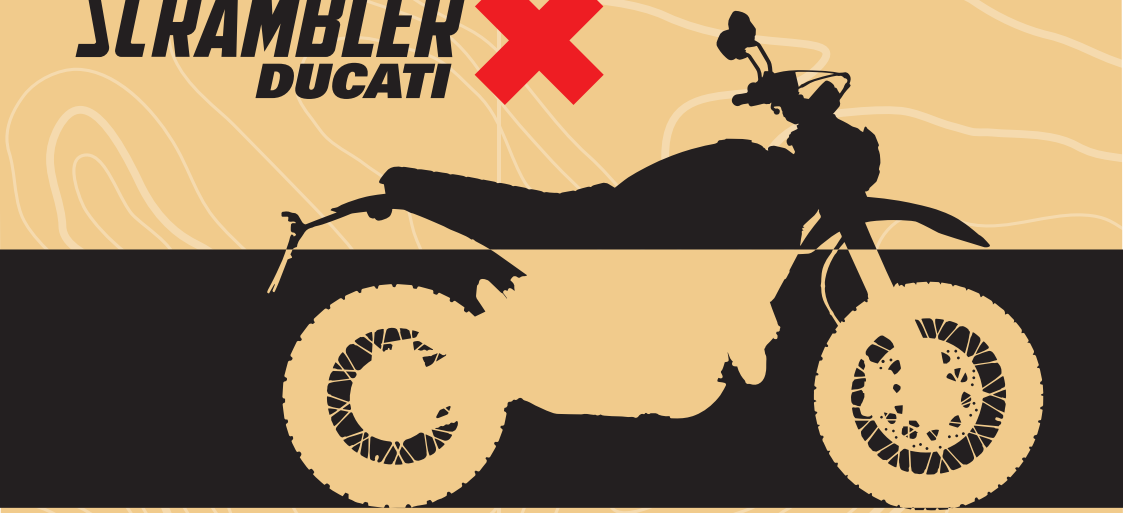
SCRAMBLER DUCATI



Owner's manual

Owner's manual

US/CANADA

We'd like to welcome you among Ducati enthusiasts and congratulate you on your excellent choice of motorcycle. We imagine you'll be riding your Ducati motorcycle for long trips as well as short daily excursions. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.

Your motorcycle is the result of constant research and development by Ducati Motor Holding S.p.A., so it's important that the standard of quality is upheld through careful observance of the scheduled maintenance chart and the use of original spare parts. In the Owner's Manual you'll find instructions for performing small maintenance procedures. The most important servicing and maintenance procedures are contained in the Service Manual available at Authorized Service Centers of Ducati Motor Holding S.p.A..

In your own interest and safety, and in order to guarantee product reliability, we strongly recommend that you go to an Authorized Dealer or Service Center for any servicing included on the scheduled maintenance chart, see page 172.

Our highly skilled staff has access to the special tools and equipment needed to perform any servicing procedure with expertise. They use only Ducati original spare parts as the best guarantee for full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Booklet. The Warranty does not extend to motorcycles used in competitions or competitive trials. Any tampering or even partial modification of the components will result in automatic invalidation of Warranty rights. Incorrect or insufficient servicing procedures, use of non-original spare parts or parts not explicitly approved by Ducati may lead to the invalidation of the Warranty, besides potential damage and reduced performance.

Enjoy your ride!

Table of Contents

Introduction

Safety guidelines

Your safety and that of others are very important. Ducati Motor Holding S.p.A. urges you to ride your motorcycle responsibly.
Before using your motorcycle for the first time, please read this manual carefully from start to finish and closely follow the guidelines. This will allow you to obtain all information regarding a correct use and maintenance. If you have any doubts or questions, consult a Dealer or Authorized Service Center.

Warning symbols used in the manual

Different forms of information regarding potential hazards that may affect you or others have been used. These include:

- Safety stickers on the motorcycle;
- Safety warnings preceded by a warning symbol and by one or the two words CAUTION or IMPORTANT.

Attention

Failure to observe these instructions may lead to a hazardous situation and cause severe injury to the rider or others, or even death.

Important

Possibility of damaging the motorcycle and/or its components.

Note

Additional information regarding the job being performed.

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

Intended use

Attention

This motorcycle is designed for both use on road and light off road duty. Do not use on competitive off-road circuits or extreme jumps.

Attention
This motorcycle must not be used for towing or for the addition of a sidecar, since this may cause a loss or control and consequent accident.

This motorcycle carries the rider and can carry a passenger.

Attention
The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 837.7lb/ 380kg.

The motorcycle is equipped with M+S category tires: Ducati recommends Pirelli Scorpion Rally tires.

Attention
Maximum speed with M+S category tires
The maximum speed specified for the motorcycle can be higher than the one allowed for the tire. Higher speeds can damage the tires and cause accidents. Pay attention to the maximum speed allowed for the tires. When using tires of the M+S category, like Pirelli Scorpion Rally recommended by Ducati, it is necessary not to exceed the speed limit corresponding to the speed index specified for that tire: 118 mph (190 km/h) for Pirelli Scorpion Rally tires.

Attention
When using M+S category tires, do not exceed 118 mph (190 km/h).

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.

Attention
Do not use the crosspiece to lift or move the motorcycle as it is only supposed to be used to support accessories.

Rider's obligations
All riders must hold a driver's license.

Attention
Riding without a license is illegal and punishable by law. Make sure you always have your license on you when setting out on the motorcycle. Do not allow inexpert riders or those not in possession of an authorized driver's license to ride the motorcycle.

Do not ride the motorcycle when under the influence of alcohol or drugs.

Attention
Riding under the influence of alcohol or drugs is illegal and punishable by law.

Avoid taking medication before riding the motorcycle if you have not consulted your doctor about potential side effects.

Attention
Some medications may induce sleepiness or other effects that impair reflexes and the ability of the rider to control the motorcycle, which may lead to accident.

Some countries require mandatory insurance coverage.

Attention
Check the laws applicable to your country. Take out an insurance policy and keep the policy in a safe place along with the other motorcycle documents.

To protect the safety of the rider and/or passenger, some countries have made it a law to wear a homologated helmet.

Attention
Check the laws applicable to your country. Riding without a helmet may be punishable by a fine.

Attention
Failure to be wearing a helmet in case of accident increases the chance of serious injury and even death.

Attention
Make sure that the helmet complies with safety specifications, provides excellent visibility, is the correct size for the head, and has the certification label affixed to the helmet surface conforming to the standards in force in your state. Road traffic laws differ from state to state. Check the laws in force in your country before riding the motorcycle and pay strict adherence to them .

Attention
Tampering with Noise Control System Prohibited. Federal Law prohibits the following acts or causing thereof:

1) the removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or
2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among the acts presumed to constitute tampering are those listed below:

1) Removal of, or puncturing the muffler, baffles, header pipes or any other component that conducts exhaust gases.
2) Removal or puncturing of any part of the intake system.
3) Lack of proper maintenance.

4) Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

This product should be checked for repair or replacement if the motorcycle noise has increased significantly through use. Otherwise, the owner may become subject to penalties under state and local ordinances.

Reporting of safety defects

If you believe your vehicle has a defect that could cause a crash or cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying Ducati North America, 10443 Bandley Drive Cupertino, California, 95014, Tel.: 001.408.253.0499, Fax: 001.408.253.4099. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider's training

Accidents are frequently due to inexperience. Riding, maneuvering and or braking are carried out differently from other vehicles.

Attention

A rider's lack of preparation or an inappropriate use of the vehicle may result in a loss of control, death or serious damage.

Check your knowledge of current "TRAFFIC LAWS"; read carefully and familiarize yourself with the contents of the M.O.M (Motorcycle Operator Manual) pertinent to your state available at the M.S.F. (Motorcycle Safety Foundation) (www.msf-usa.org) website.
You are strongly recommended to take a riding course approved by the M.S.F. (Motorcycle Safety Foundation).

Apparel

Clothing in the use of the motorcycle plays an important role in safety, as the motorcycle provides a person no protection from impact in the same way as an automobile.

Suitable clothing includes: helmet, eye protection, gloves, boots, long-sleeved jacket and long pants.

- The helmet must have the requisites as listed on page 9, if the helmet model has no visor, use suitable goggles;
- Gloves must have five fingers and be made of leather or other abrasion-resistant material;
- Boots or shoes used for riding must have non-slip soles and ankle protection;
- Jacket and pants, or even riding suits, must be made of leather or abrasion-resistant material and in a color with inserts that are very visible.

Important

In any case, avoid wearing loose or floppy clothing that can become stuck in the motorcycle parts.

Important

For your safety this type of clothing must be used in both summer and winter.

Important

For the safety of the passenger, make sure that he or she also wears appropriate clothing.

Safety "Best Practices"

Before, during and after use, remember to follow some simple rules that are extremely important for safety and for maintaining the motorcycle at top efficiency.

Important

During the break-in period, carefully observe the instructions contained in section "Riding the motorcycle" of this Manual.
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
Do not ride the motorcycle unless you are well familiarized with the controls to be used during the ride.

Before starting the motorcycle, always perform the checks detailed in this manual (see page 129).

Attention
Failure to perform checks may cause damage to the vehicle and serious injury to the rider and/or passenger.

Attention
Start the engine when outdoors or in a well ventilated place. Never start the engine in a closed environment.
Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.
During the ride, assume a correct body position and make sure the passenger does the same.

Important
The rider should ALWAYS keep both hands on the handlebar.

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

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

Important
Be very careful when maneuvering intersections or when riding in areas near exits from private grounds, parking lots or access roads to highways.

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

Important
ALWAYS signal your intention to turn or pull over to the next lane with due warning using the turn indicators.

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

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

Attention
The engine, exhaust pipes and mufflers stay hot for a long time after the engine has been turned off. Be especially careful not to touch the exhaust system with any part of the body and never park the motorcycle near flammable materials (wood, leaves, etc.).

Attention
When you leave the motorcycle unattended, always remove the ignition key and make sure it is inaccessible to anyone unsuitable to ride the motorcycle.

Refueling
Refuel the motorcycle in an open area and with the engine switched off.
Do not smoke or ever use flames during refueling.
Be careful never to drop fuel on the engine or exhaust pipe.
When refueling, do not fill the tank completely: fuel should never be touching the rim of filler recess.
When refueling, avoid inhaling fuel vapors and take care that they do not come in contact with eyes, skin or clothing.

Attention

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

Attention

In case of malaise caused by prolonged inhalation of fuel vapors, stay outdoors and consult a physician. In case of contact with eyes, rinse eyes thoroughly with water. In case of contact with skin, wash the area immediately with soap and water.

Attention

Fuel is highly flammable. If it accidentally spills onto clothes, change them.

Carrying the maximum load allowed

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

Attention

The maximum allowed speed with side panniers and top-case does not have to exceed 81 mph (130 Km/h) and it must be anyway within the limits set by the law.

Attention

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

Information about carrying capacity

Important

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

Important
Never fix bulky or heavy objects to the steering head or front mudguard, as this would affect stability and be dangerous.

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 interfere with moving parts.

Attention
Make sure tires are inflated to the correct pressure and that they are in good condition.

Please refer to paragraph "Tires" on page 164.

Hazardous products - warnings

Used engine oil

Attention
Prolonged or repeated contact with used engine oil may cause skin cancer. If exposed to used engine oil on a daily basis, make it a rule to wash your hands thoroughly with soap immediately after use. Keep away from children.

Brake lining debris

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

Brake fluid

Attention
Avoid spilling brake fluid onto plastic, rubber or painted parts of the motorcycle to avoid the risk of damage. Protect these parts with a clean shop rag before servicing the motorcycle. Keep away from children.

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 generous quantities of 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.

Vehicle identification number

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

We recommend that you note the frame number (Fig 1) of your motorcycle in the space below.

Frame number

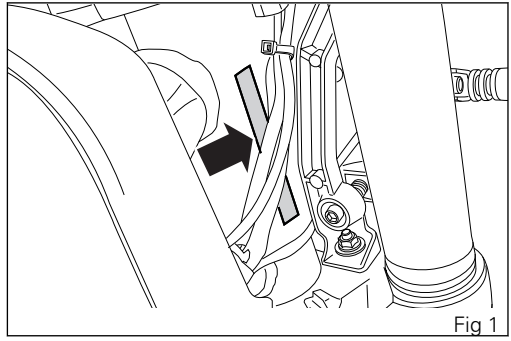


Fig 1

There are two types of VIN number: VIN (Fig 2) refers to vehicles produced in the Italian factory, whereas VIN (Fig 3) refers to vehicles produced in the Thai factory.

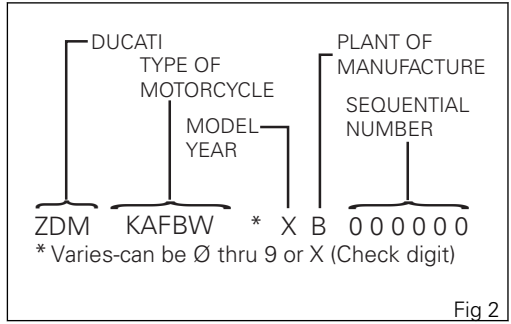


Fig 2

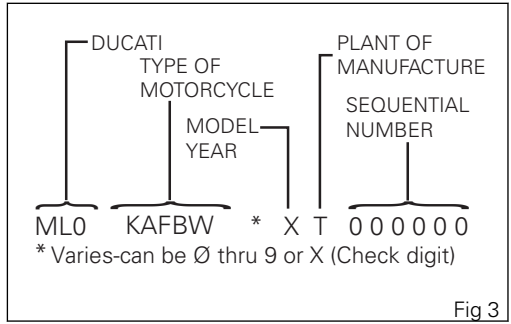


Fig 3

Engine identification number

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

We recommend that you note the engine number (Fig 4) of your motorcycle in the space below.

Engine number

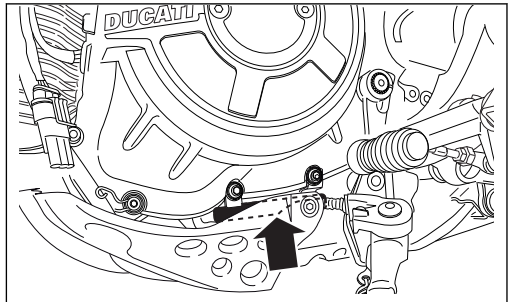


Fig 4

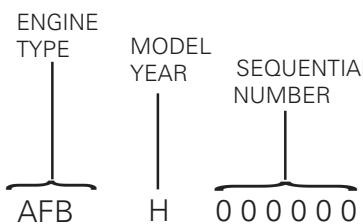


Fig 5

Plate position

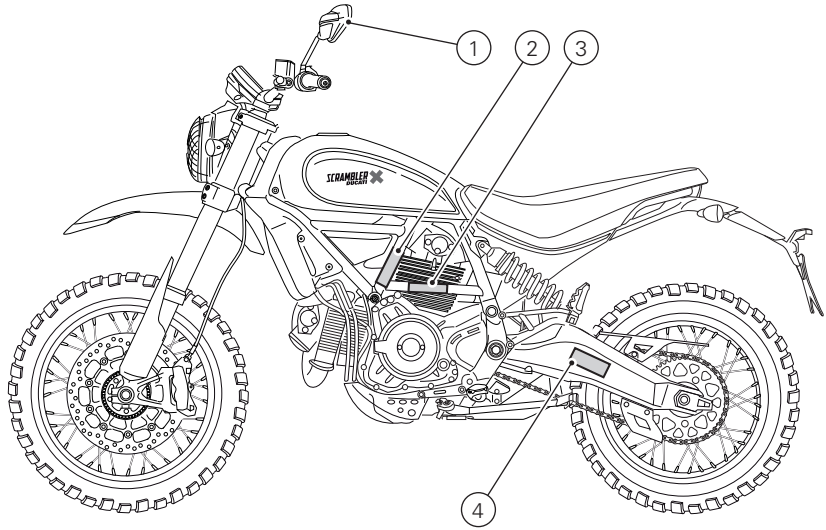


Fig 6

OBJECT IN MIRROR ARE
CLOSER THAN THEY APPEAR
Cod. 433 1 166 1A

1

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS [redacted] MOTORCYCLE, [redacted]
MEETS EPA NOISE EMISSION REQUIREMENTS OF [redacted] dBA AT [redacted] RPM BY THE FEDERAL TEST PROCEDURE.
MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW.
SEE OWNER'S MANUAL.

Cod. 433 1 [redacted]

2

VEHICLE EMISSION CONTROL INFORMATION

Engine displacement: [redacted] cc
Engine family: [redacted]
Engine exhaust control system: [redacted]
Evap family: [redacted]

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 4 OR 5 GRAM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA

ENGINE TUNE-UP SPECIFICATIONS

ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	[redacted] BTDC at idle speed	No adjustment
IDLE SPEED (RPM):	[redacted] - [redacted] rpm	No adjustment
IDLE MIXTURE:		No adjustment
	Opening [redacted] - [redacted] mm	
VALVE CLEARANCE (in & ex):		See Service Manual
	Closing [redacted] - [redacted] mm	
SPARK PLUG: CHAMPION	[redacted]	
SPARK PLUG GAP (mm):	[redacted]	OIL: [redacted]
		FUEL: Unleaded gasoline

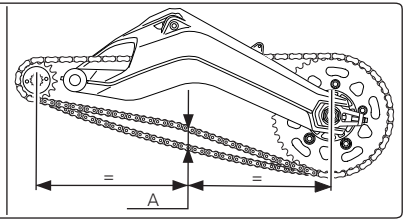
DUCATI MOTORHOLDING spa - BOLOGNA - ITALY

3

Girare la ruota posteriore per trovare la posizione in cui la catena risulta più tesa. Appoggiare il veicolo sulla stampella laterale. Con la sola pressione del dito, spingere verso il basso la catena nel punto di misura e poi rilasciarla. Dalla posizione assunta a riposo dalla catena, misurare l'escursione VERSO L'ALTO. Deve risultare: A = [redacted] mm.

Make the rear wheel turn until you find the position where chain is tightest. Set the vehicle on the side stand.
Push down the chain with one finger at the indicated point of measurement and release. From chain rest position, measure UPWARD travel. It must be: A = [redacted] mm.

Cod. [redacted]



4

Fig 7

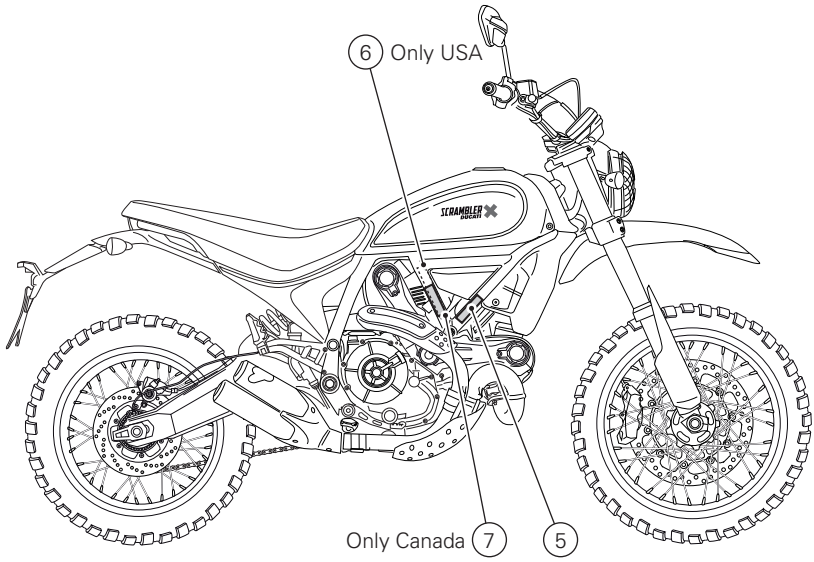
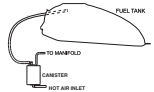


Fig 8

VEHICLE EMISSION CONTROL LABEL

ENGINE DISPLACEMENT: CC
ENGINE FAMILY:
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO MODEL YEAR NEW MOTORCYCLES EVAP FAMILY:



DUCATI

6

Manufactured by: **DUCATI*MOTORHOLDING spa*** date: /

GVWR: 1025 Lbs (465 kg); GAWR FRONT: Lbs (kg); GAWR REAR: Lbs (kg)
WITH TIRES: FRONT REAR
WITH RIMS: FRONT REAR

RECOMENDED TIRE COLD INFLATION PRESSURE

DRIVER ONLY/M+S, FRONT PSI (kPa) REAR PSI (kPa)
DRIVER AND PASSENGER/M+S, FRONT PSI (kPa) REAR PSI (kPa)

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE
Vehicle I.D. No.Z Type Classification: **MOTORCYCLE**

7 (Only USA)

MANUFACTURED BY/FABRIQUÉ PAR : DUCATIMOTORHOLDING spa
TYPE OF VEHICLE / TYPE DE VÉHICULE : MC **DATE:** xx/xxxx
GVWR / PNBV: xxx KG. **V.I.N. / N.I.V.:** xxxxxxxxxxxxxxx

GAWR PNBE KG	DIMENSION		COLD INFLATION PRESSURE - PRESSION DE GONFLAGE A FROID		
	TIRE/PNEU	RIM/JANTE	CONDITION	PSI-LPC	kPa
xxx	xxx/xxxxxx	MT x.xx X xx	Driver only / Driver only (M+S): Driver and passenger / Driver and passenger (M+S):	xx.x / xx.x xx.x / xx.x	xxx / xxx xxx / xxx
xxx	xxx/xxxxxx	MT x.xx X xx	Driver only / Driver only (M+S): Driver and passenger / Driver and passenger (M+S):	xx.x / xx.x xx.x / xx.x	xxx / xxx xxx / xxx

THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE. CE VÉHICULE EST CONFORME A' TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU REGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR A' LA DATE DE SA FABRICATION

432-x.xxx.xx

8 (Only Canada)

Fig 9

Noise and exhaust emission control system information

Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight.

Carbon monoxide does not react in the same way, but is toxic. Ducati utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

Exhaust Emission Control System is controlled by an Electronic Control Unit (ECU), and no adjustments should be made except idle speed adjustments with the throttle stop screw. The Exhaust Emission Control System is separate from the crankcase emission control system.

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

The motorcycles are equipped with an evaporative emission control system which consists of a charcoal canister and associated piping. This system prevents the escape of fuel vapors from the engine and fuel tank.

Problems that may affect motorcycle emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Ducati dealer.

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (driveability) and poor economy.

California emission control warranty statement Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2017 motorcycle. In California, new motor

vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.
Your emission control system may include parts such as fuel-injection system, the ignition system, catalytic converter, and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies. Where a warrantable condition exists, Ducati North America, Inc. will repair your motorcycle at no cost to you including diagnosis, parts and labor.

Manufacturer’s warranty coverage

Manufacturer’s warranty coverage

- 5 years or 18641 miles (30,000 kilometers), whichever first occurs.

Owner's warranty responsibilities

- As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your owner's manual. Ducati North America, Inc. recommends that you retain all receipts covering maintenance on your motorcycle, but Ducati North America, Inc. cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.
- You are responsible for presenting your motorcycle to a Ducati dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.
- As the motorcycle owner, you should also be aware that Ducati North America, Inc. may deny you warranty coverage if your motorcycle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system

Attention
In the event of a fuel system malfunction, contact a Ducati Authorized Service Center.

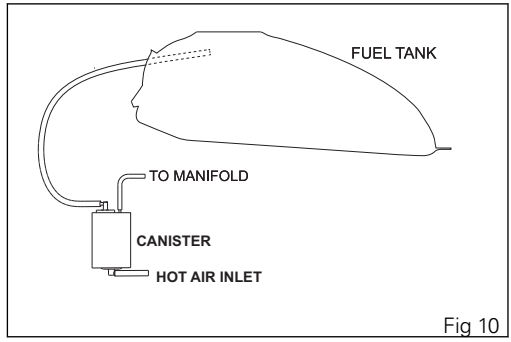


Fig 10

Ducati limited warranty on emission control system

Ducati North America, Inc., 10443 Bandley Drive Cupertino, California, 95014 warrants that each new 1998 and later Ducati motorcycle, that includes as standard equipment a headlight, tail-light and stoplight, and is street legal:

A) is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and
B) is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use of 18,641 miles (30,000 kilometers) or 5 (five) years from the date of initial retail delivery, whichever first occurs.

I. Coverage
Warranty defects shall be remedied during customary business hours at any authorized Ducati motorcycle dealer located within the United States of America in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and the California

Air Resources Board. Any part or parts replaced under this warranty shall become the property of Ducati. In the state of California only, emissions related warranted parts are specifically defined by that state's Emissions Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank, fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points, condensers, and spark plugs if failure occurs prior to the first scheduled replacement, and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts. In the state of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized Ducati dealer. An emergency situation occurs when an

authorized Ducati dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. Ducati will reimburse the owner for the expenses, including diagnosis, not to exceed Ducati's suggested retail price for all warranted parts replaced and labor charges based on Ducati's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

II. Limitations
This Emission Control System Warranty shall not cover any of the following:
A. Repair or replacement required as a result of
(1) accident,
(2) misuse,
(3) repairs improperly performed or replacements improperly installed,
(4) use of replacement parts or accessories not conforming to Ducati specifications which adversely affect performance and/or
(5) use in competitive racing or related events.
B. Inspections, replacement of parts and other services and adjustments required for routine maintenance.
C. Any motorcycle on which odometer mileage has been changed so that actual mileage cannot be readily determined.

III. Limited liability
A. The liability of Ducati under this Emission Control Systems Warranty is limited solely to the remedying of defects in material or workmanship by an authorized Ducati motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the Ducati dealer. Ducati shall not be liable for any other expenses, loss or damage, whether direct, incidental, consequential or exemplary arising in connection with the sale or use of or inability to use the Ducati motorcycle for any purpose. Some states do not allow the exclusion or limitation of any incidental or consequential damages, so the above limitations may not apply to you. B. No express emission control system warranty is given by Ducati except as specifically set forth herein. Any emission control system warranty implied by law, including any

warranty of merchantability or fitness for a particular purpose, is limited to the express emission control systems warranty terms stated in this warranty. The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow limitations on how long an implied warranty lasts so the above limitation may not apply to you. C. No dealer is authorized to modify this Ducati Limited Emission Control Systems Warranty.

IV. Legal rights
This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

V. This warranty is in addition to the Ducati limited motorcycle warranty.

VI. Additional information
Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, Ducati is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

Ducati North America, Inc..
10443 Bandley Drive
Cupertino, California, 95014
Tel.: 001.408.253.0499
Fax: 001.408.253.4099
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Instrument panel (Dashboard)

Instrument panel

1) LCD.
2) REV COUNTER (rpm).
It indicates engine rpm value.
3) NEUTRAL LIGHT N (GREEN).
Comes on when in neutral position.
4) HIGH BEAM LIGHT (BLUE).
Turns on to indicate that the high beam lights are on and when the flasher is activated.
5) ENGINE OIL PRESSURE LIGHT (RED).
Comes on when engine oil pressure is too low. It must turn on at "KEY-ON", but must turn off a few seconds after the engine has started. May come on briefly when the engine is hot, but should go off as the engine revs up.

Important

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

6) FUEL WARNING LIGHT (AMBER YELLOW).
Turns on when fuel is low and there are about 1.06 gallons (4 liters) of fuel left in the tank.
7) TURN INDICATOR LIGHTS (GREEN).
A warning light turns on and blinks when the relevant turn indicator is active; when the warning lights blink at the same time, the HAZARD function is active.
8) "ENGINE/VEHICLE DIAGNOSIS - EOBD" LIGHT (AMBER YELLOW).
Turns on in the case of "engine" and/or "vehicle" errors and in some cases will lock the engine.

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

Engine off/ speed below 3 mph (5 km/h)		
Light off	**Light flashing**	**Light steady**
-	ABS disabled with the menu function "ABS"	ABS enabled but not working yet
Engine on/ speed below 3 mph (5 km/h)		
Light off	**Light flashing**	**Light steady**
-	ABS disabled with the menu function "ABS"	ABS enabled but not working yet
Engine on/ speed over 3 mph (5 km/h)		
Light off	**Light flashing**	**Light steady**
ABS enabled and functioning	ABS disabled with the menu function "ABS"	ABS disabled and not functioning due to a problem

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

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

Note

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

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

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.

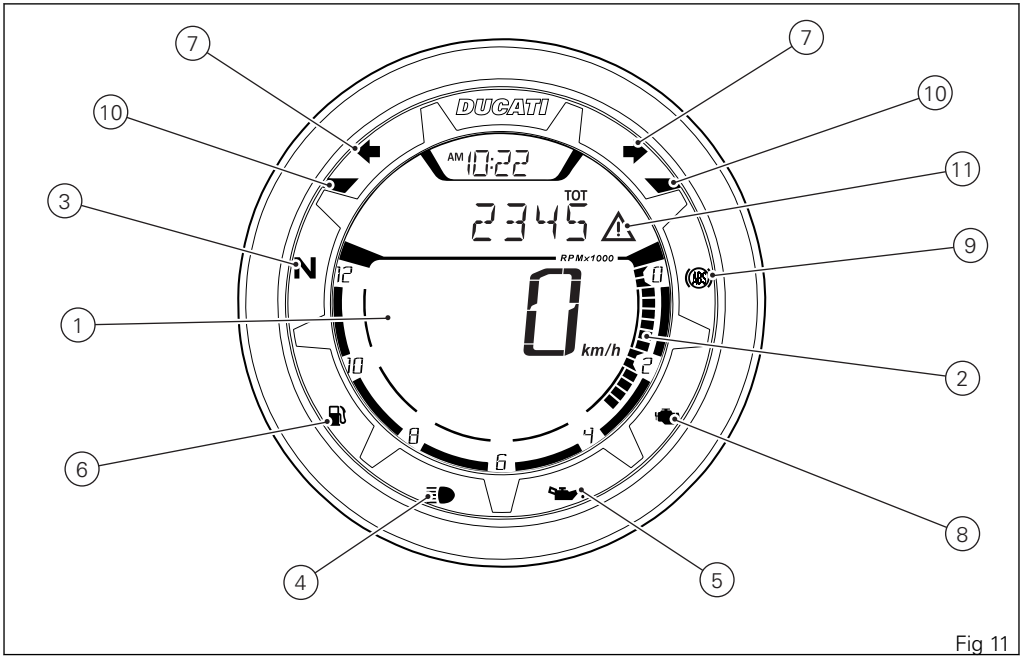


Fig 11

Acronyms and abbreviations used in the Manual

ABS
Anti-lock Braking System
CAN
Controller Area Network
DDA
DUCATI Data Acquisition
DSB
Instrument panel
ECU
Engine Control Unit

Technological Dictionary

Anti-lock Braking System (ABS) 9M

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

Function buttons

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

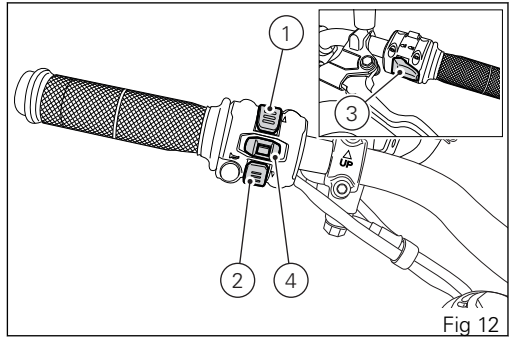


Fig 12

Parameter setting/displaying

Upon key-on, the instrument panel:

- turns on the display backlighting;
- activates the rev counter which increases from 0 to 12000 and then goes 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 in a sequence, starting from the right to the left.

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

During this check stage, if the vehicle speed exceeds 12 mph (20 km/h) (actual speed), the instrument panel will stop:

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

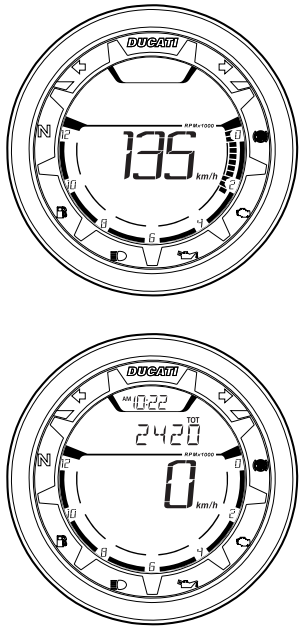


Fig 13

Data displayed on the main screen are as follows:

1) Engine rpm.
2) Vehicle speed.
3) MENU 1 (Odometer, Trip 1, Trip 2, Trip Fuel, Air temperature, Error indication, only if present).
4) Clock.
5) SERVICE indication (only if active).
6) Setting menu.
7) Side stand status.

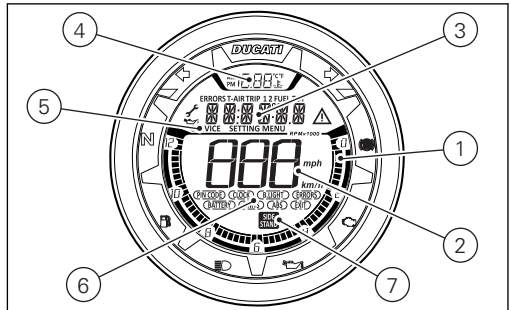


Fig 14

From the main screen, press button (2) on LH switch to view Menu 1 information.

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- TRIP FUEL (when function is active);
- T – AIR.

The instrument panel stores Menu 1 current settings upon KEY-OFF. Upon the following KEY-ON, the previously stored Menu 1 screens are displayed.
In case of sudden and unexpected power off, the instrument panel displays the default settings upon the following Key-ON;

- Menu 1 default screen = Odometer (TOT).

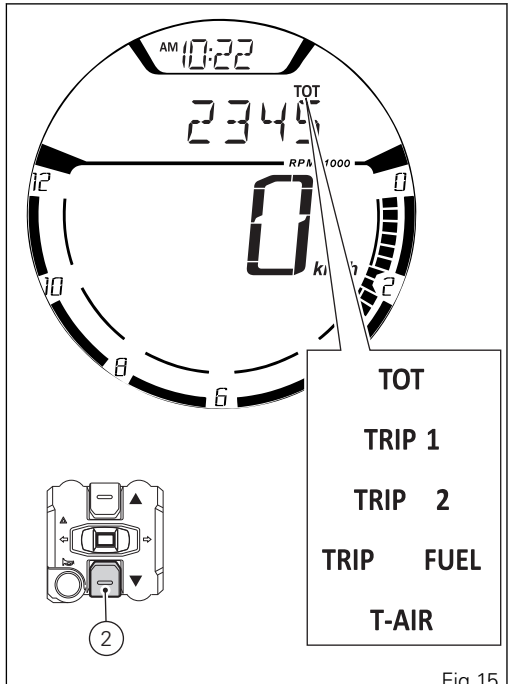


Fig 15

Upon KEY-ON, for each layout mode, the instrument panel displays Menu 1 "Odometer" screen for 10 seconds and then displays the page saved upon previous KEY-OFF.
If the instrument panel detects that the voltage generated to power the control buttons is not within the established range, it activates the safety mode:

- activation of all four turn indicators;
- deactivation of high beam lights, if they are on;
- activation of low beam lights;
- activation of the flashing oil pressure light;
- display of main page, with TRIP FUEL displayed, if active.

If this condition occurs, contact a Ducati Dealer or Authorized Service Center.

Hold the button (2) for 3 seconds with the actual vehicle speed lower than or equal to 12 mph (20 km/h) to gain access to the Setting Menu, where you can set any function.

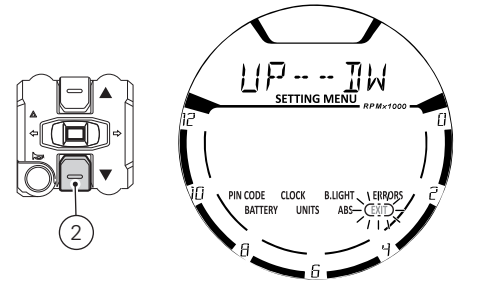


Fig 16

Important

You can enter the SETTING MENU only when the actual vehicle speed is lower than or equal to 12 mph (20 km/h). If you are inside the Setting MENU and the actual vehicle speed exceeds 12 mph (20 km/h), the instrument panel automatically exits from this Menu and displays the Standard Screen.

Main functions

The functions displayed in the Standard Screen are the following:

Main information

- Vehicle speed
- Engine rpm indication (RPM)
- Menu 1 displays the following functions:
  - Odometer (TOT)
  - Trip meter 1 (TRIP 1)
  - Trip meter 2 (TRIP 2)
  - Partial fuel reserve counter (TRIP FUEL)
  - External air temperature (AIR)
  - Clock

Additional information

- Service warning (SERVICE)
- ERROR indication

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

- PIN CODE (activation and modification of PIN CODE);
  CLOCK (clock settings);
  LIGHT (backlighting settings);
  BATTERY (battery voltage indication);
  UNITS (units of measurement settings);
  ABS (ABS control unit enabling - disabling);
  EXIT (to quit the Setting Menu)

Vehicle speed

This function allows displaying the vehicle speed (km/h or mph according to the specific application).
The instrument panel receives information about the actual vehicle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (mph or km/h).
The max. displayed speed is 186 mph (299 km/h).

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

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

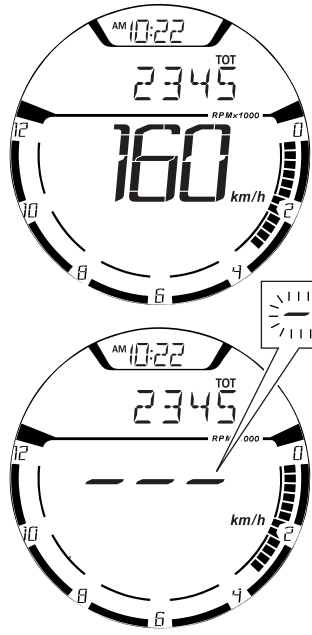


Fig 17

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 right to the left according to the engine rpm.

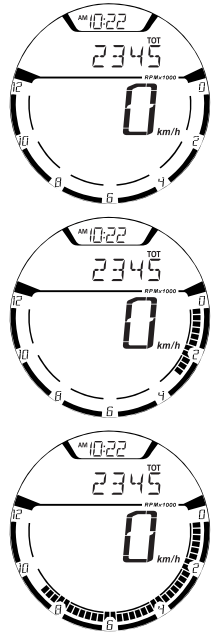


Fig 18

The thresholds before the rpm limiter are:
1st threshold 8900 rpm (A)
When the rev limiter value (B) is reached, the warning lights start flashing.

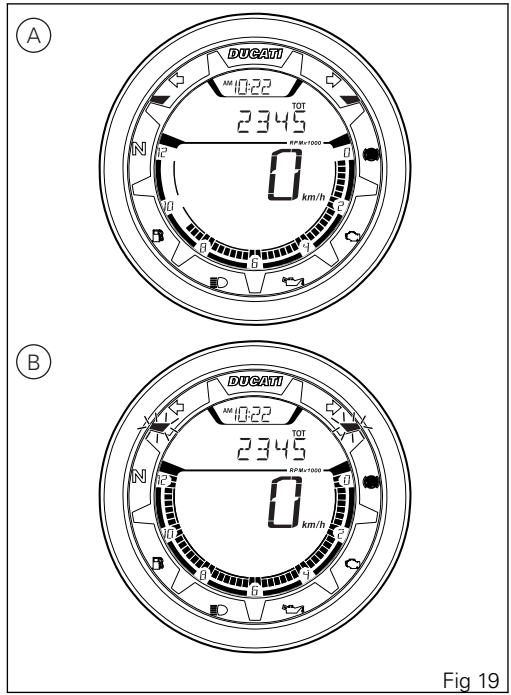


Fig 19

Menu 1 functions

MENU 1 functions are:

- Odometer (TOT);
- Trip meter 1 (TRIP 1);
- Trip meter 2 (TRIP 2);
- Partial fuel reserve counter (TRIP FUEL);
- Ambient air temperature (T-AIR).

By pressing button (2) it is possible to view the functions of MENU 1.

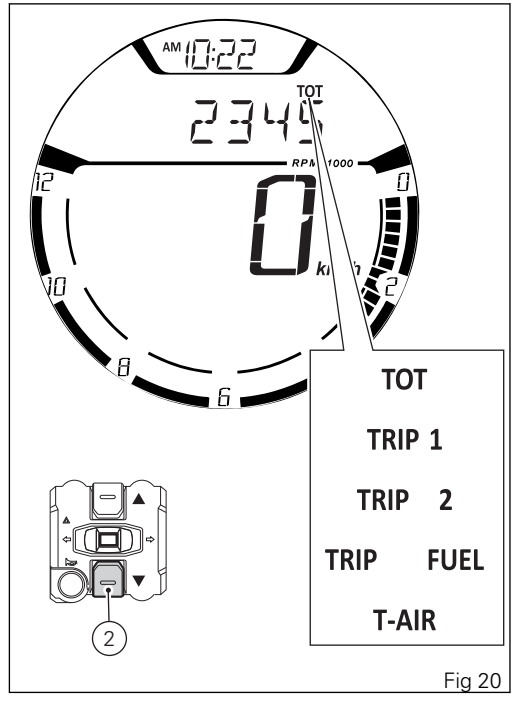


Fig 20

Odometer (TOT)

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

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

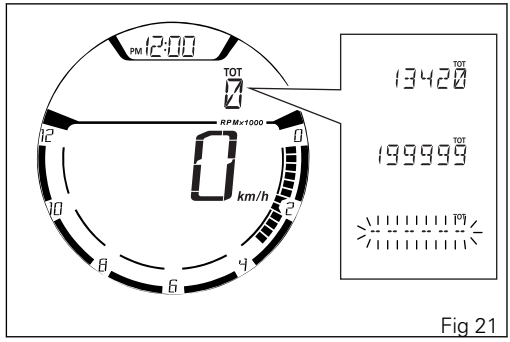


Fig 21

Note

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

Note

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

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km).
When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance traveled is reset and the meter automatically starts counting from 0 again.
While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP 1.
The TRIP 1 counter is automatically reset in case the system unit of measurement is changed manually or if the power supply is interrupted (faulty battery): the counter will then start back from zero, considering the new units of measurement.

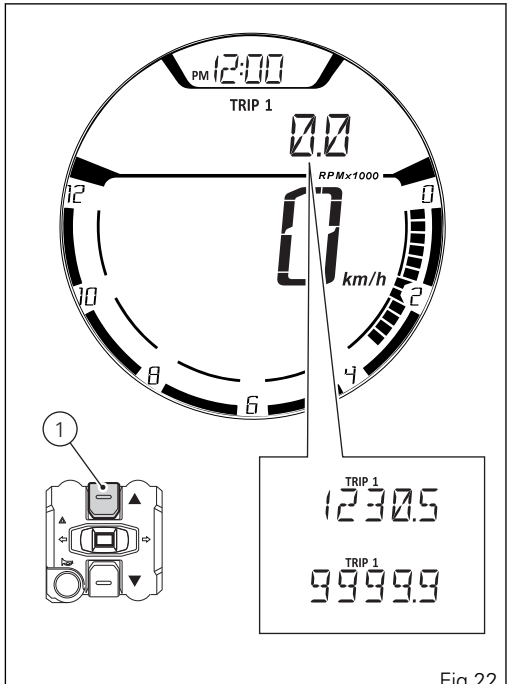


Fig 22

Trip meter 2 (TRIP 2)

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km).
When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance traveled is reset and the meter automatically starts counting from 0 again.
While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP 2.
The TRIP 2 counter is automatically reset in case the system unit of measurement is changed manually or if the power supply is interrupted (faulty battery): the counter will then start back from zero, considering the new units of measurement.

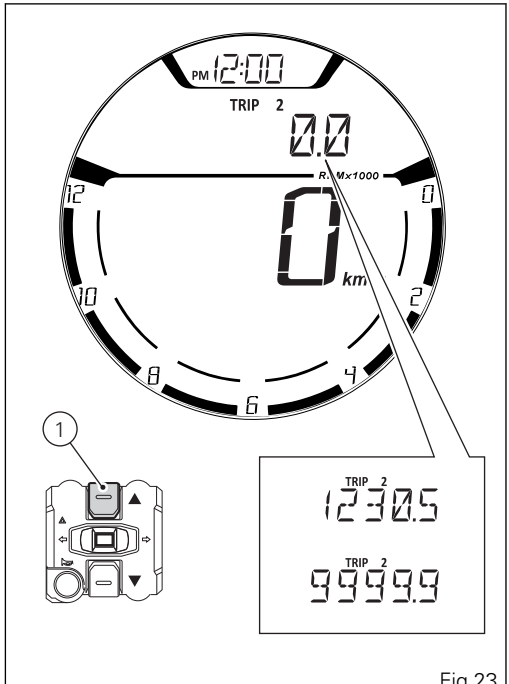


Fig 23

Partial fuel reserve counter (TRIP FUEL)

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

When the Low fuel light (A) turns on, the display automatically shows the TRIP FUEL function, regardless of the currently displayed function; it is then possible to toggle through the other Menu functions by pressing button (2).

Trip fuel reading remains stored even after Key-Off until the vehicle is refueled. Count is interrupted automatically as soon as fuel is topped up to above minimum level.

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

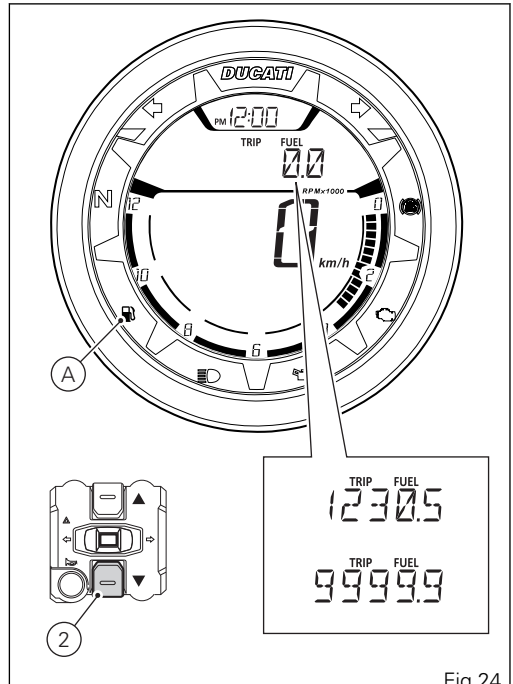


Fig 24

Note

Whenever the unit of measurement is changed or in case of power off (Battery Off), the distance traveled is reset and the meter starts counting from zero again (considering the new set units of measurement).

Ambient air temperature (AIR)

The instrument panel displays the ambient temperature in the set unit of measurement (°C or °F), followed by the set unit of measurement, and the T-AIR text. The temperature value is displayed when ranging from -38 °F to +255 °F (or -39 °C to +124 °C). For different temperature values (lower than -38 °F (-39 °C) or higher than +255 °F (+124 °C)) a string of three steady dashes "---" is 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 EOBD light will turn on.

Note

When the vehicle is stopped, the engine heat may influence the displayed temperature.

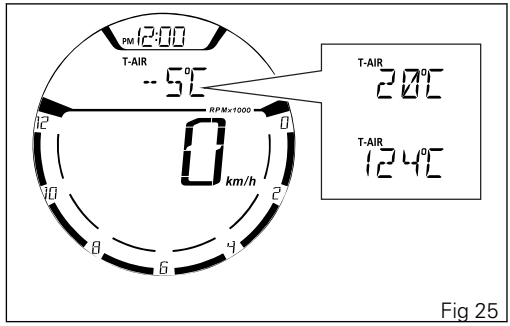


Fig 25

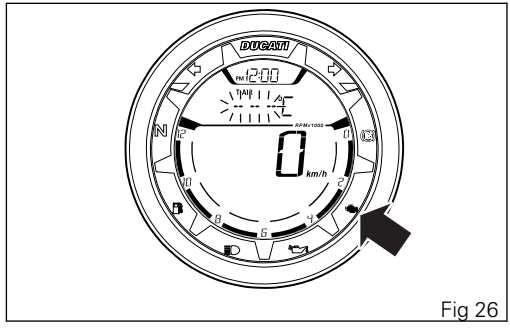


Fig 26

Errors

The instrument panel manages error warnings in order to allow the rider to identify any abnormal vehicle behavior in real time.
Upon Key-On, if there are active errors, or during the vehicle standard operation upon the activation of an error, the instrument panel turns on the triangle with exclamation mark as a generic error warning (steady on), or it turns on the EOBD warning light according to the specific error, and displays the indication of the occurred error: the EOBD warning lights is related to errors of the engine control unit whereas the Generic Error light is related to any other error.

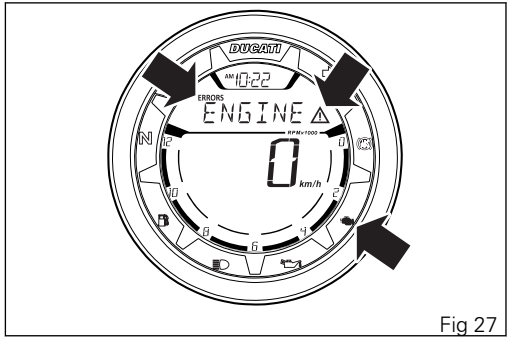


Fig 27

Attention

When one or more errors are displayed, always contact a Ducati Dealer or Authorized Service Center.

Error warnings

Any active errors are displayed in the MENU. MENU functions can still be viewed by pressing button (2).

If several errors are present, the corresponding indications will be displayed one after the other and each will stay on for 3 seconds.
Together with the error activation, the instrument panel turns on EOBD warning light (for errors connected with the engine control unit) or the triangle with exclamation mark as Generic Error warning light (steady on) (for any other errors).

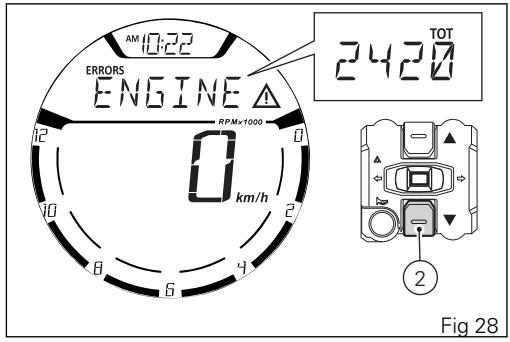


Fig 28

Attention

When one or more errors are displayed, always contact a Ducati Dealer or Authorized Service Center.

Displayed errors description

Displayed error	Description	Warning light
ENGINE	Throttle position sensor malfunction	EOBD
	Idle stepper motor malfunction (idle adjustment)	EOBD
	Throttle motor or relay malfunction	EOBD
	Pressure sensor malfunction	EOBD
	Engine coolant temperature sensor malfunction	EOBD
	Ignition coil malfunction	EOBD
	Injector malfunction	EOBD
	Engine rpm sensor malfunction	EOBD
	Lambda sensor or Lambda sensor heater malfunction	EOBD
	Vehicle starting relay malfunction	EOBD
	Secondary air sensor malfunction	EOBD
AIR–T	Ambient air temperature sensor malfunction	EOBD
ECU	ECU control unit faulty communication / operation	EOBD / Generic Error
BATT.	Battery voltage too high or too low	EOBD
FUEL	Reserve NTC sensor malfunction	Generic error

Displayed error	Description	Warning light
ABS	Front and/or rear speed sensor malfunction	EOBD / Generic Error
	Pressure sensor malfunction	Generic error
	Valve / valve relay malfunction	Generic error
	ABS control unit faulty communication / operation	Generic error
CAN	CAN line error (communication line of the control units)	
IMMO	Key missing	Generic error
	Key not recognized	Generic error
	Antenna not working	Generic error
DSB	DSB control unit faulty communication / operation	Generic error
SD.STND	Side stand sensor not working	Generic error

Error icons table

WARNING LIGHT	ERROR MESSAGE	ERROR
	ENGINE	ECU
	ECU	Engine control unit (ECU)
	AIR–T	Air temperature sensor
	BATT.	Battery voltage
	FUEL	Low fuel sensor
	ABS	ABS control unit
	CAN	Can Bus OFF
	IMMO	Immobilizer antenna
	DSB	Instrument panel control unit
	SD.STND	Side stand sensor

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);
- with AM indication (for values ranging between 0:00 and 11:59), or with PM indication (for values ranging between 12:00 and 12:59 and between 1:00 and 11:59).

In case of power supply interruption (faulty battery), the clock is reset and starts automatically from "0:00".

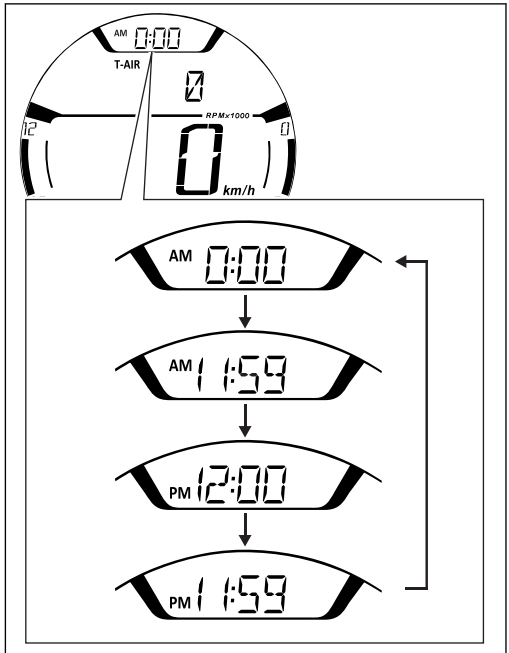


Fig 29

High engine temperature

This Function shows an alert indicating that engine temperature reached high values: warning triggers when engine temperature exceeds 392 °F (200 °C).

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

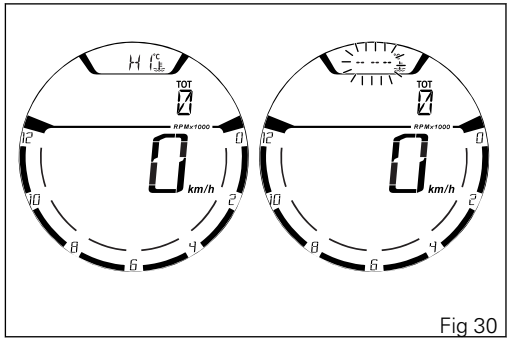


Fig 30

Note

When this warning is triggered, the instrument panel will not display the clock until value gets equal to or below 392 °F (200 °C).

Note

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

Service warning (SERVICE)

This indication shows the user that the bike is due for service and must be taken to a Ducati Authorized Service Center.
The service warning indication can be reset only by the Authorized Ducati Service Center during servicing.

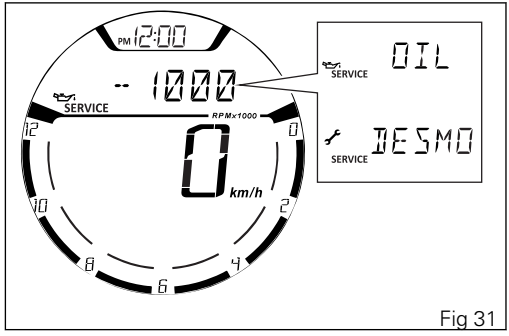


Fig 31

OIL SERVICE zero warning

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

The indication is the display for 5 seconds of 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 Authorized Ducati Service Center performs a reset.

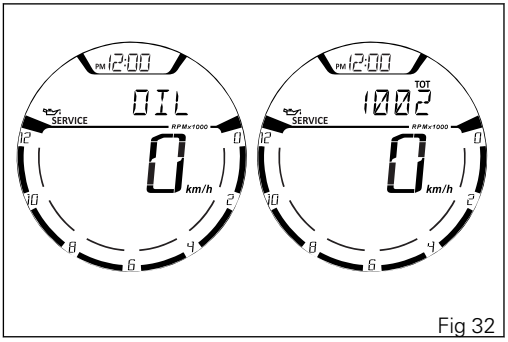


Fig 32

DESMO SERVICE countdown warning

After OIL SERVICE zero reset (at 600 mi - 1000 km), the instrument panel activates the countdown of the miles (or kilometers) left before the following service operation: DESMO SERVICE.

The kilometer count indication is shown upon Key-On for 2 seconds whereas when there are 600 mi (1000 km) left before the next service operation, the indication turns on upon every Key-On for 5 seconds. In other words, upon Key-ON the message "SERVICE" and the Desmo symbol are displayed together with the indication of the kilometers left before the following service operation.

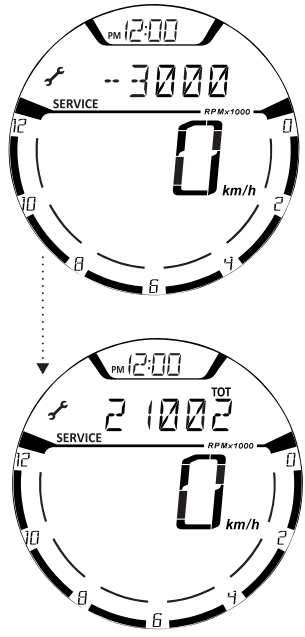


Fig 33

DESMO SERVICE warning

When the service threshold is reached, the warning for the type of service required is triggered: DESMO SERVICE.
The indication is the display for 5 seconds of the flashing message "SERVICE", the Desmo symbol and the message "DESMO" upon each Key-ON; after 5 seconds both the message "SERVICE" and the Desmo symbol become steady until Key-OFF or until an Authorized Ducati Service Center performs a reset.

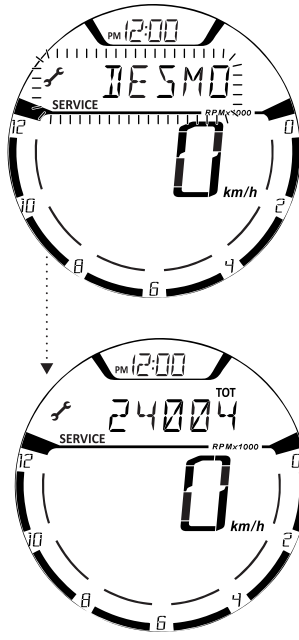


Fig 34

Setting menu

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

To enter the Setting MENU hold button (3) for 2 seconds, with Key-On and vehicle actual speed ≤ (lower than or equal to) 12 mph (20 km/h): once inside this menu, you may no longer view any other function.

The Setting MENU displays the following functions:

- PIN CODE (activation and modification of PIN CODE);
- CLOCK (clock settings);
- B.LIGHT (backlighting settings);
- BATTERY (battery voltage indication);
- UNITS (units of measurement settings);
- ABS (ABS control unit enabling - disabling);
- EXIT (to quit the Setting Menu).

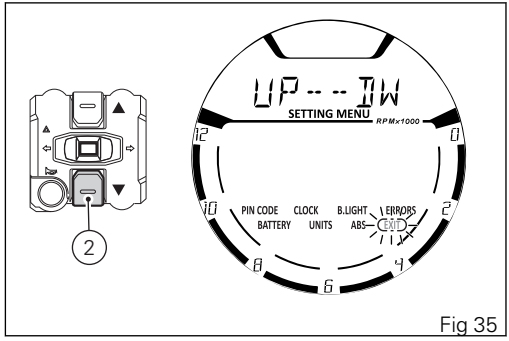


Fig 35

For safety reasons, the setting menu can be accessed only when Vehicle speed is below or equal to 12 mph (20 Km/h); if this menu is accessed and vehicle speed is above 12 mph (20 Km/h), the instrument panel will automatically quit and shift back to main screen.
Press buttons (1) and (2) to highlight the customizable parameters one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item.
After highlighting the required parameter, press button (4) to open the corresponding MENU page (M).
If function is not available or temporarily disabled, the MENU page can not be opened.
To exit the Setting MENU, highlight "EXIT" and press CONFIRM MENU button (4).

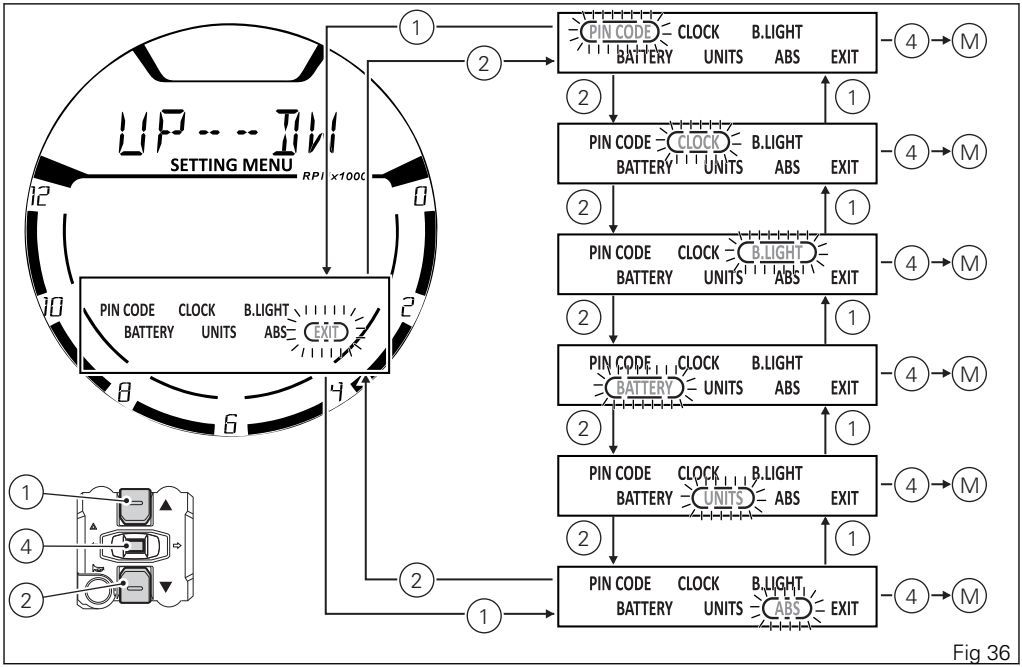

SETTING MENU
RPM x1000
12
0
10
2
8
6
4
PIN CODE CLOCK B.LIGHT
BATTERY UNITS ABS EXIT
1
2
4
M

Fig 36

ABS control unit enabling/disabling

This function allows enabling or disabling the ABS system. Enter the Setting MENU.
Select the parameter to be customized (ABS), by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).
When entering the function, the currently set ABS status will be displayed:
On = enabled, Off = disabled.
Menu indicates the available alternative option (RQ): RQ OFF when current status is "On", RQ ON when current status is "Off".
To quit the function without changing set status, select EXIT using button (2); when its box is flashing, press button (4).
To select a different status than the one set, press button (1); alternative option (RQ) starts flashing in the Menu.
Press button (4) for 3 seconds to confirm. WAIT is displayed in the Menu for approx. 5 seconds. New status will then become steady on and "EXIT" box will be flashing.
Press button (4) to quit the function.

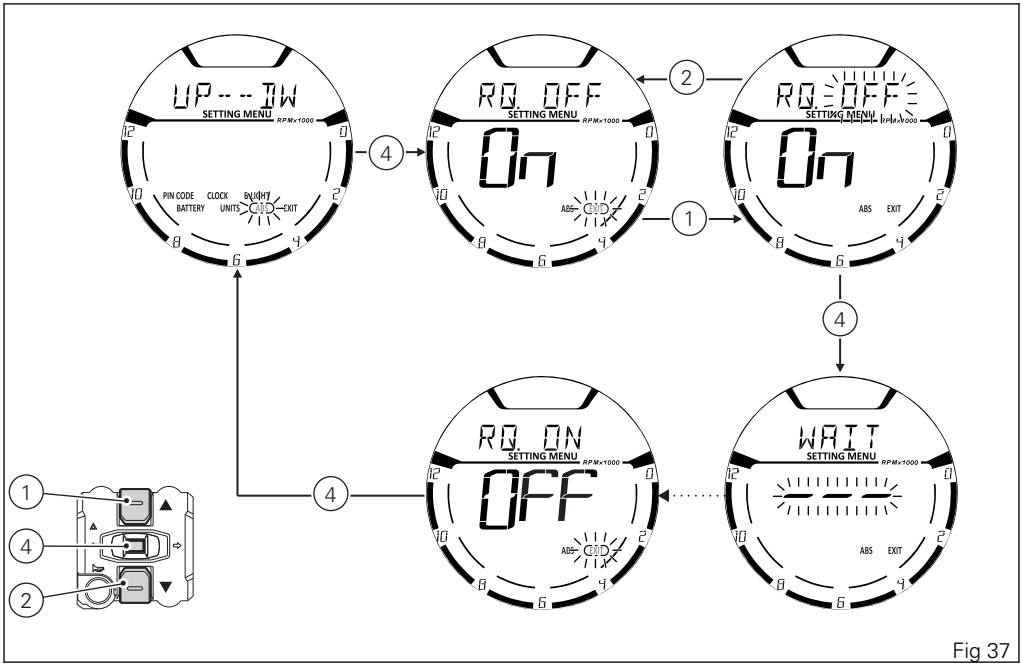

UP--DW
SETTING MENU
RPMx1000
PIN CODE
BATTERY
CLOCK
UNITS
BACKLIGHT
EXIT
RQ OFF
On
ABS
RQ OFF
WAIT
RQ ON
OFF
1
2
4

Fig 37

Note

By setting "–" (Off), the ABS will be disabled and the relevant warning light will start flashing.

Important

When setting the ABS OFF, Ducati recommends you to pay particular attention to the way you ride and brake.

If the ABS is in fault, "Err" is displayed when entering the function and Menu will indicate "NO RQ", since no selection is actually possible. "EXIT" box is flashing. Press button (4) for 3 seconds to quit the function.

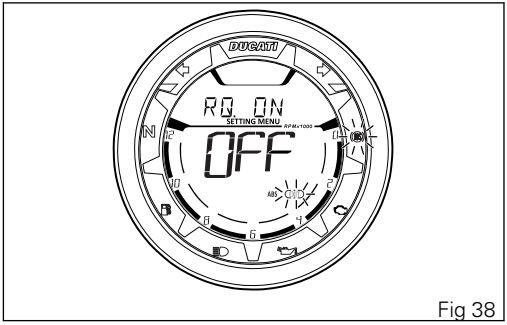


Fig 38

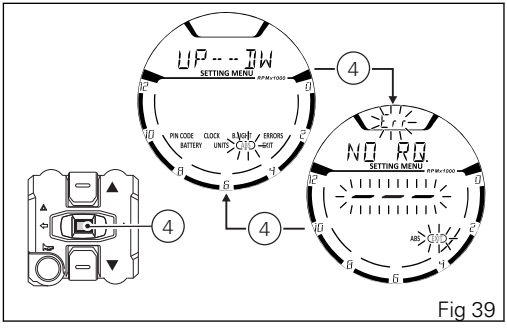


Fig 39

Battery voltage

This function allows you to check the vehicle battery voltage. Enter the Setting MENU. Select BATTERY option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the BATTERY Menu.

The information will be displayed as follows:

- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steady;
- if battery voltage is between 0.0 V and 11.7 V the reading and "LOW" will be displayed flashing;
- if battery voltage is between 15.0 V and 25.5 V the reading and "HIGH" will be displayed flashing.

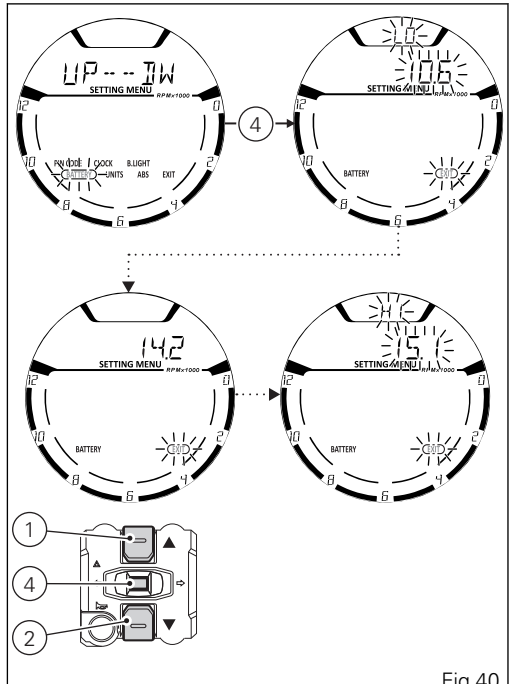


Fig 40

If the instrument panel is not receiving battery voltage value, a string of three dashes "- - -" is displayed.
To exit the menu and go back to Setting Menu main page, select EXIT and press button (4).

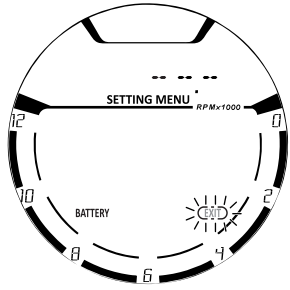


Fig 41

Instrument panel back-lighting setting (B.LIGHT)

This function allows adjusting the backlighting intensity.
To adjust the backlighting gain access to the SETTING MENU, and keys (1) and (2) to select the "B.LIGHT" indication, then press button (4) to confirm.
When accessing the function, the active mode will flash whereas the MENU and EXIT texts will be steady on.
Use buttons (1) and (2) to select the desired brightness level (HIGH, MED, LOW) and press button (4) to confirm.
Select HIGH to set the display backlighting maximum brightness - recommended in conditions of strong ambient light.
Select MED 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.
After confirming, the "EXIT" box will start flashing.
To exit the menu and go back to previous page, select "EXIT" and press button (4).

Note

In the event of a Battery off, when power is restored and upon the next Key-On, the backlighting will always be set by default to maximum brightness.

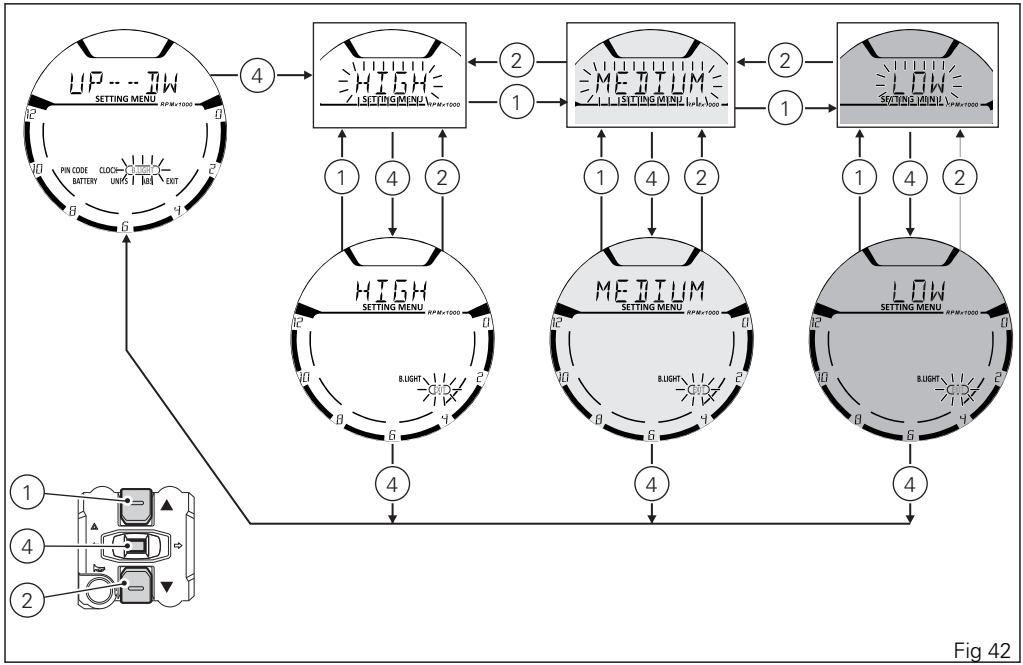

UP--DW
SETTING MENU
RPMx1000
PIN CODE
CLOCK
BATTERY
UNITS
EXIT
HIGH
SETTING MENU
MEDIUM
SETTING MENU
LOW
SETTING MENU
B.LIGHT
1
2
4

Fig 42

Clock setting function (CLOCK)

This Function allows setting time.
To view this function, enter the Setting Menu, use button (1) or (2) to select "CLOCK" and press button (4).
To access the setting function, keep button (2) pressed for 3 seconds.
After 3 seconds, it is possible to set the time as follows:

- the "AM" indication starts flashing;
  - if you press button (2) the "PM" indication starts flashing;
  - if you press button (1) you will return to the previous step (if time is 00:00, 12:00 will be displayed when switching from "AM" to "PM").
- 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).
- Press button (4) to shift to minute setting, minutes will start flashing;
  - each time you press button (2), the digit will increase by one minute. If you hold button (2) down, the number increases cyclically in steps of one minute every second;
  - if button (2) is kept depressed for more than 5 seconds, speed increases and digits change in steps of 1 every 100 ms (when button (2) is held depressed, seconds will not flash).

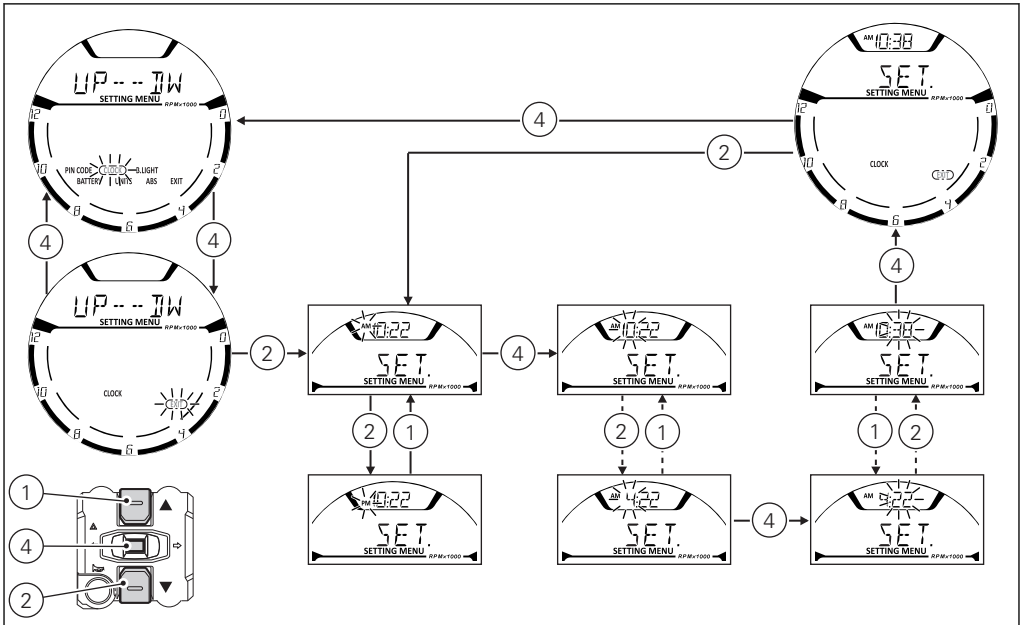

UP -- DW
SETTING MENU
RPMx1000
PIN CODE
BATTERY
UNITS
D.LIGHT
ABS
EXIT
CLOCK
SET.
SETTING MENU
AM 10:38
AM 10:22
PM 10:22
AM 10:22
AM 10:38
AM 9:22
1
2
4

Fig 43

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.

Note

In the event of a Battery off, when power is restored and upon the next Key-On, the time will have to be set again, i.e. it will automatically start counting from 00:00.

Press button (4) to quit.

Pin Code

This function allows enabling and then modifying a 4-digit PIN code to "temporarily" start the vehicle in case of Immobilizer system malfunction.
The PIN CODE is initially not present in the vehicle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the vehicle cannot be started temporarily in the case of a malfunction. To activate this function, refer to "Entering the PIN CODE" procedure.
To change the PIN refer to "Changing the PIN CODE" procedure.
In order to temporarily start the vehicle in case of malfunction of the Immobilizer system, please refer to the "Vehicle Release" procedure.

Attention

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

Entering the PIN CODE

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

Note

If, upon accessing this function, the "O: " (Old) indication is displayed together with four flashing dashes "- - - -", it means that 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 screen without activating any PIN CODE, press button (2); as soon as the "EXIT" box starts flashing, press button (4) again.
Entering the code:

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

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

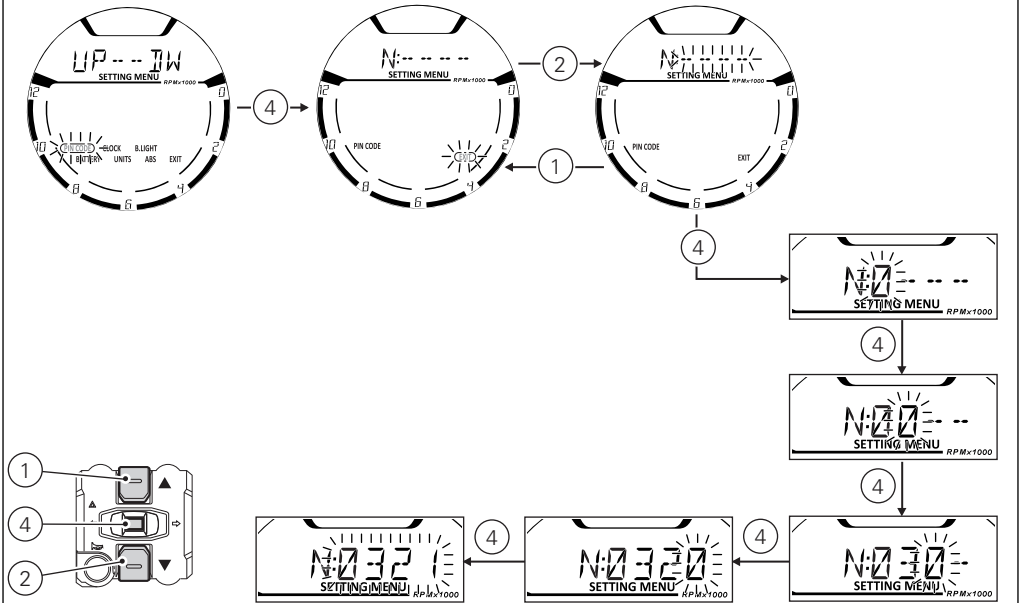

SETTING MENU
RPMx1000
BLOCK
B.LIGHT
ENTER
UNITS
ABS
EXIT
PIN CODE
1
2
4

Fig 44

Press button (4) to confirm the fourth and last figure: the 4-digit code starts flashing.
To memorize the entered PIN, keep button (4) pressed for 3 seconds.
If new settings have been saved, "MEM" will be shown and the "EXIT" box will be flashing.
Press button (4) to quit.
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.

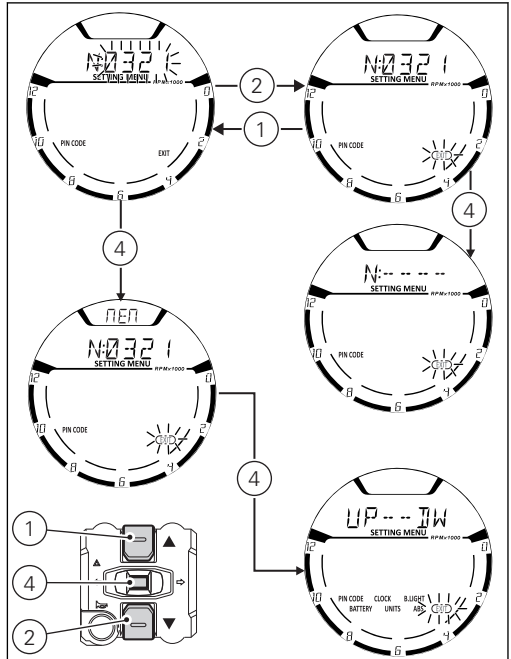


Fig 45

Changing the PIN CODE

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

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 screen without changing 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), one digit starts flashing indicating "0";
2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) To confirm the number, press the button (4);

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

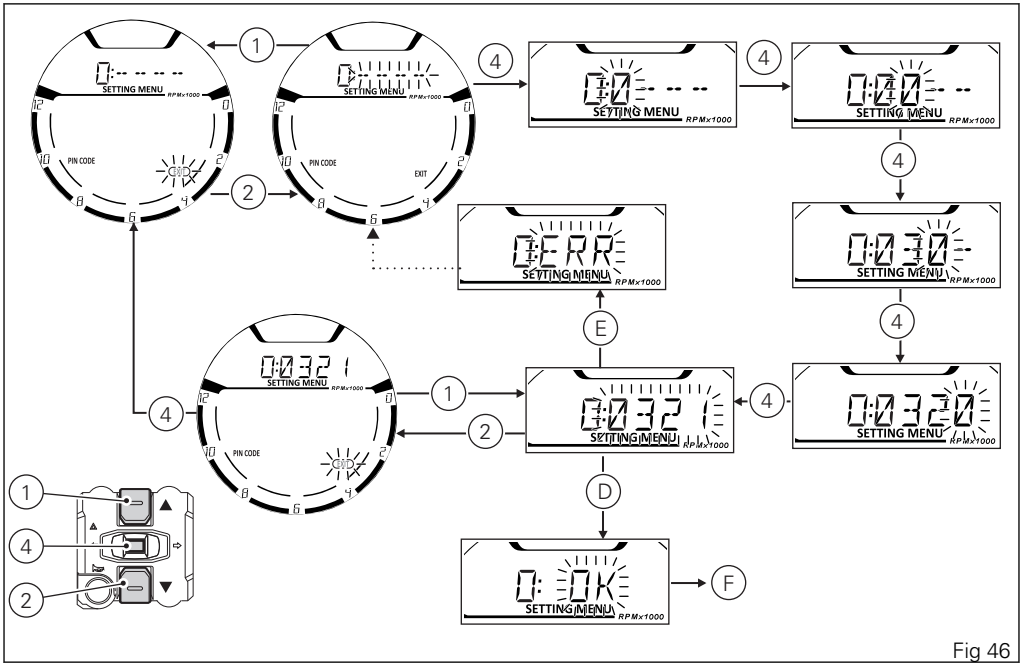


Fig 46

After pressing button (4) to confirm the fourth and last figure, the 4-digit code starts flashing.
Press button (4) and the system will check the entered PIN CODE. After you press the button:

- if the PIN CODE is correct (D), the instrument panel shows "OK" flashing for 3 seconds, followed by " N: " (new) followed by four flashing dashes "- - - -" referred to the new PIN (F).
- if the PIN CODE is not correct (E), the instrument panel shows "ERR." flashing for 3 seconds, followed by " O: " (old) followed by four flashing dashes "- - - -" to enter the PIN again.

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

Entering the "new" code:

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

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

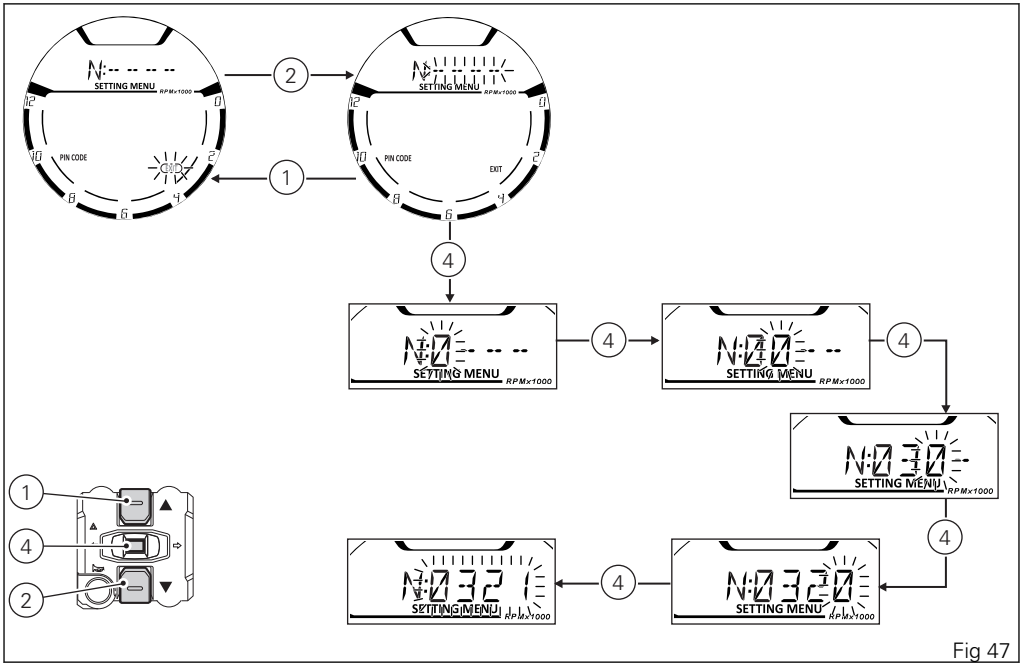


Fig 47

Press button (4) to confirm the fourth and last figure: the 4-digit code starts flashing.
To memorize the new PIN, keep button (4) pressed for 3 seconds.
If new settings have been saved (D), "MEM" will be shown and the "EXIT" box will be flashing.
Press button (4) to quit.
If settings have not been saved, the instrument panel highlights again the string of four dashes "- - - -" of the NEW PIN to allow the rider to try again and enter a new code.

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

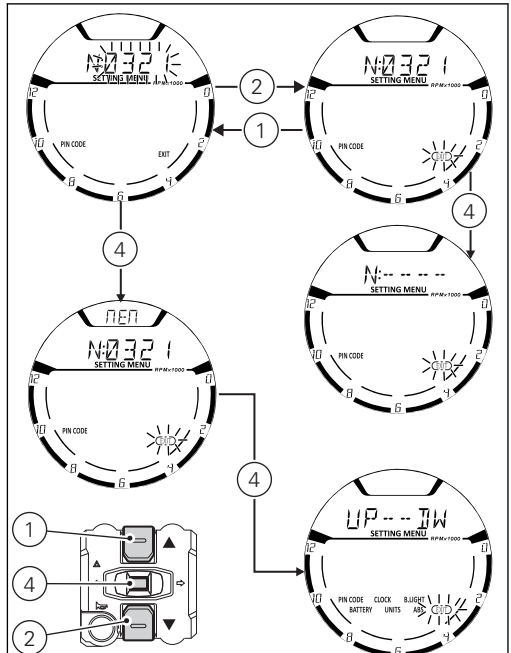


Fig 48

Setting the unit 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 UNITS option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU 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.);
- restore the default settings for units of measurement (UNIT:DF).

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

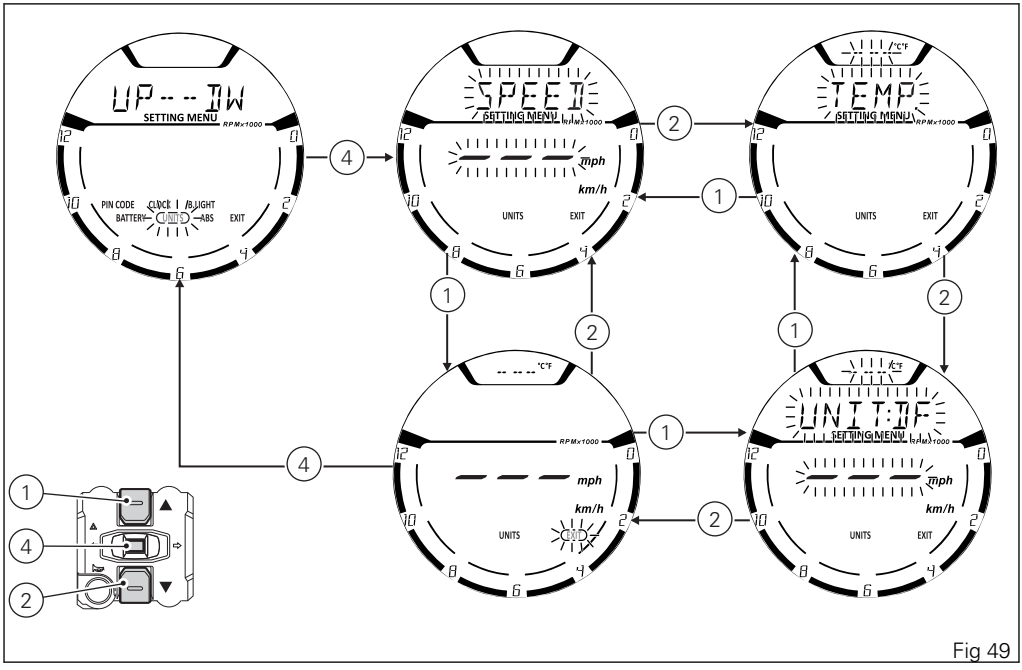

SETTING MENU
RPMx1000
PIN CODE
CLOCK
BACKLIGHT
BATTERY
ABS
EXIT
SPEED
mph
km/h
UNITS
TEMP
°C°F
UNIT OF
1
2
4

Fig 49

Setting the unit of measurement: Speed

This function allows changing the unit of measurement of Vehicle speed, Odometer, Trip 1, Trip 2 and Trip Fuel (when active). To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the UNITS indication, then press button (4). Select SPEED option, by pressing button (1) or (2). Once SPEED function is highlighted, press CONFIRM MENU button (4). When entering the function, units of measurement (mph, km/h) are indicated: current unit of measurement is flashing while the other available unit is not flashing. Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4): the selected unit is stored in the instrument panel and the SPEED option is flashing again.

Press button (2) to make the EXIT box flash; press button (4) to quit and go back to the previous window.

- Km/h: if this unit is set, the following values will have the same units of measurement:
  1) TOT, TRIP 1, TRIP 2, TRIP FUEL: km
  2) Vehicle speed: km/h
- mph: if this unit is set, the following values will have the same units of measurement:
  1) TOT, TRIP 1, TRIP 2, TRIP FUEL: miles
  2) Vehicle speed: mph

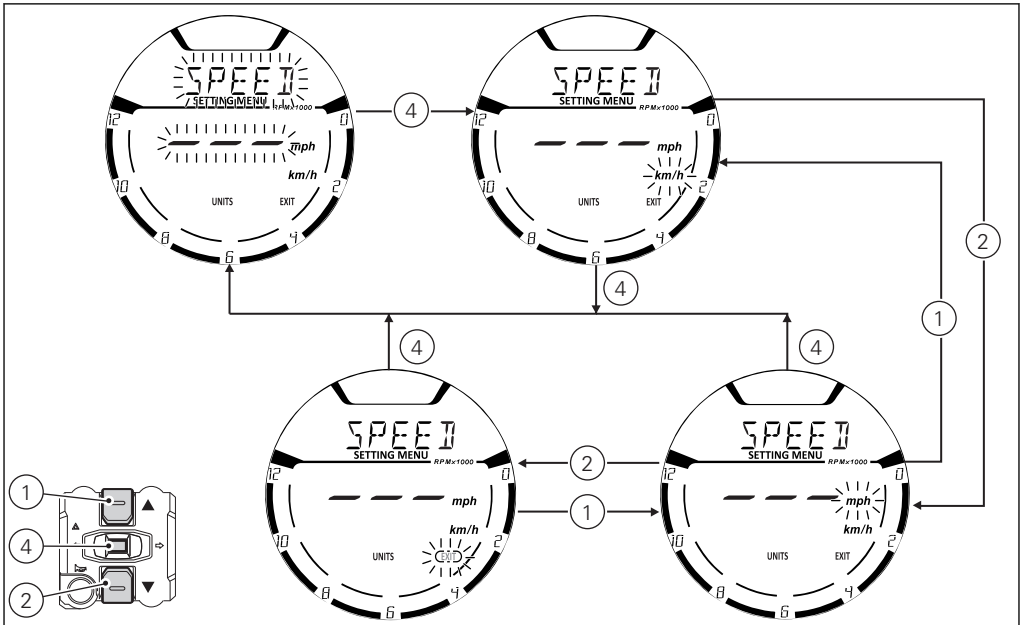


Fig 50

Setting the unit of measurement: Temperature

This function allows you to change the units of measurement of the Air Temperature indications.
To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the UNITS indication, then press button (4).
Select TEMP option, by pressing button (1) or (2). Once TEMP. function is highlighted, press CONFIRM MENU button (4).
When entering the function, units of measurement (°C, °F) are indicated: unit of measurement is flashing while the other available unit is not flashing.
Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4): the selected unit is stored in the instrument panel and the "TEMP." option is flashing again.

Press button (2) to make the EXIT box flash; press button (4) to quit and go back to the previous window.

- °C: if this unit is set, the following values will have the same units of measurement:
  1) T – AIR : °C
- °F: if this unit is set, the following values will have the same units of measurement:
  1) T – AIR : °F

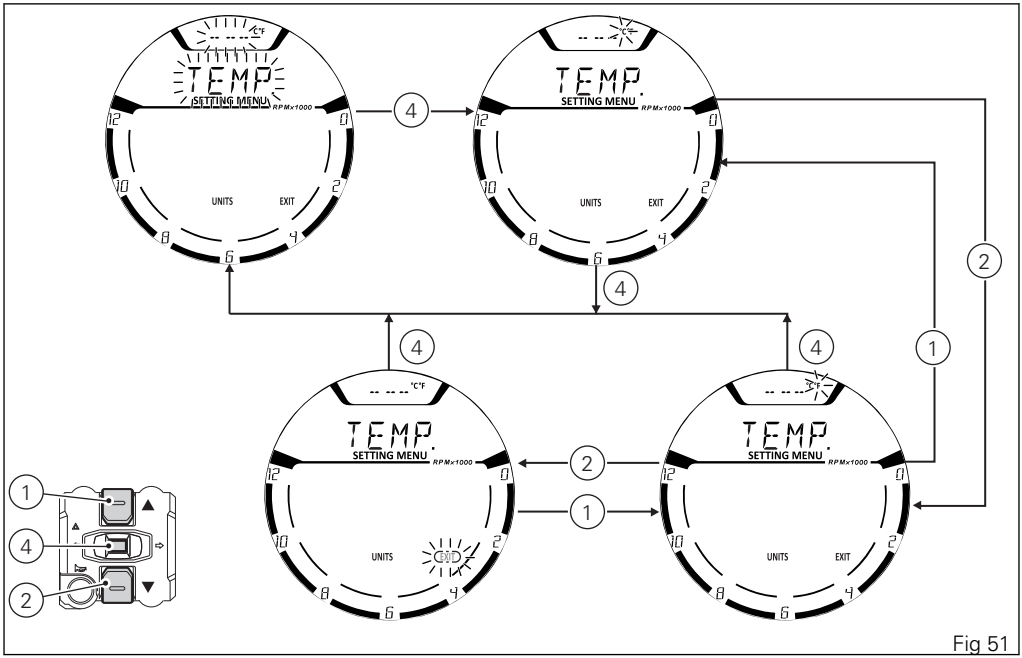


Fig 51

DEFAULT setting

This function allows setting the DEFAULT units of measurement according to the vehicle version.
To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the UNITS indication, then press button (4). Press button (1) or (2) to make the "UNIT:DF" box start flashing and then press button (4) for 3 seconds.
After 3 seconds, the instrument panel shows "WAIT" for 2 seconds; then the "DF-OK" message indicates that the units of measurement have been restored.

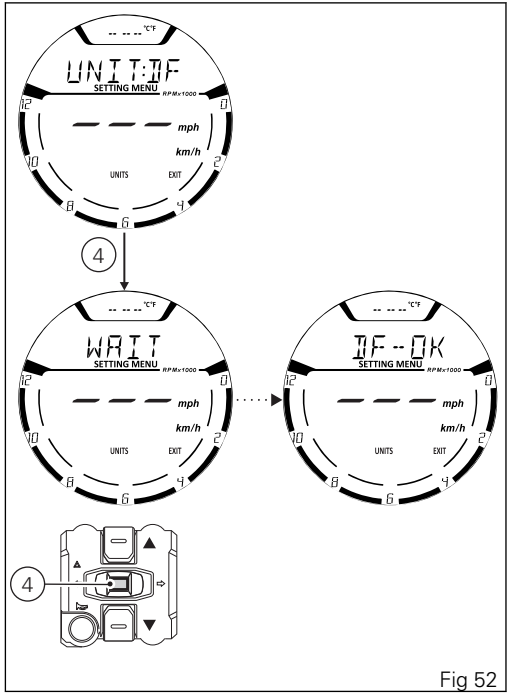


Fig 52

Light control

Low / High beam

This function allows you to reduce current consumption from the battery, by managing headlight switching-on and off.
Upon Key-On, low and high beams remain off (OFF). By starting the engine, the low beam will be automatically activated; from now on, the "standard" operation will become active, i.e. it will be possible to switch from low to high beam by pressing button (3) in position (V) or use the "FLASH" function by pressing button (3) in position (O). If engine is not started upon key-on, it is anyway possible to switch the lights on by pushing the button on the LH high/low beam switch: button (3) in position (V).

The low beam lights are turned on the first time it is pressed; from this moment, the same button can be used to switch on (and off) the high beam light: if the engine is not started within 60 seconds, the low beam and high beam that were turned on will turn off. If the headlight was turned on before starting the engine with the procedure described above, the headlight turns off automatically when starting the vehicle and will turn on again when the engine has been completely started.

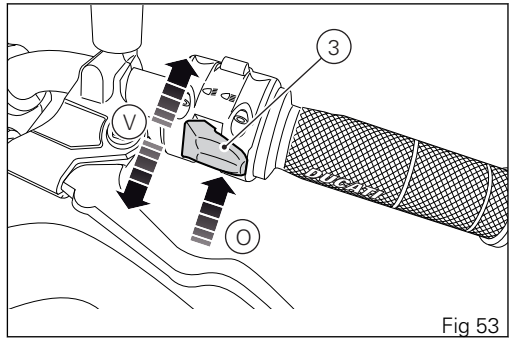


Fig 53

Turn indicators

Turn indicator automatic reset is controlled by the instrument panel.
After activating one of the two turn indicators, user can reset them using the button (3, Fig 54) on the left switch.
If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has traveled 0.3 miles (500 m) from when the turn indicator was activated. The counter for the distance traveled for automatic deactivation is only activated at speeds below 50 mph (80 km/h).
If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 50 mph (80 km/h), the calculation is interrupted and will restart when the speed returns below the indicated threshold.

Hazard function

The "Hazard" function activates all four turn indicators at the same time to warn about an emergency situation. Take button (3) in position (6) for 3 seconds to activate "Hazard" function. It can only be activated when vehicle is on (i.e. when key is turned to "ON", engine condition is irrelevant). When the "Hazard" function is active, all four turn indicators and the warning lights (7) on the instrument panel will flash at the same time. The "Hazard" function can be turned off either when vehicle is on (i.e. key turned to "ON") by taking button (3) in position (6) or by taking button (3) in the central position, or with vehicle off (i.e. key turned to "OFF") by taking button (3) in position (6).

Once the "Hazard" function is activated, if vehicle is turned off (i.e. key turned to "OFF"), the function will stay active until manually disabled by the user or it will turn off automatically after 120 minutes (2 hours) in order to save battery charge.

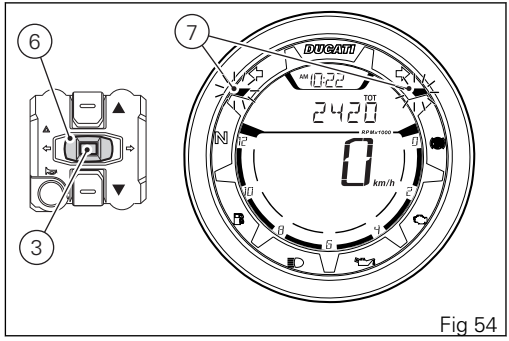


Fig 54

Immobilizer system

For improved anti-theft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.
Housed in the handgrip of each ignition key is an electronic device that modulates an output signal. When the ignition is turned on this signal is generated by a special antenna incorporated in the switch and changes every time.
The modulated signal represents the "password" (which is changed at each start-up) by which the ECU recognizes the ignition key. The ECU will only allow the engine to start if it recognizes this password.

Keys

The owner receives 2 keys with the vehicle.
These keys contain the "immobilizer system code".
The keys (B) are regular ignition keys and are used to:

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

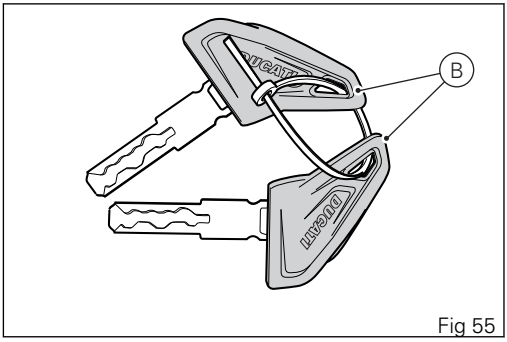


Fig 55

Attention

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

Operation

When the ignition key is turned to OFF, the immobilizer inhibits engine operation.
If the other key does not work out either, contact the Ducati Service network.

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.

Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left.
The Ducati Service Center will program all the new keys as well as any keys you already have.
You may be asked to provide proof that you are the legitimate owner of the motorcycle.
The codes of any keys not submitted will be wiped off from the memory to make those keys unserviceable in case they have been lost.

Note

If you sell your motorcycle, do not forget to give all keys to the new owner.

Entering PIN CODE function for overriding purposes

In case of key acknowledgment system or key malfunction, the instrument panel allows the user to enter his/her own PIN CODE to temporarily restore vehicle operation.
If upon key-on an Immobilizer ERROR occurs, the Instrument panel automatically activates in MENU 1 the possibility to enter the four-digit PIN CODE previously memorized with the relevant function in the Setting Menu, PIN page.

Entering the code (A):

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

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

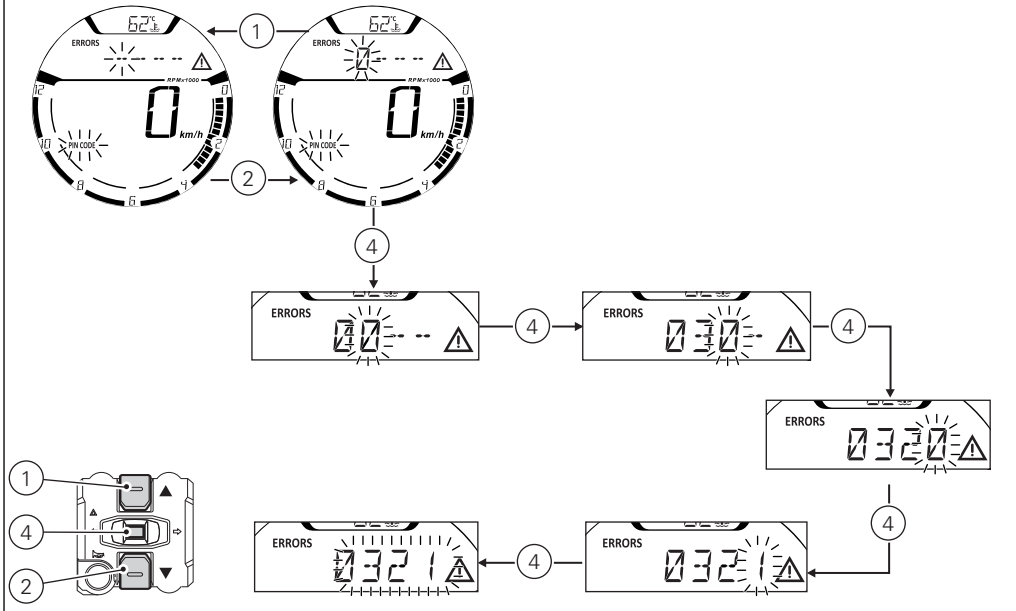


Fig 56

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

- if the PIN code is correct (A), the instrument panel shows the message OK for 2 seconds followed by the "Standard screen" and enables vehicle starting (C);
- if the PIN is not correct (B), the instrument panel displays the message WRONG for 2 seconds and then highlights the string of four dashes "- - - -" to allow you to try again. The number of possible attempts is unlimited and features a preset time-out of 2 minutes (D). After 2 minutes, the instrument panel shows the standard screen and does not allow vehicle starting (E).

Important
If this procedure is necessary in order to start the vehicle, contact an Authorized Ducati Service Center as soon as possible to fix the problem.

Note
The vehicle can be started until a Key-Off is performed. If the problem still persists upon the next starting attempt, repeat the procedure from the beginning in order to start the motorcycle temporarily again.

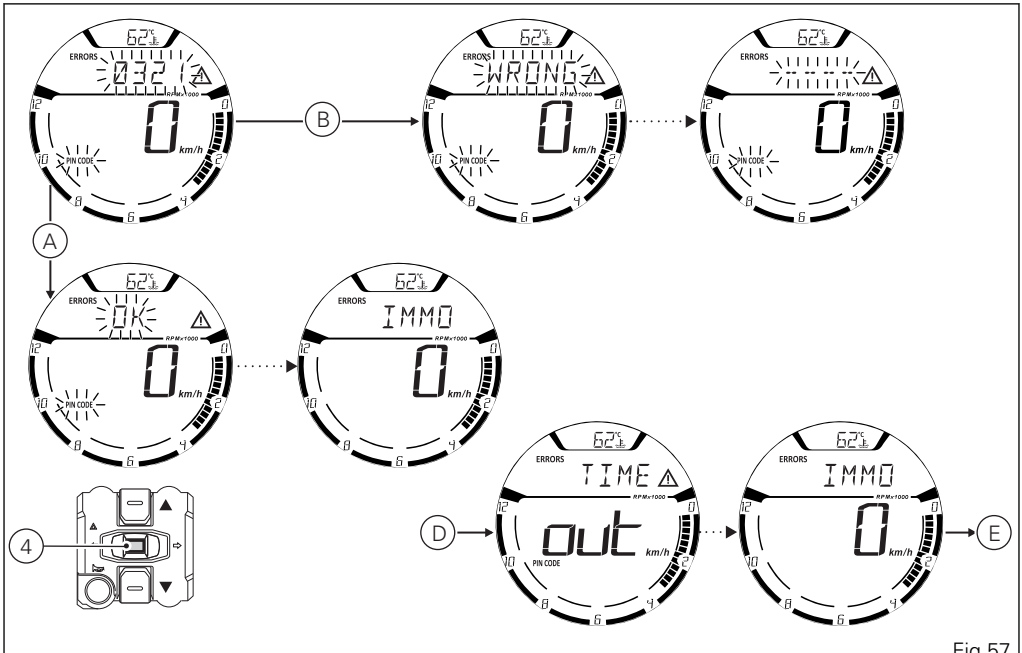

ERRORS
0321
WRONG
OK
IMMO
TIME
out
PIN CODE
km/h
RPMx1000
A
B
D
E
4

Fig 57

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

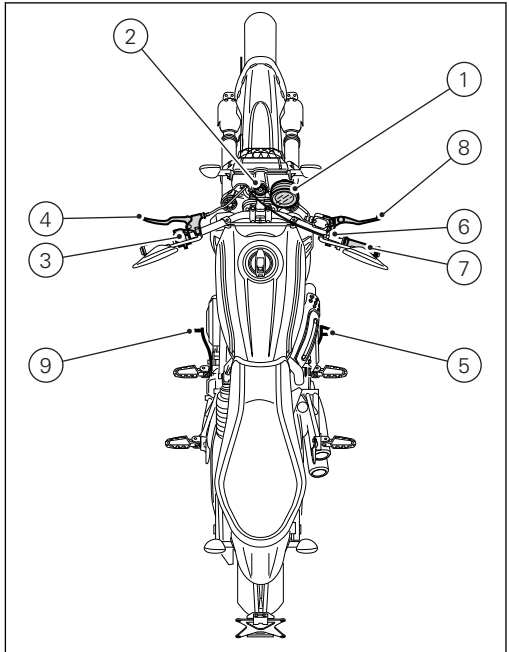


Fig 58

Key-operated ignition switch and steering lock

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

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

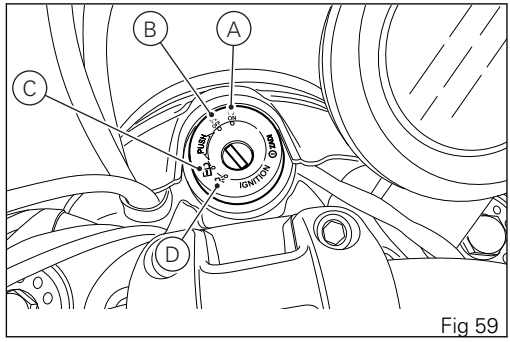


Fig 59

Note

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

Left-hand switch

1) Dip switch, light dip switch, two positions:
   position = low beam on (A);
   position = high beam on (B);
   Button = high-beam flasher (FLASH) and instrument panel control (C).
2) Switch = 3-position turn indicator control:
   central position = off;
   position = left turn;
   position = right turn.
   To disable the turn indicator, press the control once it returns to center position.
3) Button = warning horn.
4) Instrument panel control switch, position " ▲ ".
5) Instrument panel control switch, position " ▼ ".

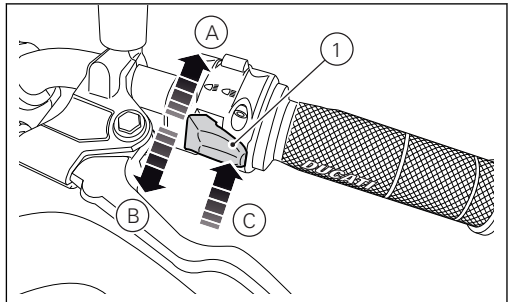


Fig 60

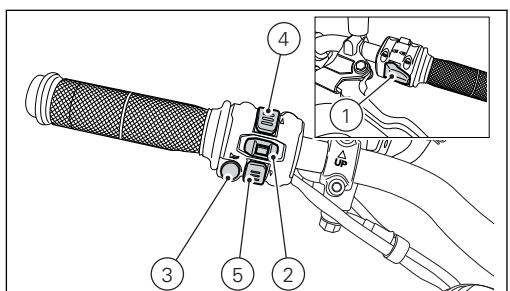


Fig 61

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).

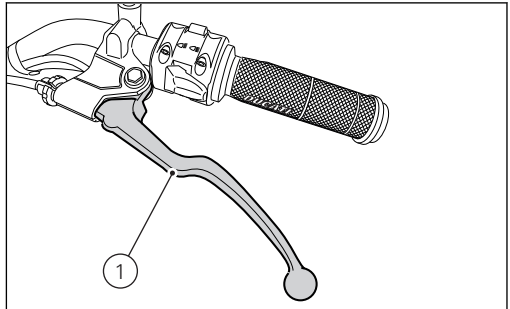


Fig 62

Clutch control free play adjustment

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

A worn clutch makes the clutch cable tension increase.
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 clutch lever travel where resistance is very low.
To check the free play operate the lever for its free play and check that distance "A" is between 0.12 - 0.16 in (3-4 mm).
To adjust the free play to the recommended value work on the primary adjuster (2) close to the clutch control.

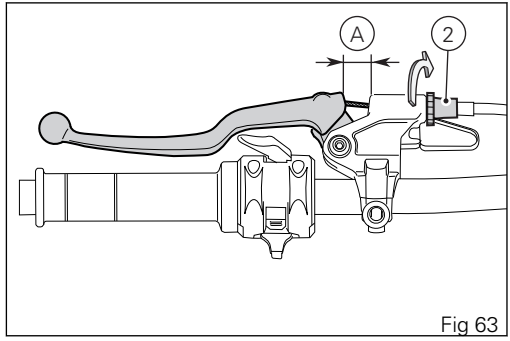


Fig 63

Adjuster (2), located on the lever, allows a maximum value (Q) of 0.43 in (11 mm), whereas the (factory) standard setting is 0.20 in (5 mm). 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 Authorized Service Center.

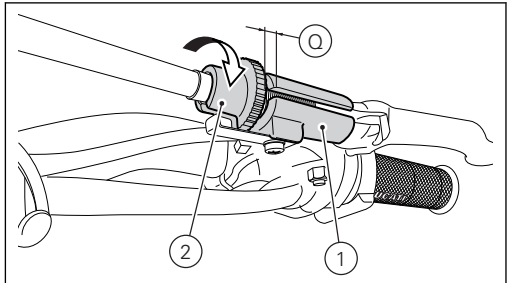


Fig 64

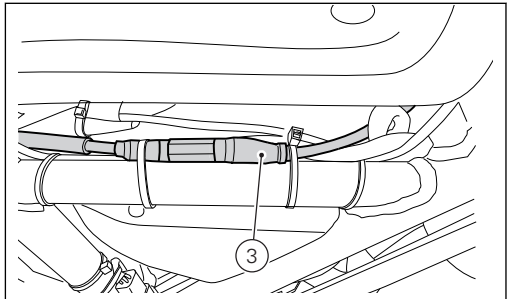


Fig 65

Right-hand switch

1) Red ON/OFF switch.
2) Black ENGINE START button.

The switch (1) has three positions:

A) center: RUN OFF. In this position, the engine cannot be started and all electronic devices are off.
B) pushed down: ON/OFF. In this position, the system can be turned on (Key-On) and off (Key-Off).
C) pushed up: RUN ON. The engine can only be started in this position, pushing the black button (2).

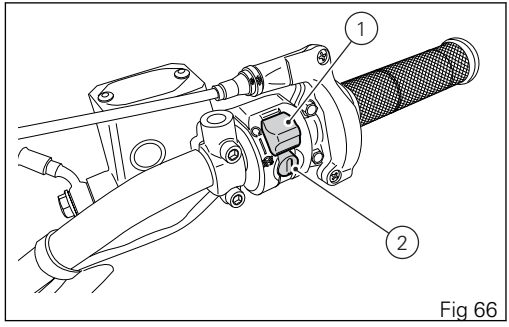


Fig 66

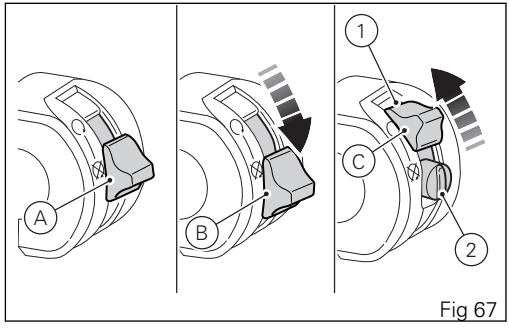


Fig 67

Throttle twistgrip

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

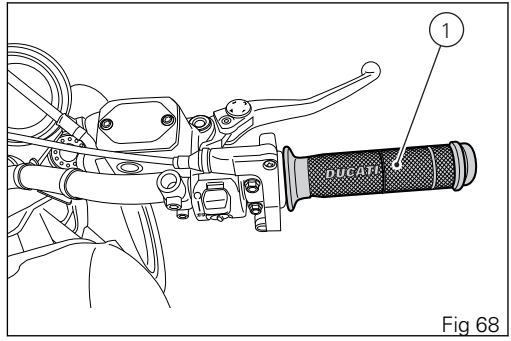


Fig 68

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 control lever features a dial adjuster (2) for lever distance from the twistgrip on handlebar adjustment. To adjust it, keep lever (1) fully extended, and turn dial adjuster (2) to set it to one of the four available positions. Keep in mind that the position no. 1 corresponds to the maximum distance between the lever and the handgrip, whereas position no. 4 corresponds to the minimum distance.

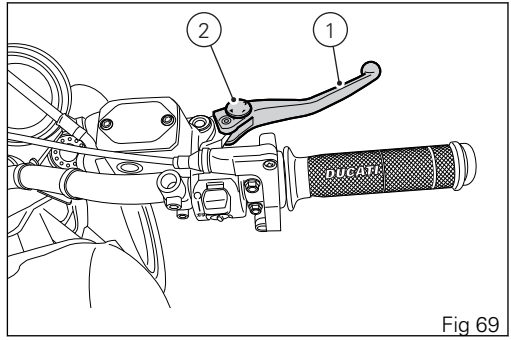


Fig 69

Attention

Set front brake lever when motorcycle is stopped.

Rear brake pedal

Push down the pedal (1) to operate the rear brake.
The system is hydraulically operated.

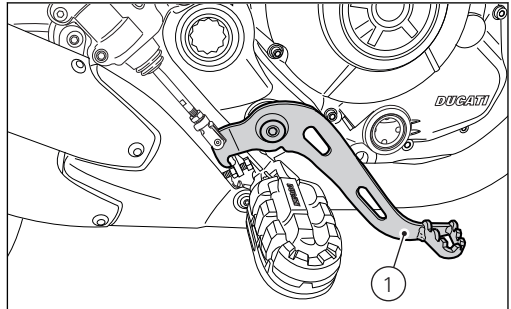


Fig 70

Gear change pedal

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

- down = press down the pedal to engage the 1st gear and to shift down. The N light will go out;
- up = 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.

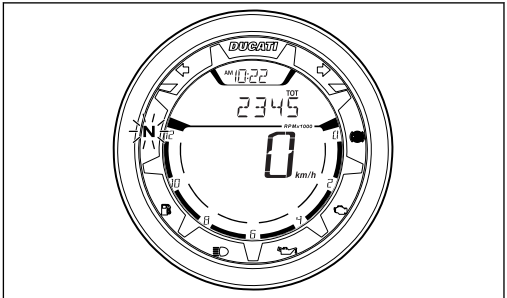


Fig 71

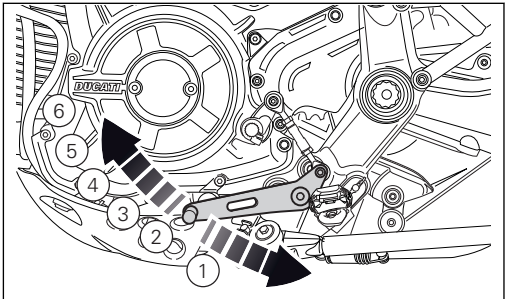


Fig 72

Adjusting the gear change pedal and the rear brake

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

Gear change pedal

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

Note
Nut (2) features a left-hand threading.

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

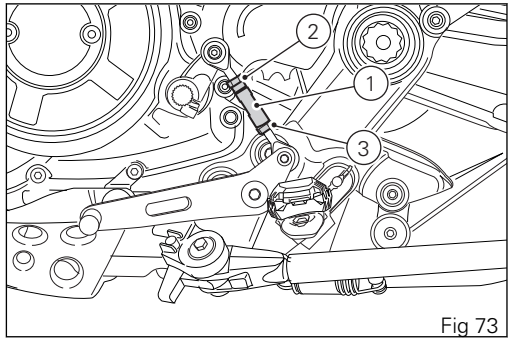


Fig 73

Rear brake pedal

Loosen counter nut (4).
Turn pedal stroke adjusting screw (5) until pedal is in the desired position. Tighten the counter nut (4).
Operate the pedal by hand to check that there is about 0.06-0.08 in (1.5-2 mm) of free play before the brake bites. If not, adjust the length of the master cylinder pushrod as follows.
Loosen lock nut (6) on master cylinder rod.
Tighten rod (7) on fork (8) to increase clearance or loosen it to decrease it.
Tighten lock nut (6) and check again clearance.

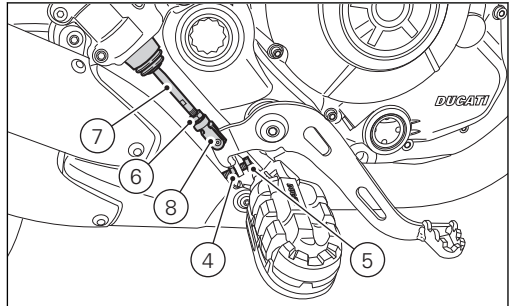


Fig 74

Main components and devices

Position on the vehicle

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

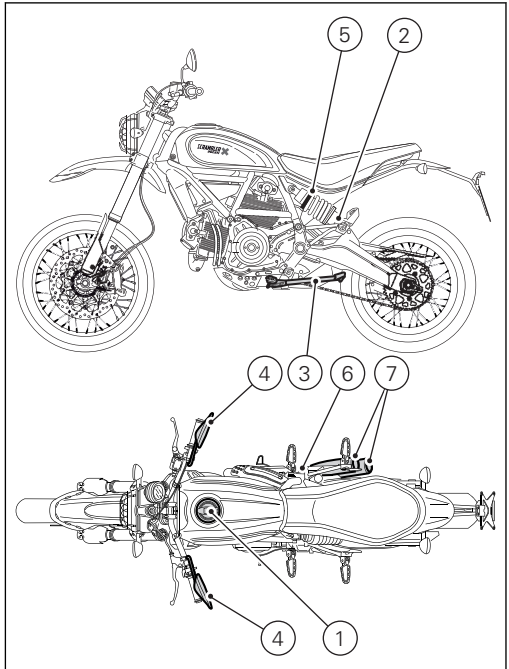


Fig 75

Fuel tank plug

Opening

Insert the key into the lock.
Turn the key clockwise 1/4 turn to unlock.
Loosen plug (1).

Closing

Screw the cap (1) with the key inserted and press it into its seat.
Turn the key counter clockwise to the original position and remove it.

Note
The plug can only be closed with the key in.

Attention
Always make sure you have properly refitted and closed the plug after refueling.

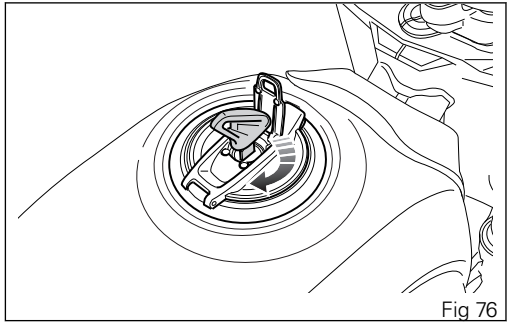


Fig 76

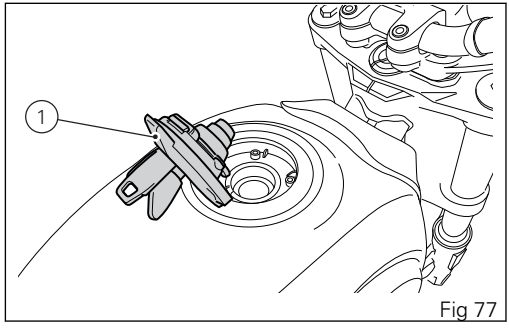


Fig 77

Seat lock

Opening

Insert the key (1) in the lock, 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. Slide the front end (A) of the seat bottom underneath the retainer (B) of the frame support.

Press on seat (2) rear end until locking latch snaps. Make sure the seat is safely secured to the frame and remove the key (1) from the lock.

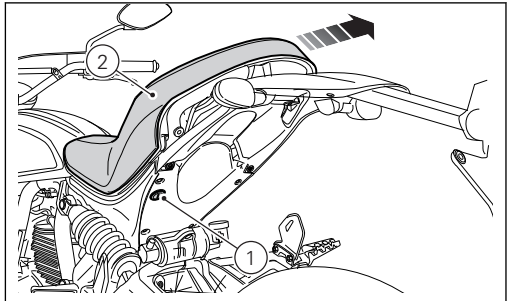


Fig 78

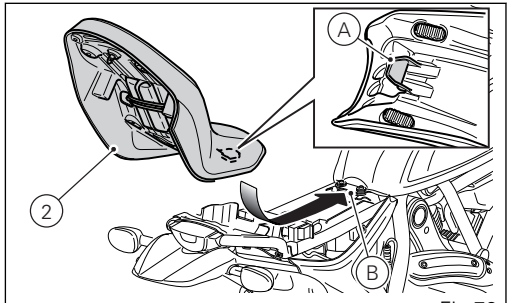


Fig 79

Side stand

Important

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

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.
To pull down the side stand, hold the motorcycle 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.
To move the side stand to its "resting" position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.

Attention

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

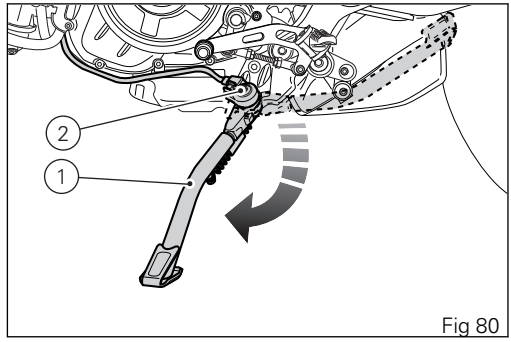


Fig 80

Note

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

USB connection

The motorcycle is provided with a 5 V USB connection. It is possible to connect electric loads up to 1 A to the USB connection.
The USB connection (1) is located under the seat and is protected by a cover: to use the connection, lift the cover.

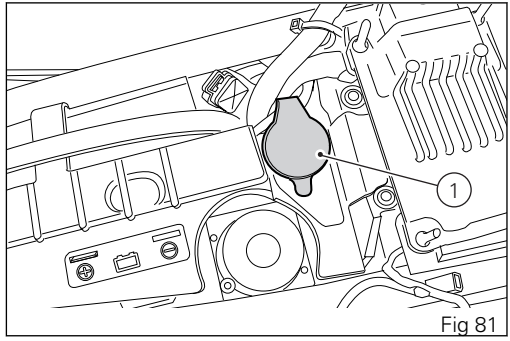


Fig 81

Important

With engine off and Key turned to ON, do not leave accessories connected to the USB connection for a long time as this may discharge the motorcycle battery.

Attention

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

Attention

NEVER use the USB socket if it is raining.

Front fork adjustment

The front fork used on this motorcycle has rebound, compression and spring preload adjustment.
Spring preload can be adjusted on both fork legs, while compression damping can be adjusted only on the LH fork leg and rebound damping only on the RH fork leg.
Use the external screw adjusters:

1) to adjust the rebound damping (Fig 82);
2) to adjust the preload of the inner springs (Fig 82) and (Fig 83);
3) to adjust the compression damping (Fig 83).

Position the motorcycle on its side stand so that it is stable. Turn the adjuster (1) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound damping. Turn the adjuster (3) at the top end of the LH fork leg with a suitable screwdriver to adjust compression damping. By turning adjusters (1) and (3) you will hear some clicks; each click corresponds to a damping setting.
The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position.

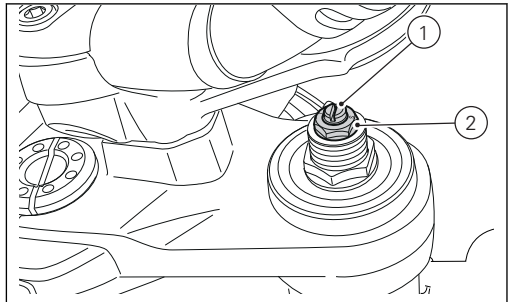


Fig 82

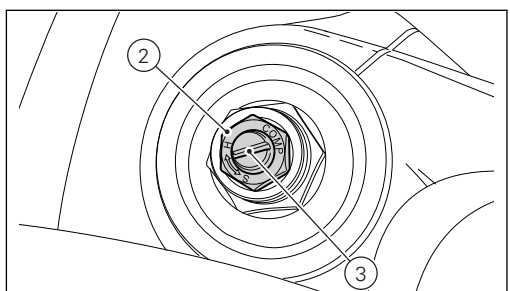


Fig 83

By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc..
STANDARD factory setting is as follows:

Motorcycle “Road use”
compression: 8 clicks (from fully closed);
rebound: 8 clicks (from fully closed);
spring preload: 7 turns (from fully unloaded).

Motorcycle “OFF-Road use”
compression: fully open;
rebound: 14 clicks (from fully closed);
spring preload: 10 turns (from fully unloaded).

To change preload of the spring inside each fork leg, turn adjuster (2, Fig 82) and (2, Fig 83), 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 0.04 in (1 mm) of spring preload.

Attention
Regulate the spring preload adjusters on both legs to the same positions.

Adjusting the rear shock absorber

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 LH side, at the top connection holding the shock absorber to the engine, adjusts the rebound damping.

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 adjust the spring preload, loosen the bottom ring nut (3). SCREWING or UNSCREWING the top ring nut (2) will INCREASE or DECREASE the preload.

Once the spring preload is set, tighten the bottom ring nut (3).

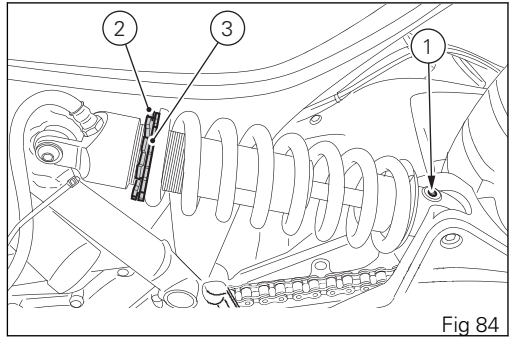


Fig 84

STANDARD calibration, from the fully closed position (clockwise):

Motorcycle "Road use"

- rebound: loosen adjuster (1, Fig 84)by 3/4 turns (from fully closed);
- spring preload: 0.55 in (14 mm) from the spring surface to the limit stop (A).

Motorcycle "OFF-Road use"

- rebound: loosen adjuster (1, Fig 84)by 1.5 turns (from fully closed);
- spring preload: 0.78 in (18.5 mm) from the spring surface to the limit stop (A) plus 3 turns of the ring nut (2, Fig 84).

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.

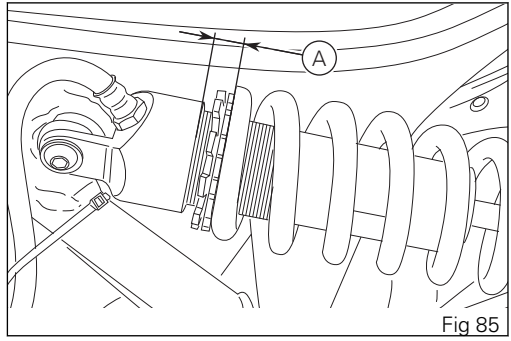


Fig 85

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

Riding the motorcycle

Running-in recommendations

Maximum rpm

Rotation speed for Break-in period and during standard use (rpm):
1) Up to 600 mi (1000 km);
2) From 600 mi (1000 km) to 1553 mi (2500 km).

Up to 600 mi (1000 km)

During the first 600 mi (1000 km) keep an eye on the rev counter, it should never exceed: 5,500÷6,000 rpm.
During the first few hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.
To achieve this, roads with plenty of bends and even slightly hilly areas are ideal for the most efficient break-in of the engine, brakes and suspensions.
For the first 60 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake disks.
So that the mechanical parts of the motorcycle can adapt to each another, and especially so the life of the basic engine parts is not affected, avoid harsh accelerations and do not run the engine at a high rpm for an extended time, especially uphill.
It is also advisable to inspect the drive chain frequently and lubricate as required.

600 mi (1000 km) to 1553 mi (2500 km)

From 600 mi (1,000 km) to 1,553 mi (2,500 km) you can squeeze some more power out of your engine. However never exceed 7,000 rpm.

Important

During the entire Break-in period, carefully observe the indications on the scheduled maintenance chart and servicing recommendations in the Warranty Booklet. 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 Break-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.

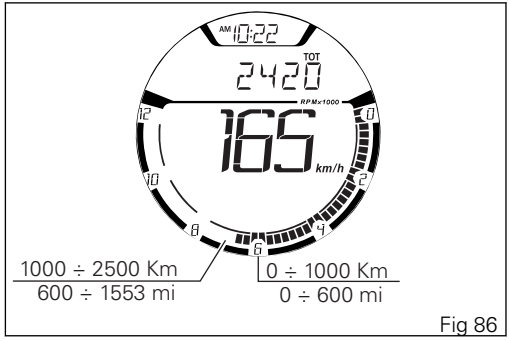


Fig 86

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 bike as follows:

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Fill tank if needed (page 139).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if needed (page 166).
- BRAKE FLUID
  Check fluid level in the relevant reservoirs (page 141).
- TIRE CONDITION
  Check tire pressure and condition (page 164).
- 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 153).
- KEY LOCKS
  Ensure that tank filler plug (page 119) and seat (page 120).
- STAND
  Make sure side stand operates smoothly and is in the correct position (page 121).

ABS light

After Key-On, the ABS light stays on.
When the vehicle speed exceeds 3 mph (5 km/h), the warning light switches off to indicate the correct operation of the ABS.

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

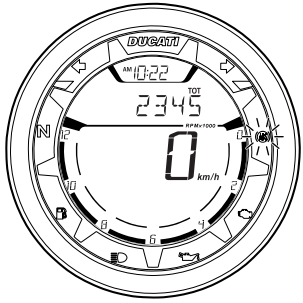


Fig 87

ABS

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

Attention

Clogged reading slots would compromise system proper operation. It is advisable to disable ABS in case of very muddy road surfaces, as in these conditions the system might be subject to sudden failure.

Attention

Prolonged wheelies could deactivate the ABS system.

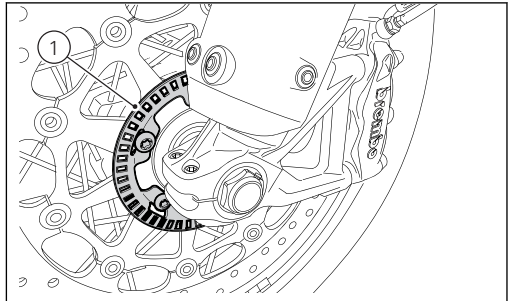


Fig 88

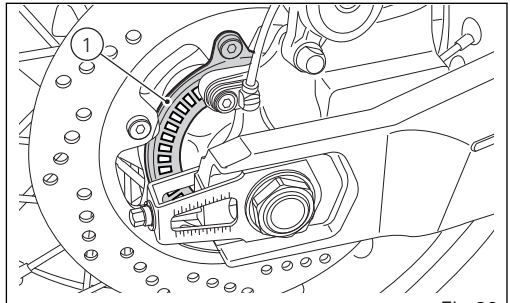


Fig 89

Starting the engine

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

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

Move the ignition key to position (1, Fig 90). Make sure both the green light N and the red light on the instrument panel come on.

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

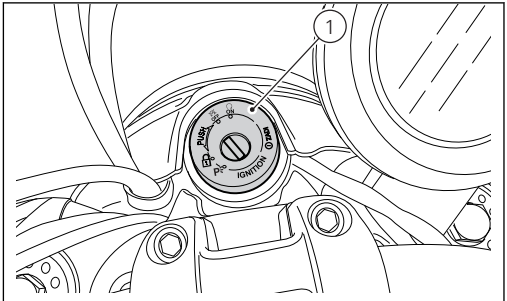


Fig 90

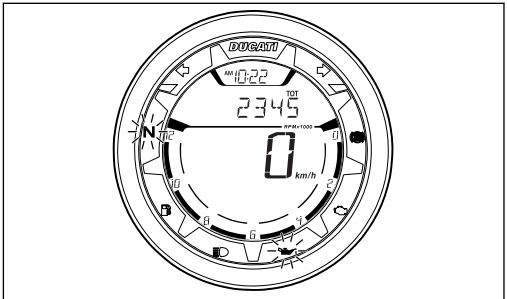


Fig 91

Attention

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

Note

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

Check that the stop switch (2, Fig 92) is positioned to ↺ (RUN), then press the starter button (3, Fig 92). Let the motorcycle start without operating the throttle control.

Note

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

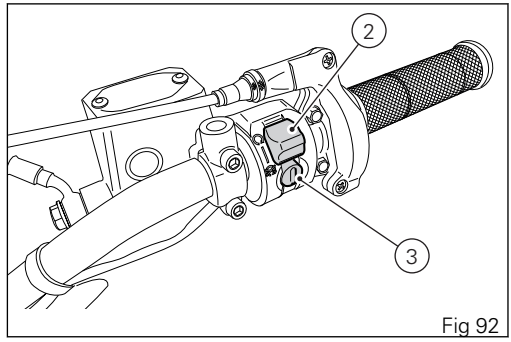


Fig 92

Important

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

Moving off

1) Disengage the clutch by squeezing the clutch lever.
2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
3) Raise the engine revs, turn the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving off.
4) Release the clutch lever completely and accelerate.
5) To shift up, close the throttle to slow down the engine, disengage the clutch, lift the gear change lever and let go of the clutch lever.

To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronize, shift down (engage next lower gear) and release the clutch.
The controls should be used correctly and with promptness. When riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down. This will avoid undue stress on the engine and motorcycle.

Attention

Avoid harsh accelerations, as this may lead to misfiring and transmission snatching. The clutch lever should not be pulled longer than necessary after gear is engaged or else friction parts may overheat and wear out.

Attention

Prolonged wheelies could deactivate the ABS system.

Braking

Slow down in time, shift down to engine-brake first and then brake applying both brakes. Pull the clutch lever before stopping the motorcycle, to avoid sudden engine stop.

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 vehicle: the possibility of falling or having an accident during braking is statistically higher than at 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 vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised.

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

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

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

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

If desired, the system can be deactivated from the instrument panel, using the "ABS control unit enabling/disabling" function (seepage 68).

Attention

When ABS is disabled, the vehicle 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 maneuvers 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 tires reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

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

Important

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

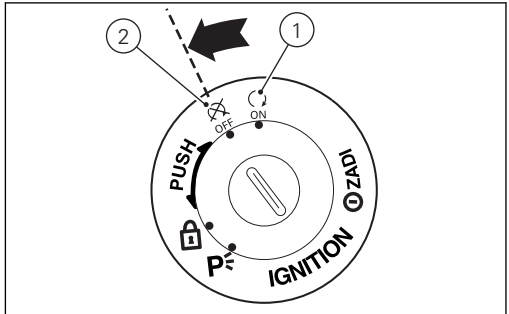


Fig 93

Parking

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

Important

Do not leave the key turned to position (4) for long periods or the battery will run down. Never leave the ignition key in the switch when you are leaving your bike unattended.

Attention

The exhaust system might be hot, even after engine is switched off; take special care not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).

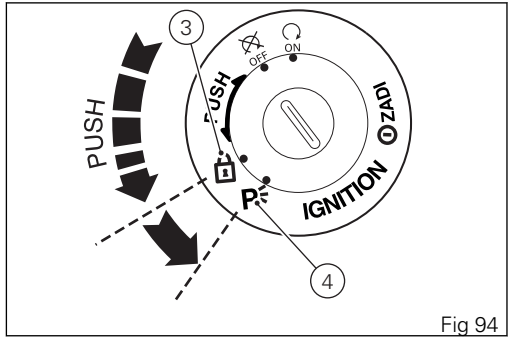


Fig 94

Attention

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

Refueling

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

Attention

Use fuel with the lowest octane rating 90 (RON +MON)/2

Attention

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

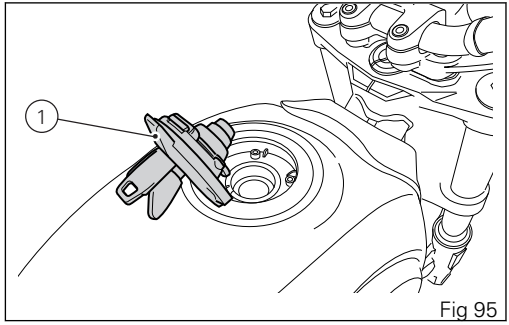


Fig 95

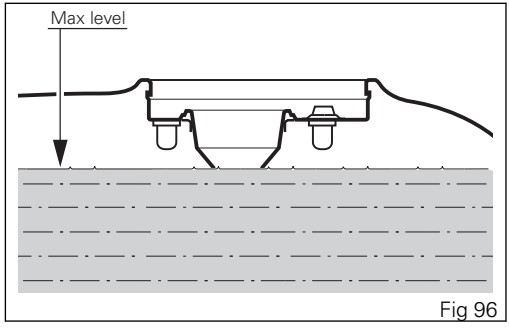


Fig 96

Tool kit and accessories

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

- screwdriver;
- screwdriver handgrip;
- Allen wrench, 0.12 in (3 mm);
- Allen wrench, 0.16 in (4 mm);
- preload adjustment wrench;
- handgrip for preload adjustment wrench.

To access the compartment, remove the seat page 120.

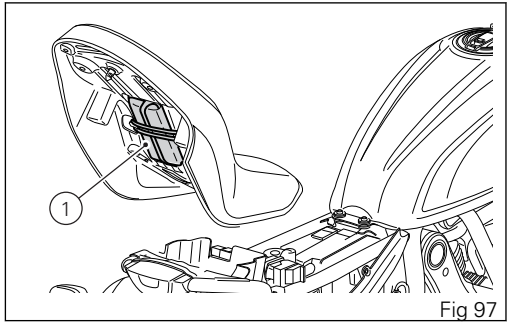


Fig 97

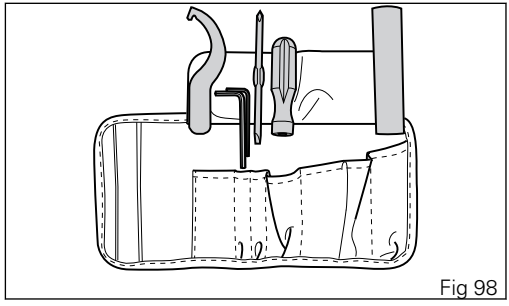


Fig 98

Main use and maintenance operations

Check brake fluid level

The level must not go below the MIN mark shown on the respective reservoirs ((Fig 99) shows the front brake fluid reservoir, while (Fig 100) shows the rear brake fluid reservoir).
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table contained in the Warranty Booklet; please contact a Ducati Dealer or Authorized Service Center.

Brake system

If you note too much play on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or Authorized Service Center to have

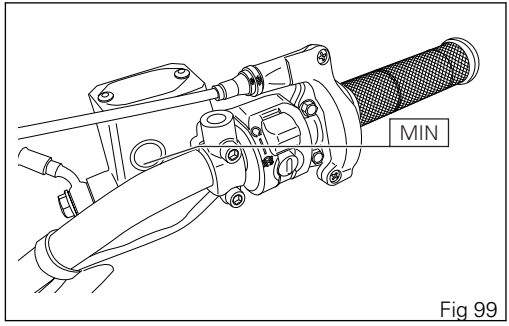


Fig 99

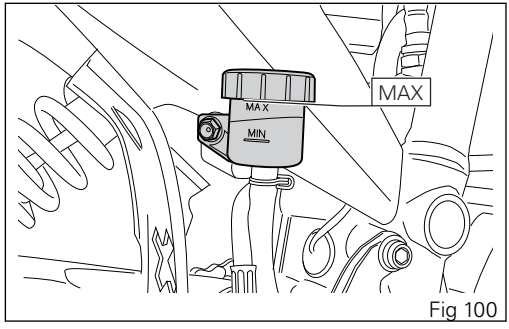


Fig 100

the system inspected and any air drained out of the circuit.

Attention

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

Changing the air filter

Important

Have the air filter maintenance performed at a Ducati Dealer or Authorized Service Center.

Checking brake pads for wear

Check brake pads wear through the inspection hole in the calipers.

If the thickness of the friction material, even in just one pad, is about 0.04 in (1 mm) replace both pads.

Attention

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

Important

Have the brake pads replaced at a Ducati Dealer or Authorized Service Center.

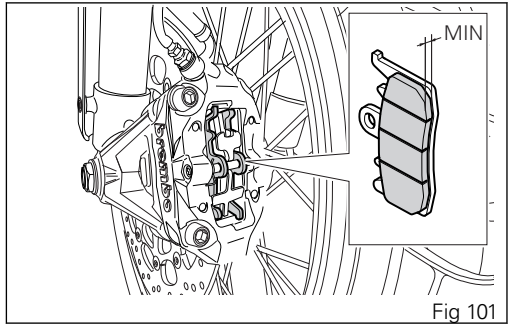


Fig 101

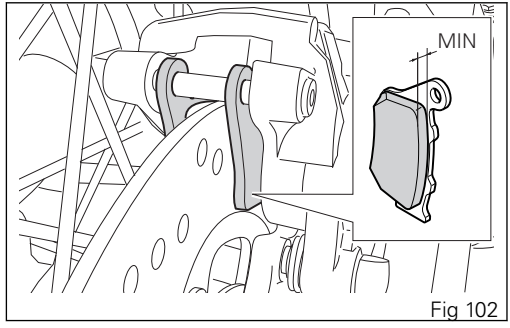


Fig 102

Charging the battery

Attention

Have the battery removed at a Ducati Dealer or Authorized Service Center.

To reach the battery, remove the seat page 120 and remove battery cover (A), after disengaging rubber band (C) and loosening screw (D). Loosen the screws (1), remove the positive cable (2) and (ABS) positive cable (3) from the positive terminal and the negative cable (4) from the negative terminal always starting from the negative one (-) and remove the battery by sliding it out of its housing.

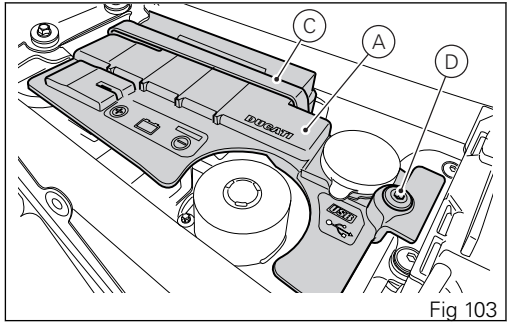


Fig 103

Attention

The battery gives off explosive gases; keep it away from any source of ignition such as sparks, flames and cigarettes. Charge the battery in a well-ventilated area.

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

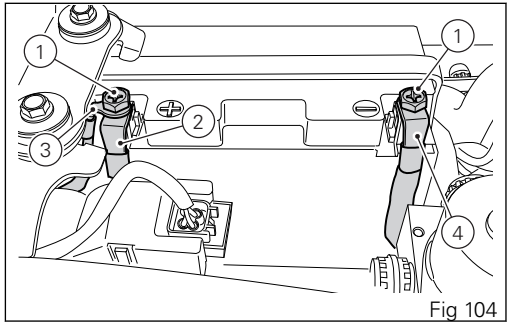


Fig 104

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

Grease screws (1, Fig 104).
Refit the battery, connect the positive cable (2, Fig 104) and ABS positive cable (3, Fig 104) to the positive terminal, and the negative cable (4, Fig 104) to the negative terminal of the battery, always starting from the positive one (+), and start the screws (1, Fig 104).

Attention
Keep the battery out of the reach of children.

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

If the motorcycle must be jump-started in an emergency with an external starting device, it is possible to connect the external device to the battery without removing it from the vehicle. Connect the external device positive pole to the battery positive pole and the external device negative pole to the battery negative pole. Refit the battery cover (A, Fig 103), engage rubber band (C, Fig 103) and tighten screw (D, Fig 103) to 5 Nm ± 10%.

Attention
When connecting the external device to the poles of the battery fitted on the vehicle, pay attention not to touch other metallic parts of the vehicle.

Charging and maintenance of the battery during winter storage

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

Note

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

Important

If battery minimum voltage is not ensured by a suitable battery charge maintainer, sulfation may occur. This is irreversible and will lead to decreasing battery performance.

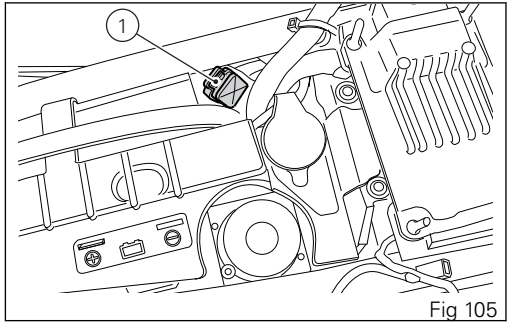


Fig 105

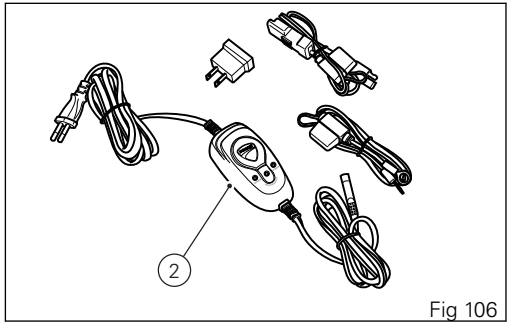


Fig 106

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 end of the bike.

Note

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

Lubricating cables and joints

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

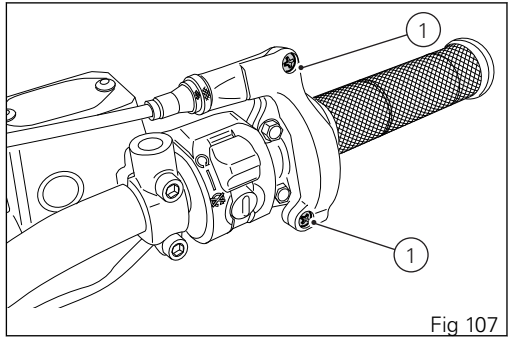


Fig 107

Attention

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

Refit the cover and tighten the screws (1) to a torque of 1.8 Nm.
To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

Adjusting the throttle cable

The throttle grip must have a free play of 0.08÷0.16 in (2÷4 mm) in all steering positions, measured on the outer edge of the twistgrip; this value is indicated in the figure as reference (A).
To adjust, work the relevant adjuster (1) located on the control itself.

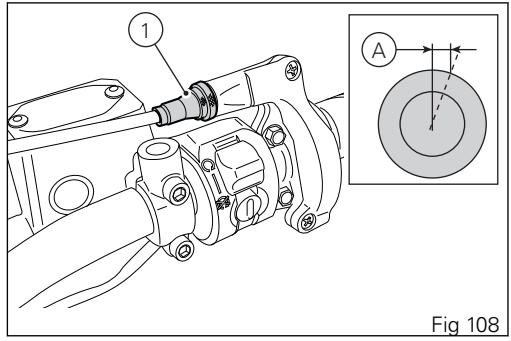


Fig 108

Checking drive chain tension

Important
Have chain tension adjusted by a Ducati Dealer or Authorized Service Center.

Turn the rear wheel until you find the position where chain is tightest. Set the vehicle on the side stand. With just a finger, push down the chain at the point of measurement and release. With the chain in its rest position, measure the upward travel. It must be: A = 1.89 ÷ 1.97 in (48÷ 50 mm).

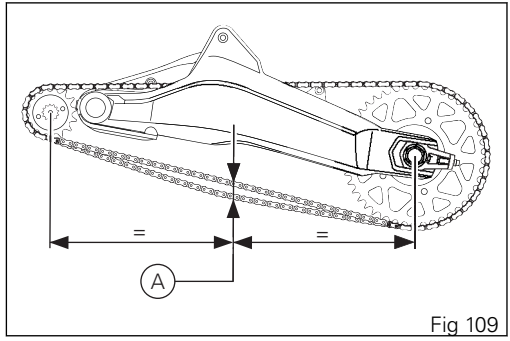


Fig 109

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

Important
If the drive chain is too tight or too slack, adjust it so that tension reading will fall within specified range.

Attention

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

Important

Improper chain tension will lead to rapid wear of transmission parts.

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

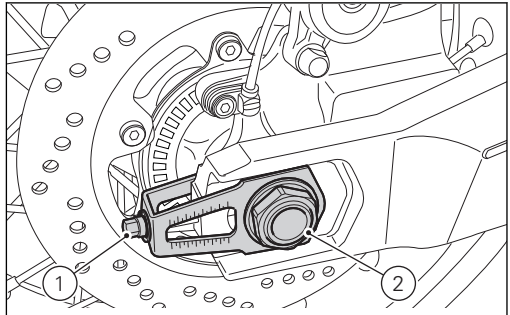


Fig 110

Lubricating the drive chain

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt and to hold the lubricant inside.
The seals might be irreparably damaged if the chain is cleaned using any solvent other than those specific for O-ring chains or washed using steam or water cleaners.
After cleaning, blow the chain dry or dry it using absorbent material and apply SHELL Advance Chain or Advance Teflon Chain on each link.

Important

Using non-specific lubricants may lead to severe damage to chain, front and rear sprocket.

Replacing the headlight bulbs

Important
Have the bulbs replaced at a Ducati Dealer or Authorized Service Center.

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

Before replacing a blown bulb, make sure that the replacement bulb has the same voltage and power as that specified in the paragraph "Electrical System" on page 186. Always check that the bulb functions before reassembling removed parts.
Loosen screws (1) and collect headlight support U-bolts (2).

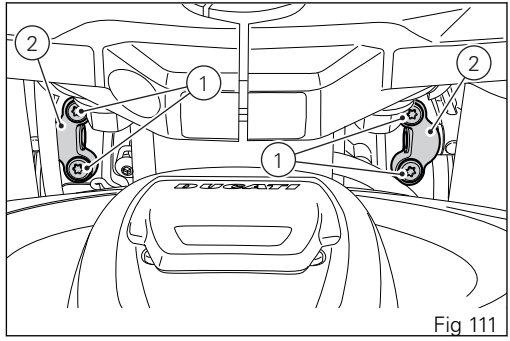


Fig 111

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

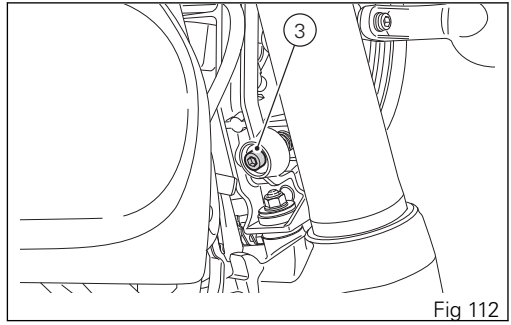


Fig 112

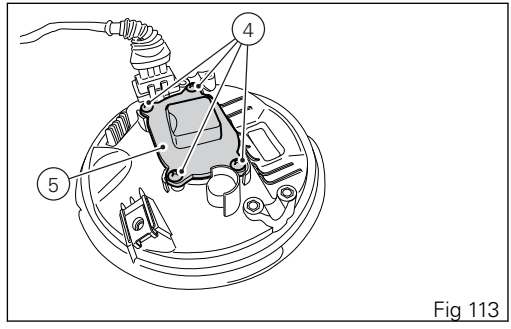


Fig 113

Disconnect connector (6).
Release the clip (7).
The bulb (8) is the banjo-type: press and rotate counterclockwise to remove. Fit the spare bulb by pressing and turning clockwise until it clicks.

Note
Do not touch the transparent part of the new bulb with the hands. This would cause it to blacken thereby reducing bulb brilliancy.

To reassemble, refit any previously removed parts following the removal procedure in reverse order and tighten screws (1, Fig 111) to 5 Nm.

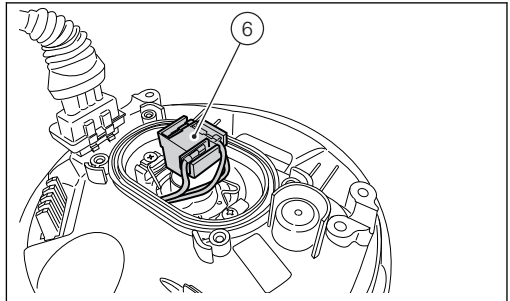


Fig 114

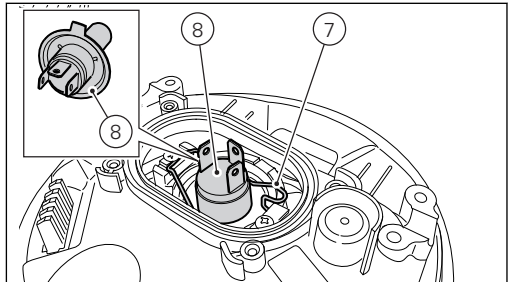


Fig 115

Changing the turn indicator bulbs

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

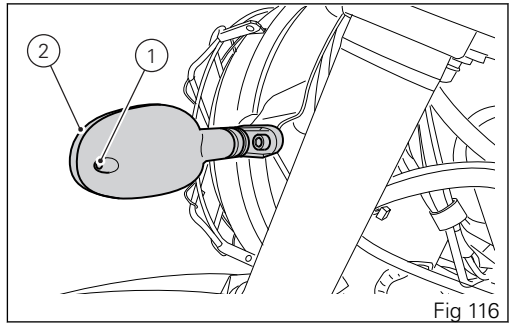


Fig 116

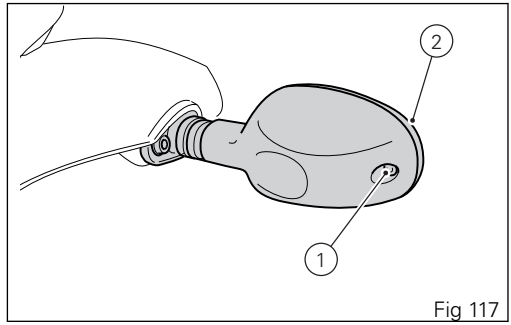


Fig 117

Aligning the headlight

Note
The headlight features a double adjustment, one for the right-hand and one for the left-hand light beam.

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). Draw a horizontal line corresponding to the center of the headlamp and a vertical one in line with the longitudinal axis of motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust the aiming of the left and right-hand beams. The height of the upper limit between the dark area and the lit area must not be more than nine tenths of the height from ground of headlight center.

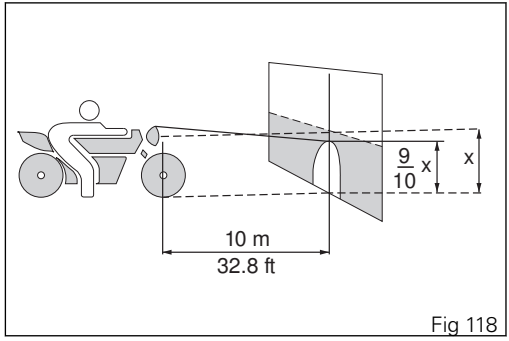


Fig 118

Note
The procedure described here is in compliance with the Italian Standard establishing the maximum height of the light beam. Owners in other countries will adapt said procedure to the provisions in force in their countries.

Aligning the headlight

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

Important

Headlight beam adjuster screw has no limit stop.

Attention

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

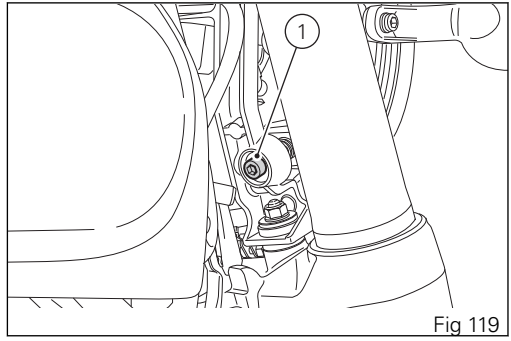


Fig 119

Adjusting the rear-view mirrors

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

Attention

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

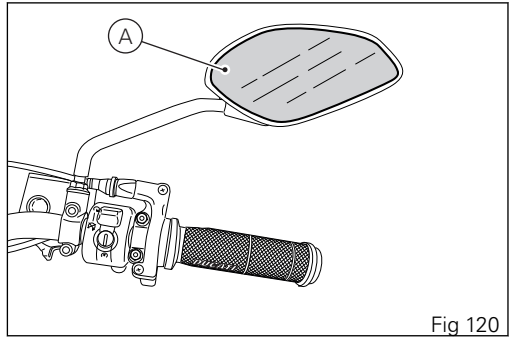


Fig 120

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

Then slide out the cover (3).

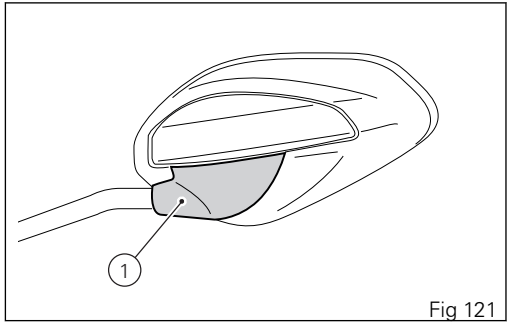


Fig 121

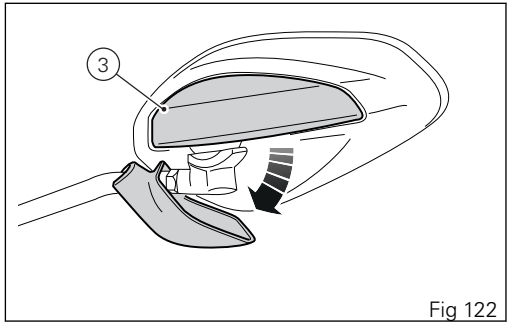


Fig 122

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

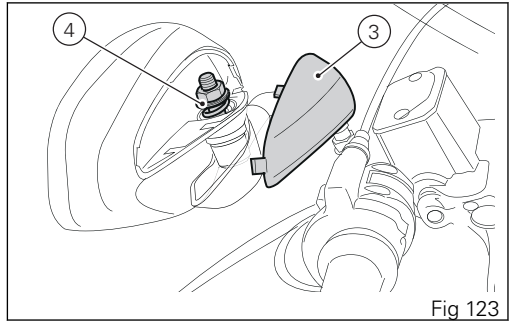


Fig 123

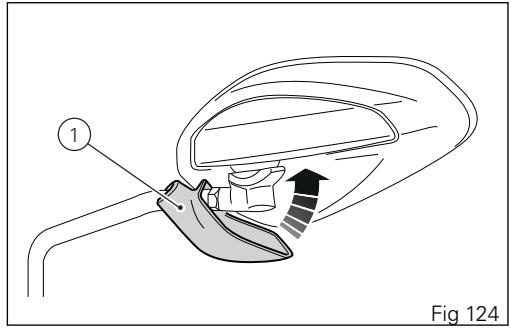


Fig 124

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

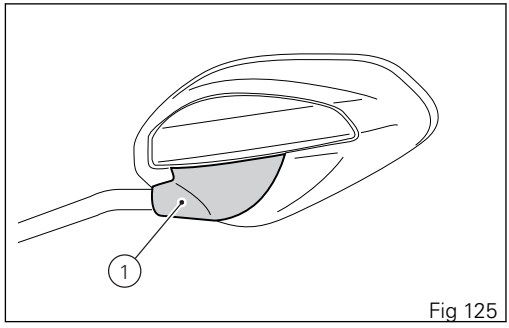


Fig 125

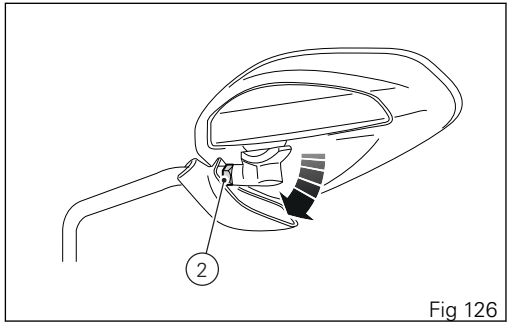


Fig 126

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

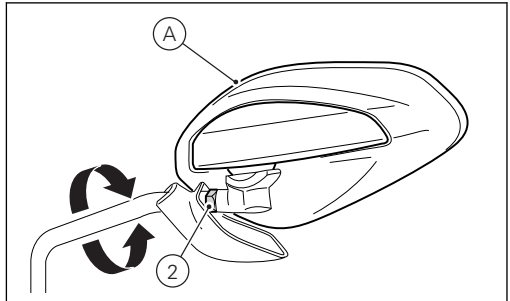


Fig 127

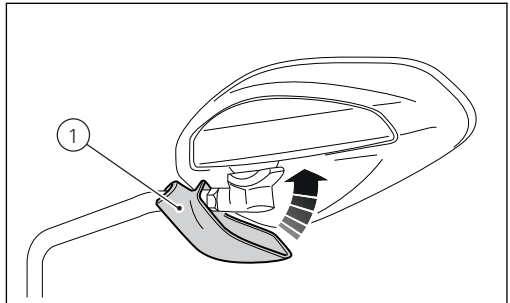


Fig 128

Tubeless tires

Front tire pressure:
2.2 bar - 32 PSI (rider only) - 2.2 bar - 32 PSI (full load).
Rear tire pressure:
2.2 bar - 32 PSI (rider only) - 2.6 bar - 38 PSI (full load).
Because tire pressure is affected by 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 tire pressure when tires are cold. When traveling very bumpy roads, increase tire pressure by 0.2÷0.3 bar (2.9÷4.35 PSI) to preserve the roundness of the front rim.

Tire repair or change (Tubeless tires)

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

Attention

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

After replacing a tire, the wheel must be balanced.

Attention

Do not remove or shift the wheel balancing weights.

Note

Have the tires replaced at a Ducati Dealer or Authorized Service Center. Correct removal and installation of the wheels is essential. Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.

Minimum tread depth

Measure tread depth (S, Fig 129) at the point where tread is most worn down: It should not be less than 0.08 in (2 mm), and in any case not less than the legal limit.

Important

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

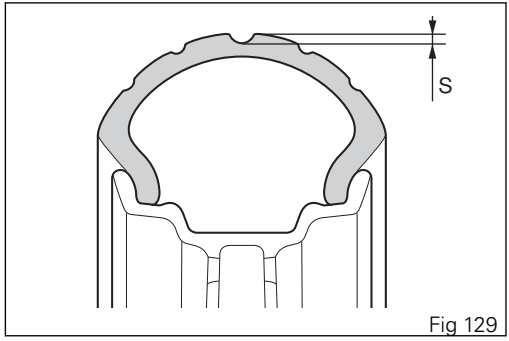


Fig 129

Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover. Oil level must be checked with the motorcycle perfectly upright and the engine cold. Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.
Ducati recommends you use Shell Advance 4T Ultra 15W-50 oil. As an alternative it is possible to use a motorcycle engine oil having the same degree SAE 15W-50 and meeting the following specifications JASO: MA2 and API: SM.
Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.

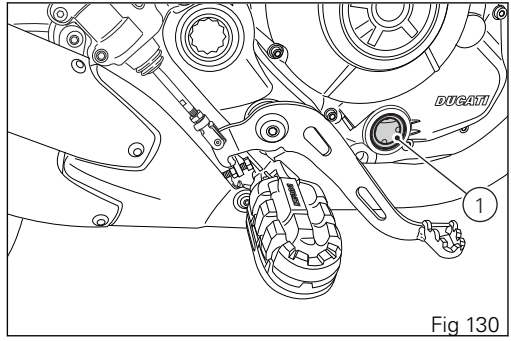


Fig 130

Important

Engine oil and oil filters must be changed by a Ducati Dealer or Authorized Service Center at the intervals specified in the scheduled maintenance chart contained in the Warranty Booklet.

Recommendations concerning oil

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

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

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

Cleaning and replacing the spark plugs

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

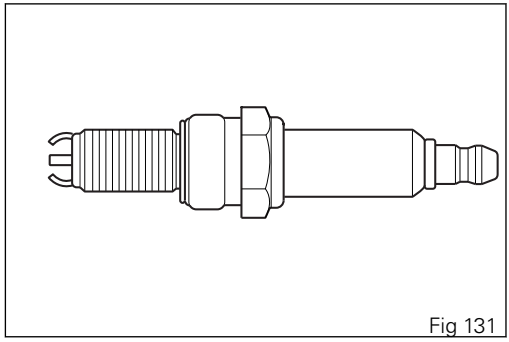


Fig 131

Cleaning the motorcycle

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

Note

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

In any case, 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 the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust mufflers, with resulting loss of compliance with 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 disks. Loss of braking and further accidents may occur. Clean the disks 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 dry up any condensate.

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

Storing the motorcycle

If the motorcycle is to be left unridden over long periods, you should perform the following procedures before storing it away:

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

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

Important notes

Laws in some countries (France, Germany, Great Britain, Switzerland, etc.) set certain noise and pollution standards.

Periodically carry out the required checks and replace parts as necessary using Ducati original spare parts to be in compliance with regulations in the given country.

Scheduled maintenance chart

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Reading of the error memory with DDS and check of software version update on control units		●	●	●	●	●	12
Check the presence of any technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12
Clean the engine oil mesh filter assembly		●					-
Check and/or adjust valve clearance			●	●	●	●	-
Change timing belts				●		●	60
Change spark plugs				●		●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake fluid level		●	●	●	●	●	12
Change brake fluid							36
Check brake disk and pad wear. Change if necessary		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Check the proper tightening of brake caliper bolts and brake disk 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				●		●	-
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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1 0.6	12 7.5	24 15	36 22.5	48 30	Time (months)
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Check tire pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check secondary air system operation			●	●	●	●	-
Check the operation of the safety electrical devices (side stand switch, front and rear brake switches, engine stop switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS) and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Check spoked wheel rims as described in the workshop manual		●	●	●	●	●	-

* 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. x1000	**0.6**
	Months	**6**
Check engine oil level		●
Check brake fluid level		●
Check tire pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace components.		●

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

Specifications

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC):
456.4 lb (207 kg)
Overall weight (in running order without fluids and battery):
421.1 lb (191 kg)
Maximum allowed weight (carrying full load):
837.8 lb (380 kg)

Attention

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

Overall dimensions

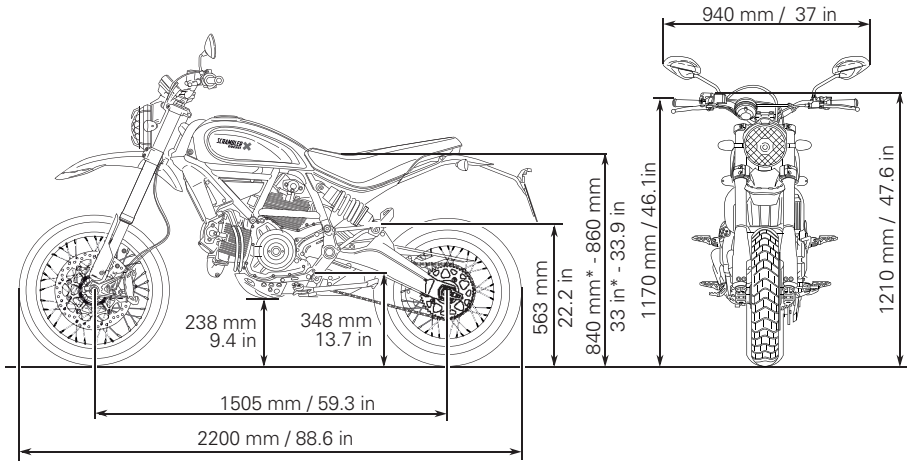


Fig 132

* Low seat (accessory)

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.05 gallons (4 cu. dm liters)	Unleaded fuel with a minimum octane rating of RON 95.	3.56 gallons (13.5 cu. dm liters)
Oil sump and filter	Ducati recommends you use Shell Advance 4T Ultra 15W-50 oil. As an alternative it is possible to use a motorcycle engine oil having the same degree SAE 15W-50 and meeting the following specifications JASO: MA2 and API: SM	0.9 gallons - (3.4 cu. dm liters)
Front/rear brake and clutch circuits	SHELL Advance Brake DOT 4	-
Protectant for electric contacts	SHELL Advance Contact Cleaner	-
Front fork	SHELL Advance Fork 7.5 or Donax TA	40.8 cu in (668 cu. cm) (per leg)

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

Engine

Twin cylinder, 90° "L" type, longitudinal.
Bore: 3.46 in (88 mm)
Stroke: 2.6 in (66 mm)
Total displacement, cu. cm: 803
Compression ratio: 11±0.5:1
Maximum power at crankshaft ((EU) Regulation no. 134/2014 Annex X, kW/HP):
55 kW - 75 CV at 8.250 rpm
Max. torque at crankshaft (95/1/EC):
68 Nm - 6.9 Kgm at 5.750 rpm.
Maximum rpm:
9,200.

Important

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

Timing system

DESMODROMIC system with two valves per cylinder controlled by four rocker arms (two opening and two closing ones) and one overhead camshaft. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

1) opening (or upper) rocker;
2) opening rocker shim;
3) split rings;
4) closing (or lower) rocker shim;
5) return spring for lower rocker;
6) closing (or lower) rocker;
7) camshaft;
8) valve.

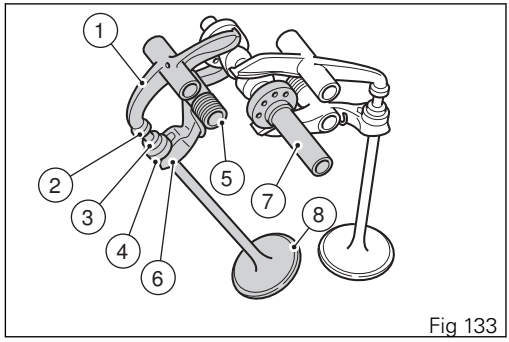


Fig 133

Performance

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

Important

Failure to follow these instructions will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Spark plugs

Make: NGK
Type: DCPR8E

Fuel system

CONTINENTAL M3C indirect electronic injection.
Diameter of throttle body: 1.97 in (50 mm)
Injectors per cylinder: 1
Firing points per injector: 8
Fuel with a minimum octane rating of 90 (RON +MON)/2.

Attention

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

Brakes

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

FRONT
Semi-floating drilled disc.
Braking material: steel.
Carrier material: steel.

Disk diameter: 13 in (330 mm).
Hydraulically operated by a control lever on handlebar right hand side.
Brake caliper make: BREMBO.
Number of pistons: M4 x 32 b.
Type: radially-mounted, 4 pistons and 2 pads with ABS as standard
Friction material: TT 2182 FF.
Cylinder type: PS 13/22.

REAR
With fixed drilled steel disk.
Disk diameter: 9.6 in (245 mm).
Hydraulically operated by a pedal on RH side.
Make: BREMBO
Type: PF32 b (black).
Friction material: FERIT I/D 450 FF.
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 generous quantities of running water.

Transmission

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

Gearbox output sprocket/rear chain sprocket ratio: 15/46
Total gear ratios:
1st 13/32
2nd 18/30
3rd 21/28
4th 23/26
5th 22/22
6th 26/24

Drive chain from gearbox to rear wheel.
Make: DID
Type: 520 VP2
Size: 5/8" x 1/4"
Links: 108

Important

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

Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or Authorized Service Center.
If improperly replaced, this component could seriously endanger your safety and that of your passenger, and cause irreparable damage to your motorcycle.

Frame

High-strength tubular steel trellis frame
Steering angle (per side): 35°
Steering head angle: 24°
Trail in mm: 112

Wheels

Spoked wheel rims

Front
Size: MT 3.00 x 19”

Rear
Size: MT 4.50 x 17”

Both wheel shafts can be removed.

Tires

Front
Pirelli SCORPION RALLY STR.
Size: 120/70 R19

Rear
Pirelli SCORPION RALLY STR.
Size: 170/60 R17

Suspensions

Front

Non-adjustable hydraulic upside-down fork.
Stanchion diameter:
1.8 in (46 mm).
Wheel travel: 7.9 in (200 mm).

Rear

Progressive. The shock absorber is adjustable for spring preload.
Rear wheel travel: 5.9 in (150 mm).

Exhaust system

Single silencer with stainless steel expansion and insulation chambers.
Catalytic converter built into the silencer and two lambda sensors on the exhaust pipes at the head output.

Available colors

Tricolore White
Primer 2K White code 873.AC001 (Palinal);
Primer White Tricolore part no. 929.D398 (Palinal);
High Solids Clearcoat code D880 (PPG);
Charcoal black frame code MY/2/9611AV (AKZO NOBEL);
Gold Rims
Primer, Power Primer code P09809-C (Peter Lacke)
Varnish (Topcoat) Pehadur Einbrennlack code VPCH03352 (Peter Lacke)

Ducati red
Primer Acriflex White code L0040652 (LECHLER);
Varnish Acriplast Red Stoner SF code LMC06017 (LECHLER);
Charcoal black frame code MY/2/9611AV (AKZO NOBEL);
Gold Rims
Primer, Power Primer code P09809-C (Peter Lacke)
Varnish (Topcoat) Pehadur Einbrennlack code VPCH03352 (Peter Lacke)

Electric system

Basic electric items are:
Headlight:
low/high beam: H4 bulb (12V – 60/55W);
parking light: no. 1 LED (3.1W — 13.5V)
Electrical controls on handlebars.
Turn indicators:
front: 12V RY10W bulb;
rear: 12 VRY10W bulb.
Horn.
Stop light switches.
Battery, 12V-10 Ah, dry.
GENERATOR 14V-490W.
ELECTRONIC RECTIFIER, protected by a 30A fuse located next to fuse box (C, Fig 135).
Starter motor: 12V-0.7 kW.
Tail light:
parking light: 12 LEDs (3.24W -12V);
stop light: 18 LEDs (7.9W-12V).
Number plate light:
lamp: 3 LEDs (0.7W-13.5V).

Note

For bulb replacement instructions, please read "Replacing the high and low beam bulbs".

Fuses

There are seven fuses that protect the electric components located inside the fuse box, and one on the electric solenoid starter. The fuse box includes two spare fuses.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.
The fuse box (A, Fig 134) is located under the seat so it is necessary to remove the seat and the battery cover to reach it. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

Fuse box key		
Pos	El. item	Rat.
1	Key-On	10 A
2	El. loads	15 A
3	Instrument panel	10 A
4	Control unit	5 A
5	Injection	20 A
6	ABS motor	25 A
7	ABS	10 A

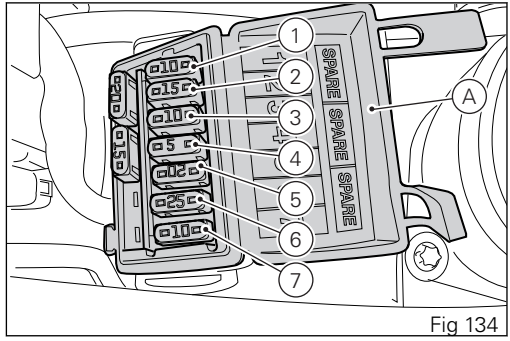


Fig 134

The main fuse (C) is positioned on the solenoid starter (D). Remove the fuse cap (E) to reach it. A blown fuse is identified by the interrupted center link (F).

Important

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

Attention

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

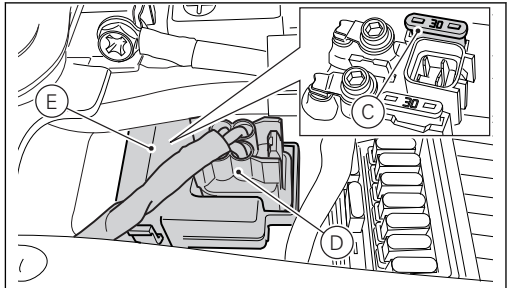


Fig 135

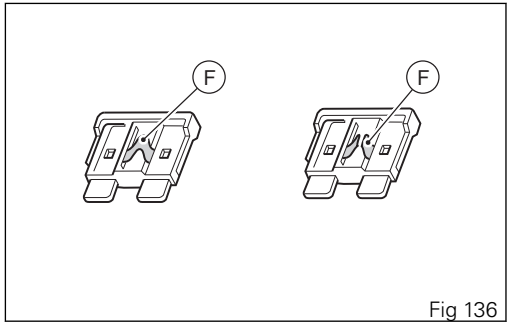


Fig 136

Injection /electric system diagram key

1) Front stop switch
2) Clutch switch
3) Right-hand switch
4) Key switch
5) Left-hand switch
6) Fuse box
7) Mobile phone power socket
8) Bluetooth Module
9) ABS control unit
10) Starter motor
11) Fused solenoid
12) Battery
13) Alarm
14) Regulator
15) Generator
16) Rear right turn indicator
17) Tail light
18) Rear left turn indicator
19) Number plate light
20) Fuel unit
21) Fuel pump ground
22) Main relay
23) Fuel pump relay
24) Vertical lambda sensor
25) Horizontal lambda sensor
26) Horizontal spark plug
27) Horizontal coil
28) Vertical spark plug
29) Vertical coil
30) Horizontal injector
31) Vertical injector
32) Potentiometer motor (TPS)
33) Secondary air actuator
34) MAP sensor
35) Oil temperature sensor
36) ECT sensor
37) Rear speed sensor
38) Side stand switch
39) Gear sensor
40) Oil pressure switch
41) Rear stop light
42) Data Acquisition / Diagnosis (DDA)
43) Timing/rpm sensor
44) Air temperature sensor
45) Control unit
46) Stepper motor
47) Front speed sensor
48) Transponder antenna
49) Instrument panel
50) LH heated handgrip

51) RH heated handgrip
52) Front left turn indicator
53) Headlight
54) Front right turn indicator
55) Horn
56) Purge valve

Wire color coding

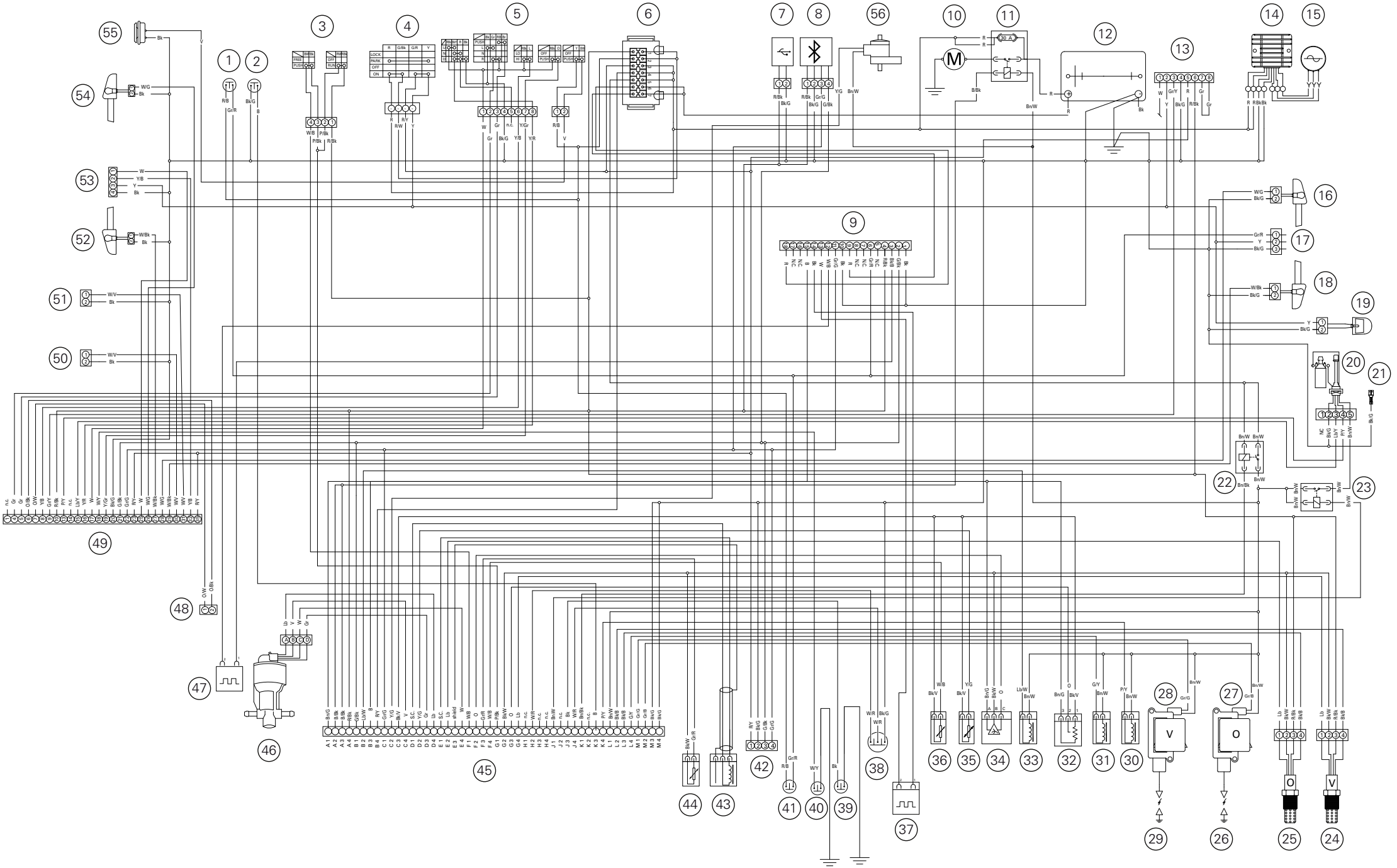
B Blue
W White
V Violet
Bk Black
Y Yellow
R Red
Lb Light blue
Gr Gray
G Green
Bn Brown
O Orange
P Pink

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

Routine maintenance record

Routine maintenance record

KM	MI	NAME DUCATI SERVICE	MILEAGE	DATE
1000	600			
12000	7500			
24000	15000			
36000	22500			
48000	30000			
60000	36000			



Scrambler Desert Sled

SCRAMBLER DUCATI

cod. 913.7.336.2H

Ducati Motor Holding spa
www.ducati.com

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