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declines all responsibility for any errors or omissions in this manual. The information given in this manual was correct at the time of going to print. Oucati Motor S.p.A. operates a policy of continuous improvement and reserves the right to make changes without prior notice. Alia scopo di rendere la lettura di immediata comprensione i paragrafi sono stati contraddistinti da illustrazioni schematiche che evidenziano l'argomento trattato. SIMBOLI This manual has been prepared for Ducati Authorised Service Centres and workshop personnel involved in the maintenance and repair of Oucati motorcycles. The manual provides a complete overview of the Ducati motorcycle described herein. The contents of this manual should therefore be considered as a necessary part of the ongoing professional training of workshop personnel. Sections and paragraphs in this manual are marked with the icons and small drawings indicating the topic dealt with in that paragraph or section. In questa manuale sono state riportate note informative con significati particolari. n Attenzione !!! La non osservanza delle istruzioni riportate può creare una situazione di pericolo e causare gravi lesioni personali. A This symbol at the start of an item of text indicates a reassembly operation. When diagnosing breakdowns, primary consideration should always be given to what the customer reports. Your questions to the customer should aim to clarify the problem a step at a time and lead to an accurate diagnosis of the source of the trouble. Contrassegnare sempre particolari o posizioni che potrebbero essere scambiati fra di loro allatto del rimontaggio. Diagnose the problem systematically and accurately before proceeding further. This manual provides the theoretical background for troubleshooting. Further practical experience in troubleshooting can be obtained through attendance at Ducati training courses. Repair work should be planned carefully in advance to prevent any unnecessary downtime.

Time and money can be saved by limiting the number of operations needed to reach the part to be repaired to the minimum. The disassembly procedures in this manual described the most efficient way to reach a part to be repaired. GENERAL ADVICE ON REPAIR WORK During repair work always renew gaskets, seals and split pins. When loosening or tightening nuts and bolts, always start with the largest and always start from the centre. Tighten nuts and bolts working diagonally; tighten

to the specified torque wrench settings. At disassembly, mark any parts and positions which might easily be confused at reassembly. Only use Ducati original spare parts. Only use the recommended lubricants. Usare parti di ricambio originali Ducati ed i lubrificanti delle marche raccomandate. Use special service tools and fixtures where specified. Each Ducati motorcycle has two identification numbers the frame number and the engine number. Desmodromic valve timing system. Two valves per cylinder controlled by four rocker arms two closing and two opening. Overhead camshaft with four lobes. Timing system, crankshaft driven over cylindrical gears, belt rollers and toothed belts. The fuel system components are located under the fuel tank. Dry air intake with filter located under tank. RAFFREDDAMENTO Forced lubrication by gear pump. Mesh intake filter. Pressure regulator bypass valve. Disposable filter cartridge on intake with clogged cartridge safety valve. Low oil pressure indicator on instrument panel. The 750 models are equipped with an oil cooler for improved cooling of the system. ACCENSIONE T1po elettronico a scarica induttiva. Moduli di accensione a due transistor di potenza. Sistema di variazione elettronica di anticipo integrato nei moduli di accensione. RA4HC 600 RA6 HC 750 Distanza fra gli elettrodi. 0,6 mm IGNITION Electronic type with inductive discharge system. Make.

KOKUSAN Two rightangle pulse electromagnetic pickups are energised by four notches on the edge of a flywheel, keyed on the left side of the crankshaft. Ignition modules with two power transistors. Electronic ignition timing control system integrated with the ignition modules. Comandata da un circuito idraulico azionato da una leva sul lato sinistro del manubrio. Reverse arrangement with pressure plate on the mechanism bottom Clutch is hydraulically controlled from a lever on the LH handlebar. Primary drive between gearbox and engine by spur gears. Selector drum and fork gear selector system A lever linkage controls selector drum rotation. A doppio disco forato in acciaio 750 EU. Diametro disco 320 mm Comando idraulico mediante leva sul lato destro del manubrio. Superficie frenante 44 cm² USA 88 cm² 750 EU Pinza freno a pistoncini differenziati. Diametro disco 245 mm Comando idraulico mediante pedale sul lato destro. Marca e tipo MARZOCCHI 40USD/E Diametro canne. 40mm Corsa J20mm Front Hydraulic upside down fork. Marca SACHS BOGE Corsa 65 mm Escursione ruota 744 mm Steel swingarm and hydraulic single shock absorber. The shock absorber enables the adjustment of rebound damping and spring preload. The swingarm hinges on a pivot pin passing through the engine. The whole system gives the bike excellent stability. Instrument panel, 12V3W warning lights; 12V2W instrument lights. Electrical controls on handlebars. Turn indicators, 12V1 OW bulbs. Horn. Stop light switches. Battery 12 V1 6 A Generator 12V520W Electronic voltage regulator, protected by a 40 A fuse. La tabella riporta i simboli utilizzati e le caratteristiche relative ai vari prodotti. LOCK 7 Frenafili a media resistenza meccanica. LOCK 3 Sigillante per piani ad alta resistenza meccanica e ai solventi. Temperatura di utilizzo da 55 a 75 °C ac LOCKS Sigillante di tubazioni e raccorderie mediograndi, per acqua e ogni tipo di gas ad eccezione dell'ossigeno.

Temperatura di esercizio da 55 a 750 °C ac LOCKS DI Guarnizione liquida THREE BOND. Pasta sigillante per tubi di scarico. Autosigillante si indurisce al calore e resiste a temperature superiori a 100 °C ac Spray impiegato nel trattamento degli impianti elettrici. Rimuove umidità e condensa e offre alta resistenza alla corrosione. The table below shows the symbols together with the specifications for the threadlockers, sealants and lubricants to be used. For pressures up to 350 bar. High resistance to mechanical stresses and solvents. For water and gases except oxygen. Elastomer loaded ethylic base. LOCK7 Highstrength retaining compound for threaded parts, bearings, bushes, splines and keys. Selfcuring sealant, hardens when heated. Gives high resistance to corrosion. Waterproof. 24 25 26 MANUTENZIONE IPERIODICA ROUTINE MAINTENANCE Una buona manutenzione garantisce una lunga conservazione del veicolo; osservando queste norme fondamentali si possono prevenire molti inconvenienti ed ottenere le migliori prestazioni. Gli intervalli indicati devono ritenersi validi se la moto non viene impiegata su percorsi particolarmente gravosi usa prevalente in

citta, percorsi in zone polverose, marcia continua in montagna, lunghi percorsi autostradali ad elevata velocita, particolari condizioni climatiche, ecc.. In caso contrario le operazioni descritte devono essere eseguite ad intervalli minori. Tutte le operazioni sono state riportate nella tabella schematica seguente. Utilizzate solo ed esclusivamente parti di ricambio originali Ducati. The maintenance intervals indicated below are for a motorcycle used in normal riding conditions. The intervals should be shortened if the motorcycle is used in heavy duty conditions e.g. continuous city use, very dusty roads, long mountain trips, long, highspeed motorway journeys, extreme climates. All maintenance operations are shown in the maintenance schedule below.

Operando a motore freddo si otterra il valore di pressione piu alto, in questa condizione, la densita dell olio e piu alta. La pressione massima non deve essere mai superiore a 6 bar. Altre cause possono essere una usura eccessiva delle guarnizioni di tenuta o del motore stesso. To check the engine oil pressure, remove the pressure switch and then fit a pressure gauge complete with hose A to the threaded hole M70x1 mm in the RH casing. When the engine is cold the oil will be thicker and the pressure reading obtained will therefore be higher. The maximum pressure must not exceed 6 bar. Oil pressures Cold engine at rpm at least 2.5 bar. at rpm between 4 and 6bar. 8 Hot engine 140 C at rpm at least 1. 1 bar. at rpm between 4 and 6 bar. A pressure which is too high indicates that the pressure reducing valve is jamming. A pressure which is too low indicates that the pressure reducing valve is jammed in the open position, that the spring is too weak, or that the oil pump is faulty. A Montare una cartuccia nuova, avendo cura di lubrificare con olio motore la guarnizione. A Avvitare la nella sua sede e bloccarla alla coppia prescritta. Ad ogni 2 cambi d'olio e consigliabile pulire il filtro aspirazione olio a rete. In caso contrario fermare il motore ed eseguire le opportune verifiche. A Remove any metallic deposits from the end of the magnetic drain plug. Refit the drain plug complete with washer to the sump. Do not reuse cartridges. A Grease the filter seal with engine oil and then fit the new cartridge. A Screw the cartridge into position and then tighten to the specified torque. Every two oil changes, clean the oil intake mesh filter. 0 Remove the outer cap 3 and slide out the filter element. 0 Clean the mesh filter with petrol and compressed air. Care must be taken not to break the filter mesh. A Fit a new seal washer, refit the filter and the cap. Fill until the oil reaches the top mark 5 on the sight glass. A Refit the filler plug.

Run the engine at idling speed for several minutes. A Check for oil leaks. Check that the oil pressure light on the instrument panel switches off after several seconds when the engine is started. If this is not the case, switch off and trace the fault. A Switch off the engine and allow the oil to settle for several minutes. Check the oil level and top up to the Max. Una pressione eccessiva od insufficiente, cos. Un valore di pressione eccessivo puo essere causato da incrostazioni presenti nella camera di combustione. The performance and efficiency of an engine is directly linked to the compression inside the combustion chambers of the two cylinders. Compression which is too high or a large compression difference between the two cylinders will cause a drop in engine performance and can cause engine breakdowns. To check the compression you will require a suitable compression tester e.g. MOTOMETER and an adapter for fitting the tester to the spark plug hole. 0 Check that the battery is charged Under no load conditions there must be a charge of at least 12.5 V measured at the terminals. 0 Start the engine and allow it to warm up for at least 10 minutes at idling speed 0 Open the throttle all the way. 0 Remove the spark plugs. D Warning W To prevent sparks, earth the spark plug cable. 0 Screw the adapter into the spark plug hole of the cylinder to be tested 0 Turn the engine over using the starter motor until the pressure reading stops rising. 8 Check the compression of both cylinders. Standard compression 911 bar Minimum compression 8 bar Maximum allowable compression difference between cylinders 2 bar Excessively high compression readings indicate the following deposits in the combustion chamber. CHANGING THE AIR FILTER TIER II filtro aria deve essere sostituito agli intervalli prescritti sulla tabella manutenzione periodica. Non usare il motociclo senza filtro. Le impurita presenti nell'aria potrebbero entrare nel motore danneggiandolo.

The air filter must be changed at the intervals indicated in the routine maintenance schedule. To remove the filter, proceed as follows

- 1 Release the cover retaining clips 1 on both sides of the filter box.
- 2 Remove the cover.
- 3 Remove the filter cartridge and fit a new one in its place. Caution A clogged air filter will reduce air intake and engine power and cause a build up of deposits on the spark plugs. Do not run the engine without the air filter. Running the engine without a filter will draw impurities into the engine and may damage the engine. Procedere nel rimontaggio eseguendo le stesse operazioni con ordine inverso.

CHANGING THE FUEL FILTER To change the fuel filter, proceed as follows

- 1 Lift the tank using the service rod to hold it in position;
- 2 Remove tank plug 7 with gasket and drain fuel from tank;
- 3 When refitting the fuel filler cap 7, use threadlocker on the thread and use a new gasket.
- 4 Undo the screw A securing fuel filter clamp to tank;
- 5 Loosen clamp 8 on the fuel filter inlet hose with pliers code, and the clamp C on the outlet hose.
- 6 Remove filter from connecting hoses and replace it. The groove between the two pads of friction material must be visible. Caution If one of the pads is worn, then change both pads. To change the pads, proceed as follows

Warning Corrosion and irritant hazard. Brake fluid is corrosive and will damage paintwork. Avoid contact with eyes and skin. In the event of accidental contact, wash the affected part with abundant quantities of running water.

- 1 Remove the spring clip 1 from the pad retaining pin.
- 2 Force the caliper pistons back into their seats by forcing the brake pads apart.
- 3 Pull the pad retaining pin 2 outwards and remove.
- 4 Remove the pad retaining spring 3 from between the two caliper halves.
- 5 Remove the worn pads.

A Infilare il perno di centraggio 2 e bloccarlo con la coppiglia di sicurezza 1.

A Insert the new pads and the spring 3.

A Insert the centring pin 2 and fix it with the spring clip 2.

A Operate the brake lever repeatedly so that the pads bed in under the action of the brake pistons.

A Check that the brake fluid level in the master cylinder reservoir is above the MIN mark. If necessary, top up as follows

- 1 Turn the handlebar so that the reservoir is level.
- 2 Unscrew the two Phillips screws 4 and remove the reservoir cover.
- 3 Remove the membrane 5 from the reservoir.
- 4 Top up to the MAX level using the brake fluid specified. In the event of accidental contact, wash the affected part with abundant quantities of running water.

DRAINING THE CIRCUIT

- 1 Remove the cover and membrane from the brake fluid reservoir.
- 2 Connect a brake bleeder sold on the market to the bleed valve 1 nipple of the caliper.
- 3 Unscrew the bleed valve and pump with the bleeder until the fluid has been bled out of the circuit.
- 4 If a bleeder is unavailable, connect a piece of clear plastic tubing to the bleed valve nipple. The end of the transparent plastic tubing must remain immersed in the discharged brake fluid at all times. Note for rear brake Remove the caliper from the support plate and refit it in the upper part of the brake disc, keeping it with the bleed valve upward see figure.
- 5 Operate the brake lever or pedal several times to fill the circuit and bleed the air.
- 6 Connect the bleeder to the bleed valve.
- 7 Pump the bleeder and loosen the bleed valve. Make sure the level does not go below MIN.
- 8 Repeat this last procedure until no air bubbles can be seen in the transparent tubing connected to the bleed valve.
- 9 Tighten the bleed valve to the specified torque.
- 10 If a bleeder is unavailable, connect a piece of clear plastic tubing to the bleed valve as described for draining the circuit.
- 11 Bleed the bleed valves one at a time.
- 12 Tighten the bleed valves to the specified torque setting. Fit the dust cap to the bleed valve nipple.
- 13 Top up the brake fluid in the reservoir. Refit all the parts removed previously.

Per vuotare completamente il circuito è consigliabile rimuovere il tappetto di rinvio svitando le 3 viti 4 di fissaggio.

Warning Corrosion and irritant hazard. Brake fluid is corrosive and will damage paintwork. Avoid contact with eyes and skin.

DRAINING

- 1 Remove the cover 1 with membrane 2 from the fluid reservoir.
- 2 Connect a common brake bleeder to the bleed valve 3 on the transmission unit.
- 3 Loosen the bleed valve and pump with the bleeder until the fluid is bled out of the circuit.
- 4 If a bleeder is unavailable, connect a piece of clear plastic tubing to the bleed valve nipple 3 on the transmission unit. To empty the circuit completely, remove the transmission unit cap by unscrewing the 3 screws 4.
- 5 Push the piston on the inside to drain all the fluid inside the cap.
- 6 Refit the cap and tighten the screws to the specified torque.

40 RIEMPIMENTO CIRCUITO A

Riempire il serbatoio con olio prescritto prelevato da un contenitore intatto. Caution During the next operation the fluid level must remain topped up at all times. The end of the transparent plastic tubing must remain immersed in the discharged fluid at all times. A Ripetere l'operazione finché da A Portare il liquido nel serbatoio al livello MIN. A Rimontare la membrana 2 e il coperchio 1 quindi bloccare le viti di fissaggio. A Operate the clutch lever to fill the circuit and bleed the air. Tighten the bleed valve to the specified torque. A If a bleeder is unavailable, connect a piece of clear plastic tubing to the bleed valve 3 as described for draining the circuit. A Wait a few seconds; release the lever gradually while closing the bleed valve. Caution Do not release the clutch lever until the bleed valve has been fully tightened. A Repeat the bleeding operation until air bubbles no longer come out of the plastic tube. Tighten the bleed valves to the specified torque setting. A Fill the fluid in the reservoir up to MIN level. Note W For reasons of clarity, the figures show the cylinder head removed from the engine. 0 Remove the spark plugs so that it is easier to turn the crankshaft.

0 Move the piston to TDC at the end of the compression stroke. In this position the two opening upper rockers are free. 0 Look through the hole in the generator cover and check that the mark on the flywheel is aligned with the mark A on the cover. Carry out this check for each cylinder. 0 Remove the inspection cover. Using a feeler gauge check the clearance between the opening upper rocker and the opening adjuster. 0 Using a screwdriver, push against the closing lower rocker to counteract the pressure of the return spring. Using a feeler gauge, check the clearance between the rocker and the return spring cap. If the clearances measured are outside the specified limits, adjust following the instructions in the section below. 43 IREGISTRAZIONE GIOCO VJU.VOL.E ADJUSTING VALVE CLEARANCES Prima di procedere alla registrazione del gioco tenere in considerazione che, con distribuzione desmodromica, quando il gioco di apertura aumenta, diminuisce il gioco di chiusura e viceversa. If you change the opening shim you must therefore also change the closing shim. 0 Before you remove any components, note the clearance values for each valve. Remove the timing belt for the valve to be adjusted. 0 Remove the side clip A from the opening rocker shaft and move the rocker to one side. 0 Remove the shim 8 from the end of the valve stem. 0 Using a screwdriver, push the closing rocker down to counteract the effect of the spring. If this is difficult, turn the camshaft by a few degrees. 0 Lower the closing cap C and remove the two split rings. Note Care must be taken when handling the split rings to prevent them from falling into the two oil scavenge holes in the head and down into the crankcase. A Use a screwdriver, once again, to press down the closing lower rocker and counteract the spring. A Fit the new closing shim C. Fit the new split rings and ensure that they seat correctly in the groove on the valve shaft. A Check the clearance again.

When you press the rocker down it should be possible to rotate the closing shim with your fingers. A If the shim is difficult to rotate, change it with a thinner one. If the valve clearance is too high, fit a thicker shim. In funzione del gioco rilevato e delle correzioni effettuate sui registri di chiusura scegliere il registro di apertura appropriato. Esistono a ricambio di differenti spessori da 2 mm e 4, J 0 mm ogni 0,05 mm e da 4,20 a 4,70 mm ogni 0,70 mm. A Eseguire le stesse operazioni per i due bilanciatori dell'altro cilindro. measured and the corrections made on the closing shim. A Position the opening rocker 8 and fit the clip A on the rocker arm shaft. A Using a feeler gauge, check the clearance once again. If the clearance is not as specified, change the shim. A Fit and tension the timing belt as described in the section below. Turn the engine over several times. Move the piston to TDC on the compression stroke. Check the opening and closing clearances once again. CHECKING AND ADJUSTING TIMING BELT TENSION Note For reasons of clarity, the figures show the engine block removed from the frame. 0 Unscrew the retaining screws on the timing belt covers and remove the covers. 0 Loosen the lock screws J on the mobile tensioners and fit the service gauge A, code no A on the upper portion of the belt. 0 Fit the special tool 8, code no on the pivot screw J of the mobile tensioner roller support. Position the tool pusher C on the roller. Caution The tension value must be read off on the gauge when the tension is applied and before the tension is released. 0 If the tension

value is correct, tighten the mobile tensioner, tighten the screws J and 2 to the torque specified 0 With the tensioner locked in position. The LH side cover is equipped with a sight glass through which you can observe the reference marks on the electronic ignition system. Use a stroboscopic lamp to perform this check.

Proceed as follows 0 Connect the stroboscopic lamp to the cylinder spark plug; e Start the engine and check if the fixed reference mark A is aligned with the advance mark on the flywheel; these marks must remain aligned with engine idling and up to about 1700 rpm. Accelerate the engine to a speed over 2600 rpm; the reference mark A should be aligned with the max. Per l'esecuzione pratica di queste operazioni è necessaria disporre di o vacuometro a colonne di mercurio; o contagiri ausiliario digitale; o CO tester. In caso contrario agire sulle viti A registrando il tenore di CO in ogni cilindro. The idling mixture strength is an engine operating parameter subject to strict international environmental protection legislation. This legislation tends towards a lean mixture with CO at 1.5% while optimum vehicle performance tends towards fullload mixtures with CO values between 3% and 6%. The instructions given below refer to the latter criterion. For this operation you will require the following instruments 0 Mercury column vacuumeter 0 Portable digital rev counter 0 CO tester. If not, turn the screws A to adjust the level of CO in both cylinders. 0 Using the speed screw C adjust the rotation speed to between 1200 and 1300 rpm. Each adjustment in this procedure may change the results of the other adjustments made previously. Here it is a question of striking the right compromise, in this case balanced mercury columns, CO rating between 3 and 6%, and idling speed at or around rpm. If this proves difficult to obtain, sacrifice the mercury columns balance in favour of the CO rate in the 2 cylinders. As a final check, disconnect the two spark plugs alternately and use a portable digital rev counter to check that the drop in rpm is the same. Se è necessaria regolarla, agire sugli appositi registri situati in corrispondenza del comando sui manubria. 0 Allenare il controllo J e operare sui registri 2 ottenendo la regolazione prescritta. 0 Bloccare il controllo 1