Libretto uso e manutenzione
Owner's manual
Manuel d'utilisation et entretien
Anleitungs-und Instandhaltungsheft

DUCATI SPORTCLASSIC
GT 1000 TOURING

Use and maintenance manual

We would like to welcome you among Ducati enthusiasts, and congratulate you on your excellent choice of motorcycle. We are sure that you will use your Ducati for longer journeys as well as short daily trips, but however you use your motorcycle, Ducati Motor Holding s.p.a wishes you an enjoyable ride.
We are continuously working to improve our Technical Assistance service. For this reason, we recommend that you follow strictly the instructions in this manual, especially those regarding the running-in period. In this way, you can be sure your Ducati motorcycle will continue to be a pleasure to ride.
For repairs or advice, please contact one of our authorized

Notes

Ducati Motor Holding S.p.A. cannot accept any liability for errors that may have occurred in the preparation of this manual. All information in the manual is valid at the time of going to print. Ducati Motor Holding S.p.A. reserves the right to make any modifications required due to the ongoing development of their products.

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For United States of America Version

General indications

Symbols

Ducati Motor Holding S.p.A. advises you to read this manual carefully so as to become familiar with your motorcycle. If in doubt, please contact a Ducati Dealer or Authorized Service Centre. You will find the information in the manual useful on trips (which Ducati Motor Holding S.p.A. hopes will be smooth and enjoyable), and it will help you obtain top performance from your motorcycle for a long time. This booklet uses a set of symbols with special meanings:

Warning

Failure to comply with these instructions may put

Warranty

For your own safety, to ensure the continuing reliability of

Useful road safety information

Warning

Read this section before riding your motorcycle.

Many accidents are the result of the inexperience of the rider. Always make sure you have your licence with you; you need a valid licence that entitles you to ride a motorcycle.
Do not lend your motorcycle to persons who are inexperienced or do not hold a valid licence.
Riders and passengers must **always** wear appropriate clothing and a safety helmet.
Be sure you are clearly visible and avoid riding within the blind spot of a vehicle in front of you.
Be very careful at road junctions, or when riding in areas near exits from private land or car parks, or on the slip roads to motorways.
Always turn off the engine when refuelling. Be extremely careful not to spill fuel on the engine or on the exhaust pipe when refuelling.
Do not smoke when refuelling.
While refuelling, you may inhale noxious fuel vapours.
Should any fuel drops be spilled on your skin or clothing, immediately wash with soap and water and change your clothing.

Riding with a full load

Your motorcycle is designed for travelling over long distances with a full load in complete safety.
Even weight distribution is critical for maintaining safety standards, and to avoid getting into difficulties when making sudden manoeuvres or riding on bumpy roads.

Information on load capacity

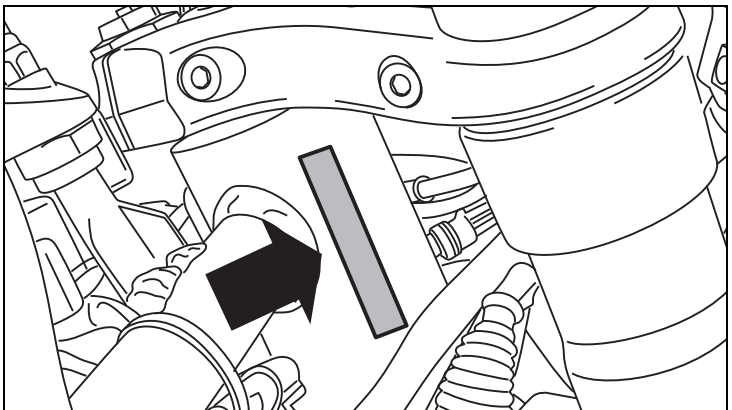
The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories, should not exceed:
390 kg.

Identification data

All Ducati motorcycles have two identification numbers, one for the frame (fig. 1) and one for the engine (fig. 2).

Frame number

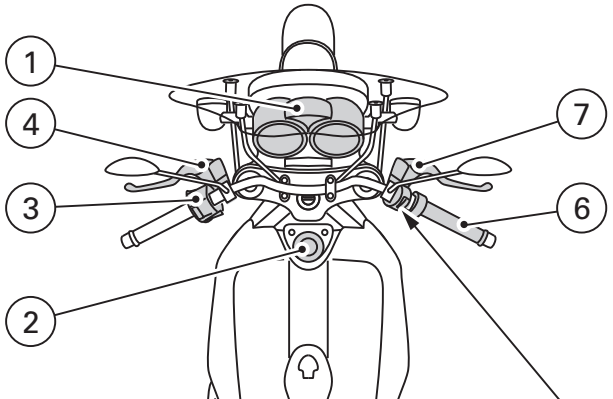
Engine number



Notes

These numbers indicate the motorcycle model and should be quoted when ordering spare parts.

Controls



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Warning

This section shows the position and function of the

Instrument panel (fig. 4.1 and fig. 4.2)

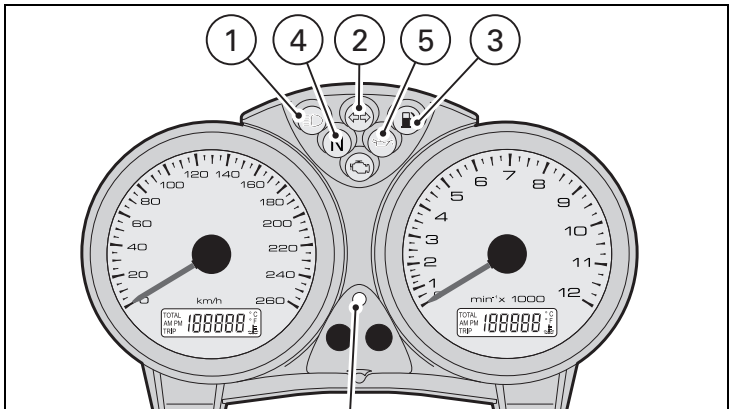
1) **High beam warning light (blue).**
Illuminates when the high beam headlight is on.

2) **Turn signal warning light (green).**
Flashes when a turn signal is on.

3) **Low fuel warning light (yellow).**
Illuminates when there are approximately 3.5 litres of fuel left in the tank.

4) **Neutral warning light (green).**
Illuminates when the gearbox is in neutral.

5) **Engine oil pressure warning light (red)**.
Illuminates when engine oil pressure is too low. This light



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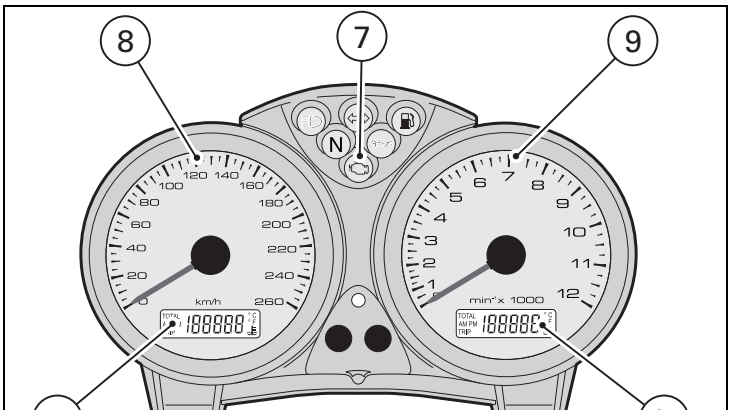
7) **EOBD light** (**yellow amber**).
Comes on when the engine is locked. Switches off after a few seconds (normally 1.8 - 2 sec.).
8) **Speedometer** (km/h).
Indicates road speed.
a) **LCD (1):**
- **Odometer** (km).
  Shows total distance travelled.
- **Trip meter** (km).
  Indicates the distance travelled since the meter was last reset or since illumination of the low fuel warning light (reserve).
- **Fuel reserve trip meter**.



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LCD functions

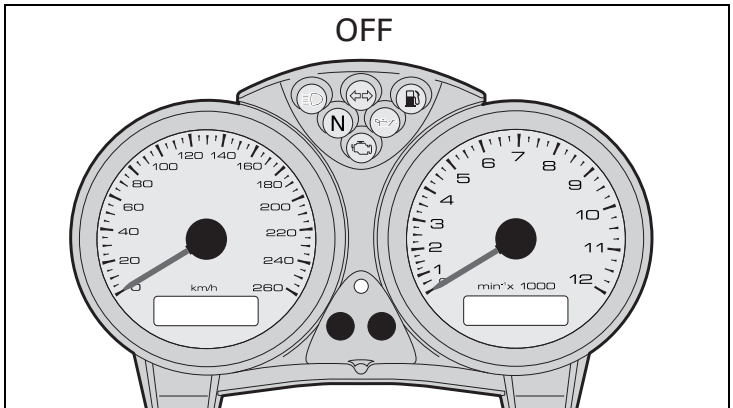
When the engine is switched on (key turned from **OFF** to **ON**), the instrument panel checks all instruments (dials, display, warning lights), see (fig. 5 and fig. 6).

LCD functions (1)

By pressing button (A, fig. 6) with the key turned to ON, you can cycle between display of the trip meter and the odometer and, if the fuel level warning light is on, the fuel reserve trip meter (latter function).

Resetting the trip meter

If button (A, fig. 6) is held pressed for more than 2 seconds



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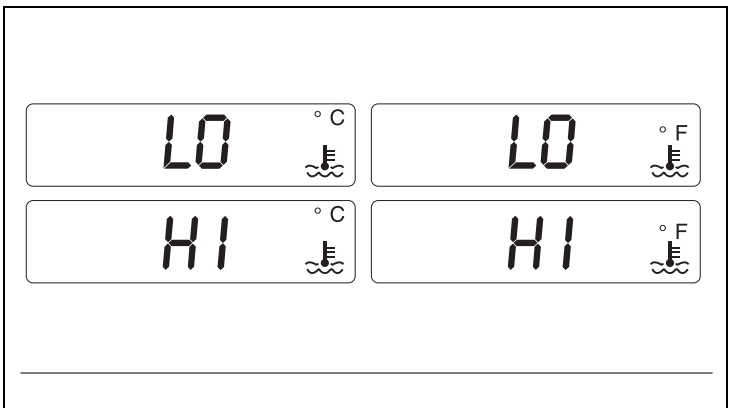
Oil temperature function
If the oil temperature falls below 50 °C / 122 °F, the message "**LO**" will appear on the display, and if it rises above 170 °C/338 °F "**HI**" will appear.

Fuel level warning light
When the fuel level warning light the word "**FUEL**"will appear on display (2, fig. 6) and the fuel reserve trip meter function will be activated and indicate on display (1, fig. 6) the number of kilometres travelled in reserve preceded by the letter "F" (FUEL).

Maintenance indicator function



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Automatic headlight switch-off function
This function helps reduce battery use by automatically switching off the headlight.
The device is triggered in two cases:
- in the first case, if you turn the key from OFF to ON and do not start the engine, After 60 seconds the headlight will be turned odd and will only turn on again the next time the key is turned from OFF to ON or the engine is started.
- in the second case, after normal use of the motorcycle with the lights on, if the engine is killed using the ENGINE STOP switch (1, fig. 13). In this case, 60 seconds after the engine is stopped, the

The immobilizer system

For additional anti-theft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that locks the engine automatically whenever the ignition switch is turned off.
The handgrip of each ignition key contains an electronic device that modulates the output signal from a special antenna in the switch when the ignition is switched On. The modulated signal represents the "password" (which is changed at each start-up) by which the ECU recognizes the ignition key. The ECU will only allow the engine to start if it recognises this password.

Warning

The red key (A) has a rubber sleeve to keep it in perfect condition, and prevent contact with other keys. Never remove this protection unless absolutely necessary.

The B keys are the keys for normal use, and are used to:
- start the engine
- open the lock on the fuel tank filler cap
- open the seat lock.

The A key performs all the same functions as the B keys and it can also be used to reset and re-program other black keys if necessary.

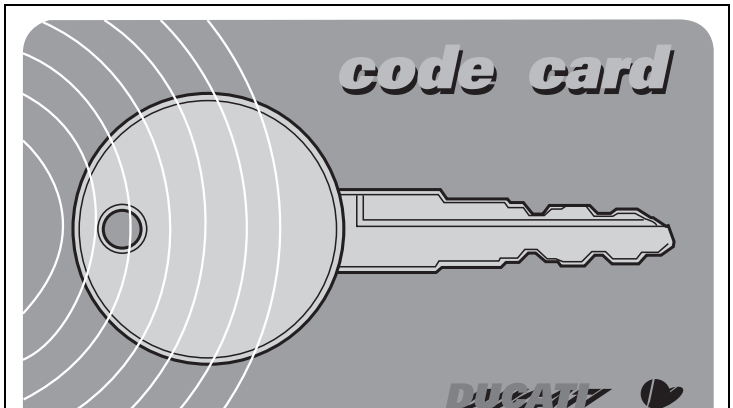
Notes

The three keys are supplied attached to a small tag (1, fig. 7) bearing their identification number.

Warning

Keep the keys separate, and store the tag (1, fig. 7) and key A in a safe place.
It is also advisable to use only one of the black keys to start the motorcycle.

Code card



Procedure to override the immobilizer using the throttle twistgrip

1) Turn the key to ON, turn the twistgrip to fully open the throttle and hold it open.
   The EOBD warning light (7, fig. 4.1) goes off after the pre-set time of 8 seconds.
2) Release the throttle as soon as the EOBD warning light turns off.
3) Now enter the electronic release code shown on the CODE CARD given to the customer when the motorcycle was handed over by the dealer. The EOBD warning light will light up and start flashing.

   procedure can be repeated as many times as necessary by turning the key to OFF, then re-starting from step (1).

Notes

If the throttle twistgrip is released before the pre-set time, the EOBD light comes on again, and it will be necessary to turn the key to OFF and repeat the procedure from step (1).

Operation
When the ignition key is turned from ON to OFF, the immobilizer system activates the engine lock. When the ignition key is turned from OFF to ON to start the engine:

1) if the code is recognised, the warning light (6, fig. 4.1) on the instrument panel will flash briefly. This means that the immobilizer system has recognised the code and disabled the engine lock. When you press the START (2, fig. 13) button, the engine will start up.
2) If either the warning light (6, fig. 4.1) or the EOBD light (7, fig. 4.1) remain lit, the code has not been recognized. In this case, it is advisable to turn the ignition key back to OFF and then to ON again. If the engine still does not

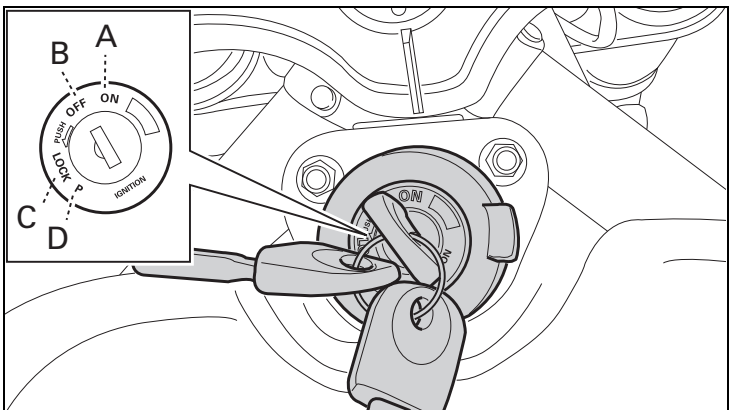
Duplicate keys

If you need additional keys, contact your DUCATI Service Centre with all the keys you have in your possession and your CODE CARD.
DUCATI Service will program new keys and re-program your original keys, up to a maximum of 8 keys.
DUCATI Service may ask for proof that you are the legitimate owner of the motorcycle.
The codes for any keys not present during the memory programming procedure are cancelled, to ensure that any keys that may have been lost can no longer be used to start the engine.

Ignition switch and steering lock (fig. 10)

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

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



Notes

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

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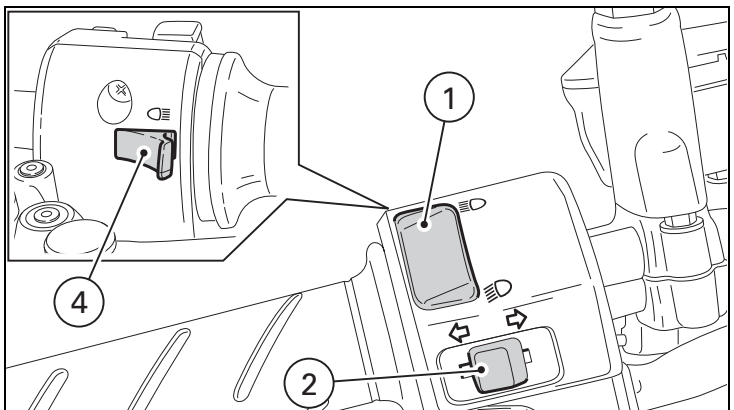
Left-hand handlebar switch (fig. 11)

1) Two-position light selector switch:
- position = low beam headlight on;
- position = high beam headlight on.

2) Switch = 3-position turn signal:
- centre position = off;
- position = left turn;
- position = right turn.

To switch off the indicator, press the lever once it has returned to the centre.



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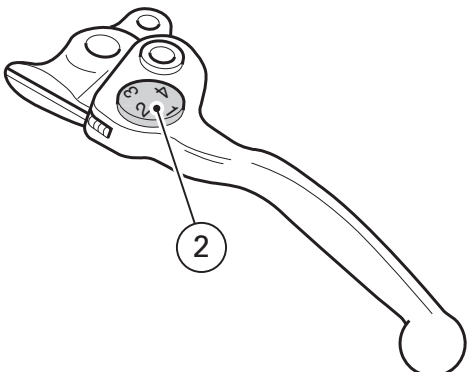
Clutch lever (fig. 12)

The lever (1) disengages the clutch. The span adjuster (2) serves to alter the distance of the lever from the handlebar. To make the adjustment, keep the lever (1) full forward and adjust the wheel (2), turning it to one of the four preset positions, taking account of the fact that:
position n° 1 corresponds to the maximum distance between the lever and grip, while position n° 4 corresponds to the minimum distance.
When the clutch lever (1) is operated, drive from the engine to the gearbox and the rear wheel is disengaged. Correct use of the clutch lever is very important in all riding situations, especially when moving off.



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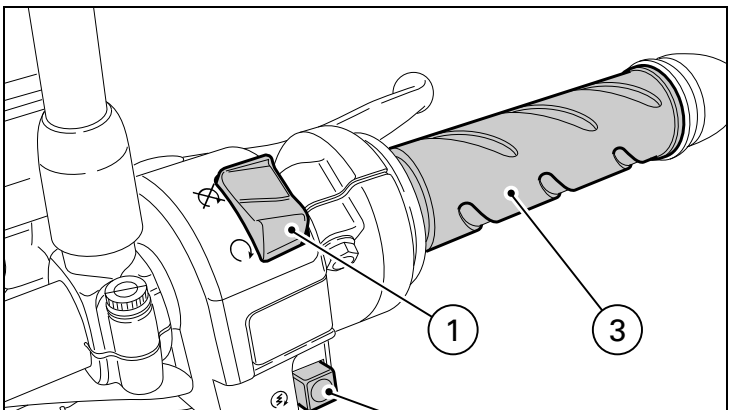
Right-hand handlebar switch (fig. 13)

1) **ENGINE STOP** switch, with two positions:
- position ↺ (**RUN**) = run;
- position ⊗ (**OFF**) = stop engine.

Warning

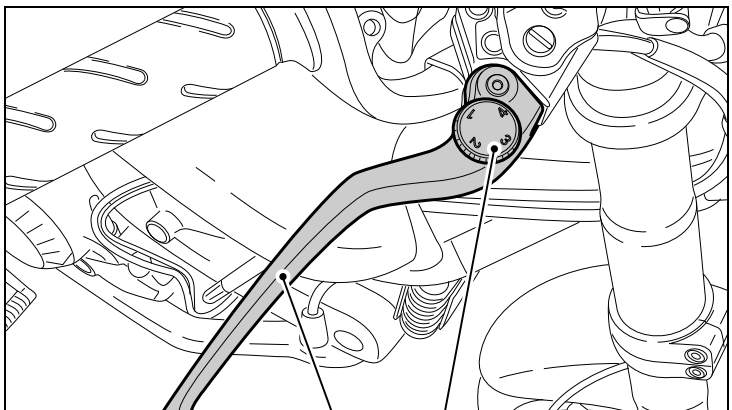
This switch is mainly intended for use in emergencies when you need to stop the engine quickly. After the engine is stopped, return the switch to position ↺ to allow the motorcycle to be started again.



Important

Front brake lever (fig. 14)

Pull the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically assisted and you only need to pull the lever gently.
The brake lever has a wheel (2) for adjusting the distance between lever and twistgrip on the handlebar.
To make the adjustment, hold the lever (1) fully forward and adjust the wheel (2), turning it to one of the four preset positions.
Note that:
position n° 1 corresponds to the maximum distance between the lever and grip, while position n° 4 corresponds to the minimum distance.



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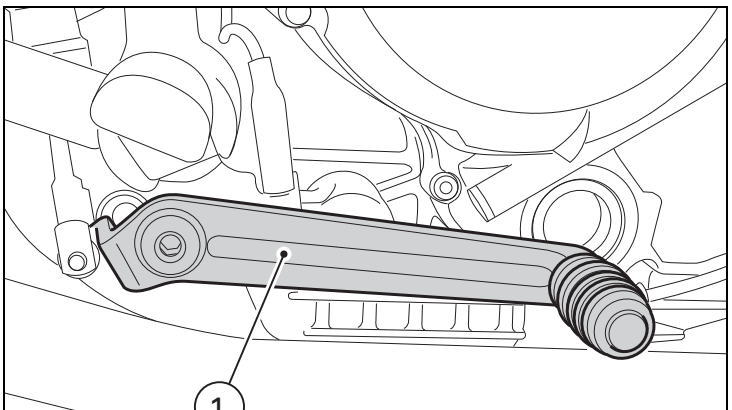
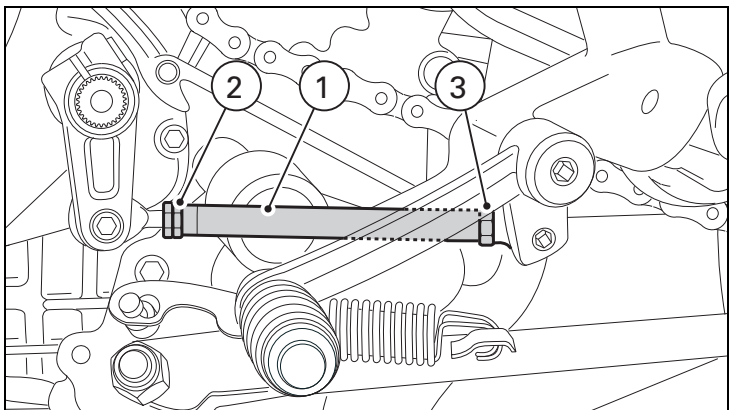
Rear brake pedal (fig. 15)

Push down on the pedal (1) with your foot to operate the rear brake.
The system is controlled hydraulically.



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.
To adjust the position, proceed as follows:
Restrain the tie-rod (1) and slacken the locknuts (2) and (3).



Notes

The locknut (2) has a left-hand thread.

Rotate the tie-rod (1) using an open-ended wrench on the

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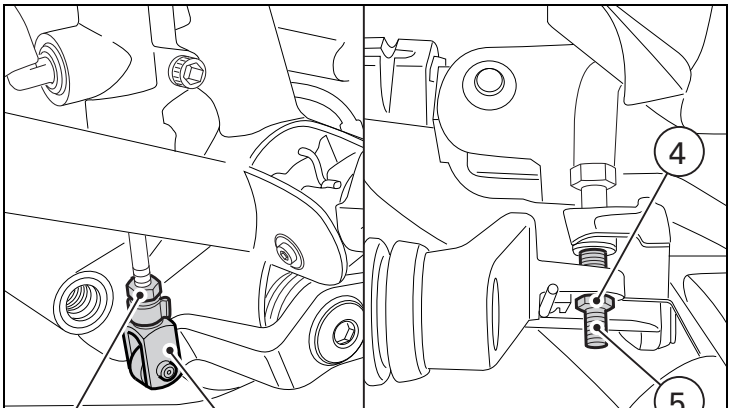
To adjust the position of the rear brake pedal, proceed as follows:
Loosen the locknut (4).
Turn the pedal travel adjustment bolt (5) until the pedal is in the desired position.
Tighten the locknut (4).
Operate the pedal by hand to make sure it has **1.5** to **2** mm of free play before the brake begins to bite.
If not, adjust the length of brake master cylinder pushrod as follows:
Slacken off the locknut (6) on the pushrod.
Screw the rod into the clevis (7) to increase play, or unscrew it to reduce play.



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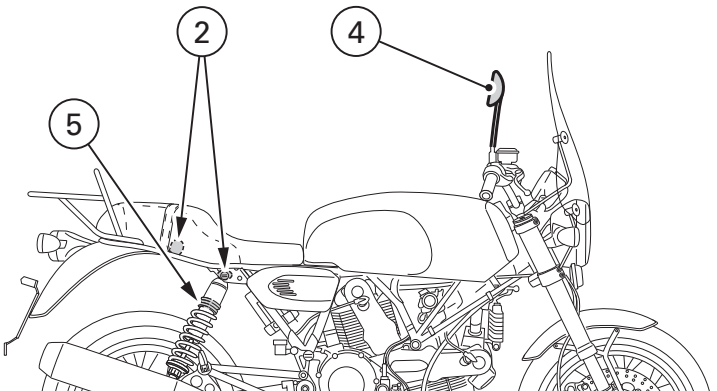
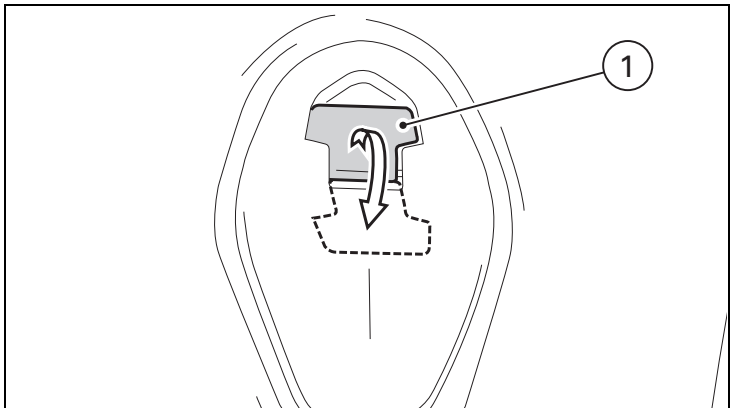
Main components and devices



Fuel tank filler cap (fig. 20 and fig. 21)

Opening
Raise the cover (1) and insert the key into the lock.
Give the key a 1/4 turn clockwise to unlock.
Raise the cap (2).

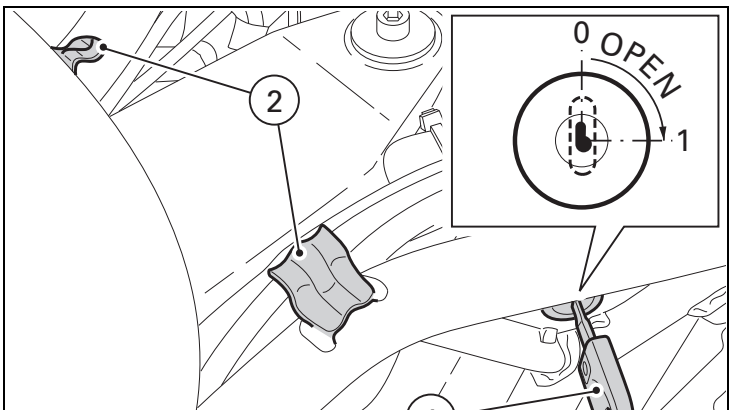
Closing
Close the cap with the key inserted and push it into its seat.
Turn the key anticlockwise to the initial position and remove it. Replace the lock cover (1).



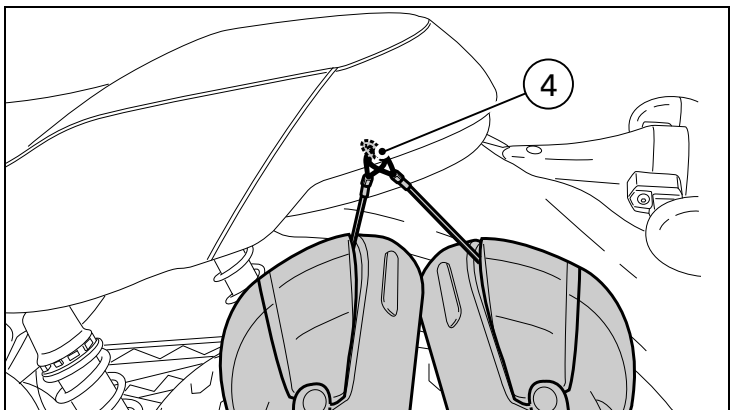
Notes

Seat lock and helmet holder

Opening (fig. 22)
Insert the key in the lock (1) and turn it clockwise to raise the rear of the seat. Withdraw the pins from the catches (2) on the frame.



The helmet hook (4, fig. 23 - fig. 24) for attachment of the rider's and passenger's helmets is located on the rear of the frame under the seat. Pass the cable through the helmets and insert the end of the cable in the catch; leave the helmets hanging and replace the seat to secure them.



Warning

This device protects the helmet against theft when the motorcycle is parked. Do not leave the helmet attached in this way when riding the motorcycle, as it can interfere with your movements and cause loss of control of the motorcycle.

Closing

Sidestand (fig. 25)

Important
Before lowering the sidestand, check that the ground is sufficiently even and hard. Do not park on soft or pebbled ground or on asphalt melted by the sun etc. or the motorcycle may fall over.
When parking on a slope, always park with the rear wheel on the downhill side.

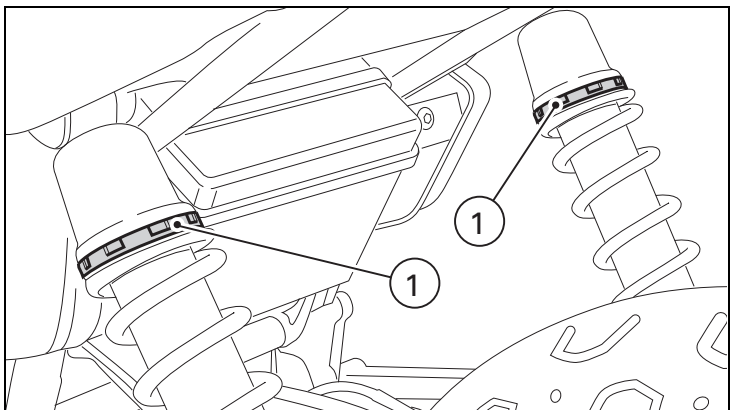
To lower the sidestand, hold the motorcycle handlebars with both hands and push down on the stand (1) with your

Notes
It is advisable to check periodically that the stand mechanism (consisting of two springs, one inside the other) and safety sensor (2) are working properly.

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

Rear shock absorber adjusters (fig. 26)

The shock absorber has outer adjusters that enable you to adjust the motorcycle's rear suspension to suit the load.
The two nuts (1) on the upper part of the shock absorber serve to adjust the preload on the external spring.
To change the spring preload, turn the upper nut. Then **screw in** or **screw out** the lower nut to **increase** or **decrease** spring preload as required.
The standard setting is the minimum preload position; from this position the preload can be increased through four positions; 1 click = 4 mm.
STANDARD length of the preloaded spring on the shock absorber: 214±1.5 mm.



Riding the motorcycle

Running-in recommendations

Max. rpm (fig. 27)
Rpm limits to be observed during the running-in period and in normal use:
1) up to 1000 km;

Up to 1000 km
During the first 1000 km, keep an eye on the tachometer. The revs should never exceed:
5500-6000 rpm.
During the first hours of riding, it is advisable to continuously vary the load on the engine and the rpm, though still keeping within the above limits.
For this reason, roads with numerous bends and hilly areas are ideal for running in the engine, brakes and suspension.
For the first 100 km use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.
To allow all the mechanical moving parts in the motorcycle

Important

Throughout the running-in period, be careful to stick to the recommended maintenance schedule and periodic service intervals indicated in the warranty booklet. Failure to follow these instructions will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Keeping to the running-in recommendations will ensure longer engine life and reduce the need for overhauls and re-tuning.

Engine oil level
Check the oil level in the sump through the sight glass. Top up if necessary (page 60).

Brake and clutch fluid
Check the fluid levels in the respective reservoirs.

Tyre condition
Check the pressure and condition of the tyres (page 58).

Controls
Operate the brake, clutch, gearchange and throttle controls (lever, pedal and twistgrip) and check that they function correctly.

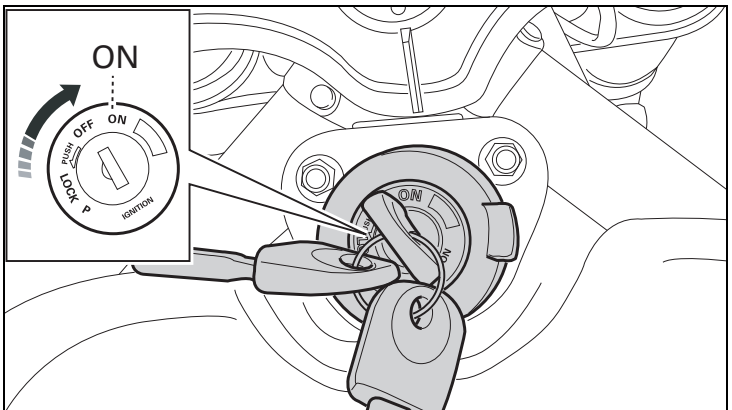
Lights and indicators
Check that lights, indicators and horn are working properly.

Starting the engine

Warning

Before starting the engine, familiarise yourself with the controls that you will use when riding (page 10).

1) Turn the ignition switch to **ON** (fig. 28). Check that both the green light **N** and the red light on the instrument panel come on.

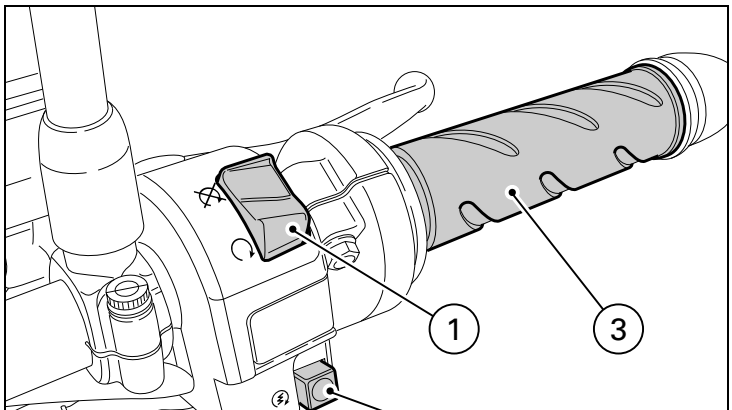


Important

The oil pressure light should go out a few seconds

2) Make sure that the stop switch (1, fig. 29) is in the RUN position, then press the starter button (2, fig. 29).

This model has servo-assisted starting.
To use the servo-assisted starting feature, press the start button (2) and release it immediately. When you press the button (2) the starter motor operates automatically for a maximum time determined by the engine temperature. The system disengages the starter motor as soon as the engine starts. If the engine fails to start, wait at least 2 seconds before pressing the start button (2) again. Allow the engine to start without turning the throttle twistgrip.



Moving off

1) Disengage the clutch by squeezing the control lever.
2) Push down the gearchange 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.
4) Release the clutch lever completely and accelerate.
5) To change to second gear, close the throttle to reduce the engine revs, disengage the clutch, lift the gearchange lever and release the clutch lever. To change down, proceed as follows: release the twistgrip,

Braking

Slow down in time, change down to use the engine brake, then apply both brakes. Pull in the clutch lever before the motorcycle comes to a stop to prevent the engine stalling.

Warning

Use both the brake lever and the brake pedal for effective braking. Using only one of the brakes will give you less braking power.
Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking

Stopping the motorcycle

Reduce speed, change down and release the throttle twistgrip. Change down to engage first gear and then neutral. Apply the brakes and bring the motorcycle to a complete stop. Switch the engine off by turning the key to **OFF** (page 20).

Important

Do not leave the key in the **ON** position when the engine is stopped as this could damage electrical components.

Parking

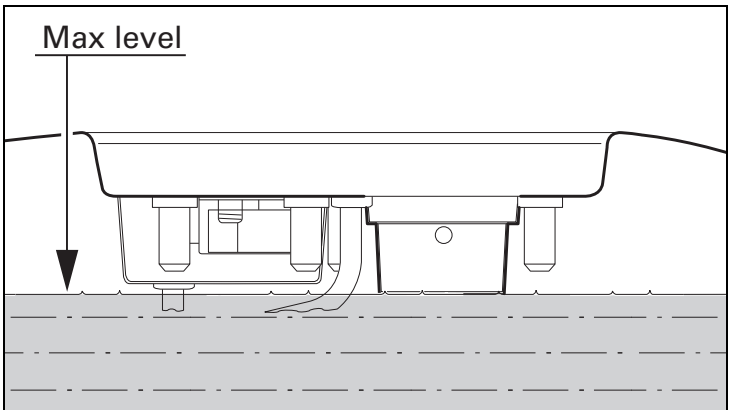
part of the body and do not park the motorcycle next to inflammable material (wood, leaves etc.).

Warning

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

Refuelling

Do not overfill the tank when refuelling. The fuel level should remain below the rim of the filler cap recess (fig. 30).



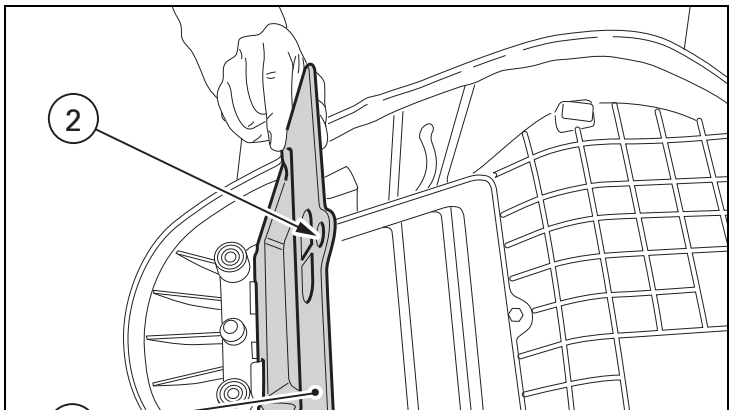
Warning

Use fuel with low lead content and an original octane number of at least 95.
Check that no fuel is trapped in the filler cap recess.

Toolkit and accessories (fig. 31)

In the underseat compartment there is a bag (1) which contains:
use and maintenance manual;
helmet fastening cable;
toolkit for routine maintenance operations and checks.

To access the underseat compartment, open the lock and remove the seat (page 30), unscrew the screw (2) and lift the cover (3).



Toolkit (fig. 32)
Contains:

Main Maintenance Operations

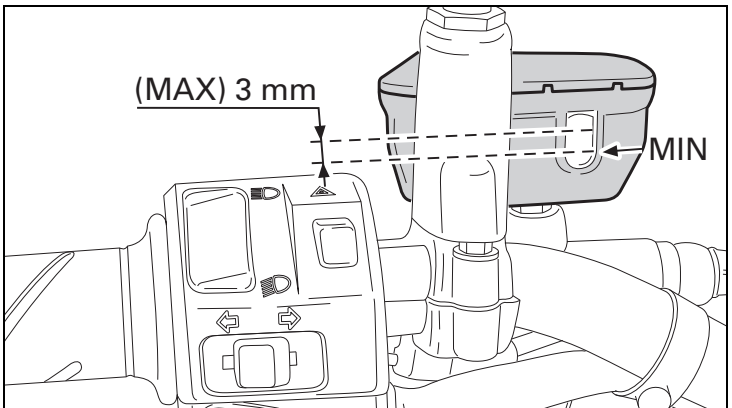
Checking the brake and clutch fluid level

The levels should not fall below the MIN. marks on the respective reservoirs (fig. 33 and fig. 34).
If the level is too low it can allow air to get into the circuit, thus impairing the efficiency of the relative system.
To top up or change the brake and clutch fluid at the

Warning

Brake and clutch fluid is harmful to paintwork and plastic parts, so do not allow it to come into contact with them. Hydraulic oil is corrosive and can cause damage and injuries.
Never mix different quality oils.
Check that the seals are in good condition.

Clutch system
If there is too much play at the control lever and the motorcycle jumps or stops when a gear is engaged, this indicates air in the system. Contact a Ducati Dealer or Authorized Service Centre to have the system inspected and the air bled from the system.

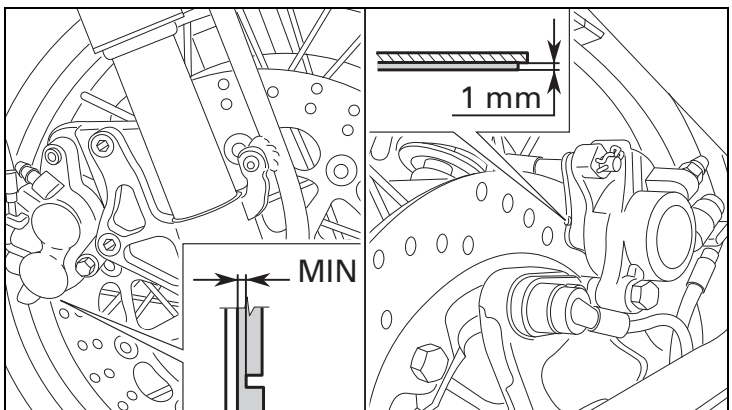


Warning
The level of clutch fluid tends to increase in the reservoir as the friction material on the clutch plates wears out. Do not exceed the specified level (3 mm above minimum level).

Checking the brake pads for wear (fig. 35)

Front brake
The brake pads are marked with wear indicators so that they can be checked without removing them from the calipers. If the grooves in the pad friction material are still visible, the pad is still in good condition.

Rear brake
The thickness of the friction material on each pad must be at least 1 mm.

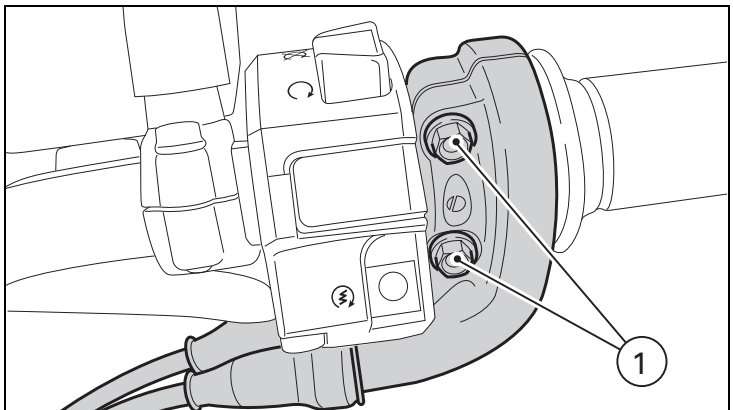


E

Lubricating cables and joints

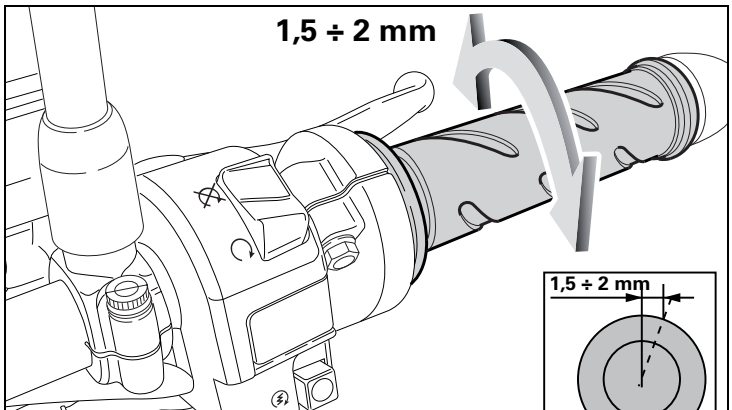
The condition of the outer throttle cables should be checked at regular intervals. The sheath should show no signs of kinking or cracking. Operate the control to check that the inner cable slides smoothly inside the outer cable: if you feel any rubbing or catching, have the cable replaced by a Ducati Dealer or Authorized Service Centre.
To prevent problems, periodically lubricate the ends of each control cable with SHELL Advance Grease or Retinax LX2.

To prevent problems, periodically open the twistgrip housing by unscrewing the two screws (1, fig. 36) and lubricate the ends of each control cable and the races



Adjusting the throttle cable

In all handlebar positions, the throttle twistgrip should have free play of **1.5** to **2** mm mm measured in terms of rotation of the outer circumference of the twistgrip.
If this is not the case, adjust the cable by means of the adjusters (1) on the throttle body (fig. 39).

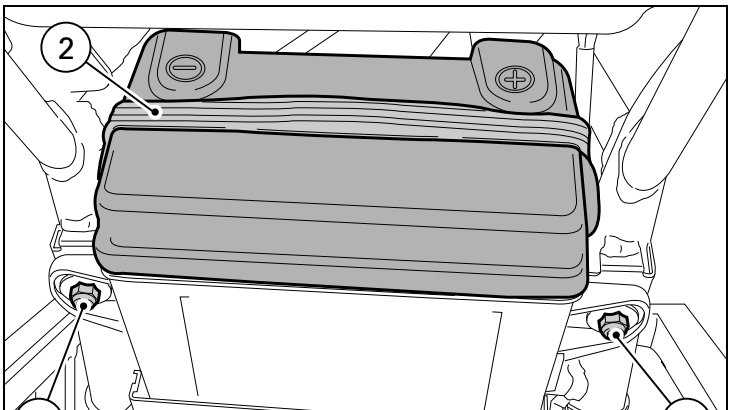


Important

To adjust the free play of the throttle twistgrip, contact your Ducati dealer or Authorised Service Centre.

Charging the battery (fig. 40)

Before charging the battery, it is best to remove it from the motorcycle.
Unscrew the screws (1) securing the battery mounting tray to the frame.
Remove the cover (2), releasing the elastic strap from the two side clips.
First disconnect the black negative terminal (**-**), then the red positive terminal (**+**).
Slide the battery towards the rear of the motorcycle in order to remove it from the mounting tray.

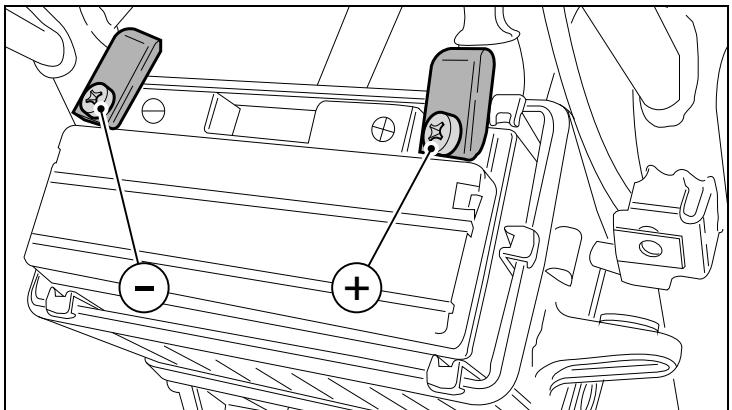


Warning

Warning
Keep the battery out of the reach of children.

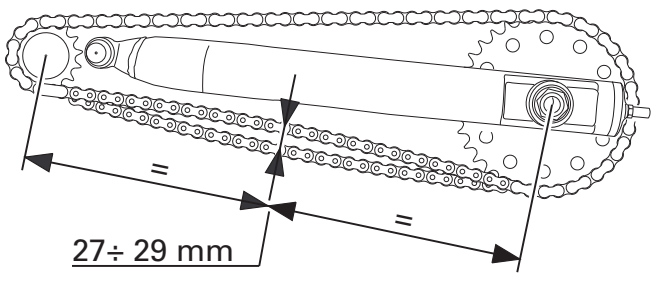
Charge the battery at 1A for 5-10 hours.

Replace the battery in the mounting tray (2, fig. 40), and fix the mounting tray to the frame by tightening the screws (1, fig. 40) to a torque of 10 Nm.



Tensioning the drive chain

Turn the rear wheel slowly until you find the position in which the chain is most taut.
With the motorcycle resting on its sidestand, push the chain with your finger in correspondence with the mid point of the swingarm The lower run of the chain should deflect by approximately:
27 to **29** mm.
To adjust the tension, loosen the axle nut (1, fig. 43) and screw in the adjuster screws (2) on both sides of the swingarm by the same amount to tighten the chain or unscrew them to slacken it. In the latter case, you will need to bush the wheel forward.



Lubricating the drive chain

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt, and to hold the lubricant inside. So as not to damage these seals when cleaning the chain, use special solvents and avoid aggressive washing with high-pressure steam cleaners. After cleaning, blow the chain dry with compressed air or wipe with an absorbent material, then lubricate each link with SHELL Advance Chain or Advance Teflon Chain.

Important

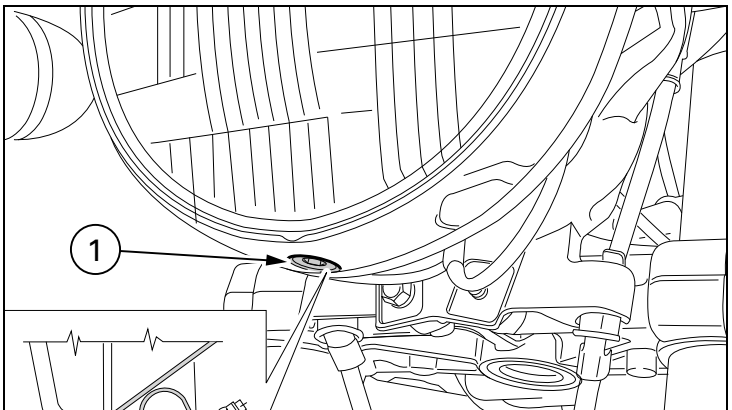
Using specific lubricants may cause severe

Changing light bulbs

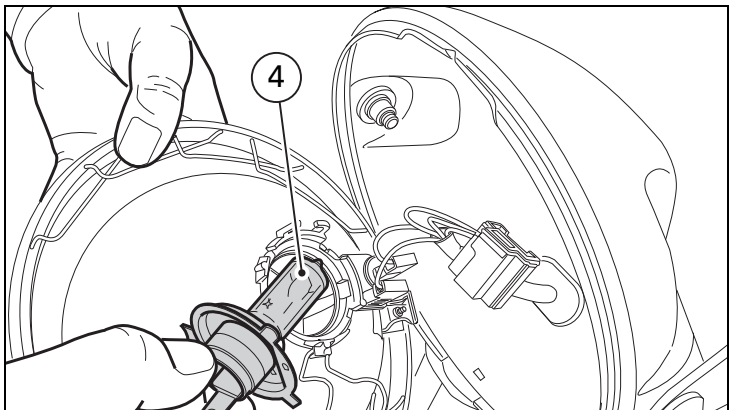
Before replacing a burnt-out bulb, check that the new one complies with voltage and wattage specified in the "Electrical System" paragraph on page 75. Always check that the new bulb works before refiting all the parts.

Headlight

To access the headlight bulbs, loosen the lower screw (1) that attaches the lens/reflector assembly to the shell. Disconnect the wiring connector (2, fig. 45) from the headlight bulb. Release the bulb retaining clip (3, fig. 45) and remove the bulb from its housing.



Change the bulbs (4).



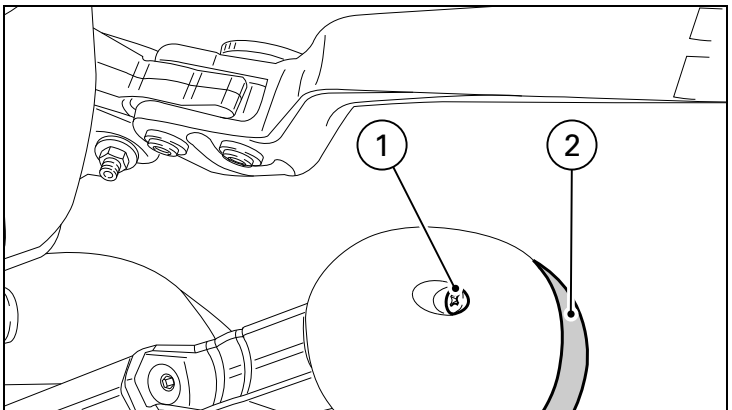
Notes

Do not touch the transparent part of the bulb with your fingers as this will darken it and cause a loss of brightness. Insert the tabs on the bulb base into the corresponding slots in the bulb housing to ensure the bulb is correctly positioned; hook the end of the clip (3, fig. 45) on to the headlight mountings. Reconnect the wiring.

To renew the side light bulb, detach the wiring connector. The bulb (5) is of the bayonet-type: press and twist counter-clockwise to remove. Push the new bulb in and turn it

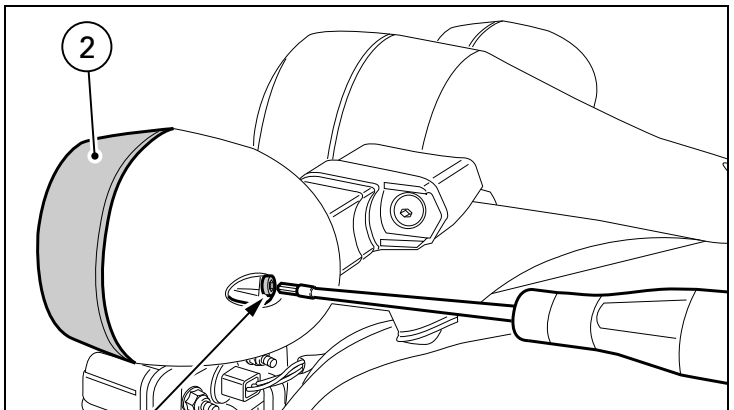
Front turn signals (fig. 48)

Loosen the screw (1) and detach the lens (2) from the turn signal light.
The bulb has a bayonet-type base: to remove it, push it in and turn it counter-clockwise. Push in the new bulb and turn it clockwise until it clicks into place. Refit the lens (2).
Refit and tighten the screw (1).



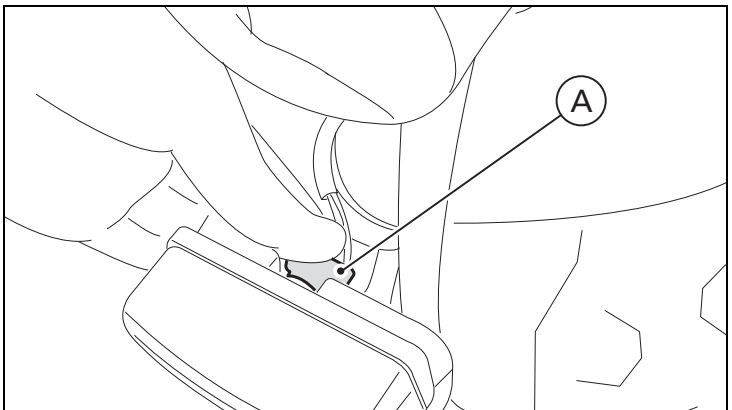
Rear turn signals (fig. 49 and fig. 50)

Loosen the screw (1) and detach the lens (2) from the turn signal light. Withdraw the bulb assembly (4) from the bulb holder (5).
Change thw bulb and insert the bulb assembly (4) in the bulb support (5). Riefit the lens (2) with the bulb holder (5) to the turn signal (3), inserting the two pins on the bulb holder (5) in the corresponding locations in the turn signal (3).
Refit and tighten the screw (1).



Number plate light (fig. 51)

To access the bulb of the number plate light, withdraw the bulbe holder from inside the number plate holder. Extract the bulb and renew.

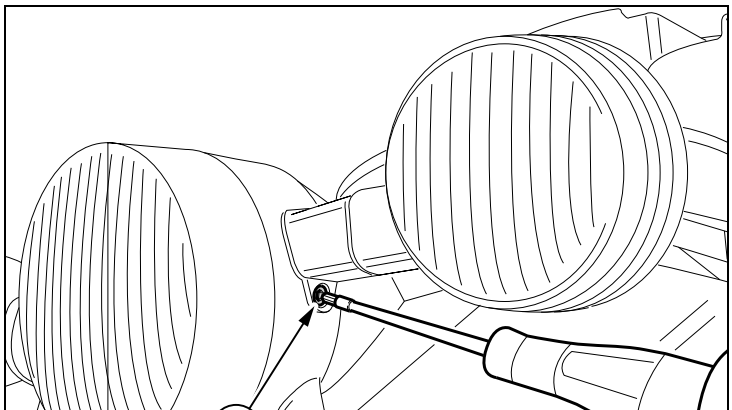


Notes

To avoid pulling on the wires, hold the bulb holder by point (A, fig. 51) when pulling it out of the number plate holder.

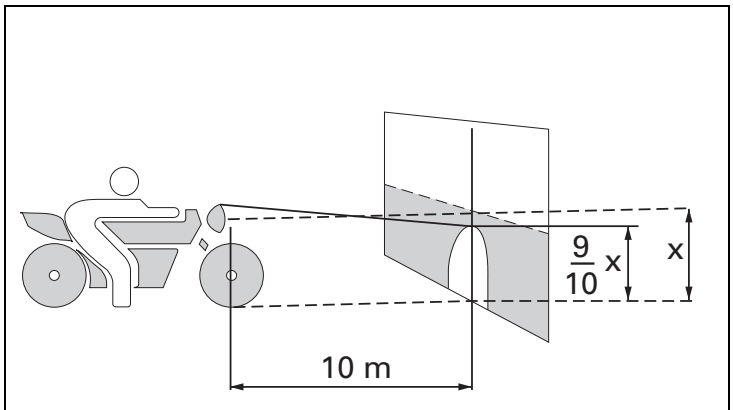
Brake light

To change the brake light bulb, loosen the two screws (1, fig. 52) securing the lens and remove it. The bulb has a bayonet-type base: to remove it, push it in and turn it counter-clockwise. Push in the new bulb and turn it clockwise until it clicks into place (fig. 53). Refit the lens and tighten screws (1).



Headlight aim (fig. 54)

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.
Draw a horizontal line on the wall at the height of the centre of the headlight and a vertical one in line with the longitudinal axis of the motorcycle.
If possible, perform this check in conditions of low ambient light.
Switch on the low beam headlight.
The height of the upper limit between the dark area and the



E

Tyres

Front tyre pressure:
2.2 bar
Rear tyre pressure:
2.2 bar

As tyre pressures are affected by changes in temperature and altitude, check and adjust them whenever you are riding in areas where there are large variations in temperature or altitude.

Important

Check and adjust the pressures with the tyres cold.

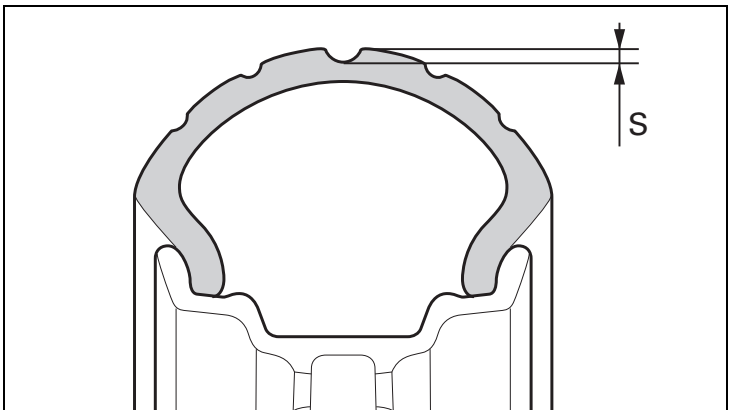
Repairing or renewing tyres

With minor punctures, tyres with inner tubes deflate relatively quickly. If you find that one of the tyres is slightly deflated, check the tyre for slow punctures.

Warning

In case of a puncture, change both the tyre and inner tube. Replace with tyres and inner tubes of the original brand and type. Be sure to tighten the valve dust caps securely to prevent leaks while riding. Never fit tubeless tyres, as this could cause a sudden loss of pressure in the tyre, with possibly serious consequences for the rider and passenger. After renewing a tyre and inner tube, the wheel must be

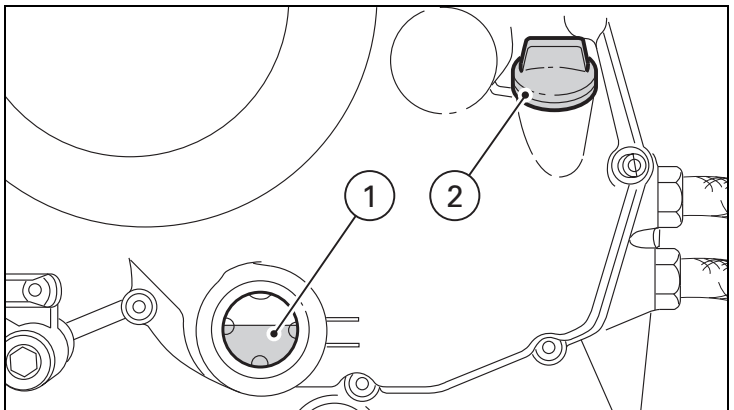
Minimum tread depth
Measure the tread depth (S, fig. 56) at the point where the tread is most worn.
It should not be less than 2 mm, and in any case not less than the legal limit.



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

Checking the engine oil level (fig. 57)

The engine oil level can be checked through the sight glass (1) provided on the clutch cover.
Check the oil level with the motorcycle upright and the engine cold. Allow a few minutes for the oil level to stabilize after stopping the engine. The oil level should be between the two marks next to the sight glass.
If the level is low, top up with SHELL Advance Ultra 4 engine oil.
Remove the oil filler cap (2) and top up until the oil reaches the required level. Replace the filler cap.



E

Important

Cleaning and renewing the spark plugs

(fig. 58)

Spark plugs are an important part of the engine and should be checked at regular intervals.

This is a relatively simple operation and provides a good indication of how well the engine is running.

Pull the spark plug caps off the spark plugs and remove the plugs from the cylinder heads using the wrench supplied in the toolkit.

Check the colour of the ceramic insulation around the central electrode: an even brown colour is a sign that the engine is in good condition.

Refit the spark plug in the cylinder head, screwing it fully into the bore. Tighten to 20 Nm.

If you do not have a torque wrench, tighten the plug by hand, then give it a further 1/2 turn with the spark plug wrench supplied in the toolkit.

Important

Do not use spark plugs with inadequate thermal rating or incorrect thread length.

The spark plug must be tightened correctly.

General cleaning

To preserve the original shine on metal surfaces and paintwork, wash and clean your motorcycle at regular intervals depending on the type of use and according to the particular road conditions. Use specific products, where possible biodegradable. Avoid aggressive detergents or solvents.

Important

Do not wash your motorcycle immediately after use, as marks can form due to evaporation of the water on hot surfaces.

Warning

There may be loss of braking efficiency immediately after washing the motorcycle.

Never grease or lubricate the brake discs. This will cause loss of braking efficiency.
Clean the discs with an oil-free solvent.

Warning

When cleading the seat, avoid rubbing it too hard and the use of alcohol or other types of solvent; only use water to clean the rear of the seat with the logo. The use

Storing the motorcycle

If the motorcycle is to be left unused for a long period, it is advisable to carry out the following operations first:
clean the motorcycle;
drain the fuel from fuel tank;
pour a few drops of engine oil into the cylinders through the spark plug bores, then crank the engine by hand a few times to form a protective film of oil on the cylinder inner walls;
place the motorcycle on the paddock stand;
disconnect and remove the battery. If the motorcycle has been left unused for more than a month, the battery should be checked and re-charged if necessary.
Protect the motorcycle with a special motorcycle cover

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 renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Maintenance

Programmed maintenance plan: operations to be carried out be the dealer

km x1000	1	12	24	36	48	60

List of operations and frequency (distance or time interval *)	km x1000	1	12	24	36	48	60
	mi. x1000	0,6	7,5	15	22,5	30	37,5
	Months	6	12	24	36	48	60
Check the brake and clutch fluid levels		●	●	●	●	●	●
Change the clutch and brake fluid					●		
Check and adjust the brake and clutch control cables			●	●	●	●	●
Check/lubricate the throttle/cold start cable			●	●	●	●	●
Check tyre pressure and wear		●	●	●	●	●	●
Check the brake pads. Renew if necessary.		●	●	●	●	●	●

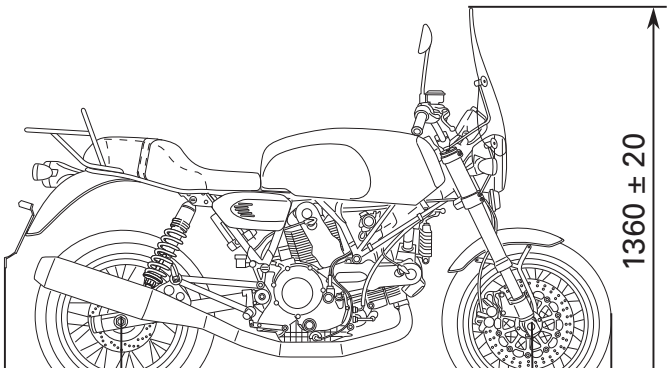
List of operations and frequency (distance or time interval *)	km x1000	1	12	24	36	48	60
	mi. x1000	0,6	7,5	15	22,5	30	37,5
	Months	6	12	24	36	48	60
Check the front sprocket retaining bolts			●	●	●	●	●
General lubrication and greasing			●	●	●	●	●
Check and recharge the battery			●	●	●	●	●
Road test the motorcycle		●	●	●	●	●	●
General cleaning			●	●	●	●	●
Check the wheels and spokes as indicated in the workshop manual (**1**)			●	●	●	●	●

E

Programmed maintenance plan: operations to be carried out be the dealer

List of operations with type of intervention (distance or time interval *)	km x1000	1
	mi. x1000	0,6
	Months	6
Check the engine oil level		●
Check the brake and clutch fluid levels		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check transmission and lights		●

Technical data



E Dimensions (mm) (fig. 59)

Fuel, lubricants and other fluids	Type	dm^3 (litres)
Fuel tank, including reserve of 3 cu. dm (litres)	Unleaded fuel with at least 95 octane rating	15
Sump and filter	SHELL - Advance Ultra 4	3,7
Front/rear brake and clutch circuits	Special hydraulic system fluid SHELL Advance Brake Dot 4	—
Protection for electrical contacts	SHELL - Advance Contact Cleaner spray for electric systems	—
Front fork	SHELL - Advance Fork 7.5 or Donax TA	(each leg)

Engine

Longitudinal 90° "L" twin cylinder, four-stroke.
Bore (mm):
94.
Stroke (mm):
71,5.
Total displacement cm^3:
992.
Compression ratio ±0.5:1:10.0:
Max power at crankshaft (95/1/EC):
61 KW -83 CV at 8,000 rpm.
Max torque at crankshaft (95/1/EC):
83 Nm (=8.5 kgm) at 6,000 rpm.

Desmodromic timing system (fig. 60)

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

Performance data

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

Brakes

Front

Twin drilled discs.
Flange material:
steel.
Braking surface material:

Rear

With fixed drilled steel disc.
Braking surface material:
stainless steel
Disc diameter:
245 mm.
Hydraulically operated by pedal on R.H. side.
Braking surface:
25 cm^2.
Make:
BREMBO
Type:
P 34.

Transmission

Wet clutch: operated by control lever on left handlebar.
Transmission from engine to gearbox main shaft via spur gears.
Ratio:
33/61.
Gearbox:
6 speed;
with constant mesh gears, gearchange pedal on left.
Front sprocket/clutch sprocket ratio:
15/39.
Total gear ratios:
Drive transmitted from gearbox to rear wheel via chain:
Make:
RK
Type:
525 GXW
Dimensions:
5/8"x5/16".
No. of links:
100.

Important

The above gear ratios are approved and should not be modified under any circumstances.

Frame

High-strength tubular steel trellis with upper cage.
Steering angle (on each side):
28°.
Steering head rake:
24°.
Trail:
92 mm.

Wheels

Spoked wheels.

Tyres

Front
Radial with inner tube
Size:
120/70-R17.

Rear
Radial with inner tube.
Size:
180/55-R17.

Fuel system
Indirect electronic injection (MARELLI CPU 5AM2)
Throttle body diameter: 45 mm
Injectors per cylinder: 1
Holes per injector: 1
Fuel supply: 95-98 RON.

Suspension

Front
Lightweight upside-down hydraulic forks.
Leg diameter

Exhaust system
Equipped with catalytic converter in compliance with Euro 3 emission regulations.

Available colours
Silver code 928D151 (PAL);
Metallic light grey code *0026 (PPG);
Clear lacquer 228.880 (PPG);
Black frame, chrome wheel rims.

Ducati 248.514 (PPG) shiny black with white stripe;
Transparent, 228.880 (PPG);

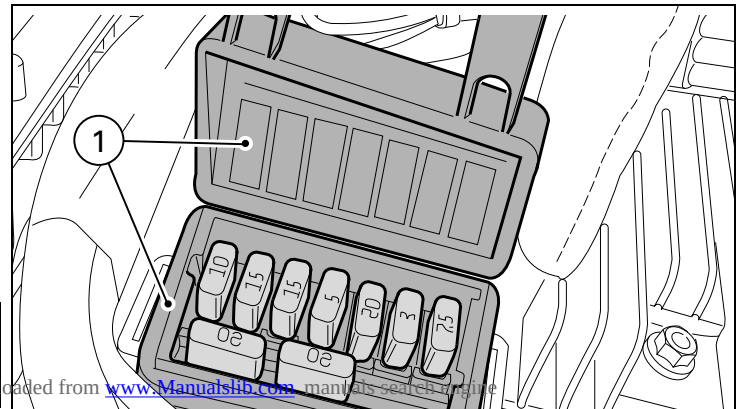
Electrical system

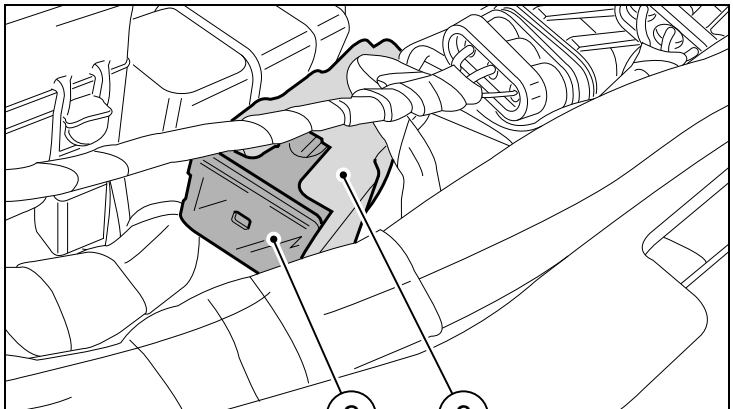
The main components of the electrical system are:
Headlight:
bulb type: **H4 (12 V-55/60 W)**.
side light:
bulb type: **W5W (12 V-4 W)**.
Electrical controls on handlebars:
Turn signals:
bulb type: **W16W (12 V-16 W)**.
Horn
Brake light switches.
Battery, 12 V-10 Ah.
Alternator 12 V-520 W.

Fuses
The main fusebox is located under the seat in the electrical compartment (fig. 61).
The fuses are accessed by removing the cover (1), which shows the ampere ratings and mounting locations.
There are 7 fuses in the electrical system and these are located inside the fusebox.

The 30A fuse (2) on the side of the fusebox (fig. 62) protects the electronic voltage regulator.
To access this fuse, remove the protective cap (3).

A blown fuse can be identified by a broken filament





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Key to the electrical system / injection system diagram

1) RH handlebar switch
2) Transponder antenna
3) Key switch
4) Fusebox
5) Starter motor
6) Starter contactor
7) Battery
8) Master fuse (main fuse)
9) Regulator
10) Alternator
11) Rear right-turn signal
30) Throttle position sensor
31) Rpm/timing sensor
32) ECU oil temperature sensor
33) Electronic Control Unit
34) Neutral switch
35) Oil pressure switch
36) Rear brake light switch
37) Front brake light switch
38) Clutch switch
39) Instrument panel oil temperature sensor
40) LH handlebar switch
41) Air temperature/pressure sensor
42) Instrumentation (instrument panel)

Wire colour code
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

Key to fusebox ()

Pos.	Users	Val.
1	Key on, starter contactor, lambda	10 A
2	Side light, high beam/low beam headlight	15 A
3	Brake light, horn, flasher	15 A
4	Instrument panel	5 A
5	Injection (pump injector coils)	20 A

For United States of America Version Only

Safety warnings

Traffic Rules vary from jurisdiction to jurisdiction. Know the regulations in your jurisdiction before riding this motorcycle.

Warning

This motorcycle is designed and intended for use on streets and other smooth, paved areas only. Do not use this motorcycle on unpaved surfaces. Such use could lead to upset or other accident.

Noise emission warranty

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

Exhaust Emission Control System
The Exhaust Emission Control System is composed of lean carburetor settings, and no adjustments should be made except idle speed adjustments with the throttle stop screw. The Exhaust Emission Control System is separate from the crankcase emission control system.

Crankcase Emission Control System
The engine is equipped with a closed crankcase system

(2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:
(1) Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
(2) Removal or puncturing of any part of the intake system.
(3) Lack of proper maintenance.
(4) Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

Riding safety

The points given below are applicable for every day motorcycle use and shoud be carefully observed for safe and effective vehicle operation.

A motorcycle does not provide the impact protection of an automobile, so defensive riding in addition to wearing protective apparel is extremely important.

Do not let protective apparel give you a false sense of security.

Before changing lanes, look over your shoulder to make sure the way is clear. Do not rely solely on the rear view mirror; you may misjudge a vehicle's distance and speed, or you may not see it at all.

When the roadway is wet, rely more on the throttle to control vehicle speed and less on the front and rear brakes.

The throttle should also be used judiciously to avoid skidding the rear wheel from too rapid acceleration or deceleration.

On rough roads, exercise caution, slow down, and grip the fuel tank with your knees for better stability.

When quick acceleration is necessary as in passing, shift to a lower gear to obtain the necessary power.

Do not down shift at too high an r.p.m. to avoid damage to the engine from overreving.

Avoiding unnecessary weaving is important to the safety of both the rider and other motorists.

Do not exceed the legal speed limit or drive too fast for

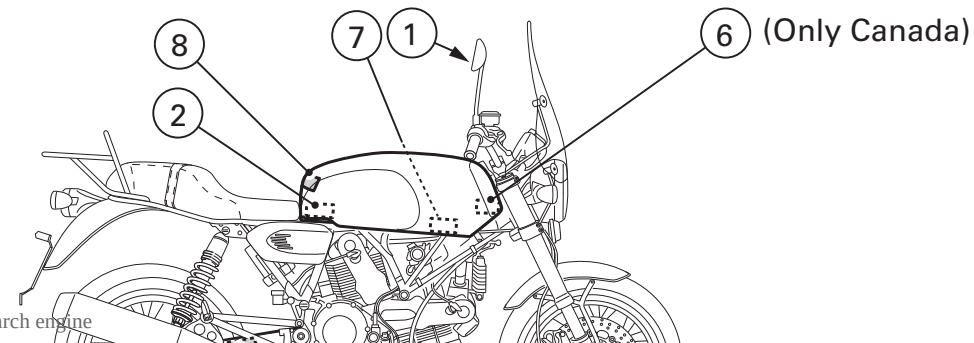
Gasoline is extremely flammable and is explosive under certain conditions. Refuell in a well ventilated area with the engine stopped. Do not smoke or allow open flames or sparks when refuelling or servicing the fuel system. Always close the fuel petcock when the engine is not running to prevent flooding of the throttle body. Do not overfill fuel tank (see instructions page 41).
Motorcycle exhaust contains poisonous carbon monoxide gas. Do not inhale exhaust gases and never run the engine in a closed garage or confined area.
Use only Ducati approved parts and accessories.
This motorcycle was not intended to be equipped with a sidecar or to be used to tow any trailer or other vehicle.

The exhaust system becomes very hot during operation, never touch the exhaust system. Wear clothing that fully covers your legs. Do not wear loose clothing which could catch on the control levers, footrests, wheels, or chain.
Any amount of alcohol will significantly interfere with your ability to safely operate your motorcycle. Don't drink and ride.

Vehicle identification number (VIN)

Every Ducati motorcycle is identified by two identification numbers (see page 9). fig. A specifically shows the frame identification numbers.

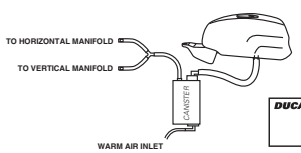
Label location (fig. B)



OBJECT IN MIRROR ARE
CLOSER THAN THEY APPEAR

1

VEHICLE EMISSION CONTROL LABEL
Engine displacement : ▬ cc. Engine family : ▬
This vehicle conforms to U.S. EPA and California regulations
Applicable to ▬ model year new motorcycles.
Evap family : ▬



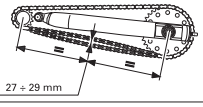
***DUCATI**MOTORHOLDING spa*
Via A.C.Ducati,3
40132 BOLOGNA
ITALY

2

HELMET HOLDER
UNDER THE SEAT

3

Tensione catena (sul cavalletto laterale) con escursione verso l'alto
Chain Tension Adjustment (on side stand) with upward flack



4

E

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

MANUFACTURED BY / FABRIQUÉ PAR: ***DUCATI**MOTORHOLDING spa*
TYPE OF VEHICLE / TYPE DE VÉHICULE: **MC** DATE: **xx/xxxx**
GVWR / PNBV: **x x x KG** VIN / NIV: **ZDMxxxxxxxx000001**

GAWR		COLD INFL. PRESS

California evaporation emission system

This system consists of (fig. C):

1) Warn air inlet;
2) Canister;
3) Dell'Orto jet;
4) Intake manifolds;
5) Breather pipe;
6) Fuel tank.

Important

In the event of fuel system malfunction, contact Ducati's authorized Service Centres

Ducati limited warranty on emission control system

Ducati North America, Inc., 10443 Bandley Drive Cupertino, California, 95014 warrants that each new 1998 and later Ducati motorcycle, that includes as standard equipment a headlight, tail-light and stoplight, and is street legal:
A) is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and
B) is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection

fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points, condensers, and spark plugs if failure occors prior to the first scheduled replacement, and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts.
In the state of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized Ducati dealer. An emergency situation occurs when an authorized Ducati dealer is not reasonably available,

(4) use of replacement parts or accessories not conforming to Ducati specifications which adversely affect performance and/or
(5) use in competitive racing or related events.
B. Inspections, replacement of parts and other services and adjustments required for routine maintenance.
C. Any motorcycle on which odometer mileage has been changed so that actual mileage cannot be readily determined.

III. Limited liability

A. The liability of Ducati under this Emission Control Systems Warranty is limited solely to the remedying of defects in material or workmanship by an authorized Ducati motorcycle

C. No dealer is authorized to modify this Ducati Limited Emission Control Systems Warranty.

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

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

VI. Additional information
Any replacement part that is equivalent in performance and durability may be used in the performance of any

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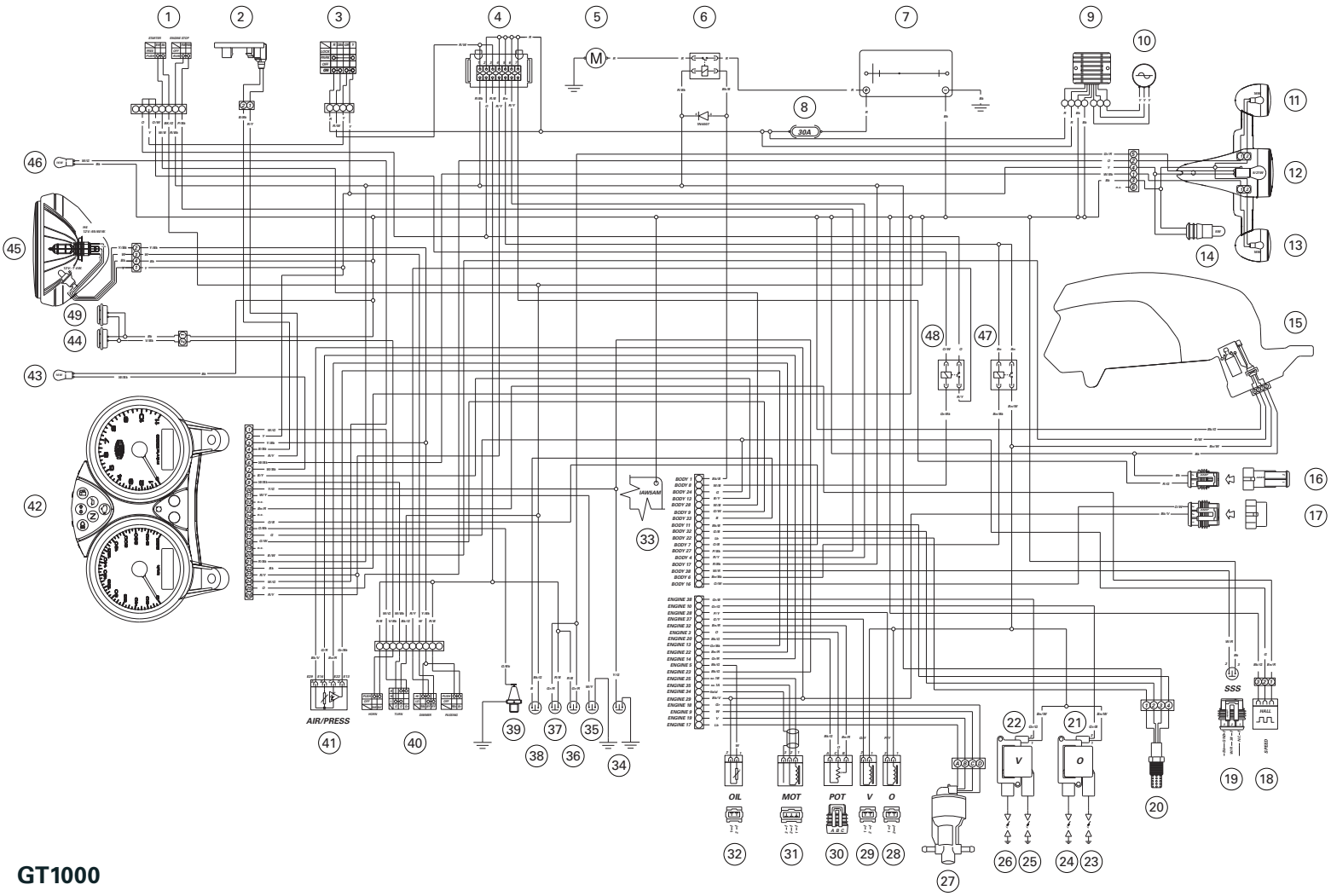
10443 Bandley Drive
Cupertino, California, 95014
Tel: 001.408.253.0499
Fax: 001.408.253.4099
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Routine maintenance record

Km	mi	Ducati Service Name	Mileage	Date
1,000	600			
12,000	7,500			
24,000	15,000			
36,000	22,500			



GT1000

DUCATI

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