Owner's manual

MULTISTRADA

MULTISTRADA 1200 S

Touring

Owner's manual

ENGLISH

MULTISTRADA

MULTISTRADA 1200 S Touring

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

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

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Enjoy your ride!

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Introduction

Safety guidelines

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

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts. This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Service Manual available to Ducati Authorised Service Centres.
In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see page 247.

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

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

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

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

Safety alerts

To alert you to potential hazards that could potentially harm you or other persons, the following safety alerts have been used:

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

Warning

Failure to comply with these instructions may put you at risk and result in severe injury to rider or other persons or even death.

Important

Possibility of damaging the motorcycle and/or its components.

Note

Additional information concerning the job being carried out.

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

Permitted use

This motorcycle may be used for riding on dirt trails or for off-road riding.

Warning

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

This motorcycle carries the rider and can carry a passenger.

Warning

The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed 430 kg/948 lb.

Warning

The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 35 kg, divided as follows:
10 kg max. per side pannier;
10 kg max for the top case;
5 kg max. for the tank bag.

Rider's obligations

All riders must hold a valid licence.

Warning

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

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

Warning

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

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

Warning

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

Some states require vehicle insurance.

Warning

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

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

Warning

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

Warning

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

Warning

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

Rider training

Accidents are frequently due to inexperience. Driving a motorcycle is different from driving other vehicles and requires specific riding and braking techniques.

Warning

Poor training or improper operation of the vehicle can lead to loss of control, death or severe damage.

Riding gear

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

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

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

Important

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

Important

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

Important

Have your passenger wear proper protective clothing.

Best practices for motorcycle safety

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

Important

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

Warning

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

Perform the checks recommended in this manual before each ride (see page 201).

Warning

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

Warning

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

Important

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

Important

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

Important

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

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

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

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

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

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

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

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

Refuelling

Refuel outdoors with the engine turned off.
Do not smoke or use open flames when refuelling.
Be extremely careful not to spill fuel on the engine or on the exhaust pipe.
Never fill the tank completely. Fuel should never be touching the rim of filler recess.
While refuelling, avoid inhaling fuel vapours and avoid contact with eyes, skin or clothing.

Warning

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

Warning

In the event of illness after prolonged breathing of fuel vapours, stay outdoors and seek medical advice. In the event of contact with eyes, flush with plenty of water. After contact with skin, wash immediately with water and soap.

Warning

Fuel is highly inflammable. Clothing with spilled fuel on it should be removed as possible.

Carrying the maximum load allowed

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

Warning

Maximum speed allowed with side panniers and top case installed is 180 km/h and must in any case comply with statutory provisions.

Warning

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Warning

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

Please, refer to paragraph "Tyres" in page 238.

Important

If the side panniers are fitted (available upon request from the Ducati spare parts service), divide the baggage and accessories based on their weight and place them uniformly inside the side panniers. Lock both side panniers using the suitable key lock.

Dangerous products - warnings

Used engine oil

Warning

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

Warning

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 cloth before proceeding to service the motorcycle. Keep away from children.

Warning

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

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.

Warning

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

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames. Coolant (ethylene glycol) is an irritant and is poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant will be scalding hot and is under high pressure.
The cooling fan operates automatically: keep hands well clear and make sure your clothing does not snag on the fan.

Battery

Warning

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.

Vehicle identification number

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

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

Frame number

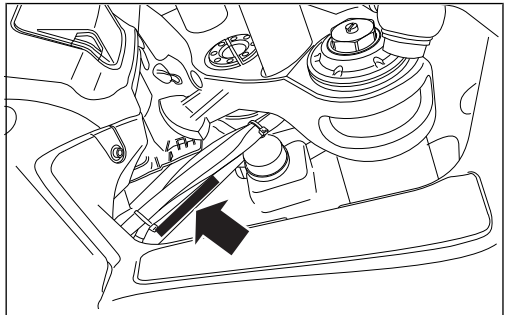

Fig. 1

Engine identification number

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

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

Engine number

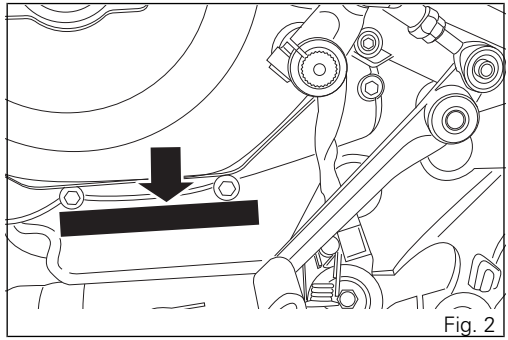

Fig. 2

Instrument panel (Dashboard)

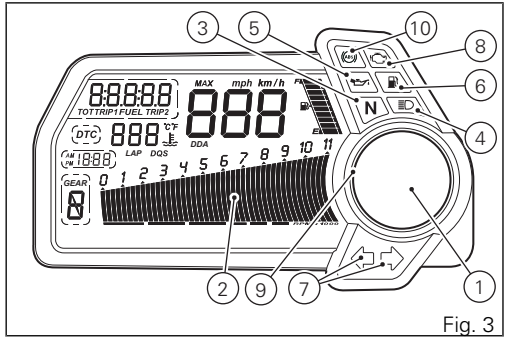

Fig. 3

Instrument panel

1) LCD Dot-Matrix.

2) REV COUNTER (rpm).
Shows the engine rotation speed/minute (rpm).

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

4) HIGH BEAM LIGHT (BLUE).
It turns on to indicate that the high beam lights are on.

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

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

6) LOW FUEL LIGHT (AMBER YELLOW).
Comes on when fuel is low and there are about 4 litres of fuel left in the tank.
7) TURN INDICATOR LIGHTS (GREEN).
Illuminates and flashes when the turn indicator is in operation.
8) "ENGINE/VEHICLE DIAGNOSIS - EOBD" LIGHT (AMBER YELLOW).
It turns on in the case of “engine” and/or “vehicle” errors and in some cases will lock the engine.
9) LIMITER LIGHT “OVER REV”/ TRACTION CONTROL LIGHT “DTC” (RED).

	Over rev light
No limiter	Off
1st threshold - no. RPM before the limiter threshold (*)	On - STEADY
Rev limiter (limiter engaged due to overrevving) (*)	On - Flashing

(*) depending on the model, each calibration of the Engine Control Unit may have a different "setting" for the thresholds that precede the rev limiter and regarding the rev limiter itself.

	DTC intervention light
No intervention	Off
DTC intervention	On - Steady

Note
Should both lights for Over rev Function activation and DTC intervention come on, instrument panel will give priority to Over rev Function.

10) ABS LIGHT (ABS) (AMBER YELLOW) (Fig. 3).

Engine off / speed below 5 Km/h		
Light off	**Light flashing**	**Light steady**
-	ABS disabled with the menu function (**)	ABS enabled but not functioning yet
Engine on / speed below 5 Km/h		
Light off	**Light flashing**	**Light steady**
-	ABS disabled with the menu function	ABS enabled but not functioning yet
Engine on / speed above 5 Km/h		
Light off	**Light flashing**	**Light steady**
ABS enabled and functioning	ABS disabled with the menu function	ABS disabled and not functioning due to a problem

(**) The ABS should be considered actually disabled only if the light continues to flash after starting the engine.

Function push-buttons

1) CONTROL BUTTON
Button used to display and set instrument panel parameters with the position " ▲ ".
2) CONTROL BUTTON
Button used to display and set instrument panel parameters with the position " ▼ ".
3) HIGH-BEAM FLASH BUTTON FLASH
The high-beam flash button may also be used for LAP functions.
4) TURN INDICATOR CANCEL BUTTON
The turn indicators on/off button may also be used for navigating through the MENU and for activating the "Riding Mode".
Press this button for 3 seconds to the left side to activate the Hazard lights.

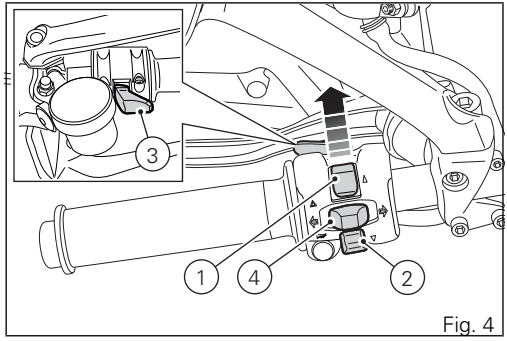

Fig. 4

Acronyms and abbreviations used in the Manual

ABS
Antilock Braking System
BBS
Black Box System
CAN
Controller Area Network
DDA
DUCATI Data Acquisition
DSS
DUCATI Skyhook Suspension
DSB
Dashboard
DTC
DUCATI Traction Control
HF
Hands Free
ECU
Engine Control Unit

Technological Dictionary

Riding Mode
The rider can choose from four different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. The Riding Modes allow user to instantly change the engine power delivery (ENGINE), the ABS settings, the DTC settings as well as, on the "Sport" versions, the suspension settings (DSS).
Available riding modes are: Sport, Touring, Urban and Enduro.
Within every Riding Mode, the rider can customise any settings.

DSS (Ducati SkyHook System)
Multistrada 1200 is equipped with the brand new suspension control system called DSS (Ducati Skyhook System): DDS is a dynamic suspension damping control system. By selecting a certain Riding Mode, the rider can establish the base suspension behaviour, suspension response and hence the motorcycle response.
DSS default setting can be changed using the corresponding menu through the instrument panel. This menu allows the rider to increase or decrease the base damping settings characterising the operation of fork and rear shock absorber for every Riding Mode.

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through eight different levels that are programmed to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a preset intervention level. Level eight indicates system intervention whenever a slight slipping is detected, while level one is for very expert riders because it is less sensitive to slipping and intervention is hence more rare.

Anti-lock Braking System (ABS)
The ABS system fitted to Multistrada 1200 is a 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. The ABS features 3 levels, one associated to each Riding Mode.

Hands Free (HF)
The Hands free system allows the rider to start the motorbike without actually using the ignition key. The key must simply be within a certain range from the motorbike, for instance in the rider's pocket.
The electric steering lock used by the Hands free system locks the handlebar on the right or on the left, making for a more versatile parking solution.
The Hands free system is connected to the other control units on the bike and to the instrument panel via the CAN line.
The system can enable ignition (key present and acknowledged) or disable it (key not present or not acknowledged - immobilizer function) thanks to this line. The instrument panel displays any notice, such as the warnings concerning low key battery or key not present.

LCD unit functions

Warning

Stop the motorcycle before using the instrument panel controls. Never operate the instrument panel controls while riding.

1) SPEEDOMETER.
Gives road speed.
2) ODOMETER.
Gives total distance covered.
3) TRIP METER.
Indicates distance travelled since the meters (TRIP 1 and TRIP 2) were last reset.
4) CLOCK.
5) FUEL LEVEL.
6) ENGINE RPM INDICATOR (RPM).
7) LAP TIME, MAXIMUM SPEED AND MAXIMUM RPM RECORDING (LAP).
8) DTC INDICATOR ACTIVE/NOT ACTIVE.
9) GEAR INDICATOR.
10) WATER TEMPERATURE INDICATOR.
This function indicates engine coolant temperature.

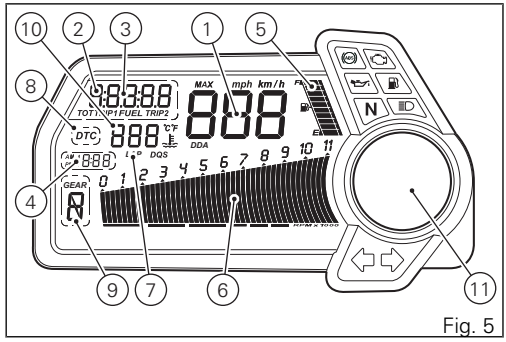

Fig. 5

Important

Do not ride the motorcycle if temperature reaches the max. value as engine could suffer severe damage.

11) LCD Dot-Matrix.

LCD - How to set/display parameters

At the end of the check, the instrument panel always displays the Odometer (TOT) as the "main" indicator on the main display and the "riding mode" on the round display.

Note

The check can be interrupted by pressing button (1).

At the end of the initial check, the instrument panel will always show the "main" display. The main LCD (A) indicates the following information:

- Vehicle speed indication;
- Engine rpm indication (RPM);
- Gear indication;
- Clock indication;
- Fuel level indication;
- Coolant temperature indication;
- TOT - Odometer.

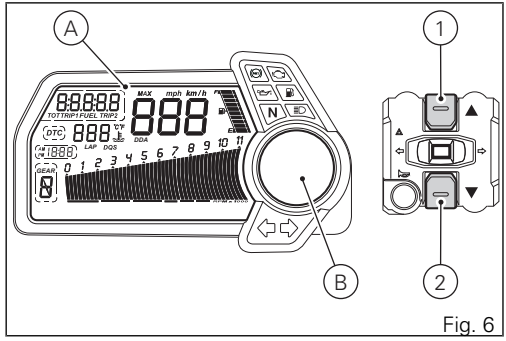

Fig. 6

The Dot-Matrix LCD (B,Fig. 6) indicates the following information:
- WARNING (only if active);
- ERRORS (only if active);
- DESMO SERVICE (only if active);
- SET UP - “Riding Mode" set indication.

At this point, by pressing button (1,Fig. 6) it is possible to switch to the following functions, displayed on the main LCD (A,Fig. 6):
- TRIP1 - Trip meter 1;
- TRIP2 - Trip meter 2.

At this point, by pressing button (2,Fig. 6) it is possible to switch to the following functions, displayed on the Dot-matrix LCD (B,Fig. 6):
- RANGE - Remaining range;
- CONS. - Current fuel consumption;
- CONS. AVG - Average Fuel Consumption;
- SPEED AVG - Average speed;
- AIR - Air temperature;
- TRIP TIME - Trip time.

Vehicle speed indicator

This function displays vehicle speed (Km/h or mph depending on the set measurement system) on main LCD.

The instrument panel receives information about the actual speed (calculated in km/h) and displays the number increased by 5%.

Maximum speed displayed is 299 km/h (186 mph).

Over 299 km/h (186 mph) a series of dashes will be displayed "- - -" (not flashing).

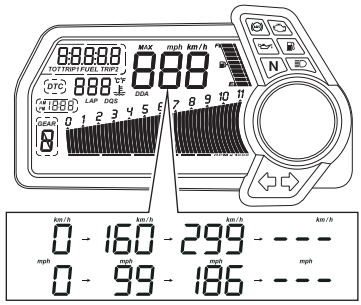

Fig. 7

Engine rpm indicator (RPM)

This function displays the rpms on the main LCD. The instrument panel receives the engine rpm information and displays it.
This information is displayed progressively from the left to the right, identifying the rpms.

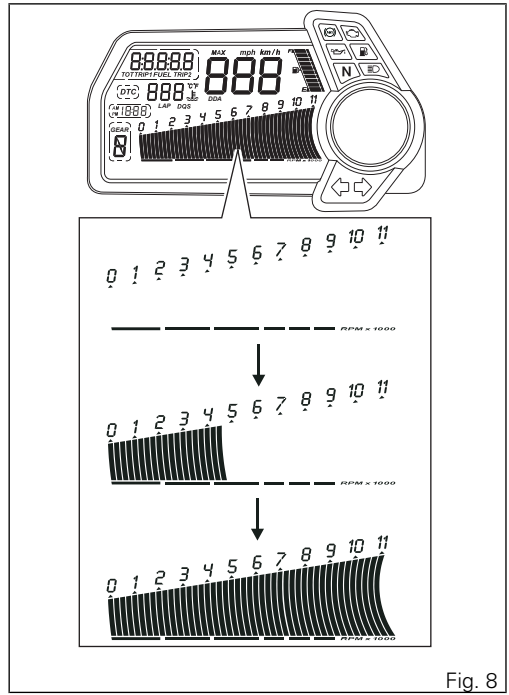

Fig. 8

Engaged gear indicator

This function displays the gears.
The instrument panel receives information and indicates the engaged gear or “N” for neutral.

Note

In case of gear sensor "error", a dash "-" (not flashing) will be displayed.

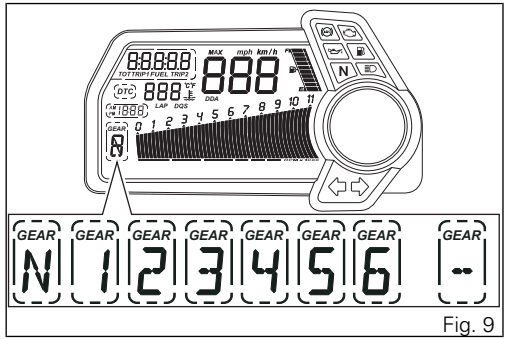

Fig. 9

Clock

This function shows the time.
Time is always displayed as follows:
AM from 0:00 to 11:59;
PM from 12:00 to 11:59.

If battery power is suddenly cut off (Batt-OFF), when battery power is restored and upon next Key-On, the clock is reset and restarts operating from "0:00".

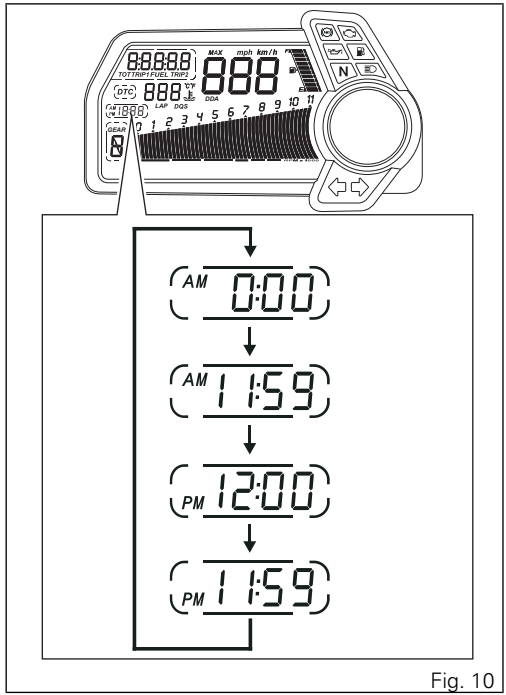

Fig. 10

Fuel level indicator

This function displays the fuel level. The low fuel light turns on when the level goes down to 2 marks and there are still 4 litres in the tank; if the level goes down further, the last mark will be displayed flashing.

Important

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

Note

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

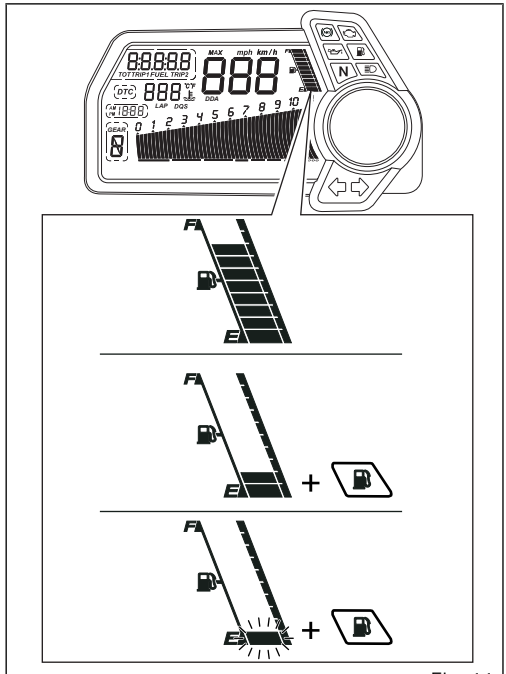

Fig. 11

Coolant temperature

This function indicates coolant indication state. The temperature unit of measurement can be selected (°C or °F):
for the Europe, Canada, France and Japan versions the default unit is °C, while for the UK and USA versions the default unit is °F.
The reading is indicated as follows:

- if the reading is between - 39°C and +39°C "LO" is shown flashing on the instrument panel (steady);
- if the reading is between +40°C and +120°C it appears on the instrument panel (steady);
- if reading is +121 °C or higher, "HI" is shown flashing on the information panel;

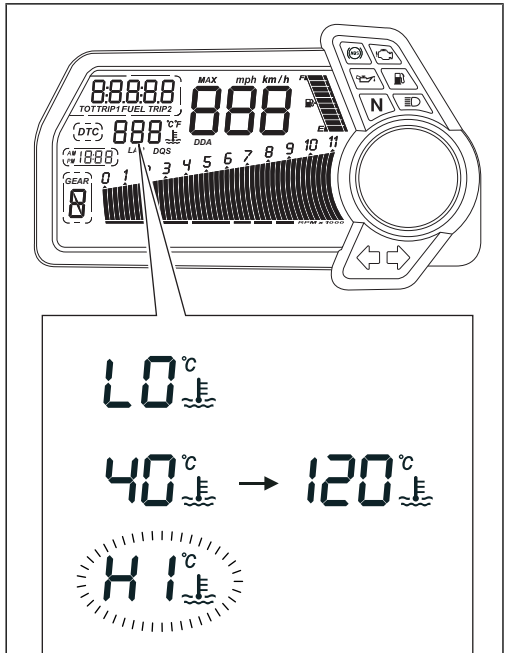

Fig. 12

Note

If the sensor is in fault, the three flashing dashes ("- - -") will be displayed and, at the same time, the "Engine/Vehicle Diagnosis - EOBD" light will come on.

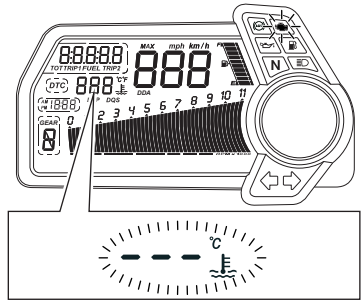

Fig. 13

Total distance covered indicator: "Odometer"

This function shows the total distance covered by the vehicle.
Upon Key-On, the system automatically enters this function.
The odometer reading is stored permanently and cannot be reset.
If the distance travelled exceeds 99999 km (or 99999 miles), the value “99999” will be displayed permanently.
For the Europe, Canada, France and Japan versions the default unit is km, while for the UK and USA versions the default unit is mi.

Note

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

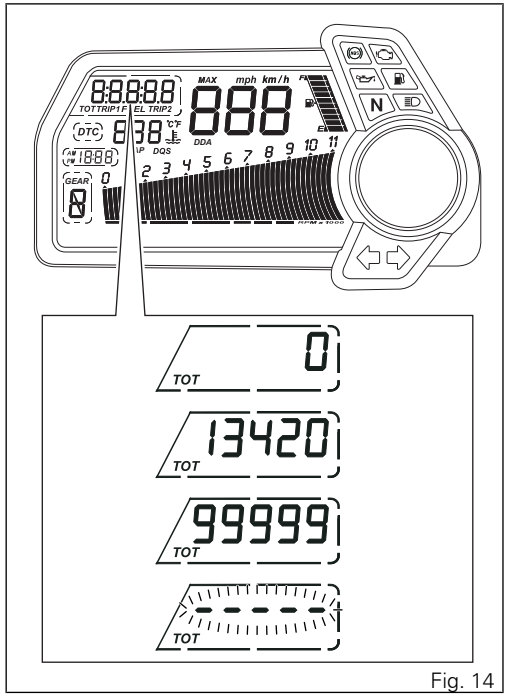

Fig. 14

"Trip 1" meter

This function shows the distance travelled since the trip meter was last reset.
Holding button (1) pressed for 3 seconds when this function is displayed resets the trip meter. When the reading exceeds 999.9, distance travelled is reset and the meter automatically starts counting from 0 again.
If the system measurement units are changed at any moment, or if there is an interruption in the power supply (Battery Off), the distance travelled is reset and the count starts from zero (considering the newly set unit of measurement).

Note
When this reading is reset, also "Average Consumption", "Average Speed" and "Trip Time" functions are reset.

For the Europe, Canada, France and Japan versions the default unit is km, while for the UK and USA versions the default unit is mi.

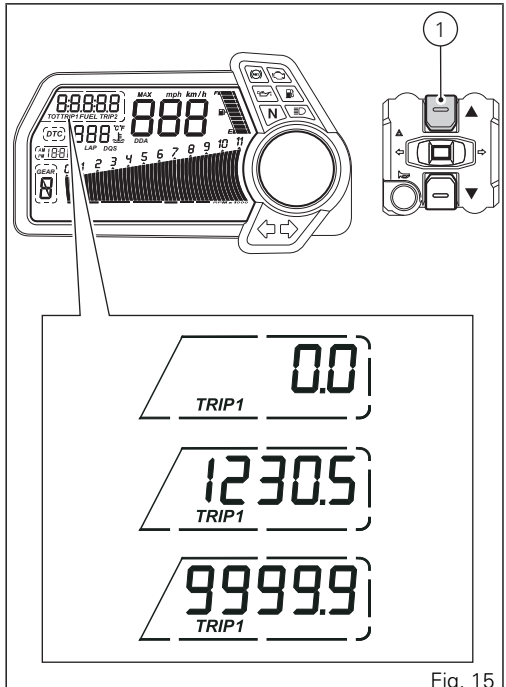

Fig. 15

"Trip 2" meter

This function shows the distance travelled since the trip meter was last reset.

Holding button (1) pressed for 3 seconds when this function is displayed resets the trip meter. When the reading exceeds 999.9, distance travelled is reset and the meter automatically starts counting from 0 again.

If the system measurement units are changed at any moment, or if there is an interruption in the power supply (Battery Off), the distance travelled is reset and the count starts from zero (considering the newly set unit of measurement).

For the Europe, Canada, France and Japan versions the default unit is km, while for the UK and USA versions the default unit is mi.

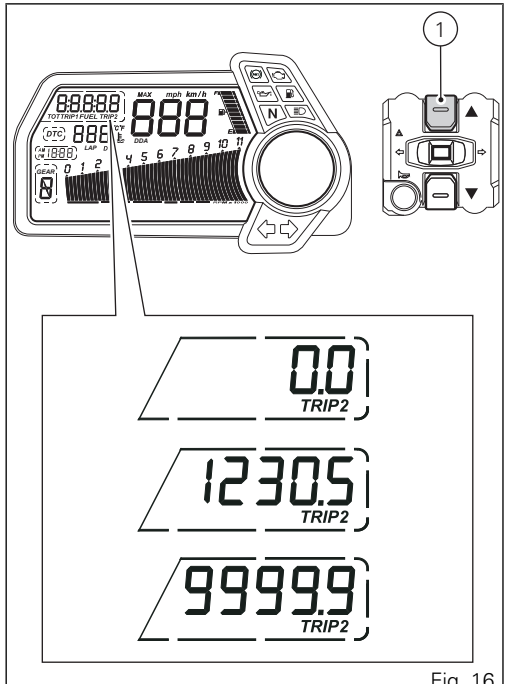

Fig. 16

Indication if the DTC function is active/not active

This function indicates if DTC (Ducati Traction Control) is active.
When “DTC” is not lit up in the inside the rim, this means that the function is disabled.

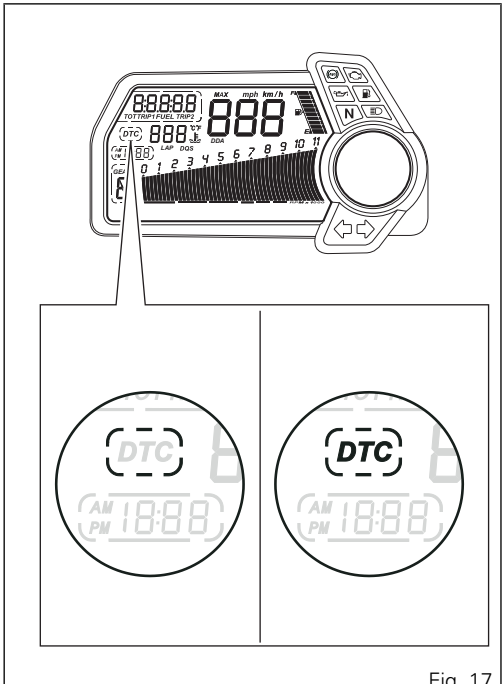

Fig. 17

Indication if the LAP function is active/not active

This function indicates if LAP (Lap number) is active. When "LAP" is not lit up, this means that the function has been switched off.

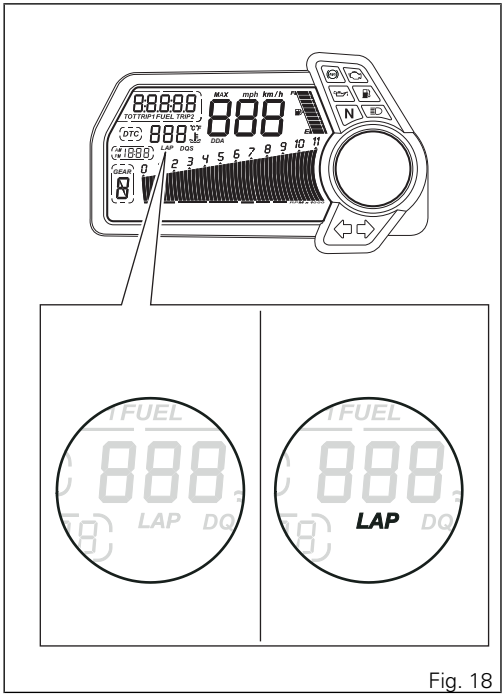

Fig. 18

Warning indication (Alarms/Signals)

The instrument panel shows some signals/ malfunctions in real time on the round “Dot-Matrix” display (B) that are not dangerous for correct vehicle operation.
At Key-On (at the end of the check) one or more “warnings” are displayed if they are active.
If a “warning” is activated during operation, the current indication on the round “Dot-Matrix” display (B) will switch automatically to the indicator.
If there are multiple indicators, they will scroll automatically every 3 seconds.

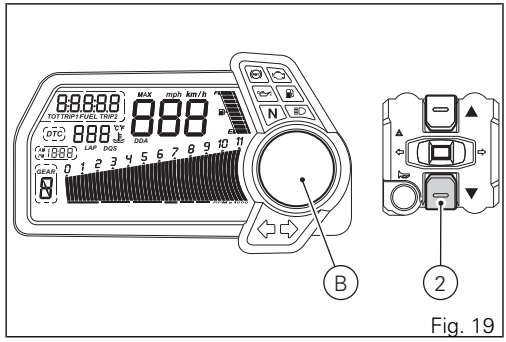

Fig. 19

Note

When one or more "warnings" are activated, no warning light will come on.

The following “warnings” could be displayed:

- Battery level;
- Traction control;
- Hands free key;
- Hands free key battery level;
- Coolant temperature;
- Steering release error;
- DTC off road setting (DTC OFF ROAD);
- ABS disabled (ABS OFF).

When one or more “warnings” are active, it is possible to go to other functions by pushing button (2,Fig. 19).

"Low" battery level

The activation of this “warning” indicates that the status of the battery vehicle is low.
It is activated when the battery voltage is equal to or below 11.0 Volt.

Note

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

Two conditions are provided in order to save battery charge:
1) when engine is running, if engine is stopped but instrument panel is not turned off, the suspension system power is cut after 30 seconds;
2) when engine is stopped, if instrument panel is turned on but engine is not started, the suspension system power is cut after 30 seconds.

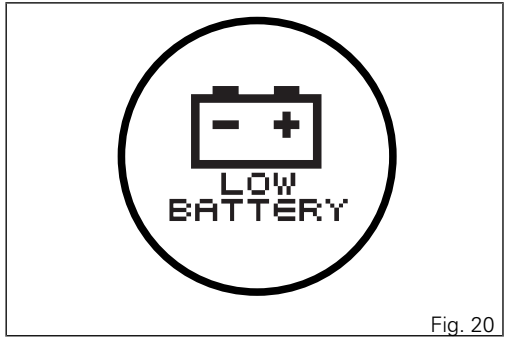

Fig. 20

Note

When the suspension system is not powered it is quite hard due to the considerable hydraulic damping it offers and this is true even when the motorcycle is off. This means that the rider will feel very well when suspension power is cut off.

Traction Control (DTC) deactivated

The activation of this “warning” indicates that DTC (Ducati Traction Control) has been turned off.

Note

In this case, Ducati recommends paying special attention while riding as vehicle behaves differently from when the Traction Control is active.

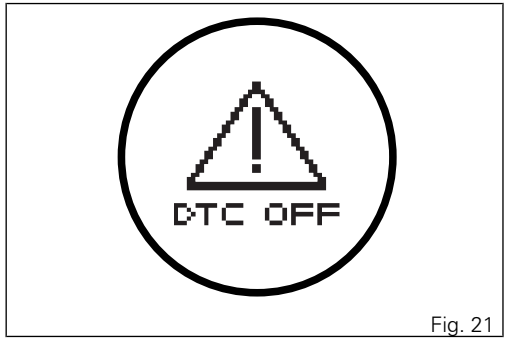

Fig. 21

Hands Free key (HF) not recognised

The activation of this “warning” indicates that the Hands Free system does not detect the active key (1, Fig. 66) near the vehicle.

Note

In this case, Ducati recommends making sure that the active key is nearby (and that it was not lost) or that it works properly.

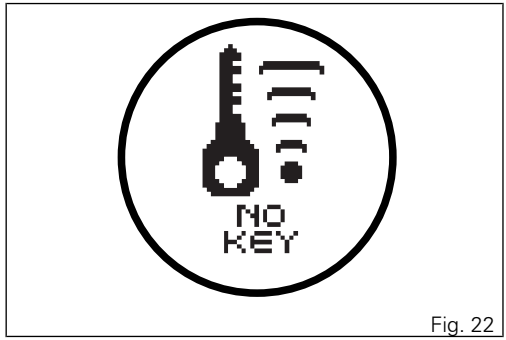

Fig. 22

"Low" Hands Free key (HF) battery level

The activation of this “warning” indicates that the Hands Free system has detected that the battery that permits the active key (1,Fig. 66) to communicate and turn the vehicle on is almost discharged.

Note

In this case, Ducati recommends changing battery in the shortest delay.

Replace the battery as described in the paragraph "Replacing the active key battery" page 128.

Fig. 23

"High" engine coolant temperature

The activation of this “warning” indicates that the engine coolant temperature is high. It is activated when the temperature reaches 121°C (250°F).

Note

In this case, Ducati recommends stopping riding and turning engine immediately off; making sure that fans are working.

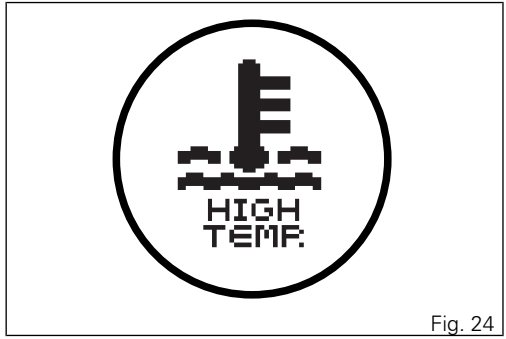

Fig. 24

Steering release error - Steering still locked

The activation of this “warning” indicates that the Hands Free System was not able to extract the steering lock.

Warning

In this case, Ducati recommends switching vehicle off and on again (Key-Off / Key-On), keeping handlebar fully turned. If warning is still present (and steering does not "unlock"), contact a Ducati Dealer or Authorised Service Centre.

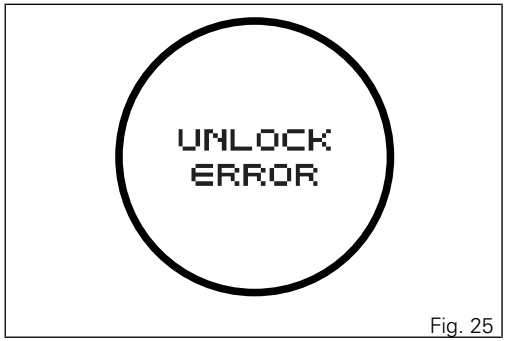

Fig. 25

DTC off-road setting (DTC OFF ROAD)

Activation of this warning indicates that it is necessary to ride carefully on asphalt because this Traction control setting is "extreme" (designed for off-road use).
This warning is displayed whenever DTC (Ducati Traction Control) levels 1 and 2 are used.

Warning

In this case Ducati recommends to ride very carefully and use a DTC (Ducati Traction Control) setting of this kind only OFF road.

Fig. 26

ABS disabled (ABS OFF)

Activation of this warning indicates that it is necessary to ride carefully because the ABS is disabled.

Warning

In this case Ducati recommends you pay utmost attention when riding and especially while braking.

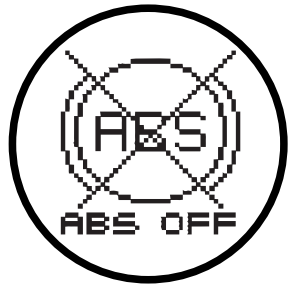

Fig. 27

Indication function - Rear suspension preload setting in progress

This function warns user that system is currently "calibrating" rear shock absorber preload.
"Calibration" is performed automatically upon the first "Key-On" after battery is reconnected.

Note
During "calibration" the message on display reads "DSS – PRE LOAD CALIBRATION WAIT..." and in this period Ducati recommends to avoid starting the vehicle and/or changing "Riding Mode".

Fig. 28

Instrument panel diagnosis

This function identifies any abnormal vehicle behaviours. The instrument panel activates any abnormal vehicle behaviours in real time (ERRORS). At Key-On (at the end of the check) one or more "ERRORS" are displayed (only if they are active). If an "error" is activated during operation, the current indication on the round "Dot-Matrix" display (B) will switch automatically to the indicator. If there are multiple errors, they will scroll automatically every 3 seconds. The "Engine/vehicle diagnosis - EOBD" light always turns on when one or more errors are activated. When one or more errors are active, it is possible to go to other functions by pushing the button (2). Possible errors are listed in the table below.

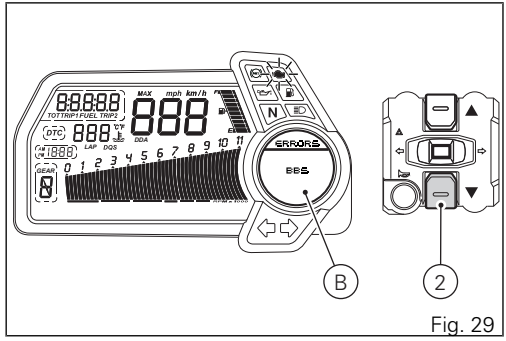

Fig. 29

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

ERROR MESSAGE	ERROR
CAN LINE	CAN line "BUS Off" (communication line of the several control units)
UNKNOWN DEVICE	Control unit not acknowledged by the system - wrong SW
ABS (Antilock Braking System)	ABS control unit faulty communication / operation
BBS (Black Box System)	BBS control unit faulty communication / operation
BBS (Black Box System)	BBS control unit general malfunction
BBS (Black Box System)	Exhaust valve motor malfunction EXVL
DASHBOARD	DSB control unit faulty communication / operation
HANDS FREE	HF control unit faulty communication / operation
HANDS FREE	General malfunction of the HF control unit
HANDS FREE	Malfunction of key and/or antenna (Immobilizer)
ENGINE	ECU control unit faulty communication / operation
ENGINE	General malfunction of the ECU control unit
ENGINE	Throttle position sensor malfunction
ENGINE	Throttle motor and/or relay malfunction
ENGINE	Pressure sensor malfunction

ERROR MESSAGE	ERROR
ENGINE	Engine coolant temperature sensor malfunction
ENGINE	Intake duct air temperature sensor malfunction
ENGINE	Injection relay malfunction
ENGINE	Ignition coil malfunction
ENGINE	Injector malfunction
ENGINE	Engine rpm sensor malfunction
ENGINE	Lambda sensor or Lambda sensor heater malfunction
ENGINE	Vehicle starting relay malfunction
ENGINE	Secondary air sensor malfunction
DSS (Ducati Skyhook Suspension)	Front suspension compression general malfunction
DSS (Ducati Skyhook Suspension)	Front suspension rebound general malfunction
DSS (Ducati Skyhook Suspension)	Rear suspension compression general malfunction
DSS (Ducati Skyhook Suspension)	Rear suspension rebound general malfunction
DSS (Ducati Skyhook Suspension)	Rear suspension spring preload general malfunction
DSS (Ducati Skyhook Suspension)	Front and/or rear accelerometer general malfunction
GEAR SENSOR	Gear sensor malfunction
FUEL SENSOR	Reserve NTC sensor malfunction
SPEED SENSOR	Front and/or rear speed sensor malfunction

ERROR MESSAGE	ERROR
BATTERY	Battery voltage too high or too low
STOP LIGHT	Stop light not working
FAN	Electric cooling fan malfunction

Maintenance indicator

This function indicates that the vehicle is about to or has travelled a distance for which an Authorised Ducati Service Centre should be contacted to have the general maintenance or oil change performed.

Residual range indication when the SERVICE is due

When 1000 Km (621 miles) are left until reaching the mileage programmed by Ducati for having the "SERVICE" performed, the instrument panel activates (at the end of the initial check) the indication of which type of service should be performed and the residual range (count-down).
The indication is activated each time the motorcycle is turned on (Key-On) for 5 seconds (flashing).
The residual range is updated every 100 Km (-1000, -900, -800, -700, etc.).

Warning

Indication can be reset only by the Ducati Dealer or Authorised Service Centre carrying out the maintenance operations.

Indication of range reached for SERVICE

If you reach the mileage programmed by Ducati, the instrument panel will activate (at the end of the initial check) the indication that you should go to a Ducati Dealer or Authorised Service Centre to have the scheduled maintenance "DESMO SERVICE" or "OIL SERVICE" performed.
The indication is activated each time the motorcycle is turned on (Key-On) (not flashing); pressing the button (2) the other functions can be displayed. The indication will remain until it is reset and it can be displayed at any moment by scrolling the functions.

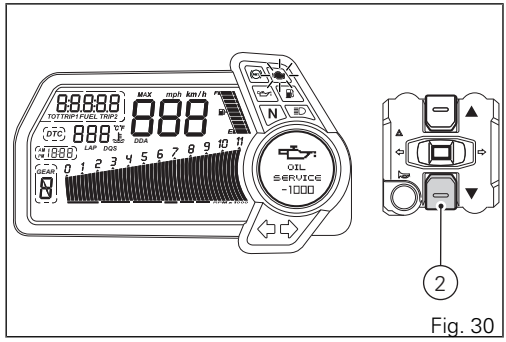

Fig. 30

Warning

Indication can be reset only by the Ducati Dealer or Authorised Service Centre carrying out the maintenance operations.

Note

The distance travelled thresholds are defined in an "absolute" sense and do not account for when the indication "reset" request is made by the Authorised Ducati Service Centre.

Maintenance table

Indicator	Mileage travelled	count down -1000 Desmo service	count down -1000 Oil service	Desmo service	Oil service
1	1000				●
2	11000		●		
	12000				●
3	23000	●			
	24000			●	
4	35000		●		
	36000				●
5	47000	●			
	48000			●	
6	59000		●		
	60000				●
7	71000	●			
	72000			●	
8	83000		●		
	84000				●

Indicator	Mileage travelled	count down -1000 Desmo service	count down -1000 Oil service	Desmo service	Oil service
9	95000	●			
	96000			●	

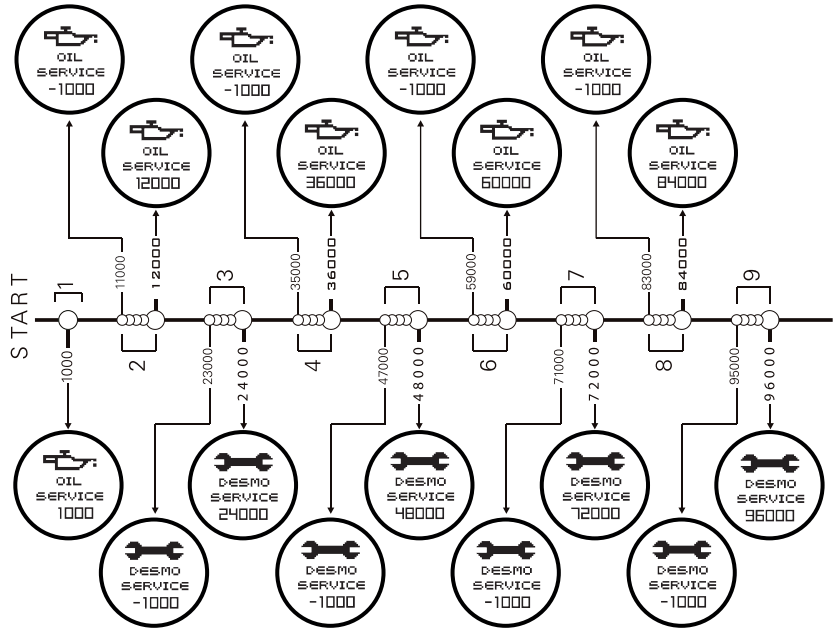
START
1
2
3
4
5
6
7
8
9
1000
11000
12000
23000
24000
35000
36000
47000
48000
59000
60000
71000
72000
83000
84000
95000
96000
OIL SERVICE -1000
OIL SERVICE 12000
OIL SERVICE -1000
OIL SERVICE 36000
OIL SERVICE -1000
OIL SERVICE 60000
OIL SERVICE -1000
OIL SERVICE 84000
OIL SERVICE 1000
DESMO SERVICE -1000
DESMO SERVICE 24000
DESMO SERVICE -1000
DESMO SERVICE 48000
DESMO SERVICE -1000
DESMO SERVICE 72000
DESMO SERVICE -1000
DESMO SERVICE 96000

Fig. 31

SET UP - "Riding Mode set" indication

This function indicates the "Riding Mode" set for the vehicle. Four "Riding Modes" are available: SPORT, TOURING, URBAN and ENDURO. Each riding mode can be changed using the "Riding Mode" function. The default "Riding Mode" is Touring with motorcycle setup for rider only.
The following are indicated:

- the set Riding Mode;
- the maximum engine power associated to it: for the Europe, UK and USA versions 150 HIGH, 150 LOW and 100 HP, while for the France and Japan versions HIGH, MIDDLE and LOW;
- the Traction Control level (DTC) associated to it;
- the ABS level associated to it;
- the motorcycle setup.

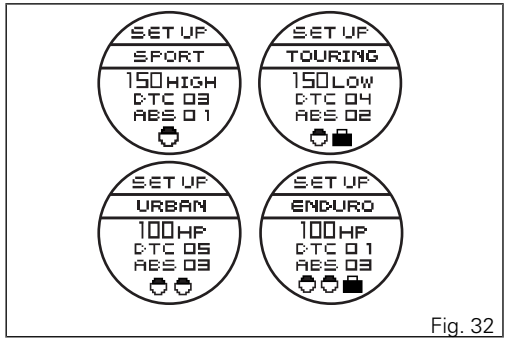

Fig. 32

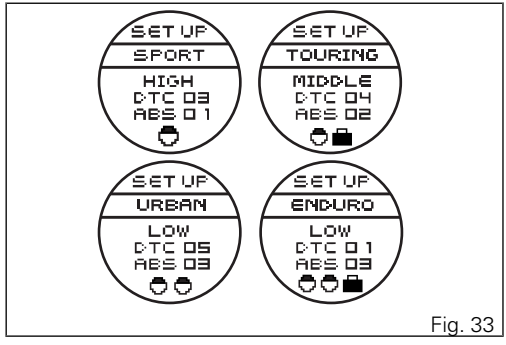

Fig. 33

The available setup settings are as follows:

- rider only (5);
- rider with luggage (6);
- rider with passenger (7);
- rider with passenger and luggage (8).

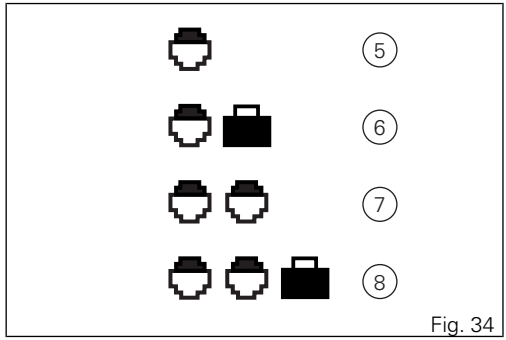

Fig. 34

Indicator "RANGE" - Fuel range

This function indicates the distance that can be travelled with the fuel currently in the tank. The calculation is made based on the fuel level and an average consumption in reference to the last 30 seconds of driving (not the average fuel consumption "CONS.AVG").

For the Europe, Canada, France and Japan versions the default unit is km, while for the UK and USA versions the default unit is mi.

If you refuel adding more than 4 litres of fuel with the vehicle switched off (key-off), at the subsequent key-on, the remaining range reading will be updated instantaneously and will be calculated based on the new fuel level and an average fuel consumption of 18.0 Km/L; otherwise (that is, if you add less than 4 litres) the reading will only be updated after the vehicle is in movement (not instantaneously).

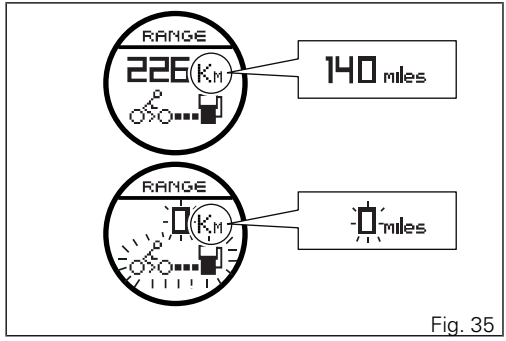

Fig. 35

When the range arrives to "0" the indication will flash together with the symbol (motorcycle + fuel pump). The active calculation phase occurs when the engine is running and the vehicle is moving (moments when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered).

Warning
It is recommended to turn off the motorcycle (Key-Off) when refuelling; if adding fuel without turning off the motorcycle (Key-On/engine off), the reading will be updated as soon as the vehicle starts to move (speed greater than zero).

Warning
Ducati recommends not trying to use all the residual range indicated.

Indicator "CONS." - Instantaneous fuel consumption

This function indicates the “instantaneous” fuel consumption.

The calculation is made considering the quantity of fuel used and the distance travelled during the last second.

For the Europe, Japan and China versions the value is expressed in “L/100” (litres/100 Km); it is possible to set the unit of measurement "Km/L" (kilometres/ litre) through the "Setting special" function. For the UK version the reading is in “mpg UK” (miles per UK gallon).

The active calculation phase only occurs when the engine is running and the vehicle is moving (moments when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). Dashes “- - .-”. are shown on the display when the calculation is not made.

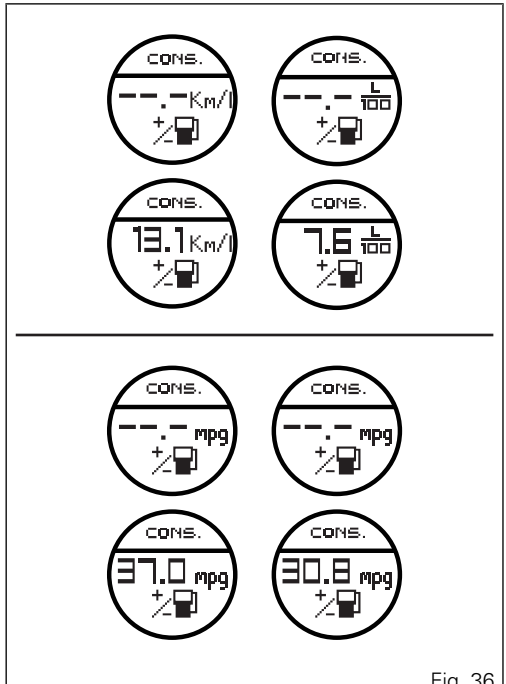

Fig. 36

Indicator "CONS.AVG" - Average fuel consumption

This function indicates the “average” fuel consumption. The calculation is made considering the quantity of fuel used and the distance travelled since Trip 1 was last reset. When Trip 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. Dashes “- -.-” are shown on the display during the first 10 seconds when the value is not yet available.

For the Europe, Japan and China versions the datum is expressed in “L/100” (litres/100 Km); it is possible to set the unit of measurement "Km/l" (kilometres/litre) through the "Setting special" function. For the UK version the reading is in “mpg UK” (miles per UK gallon).

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

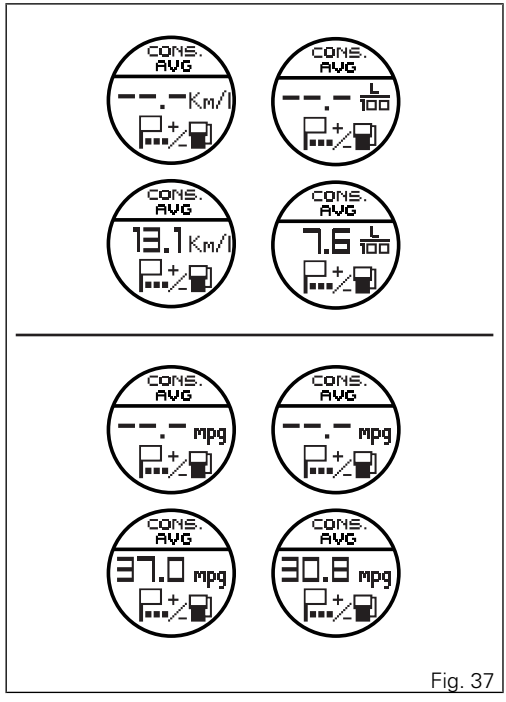

Fig. 37

Indicator "SPEED.AVG" - Average speed

This function shows the average speed of the motorcycle.

The calculation considers the distance and time since Trip 1 was last reset. When Trip 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. Dashes "- -.-" are shown on the display during the first 10 seconds when the value is not yet available. The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered). The calculated value is displayed increased by 5% to align it with the vehicle indicated speed.

For the Europe, Canada, France and Japan versions the default unit is km/h, while for the UK and USA versions the default unit is mph.

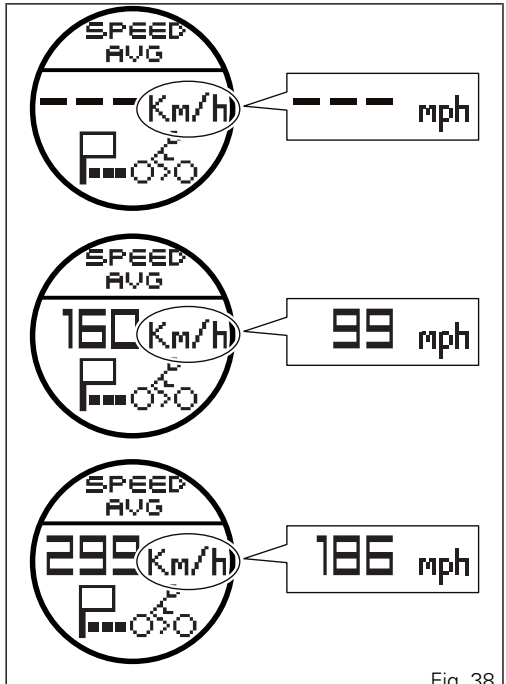

Fig. 38

Air temperature indicator

This function shows the external temperature.
Display limits: -39°C ÷ +124°C.
In the event of a sensor FAULT (-40°C,+125°C or disconnected), a string of dashes "- - -" (not flashing) is displayed and the "Engine/Vehicle Diagnosis - EOBD" light comes on and an error is indicated inside "Errors" Menu.

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

For the Europe, Canada, France and Japan versions the default unit is °C, while for the UK and USA versions the default unit is °F.

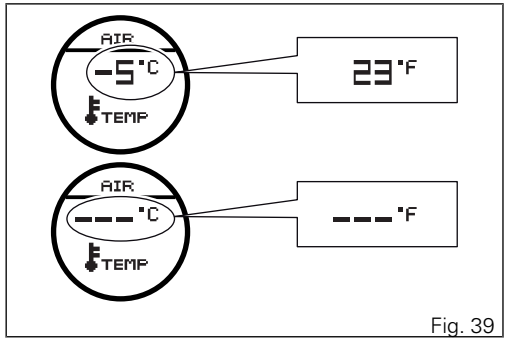

Fig. 39

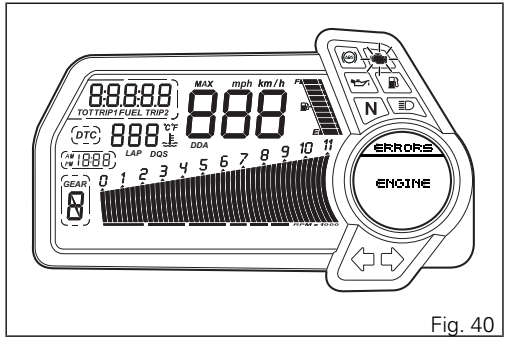

Fig. 40

When the detected temperature drops to 4°C (39°F), the display warns that the formation of ice is possible. The indication turns off when the temperature rises to 6°C (43°F).

Warning

This warning does not eliminate the possibility of icy road areas even with temperatures above 4°C (39°F); when ambient temperature is "low", ride responsibly, especially on road areas not exposed to sunlight and/or on bridges.

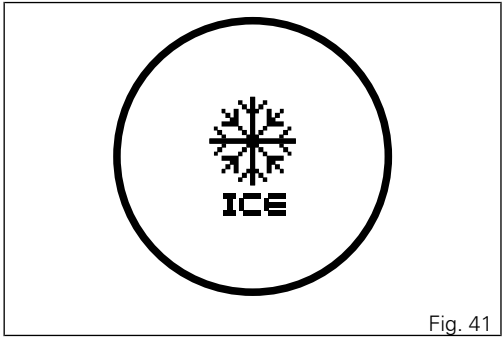

Fig. 41

Indicator "TIME TRIP" - Trip time

This function shows the vehicle trip time.
The calculation considers the time since Trip 1 was last reset. When Trip 1 is reset, this value is reset as well.
The active phase calculation occurs when the engine is running and the vehicle is stopped (when the vehicle is not moving and the engine is off the time is automatically stopped and restarts when the counting active phase starts again).

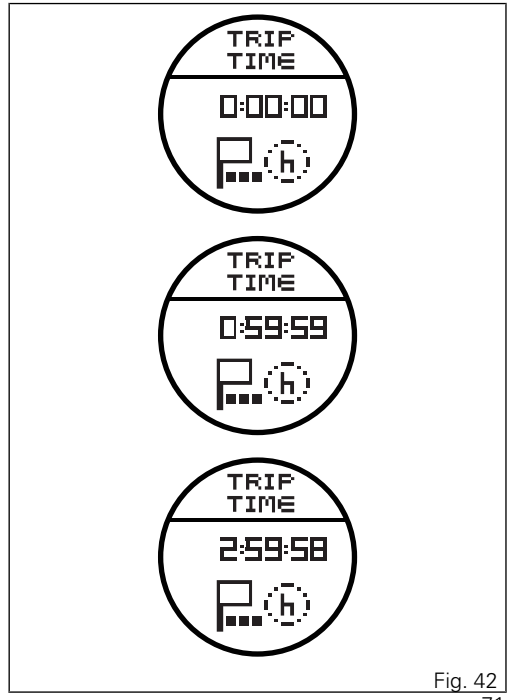

Fig. 42

"Riding Style" function (riding style change)

This function changes the motorcycle riding mode (SET UP).
Each riding mode is associated with a different intervention level of the traction control (DTC - Ducati Traction Control), a different level of brake control (ABS - Antilock Braking System) and different engine power and output (Engine).
Each riding mode change is also associated with a different motorcycle setup.
To change the motorcycle riding mode, press the reset button once (4) and the "SET UP" menu will appear on the round display.
Every time the reset button (4) is pressed, the instrument panel scrolls through all the available riding modes; once the desired riding mode is highlighted, press the reset button (4) for 3 seconds and the Instrument panel will check the position of the throttle control and front and rear brake pressure:

- if throttle is closed and brakes are released or vehicle is at a standstill, the Instrument panel confirms the selected riding mode (*) and displays the "standard page";
- if throttle is open or brakes are applied and vehicle is not at a standstill, the instrument panel displays the warning "CLOSE THROTTLE AND RELEASE BRAKES" and only when all required conditions are verified (throttle closed and brakes released or vehicle at a standstill) (9) the instrument panel confirms the selected riding mode (*) and displays the "standard page".

Note

(*) If the change of Riding mode involves a change in the ABS status (on-off or off-on), as soon as the selected riding mode is confirmed, the instrument panel also starts the "procedure for enabling/disabling the ABS".

If you do not close the throttle and release the brakes or stop the vehicle (zero speed) within 5 seconds from the "CLOSE THROTTLE AND RELEASE BRAKES" warning, the procedure for changing the "Riding Mode" is aborted and the instrument panel displays the "standard page" without changing any setting.
If the "SET UP" menu is activated and the rest button is not pressed (4) for 10 consecutive seconds, the

instrument panel will automatically exit the display mode without making any change.

Warning
Ducati recommends changing the Riding mode when the motorcycle is stopped. If the riding mode is changed while riding, be very careful (it is recommended to change the Riding mode at a low speed).

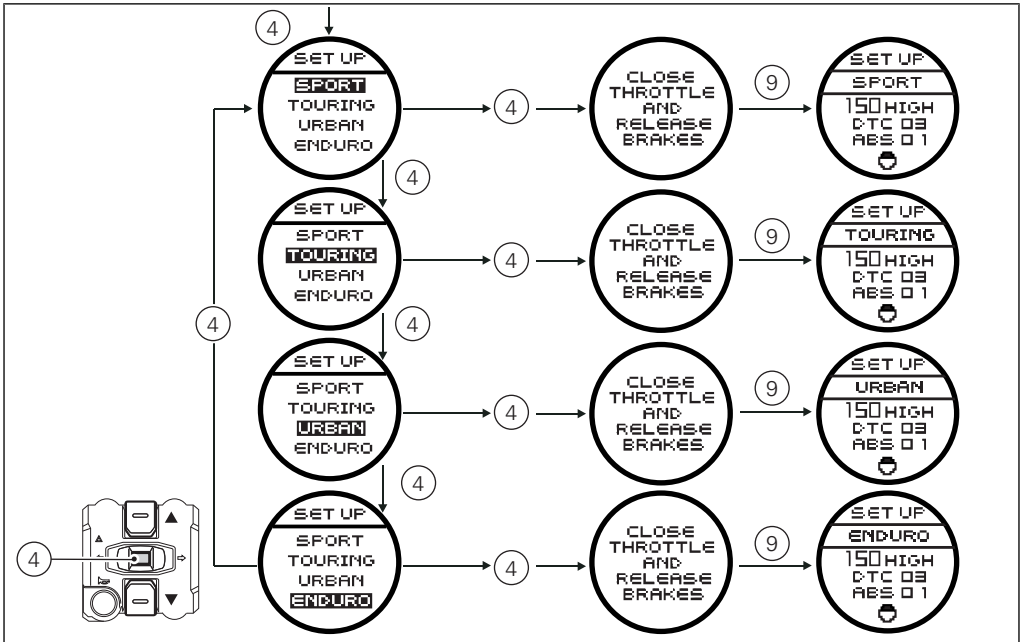
4
SET UP
SPORT
TOURING
URBAN
ENDURO
CLOSE THROTTLE AND RELEASE BRAKES
9
SET UP
SPORT
150 HIGH
DTC 03
ABS 01
SET UP
SPORT
TOURING
URBAN
ENDURO
CLOSE THROTTLE AND RELEASE BRAKES
SET UP
TOURING
150 HIGH
DTC 03
ABS 01
SET UP
SPORT
TOURING
URBAN
ENDURO
CLOSE THROTTLE AND RELEASE BRAKES
SET UP
URBAN
150 HIGH
DTC 03
ABS 01
SET UP
SPORT
TOURING
URBAN
ENDURO
CLOSE THROTTLE AND RELEASE BRAKES
SET UP
ENDURO
150 HIGH
DTC 03
ABS 01

Fig. 43

"LOAD" function (bike setting change)

This function changes vehicle setup.
Each individual riding mode is associated with four different setups.

- rider only (5);
- rider with luggage (6);
- rider with passenger (7);
- rider with passenger and luggage (8).

To change the vehicle setup, press the reset button (4) for 3 seconds consecutively and the "LOAD" menu will appear on the round display (B). The desired setup can be selected by pressing the same reset button multiple times (4). To confirm the setup, press the same reset button again for 3 seconds (4). At the end of the 3 seconds, the change occurs immediately and the instrument panel exits the display mode automatically. Example: if a setup change is made from "rider only" (5) to "rider with luggage" (6), the change may vary depending on the set riding mode (the "rider with luggage" setup (6) may have different adjustments depending on the riding mode that is set: SPORT, TOURING, URBAN or ENDURO). If the "LOAD" menu is activated and the reset button (4) is not pressed for 10 consecutive seconds, the instrument panel will automatically exit the display mode without making any change.

Warning

The setup change can lead to a different motorcycle riding style; it is recommended to be careful if changing the setup while riding (it is recommended to change the setup at a low speed).

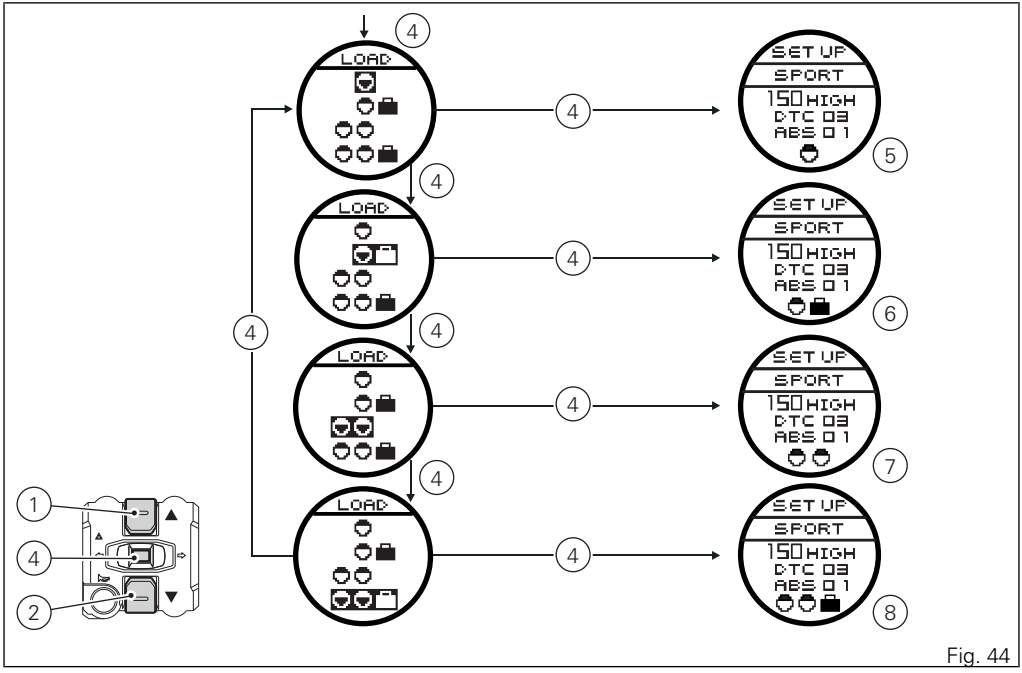

Fig. 44

"Heated handgrips" control function

This function activates and adjusts heat level of the heated handgrips.
To open the "H.GRIPS" control menu, press Start button (12) located on the RH switch.

Note
The heated handgrips can be controlled through Start button (12) only when the engine is on.

After opening the menu, press several times the same button to select one option (arrows indicate the selected item). If arrows are pointing to "OFF", the handgrips heating is off; select "MIN" to activate heating at minimum level; select "MID" to activate heating at intermediate level; select "MAX" to activate heating at maximum level.

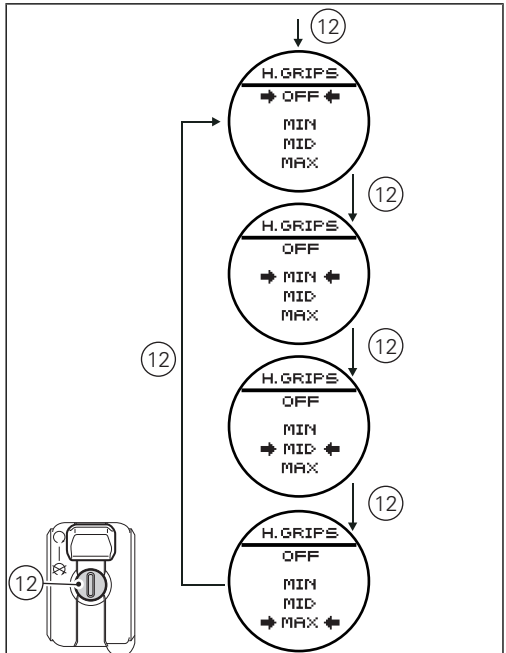

Fig. 45

Once you select the heating setup, the Start button (12) shall no longer be pressed; after 3 seconds that no change is made, the Instrument panel automatically quits the menu and retains the last setting stored.
If the handgrips are activated, the Instrument panel warns the user upon every key-on (warning displayed for 5 seconds) and every 5 minutes while running (warning displayed for 5 seconds) by indicating "H. GRIPS ACTIVATED".

Note
If the heated handgrips have been enabled and the engine turned off, the handgrips are "temporarily" disabled but the indication continues to remain active; they will be enabled automatically upon engine start.

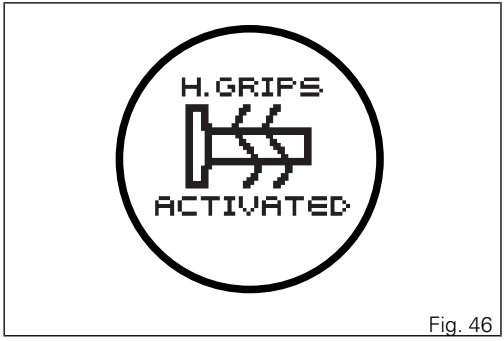

Fig. 46

Note
The heated handgrips absorb a high level of current and this, at engine low rpm, can discharge the battery; if the battery is not sufficiently charged (voltage below 11.9 Volt) the handgrip heating is disabled to protect the motorcycle start capacity; the heated handgrips are automatically enabled again as soon as the battery voltage exceeds the value indicated above.

"Setting" menu

This menu is used to set/enable some motorcycle functions. Press button (2) to enter the "setting menu".

Note

Once this menu has been accessed, it is not possible to scroll the functions on the main display.

Important

For safety reasons, the setting menu can be accessed only when vehicle speed is below or equal to 20 Km/h; if this menu is accessed and vehicle speed is above 20 Km/h, instrument panel will automatically quit it and shift back to "main" screen.

The setting menu contains the following "items":

- EXIT;
- BATTERY;
- SETUP;
- B.LIGHT;
- LAP;
- RPM;
- CLOCK;
- PIN CODE;
- EXIT.

To exit the setting menu, use button (1) or button (2) to select "EXIT" (present at the beginning and end of the menu item list) and press the reset button (4).

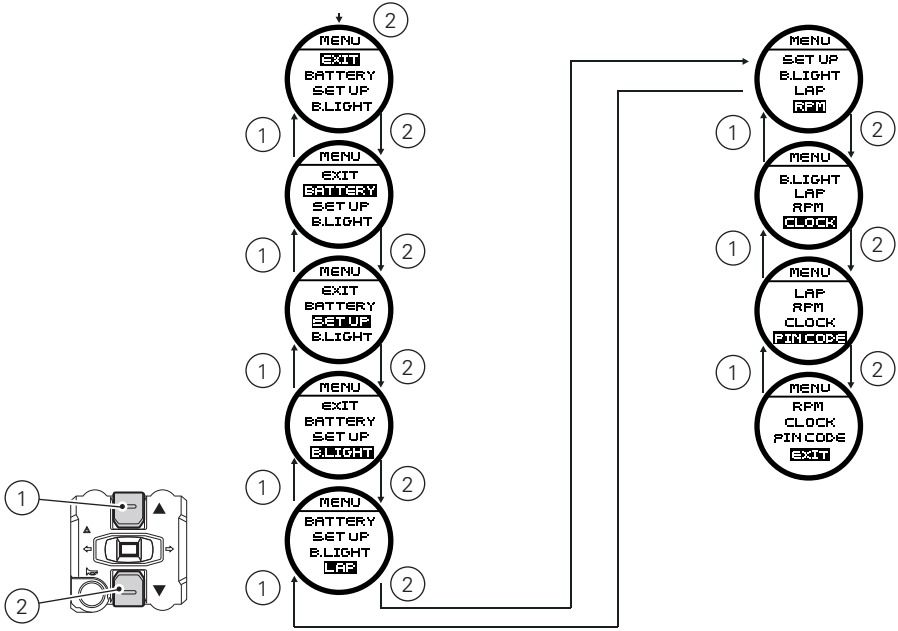

Fig. 47

Battery voltage indicator (BATTERY)

This function describes the battery voltage indicator. To display the function, enter the “Setting” menu page 79 and access the “BATTERY” page.
The information will be displayed as follows:

- if battery voltage is between 11.8 and 14.9 Volt the reading will be displayed steady;
- if battery voltage is between 11.0 and 11.7 Volt the reading will be displayed flashing;
- if battery voltage is between 15.0 and 16.0 Volt the reading will be displayed flashing;
- if battery voltage is equal to or less than 10.9 Volt, "LOW" is shown flashing;
- if battery voltage is equal to or more than 16.1 Volt, "HIGH" is shown flashing;

Note

Dashes “- - -“ appear if the reading is not available (9).

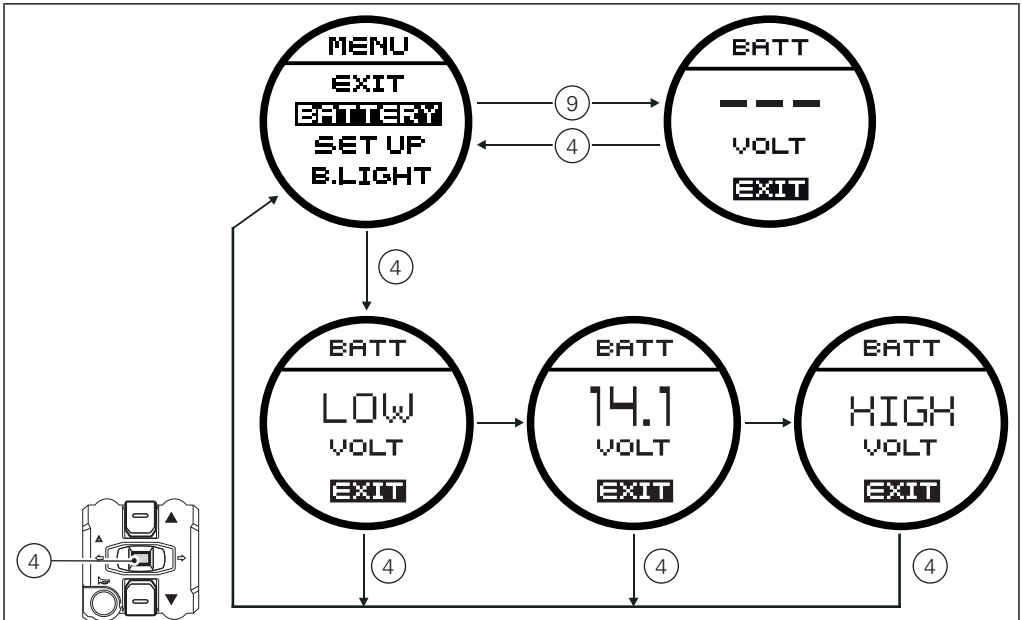
MENU
EXIT
BATTERY
SET UP
B.LIGHT
9
4
BATT
– – –
VOLT
EXIT
4
BATT
LOW
VOLT
EXIT
BATT
14.1
VOLT
EXIT
BATT
HIGH
VOLT
EXIT
4
4
4
4

Fig. 48

"Riding Mode" customisation

This function customises each riding style.
To display the function, enter the “setting” menu page 79 and access the “SET UP” page.
When accessing the function, the four riding modes appear on the round display (SPORT, TOURING, URBAN and ENDURO); to customise the parameters, use buttons (1 or 2) to select the riding mode to be changed and press the reset button (4) to confirm.
The parameters that can be customised are "DTC" (Ducati Traction Control), "ABS" (Antilock Braking System), "ENGINE" and the electronic suspension settings “DSS”.
Any parameter change made is saved in the memory also after a Battery-Off.
To change the DTC parameters see the "DTC (Ducati Traction Control)" paragraph page 85.
To change the ABS parameters see the "ABS setting function" paragraph page 92.
To change the Engine parameters see the “ENGINE (engine power control)” paragraph page 96.
To change the electronic suspension parameters see the "DSS setting function" paragraph page 98.
The parameters set by Ducati for each individual driving style can be reset with the ”DEFAULT” function.
To reset the “default” parameters see the “DEFAULT (Resetting Ducati default parameters)” paragraph page 110.

Warning

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

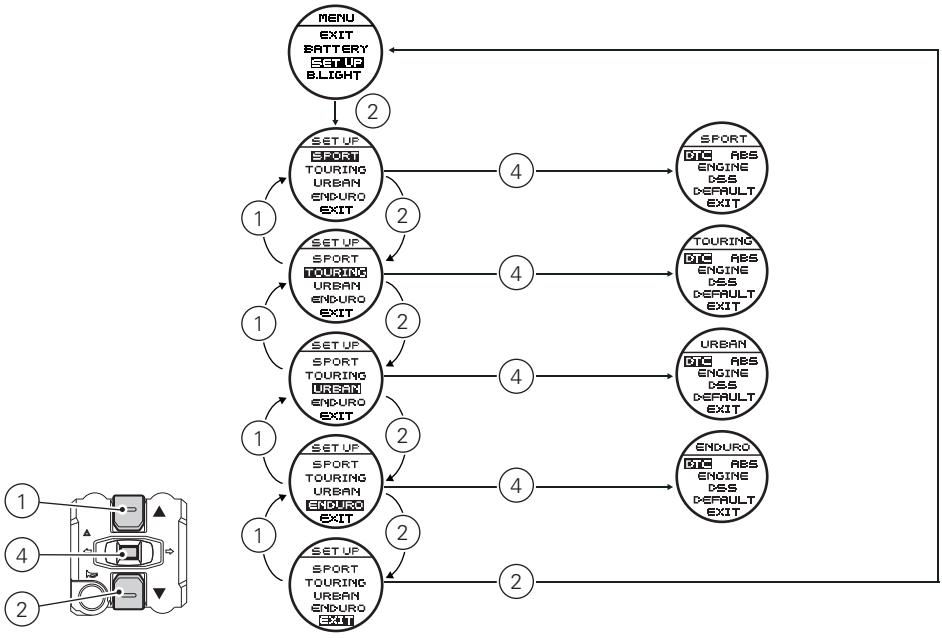
MENU
EXIT
BATTERY
SET UP
B.LIGHT
SET UP
SPORT
TOURING
URBAN
ENDURO
EXIT
SPORT
DTC ABS
ENGINE
DSS
DEFAULT
EXIT
TOURING
URBAN
ENDURO
1
2
4

Fig. 49

DTC (Ducati Traction Control) setting function

This function customises the intervention level of the DTC (Ducati Traction Control).
To display the function, enter the “setting” menu page 79 and access the “SET UP” page.
Use buttons (1) and (2) to select the riding mode to be changed and press the reset button (4) to access the "DTC" function.
When accessing the function, the set DTC level "LEVEL" will appear at the top of the round display.
The intervention levels range from “1” to “8”; the higher the number, the greater the intervention of the Traction Control system.
To change the DTC intervention level, use buttons (1) and (2) to select the "LEVEL" indication and press the reset button (4). The number to be set is shown on the display; buttons (1) and (2) can increase or decrease the number; press the reset button (4) to confirm the new level.
If you set it to "OFF" the DTC is disabled.
At this point, store the new setting by pressing the reset button (4) with “MEMORY” displayed.
The upper indication "LEVEL" will be updated to confirm that the new setting was “received” and stored.
To exit the function, select “EXIT” and press the reset button (4). The DTC intervention increases, passing from level 1 to level 8.

Warning

When you select and store DTC levels 1 or 2, the system automatically triggers the "DTC OFF ROAD" warning; in this case Ducati recommends you pay utmost attention when riding and use this type of DTC setting OFF road only.

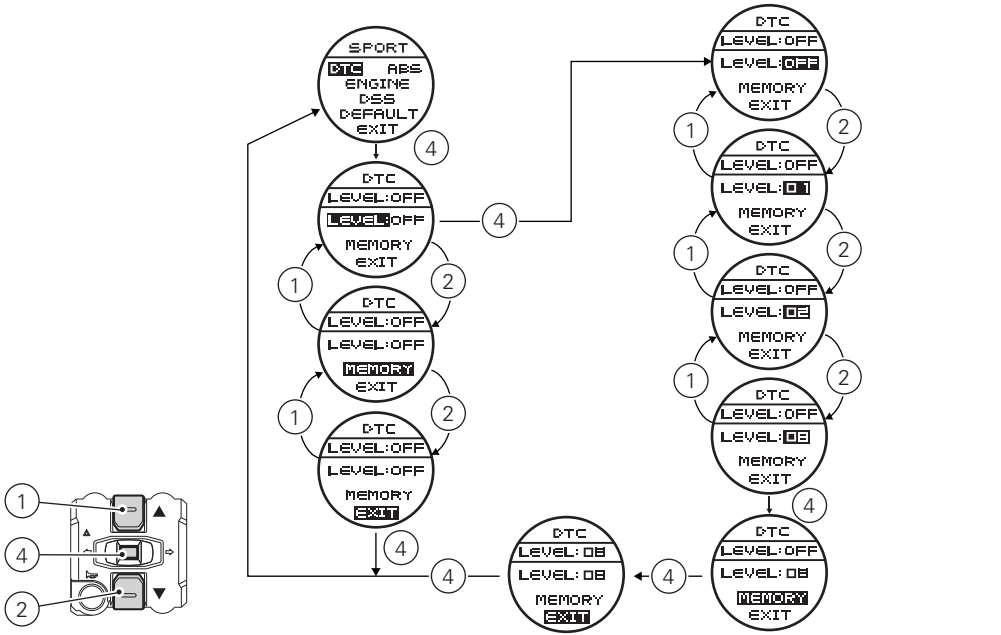
SPORT
DTC ABS
ENGINE
DSS
DEFAULT
EXIT
DTC
LEVEL:OFF
LEVEL:OFF
MEMORY
EXIT
MEMORY
EXIT
LEVEL:01
LEVEL:02
LEVEL:03
LEVEL:08
1
2
4

Fig. 50

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

DTC LEVEL	RIDING MODE	USE	DEFAULT?
1	ENDURO Professional	Off-road for very expert riders. It allows considerable spinning of the rear wheel. It does not ensure a suitable control of poor grip on asphalt.	NO
2	ENDURO	Off-road for less experienced riders. It does not ensure a suitable control of poor grip on asphalt.	It is the default level for the “ENDURO” Riding Mode
3	TRACK	Track for very expert riders. Permits sliding sideways	NO
4	SPORT	Sporty driving on a road or track	It is the default level for the “SPORT” Riding Mode
5	TOURING	Normal riding	It is the default level for the “TOURING” Riding Mode

DTC LEVEL	RIDING MODE	USE	DEFAULT?
6	URBAN	“Very safe” riding together with the use of 100 HP ENGINE (maximum power 100 HP)	It is the default level for the “URBAN” Riding Mode
7	RAIN	Wet road	NO
8	HEAVY RAIN	Wet road and slippery asphalt	NO

Tips on how to select the sensitivity level

Warning

The 8 DTC level settings have been calibrated using the same tyres as those originally supplied with your motorcycle (same make, model and size).
The use of tyres of different size to the original tyres may alter the operating characteristics of the system. In the case of minor differences, such as for example tyres of a different make and/or model than the OE ones, but with the same size (rear = 190/55-17; front = 120/70-17), it may be sufficient to simply select the suitable level setting from those available to restore optimal system operation.
If tyres of a different size class are used or if the tyre dimensions differ significantly from the original tyres, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results. In this case is it is advisable to deactivate the traction control system.

If level 8 is selected, the DTC control unit will kick in at the slightest hint that the rear wheel is starting to spin.

Between level 8 and level 1 there are a further 6 intermediate levels. The level of DTC sensitivity decreases in equal steps from level 8 to level 1. Levels 1 and 2 are specifically designed for OFF-ROAD conditions and do not ensure a suitable control with poor grip on asphalt.
When level 3 or 4 is selected the DTC control unit will allow the rear wheel to spin and also slide sideways on exiting a corner; we recommend that this setting is only used by very experienced riders on the track.
The choice of the correct level depends on 3 main variables:

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

Relation of the DTC sensitivity level to grip conditions:
The choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the track and on the road).

Relation of the DTC sensitivity level to the path characteristics:
If all the corners on the track/circuit can be taken at a similar speed, it will be easier to find an intervention level that is satisfactory for every bend; on the other hand, if the track has, for example, one corner that is much slower than all the others, it will be necessary to find a compromise level (on the slow corner the DTC will tend to kick in more than on the faster corners).

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

Tips for use on the track

We recommend that level 6 is used for a couple of full laps (to allow the tyres to warm up) in order to get used to the system. Then try levels 5, 4, etc., in succession until you identify the DTC sensitivity level that suits you best (always try each level for at least two laps to allow the tyres to warm up).

Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a more "rough" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

Tips for use on the road

Activate the DTC, select the URBAN Riding Mode (preset DTC level 6) and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try swapping to TOURING Riding Mode (preset DTC level 5), if you still feel the system is too much sensitive try the SPORT Riding Mode (preset DTC level 4). If no Riding Mode meets your requirements, you can still customise the settings following the instructions in the table above until you find the level that best suits your riding style.
If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DTC intervention seems excessive, switch to level 6; alternatively, if on

level 7 you cannot perceive any DTC intervention, switch to level 8).

Abs setting function

This Function allows customisation of the ABS (Antilock Braking System) level as well as its disabling.
To display the function, enter the “setting” menu page 79 and access the “SET UP” page.
Select the "riding mode" to be changed and enter the "ABS" function. When accessing the function, the set ABS level "LEVEL:" will appear at the top of the display.
To change the ABS intervention level, use buttons (1) and (2) to select the "LEVEL:" indication and press button (4).
The number to be set is shown on the display; buttons (1) and (2) can increase or decrease the number; press button (4) to confirm the new level.
If you set it to "OFF" the ABS is disabled.
At this point, store the new setting by pressing the button (4) for 3 seconds with “MEMORY” displayed.
The upper indication "LEVEL" will be updated to confirm that the new setting was “received” and stored.
To exit the function, select “EXIT” and press the button (4).

Warning

When the ABS status "OFF" is selected and stored, the warning "ABS OFF" will be automatically displayed; in this case Ducati recommends you pay utmost attention when riding and especially while braking.

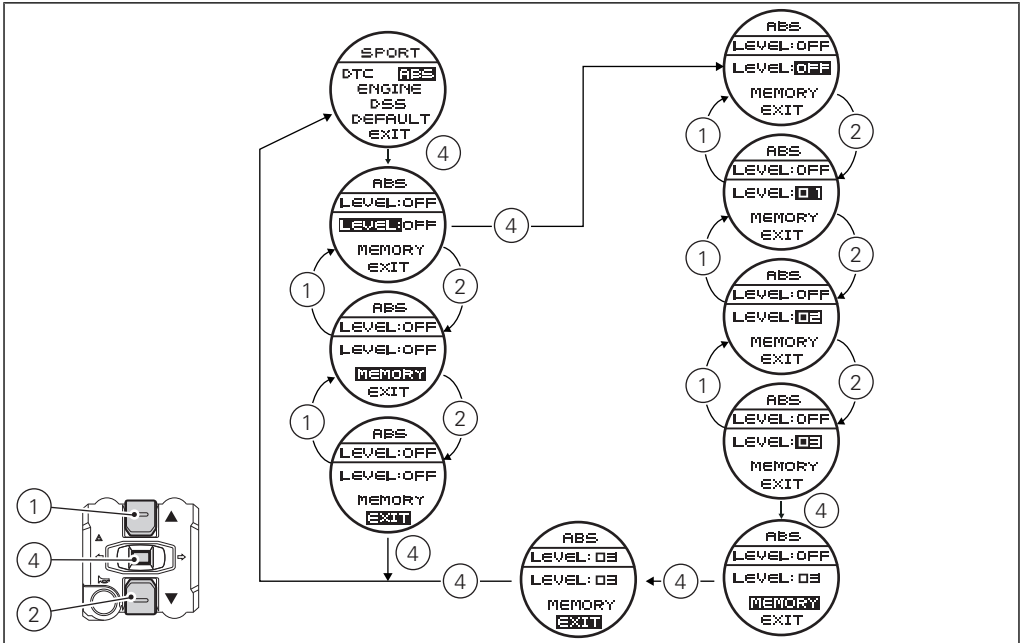
SPORT
DTC ABS
ENGINE
DSS
DEFAULT
EXIT
ABS
LEVEL:OFF
LEVEL:OFF
MEMORY
EXIT
MEMORY
EXIT
LEVEL:01
LEVEL:02
LEVEL:03
1
2
4

Fig. 51

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

LEVEL	MODE	USE	DEFAULT?
OFF		The ABS is disabled.	NO
1	ENDURO	Exclusively for off road use, for expert riders (not recommended for road use). Both wheels are controlled by the ABS system (preventing them from locking), but on the rear wheel the system control allows the wheel to lock for long periods (to improve braking in off-road conditions). System does NOT control lift-up, but implements a light combined braking (front and rear).	It is the default level for the “ENDURO” riding mode.
2	SPORT	For road use in good grip conditions. Both wheels are controlled by the ABS system which combines braking power and generates pressure even on the rear calliper when using the front brake only. Anti lift-up control is NOT active since this setting mostly focuses on braking power and leaves the rider control any lift-ups.	It is the default level for the “SPORT” riding mode.
3	ROAD	For use under any riding condition. Both wheels are controlled by the ABS system which combines braking power generating pressure even on the rear calliper when using the front brake. The system controls lift-up in most cases and ensures safe and consistent braking performance.	It is the default level for the "TOURING" and "URBAN" riding modes.

Tips on how to select the sensitivity level

Warning

The ABS level settings of your vehicle have been calibrated using the same tyres as those originally supplied with your motorcycle.
The use of tyres of different size and characteristics compared to the original tyres may alter the operating characteristics of the system and make it unsafe to use. It is not recommended to install tyres of different size compared to the ones approved for your vehicle.

The originally supplied tyres are: (front 120/70ZR17 - rear 190/55ZR17).

- Pirelli Scorpion Trail.
- Pirelli Angel GT;

Selecting level 3, the ABS will intervene to ensure a very stable braking, good lift-up control, allowing the vehicle to keep a good alignment during the whole braking. Switching from level 3 to level 2, braking power is given priority over stability and lift-up control: level 2 provides no lift-up control.
Level 1 is designed for off-road use. This level provides no lift-up control, while the rear brake is controlled so as to guarantee prolonged slipping of the rear wheel. Front and rear combined braking is active.
The choice of the correct level mainly depends on the following parameters:

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

ENGINE setting function (Engine Power Control)

This function customises engine power and output.
To display the function, enter the “setting” menu page 79 and access the “SET UP” page.
Use buttons (1) and (2) to select the riding mode to be changed and press the reset button (4) to access the "ENGINE" function.
When accessing the function, the Engine setting appears at the top of the round display:

- 150 HIGH, 150 LOW, or 100 HP (for EU, UK, USA versions);
- HIGH, MID, or LOW (for France and Japan versions).

To change the engine "power", use buttons (1) and (2) to select the "NEW SET" indication and press the reset button (4).
Use buttons (1) and (2) to select one of the three options (150 HIGH, 150 LOW or 100 HP) or (HIGH, MID e LOW) for France and Japan versions; press the reset button (4) to confirm the new level.
At this point, store the new setting by pressing the reset button (4) for 3 seconds with “MEMORY” displayed.

The upper indication will be updated to confirm that the new setting was “received” and stored. To exit the function, select “EXIT” and press the reset button (4).

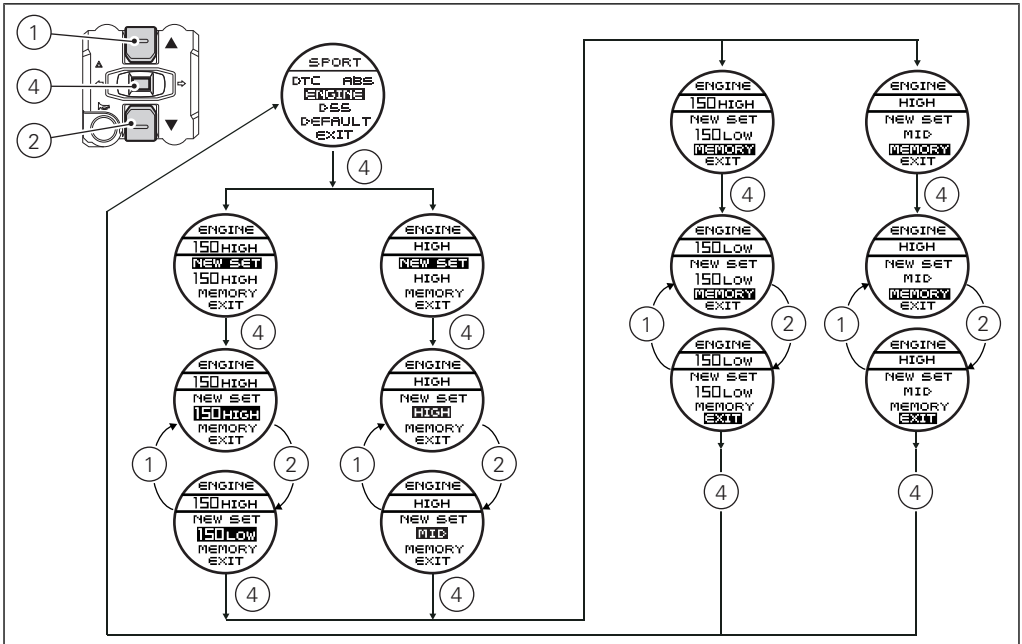
1
4
2
SPORT
DTC ABS
ENGINE
DSS
DEFAULT
EXIT
ENGINE
150HIGH
NEW SET
150HIGH
MEMORY
EXIT
ENGINE
HIGH
NEW SET
HIGH
MEMORY
EXIT
150HIGH
150LOW
MID
150LOW
MID

Fig. 52

DSS setting function

To display the DSS (Ducati Skyhook Suspension) function, enter the “setting” menu page 79 and access the “SET UP” page.
Use buttons (1) and (2) to select the riding mode to be changed and press the reset button (4) to access the "DSS" function.
When accessing the function, the four different types of setup appear on the round display

- rider only;
- rider with luggage;
- rider with passenger;
- rider with passenger and luggage.

Use buttons (1) and (2) to select the setup to customise and press the reset button (4).

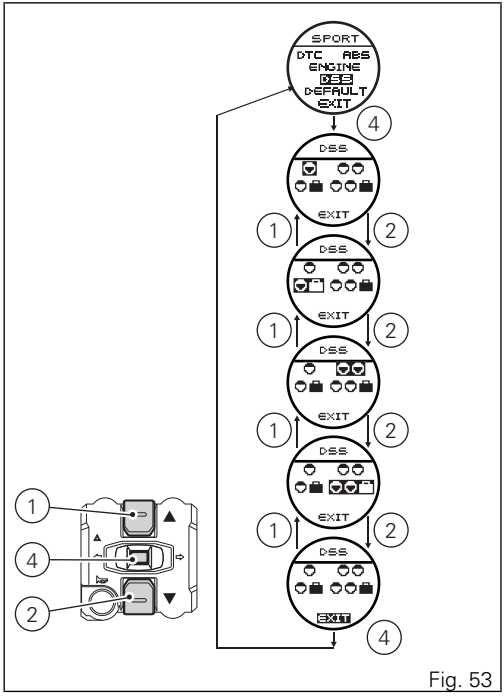

Fig. 53

The three parameters to change appear on the round display:

- FRONT: adjustment of the front suspension rebound and compression;
- REAR: adjustment of the rear shock absorber rebound and compression;
- PRE-LOAD: adjustment of the rear shock absorber spring preload.

Use buttons (1) and (2) to select the parameter to change and press the reset button (4).

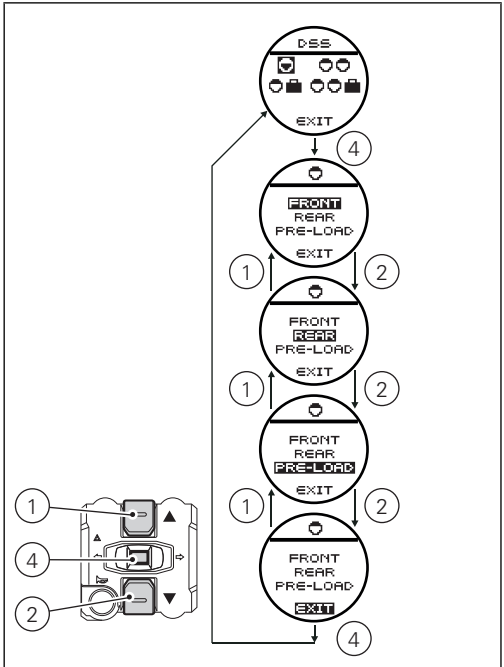

Fig. 54

“FRONT” adjustment

The display shows 5 blocks in vertical, on the left, the arrow on the right side of the block indicates the last setting stored
The following options are available (reading the list from top to bottom):

- HARD (Hard level);
- Hard Medium (Hard Medium level);
- MEDIUM (Medium level);
- Soft Medium (Soft Medium level);
- SOFT (Soft level).

Use buttons (1) and (2) to select the block corresponding to the new level to be set; press button (4) for 3 seconds to confirm the new level. After these 3 seconds the block corresponding to the new level set will flash for 3 seconds (indicating system is changing the setup), then it will stop flashing and the arrow will indicate the new level set. To exit the function, select “EXIT” and press the reset button (4).

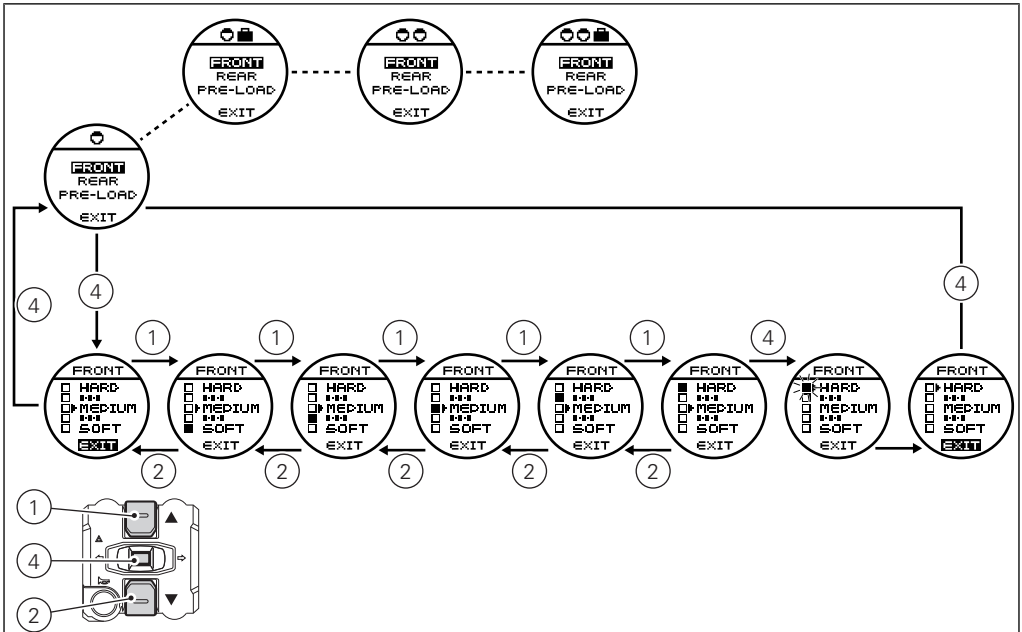

Fig. 55

“REAR” adjustment

The display shows 5 blocks in vertical, on the left, the arrow on the right side of the block indicates the last setting stored
The following options are available (reading the list from top to bottom):

- HARD (Hard level);
- Hard Medium (Hard Medium level);
- MEDIUM (Medium level);
- Soft Medium (Soft Medium level);
- SOFT (Soft level).

Use buttons (1) and (2) to select the block corresponding to the new level to be set; press button (4) for 3 seconds to confirm the new level. After these 3 seconds the block corresponding to the new level set will flash for 3 seconds (indicating system is changing the setup), then it will stop flashing and the arrow will indicate the new level set. To exit the function, select “EXIT” and press the reset button (4).

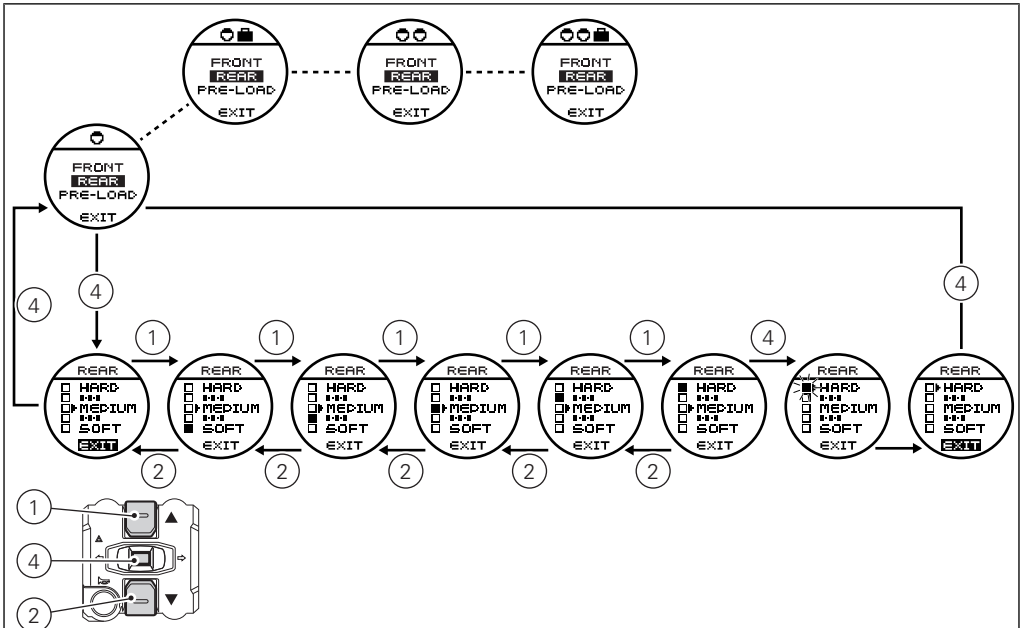

Fig. 56

“PRE-LOAD” adjustment

- the top of the round display will show the “preload” and a bargraph indicating the set value;
- use buttons (1) and (2) to select “NEW SET” and press the reset button (4).
- The number to be changed is shown on the display;
- buttons (1) and (2) can increase or decrease the number (between 1 and 16);
- press the reset button (4) to confirm the new level.

At this point, store the new setting by pressing the reset button (4) for 3 seconds with “MEMORY” displayed. The upper indication and the bargraph will be updated to confirm that the new setting was “received” and stored.
To exit the function, select “EXIT” and press the reset button (4).

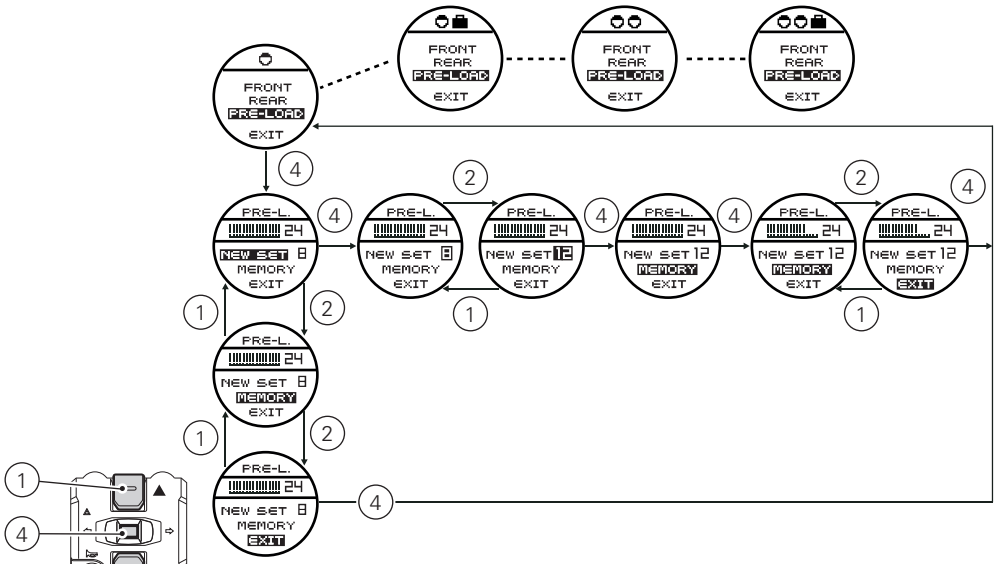
FRONT
REAR
PRE-LOAD
EXIT
PRE-L.
24
NEW SET 8
MEMORY
EXIT
NEW SET 12
1
2
4

Fig. 57

DSS (Ducati SkyHook System)

Multistrada 1200 is equipped with the brand new suspension control system called DSS (Ducati Skyhook System): DDS is a dynamic suspension damping control system.
Dynamically, the purpose of a vehicle suspension is generally twofold: to allow the vehicle to absorb the surface bumps by "filtering" their effects on vehicle chassis (and therefore on the rider) and ensure optimum contact between the wheels and the ground. The aim of the DDS is to enhance the comfort level ensured by a normal passive suspension while keeping performance unchanged.
The DSS relies on the vehicle's sensors to determine its lengthwise and vertical movements, and adjusts suspension damping settings accordingly. In particular, the DSS also communicates with the DTC and ABS control units to continuously determine the motorcycle status in real time. This results in a generally more comfortable motorcycle, able to better dampen ground bumps without affecting handling and with rider always in control. Vertical movements are minimised as well as all sinking movements (pitching) that occur under braking and acceleration.

The DSS is fully integrated with the motorcycle Riding Modes. By selecting a certain Riding Mode, the rider can establish the base suspension behaviour, suspension response and hence the motorcycle response. Then, according to motorcycle dynamics, the DSS will intervene and rectify the motorcycle response, regardless of the set Riding Mode, which simply determines the base suspension behaviour (i.e. more comfortable for URBAN riding mode and more precise for SPORT riding mode).
To better understand this feature, take for instance the URBAN and TOURING Riding Modes. The URBAN Riding Mode is set to offer a motorcycle handling suitable for town use: the base suspension behaviour is hence focused on maximising damping of bumps and for this reason the suspension will generally feel more comfortable.
The TOURING Riding Mode is designed for a more touring use, that is more demanding for the motorcycle and requires a more controlled and precise base suspension behaviour. But in both cases the DSS kicks in if the motorcycle behaviour and in particular its vertical and lengthwise movements cause poor comfort or poor vehicle performance, no matter if this occurs while riding at a consistent speed or under braking or acceleration.

Two conditions are provided in order to save battery charge:
1) when engine is running, if engine is stopped but instrument panel is not turned off, the suspension system power is cut after 30 seconds;
2) when engine is stopped, if instrument panel is turned on but engine is not started, the suspension system power is cut after 30 seconds.

Note
When the suspension system is not powered it is quite hard due to the considerable hydraulic damping it offers and this is true even when the motorcycle is off. This means that the rider will feel very well when suspension power is cut off.

Note
In key-off (motorcycle off) the motorcycle feels hard because the not powered valves allow just a minimum damping.

The table below indicates the Riding Modes of the Multistrada 1200 and the corresponding suspension behaviour.

ENDURO	When the ENDURO Riding Mode is selected, the DSS will have a base suspension setting that dampens the bumps typical of any off-road tracks and ensures optimised longitudinal dynamics for the level of grip typical of off-road conditions.
SPORT	When the SPORT Riding Mode is selected, the DSS will have a hard base suspension setting, optimised for road use, with ground in good condition and few bumps. The motorcycle will be very sensitive and controlled, and rider can exploit the full potential of the vehicle.
TOURING	When the TOURING Riding Mode is selected, the DSS will have a base suspension setting optimised for a touring use, hence with a comfortable, and yet controlled, base suspension setting.
URBAN	When the URBAN Riding Mode is selected, the DSS will have a base suspension setting that will best absorb any bumps typical of town use, while yet keeping a great control on vehicle dynamic response, with a highly comfortable overall behaviour.

DSS default setting can be changed using the corresponding menu through the instrument panel. This menu allows the rider to increase or decrease the base damping settings characterising the operation of fork and rear shock absorber for every Riding Mode. When SOFT setting is selected, the DSS will change the suspension settings so as to be generally softer; while when HARD setting is selected, the DDS will change the suspension settings so as to be generally harder.
The DSS also interfaces with the vehicle load setting, which can range from rider only to rider and passenger with luggage. This means that changing the load setting not only affects the rear shock absorber preload - in order to always ensure ideal handling even with luggage on-board - but it also affects the parameters determining vehicle dynamic control. So, selecting the correct load setting allows a perfect response and handling considering the dynamics generated when riding with luggage. It is possible to change the base setting even for the pre-load, thanks to the specific menu in the instrument panel. The preload actuator range is 12 mm, the instrument panel allows preload adjustment through 24 positions, which means that every position corresponds to a preload change of 0.5 mm. This should ensure the rider to find the perfect setting under any load condition.

Warning
The DSS setting greatly depends on the load setting. Riding the motorcycle with a load setting that does not match the actual load conditions does not guarantee optimum operation of the system.
The DSS was calibrated using the standard springs of the motorcycle. Any change to the parts involved in this system could impair optimum operation of the system and motorcycle.

DEFAULT function (Resetting Ducati default parameters)

This function resets the parameters set by Ducati for each riding style. To display the function, enter the "setting" menu page 79 and access the "SET UP" page.

Use the buttons (1) and (2) to select the riding mode for which you want to restore the settings and access the "DEFAULT" function.

When accessing the function "DEFAULT PARAMETER?" will appear on the round display. To reset the parameters, select "YES" and press the reset button (4). To restore parameters, system needs approximately 2 seconds; meanwhile, "WAIT..." indication is displayed. Once procedure is completed, the round display shows "DEFAULT OK" to confirm that parameters have been reset to factory settings.

Important

This procedure restores the parameters of all riding modes.

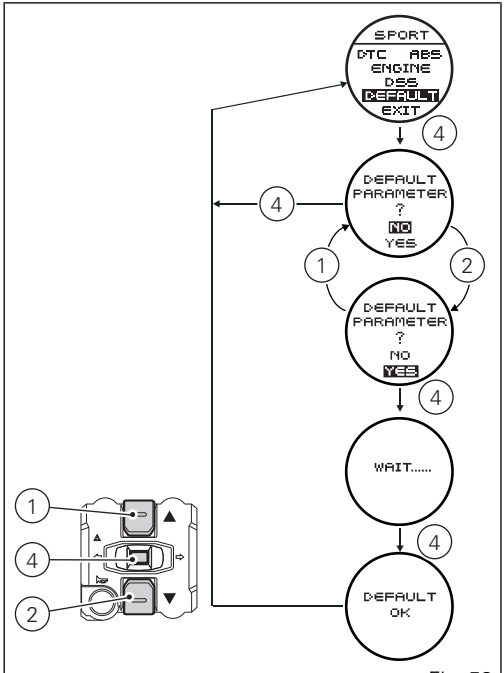

Fig. 58

Instrument panel backlighting setting function

This function adjusts the instrument panel backlighting intensity.
To display the function, enter the “setting” menu page 79 and access the “B. LIGHT” page.
The information will be displayed as follows:

- the arrows indicate the setting currently in use;
- use buttons (1) and (2) to select the new setting;
- to store the new setting press the reset button (4); the arrows will move on to the stored setting.

To exit, select “EXIT” and press the reset button (4).

"MAX" setting: storing this condition, the backlighting is at maximum brightness.
"MID" setting: storing this condition, the backlighting is reduced approximately 30% relative to maximum brightness.
"MIN" setting: storing this condition, the backlighting is reduced approximately 70% relative to maximum brightness.

Note

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

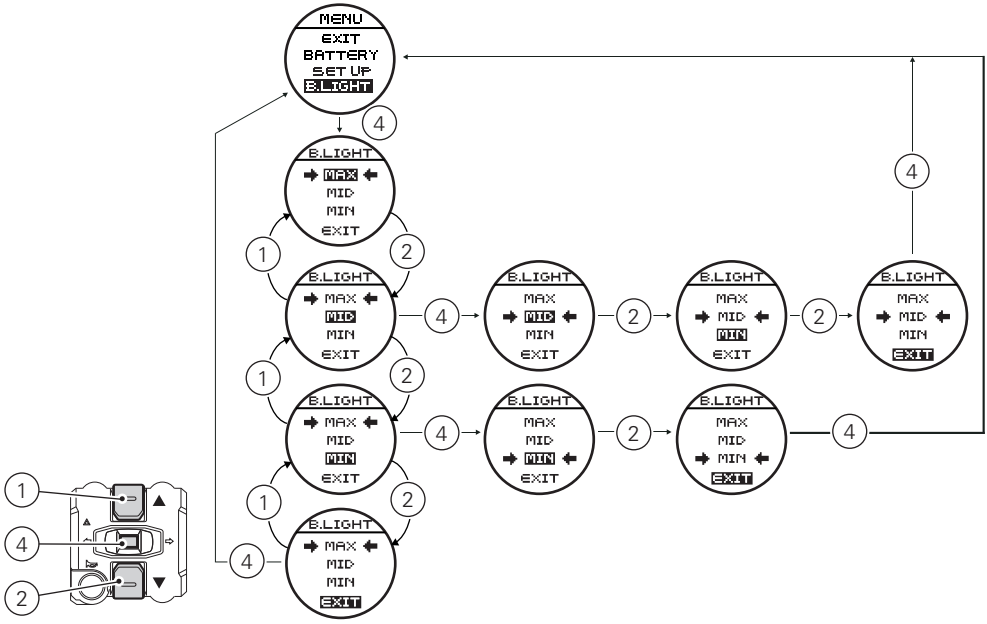

Fig. 59

LAP Activation/Deactivation function (lap time)

This function activates and deactivates the LAP function (lap time).
To display the function, enter the “Setting” menu page 79 and access the “LAP” page.

- the arrows indicate the setting currently in use;
- use buttons (1) and (2) to select the new setting;
- to store the new setting press the reset button (4);
- the arrows will move to the new stored condition.

To exit, select “EXIT” and press the reset button (4).
Storing the "OFF" condition disables the LAP function.
Storing the "ON" condition enables the LAP function (see LAP registration operation page 115).

Note

When "LAP" function is active, flash button (3) takes on the dual function of high beam "FLASH" and LAP timer Start / Stop.

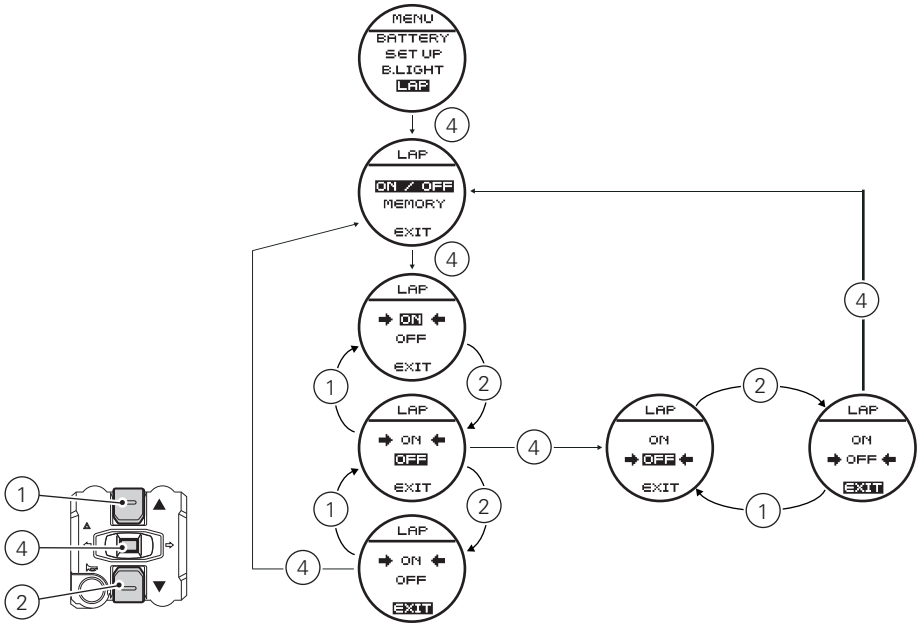
MENU
BATTERY
SET UP
B.LIGHT
LAP
LAP
ON / OFF
MEMORY
EXIT
LAP
ON
OFF
EXIT
LAP
ON
OFF
EXIT
LAP
ON
OFF
EXIT
LAP
ON
OFF
EXIT
LAP
ON
OFF
EXIT
1
2
4

Fig. 60

LAP registration function

This function describes the "LAP" time registration. If the function is activated (see "LAP activation/ deactivation description" page 113), the lap time can be registered as follows:

- the first time the flash is pressed (3) starts the "lap timer" for the first lap and the instrument panel shows the "START LAP" indication on the round display (B) for 4 seconds and then returns to the "previous" page;
- from this moment, each time that the flash is pressed (3) the round display (B) automatically shows the lap time for 10 seconds and then returns to the "previous" page.

Up to 30 lap times can be stored. Once the memory is full, the instrument panel no longer stores lap times when the flash button (3) is pressed, and the flashing message "LAP MEMORY FULL" is shown on the round display for 3 seconds until the times are reset. When the LAP function is set disabled, the current "lap" is not stored. If the LAP function is active and suddenly the motorcycle is suddenly turned off (Key-Off), the function will be automatically disabled (even if the lap timer was active, the current "lap" is not stored).

If the time is never "stopped", it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from 0 (zero) and will keep running until the function is disabled. If however the LAP function is switched on and the memory has not been cleared, but fewer than 30 laps have been saved (e.g. 18 laps), the Instrument panel will store any remaining laps until the memory is full (in this case, it will store an additional 12 laps).

This function only displays lap times being recorded; but other data are also saved (MAX speed, MAX rpm, rev limiter if reached) for viewing at a later time in the Lap Memory function (stored LAPs viewing).

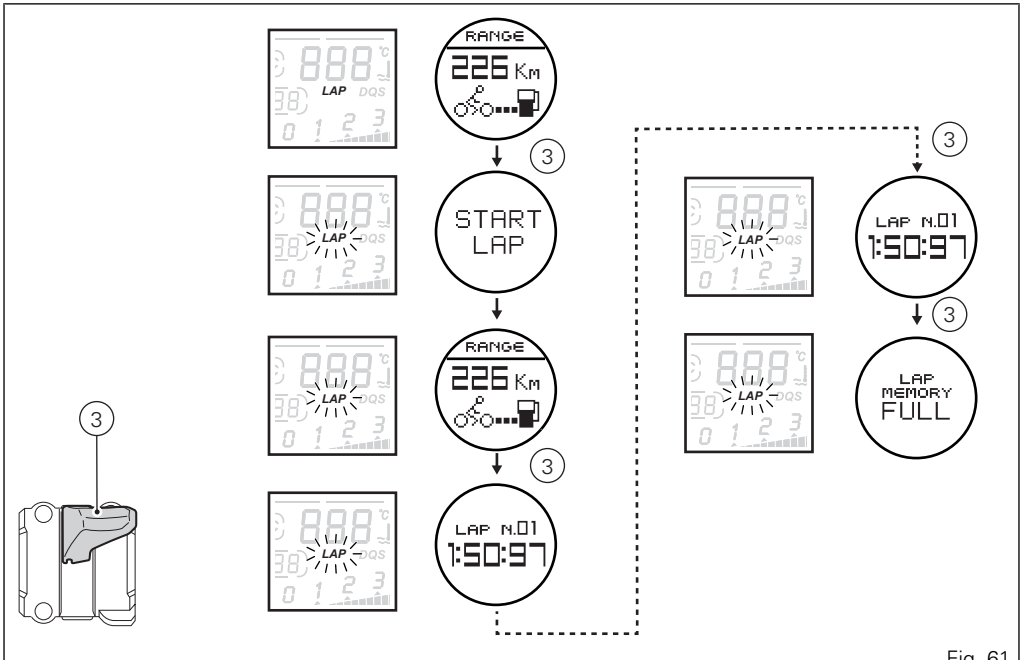
RANGE
226 Km
3
START
LAP
RANGE
226 Km
3
LAP N.01
1:50:97
3
LAP N.01
1:50:97
3
LAP
MEMORY
FULL
3

Fig. 61

Stored LAP display function

This function displays the stored LAPs.
To display the function, enter the “Setting” menu page 79 and access the “LAP” page.
In the next display, press the reset button (4) showing “MEMORY”.
The instrument panel displays the information as follows.

Round display (B):

- the number of the displayed lap (ex: N.1);
- “NEXT” to display the next LAP;
- “RESET” to delete all the stored times.

To exit, select “EXIT” and press the reset button (4).

Main display (A):

- the time to the upper left (ex: 1:50:97);
- the maximum speed reached in the registered LAP to the upper right;
- the number of maximum RPMs reached in the registered lap at the bottom.

Note

The MAX stored speed is indicated on the main display (A) (increased by 8%). If MAX speed reading exceeds 299 km/h (186 mph) while the information is stored, speed reading is displayed (example: 316 km/h).

If there is no reading in the memory, the 30 times are shown, with the display showing “0.00.00”, MAX rpm = 0 and MAX speed = 0. If while registering the LAP the engine reaches the threshold that precedes the rev limiter or rev limiter threshold, the relative light “Over Rev” (9) will turn on when displaying the stored times. To display other stored times, select “NEXT” and press the reset button (4); the next lap will be displayed each time the reset button (4) is pressed. To delete all the stored times, select “RESET” and press the rest button (4) for 3 seconds.

Note

If the stored times are deleted while the LAP function is active, it will be automatically deactivated.

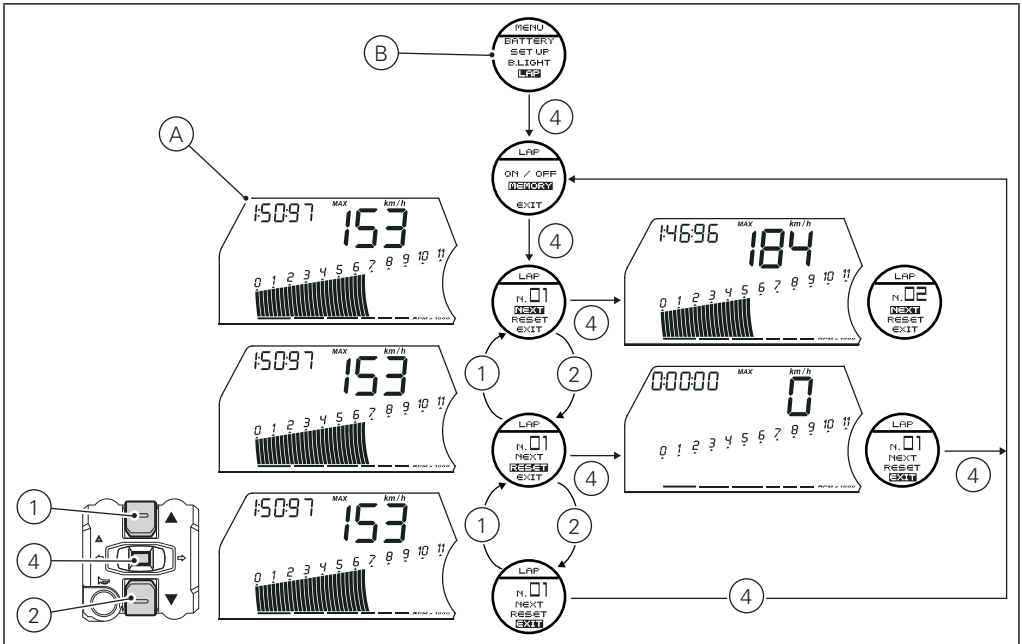
B
MENU
BATTERY
SET UP
B.LIGHT
LAP
A
4
LAP
ON / OFF
MEMORY
EXIT
1:50:97
MAX
km/h
153
0 1 2 3 4 5 6 7 8 9 10 11
LAP
N.01
NEXT
RESET
EXIT
1
2
1:46:96
184
LAP
N.02
NEXT
RESET
EXIT
0:00:00
0
LAP
N.01
NEXT
RESET
EXIT
1
4
2

Fig. 62

Digital RPM indication function

This function displays the number of RPMs for improved accuracy when setting idle rpm.
To display the function, enter the “Setting” menu page 79 and access the “RPM” page.
The display shows the numerical value of the RPM with a precision of 50 rpm.

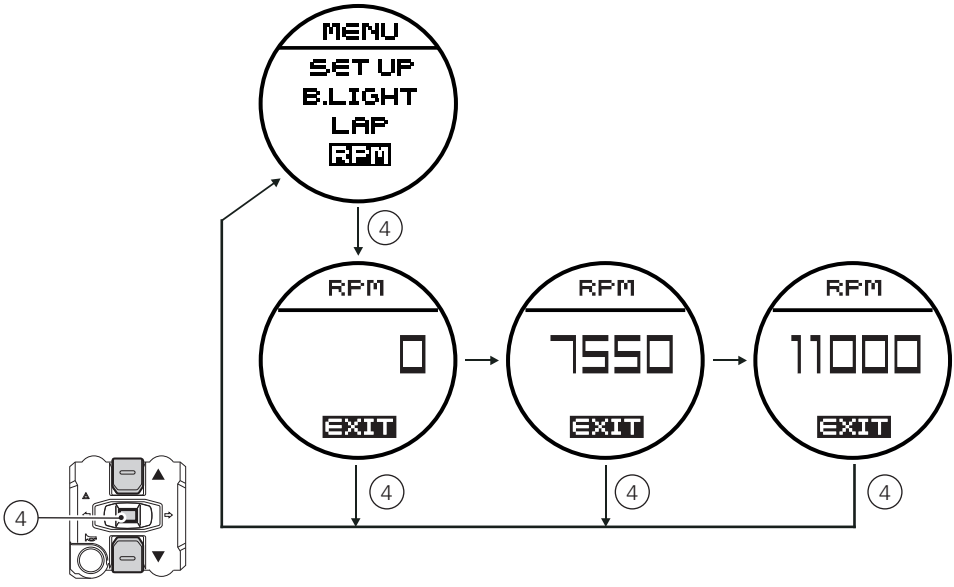
MENU
SET UP
B.LIGHT
LAP
RPM
4
RPM
0
EXIT
RPM
7550
EXIT
RPM
11000
EXIT
4
4
4
4

Fig. 63

Clock setting function

This function sets the clock.
To display the function, enter the “Setting” menu page 79 and access the “CLOCK” page.
In the next display, press the reset button (4) showing “SET UP” for 3 seconds to proceed with the actual setting.
"SET CLOCK ...." appears on the round display (B) to indicate that the clock is being set; the time is set on the main display (A).

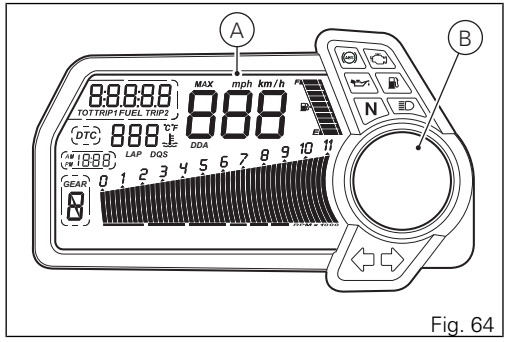

Fig. 64

Clock setting

When you access this function, the text "AM" flashes; if you press the button (2) "PM" flashes;
if you press the button (2) you will return to the previous step (if it is 00:00, when switching between “AM” to “PM”, 12:00 will be displayed);
pressing button (1) accesses the hour setting mode; the hours start to flash.
Each time you press the button (2), the digit will increase by one hour. If the button (2) is held depressed, the number increases cyclically in steps of one hour every second (when the button is held depressed, the hours do not flash).
Pressing button (1) gives access to the minute setting mode; minutes start to flash. Each time you press the button (2), the digit will increase by 1 minute. If you hold the button (2) down , the count increases cyclically in steps of 1 minute every second.

If the button (2) is held depressed for over 5 seconds, minutes will increase by 1 minute every 100 m (while the button (2) is held depressed, the seconds will not flash). Pressing button (1) the indication of the new time will flash and “MEM” will appear on the round display.
To confirm (store) the new set time press the reset button (4).
To exit, select “EXIT” and press the reset button (4).

Note

In case of battery off, when the Voltage is restored and upon next Key-On, clock will have to be set again (it will automatically start counting from 00:00).

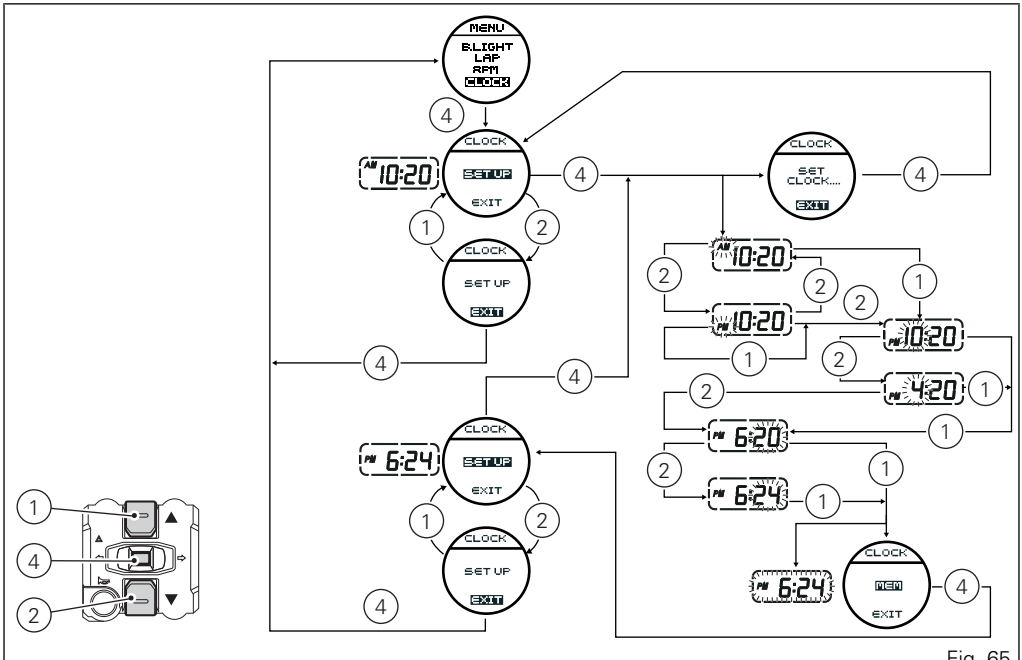
MENU
B.LIGHT
LAP
RPM
CLOCK
CLOCK
AM 10:20
SET UP
EXIT
SET UP
SET CLOCK....
PM 10:20
PM 4:20
PM 6:20
PM 6:24
MEM

Fig. 65

Immobilizer system

For improved antitheft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.
The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna in the headlight fairing when the ignition is switched On. The modulated signal acts as a password (which is different at each start-up) and tells the ECU that an "authorised" ignition key is being used to start up the engine. When the ECU recognises the signal, it enables engine start-up.

Keys

The Owner receives a set of keys comprising:

- 1 active key (1);
- 1 passive key (2).

They contain the code used by the "Hands free" system for the Key-On, in different modes.

The active key (1) is the one that is normally used and has a button (A) that when pressed makes the metal part exit (B).
The metal part returns inside the grip by pushing it in.

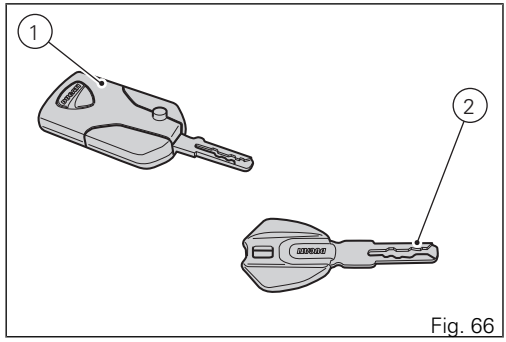

Fig. 66

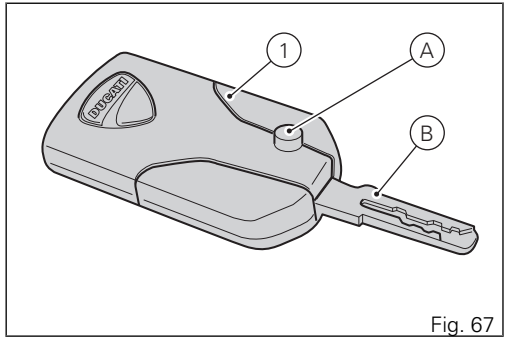

Fig. 67

The key contains a battery that must be replaced when the message "low level" is displayed under the key and battery symbols when the instrument panel is turned on.

Note
In this case, replace the battery as soon as possible.

When the charge level goes below a certain limit, the key can only work in passive mode, like the passive key: in this case, the instrument panel will not display any message.

Fig. 68

Warning

Do not ride with the key (active or passive) inserted in the lock of the tank cap or in the seat lock as it could come out and represent a potential danger. Furthermore, if bumped, the key mechanism and the integrated circuit could be damaged.
Also riding in poor weather conditions with the key inserted could cause damage to its integrated circuit.
Do not leave the key on the motorcycle when washing it as it could be damaged, not being watertight.

Replacing the battery in the active key

Only use 3 Volt CR 2032 lithium ion batteries.

Note

The keys do not need to be reprogrammed after replacing the battery.

Remove the metal part of the battery.
Use a large sized coin to pry open the shells of the plastic grip (2 euro coin) as shown in the figure.

Important

Insert the coin only in the indicated point. Do not other use other objects inserted in points that are different than what is shown, as it could damage the integrated circuit and/or the protective gasket.

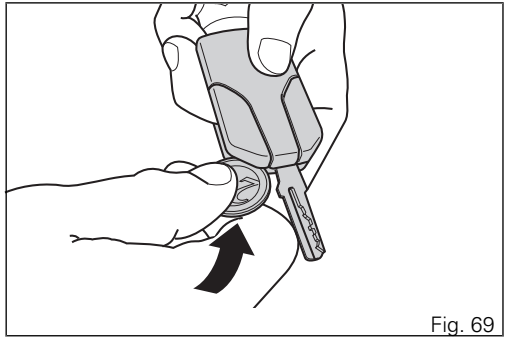

Fig. 69

Once the plastic shells have been separated, remove the printed circuit board (1) prying it up GENTLY with a small flat screwdriver, as shown in the figure.

Important

Insert the point of the flat screwdriver just under the printed circuit board, being very careful not to damage it. Do not apply force on the battery or battery holder.

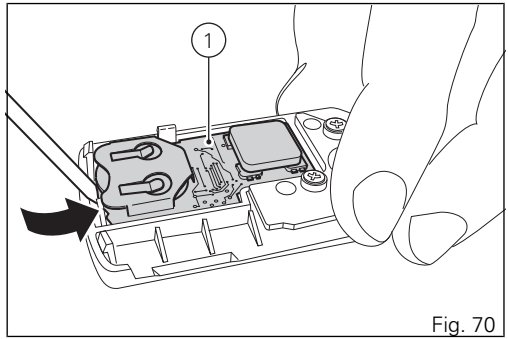

Fig. 70

Remove the battery (2) from the printed circuit board (1) and replace it with a new one.
Pay attention to polarity: the positive pole (+) must face upward.

Important
Only use the required type of battery.

Reinsert the printed circuit board (1) from the side with the battery (2) into the plastic shell.

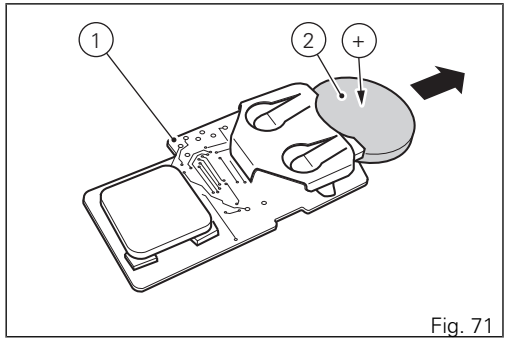

Fig. 71

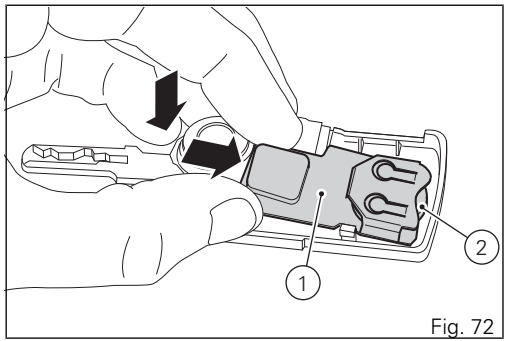

Fig. 72

Apply slight pressure on the antenna (3) of the printed circuit board until you hear a click.

Align the two shells of the grip and press on the area indicated by the arrows to reclose them.
Make sure that you hear a “click” upon closing and that the key is well closed.

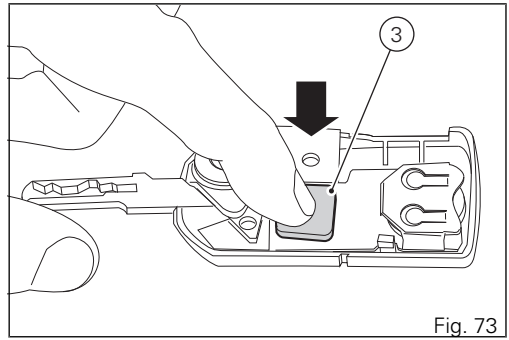

Fig. 73

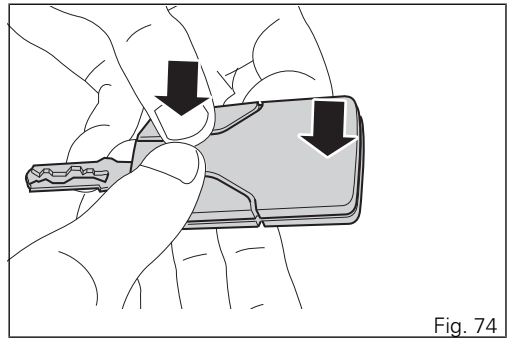
Fig. 74

Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left.
The Ducati Service Centre 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.

Immobilizer override procedure

This procedure makes it possible to "temporarily" turn on the motorcycle if the HF (Hands Free) System is not working.

Note

The PIN CODE function must be activated by the user by entering your 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.

Warning

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

PIN CODE activation function

To display the function, enter the “Setting” menu page 79 and access the “PIN CODE” page.

Note
If "MODIFY" appears when accessing this function, this means that there is already a stored PIN and therefore the function is already active.

When accessing the function, "NEW PIN" and four dashes "- - - -" will appear on the round display; now enter a 4 digit code.

Entering the code:
each time you press the button (2) the displayed number increases from “0” to “9” and then returns to “0”; to confirm the number, press the reset button (4).
Repeat the procedure until inserting the fourth digit. Press the reset button (4) again to confirm.
“OK” and “EXIT” will appear on the display. To confirm the PIN that was entered, press the reset button (4) again showing “OK”. "NEW PIN MEM" will appear on the display for 3 seconds to confirm that the PIN was stored. At the end of the 3 seconds, the instrument panel exits automatically from the display and returns to the “setting” menu. From this moment, “MODIFY” will be displayed when accessing the “PIN CODE” function and the PIN can be changed again.
Pin code stored (10).
Pin code not stored (11).

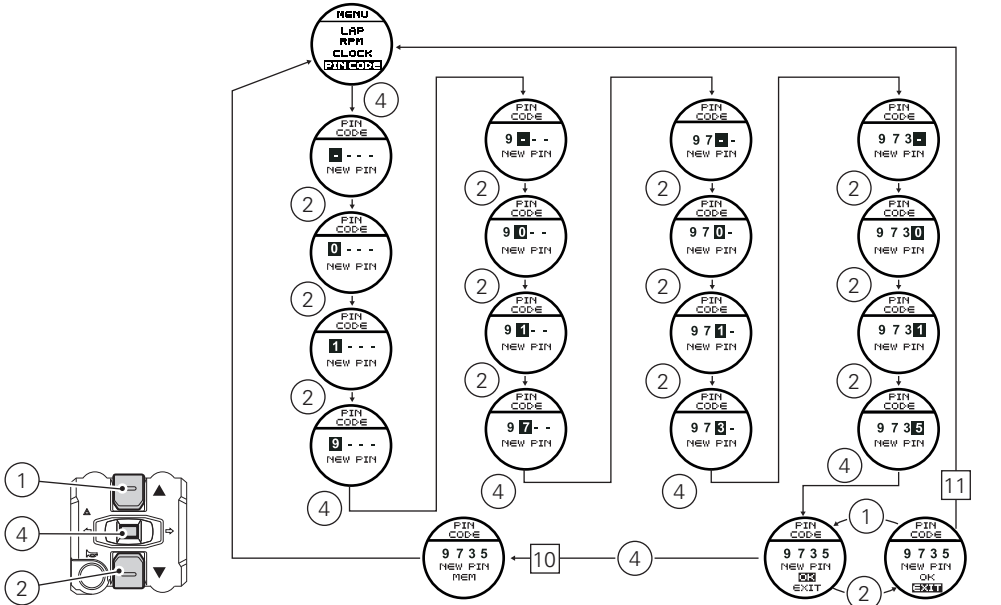
MENU
LAP
RPM
CLOCK
PIN CODE
PIN CODE
NEW PIN
9 7 3 5
MEM
OK
EXIT
1
2
4
10
11

Fig. 75

PIN CODE change function

This function changes your four number PIN CODE. To display the function, enter the “Setting” menu page 79 and access the “PIN CODE” page.

Note

If “NEW PIN” and the dashes “- - - -” appear when accessing this function, this means that the function was not active as the PIN CODE was never entered. Enter your PIN as described in the previous paragraph “PIN CODE activation function”.

When accessing the function, “MODIFY” will appear on the round display; press the reset button (4) showing “MODIFY” to modify the PIN.

Note

To change the PIN code, you must remember the already stored PIN.

"OLD PIN" and four dashes "- - - -" will appear on the round display; now enter the previously stored 4 digit code.

Entering the “old” PIN: each time you press the button (2) the displayed number increases from “0” to “9” and then returns to “0”.
To confirm the number, press the reset button (4). Repeat the procedure until entering the fourth digit. Press the reset button (4) again to confirm. “OK” and “EXIT” will appear on the display.
To confirm the "old" PIN that was entered, press the reset button (4) again showing “OK”.
If the code is not correct, “OLD PIN WRONG” will appear for 3 seconds and then the instrument panel will return displaying “MODIFY” so you can repeat the attempt of entering the "old" code.

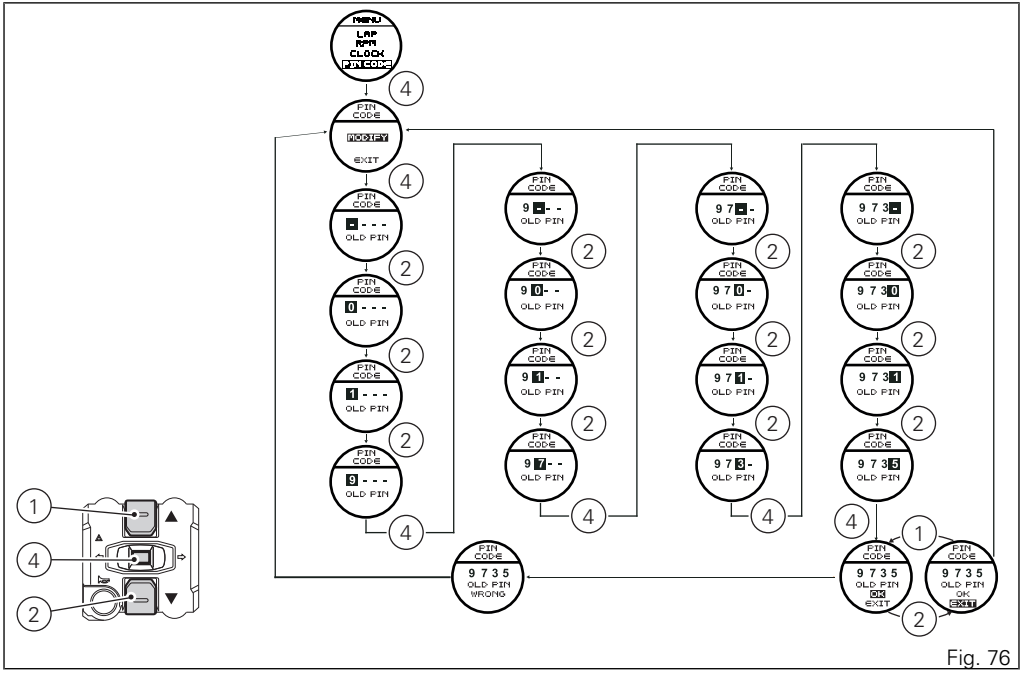
MENU
LAP
RPM
CLOCK
PIN CODE
PIN CODE
MODIFY
EXIT
OLD PIN
WRONG
OK
EXIT

Fig. 76

If the code was entered correctly the message “NEW PIN” and four dashes “----” will appear on the round display; now enter the "new" 4 digit code. Entering the “new” PIN: each time you press the button (2) the displayed number increases from “0” to “9” and then returns to “0”.
To confirm the number, press the reset button (4).
Repeat the procedure until entering the fourth digit.
Press the reset button (4) again to confirm.
“OK” and “EXIT” will appear on the display.
To confirm the PIN that was entered, press the reset button (4) again showing “OK”.
"NEW PIN MEM" will appear on the display for 3 seconds to confirm that the PIN was stored.
At the end of the 3 seconds, the instrument panel exits automatically from the display and returns to the “setting” menu.
The PIN CODE modification procedure is complete.

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

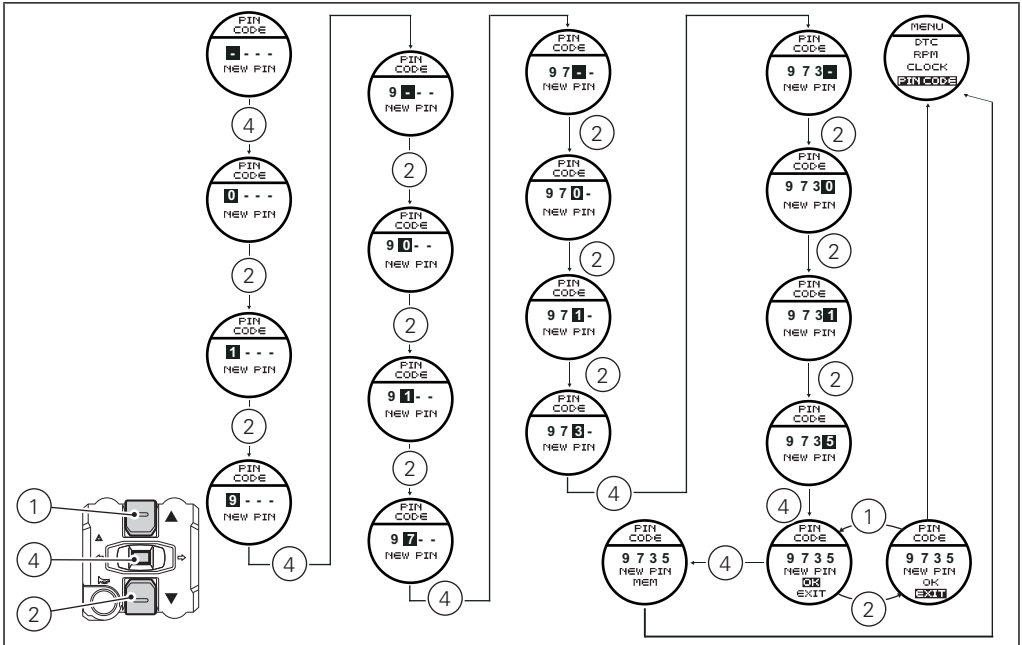
PIN CODE
- - - -
NEW PIN
4
PIN CODE
0 - - -
NEW PIN
2
PIN CODE
1 - - -
NEW PIN
2
PIN CODE
9 - - -
NEW PIN
4
PIN CODE
9 - - -
NEW PIN
2
PIN CODE
9 0 - -
NEW PIN
2
PIN CODE
9 1 - -
NEW PIN
2
PIN CODE
9 7 - -
NEW PIN
4
PIN CODE
9 7 - -
NEW PIN
2
PIN CODE
9 7 0 -
NEW PIN
2
PIN CODE
9 7 1 -
NEW PIN
2
PIN CODE
9 7 3 -
NEW PIN
4
PIN CODE
9 7 3 -
NEW PIN
2
PIN CODE
9 7 3 0
NEW PIN
2
PIN CODE
9 7 3 1
NEW PIN
2
PIN CODE
9 7 3 5
NEW PIN
4
MENU
DTC
RPM
CLOCK
PIN CODE
1
PIN CODE
9 7 3 5
NEW PIN
OK
EXIT
2
PIN CODE
9 7 3 5
NEW PIN
OK
EXIT
4
PIN CODE
9 7 3 5
NEW PIN
MEM
1
4
2

Fig. 77

Light control

Headlight control

This function allows you to reduce current consumption from the battery, by automatically managing headlight switching-off.
At Key-On, the high beam and low beam lights are off. When the engine is started, the low beam lights turn on automatically; from this moment, “normal” operation is activated: it will be possible to switch to high beam - i.e. high beam light will turn on together with low beam light using button (3) - or operate the “FLASH” signal (using button 3). 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).
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 or high beam light that was turned on will turn off).

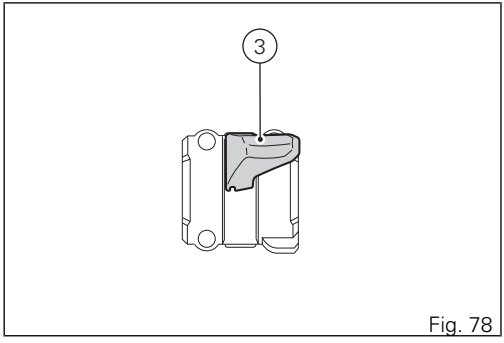

Fig. 78

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.

Turn indicators (automatic reset)

Turn indicators are automatically reset by the instrument panel.
After activating one of the two turn indicators, they can be deactivated using the reset button (4). If the turn indicator is not “reset" manually, the instrument panel will automatically switch it off after the motorcycle has travelled 500 m (0.3 miles) from when the turn indicator was activated.
The counter for the distance travelled for automatic deactivation is activated at speeds below 80 Km/h (50 mph).
If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 80 km/h (50 mph), the calculation is interrupted and will restart when the speed returns below the indicated threshold.

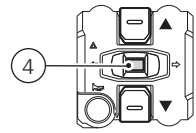

Fig. 79

Hazard

All the turn indicators can be turned on together (Hazard function) as emergency indicator.
To activate the Hazard function (i.e., all 4 turn indicators) you must hold for 3 seconds the switch that normally activates the left turn indicator (switch (4) in position (6)).
The Hazard function can only be activated with Key-On (not with Key Off).
When the Hazard function is active, both warning lights (5) on the Instrument panel will flash at the same time.
To disable the Hazard function (switch off the 4 turn indicators) just press the switch that normally activates the left turn indicator once (switch (4) in position (6)) or press the turn indicator cancel button (switch (4) in central position).
The Hazard function can also be disabled with Key-Off: just press the switch that normally activates the left turn indicator once (switch (4) in position (6)).

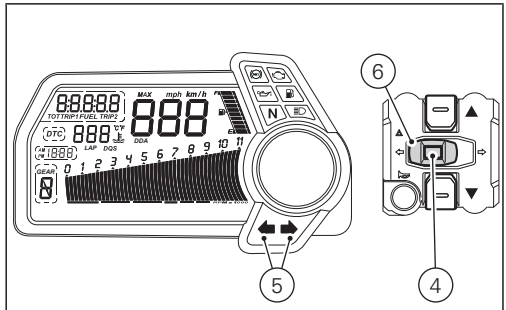

Fig. 80

As soon as the Hazard function is activated, the 4 turn indicators will stay on even if rider turns the key Off. They will turn off automatically after 120 minutes (2 hours), unless the rider “manually” turns them off earlier thereby stopping the automatic countdown.

“Parking” function

This function activates the “PARKING” mode.
The “PARKING” function activates the front and rear parking lights when the vehicle is turned off so it is visible when parked.
The function is activated by pressing the button (2) for 3 seconds during the first 60 seconds after the motorcycle was turned off.
Once the function is activated, the indication will remain on the round display for 5 seconds and the lights will remain on for 2 hours. After 2 hours, then will turn off automatically.
To interrupt the function, turn the vehicle on and off.

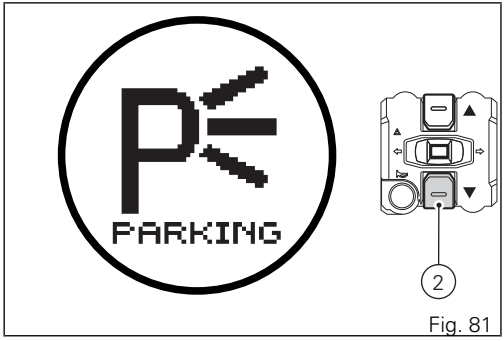

Fig. 81

Note

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

Warning

The frequent use of this function can considerably reduce the battery charge; Ducati recommends using this function only when really necessary.

Warning reading “Hold the button to lock the steering”

This indicates that rider must hold button (1) depressed to engage the steering lock.
The warning stays displayed for 2 seconds; after this time, if steering is in the correct position (fully turned to the right or left), system locks it and the display will read "STEERING LOCKED", as described on the following page.

Fig. 82

"Steering lock" on indication

This function informs that the steering lock was turned on.
The steering lock can be turned on during the first 60 seconds after turning off the vehicle by pressing down the "RUN" button for 3 seconds.
If the steering lock was turned on correctly, the instrument panel will show the indication in the round display for 5 seconds.

Note
The steering lock can only be activated when the steering is in position.

Fig. 83

Indication of incorrect position of the red starter button

This message indicates to the user that the button should be returned to the "top" position in order to ensure that there is not an excessive current absorption by the system.

Important
This could lead to battery discharge in a short time.

Any incorrect position is detected within the first 60 seconds after vehicle switch-off (Key-Off).
If you press the starter button (1) to switch off (Key-Off), or engage the steering lock, after 5 seconds the system activates the warning "RED SWITCH NOT RELEASED" as a flashing message.

Fig. 84

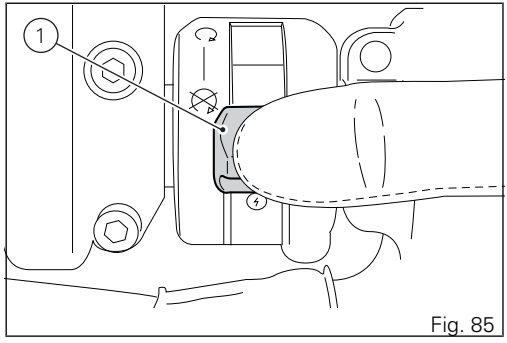

Fig. 85

Button (1) must be taken back to its top position in order to avoid any power absorption which could drain the battery.
In this case, report the fault to Dealer or Authorised Service Centre.

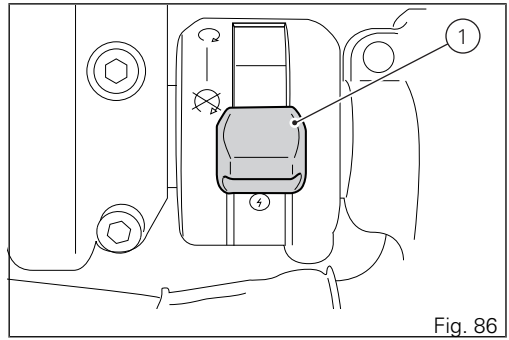

Fig. 86

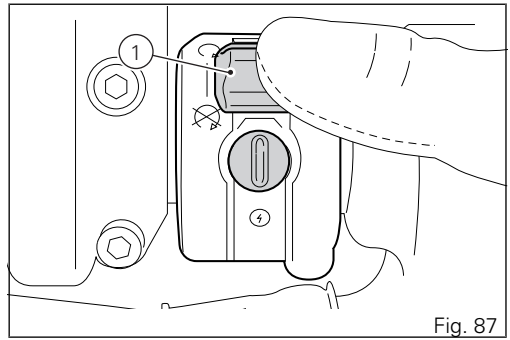

Fig. 87

Changing unit of measurement

This function allows you to change the units of measurement of the displayed values.
In order to enter this menu it is necessary to start the vehicle by holding down contemporaneously both the flash button (3) and the reset button (4) for at least 3 seconds.
After entering this menu, "UNITS" is displayed; to set the units of measurements press the reset button (4). The instrument panel displays the values that can be modified; use buttons (1) and (2) to select the value to modify and press the reset button (4) again.

Note
In this MENU all other functions are disabled.

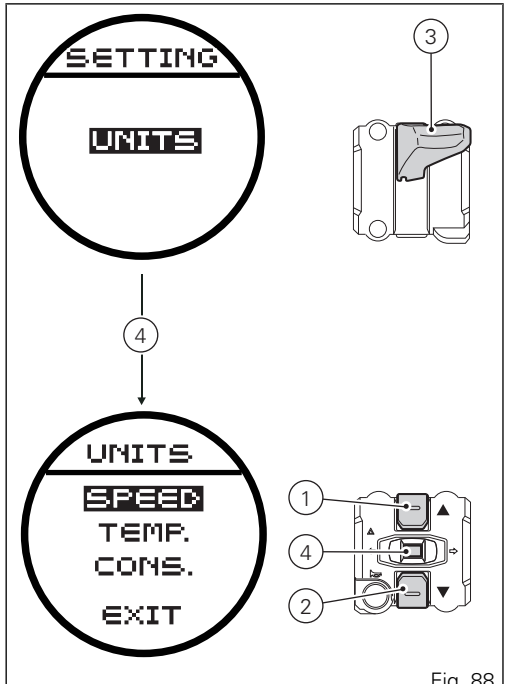

Fig. 88

“SPEED” setting

The arrows indicate the current setting, with buttons (1 and 2) it is possible to select the new setting.
To store the new setting it is necessary to press the reset button (4) for 3 seconds.
After the setting is stored, system quits the page and rider should do a Key-Off; upon next Key-on any new unit of measurement will be set.

1) Km/h: by setting this condition the following values will have the same units of measurement:

- TOT, TRIP1, TRIP2, RANGE: Km
- Vehicle average speed: Km/h

2) mph: by setting this condition the following values will have the same units of measurement:

- TOT, TRIP1, TRIP2, RANGE: miles
- Vehicle average speed: mph

“TEMP.” setting

The arrows indicate the current setting, with buttons (1 and 2) it is possible to select the new setting.
To store the new setting it is necessary to press the reset button (4) for 3 seconds.
After the setting is stored, system quits the page and rider should do a Key-Off; upon next Key-on any new unit of measurement will be set.

3) °C: by setting this condition the following values will have the same units of measurement:

- Engine coolant temperature and T_AIR: °C

4) °F: by setting this condition the following values will have the same units of measurement:

- Engine coolant temperature and T_AIR: °F

"CONS." setting

The arrows indicate the current setting, with buttons (1 and 2) it is possible to select the new setting.
To store the new setting it is necessary to press the reset button (4) for 3 seconds.
After the setting is stored, system quits the page and rider should do a Key-Off; upon next Key-on any new unit of measurement will be set.

5) Km/L: by setting this condition the following values will have the same units of measurement:

- CONS. and CONS. AVG: km/L

6) L/100: by setting this condition the following values will have the same units of measurement:

- CONS. and CONS. AVG: L/100

7) mpgal UK : by setting this condition the following values will have the same units of measurement:

- CONS. and CONS. AVG: mpgal UK

8) mpgal USA : by setting this condition the following values will have the same units of measurement:

- CONS. and CONS. AVG: mpgal USA

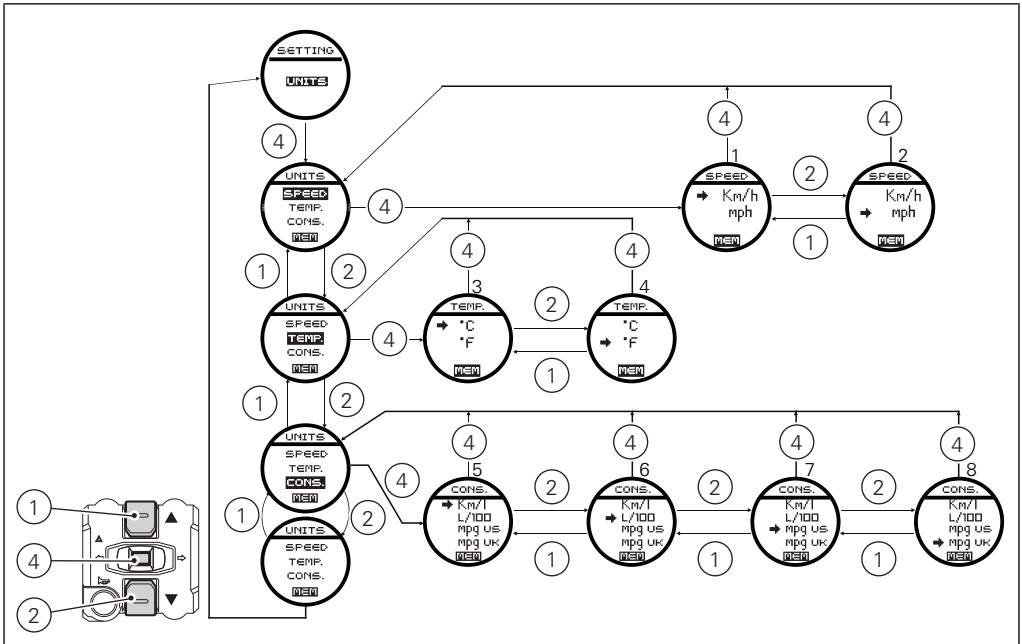
SETTING
UNITS
UNITS
SPEED
TEMP.
CONS.
MEM
SPEED
Km/h
mph
TEMP.
°C
°F
CONS.
Km/l
L/100
mpg US
mpg UK
1
2
3
4
5
6
7
8

Fig. 89

Controls

Position of motorcycle controls

Warning
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) “Hands free” system.
3) LH switch.
4) Clutch lever.
5) Rear brake pedal.
6) RH switch.
7) Throttle twistgrip.
8) Front brake lever.
9) Gear change pedal.

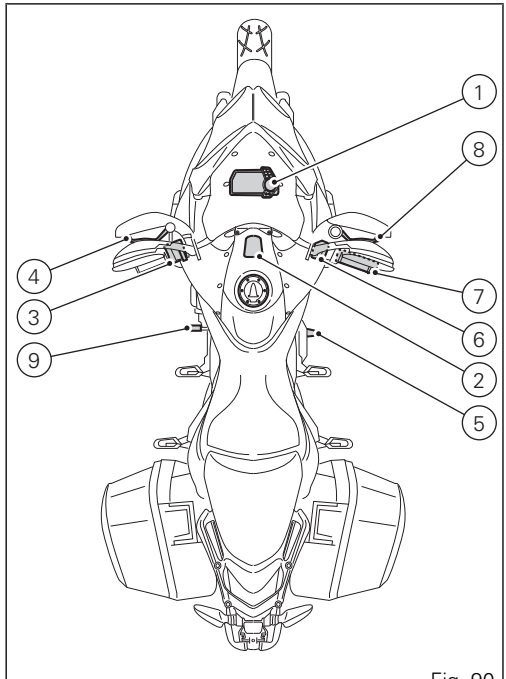

Fig. 90

"Hands free" system

The Hands free system consists of:

1) Hands free lock;
2) Antenna;
3) Active key;
4) Passive key;
5) Electric cap (optional).

The "Hands free" lock (1) is located on the front of the tank. The door must be removed to access it (8, Fig. 93).

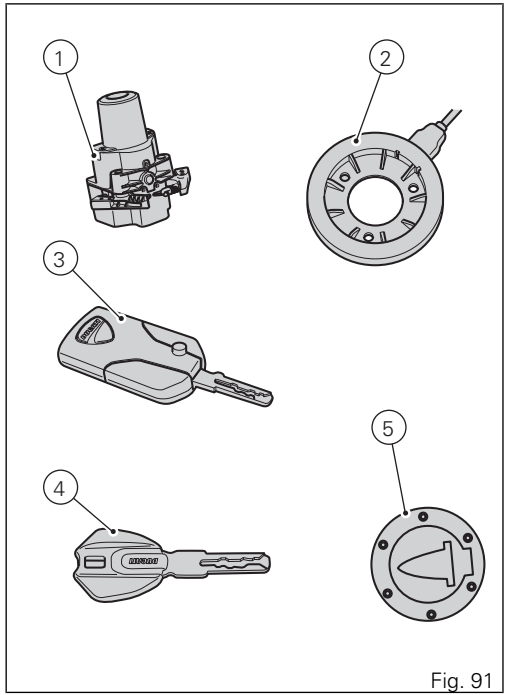

Fig. 91

Hands free system Key-On and Key-Off

Key-On consists in turning on the hands free system and all of its electronic devices. Key-Off consists in turning off the hands free system and all electronic devices, and makes sure the engine is turned off. Key-On is done using the button (6) on the handlebar on the right switch or using the emergency button (7) on the Hands free lock. Key-Off is done using the button (6) on the handlebar on the right switch or using the button (7) on the Hands free lock.

Warning

The button (7) is hidden under the door (8). Remove it to access the button (7).

Note

The use of one of the two buttons (6) or (7) does not exclude the other, ex.: if you turn it on with one, you can turn it off with the other and vice versa.

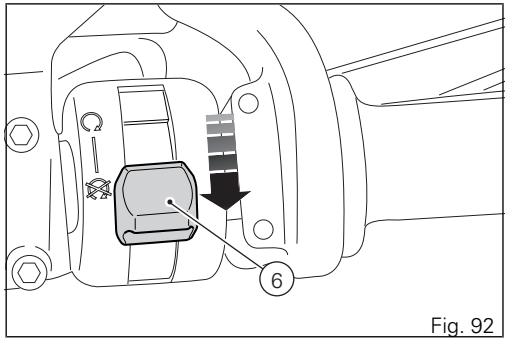

Fig. 92

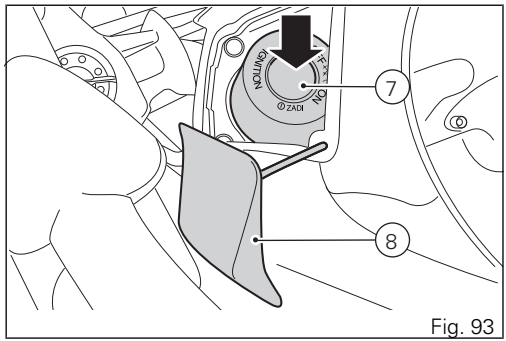

Fig. 93

Key-On can only occur in the presence of one of the two keys (3) or (4) or using the pin code. Key-Off can also occur without a key (3) or (4). Key-Off occurs when the speed of the motorcycle is equal to zero, pressing the button (6) on the handlebar or by pressing the Hands free button (7); at a speed other than zero, only by pressing the Hands free button (7).

Note
When the battery is discharged, the active key (3) acts like a passive key (4). The instrument panel displays the discharged battery status.

The mechanical part (A) of the key (3) is used to open the fuel cap and the seat and bag lock. The metal part (A) of the key (3) remains hidden inside its housing, it exits by pressing the button (B).

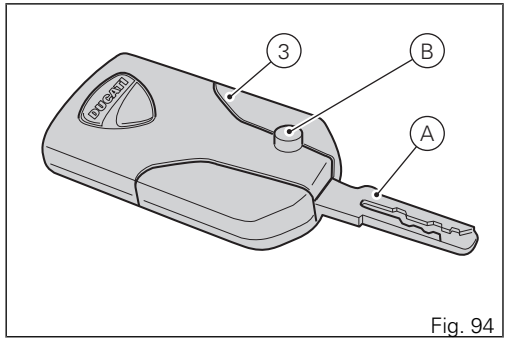

Fig. 94

Note
With the vehicle in Key-On and "engine off", if the presence of the active key (3) is not detected for thirty consecutive seconds, the motorcycle will turn off automatically without any action by the rider.

Key-On/Key-Off using the red button on the handlebar with the active key

A Key-On can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position and in the presence of the active key (3, Fig. 91).

Note
The active key (3) has a range of approx. 1.5 m, therefore it must be located within this range.

Key-Off can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position. It can be done also without the key (3, Fig. 91) only if the motorcycle speed is equal to zero.

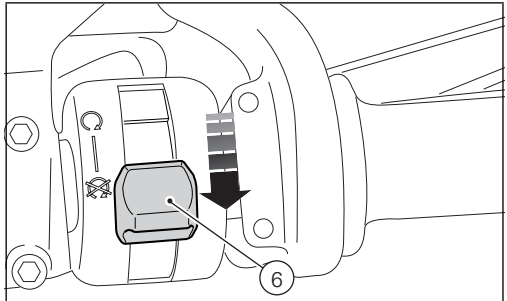

Fig. 95

Key-On/Key-Off using the key on the Hands free lock with the active key

Key-On can be performed by pressing the button (7) on the Hands free lock (1,Fig. 91) and with the presence of the active key (3, Fig. 91).

Note
The active key (3) has a range of approx. 1.5 m, therefore it must be located within this range.

Key-Off can be performed by pressing the button (7) on the Hands free lock (1, Fig. 91), also without the key (3, Fig. 91).

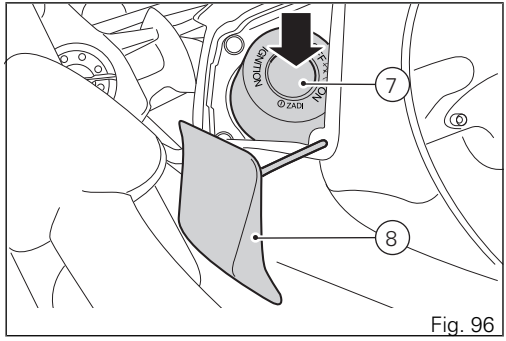

Fig. 96

Key-On/Key-Off using the red button on the handlebar with the passive key

A Key-On can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position and in the presence of the passive key (4, Fig. 91).

Note
The passive key (4) has a range of a few cm, therefore the key (4) must be positioned near the antenna (2).

Key-Off can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position. It can be done also without the key (4, Fig. 91) only if the motorcycle speed is equal to zero.

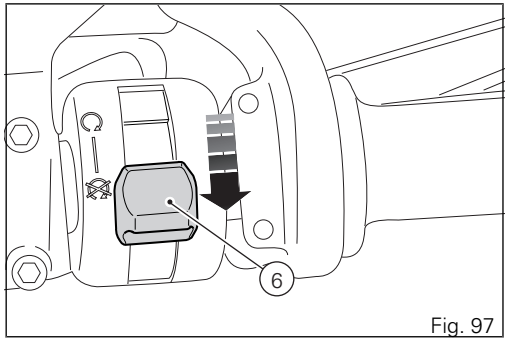

Fig. 97

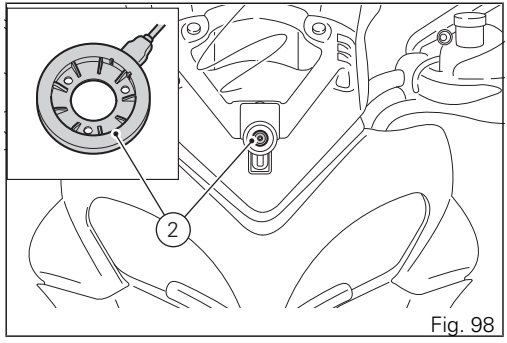

Fig. 98

Key-On/Key-Off using the key on the Hands free lock with the passive key

Key-On can be performed by pressing the button (7) on the Hands free lock and with the presence of the passive key (4, Fig. 91).

Note
The passive key (4) has a range of a few cm, therefore the key (4) must be positioned near the antenna (2).

Key-Off can be performed by pressing the button (7) on the Hands free lock (1, Fig. 91) also without the key (4, Fig. 91).

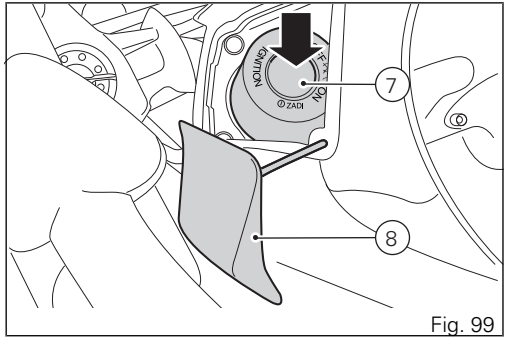

Fig. 99

Key-On/Key-Off using the pin code (immobilizer release)

Key-On can be performed by pressing the button (7) on the hands free lock (1, Fig. 91) without the presence of the keys (3, Fig. 91) and (4, Fig. 91) and entering the pin code on the dashboard.
Key-Off can be performed by pressing the button (6) on the handlebar / Hands Free key (7) / engine off no key.
After each Key-Off, at the next Key-On if the key is not present the pin code must be entered. The pin code is entered by the customer when receiving the motorcycle. The function is not enabled without the pin code. When the Hands Free button is pressed (7) the instrument panel activates the backlighting and the round display to be able to enter the four digit pin code. Entering the correct pin turns on the instrument panel and enables engine starting. The pin must be entered within 120 sec, after which a Key-Off occurs automatically.

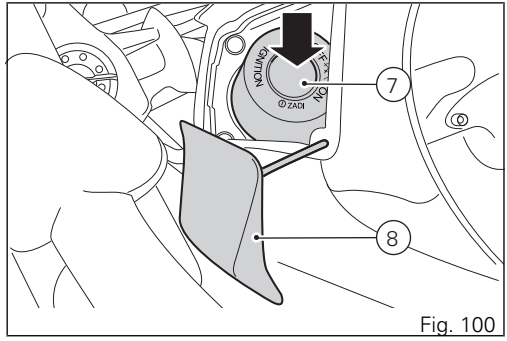

Fig. 100

Entering PIN CODE function for vehicle release

This function turns on the motorcycle "temporarily" in the case of HF (Hands Free) system "malfunctions". To activate the function, press the "emergency" Hands Free button (7) lifting the door (8) if the motorcycle cannot be turned on using the normal starter button.
After pressing the button, the instrument panel activates only the round display (B) (and the backlighting) to be able to enter the 4 digit PIN code.

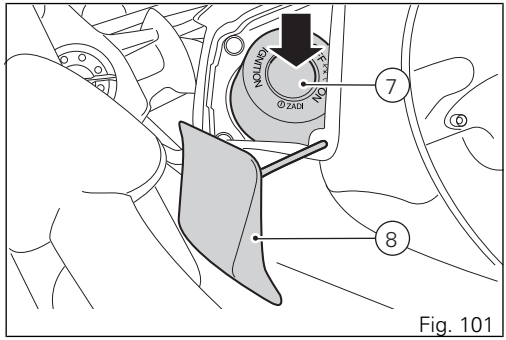

Fig. 101

Entering the code:
each time you press the button (2) the displayed number increases from “0” to “9” and then returns to “0”; to confirm the number, press the reset button (4). Repeat the procedure until inserting the fourth digit. Press the reset button (4) again to confirm.
If the code is incorrect (A), the instrument panel will return to the initial indication in order to enter the code again.

Note
There is no limit to the number of times the code can be re-entered; the instrument panel will turn off automatically 120 seconds after an attempt to enter the code.

If the code was entered correctly (B), the message "PIN OK" will flash on the display for 4 seconds. After 4 seconds, the instrument panel will return to the "normal" view (with all indications active).
From this moment, the vehicle can be started using the start button (Key-On).

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".

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

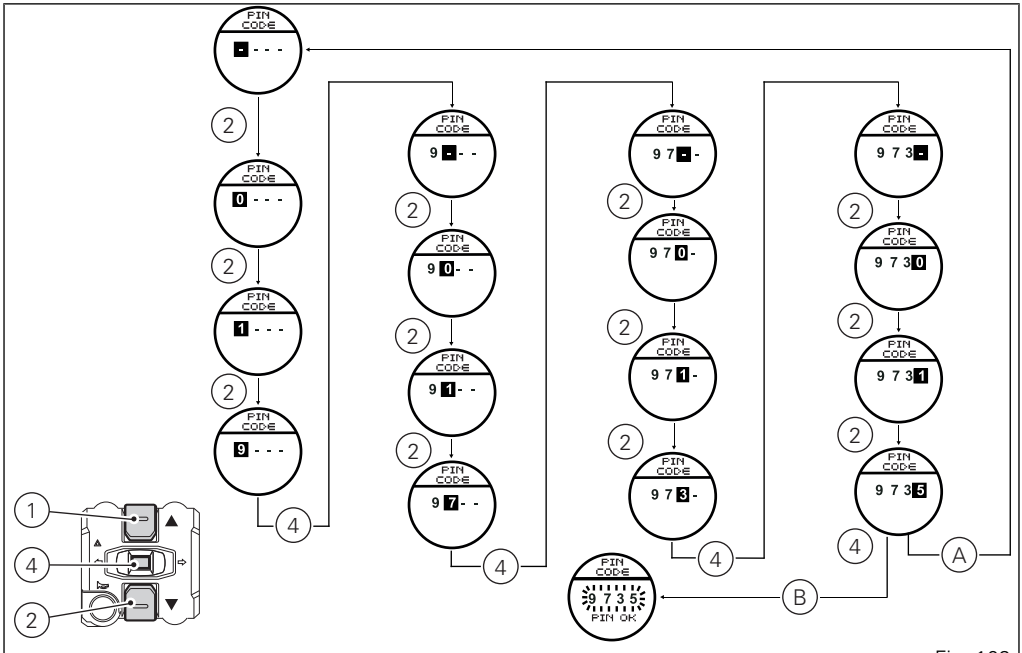
PIN CODE
- - - -
0 - - -
1 - - -
9 - - -
9 - - -
9 0 - -
9 1 - -
9 7 - -
9 7 - -
9 7 0 -
9 7 1 -
9 7 3 -
9 7 3 -
9 7 3 0
9 7 3 1
9 7 3 5
9 7 3 5
PIN OK
2
4
A
B
1
4
2

Fig. 102

Left-hand switch

1) Dip switch, two-position light selector switch:
(A) pushed up, low beam on (≡D);
(B) pushed down, high beam on (≡D);
(C) pushed to the side, high beam flasher (≡D) (FLASH), "Start-Stop lap" function.

2) 3-position turn indicator switch (⇔):
centre position = off;
position (⇦) = left turn;
3) Turn indicator off, "Riding mode" activation and menu navigation button.
4) Button (⊷) = warning horn.
5) Navigation menu, main display scroll and TRIP1 and TRIP2 reset button.
6) Navigation menu, round Dot-Matrix display scroll button.

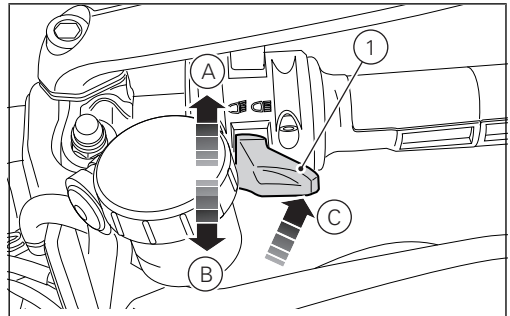

Fig. 103

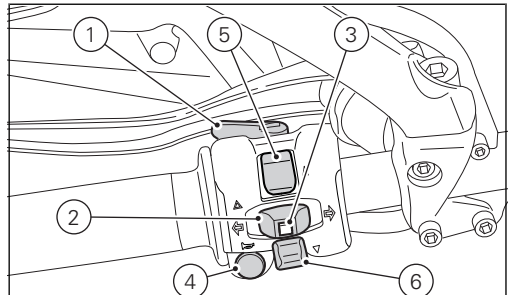

Fig. 104

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the twistgrip on handlebar. The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counter clockwise to decrease lever distance. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.

Warning

Set clutch lever when motorcycle is stopped.

Important

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

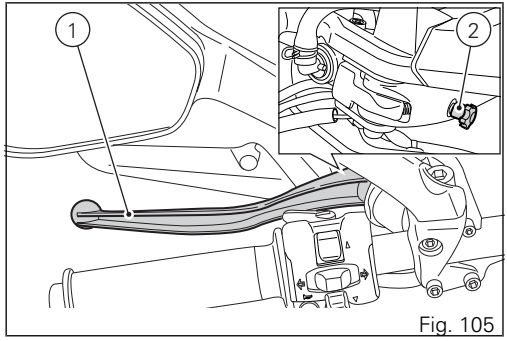

Fig. 105

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).

Right-hand switch

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

The switch (1) has three positions:

A) centre: 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).

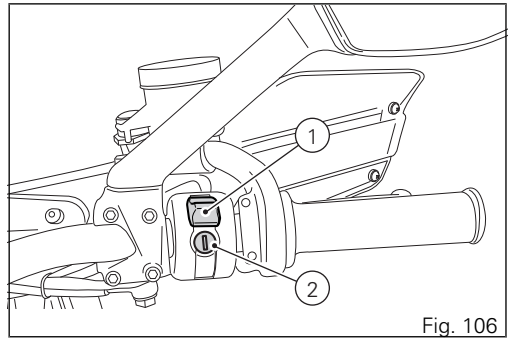

Fig. 106

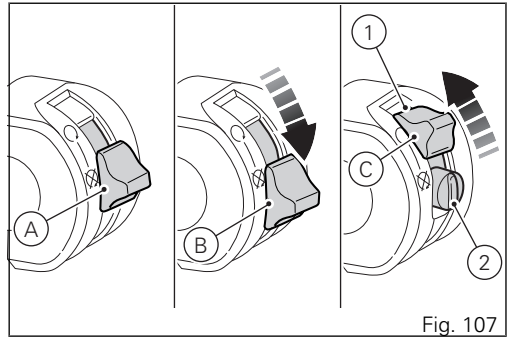

Fig. 107

Throttle twistgrip

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

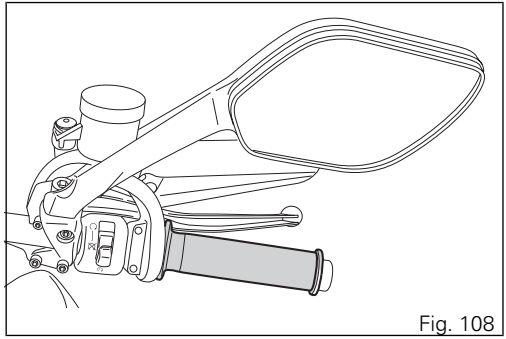

Fig. 108

Front brake lever

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

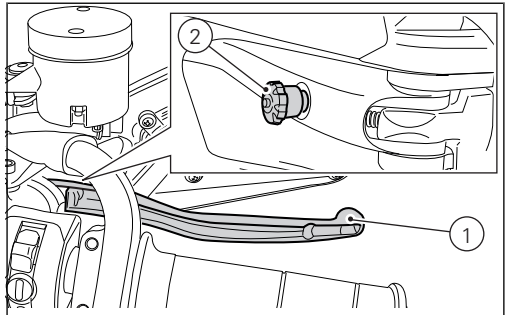

Fig. 109

Rear brake pedal

Push down on the pedal with your foot to operate the rear brake.
The system is hydraulically operated.

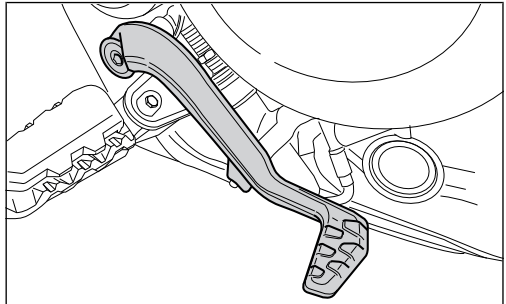

Fig. 110

Gear change pedal

When released, the gear change pedal automatically returns to rest position N in the centre. This is indicated by the instrument panel light N (3, Fig. 3) 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;
- upwards= lift the pedal to engage the 2nd gear and then 3rd, 4th, 5th and 6th gears.

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

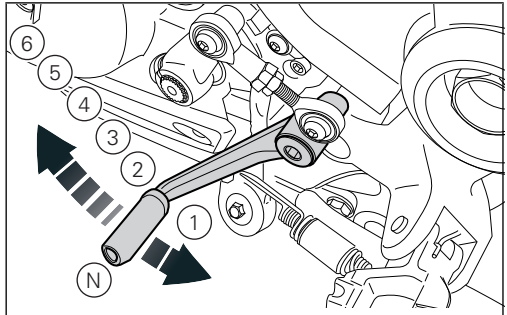

Fig. 111

Adjusting the position of the gearchange and rear brake pedals

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

Use an open ended spanner to hold the spherical end on the rod (1) on the flat (2) and loosen the counter nut (3).
Turn the screw (4) to detach the rod completely from the gear change lever.
Turn the rod (5), until the gear change pedal is set to the desired position.
Tighten the screw (4) to secure the gearchange lever to the rod (5).
Tighten the counter nut (3) onto the spherical end (1).

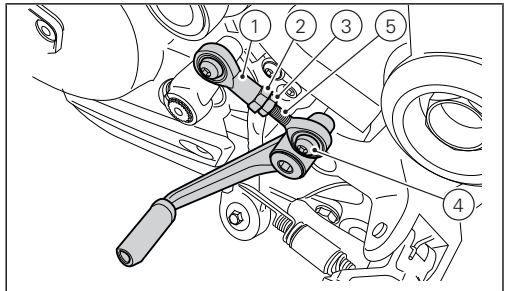

Fig. 112

Rear brake pedal.

Loosen counter nut (7).
Turn pedal stroke adjusting screw (6) until pedal is in the desired position. Tighten the counter nut (7).
Operate the pedal by hand to check that there is 1.5 to 2 mm of free play before the brake bites. If not, check to modify the length of the cylinder push-rod in the following mode.
Slacken off the counter nut (10) on the pushrod.
Screw the pushrod (8) into the fork (9) to increase the free play, or screw it out to reduce it.
Tighten the counter nut (10) and recheck the pedal free play.

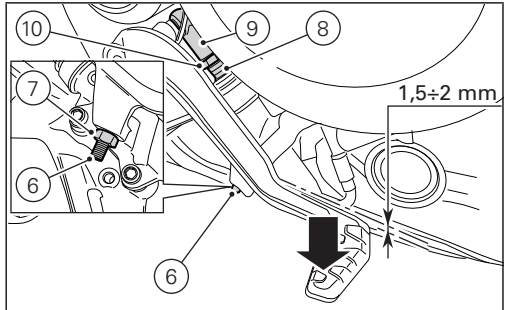

Fig. 113

Main components and devices

Position on the vehicle

1) Tank filler plug.
2) Seat lock.
3) Side stand.
4) Power outlet.
5) Rear-view mirrors.
6) Front fork adjusters.
7) Rear shock absorber adjusters.
8) Catalytic converter.
9) Exhaust silencer.
10) Centre stand.

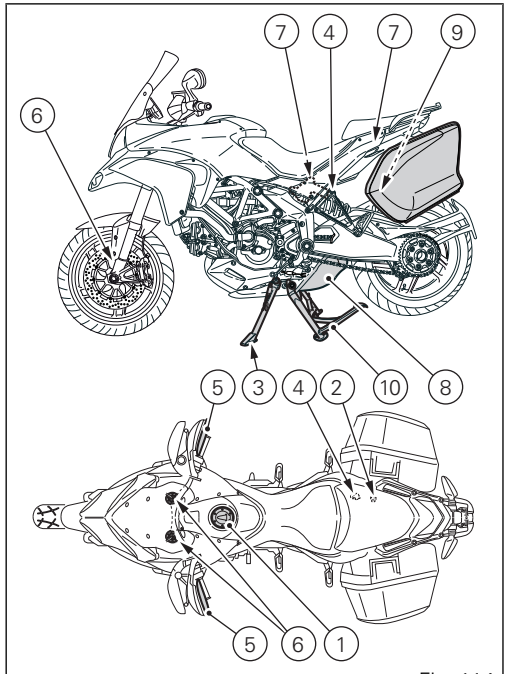

Fig. 114

Tank filler plug

Opening

Lift the cover (1) and insert the active or passive key into the lock. Turn the key clockwise 1/4 turn to unlock.
Lift the plug (2).

Closing

Close the cap (2) with the key inserted and press it into its seat. Remove the key and replace the lock cover (1).

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

Warning
Always make sure you have properly refitted and closed the plug after refuelling.

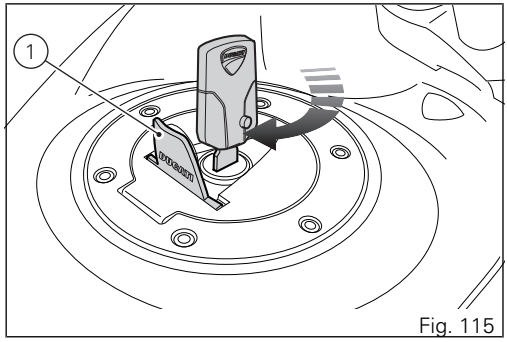

Fig. 115

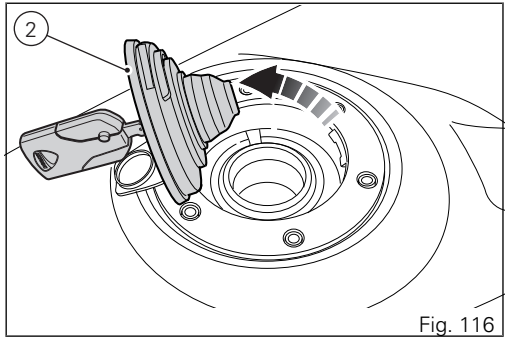

Fig. 116

Electric fuel cap opening (optional)

The electric cap (2, Fig. 116) opens after every key-off within 60 seconds operating the lever (1, Fig. 115) located on it.

Seat lock

By operating the lock (1) the passenger seat can be removed to access the tool kit compartment and the rider seat to access the battery and other devices.

Removal of the seats

Insert the active or passive key into the lock (1) and rotate it clockwise until you hear the release click in the passenger seat.
To remove the passenger seat (2) lift up the front part and pull it forward to free the rear hook (3) on the bottom of the seat.

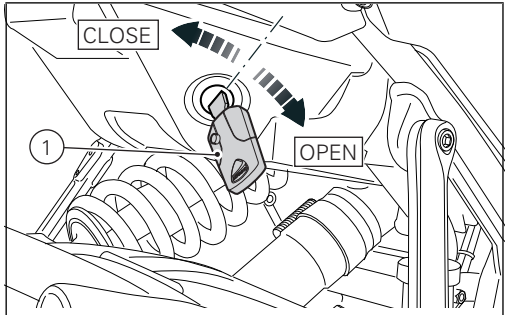

Fig. 117

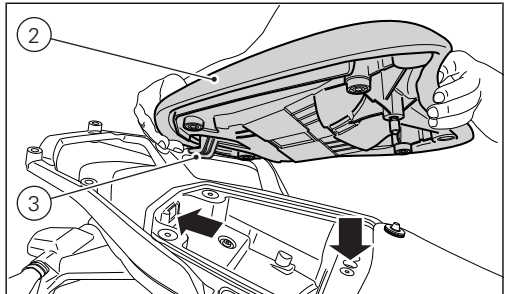

Fig. 118

To remove the rider seat (4) remove the rear part from the pin (5) on the frame.
Pull it backwards and at the same time push the front part of the rider seat downwards to unhook it from the pins (6) on the tank.

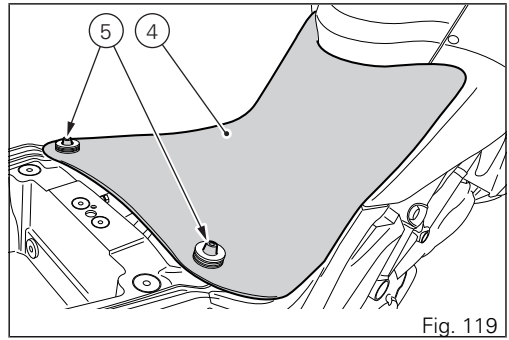

Fig. 119

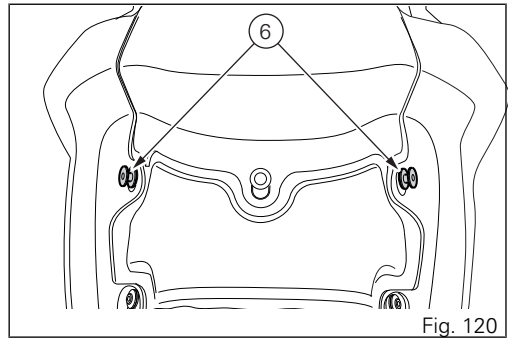

Fig. 120

Refitting the seats

Position the front part of the rider seat (4), with slots (7), in the pins (6, Fig. 120) of the tank.
Push on the front end of the rider seat to move the pins (6) to the bottom of the slots (7).
Insert the rear part of the rider seat into the pin (5, Fig. 119) of the frame.
Insert the rear hook (3, Fig. 118) into the opening in the tail guard and lower the front part of the passenger seat (2) until you hear the pin click in the latch.
Make sure that the passenger seat is properly secured by gently pulling it upwards.
Remove key from the lock (1, Fig. 117).

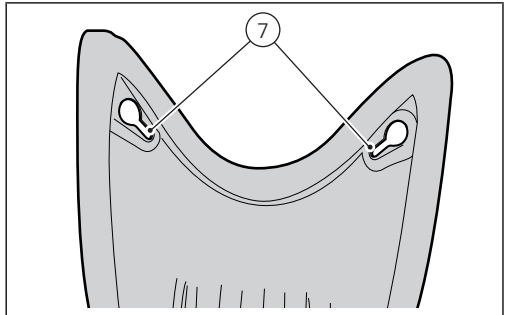

Fig. 121

Helmet cable

Remove the passenger seat and the rider seat as described in the paragraph "Removal of the seats" page 175.

Pass the cable (1) through the helmet and insert the ends of the cable in the frame pin (2).

Leave the helmet hanging and refit the passenger seat and the rider seat to hold it in place.

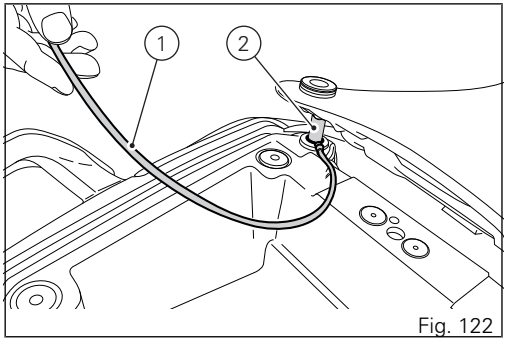

Fig. 122

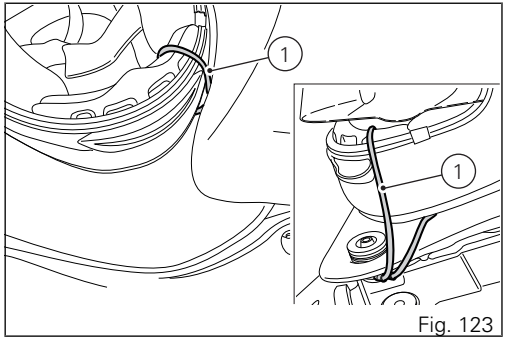

Fig. 123

Warning

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

Side stand

Important

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

Do not park on soft or pebbled ground or on asphalt melt by the sun heat and similar or the motorcycle may fall over. When parking in downhill road tracts, always park the motorcycle with its rear wheel facing downhill.

To pull down the side stand, hold the motorcycle 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 rest position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.

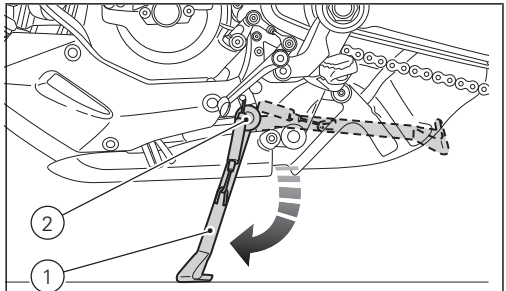

Fig. 124

Warning

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

Note

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

Note

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

Motorcycle lifting handle

To help you position the motorcycle on the centre stand or support it during the small parking manoeuvres, use handle (1) pivoted on the LH passenger footpeg bracket.
Turn handle outward to use it; release after use, it will automatically spring back in place.

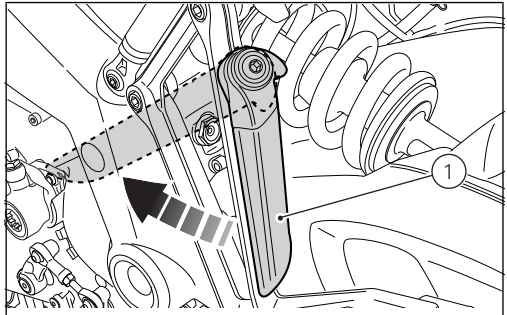

Fig. 125

Power outlet

The motorcycle is equipped with two 12 V power outlets protected by a fuse located in the rear fuse box. It is possible to connect to each power outlet loads up to 4 A (if both are used at the same time) or up to 8 A if only one is in use.
The power outlets are positioned on the left (1) and right (2) sides of the motorcycle behind the passenger pedal support bracket.

Important

When the engine is off, do not leave accessories connected to the power outlets for a long period of time as the motorcycle battery could run flat.

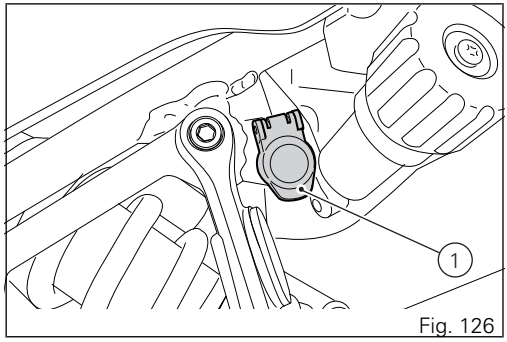

Fig. 126

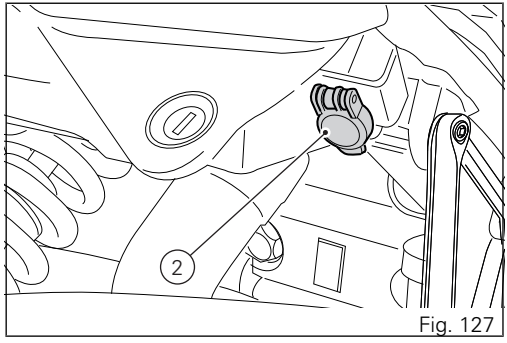

Fig. 127

Central stand

Always use the centre stand (1) to safely park the vehicle. Its structure allows to support the motorcycle even under full load.

Warning

Before lowering the centre stand, check that the ground is sufficiently even and firm.

Hold the left-hand grip with your left hand, and hold the handle (2) with the other hand. With your right foot, push on the mating surface (3) of the centre stand, until it rests on the ground; meanwhile, pull motorcycle up and back by means of the handle.
To take centre stand back to the rest position, simply push vehicle forward, holding it by the handlebar, until the rear wheel gets to the ground. The stand goes automatically back in place.

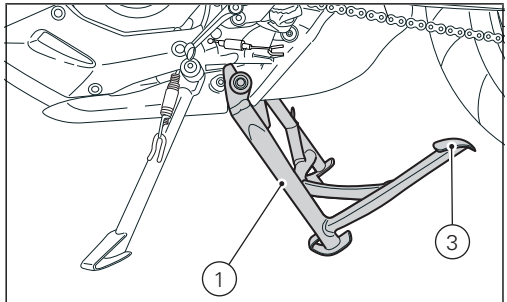

Fig. 128

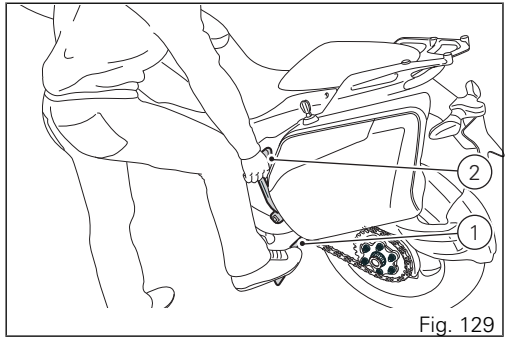

Fig. 129

Warning
Before moving off, always make sure that the centre stand is in its rest position.

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

Fitting the Ducati side panniers

Set pannier in the relevant seat on the motorcycle (Fig. 130) and on the mount located on footpeg holder plate (Fig. 131).

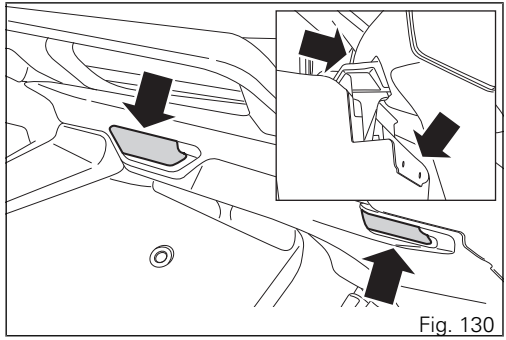

Fig. 130

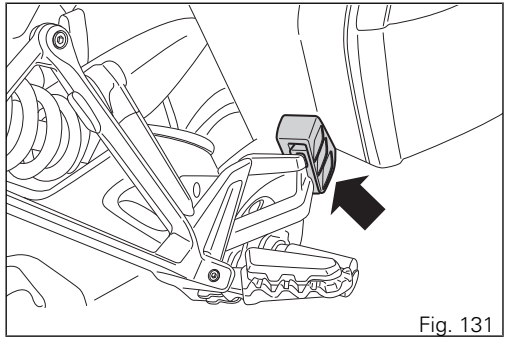

Fig. 131

Side pannier use

Opening

Open the side pannier as follows.
Insert the key on the pannier lock and turn clockwise.

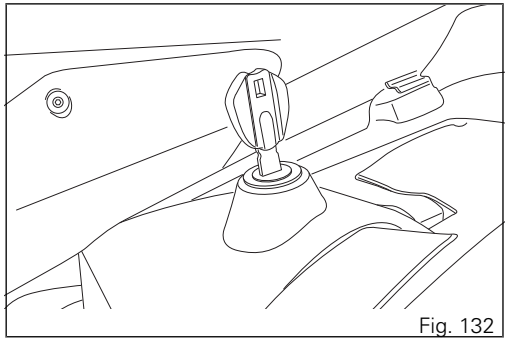

Fig. 132

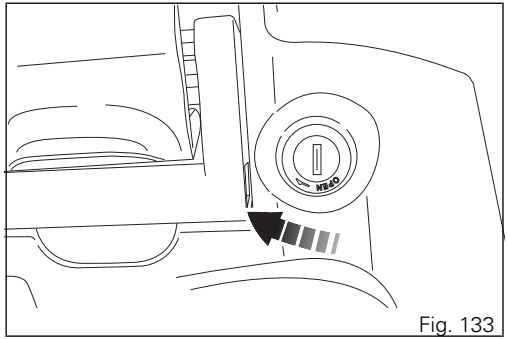

Fig. 133

Lift handle (A) and opening plate (B) to open the pannier.

Important
It is recommended NOT to ride the motorcycle above 180 Km/h when side panniers are installed, and in any case to ride within the speed limits prescribed by the law at all times.

Warning
The side panniers are only for light luggage: each pannier can contain a maximum of 10 kg (K). Excessive weight might compromise vehicle control.

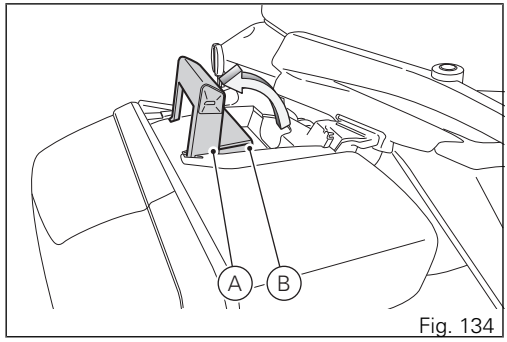

Fig. 134

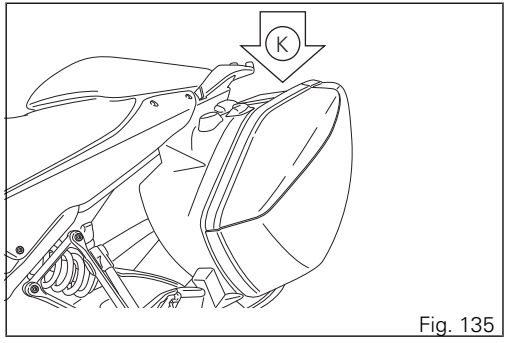

Fig. 135

The pannier fixed part features fastening straps (C) to support the luggage.

Warning
Position the baggage evenly by keeping the heaviest elements in the pannier innermost side to avoid unbalancing the vehicle.

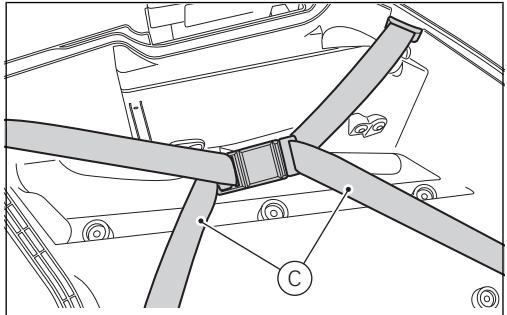

Fig. 136

Closing

Close the side pannier as follows.
Raise and close the external lid (D) by fitting the edge all around inside the relevant channel on pannier fixed part: only in this way pannier can be closed.
Engage opening flap (B) to pannier inner lid (E) and push down handle (A).
Turn the key anti-clockwise.
Only in this condition can the key be removed.

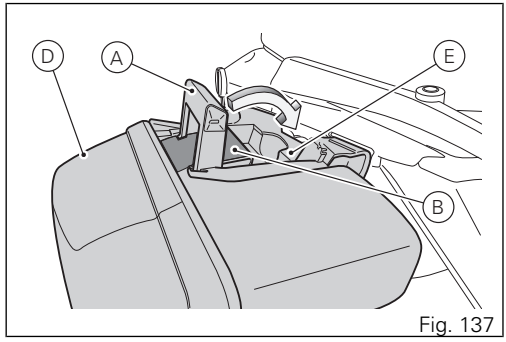

Fig. 137

Removal

To remove the side pannier, turn key to open position and lift handle (A).
Slide it slightly back and remove by pulling it out.

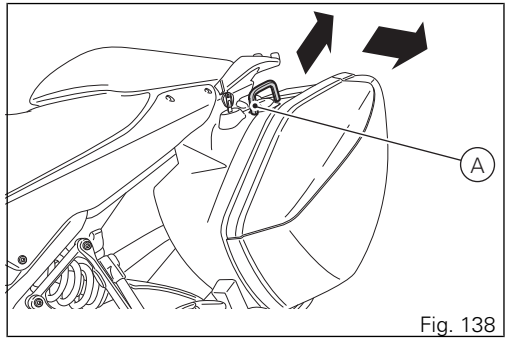

Fig. 138

Adjusting the front fork

The front fork used on this motorcycle has rebound, compression and spring preload adjustment.
The fork is adjusted for rebound and compression by electric impulses sent by the instrument panel to the adjusters inside the fork legs; spring preload adjustment is manual.

Warning

Have the spring preload adjusted at a Ducati Dealer or authorised Service Centre.

For fork adjustment, follow the description at page 98 "DSS setting function".
For more details on operation of the fork and the DSS (Ducati SkyHook System) please refer to page 25 and page 106.
Spring preload default settings:

- 8 mm (left leg);
- 2 mm (right leg);

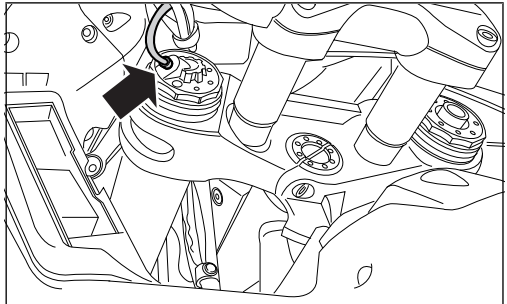

Fig. 139

Adjusting the rear shock absorber

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

Warning

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

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground. You may find that rebound damping needs adjusting as well. The shock absorber is adjusted by electric impulses sent by the instrument panel to the adjusters inside the shock absorber body.

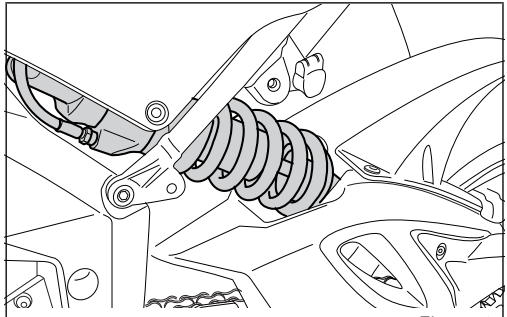

Fig. 140

Changing the motorcycle track alignment

Motorcycle setup is the optimal result of tests carried out under different riding conditions by our technical staff. The rider can set four different setup configurations on the instrument panel:

- Rider only (1);
- Rider with luggage (2);
- Rider with passenger (3);
- Rider with passenger and luggage (4).

For each of these settings, four riding modes (SPORT, TOURING, URBAN and ENDURO) can be selected and within each of these, the initial settings for traction control (DTC), engine power, suspension damping control and ABS level can be modified. To change the setup, proceed as described on page page 83 “Riding Mode Customisation”.

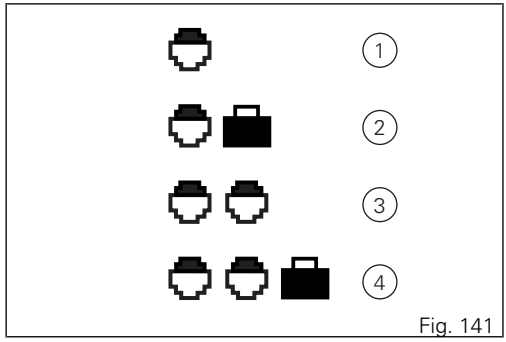

Fig. 141

Riding the motorcycle

Running-in recommendations

Maximum rpm

Rotation speed for running-in period and during standard use (rpm):
1) up to 1000 km;
2) from 1000 to 2500 km.

Up to 1000 km

During the first 1000 km, keep an eye on the rev counter. It should never exceed: 5,500÷6,000 rpm.
During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.
To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 100 km, use the brakes gently. Do not brake violently or keep brake applied for too long. This will enable a correct break-in of the friction material on the brake pads against the brake discs.

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

From 1000 to 2500 km

At this point, you can ask for more power from the engine. However, never exceed 7,000 rpm.

Important

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

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

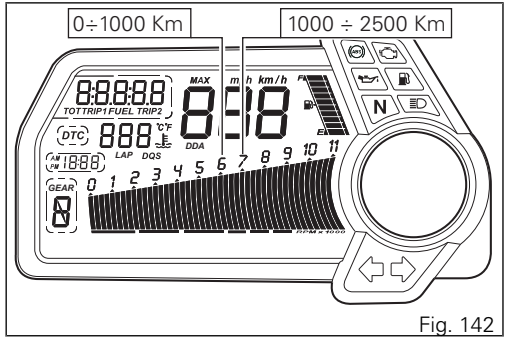

Fig. 142

Pre-ride checks

Warning
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 208).
- ENGINE OIL LEVEL
  Check the oil level in the sump through the sight glass. Top up if needed (page 241).
- BRAKE AND CLUTCH FLUID
  Check fluid level in the relevant reservoirs (page 215).
- COOLANT
  Check coolant level in the expansion reservoir. Top up if needed (page 213).
- TYRE CONDITION
  Check tyre pressure and condition (page 238).
- 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 230).
- KEY-OPERATED LOCKS
  Ensure that fuel filler plug (page 173) and seat (page 175) are locked.
- SIDE STAND
  Make sure that side stand operates smoothly and is in the correct position (page 179).

ABS light

After Key-On, the ABS light (10, Fig. 3) stays on. When the vehicle speed exceeds 5 km/h, the warning light switches off to indicate the correct operation of the ABS system.

Warning

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

ABS device

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

Warning

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

Warning

Prolonged rearing could deactivate the ABS system.

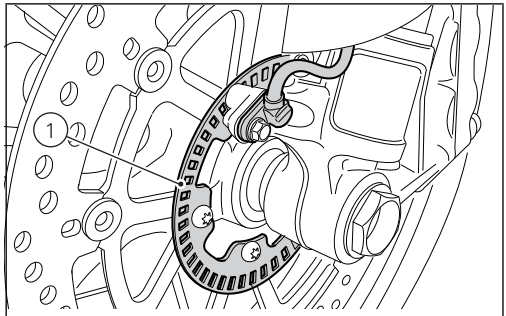

Fig. 143

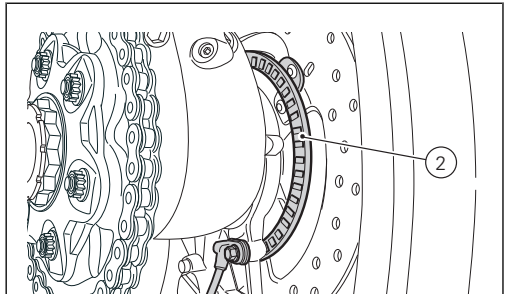

Fig. 144

Engine on/off

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

Warning
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.

In the presence of the active or passive key, perform a Key-On (turning on the "Hands free" system and all on-board electronic devices) by pushing the red switch (1), on the right side of the handlebar, downward. The instrument panel will perform the initialisation and will control the onboard systems, turning on all lights in sequence, from the bottom to the top, for a few seconds. After this control, only the green light (2) and the red light (3) must remain on.

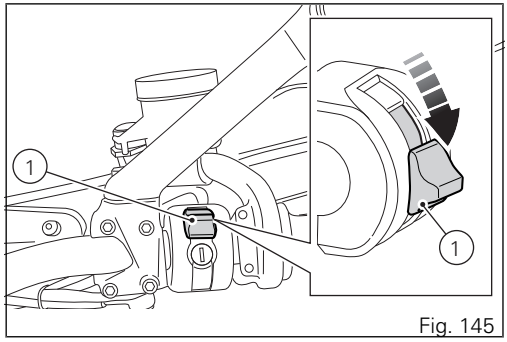

Fig. 145

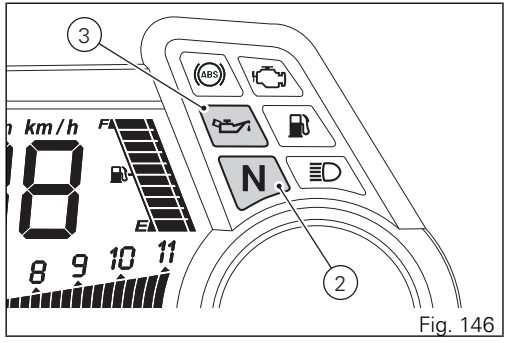

Fig. 146

Warning

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

After Key-On, but with the engine not yet started, the system will perform a Key-Off automatically if the presence of the active key is not detected within 10 seconds.

Note

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

Move the red switch (1) up to uncover the black button (4). Push the button (4) to start the engine.

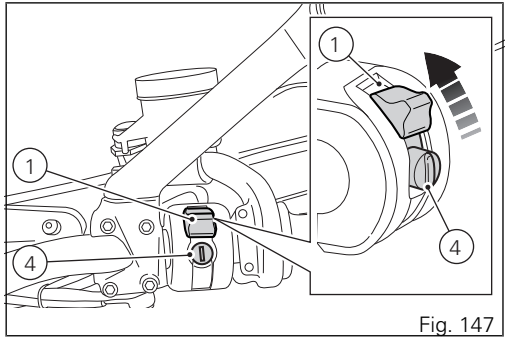

Fig. 147

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.

The red oil pressure warning light (3, Fig. 146) should go out a few seconds after the engine has started. The engine will shut off by turning the red key (1, Fig. 147) on the handlebar to RUN OFF. To turn on the "Hands free" system and all electronic onboard systems, refer to page 152 "Hands Free System".

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 by turning 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 engine, disengage the clutch, lift the gear change lever and let go of clutch lever. To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronise, shift down (engage next lower gear) and release the clutch.

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

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

Warning
Prolonged rearing 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 system

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 this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.
The Anti-Lock Brake System (ABS) has been developed to enable riders to use the vehicles braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.
ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel 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 the same control systems: the ABS fitted to this motorcycle features a combined braking action connecting the rear braking circuit to the front one when using the front brake. The opposite is not true: the rear brake control does not affect the front braking system.
The system can be disabled from the instrument panel, by setting it OFF within the required Riding Mode.

Warning

Although the system has a combined braking feature (rear brake activation when using the front brake only), using one brake control or the other separately will decrease the motorcycle braking efficiency.

Never use the brake controls harshly or suddenly as you may cause the rear wheel lift up and lose control of the motorcycle.

When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated or overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.

Apply the brakes and bring the motorcycle to a complete stop.

Turn off the engine moving the red switch downward (1).

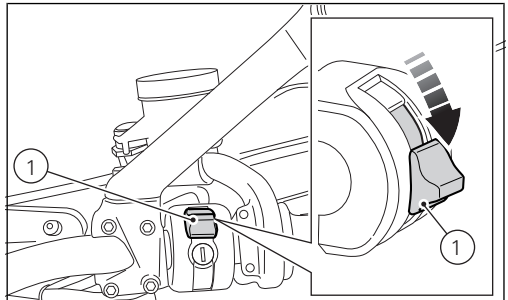

Fig. 148

Parking

Park the stopped motorcycle on the side stand. Turn the handle completely to the left or right. The steering lock can be engaged if this is done within 60 seconds from engine stop.

If you wish to lock the steering during this period of time, move down the red switch (1) again and hold it pressed for 3 seconds with the steering fully turned to the left or right. After one second, the instrument panel reads "KEEP PRESSED FOR LOCK", this message will stay displayed for 2 seconds and the steering lock engages after this time. If the steering lock is correctly engaged, the instrument panel displays the message: "STEERING LOCKED". While if it fails to engage, after 5 seconds the instrument panel displays the message: "RED SWITCH NOT RELEASED".

If this is the case, release the switch and try locking the steering again within 60 seconds from Key-off. In case of failed locking, contact a Ducati authorised Service Centre.

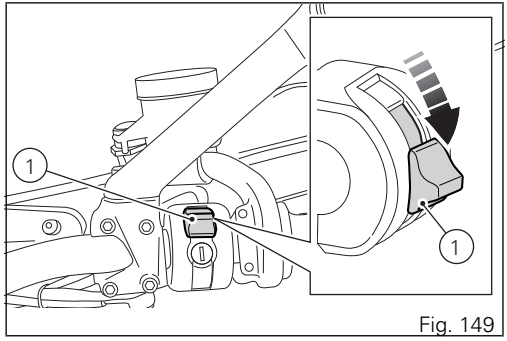

Fig. 149

Press button (2, Fig. 150) for at least 3 seconds: the indication of the activated function (Fig. 151) will appear on the round display of the instrument panel for 5 seconds and the lights will remain on for 2 hours. After this period of time, they will turn off automatically.

Note
If there is a sudden interruption in the battery voltage during the "Parking" function, the instrument panel will disable this function when the voltage is restored.

Important
The frequent use of this function can considerably reduce the battery charge; it is recommended to use this function only when really necessary.

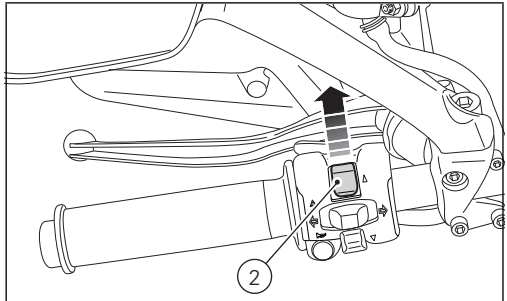

Fig. 150

Fig. 151

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

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

Refuelling

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

Warning

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

Warning

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

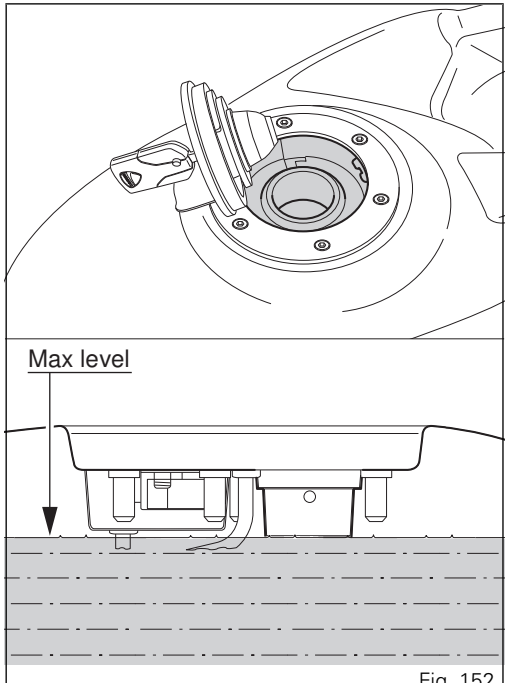

Fig. 152

Tool kit and accessories

The compartment under the passenger seat (1) holds: an Owner's manual and tool kit (2) including:

- 1 90° needle with rubber scraper;
- 2 rubber cylinders for punctures;
- 2 high pressure spray cans;
- 2 valve adaptors (if not provided with the spray cans);
- 1 5 mm Allen wrench x gravel guard;
- 1 10 mm Allen wrench x eccentric clamp;
- 1 pin wrench for the eccentric;
- 1 extension per pin wrench, 10 mm Allen wrench, screwdriver;
- 1 chain tensioning gauge (for its use refer to the instructions on page 228);
- 1 Phillips screwdriver or 10 mm wrench for battery;

To access the compartment remove the passenger seat.

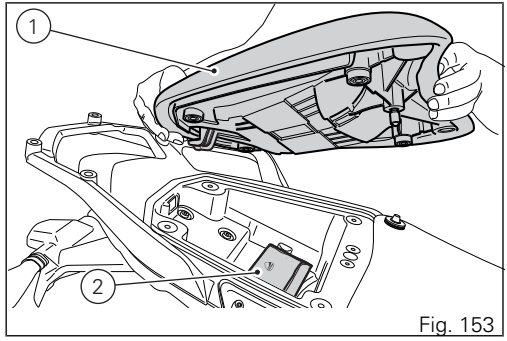

Fig. 153

The following are also provided as standard:

- front semi-mudguard kit;
- long rear mudguard kit;

Front half-mudguard kit

Important
To fit the front semi-mudguard kit, ALWAYS contact a Ducati Dealer or Authorised Service Centre.

Remove the pipe grommet (1) unscrewing the two screws (2).
Position the front semi-mudguard kit (3) on the front mudguard, housing the front brake pipe (4) and the front phonic wheel cable (5) as shown in the figure (Fig. 155).
Fasten tab (A) into slot on front mudguard (3).

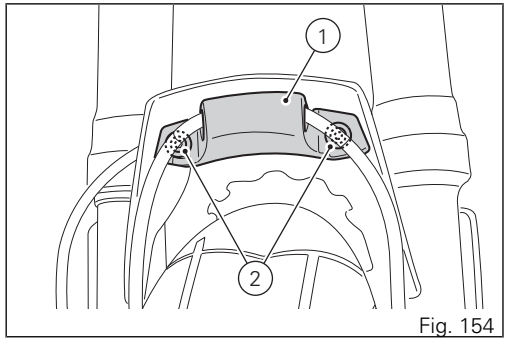

Fig. 154

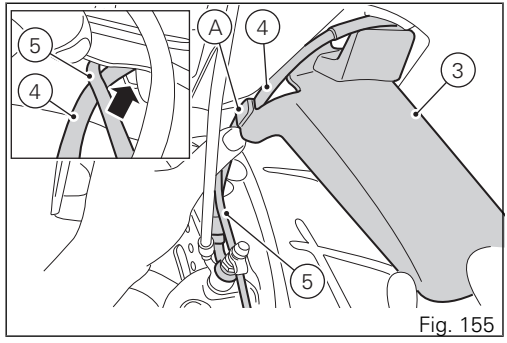

Fig. 155

Fit the screws (2) previously removed and tighten them to a torque of 3.5 Nm ± 10%.

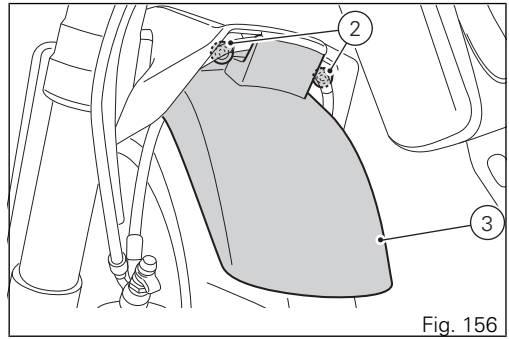

Fig. 156

Rear long mudguard kit

Important
To fit the long rear mudguard kit, ALWAYS contact a Ducati Dealer or Authorised Service Centre.

Remove the rear mudguard (1) unscrewing the three screws (2).
Position the long rear mudguard kit (3) on the swingarm, starting the previously removed screws (2).
Tighten the screws (2) to a torque of 5 Nm ± 10%.

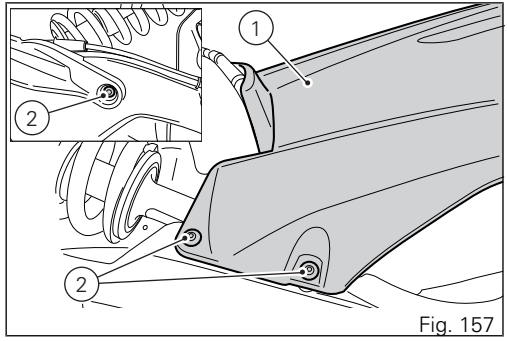

Fig. 157

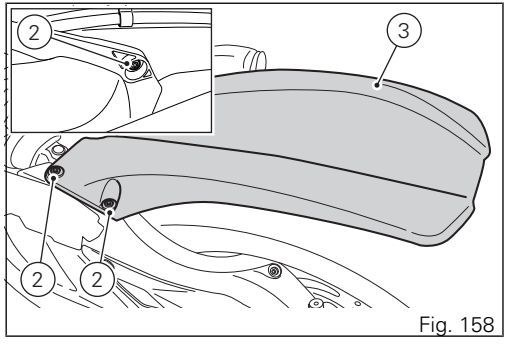

Fig. 158

Main maintenance operations

Checking and topping up coolant level

Check the coolant level in the expansion reservoir on the right-hand side of the headstock.
Steer the handlebar completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.
Top up if the level is below the MIN mark.
Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze, which is not to be diluted, up to MAX level.
Refit the plug (1).

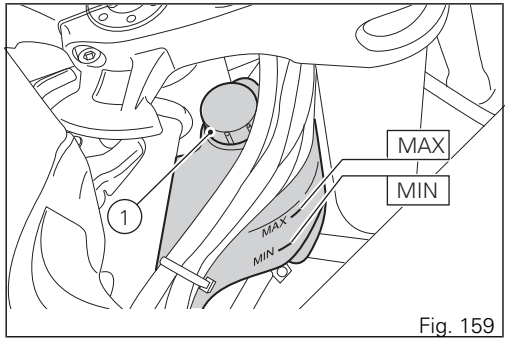

Fig. 159

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

Warning
Make sure the engine is cold before proceeding. Attempting to change the coolant with the engine hot could lead to burns from hot coolant or scalding steam.

Checking brake and clutch fluid level

The level must not go below the MIN mark shown on the respective reservoirs ((Fig. 160) shows the front and rear brake fluid reservoirs, (Fig. 161) shows the clutch 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 reported in the Warranty Booklet; please contact a Ducati Dealer or authorised Service Centre.

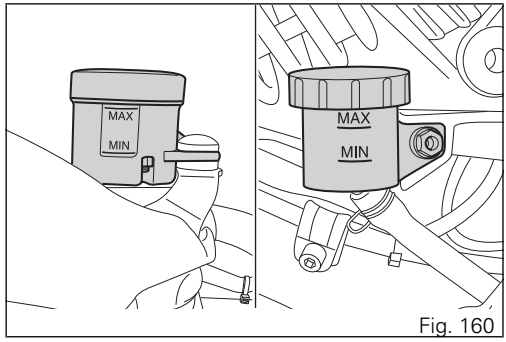

Fig. 160

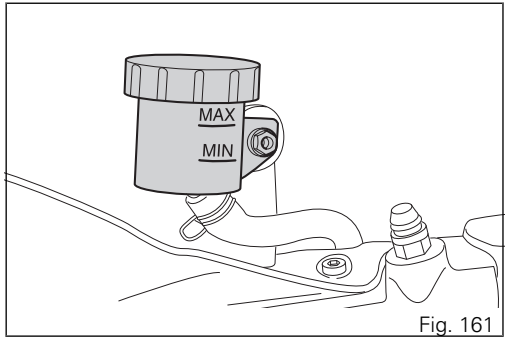

Fig. 161

Important

It is recommended all brake and clutch lines be changed every four years.

Brake system

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

Warning
Brake and clutch 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.

Clutch system

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

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

Checking brake pads for wear

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

Warning

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

Important

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

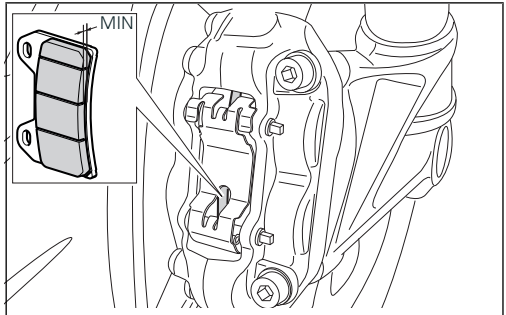

Fig. 162

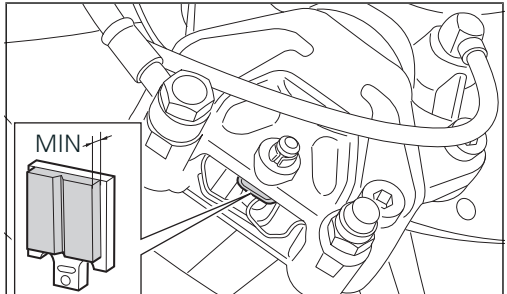

Fig. 163

Lubricating cables and joints

Check the outer sheath of the throttle and cold start control cables for damage at regular intervals. The outer plastic cover should not be flattened or cracked. Work the controls to make sure the cables slide smoothly inside the sheaths: if you feel any friction or catching, have the cable replaced by a Ducati Dealer or Authorised Service Centre. To avoid this kind of problem with the throttle cable, unscrew the two retaining screws (1) to open the case and then the grease cable ends and pulley (2) with SHELL Advance Grease or Retinax LX2 grease.

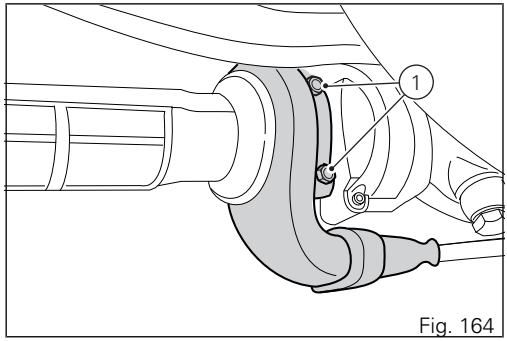

Fig. 164

Warning

Close the twistgrip housing carefully, inserting the cable in the race.

Refit the cover and tighten the screws (1) to 10 Nm.

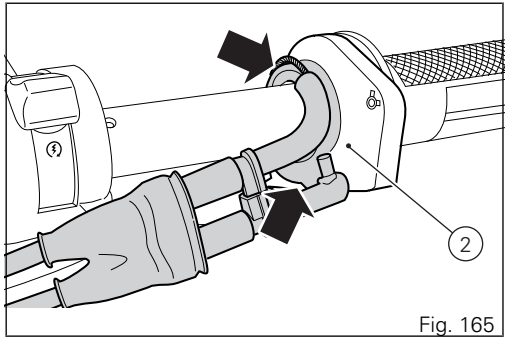

Fig. 165

To ensure smooth operation of side stand joint, clean off any dirt and apply SHELL Alvania R3 at all points exposed to friction.

Adjusting throttle control free play

The throttle twistgrip must have free play of 1.5 - 2.0 mm in all steering positions, measured on the outer edge of the twistgrip. If necessary, adjust it using the adjusters (1 and 2) located on the headstock on the left-hand side of the vehicle. Adjuster (1) is for throttle opening, adjuster (2) for closing. Slip the rubber gaiters off the adjusters and loosen the counter nuts (3). Adjust both adjusters by the same amount: turn clockwise to increase free play and anticlockwise to reduce free play. When finished, tighten the counter nuts (3) and refit the rubber gaiters to the adjusters.

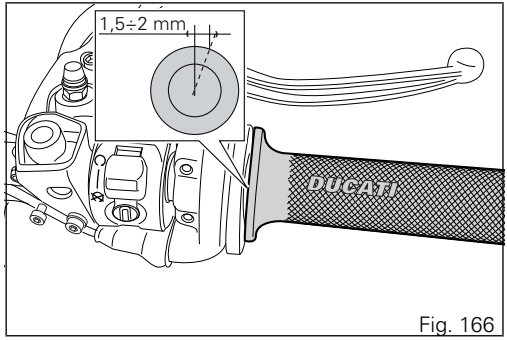

Fig. 166

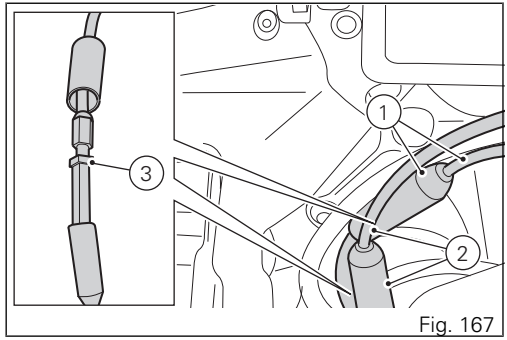

Fig. 167

Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.
Remove the rider seat, unscrew the screw (1) and remove the bracket (2). Loosen the screws (3), to remove the positive cable (4) and (ABS) (5) from the positive terminal and the negative cable (6) from the negative terminal always starting from the negative one (-) and remove the battery by sliding it outwards.

Warning

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 (-).

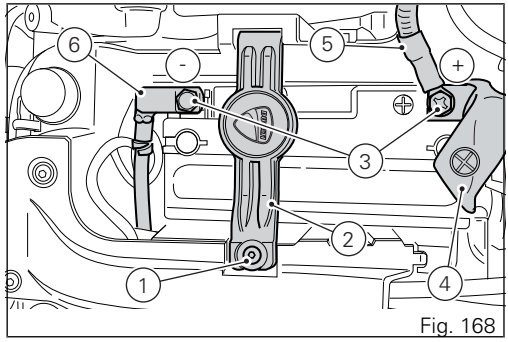

Fig. 168

Important

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

Grease the screws (3).
Refit the battery on the support, connect the positive cable (4) and ABS (5) to the positive terminal and the negative cable (6) to the negative terminal of the battery, by starting always from the positive (+), and fit the screws (3).
Place the battery retaining bracket (2) and tighten the screw (1).

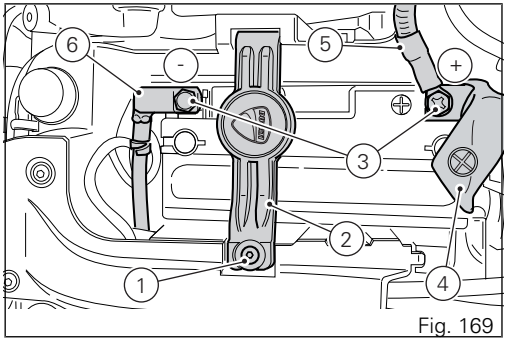

Fig. 169

Warning
Keep the battery out of the reach of children.

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

Charging and maintenance of the battery during winter storage

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

Note

The electric system of this motorcycle 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.

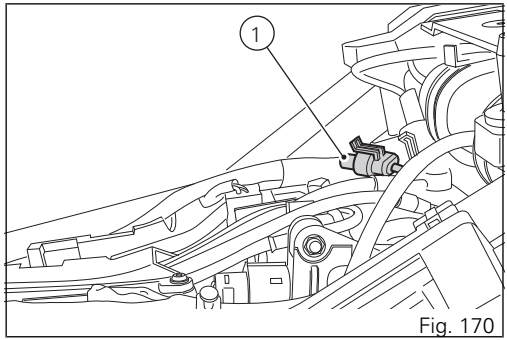

Fig. 170

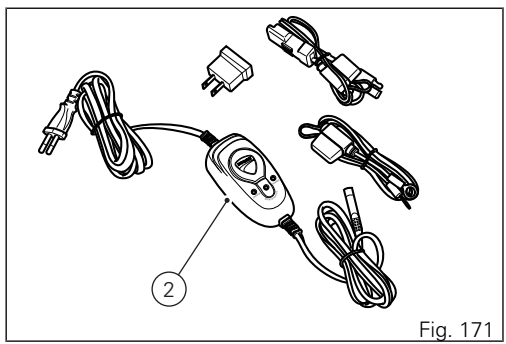

Fig. 171

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

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

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

Checking drive chain tension

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

With the motorcycle on its side stand, measure chain tension as follows: press with a finger in the centre of the bottom run of the chain, release it and measure the distance (A) between the centre of chain link pins and the swingarm aluminium part.
It must be: A = 35 ÷ 37 mm.

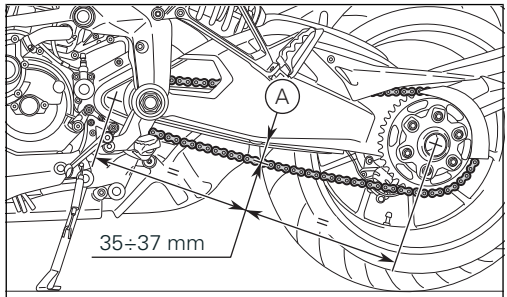

Fig. 172

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

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

To access the screws (1), remove the rear gravel guards (2) and chain guard (3), unscrewing the three screws (4).

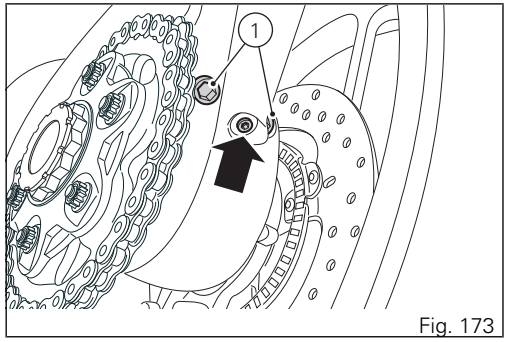

Fig. 173

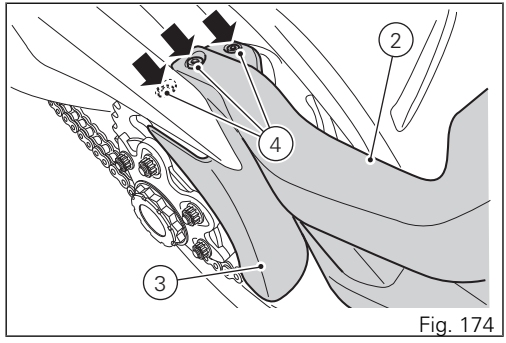

Fig. 174

Chain lubrication

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 cause severe damage to the chain and the front and rear sprocket.

Using the supplied chain tension gauge

For a correct measure the bike must be placed on the side stand. Always check the chain correct tensioning in the point where it is stretched the most (repeat the gauging on more equidistant points of the chain).

Note

Chain tension changes according to the set Riding Mode. We recommend to carry out the gauging with load setting at Level 1 ("URBAN" Riding Mode and bike set on "RIDER ONLY").

Before proceeding lower the chain with your finger, release it and fit the instrument (1).
The chain tensioning gauge (1) must be inserted between the swingarm and the lower chain slider in correspondence of the slider central fixing point (Fig. 176).

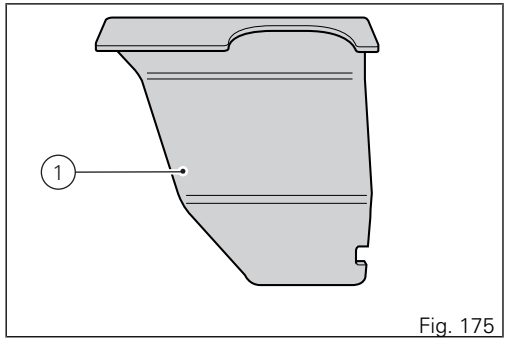

Fig. 175

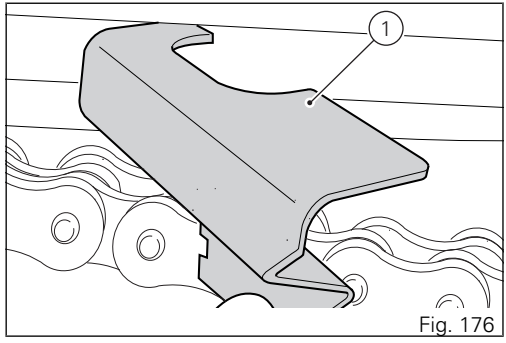

Fig. 176

To detect the correct chain tensioning check the correspondence of the chain pins axle (black line in (Fig. 177)), inside the reference notch on the chain tensioning gauge (interval delimited by the arrows in (Fig. 177)).
In case the chain pins are above or below such notch (Fig. 178), you will have to tension the chain page 225.

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

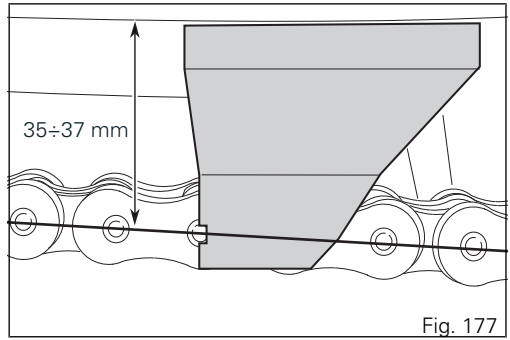

Fig. 177

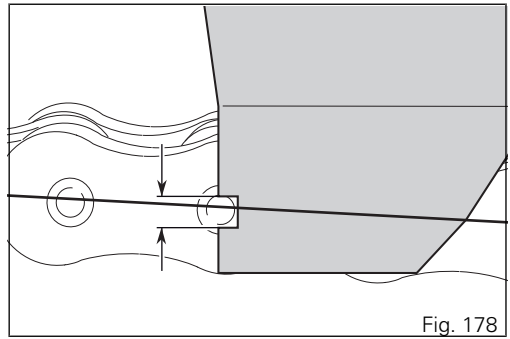
Fig. 178

Replacing the high and low beam bulbs

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System". Always ensure that the new bulb you have installed operates properly before refitting any parts you have removed.
(Fig. 179) shows the locations of the parking light LED unit (1), low beam LED unit (2) and high beam lights (3).

To access the right or left side headlight bulbs, remove the corresponding panel, proceeding as follows.

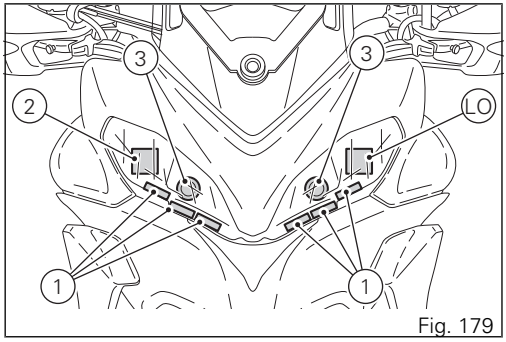

Fig. 179

Note

The figures show the replacement of the lights on the right side of the headlight: the procedure is the same for the left side ones.

Remove the panel cover (2).

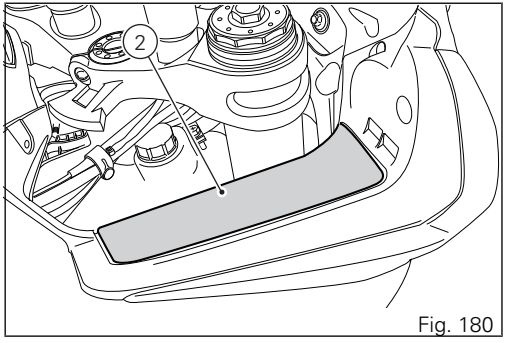

Fig. 180

Unscrew the four screws (3) that fasten the panel (4) to headlight fairing. Remove the panel (4), lifting the rear part to unhook the tabs from the slots (A) in the headlight fairing.

Note

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

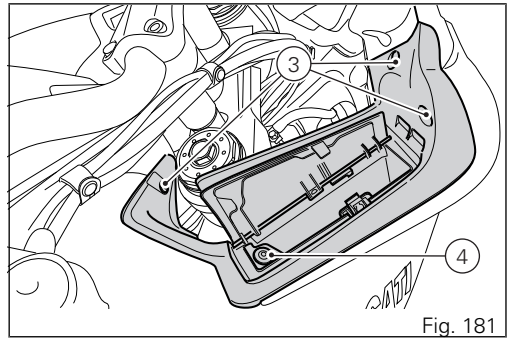

Fig. 181

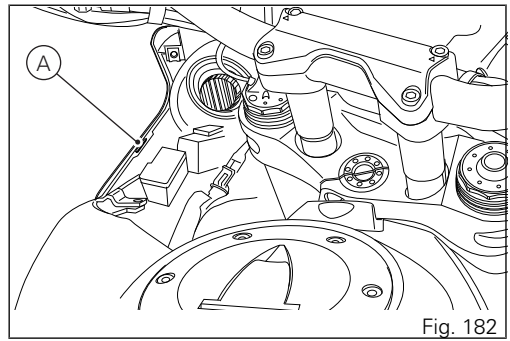

Fig. 182

Detach the connector (5) from the bulb holder (6). Turn the bulb holder with the burnt-out bulb counter clockwise and remove it. Replace the bulb with an identical one.

When refitting, turn the bulb holder (6) clockwise to lock it into the headlight body.
Reconnect the connector (5) and refit the panels (4) that were removed being careful to insert the tabs (B) into the slots (A) (Fig. 182) made in the headlight fairing.

Note
To replace the parking light LED bulb, contact an Authorised Ducati Service Centre.

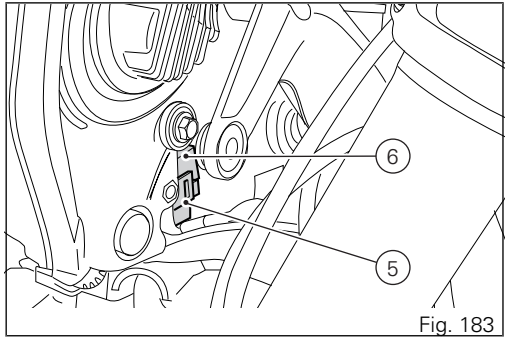

Fig. 183

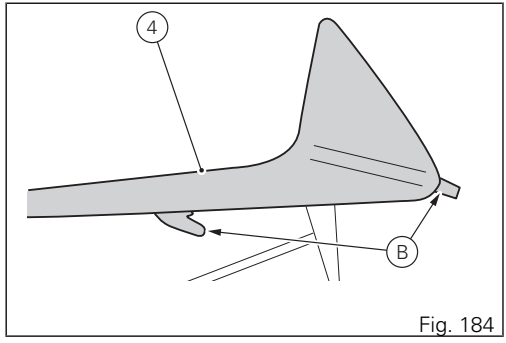

Fig. 184

Rear turn indicators

Loosen the screw (1) and detach the lens (2) from the turn signal support.
The bulb is of the banjo-type: press and rotate anticlockwise to remove.
Fit the spare bulb by pressing and turning clockwise until it clicks.
Refit the cup (2) by inserting the tab into the corresponding slot in the turn indicator support.
Refit and tighten the screw (1).

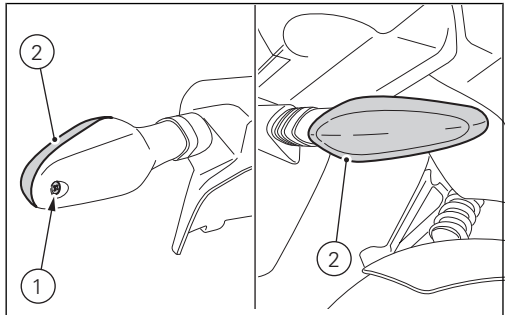

Fig. 185

Number plate light

To access the bulb in the number plate light open the number plate lens (3), pull the bulb (4) out of the holder and replace it.

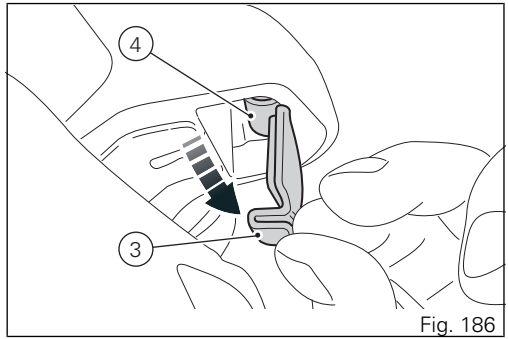

Fig. 186

Beam setting

Note
The headlight features a double beam adjustment, one for the right beam and one for the left beam

To check the headlight aim, place the motorcycle upright with the tyres 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 10 metres. then draw a horizontal line dictated by headlamp centre 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 centre.

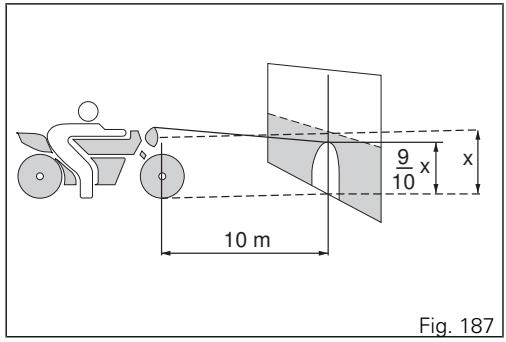

Fig. 187

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

Procedure for adjusting the low beam/high beam height

1) Switch on the low beam/high beam.
2) Fully cover and blank one of the two beams
3) Adjust the height of the visible beam by working the corresponding screw adjuster (1), i.e., the one located on the same side as the beam being adjusted. Turn the screw (1) of the headlight clockwise, the light beam will move downwards; turn it counter clockwise to move beam up.
4) Cover the adjusted beam and uncover the other one.
5) Adjust the height of the visible beam by working the corresponding screw adjuster (1), i.e., the one located on the same side as the beam being adjusted. Turn the screw (1) of the headlight clockwise, the light beam will move downwards; turn it counter clockwise to move beam up.

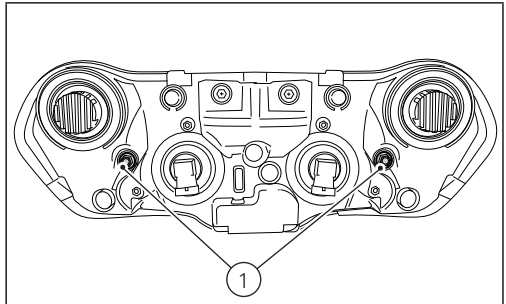

Fig. 188

Warning
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.

Rear-view mirror adjustment

The rear-view mirror can be adjusted manually by pressing points (A).

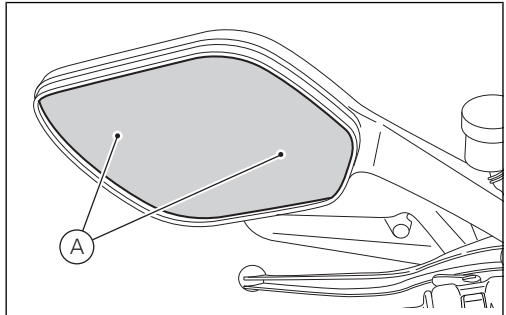

Fig. 189

Tubeless tyres

Front tyre pressure:
2.50 bar (rider only) - 2.9 bar (with passenger and/or bags).
Rear tyre pressure:
2.50 bar (rider only) - 2.9 bar (with passenger and/or bags).
As tyre 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 adjust the pressures with the tyres cold. To avoid front wheel box distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar.

Tyre repair or change (Tubeless tyres)

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

Warning

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

After replacing a tyre, the wheel must be balanced.

Warning

Do not remove or shift the wheel balancing weights.

Note

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

Warning

When changing the front wheel, the Ducati Dealer or authorised Service Centre must follow the instructions given in the Workshop Manual concerning removal and installation of the front wheel shaft.

Minimum tread depth

Measure tread depth (SFig. 190) at the point where tread is most worn down: it should not be less than 2 mm, and in any case not less than the legal limit.

Important

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

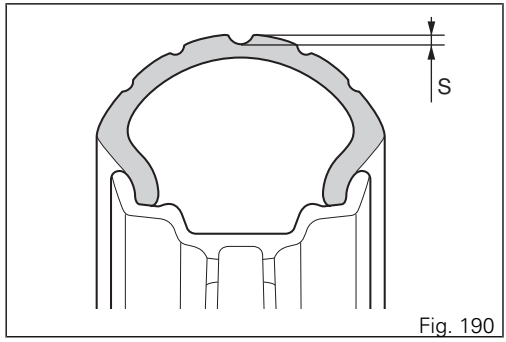

Fig. 190

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 SHELL Advance 4T Ultra engine oil. Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.

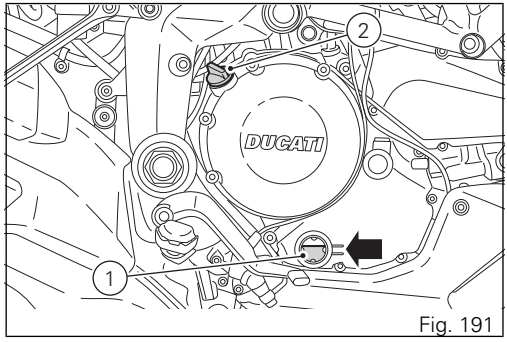

Fig. 191

Important

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

Viscosity

SAE 15W-50
The other viscosity degrees indicated in the table can be used if the local average temperature is within the limits specified for that oil viscosity.

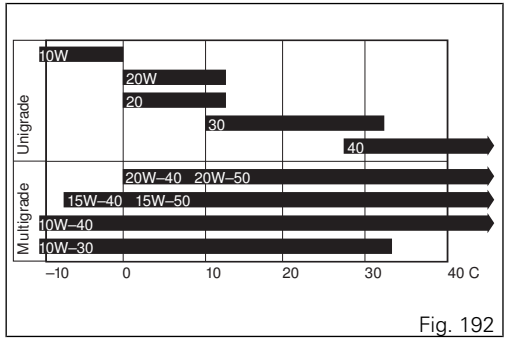

Fig. 192

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 authorised Service Centre.

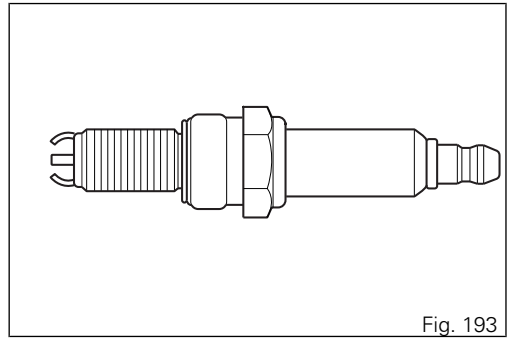

Fig. 193

Cleaning the motorcycle

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

Note

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

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

Important

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

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

Warning

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

Warning
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 so to ensure system efficiency. Do not use aggressive products so to avoid damaging the phonic wheels and the sensors.

Storing the motorcycle

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

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug bores, then turn the engine over by hand a few times to form a protective film of oil on the inner walls of the cylinder;
- place the motorcycle on a service stand;
- disconnect and remove the battery.

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

Important notes

The legislation in some countries (France, Germany, Great Britain, Switzerland, etc.) sets certain noise and pollution standards.

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

Scheduled maintenance chart

Scheduled maintenance chart: operations to be performed by the Dealer

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)**
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 engine oil intake filter		●					-
Check and/or adjust valve clearance				●		●	-
Change timing belts				●		●	60
Change spark plugs				●		●	-
Changing air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							36
Check pad wear and brake discs. Change, if necessary		●	●	●	●	●	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)
Check tightening of the safety components (brake disc flange screws, brake calliper screws, front/rear wheel nuts, sprocket and final drive sprocket nuts)		●	●	●	●	●	12
Check and lubricate the rear wheel shaft				●		●	-
Check the drive chain tension and lubrication		●	●	●	●	●	12
Check final drive wear (chain, front and rear sprockets) and chain sliding shoes			●	●	●	●	12
Visual check of front fork and rear shock absorber seals		●	●	●	●	●	12
Change front fork fluid					●		-
Check the freedom of movement and tightening of side and central stand (if installed)		●	●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Check coolant level		●	●	●	●	●	12
Change coolant						●	48
Check electric fan operation		●	●	●	●	●	12
Check tyre pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	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)
Check idling		●	●	●	●	●	12
Check the operation of the safety electrical devices (side stand sensor, front and rear brake switches, engine stop switch, gear/neutral sensor)		●	●	●	●	●	12
Check the indicators and lighting		●	●	●	●	●	12
Reset Service indication through DDS		●	●	●	●	●	-
Road test of the motorcycle, testing the safety devices (ex. ABS and DTC)		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

Scheduled maintenance chart: operations to be performed by the customer

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 and clutch fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to change pads		●

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

Technical data

Weights

Weight in running order without fluids and battery: 206 kg.
Carrying full load: 430 kg.

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

Warning
The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 35 kg, divided as follows:
10 kg max. per side pannier (1);
10 kg max for the top case (2);
5 kg max. for the tank bag (3).

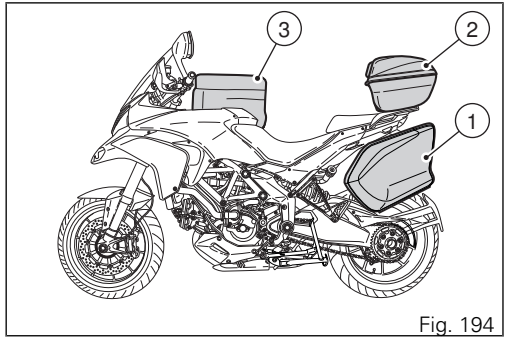

Fig. 194

Overall dimensions (mm)

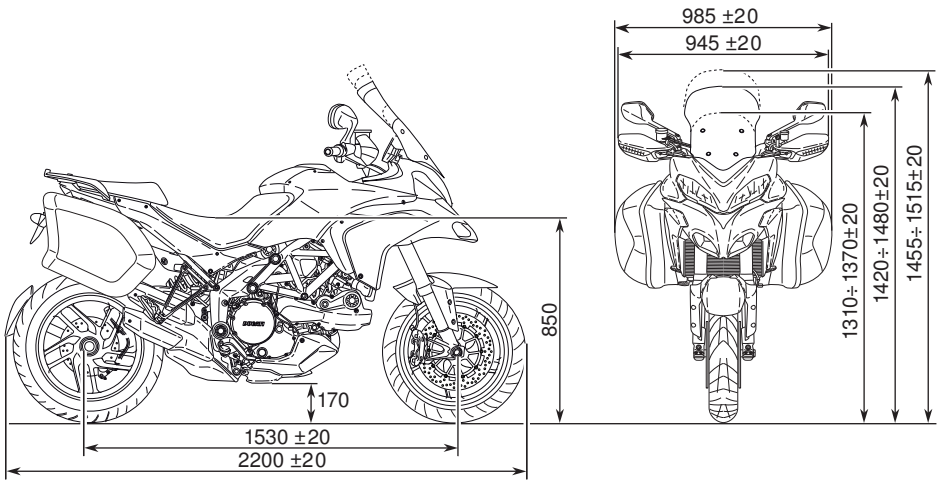

Fig. 195

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 cu. dm (litres)	Unleaded fuel with a minimum octane rating of RON 95.	20.0 cu. dm (litres).
Sump and filter	SHELL - Advance 4T Ultra	4.10 cu. dm (litres).
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	580 ± 5 g. 660 ± 5 cc.
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.3 cu. dm (litres)

Important

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

Warning

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

Engine

Longitudinal 90° "L" twin cylinder, four-stroke.
Bore, mm:
106.
Stroke, mm:
67.9.
Total displacement, cu. cm:
1198.4.
Compression ratio:
11.5±0.5:1
Max crankshaft power (95/1/EC), kW/HP:
110.3 kW/150 HP at 9,250 rpm
Max torque at crankshaft (95/1/EC):
12.7 kgm/124.5 Nm at 7,500 rpm
Maximum rpm:
10,700.

Important

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

Timing system

DESMODROMIC with four valves per cylinder, operated by eight rocker arms (four opening rockers and four closing rockers) and two overhead camshafts. It is operated by the crankshaft through spur gears, belt rollers and toothed belts.

Desmodromic timing system

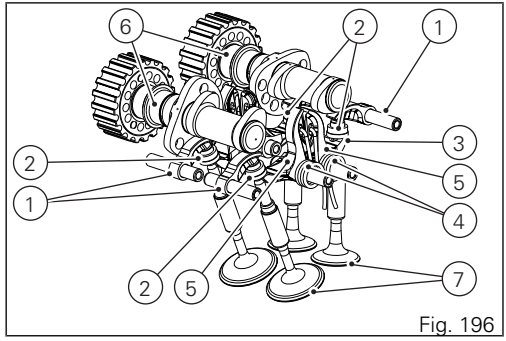

Fig. 196

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

Performance data

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

Important

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

Spark plugs

Make:
NGK
Type:
MAR10A-J

Fuel system

MITSUBISHI indirect electronic injection.
Oval throttle body (corresponding diameter): 56 mm
Injectors per cylinder: 1
Firing points per injector: 12
Fuel specifications: 95-98 RON.

Warning

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

Brakes

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

FRONT
Semi-floating drilled twin-disc.
Braking material: steel.
Carrier material: aluminium
Disc diameter: 320 mm.
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO.
Type: P4-32 pistons.
Friction material: Toshiba TT 2172 HH.
Master cylinder type: PR18/19.

REAR

With fixed drilled steel disc.
Disc diameter: 245 mm.
Hydraulically operated by a pedal on RH side.
Make: BREMBO
Type: P34e pistons.
Friction material: FERIT I/D 450 FF.
Master cylinder type: PS 11.
2-piston fixed calliper, 34 mm diameter.

Warning
Brake fluid can dissolve paintwork.
In the event of accidental contact with eyes or skin, wash the affected area with abundant 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.
Engine sprocket/clutch gearwheel ratio: 33/61
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/40
Total gear ratios:

1st gear 15/37
2nd gear 17/30
3rd gear 20/27
4th gear 22/24
5th gear 24/23
6th gear 25/22

Drive chain from gearbox to rear wheel.
Make: REGINA
Type: 136ZRPB
Size: 5/8" x 1/16"
Links: 108

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

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

Warning
If the rear sprocket needs replacing, contact a Ducati Dealer or authorised Service Centre. Incorrect replacement of this component could seriously endanger rider and passenger safety and cause irreparable damage to the motorcycle.

Frame

ALS420 steel tube trellis frame.
ALS 450 steel tube trellis frame rear subframe.
Die-cast light alloy connecting side plates, pivoted on the engine.
Steering head angle: 25°.

Wheels

Front
10-spoke, light-alloy rims.
Size: MT3.50x17”

Rear
10-spoke, light-alloy rims.
Size: MT6.00x17”

Both wheels have removable axles.

Tyres

Front
Tubeless, radial tyre.
Size: 120/70-ZR17

Rear
Tubeless, radial tyre.
Size: 190/55-ZR17

Suspensions

Front
Hydraulic upside-down fork
The fork is adjusted by electric impulses sent by the instrument panel to the adjusters. Only the right-hand fork leg is equipped with external adjuster for setting the preload of the internal spring
Stanchion diameter:
48 mm.
Wheel travel: 170 mm.

Rear
The shock absorber is adjustable for rebound and compression, with remote control for spring preload and is adjustable. Its upper section is pivot connected to the frame and the lower section is pivot connected to a light alloy swingarm. The swinging arm rotates around a pivot shaft that passes through frame and engine. The whole system gives the bike excellent stability.

Shock absorber stroke: 59.5 mm.
Rear wheel travel: 170 mm.

Note
The front fork and the rear shock absorber are adjusted by electric impulses sent by the instrument panel to the adjusters.

Exhaust system

One-piece stainless steel silencer with aluminium terminals.
Catalytic converter built into the silencer and lambda sensors on the exhaust pipes at the head output.

Available colours

Ducati Anniversary red 473.101 (PPG);
Clear lacquer code 228.880 (PPG);
Racing Grey frame and black wheel rims.

Matt Chrome 928.I0046 (PALINAL);
Black chrome Glossprimer 873I1952 (PALINAL);
Semigloss clear lacquer for chrome finish 923I2294 (PALINAL);
Racing Grey frame and black wheel rims.

Electrical system

Basic electric items are:
Headlight:
low beam type: LED;
high beam bulb type: 2xH11 (12V-55W);
parking light: LED.
Electrical controls on handlebars.
Turn indicators:
front: LED (9.8V- 2.2W);
rear: halogen bulb type RY10W amber (12V-10W).
Horn.
Stop light switches.
Sealed battery, 12V-10 A.
GENERATOR 12V-500W.
ELECTRONIC RECTIFIER, protected by a 30A fuse located on the solenoid starter, behind the battery (C, Fig. 199).
Starter motor: 12V-0.7 kW.
Tail light and brake light: LED (13.5 V- 4.2 W/1.5 W).
Number plate light: bulb type: C5W (12-5W).

Note

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

Fuses

There are twelve fuses that protect the electric components located inside the front and rear fuse boxes, and one on the electric solenoid starter. There is a spare fuse in every box.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.

The front fuse box (A, Fig. 197) is located inside the left panel and can be accessed by removing the inspection cover. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.
The rear fuse box (B, Fig. 198) and ABS fuse box (C, Fig. 198) are located on the right frame on the rear sub-frame, on the side of the ABS control unit. To reach the rear fuse box and ABS fuse box it is necessary to remove the rider seat, refer to page 175. To expose the fuses, take off the box protective cover. Mounting position and ampere capacity are marked on box cover.

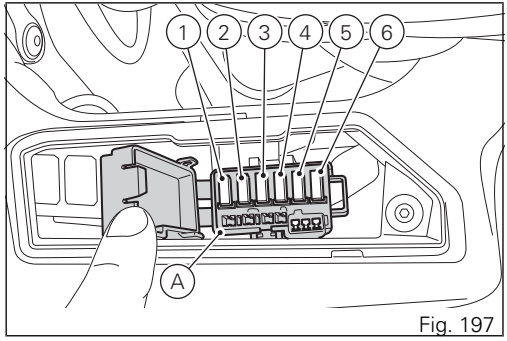

Fig. 197

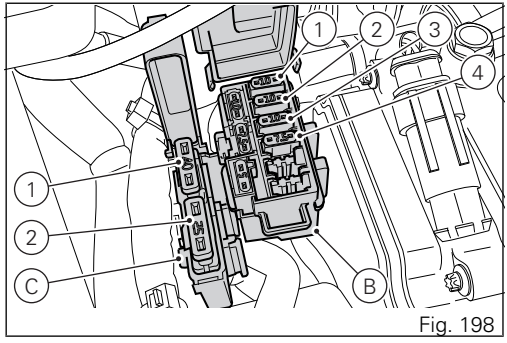

Fig. 198

Front fuse box key		
Pos	El. item	Rat.
1	Lights	20 A
2	Instrument panel	10 A
3	ECU	5 A
4	Key-sense	10 A
5	Injection solenoid	20 A
6	Throttle opening starter motor solenoid (ETV)	10 A

Rear fuse box key		
Pos	El. item	Rat.
1	Black Box System (BBS)	10 A
2	BBS electromagnetic switch	10 A
3	Power outlets/navigator/alarms	15 A
4	Diagnosis	7.5 A

ABS fuse box key		
Pos	El. item	Rat.
1	ABS 1	40 A
2	ABS 2	25 A

The main fuse (C), is positioned in front of the rear fuse box, on the solenoid starter (D). Remove the fuse cap (E) to reach it. A blown fuse is identified by the interrupted centre link (F).

Important

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

Warning

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

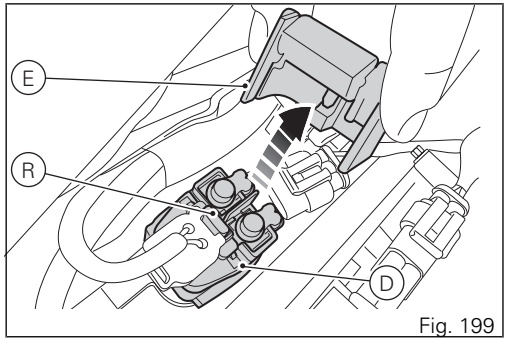

Fig. 199

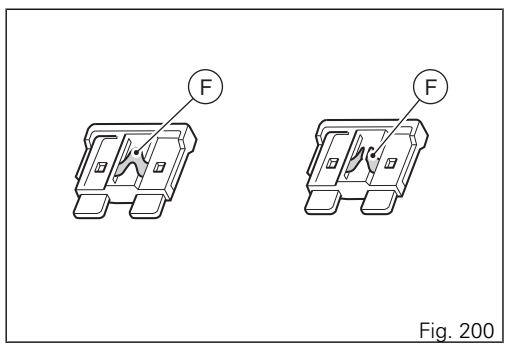

Fig. 200

Injection /electric system diagram key

1) Right-hand switch
2) Immobilizer
3) Hands Free relay
4) Hands free
5) Front fuse box
6) Right fan
7) Left fan
8) ABS fuse box
9) Fuel pump relay
10) Ride-by-wire relay (ETV)
11) Injection control unit (EMS)
12) Navigator
13) Left 12V power outlet
14) Right 12V power outlet
15) Rear fuse box
16) Data Acquisition/Diagnosis
17) Starter motor
18) Secondary air actuator
19) Fused solenoid
20) Battery
21) Wiring ground
22) Regulator
23) Generator
24) Fuel pump
25) Fuel level
26) Rear right turn indicator
27) Rear light
28) Rear left turn indicator
29) Rear wiring loom
30) Vehicle control unit (BBS)
31) Anti-theft alarm
32) Exhaust valve starter motor
33) Gear sensor
34) Rear speed sensor
35) ABS control unit
36) Throttle twistgrip position sensor (APS)
37) Potentiometer motor / ride-by-wire (TPS/ETV)
38) Timing/rpm sensor
39) Vertical MAP sensor
40) Horizontal MAP sensor
41) Engine temperature
42) Air temperature sensor
43) Vertical lambda sensor
44) Horizontal lambda sensor
45) Oil pressure switch
46) Rear stop
47) Side stand switch
48) Clutch switch
49) Front stop
50) Main vertical injector

51) Main horizontal injector
52) Horizontal coil
53) Vertical coil
54) Left-hand switch
55) Horn
56) Front speed sensor
57) Anti-theft alarm led
58) Front left turn indicator
59) Instrument panel
60) Front right turn indicator
61) High beam relay
62) Low beam
63) Left high beam headlight
64) Right high beam headlight
65) -
66) Heated handgrip connector
67) Accelerometer 1 - front fork
68) Accelerometer 2 - front fork
69) Adjusting the front fork
70) Rear suspension adjustment
71) Active suspension ECU
72) Accelerometer 3 - rear suspension
73) ABS serial line

Wire colour coding

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

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

Routine maintenance record

Routine maintenance record

KM	NAME DUCATI SERVICE	MILEAGE	DATE
1000			
12000			
24000			
36000			
48000			
60000			

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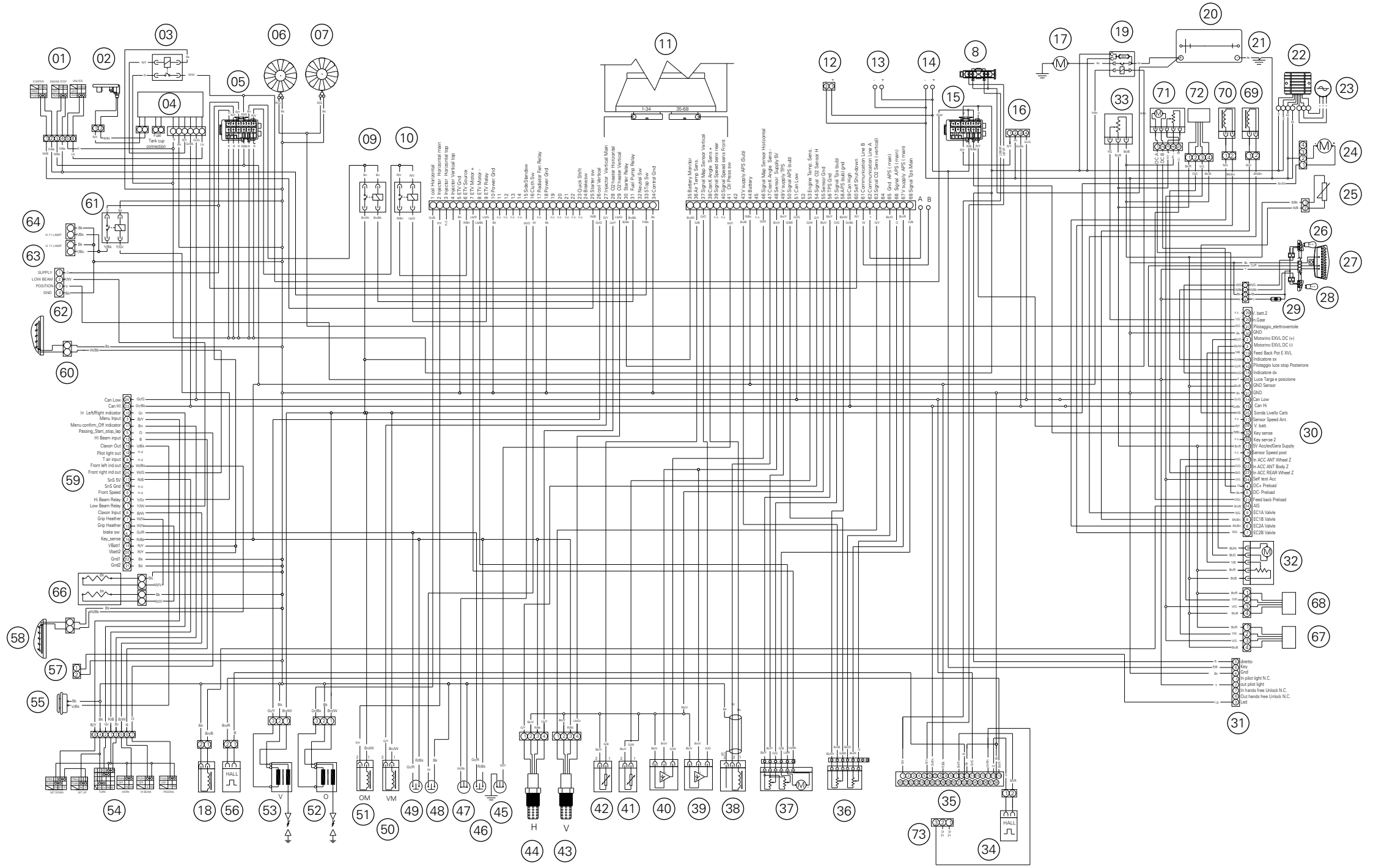

Multistrada 1200 Touring

cod. 913.7240.1A

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