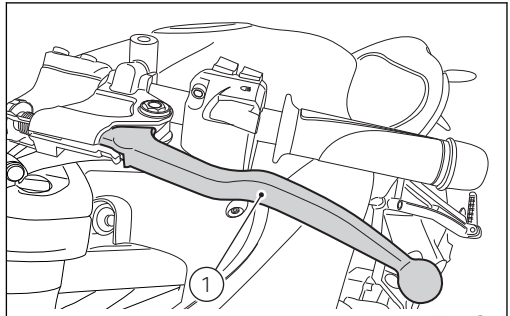


Fig 124

Clutch control free play adjustment

Attention
A wrong adjustment can seriously affect the clutch operation and service life.

A worn clutch tensions the clutch cable.
Always check the free play, with cold engine, before using the vehicle.
When operating the clutch lever, you must clearly feel the passage from a very low resistance to a very high resistance (operating force).
The free play corresponds to the lever travel where the clutch resistance force is very low.
To check the free play operate the lever for its free play and check that distance "A" is between 3 - 4 mm (0.12 - 0.16 in).
To adjust the free play to the recommended value work on the primary adjuster (2) close to the clutch control.

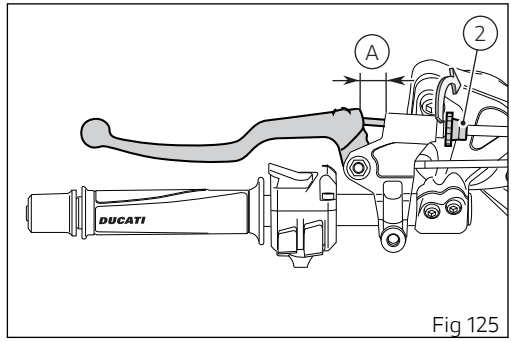


Fig 125

Adjuster (2), located on the lever, allows a maximum adjustment (Q) of 11 mm (0.4 in), whereas the standard adjustment (starting one) is of 5 mm (0.2 in). If working on such adjuster proves insufficient, work on the secondary adjuster (3).

Attention

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

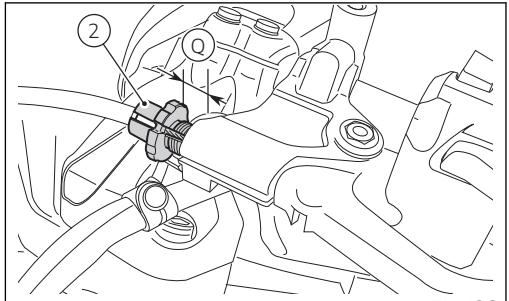


Fig 126

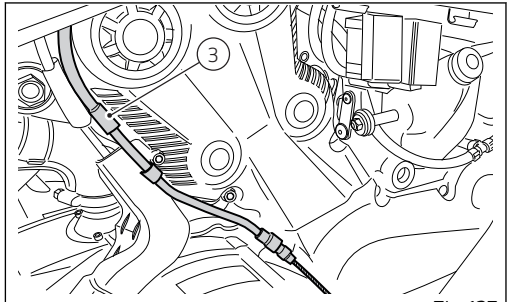


Fig 127

Right-hand switch

1) Red ON/OFF switch.
2) DRL light button.
3) Hazard button.

The switch (1) has three positions:

position up: KILL ENGINE;
central position: ENGINE ENABLING;
pushed down: ENGINE START.

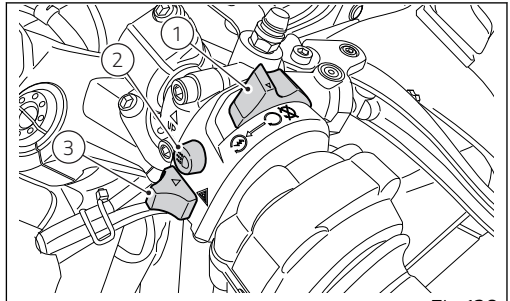


Fig 128

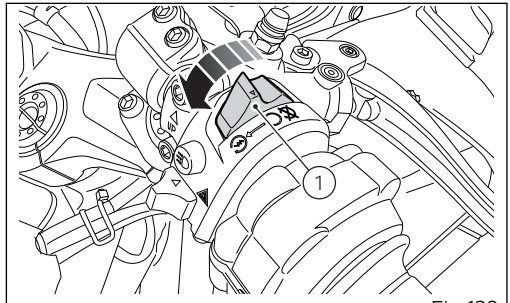


Fig 129

Throttle twistgrip

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

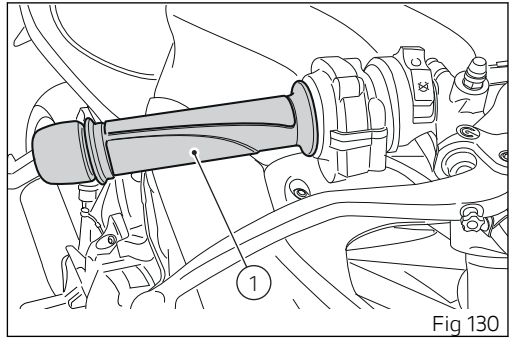


Fig 130

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The brake lever has a dial adjuster (2) for adjusting the distance between lever and twistgrip on the handlebar. The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counter clockwise to decrease lever distance.

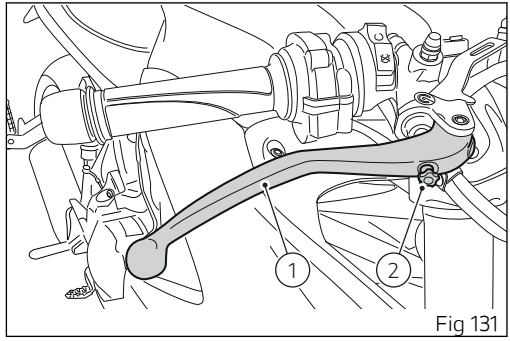


Fig 131

Attention

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

Attention

Set front brake lever when motorcycle is stopped.

Rear brake pedal

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

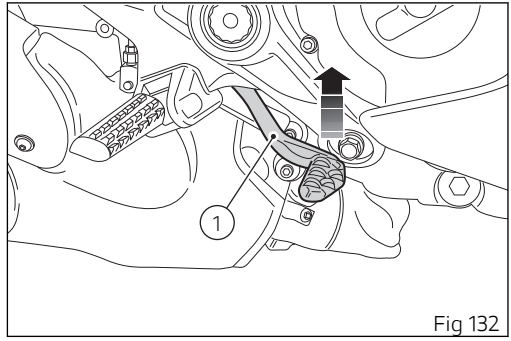


Fig 132

Gear change pedal

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

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

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

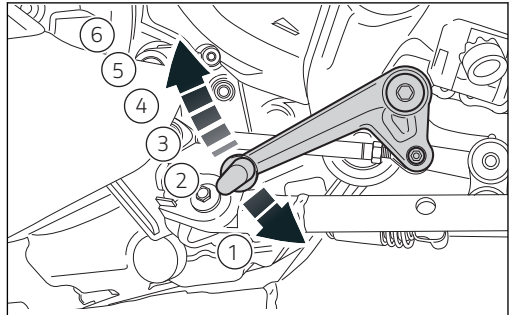


Fig 133

Adjusting the position of the gearchange pedal and rear brake pedal

The position of the gearchange and rear brake levers in relation to the footpegs can be adjusted to suit the requirements of the rider.

Gear change pedal (SuperSport)

To adjust the position of the gearchange lever, proceed as follows: hold the linkage (1) and slacken the lock nuts (2) and (3).

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

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

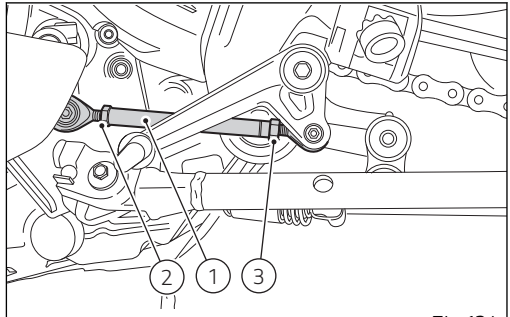


Fig 134

Gear change pedal (Supersport S)
Adjust rod (1) position by working on screw (A).
Set the gearchange pedal to the required position.
Tighten the screw (A).
Once the setting is completed, check that value (B) is 142.5 mm (5.6 in) + 0 - 5.5 mm (0.2 in).

Attention
If the travel value does not respect the indicated parameters, repeat the adjustment operations as described before.

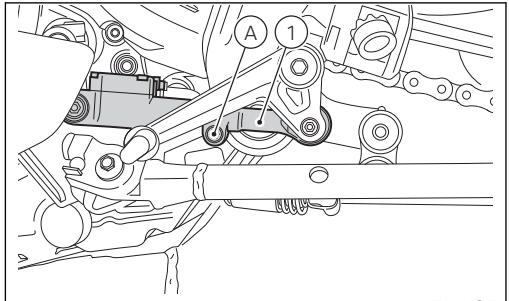


Fig 135

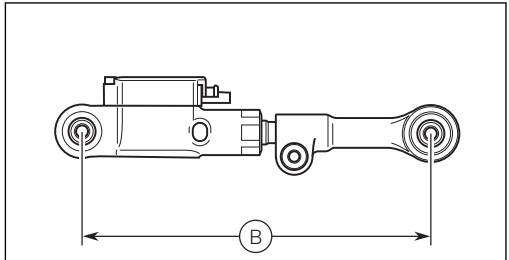


Fig 136

Rear brake pedal

To adjust the position of the rear brake pedal, loosen lock nut (4), turn pedal stroke adjuster screw (5) until obtaining the required position. Tighten the lock nut (4).

Operate the pedal by hand to check that there is 1.5 to 2 mm (0.06÷0.08 in) of free play before the brake bites.

If not, adjust the length of the master cylinder control rod as follows.

Loosen lock nut (6) on master cylinder rod.

Tighten rod on fork (7) to increase clearance or loosen it to decrease it.

Tighten lock nut (6) and check play again.

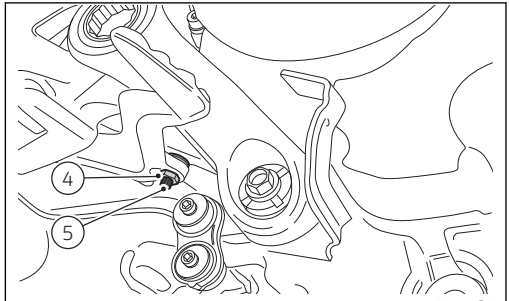


Fig 137

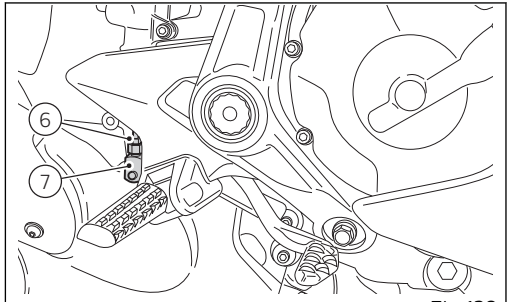


Fig 138

Main components and devices

Position on the vehicle

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

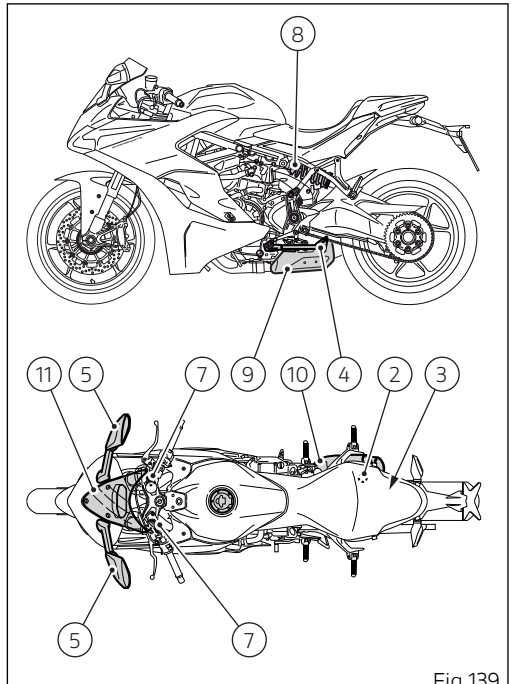


Fig 139

Tank filler plug

OPENING

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

CLOSING

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

Note

Plug can only be closed when key is inserted.

Attention

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

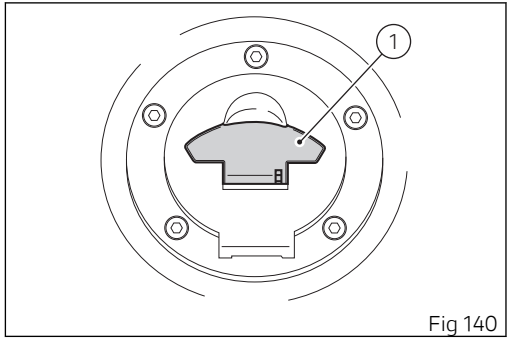


Fig 140

Seat lock

OPENING

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

CLOSING

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

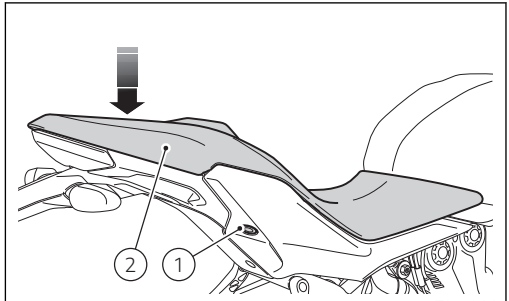


Fig 141

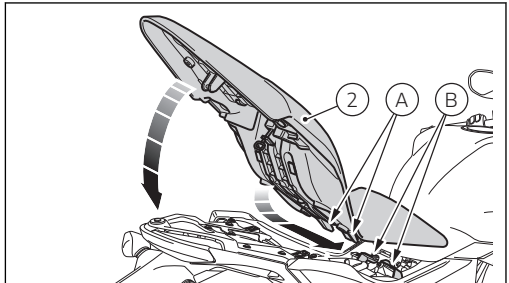


Fig 142

Helmet cable

The helmet cable (1) is inside the tool box, refer to "Tool kit and accessories" page 245. Route cable through helmet and engage cable end into pin (2). Leave the helmet hanging and refit the seat to hold it in place.

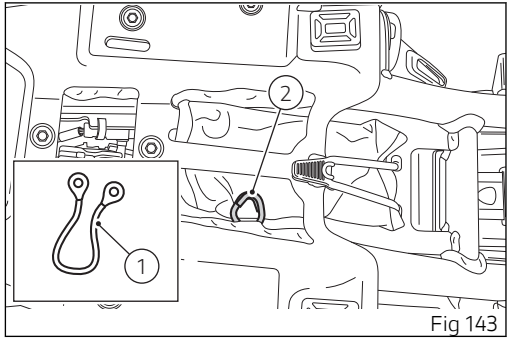


Fig 143

Attention

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

Side stand

Attention

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

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

Attention

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

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

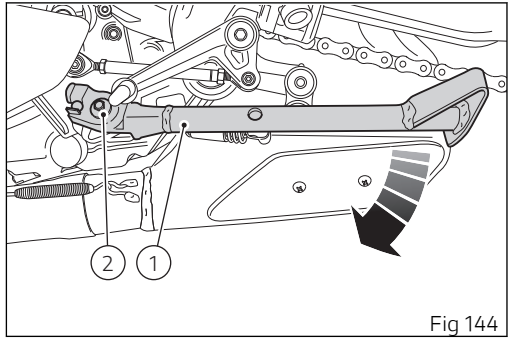


Fig 144

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 can be purchased at a Ducati Dealer or Authorised Service Centre.

Attention

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

Attention

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

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

Attention

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

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

Attention
Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:
- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395

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

Check that your Smartphone supports the following profiles:
- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.

USB connection

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

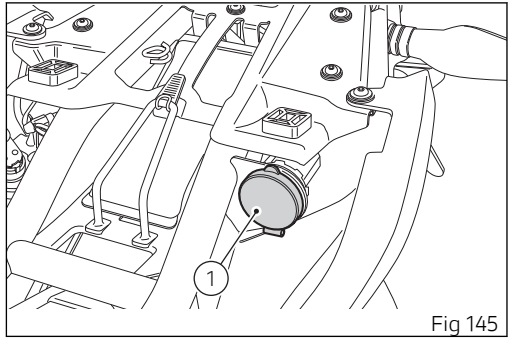


Fig 145

Important

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

Attention

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

Attention

NEVER use the USB socket if it is raining.

Adjusting windscreen height

Attention

Adjusting windscreen height while riding could cause an accident. Adjust the windscreen only with motorcycle at a standstill.

Windscreen (1) can be adjusted in two positions: high and low.

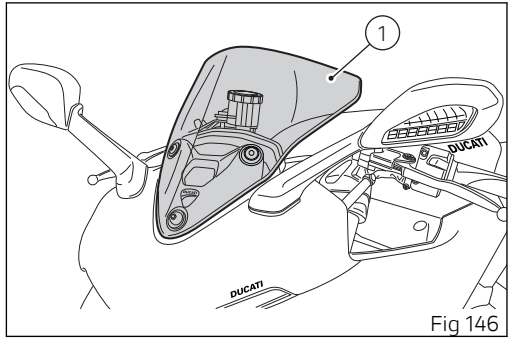


Fig 146

To move windscreen (1) from the low to the high position, grab it in the central area and pull it up, as shown in the figure, until hearing the "clicks" indicating the correct positioning of windscreen (1).

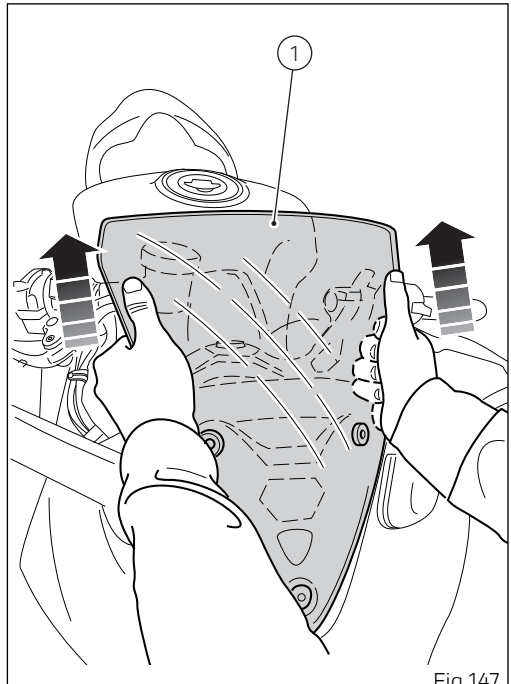


Fig 147

To move the windscreen (1) back to the low position, lower it with one hand, as shown in the figure.

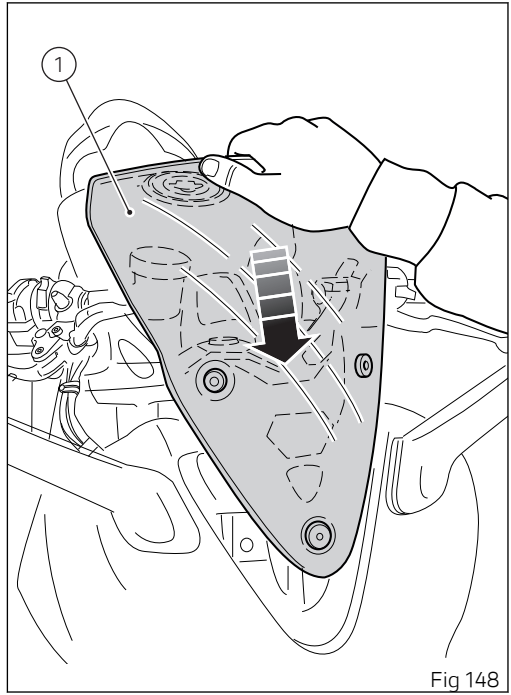


Fig 148

Front fork adjusters

The front fork used on the SuperSport has rebound (return), compression and spring preload adjustment.
It is possible to adjust the spring preload on both legs whereas compression and rebound can only be adjusted on the LH and RH legs, respectively.
Adjustment is done by external screw adjusters:

1) for rebound damping (Fig 149);
2) for inner spring preload (Fig 149) and (Fig 150);
3) for compression damping (Fig 150).

Put the motorcycle on the side stand and make sure it is stable. Turn adjuster (1) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound. Turn adjuster (3) at the top end of the LH fork leg with a suitable screwdriver to adjust compression. By turning adjuster screws (1) and (3) you will hear some clicks; each click corresponds to a damping setting.
The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc.

STANDARD settings are as follows:

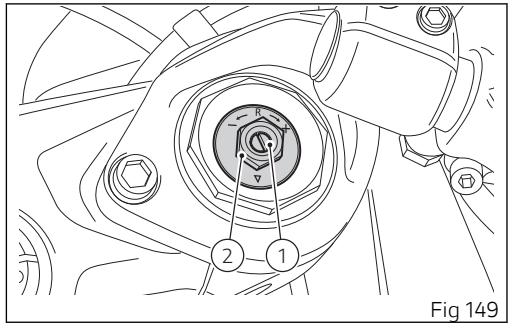


Fig 149

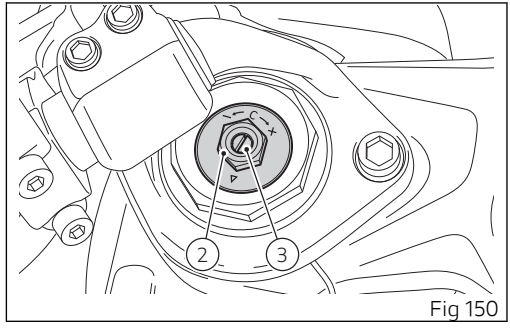


Fig 150

compression: 3 turns (from fully closed);
rebound: 3 turns (from fully closed);
spring preload: 5 turns (from fully uncompressed).

To change preload of the spring inside each fork leg, turn adjuster (2, Fig 149) and (2, Fig 150) with a hexagon wrench, completely counter clockwise, to obtain fully uncompressed position. From this position, adjust the spring preload by turning the adjuster clockwise. Every turn corresponds to 1 mm (0.04 in) of spring preload.

Attention
Adjust both fork leg spring preload to same settings.

Front fork adjusters

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

Adjustment is done by external screw adjusters:
1) for rebound adjustment;
2) for inner spring preload adjustment;
3) for compression adjustment.

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

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

STANDARD settings are as follows:

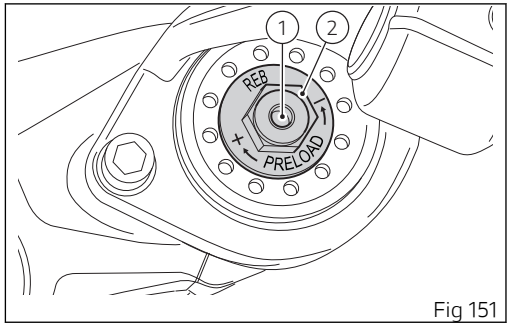


Fig 151

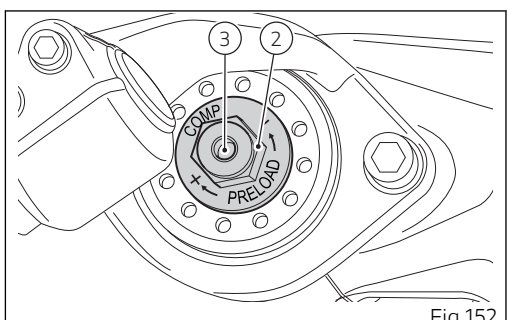


Fig 152

- compression: 16 clicks (from fully closed position);
- rebound: 6 clicks (from fully closed position);
- spring preload: 7 turns (from fully uncompressed).

To change preload of the spring inside each fork leg, turn adjuster (2, Fig 151) and (2, Fig 152) with a hexagon wrench, completely counter clockwise, to obtain fully uncompressed position. From this position, adjust the spring preload by turning the adjuster clockwise. Every turn corresponds to 1 mm (0.04 in) of spring preload.

Attention
Adjust both fork legs to same settings.

Rear shock absorber adjusters

SuperSport

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

The adjuster (1) located on the left side, on the upper connection holding the shock absorber to the engine, adjusts the damping during the rebound phase (return).

Turn adjuster (1) clockwise to stiffen the damping, or counter clockwise to soften it.

Ring nuts (2) and (3), located in the shock absorber lower side, adjust the external spring preload.

To change spring preload, slacken the lower locking ring nut (3). Then TIGHTEN or SLACKEN the upper ring nut (2) to INCREASE or DECREASE spring preload.

After setting spring preload as desired, tighten the lower locking ring nut (3).

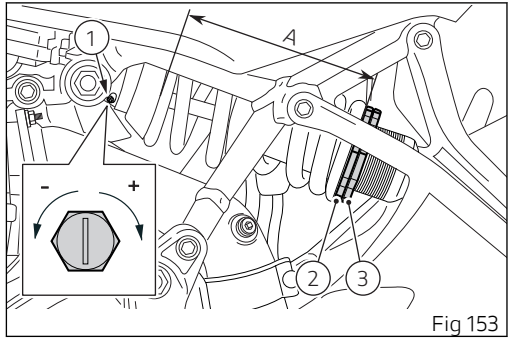


Fig 153

STANDARD setting from the fully closed position (clockwise):

- rebound: loosen adjuster (1) by 1+1/4 turns (from fully closed position);
- spring preload: Lift the rear wheel from the ground. Length (A) of the spring must be 164 mm (6.5 in).

Attention

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

Attention

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

Rear shock absorber adjusters

SuperSport S

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

STANDARD setting from the fully closed position:

- rebound: loosen adjuster (3, Fig 155)by 14 clicks (from fully closed position);

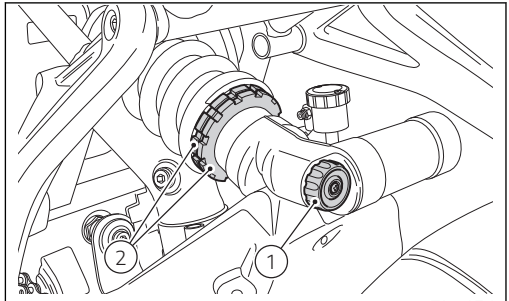


Fig 154

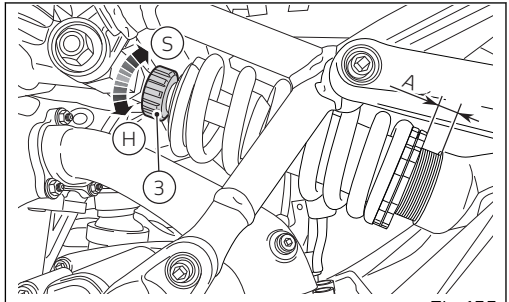


Fig 155

- compression: loosen adjuster (1, Fig 154)by 12 clicks (from fully closed position);
- spring preload: Position the ring nuts at a distance (A, Fig 155) from the endcap of 19 mm (0.75 in).

Attention

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

Attention

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

Riding the motorcycle

Running-in recommendations

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

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):

1) up to 1,000 km (600 mi);
2) From 1000 (600) to 2500 km (1553 mi).

up to 1,000 km (600 mi).

During the first 1000 km (600 mi), keep an eye on the rev counter. It should never exceed: 5,500÷6,000 rpm.
During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

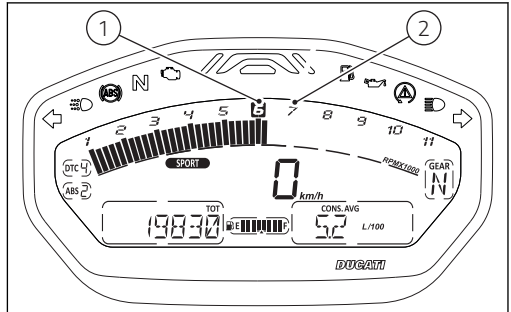


Fig 156

To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 100 km (60 mi) use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.
For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.

Furthermore, the drive chain should be inspected frequently. Lubricate as required.

From 1000 km (600 mi) to 2500 km (1553 mi).
At this point, you can squeeze some more power out of your engine. However never exceed 7,000 rpm.

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

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

Pre-ride checks

Attention

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Fill tank if needed (page 0).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if needed (page 0).
- BRAKE FLUID
  Check fluid level in the relevant reservoirs (page 252).
- COOLANT
  Check coolant level in the expansion reservoir. Top up if needed (page 250).
- TYRE CONDITION
  Check tyre pressure and condition (page 273).
- CONTROLS
  Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (page 266).
- KEY LOCKS
  Ensure that tank filler plug (page 214) and seat (page 215) are properly locked.
- STAND
  Make sure side stand operates smoothly and is in the correct position (page 217).

ABS LIGHT
After Key-ON, the ABS light (9, stays ON when the motorcycle speed exceeds 5 km/h (3 mph); the warning light switches OFF to indicate the correct operation of the ABS system.

Attention

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

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

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

Attention
Prolonged wheelies could deactivate the ABS system.

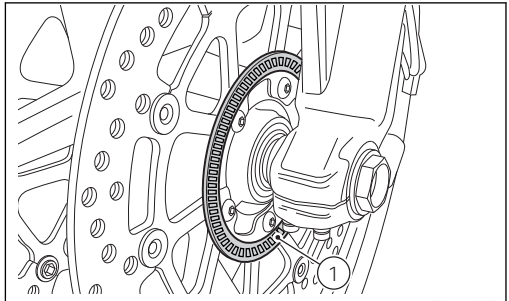


Fig 157

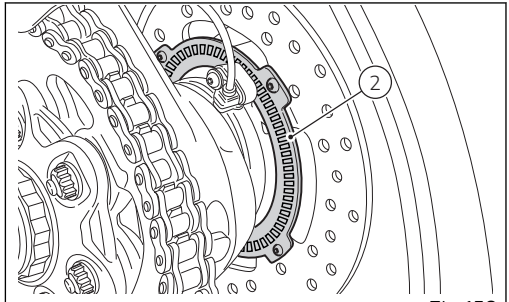


Fig 158

Engine start

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

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

Move the ignition switch to (1, Fig 159). Make sure both the green light N and the red light on the instrument panel come on.

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

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

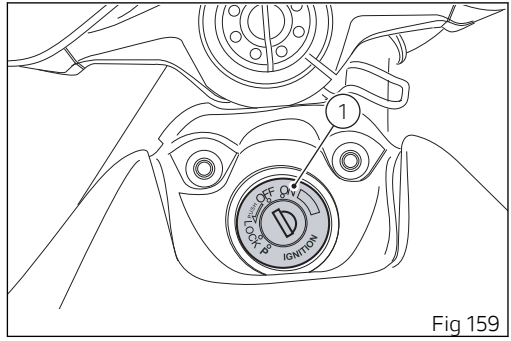


Fig 159

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).

Turn switch (2, Fig 160) to the ⟳ (RUN) position. Let the motorcycle start without operating the throttle control.

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

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

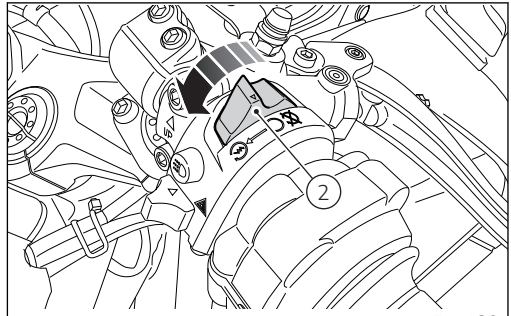


Fig 160

Moving off

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

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

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

Braking

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

Anti-Lock Braking System (ABS)

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

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

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

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

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

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

If desired, the system can be deactivated from the instrument panel, using the function "Customising Riding Modes: ABS setting" (see page 117).

Attention

When ABS is disabled, the motorcycle restores the standard brake system features; using the two brake controls separately reduces the motorcycle braking efficiency. Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip.
Shift down to engage first gear and then neutral.
Stop the engine by pushing the switch (3) up.
Turn the vehicle key off by moving the key in position (2).

Important

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

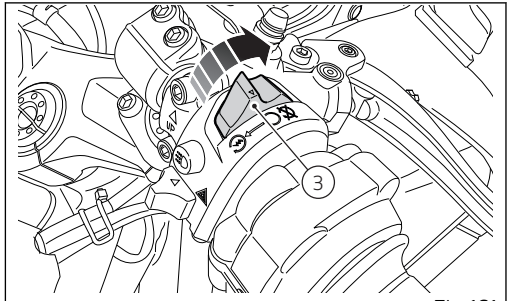


Fig 161

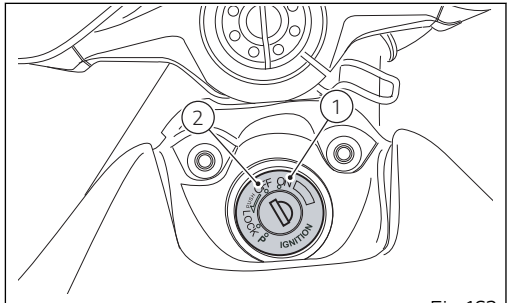


Fig 162

Refuelling

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

Warning

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

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

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

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

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

Attention

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

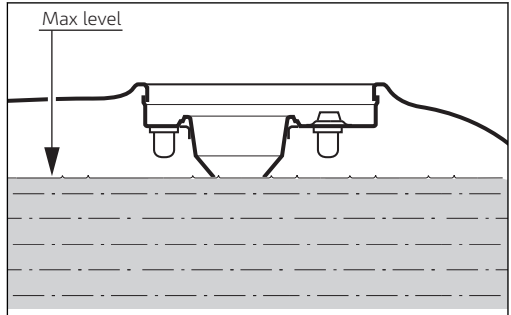


Fig 163

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.

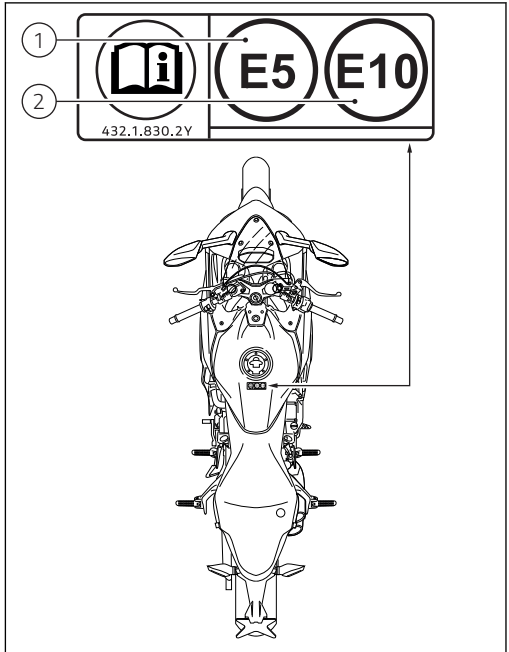


Fig 164

Parking

Stop the motorcycle, then put it on the side stand (page 217).
To prevent theft, turn the handlebar fully left and turn the ignition key to position (3).
If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.
If required, turn the key to position (4) to leave the parking lights on.

Important

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

Attention

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

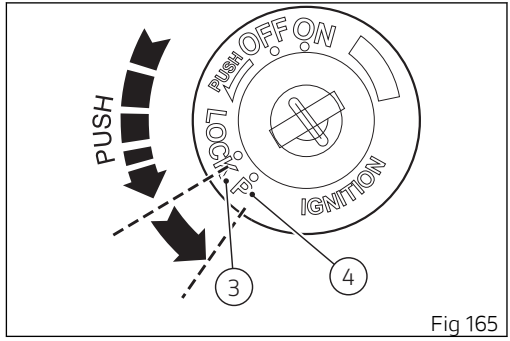


Fig 165

Attention

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

Tool kit and accessories

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

- fuse pliers;
- two helmet anti-theft system cables;
- flat-blade/Phillips screwdriver;
- screwdriver handgrip;
- box wrench 14x16x145 mm (0.55x0.63x5.71 in);
- rod 6x120 mm (0.24x4.72 in);
- Allen wrench 3 mm (0.12 in).
- Allen wrench 4 mm (0.16 in).

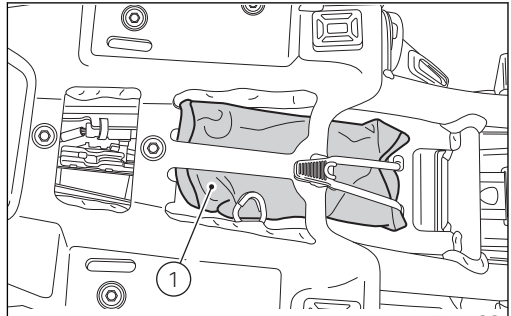


Fig 166

Main use and maintenance operations

Removing the fairing

To carry out some maintenance or repair operations, some motorcycle fairings must be removed.

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.

Important

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

Important

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

Side fairings

Remove the fairings by loosening:

- the two screws (1) securing the tank front brackets;
- the two screws (2) securing the tank side brackets.

Release the breather tube (3) from its seat (4) on the lower side of the left fairing.

Remove the fairings by loosening:

- the two screws (5) located under the fairing that join the right fairing panel to the left fairing panel;
- the two screws (6) securing the fairing panels to the lower brackets;
- the two screws (7) securing the fairing panels to the side brackets;
- the four screws (8) securing the fairing panels to the headlight fairing;
- the four screws (9) securing the front to the headlight fairing and the radiator unit.

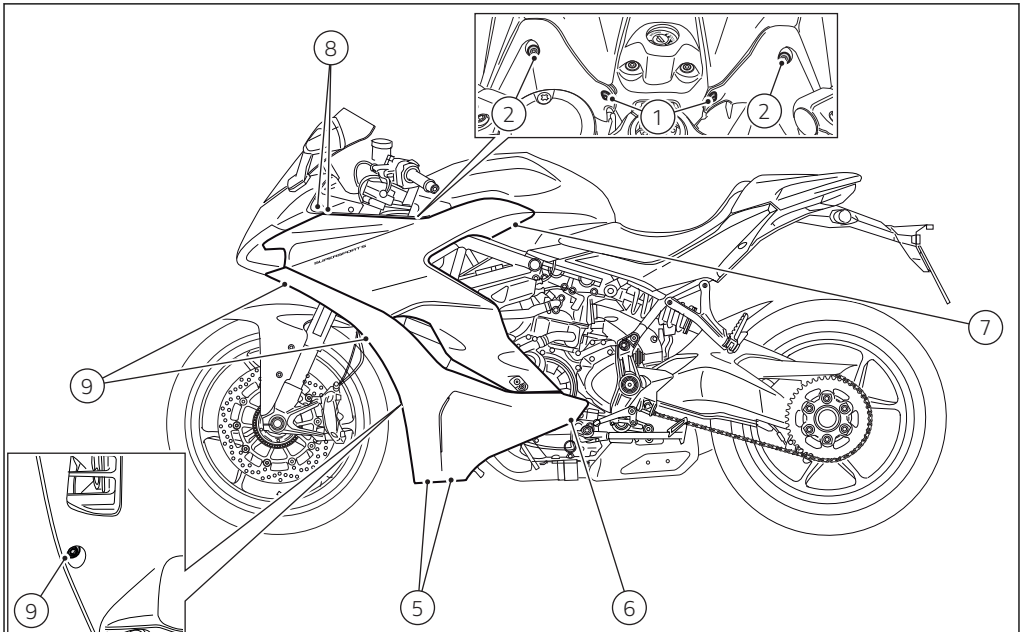


Fig 167

Changing the air filter

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

Checking coolant level and topping up, if necessary

Check coolant level in the expansion reservoir on the right side of the steering tube.
Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.
Top up if the level is below the MIN mark.
Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.
Screw plug (1) into seat.

This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F). Cooling circuit capacity: 2.3 litres (0.61 gallons).

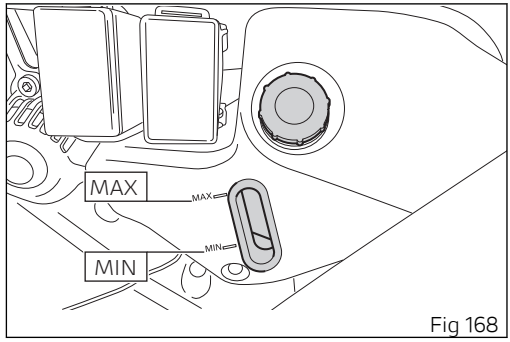


Fig 168

Attention

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

Check brake fluid level

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

BRAKE SYSTEM

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

Attention

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

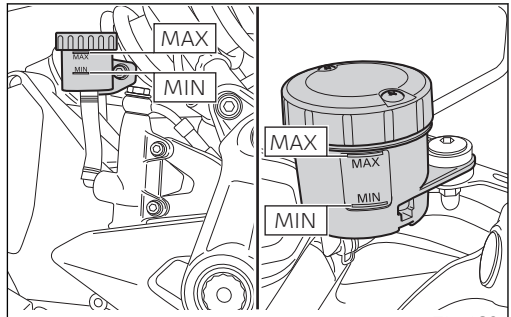


Fig 169

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.

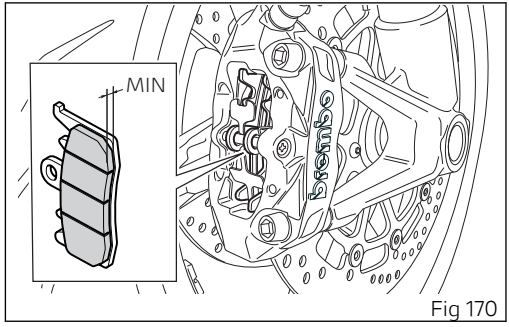


Fig 170

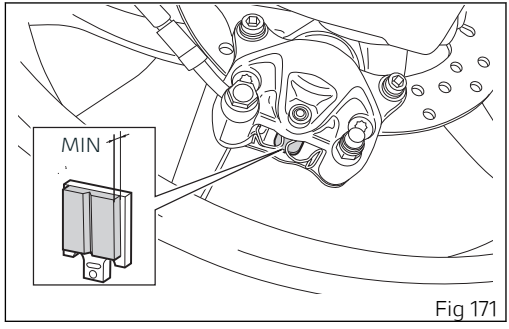


Fig 171

Charging the battery

Attention

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

To reach the battery, refer to "Removing the battery" page 257.

Attention

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

Charge the battery in a ventilated room.
Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).
Smear positive pole (+) and negative pole (-) screws with grease.

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.

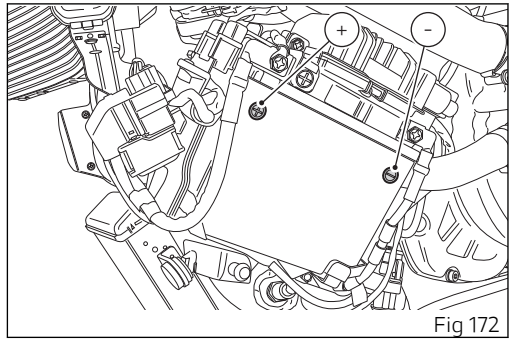


Fig 172

Charge the battery at 0.9 A for 5÷10 hours.
Install the battery on the vehicle as described under "Refitting the battery" page 258.

Attention

Keep the battery out of the reach of children.

Charging and maintenance of the battery during winter storage

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

Note

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

Important

If battery is not kept at a minimum charge level by a suitable battery charge maintainer, sulphation may occur and this is an irreversible phenomenon causing decreasing battery performance.

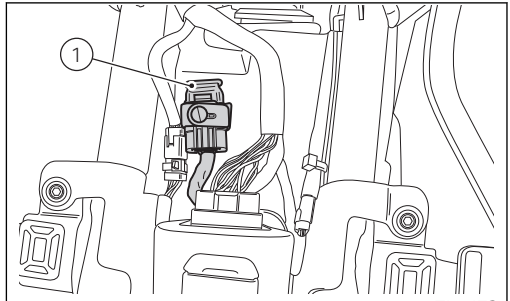


Fig 173

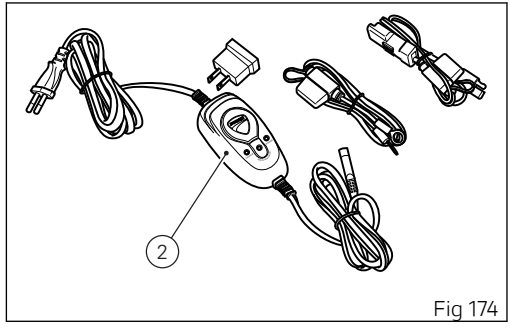


Fig 174

Note

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

Note

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

Removing the battery

Important

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

Remove the left-hand side fairing page 247.
Loosen the two screws (1) and remove cover (A) and bracket (2) retaining the battery.
Slide out the battery (3) from its housing and, always starting from the negative terminal (-), loosen the screws (4).
Remove the positive cable (5), the ABS positive cable (6) from the positive terminal and the negative cable (7) from the negative terminal.

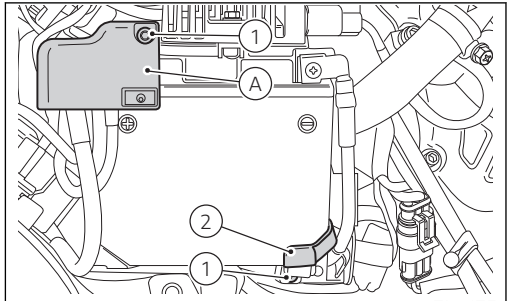


Fig 175

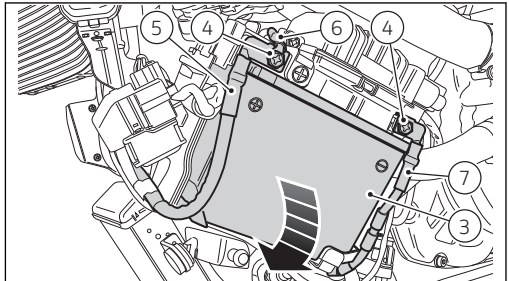


Fig 176

Refitting the battery

Important

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

Reposition battery (3) in its seat.
Lay down the ABS positive cable (6), onto positive cable (5) and start screw (4) on these cables.

Connect the positive cable (5), previously assembled to ABS cable (6), to battery positive terminal, and negative cable (7) to battery negative terminal, by starting the other screw (4).
Tighten the terminal screws (4) to a torque of 5 Nm +/- 10% and apply grease onto the battery terminals to prevent oxidation.

Refit bracket (2) and cover (A) and start the two screws (1).
Tighten the two screws (1) to a torque of 5 Nm +/- 10%.
Refit the left-hand side fairing page 247.

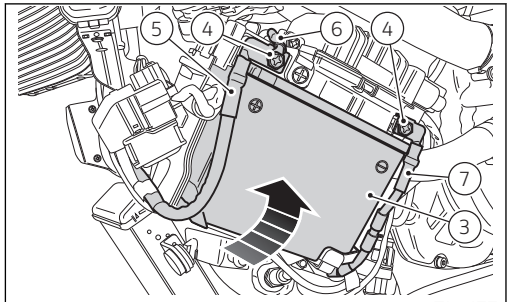


Fig 177

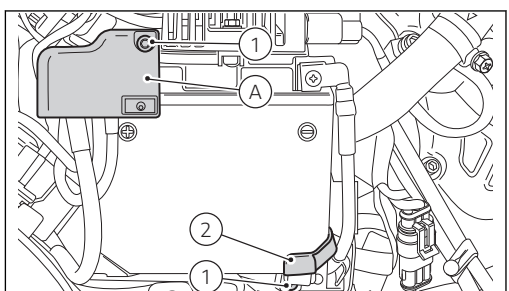


Fig 178

Checking drive chain tension

Important

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

Make the rear wheel turn until you find the position where chain is tightest. Set the motorcycle on the side stand. With just a finger, push down the chain at the indicated point of measurement and release. Measure the distance (A) between the centre of the chain pins and the aluminium section of the swinging arm. It must be: A = 35 ÷ 37 mm (1.38 ÷ 1.46 in).

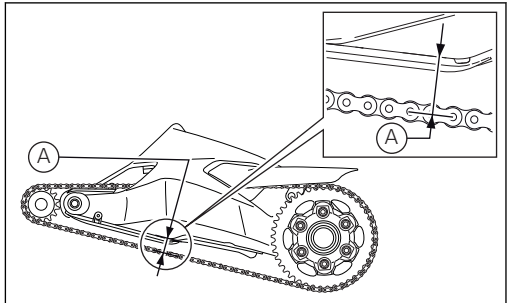


Fig 179

Important

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

Important

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

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

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

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

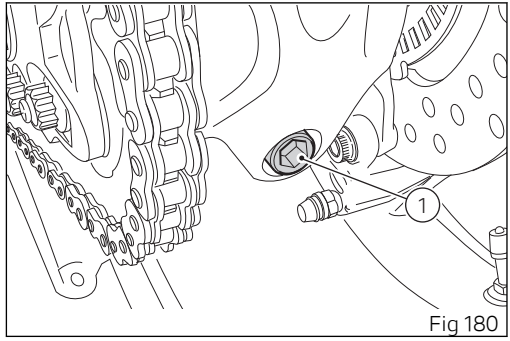


Fig 180

Lubricating the drive chain

Important

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

Cleaning and lubricating the drive chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. Before proceeding with the chain lubrication it is important to correctly wash and clean it.

The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain using a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

Attention

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

Attention

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

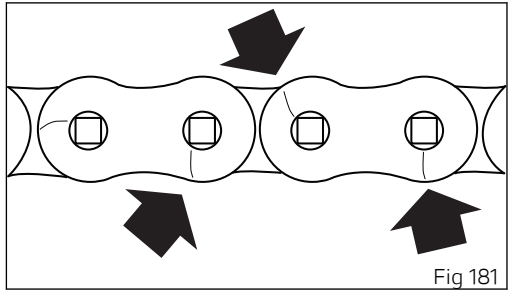


Fig 181

Lubricating the drive chain

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

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

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

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

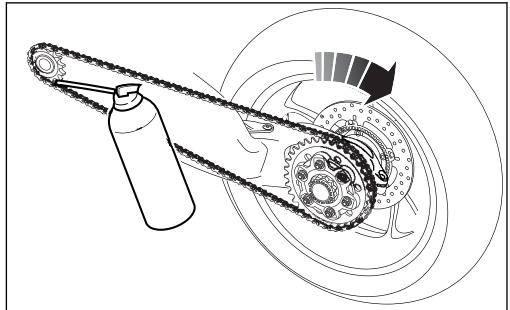


Fig 182

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.

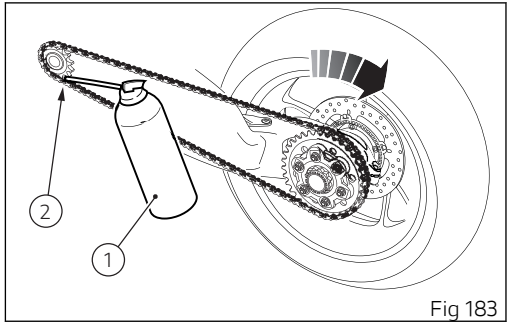


Fig 183

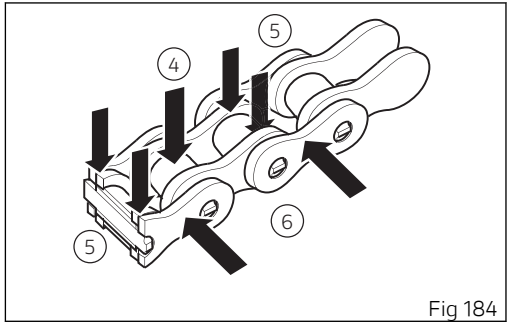
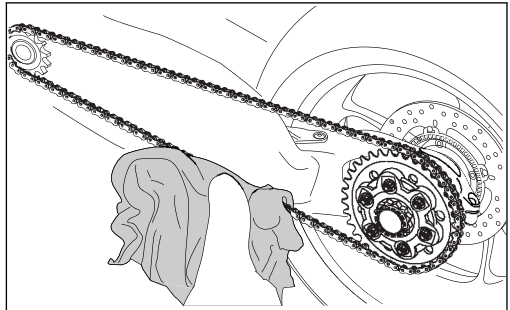


Fig 184

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 185

Changing bulbs

Low / high beams

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System" page 0 .

Always ensure that the new bulb you have installed operates properly before refitting any parts you have removed.

(Fig 186) shows the location of the LED parking light (1), the low beam bulb (2) and the high beam bulb (3).

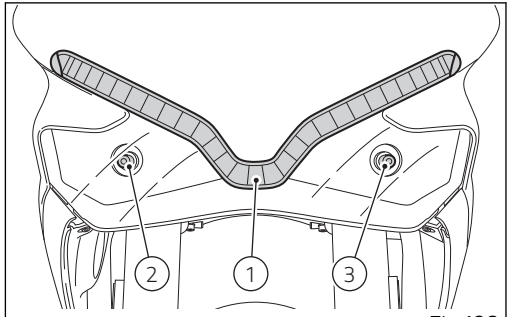


Fig 186

Note

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

To replace the high beam bulb (3), disconnect connector (4) from the bulb holder (5).
Rotate the bulb holder of the bulb to be replaced counter clockwise and remove it.
Replace the light bulb with a new identical one.
Upon reassembly, rotate bulb holder (5) clockwise to block it on the headlamp cover.
Reconnect the connector (4).
Perform the same procedure to replace the low beam bulb (2).

Note
To replace the LED parking light, contact a Ducati authorised service centre.

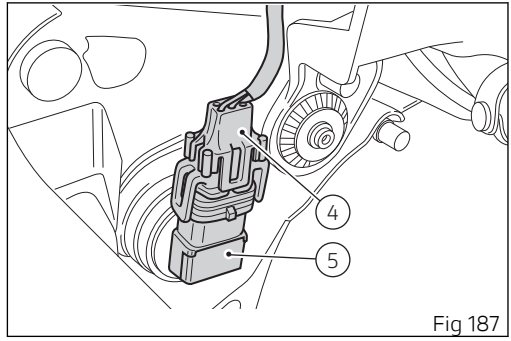


Fig 187

Rear turn indicators

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System" page 0 .

Important

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

Undo the screw (1) and detach the lens (2) from the turn indicator support.
The bulb has a bayonet joint: press and twist counter clockwise to remove it. Remove the bulb, then fit the new one by pressing and turning clockwise until it clicks into its seat. Refit the lens by inserting the tab in the corresponding slot in the turn indicator support. Tighten the screw (1).

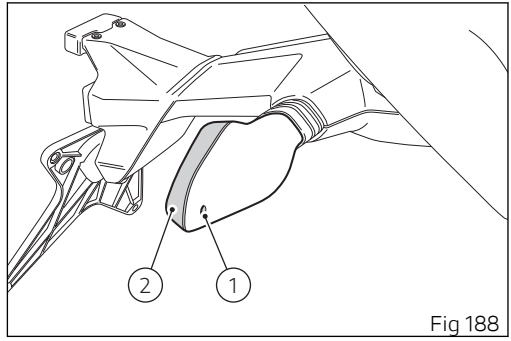


Fig 188

Aligning the headlight

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

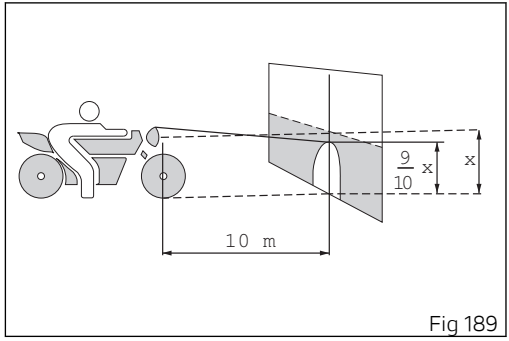


Fig 189

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.

For the headlight vertical alignment, work on screw (1) to adjust the RH beam and on screw (2) to adjust the LH beam.

Attention

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

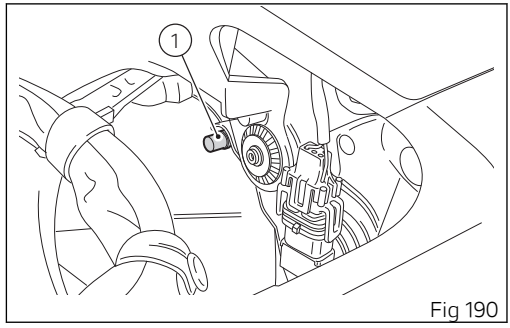


Fig 190

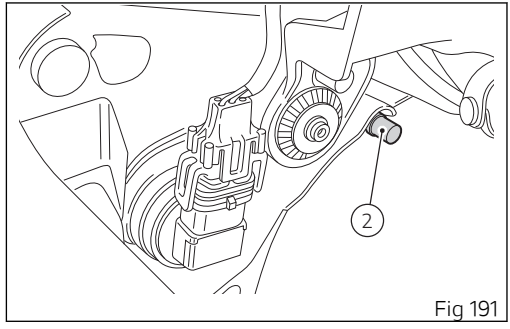


Fig 191

Adjusting the rear-view mirrors

Manually adjust the rear-view mirror by pushing at points (A).

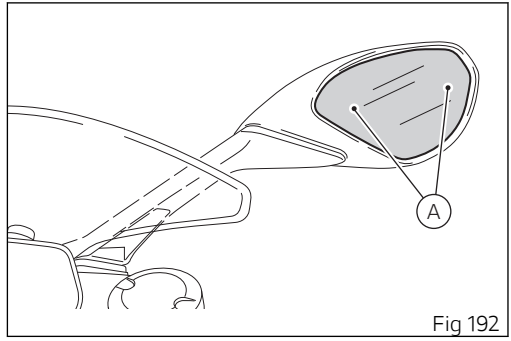


Fig 192

The correct opening/closure of the rear-view mirrors is performed correctly by applying a force perpendicular to the rotation axis, as shown in (Fig 193).
(Fig 194) indicates the wrong opening/closure direction of the mirrors.

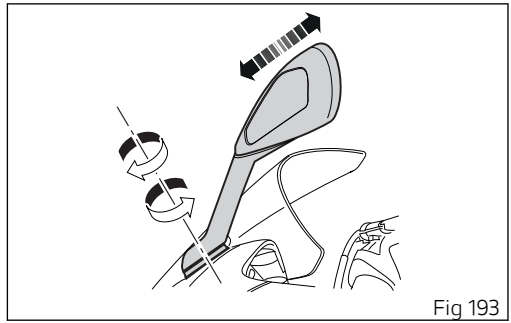


Fig 193

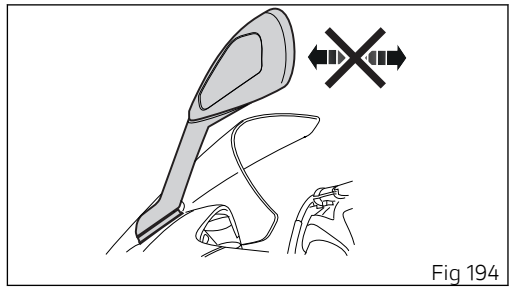


Fig 194

Tyres

Front tyre pressure:

2.50 bar (2.55 Kg/sq. cm) (36 PSI).

Rear tyre pressure:

2.50 bar (2.55 Kg/sq. cm) (36 PSI).

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

Important

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

TYRE REPAIR OR CHANGE

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

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.

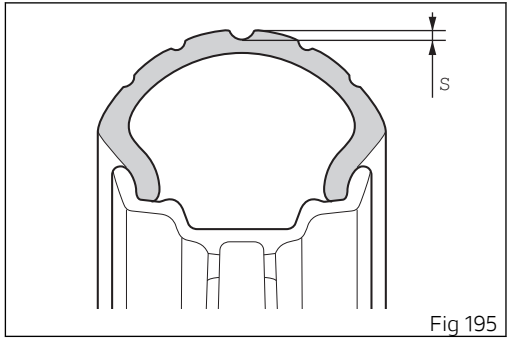


Fig 195

Rear tyre replacement.

Attention
Have the tyres replaced at a Ducati Dealer or authorised Service Centre.

To remove the rear wheel and replace the tyre you need to remove the two covers (4) and the silencers (5) as described here below.

Attention
The engine and exhaust parts become hot when the motorcycle engine is running and will stay hot for some time even after the engine has been stopped. Before removing the silencer, wait for all parts to have cooled down. Always use heat resistant gloves before removing the components.

Loosen the two TBEI screws (1) fixed on the clips (2) that retain the upper and lower cover (3).
Slide out the two covers (3) from silencers (5).
Loosen clamp (4) on the lower and upper silencer by loosening the screw (12), then slide out the two silencers (5).

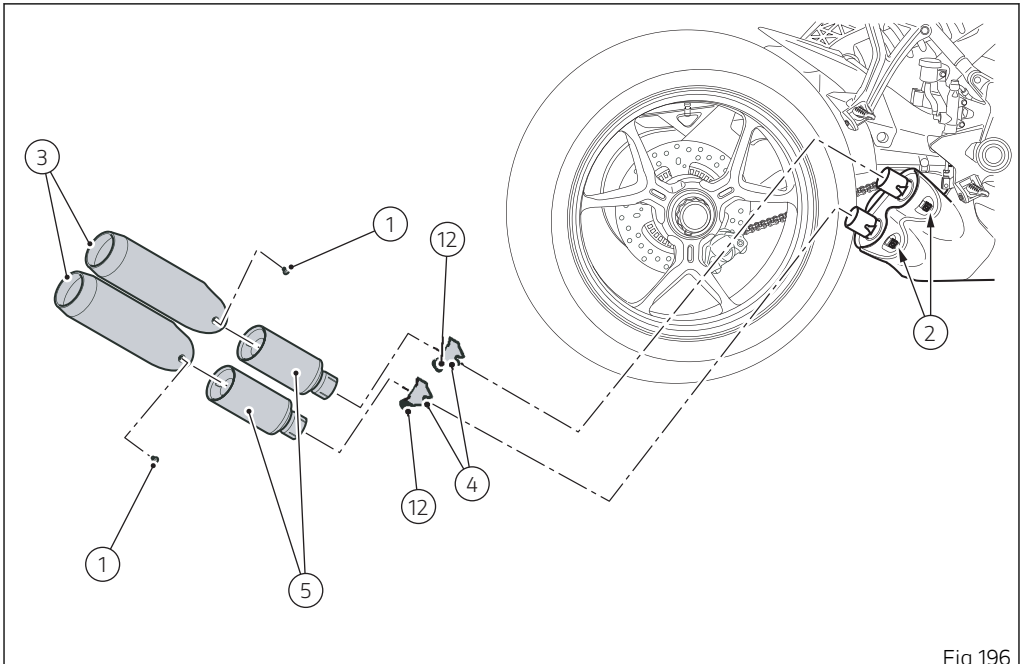


Fig 196

Removing the rear wheel

Place the motorcycle on the rear service stand and engage the first gear.
Remove the circlip (6). Fully unscrew the nut (7) and then slide out washer (8) and tapered spacer (9).
Remove the rear wheel (10) from the motorcycle.

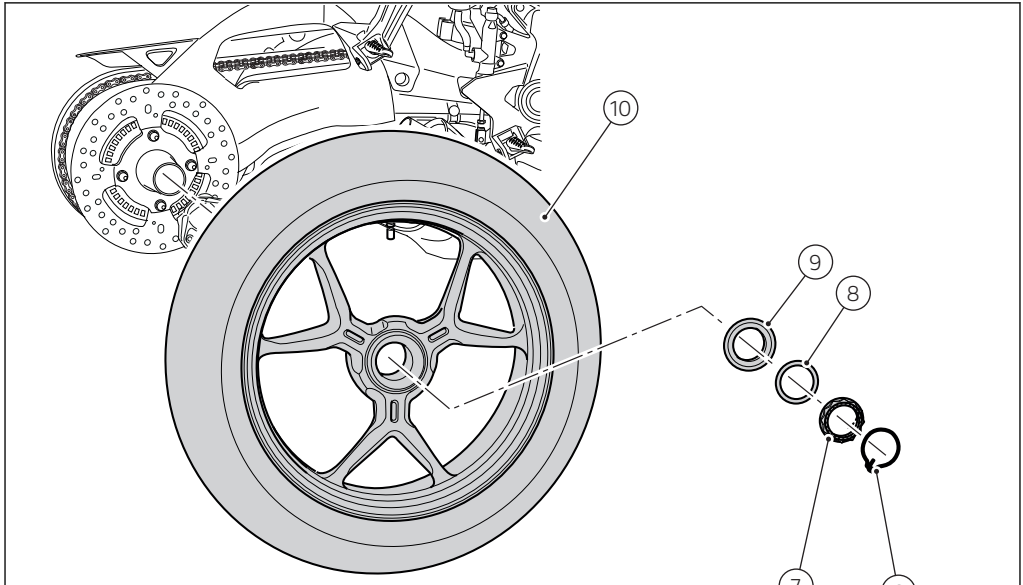


Fig 197

Refitting the rear wheel and the silencers

Lubricate the wheel shaft threaded end with recommended grease.
Fit the rear wheel (10) by engaging shafts (11) in the relevant seats on the wheel.
Install the tapered spacer (9) and washer (8).

Note
The tapered side of the spacer must be facing the wheel.

Apply the specified grease to the nut (7) and screw it by hand on the wheel shaft.
Tighten the nut (7) to a torque of 230 Nm ± 5%, checking that one of the grooves on the nut is aligned with one of the holes on the wheel shaft.
Fit the clip (6), fitting the end into one of the holes in the wheel shaft.

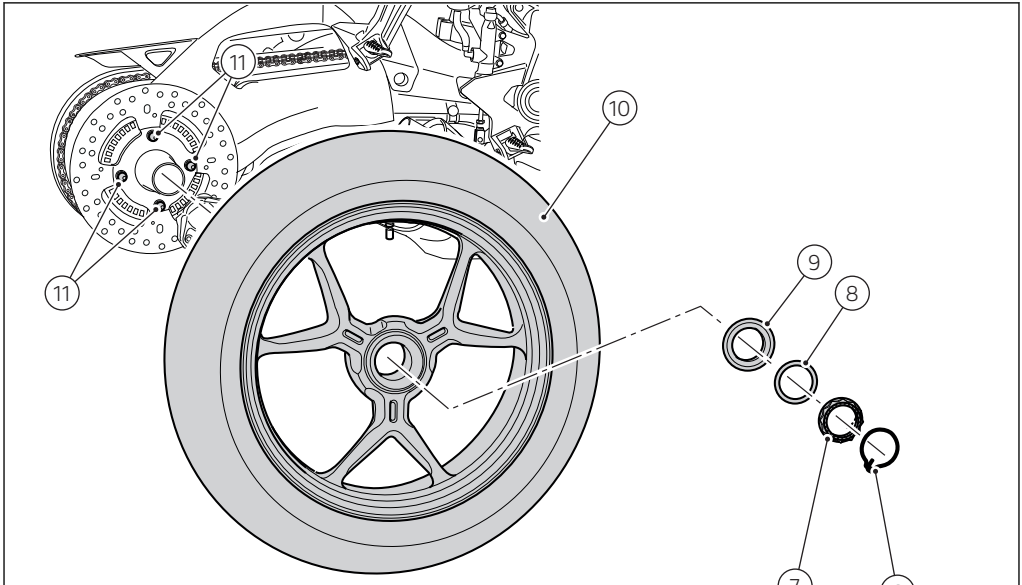


Fig 198

Fitting the silencer

Position the two silencers (5) with clamps (4) and tighten screws (12) to a torque of 22 Nm ± 10%.
Position the two covers (3) on silencers (5).
Tighten the two TBEI screws (1) to 5 Nm ± 10% fixed on the clips (2) that retain the upper and lower cover (3).

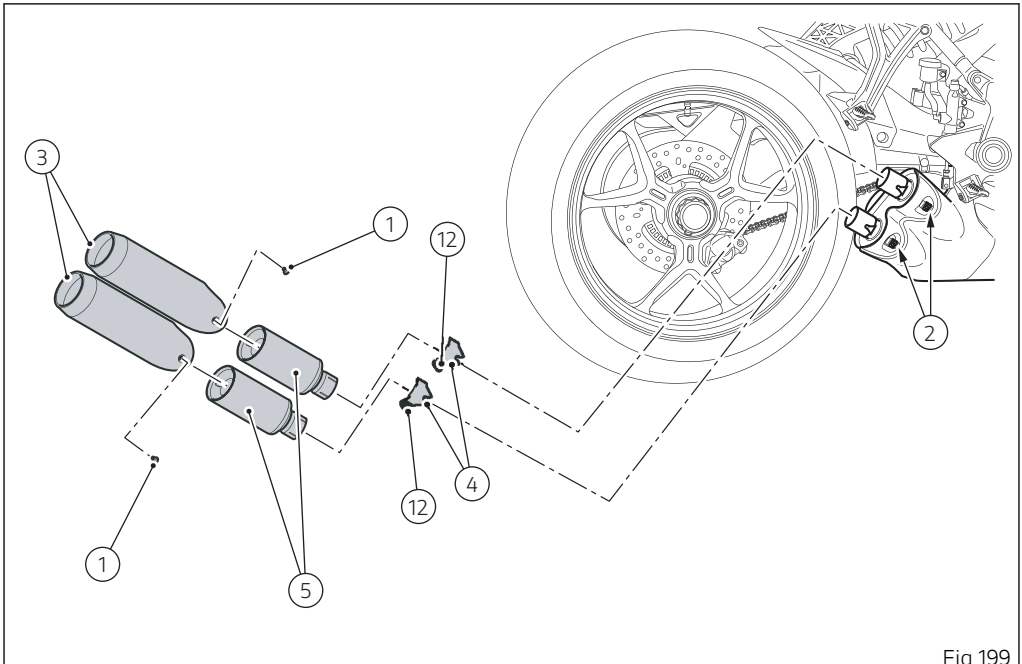


Fig 199

Check engine oil level

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

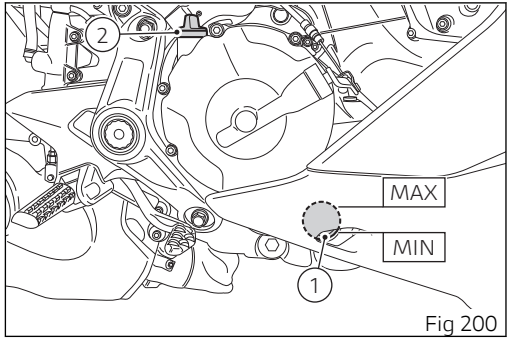


Fig 200

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 reported in the Warranty Card.

To check the oil level correctly, carefully follow the instructions below.
1) The level must be checked with warm engine, so if it is not performed after riding for at least 20/30 minutes you will need to warm up the engine.
If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly warm to flow along the lines and reach the engine sump).
During this warming up phase, the bike can be left on the side stand.
2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
3) Position the bike with both wheels on a flat ground and in straight position.
4) Then, check the engine oil through the sight glass.

5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Attention
Never exceed the MAX mark.

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:
- viscosity grade SAE 15W-50;
- standard API: SN;
- standard JASO: MA2.

Attention
UK VERSION: It is recommended to use oil complying with the following specifications:
- viscosity grade SAE 15W-50.

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

Cleaning 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.

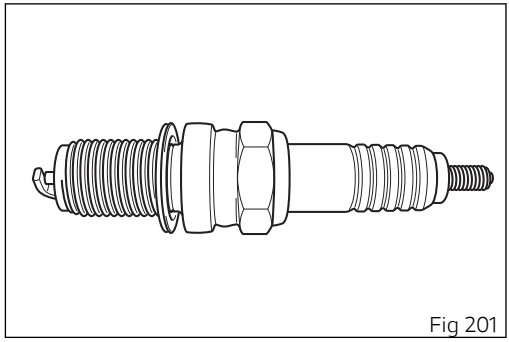


Fig 201

Cleaning the motorcycle

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

Note

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

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

Important

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

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

Attention

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

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

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

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

Storing the motorcycle

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

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

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

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

Important notes

Some countries, such as France, Germany, Great Britain, Switzerland, etc. have compulsory emission and noise standards that include mandatory inspections at regular intervals.
Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Scheduled maintenance chart

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

Attention

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

Attention

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1,000	0.6	9	18	27	36	
Reading of the error memory with DDS 2.0 and check of software version update on control units		•	•	•	•	•	12
Check the presence of any technical updates and recall campaigns		•	•	•	•	•	12
Change engine oil and filter		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Clean the engine oil mesh filter assembly		●		●		●	-
Check and/or adjust valve clearance				●		●	-
Change timing belts				●		●	60
Change spark plugs			●	●	●	●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake fluid level		●	●	●	●	●	12
Change brake fluid							36
Check brake disc and pad wear. Change, if necessary		●	●	●	●	●	12
Check the proper tightening of brake calliper bolts and brake disc flange screws		●	●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check frame-to-engine fasteners tightening			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	-
Change front fork fluid					●		-
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side and central stand (if any)		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Check the free play of clutch lever		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant					●		48

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Check the coolant level and check circuit for damage		●	●	●	●	●	12
Check tyre pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	12
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

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

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

Important

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

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

Technical data

Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI): 210 kg (463 lb).
Overall weight (without fluids and battery): 184 kg (406 lb).
Maximum allowed weight (carrying full load): 410 kg (904 lb).

Attention

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

Dimensions

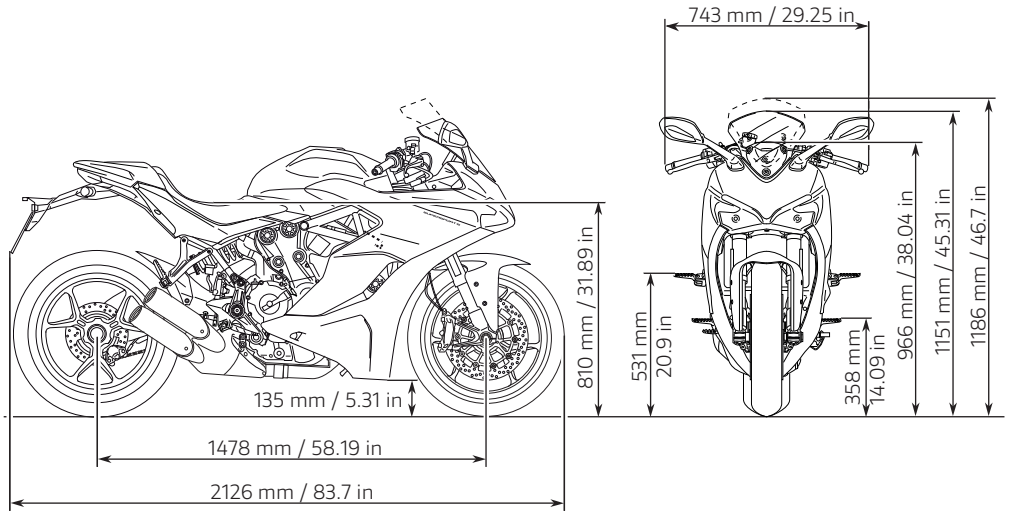


Fig 202

Fuel, lubricants and other fluids

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	16 litres (3.52 UK gal)
Oil sump and filter	Ducati recommends you use SHELL Advance 4T Ultra 15W-50 oil (JASO: MA2, API: SN) SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION)	3.35 litres (0.74 UK gal)
Front/rear brake circuit	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork (Supersport)	SHELL Donax TA	435 cc (26.5 cu. in) (right leg) 435 cc (26.5 cu. in) (left leg)
Front fork (Supersport S)	SHELL Donax TA	587.55 cc (35.9 cu. in) (right leg) 587.55 cc (35.9 cu. in) (left leg)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.3 litres (0.51 UK gal)

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

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

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



Engine

Twin cylinder, four-stroke, 90° "L" type, longitudinal.

Bore: 94 mm (3.7 in).

Stroke: 67.5 mm (2.7 in).

Total displacement: 937 cu. cm (57.18 cu in).

Compression ratio: 12.6±0.5.

Maximum power at crankshaft ((EU) Regulation no. 134/2014, Annex X, kW/HP):
81 kW/110 HP at 9,000 rpm.

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
93 Nm/9.5 kgm at 6,500 rpm

Max. rotation speed: 10,200 rpm.

Important

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

Note

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

Timing system

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

Desmodromic timing system

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

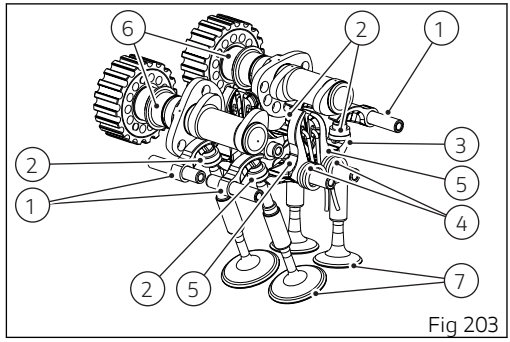


Fig 203

Performance data

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

Important

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

Spark plugs

Make: NGK.
Type: MAR9A-J.

Fuel system

Electronic injection with full Ride-by-Wire system.
Diameter of throttle body: 53 mm (2.1 in).
Injectors per cylinder: 1.
Firing points per injector: 4.
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 to the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.

Brakes

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

FRONT

Semi-floating twin-disc.
Braking material: stainless steel.
Carrier material: aluminium, black colour.
Disc diameter: 320 mm (12.6 in).
Disc thickness: 4.5 mm (0.18 in).
Hydraulically operated by a lever on RH handlebar.
Brake calliper make: BREMBO, radially-mounted monobloc callipers.
Front brake type: M4.32 (calliper diameter 32).
Friction material: TT 2182 FF
Brake master cylinder type: PR 18/21

Number of pistons: 4

REAR
With fixed drilled steel disc.
Disc diameter: 245 mm (9.6 in).
Disc thickness: 5 mm (0.2 in).
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO, floating 2-piston calliper with cornering ABS as standard.
Rear brake type: P34e.
Friction material: TOSHIBA TT 2172 HH.
Brake master cylinder type: PS 11.

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
Mechanically-controlled slipper/self-servo wet multiplate clutch.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio: 33/61.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.
Gearbox output sprocket/rear chain sprocket ratio: 15/43.
Total gear ratios:
1st gear 15/37
2nd gear 17/30
3rd gear 20/28
4th gear 22/26
5th gear 23/24
6th gear 24/23

Drive chain from gearbox to rear wheel.
Make: Regina (520 ZRDK)
Links: 106

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

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

Attention

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

Frame

Steel tubular trellis fixed to the heads.
Rear subframe Rear steel tubular trellis sub-frame.
Steering head angle: 24°.
Trail: 91 mm (3.6 in)
Steering angle: 30° LH side / 30° RH side.
Lean angle: 48°.

Wheels

Front

Light alloy rim with 3 Y-shaped spokes.
Size: 3.50" x 17".

Rear

Light alloy rim with 3 Y-shaped spokes.
Size: 5.50" x 17".

Tyres

Front

Pirelli Diablo Rosso III.
Size: 120/70 ZR17

Rear

Pirelli Diablo Rosso III.
Size: 180/55 ZR17

Suspension

Supersport

FRONT
Marzocchi upside-down fork with spring preload, compression and rebound adjustment.
Stanchion diameter: 43 mm (1.7 in).
Wheel travel: 130 mm (5.1 in).

REAR
Progressive with Sachs adjustable monoshock.
Suspension travel: 62.5 mm (2.46 in).
Rear wheel travel: 144 mm (5.7 in).

Supersport S

FRONT
Öhlins upside-down fork with spring preload, compression and rebound adjustment.
Stanchion diameter: 48 mm (1.9 in).
Wheel travel: 130 mm (5.1 in).

REAR

Progressive with Öhlins completely adjustable monoshock.
Suspension travel: 62 mm (2.44 in).
Rear wheel travel: 144 mm (5.7 in).

Exhaust system

Lay-out: 2 into a single multi-chamber pre-silencer with 2 lambda sensors and 1 catalytic converter.
Split absorption tail pipe.

Available colours

Supersport

Matt Titanium
Primer 2K Black code 873.A002 (Palinal).
Base coat, Met Grey code 928.D184 (Palinal);
Clear coat, 2K Matt clear coat code 932I0652 (Palinal);
Red frame and Glossy Red rims.

Supersport S

Ducati Anniversary Red
Primer, Antiflex White code L00440652 (Lechler).
Primer Ducati Red code 473.101 (PPG);
Clear coat 228,880 (PPG);
Red frame and Black rims.

Star White Silk
Primer code 873.AC001 (Palinal);
Primer code 928.T948 (Palinal);
Clear coat 96598 (Lechler);
Red frame and Glossy Red rims.

Electric system

Basic electric items are:
Headlight:
no. 1 bulb H11 12V 55W (low beam);
no. 1 bulb H11 12V 55W (high beam).

LED parking light (with DRL) type:
no. 14 LEDs DOMINANT NAW-HHG.

Tail light:
No. 8 LEDs OSRAM LA-E6SF (position);
No. 12 LEDs OSRAM LA-E6SF (stop light);

Number plate light:
No. 3 LEDs CREE CLA1A.

Front turn indicators:
No.15 LEDs OSRAM LYE6SF.

Rear turn indicators:
No. 1 bulb RY10W (12V – 10W).

Electric controls on handlebars.
Horn.
Stop light switches.
Battery 12 V - 10 Ah.
System voltage 12 V.
GENERATOR 490W to 14V.

Electronic rectifier, protected by a 30A fuse located on the solenoid starter, under the battery (C, Fig 206).
Starter motor: 12V-0.7 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, Fig 204) and the front right one (B, Fig 205) are located on the front right side.

To access the fuses, remove the right fairing (page 247).

To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

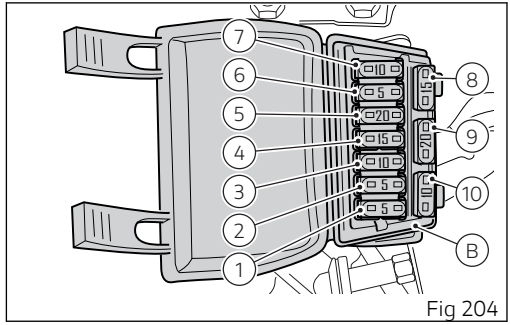


Fig 204

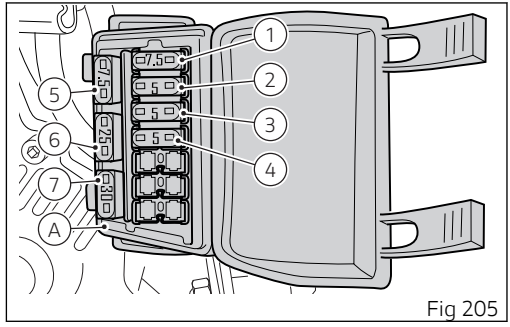


Fig 205

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

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

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

To access the main fuse, remove the left fairing (page 247).
The main fuse (C, Fig 206), is located near the battery on solenoid starter (D, Fig 206): fuse (L, Fig 206)is a spare fuse. Remove the fuse cap (E, Fig 206)to reach it. A blown fuse is identified by the interrupted center link (F, Fig 207).
Near the solenoid starter there are two fuses: a 25 A (G) fuse and a 10 A (H) one.

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

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

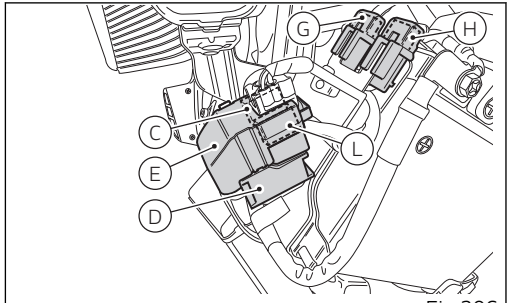


Fig 206

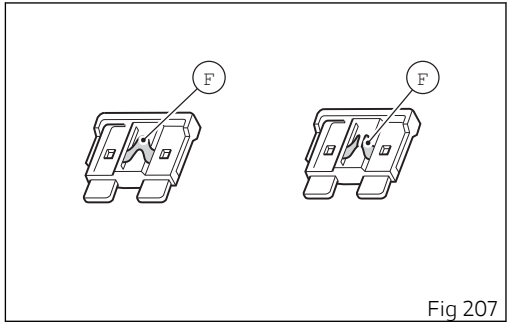


Fig 207

Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE NAME	DISTANCE IN KM	DATE
1000	600			
15000	9000			
30000	18000			
45000	27000			
60000	37000			

91374841EN

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A Company subject to the Management and Coordination activities of AUDI AG