



Owner's manual

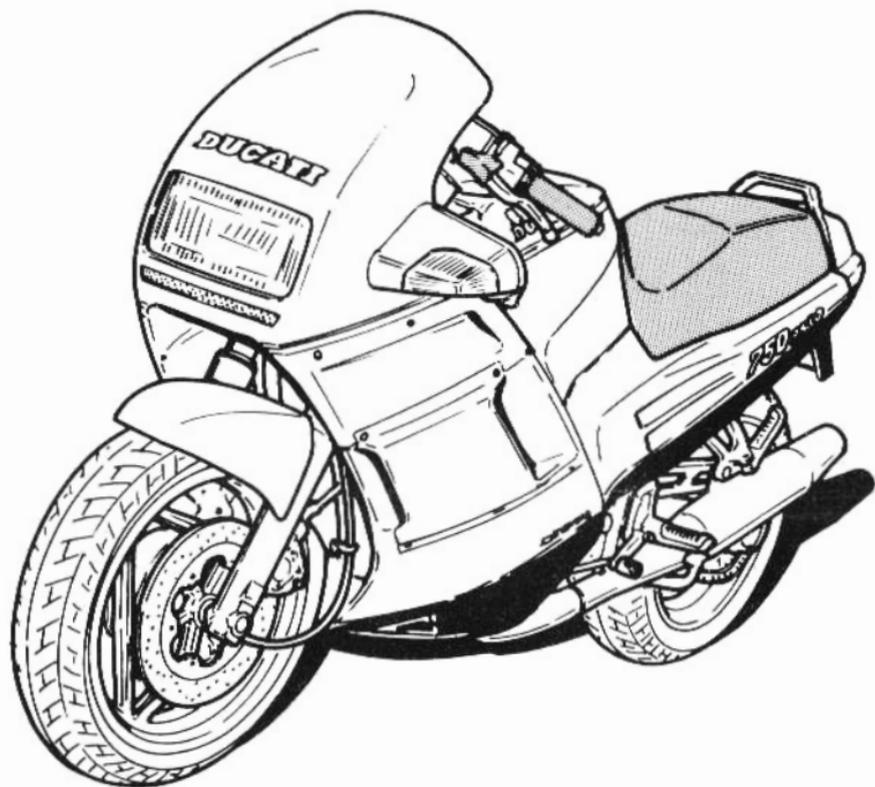
**750** PASO



**750 PASO**

**OWNER'S MANUAL**

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**PASO 750** Owner's Manual 1987<sup>®</sup> by Ducati Meccanica S.p.a.  
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the written permission of Ducati Meccanica S.p.a. or Cagiva North America  
Inc. is expressly prohibited.  
Printed in Italy.

Read this owner manual carefully and pay special attention to statements  
preceded by the following words:



**WARNING** Indicates a possibility of severe personal injury or  
loss of life if instructions are not followed.



**CAUTION** Indicates a possibility of personal injury or equip-  
ment damage if instructions are not followed.

**NOTE:** Gives helpful information.

  
**DUCATI** Meccanica S.p.A



## IMPORTANT - READ BEFORE RIDING

- Welcome to the CAGIVA motorcycling Family! Your new Ducati motorcycle is designed and manufactured to be the finest in the field.
- Read this Owner's Manual before riding so you will be thoroughly familiar with the proper operation of your motorcycle's controls, its features, capabilities and limitations.  
The purpose of this manual is not to provide instruction in all the techniques and skills required to ride a motorcycle safely.
- Your Ducati motorcycle is an extremely high performance sport machine. Obtain proper instruction from an accredited motorcycle instruction organization before riding your Ducati. Do not rely solely on the riding tips given in this manual. This motorcycle is capable of extremely rapid acceleration and deceleration and very high speed. Improper use can lead to serious accidents. Do not attach a side car, trailer, or any other accessory to this motorcycle. Failure to heed this warning could result in loss of handling stability and subsequent serious accident.
- To ensure a long, trouble-free life for your motorcycle, give it the proper care and maintenance described in this owner's manual. For more detailed information on your Ducati motorcycle, a Service Manual is available for purchase from any Cagiva/Ducati dealer.
- When service is required, remember that your Cagiva/Ducati dealer knows what it takes to keep your Ducati in good condition.
- Due to improvements in design and performance during production, in some cases there may be minor changes between the actual vehicle and the illustrations and text in this manual.



## WARNING

The maintenance and operation procedures outlined in this manual must be followed. Failure to perform the safety checks and maintenance operations listed can result in unsafe conditions which in turn can lead to serious accidents. Always wear a helmet and proper protective gear when you ride. Obey all laws. Failure to do so can seriously compromise your personal safety.



## 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.



## SAFETY WARNINGS

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

### **GASOLINE IS HIGHLY FLAMMABLE**

Always turn off the ignition when refueling.

Be extremely careful not to spill gasoline on the engine or exhaust system when refueling.

Never refuel while smoking or in the vicinity of an open flame.

If you should swallow some gasoline, inhale a lot of gasoline vapor, or allow some gasoline to get in your eyes, see your doctor immediately. If any gasoline spills on your skin or clothing, immediately wash it with soap and water and change your clothes.

Always turn off the ignition and remove the key when you leave your motorcycle unattended.

The engine, exhaust pipes, and mufflers stay hot for a long time.

Park the motorcycle where no one is likely to touch it.

Do not park on a slope or soft ground; the motorcycle may fall over.

Never start or run the engine in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always ensure adequate ventilation if you must run your motorcycle indoors.

Keep your and your passenger's feet on the footrests whenever the motorcycle is in motion. Keep your hands on the handlebars at all times.

If you must transport your motorcycle in a truck or on a trailer, shut off the fuel petcock. This will prevent spillage from the carburetors should the motorcycle lean over excessively.

## **NOISE AND EXHAUST EMISSION CONTROL SYSTEM INFORMATION**

### **Source of Emissions**

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but is toxic. Cagiva/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 to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.

### **Evaporative Emission Control System**

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

### **Noise Emission Control System**

Tampering with the Noise Control System is prohibited: Federal Law prohibits the following acts or the causing thereof: (1) The removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser of while it is in use; or (2) The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

### **AMONG THOSE ACT 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.

### **Problems with may affect motorcycle emissions**

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

Symptoms:

- 1) Hard starting or stalling after starting.
- 2) Rough idle.
- 3) Misfiring or backfiring during acceleration.
- 4) After-burning (backfiring).
- 5) Poor performance (driveability) and poor economy.

## RIDING SAFETY

The points given below are applicable for every day motorcycle use and should 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 going up steep slopes, shift to a lower gear so that there is plenty of power to spare rather than over loading the engine.

When applying the brakes, use both the front and rear brakes. Applying only one brake for sudden braking may cause the motorcycle to skid and lose control.

When going down long slopes, control vehicle speed by closing the throttle. Use the front and rear brakes for auxiliary braking.

Riding at the proper rate of speed and avoiding unnecessarily fast acceleration are important not only for safety and low fuel consumption but also for long vehicle life and quieter operation.

When riding in wet conditions or on loose roadway surfaces, the ability to maneuver will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control.

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 the 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 overrevving.

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 existing conditions. High speed increases the influence of any condition affecting stability and the loss of control.

Operate motorcycle only at moderate speed and out of traffic until you have become thoroughly familiar with its operation and handling characteristics under all conditions. This is a very high performance motorcycle, designed and intended for use by experienced careful riders only!

A new motorcycle must be operated according to a special break-in procedure (see Running in recommendations).



**WARNING:** Before starting engine, check for proper operation of brake, clutch, shifter, throttle controls, correct fuel and oil supply.

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 carburetor. Do not overfill fuel tank. Leave at least one inch air space to allow for fuel expansion.

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 Cagiva/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. Cagiva/DUCATI does not manufacture sidecars or trailers and cannot predict the effects of such accessories on handling or stability, but can only warn that the effects will be adverse any damage to motorcycle components caused by the use of such accessories will not be remedied under warranty.



**WARNING:** Do not ride the motorcycle with helmets attached to the hooks; the helmets could cause an accident by distracting the operator or interfering with normal vehicle operation.

### **PROTECTIVE APPAREL**

Always wear a helmet. Most motorcycle accident fatalities are due to head injuries.

For safety eye protection, gloves, and high top, sturdy boots should also be worn.

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.

A passenger needs the same protection.

Any amount of alcohol will significantly interfere with your ability to safely operate your motorcycle. Don't drink and ride.

### **LOADING AND ACCESSORIES**

This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load as shown on the tire information label..

The combined weight of the rider, passenger cargo and additional accessories must not exceed 344 lbs (156 Kg). Cargo weight alone should not exceed 44 lbs (20 Kg).

- 1) Load weight equally on both sides.
- 2) Keep cargo and accessories weight low and close to the center of the motorcycle.
- 3) Adjust rear suspension to suit load weight.
- 4) All cargo and accessories must be secure for stable handling.
- 5) Do not attach large heavy items to the handlebars, front forks or fender. Difficult handling may result.



**WARNING** To prevent an accident, use extreme care when riding with accessories and cargo.

Never ride a loaded motorcycle above 55 m.p.h., a motorcycle's stability and performance can be reduced with the cargo.

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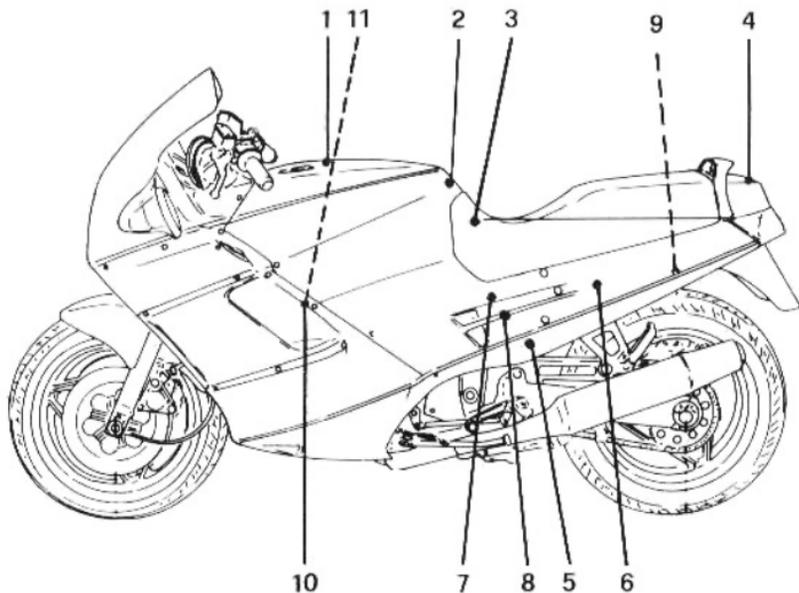
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**WARNING** The helmet holder is designed for use while parking. Do not operate the motorcycle with a helmet attached to the holder. The helmet may interfere with the rear wheel, possibly stopping the wheel, and causing a serious accident.

## LABEL LOCATION



**WARNING:** YOUR DUCATI MOTORCYCLE IS EQUIPPED WITH A WARNING LIGHT FLASHING WHEN THE SIDE STAND IS LOWERED (ON). HOWEVER, IT IS THE RIDER'S RESPONSIBILITY TO INSURE THAT THE SIDE STAND IS STOWED COMPLETELY BEFORE STARTING OUT. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN AN UPSET AND CONSEQUENT SERIOUS BODILY INJURY.

1

**WARNING:** DO NOT ATTEMPT TO LIFT THE MOTORCYCLE BY THESE HANDLES. THEY ARE PROVIDED ONLY AS A HANDHOLD FOR THE PASSENGER. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN AN UPSET AND CONSEQUENT SERIOUS BODILY INJURY.

4

### CAUTION

Never fill tank so fuel level rises into filter neck. If tank is overfilled, heat may cause fuel to expand and flow into Evaporative Emission Control System resulting in hard starting and engine hesitation.

2

COLLEGAMENTO TUBI AL SERBATOIO -  
- PIPES CONNECTION TO THE FUEL TANK



vapori al canister - gasoline vapors  
to the canister  
riifiuto carburante - waste fuel

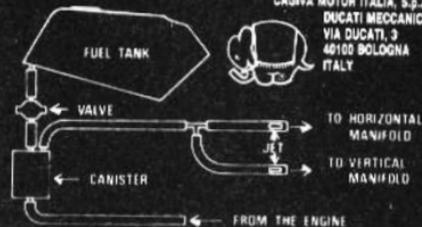
3

STAND GRIP

5

HOSE ROUTING LABEL

EVAP FAMILY EVAP-2



8

#### VEHICLE EMISSION CONTROL INFORMATION

ENGINE FAMILY: HDM 07904150  
DISPLACEMENT: 748.1 cc  
EXHAUST EMISSION CONTROL SYSTEM: S.C.  
THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS APPLICABLE TO 1987 MODEL YEAR NEW MOTORCYCLE.  
ENGINE TUNE-UP SPECIFICATIONS AND ADJUSTMENTS AT NORMAL OPERATING TEMPERATURE. RUT VEHICLE IN THE UPRIGHT POSITION, TRANSMISSION IN NEUTRAL AND WARM UP ENGINE.

ITEM	SPEC.	INSTRUCTIONS
IGNITION TIMING 8° ST/EC AT IDLE SPEED		NO ADJUSTMENT
IDLE SPEED (RPM) 1130 ± 100		ADJUST THROTTLE STOP SCREW
IDLE MIXTURE		NO ADJUSTMENT
VALVE CLEARANCE	IN: 0.15 EX: 0.02	SEE SERVICE MANUAL

SPARK PLUG: CHAMPION R4S-V C SPARK PLUG GAP (MM) 0.8

FULL SPECIFICATIONS ENGINE LUBRICANT SPECIFICATIONS

GASOLINE GRADE (REGULAR/LEADED) ENGINE OIL: SAE 20W50

RESEARCH OCTANE 91 MIN.

DUCATI MECCANICA SpA BOLOGNA

6

### WARNING

CONTAINS HIGHLY COMPRESSED GAS. USE ONLY PERFECTLY DRY NITROGEN GAS. OTHER GASES MAY CAUSE EXPLOSION. DO NOT INCINERATE. REFER TO OWNER'S MANUAL FOR REGULATING GAS.

7

HELMET HOLDER

9

#### MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS 1987, ZDMB110750 MOTORCYCLE MEETS EPA NOISE EMISSION REQUIREMENTS OF 80 dBA AT 3555 RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL.

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MFD BY DUCATI MECCANICA S.p.A.  
DATE: 01/1987 \*GVWR 818.1 LBS GAWR F 308.8 LBS 130/60ZR16 2.PR TIRE  
MT 3.75x16" RIM 32.7 PSI COLD GAWR R 509.3 LBS 160/60ZR16 2.PR TIRE  
MT 5.00x16" RIM 36.9 PSI COLD  
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

MOTORCYCLE

11

only for California



## CONTROLS AND INSTRUMENTS

Dashboard (fig. 3):

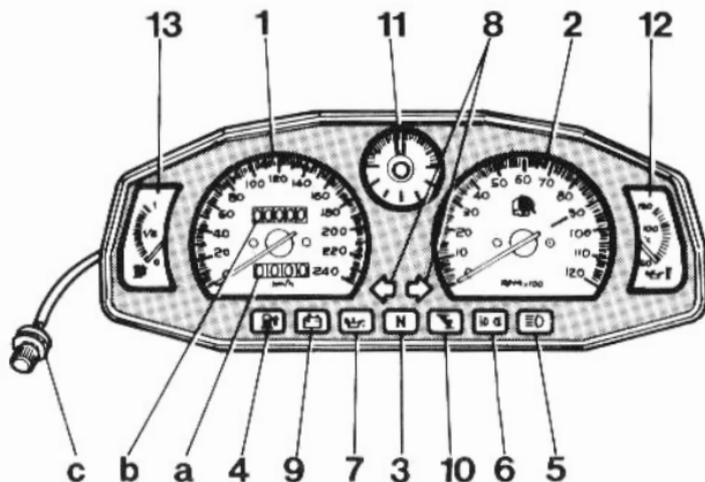
- 1) Speedometer (mph, Km/h)
  - a) Trip recorder
  - b) Odometer
  - c) Odometer zeroing knob
  - d) Start limit of engine speed

 **CAUTION** This zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life.

- 2) Tachometer
- 3) Green w/l = Gear selector is in neutral position
- 4) Red w/l = Fuel reserve
- 5) Blue w/l = Headlight high beam ON
- 6) Green w/l = Outer lighting ON
- 7) Warning light = Insufficient oil pressure

 **CAUTION** Running the engine with insufficient oil pressure will cause serious engine damage.

3



- 8) Orange w/l = Turn indicators
- 9) Red w/l = Battery charge warning
- 10) Red w/l = Side stand down
- 11) Quartz analog clock (with setting knob)
- 12) Cooling-oil temperature gauge
- 13) Fuel level gauge

A = Trip recorder zeroing knob (see A, fig. 4).

B = Starter lever (see B, fig. 5).

### IGNITION SWITCH (fig. 6)

It is located on the fork head and can be set on four positions:

«A» Run.

«B» Stop.

«C» Parking lights and steering lock.

«D» Steering lock.

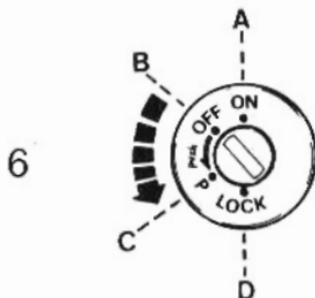
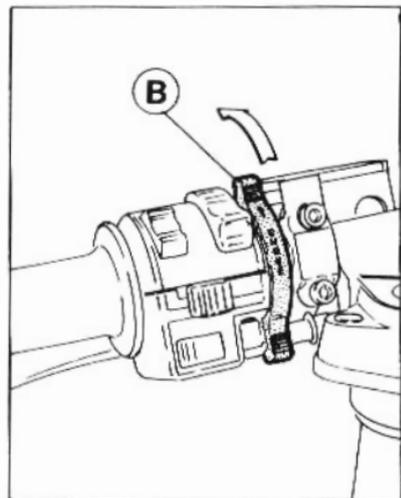
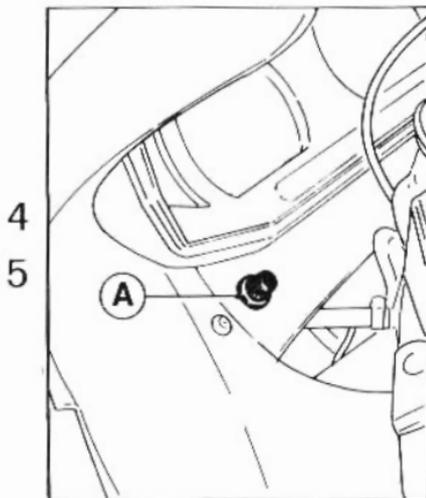
**NOTE** - When in position «B» «C» and «D» the key can be removed.



**CAUTION** - Never leave the key in «ON» position when engine is off, in order to avoid damages to coils.



**WARNING:** - Never turn the key to "LOCK" when the motorcycle is moving.



## ELECTRICAL CONTROLS ON HANDLEBAR

Left (fig. 7).

**Switch B**, (LIGHTS), light change over,  
two positions:

«LO» = Low beam

«HI» = High beam

**Switch C**, (TURN) 3-position:

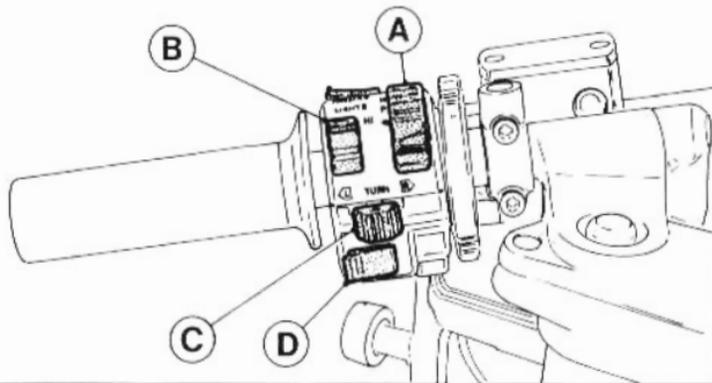
«Centre» = OFF

«L» = Left turn

«R» = Right turn

**Button D**, (HORN)

7



Right (fig. 8)

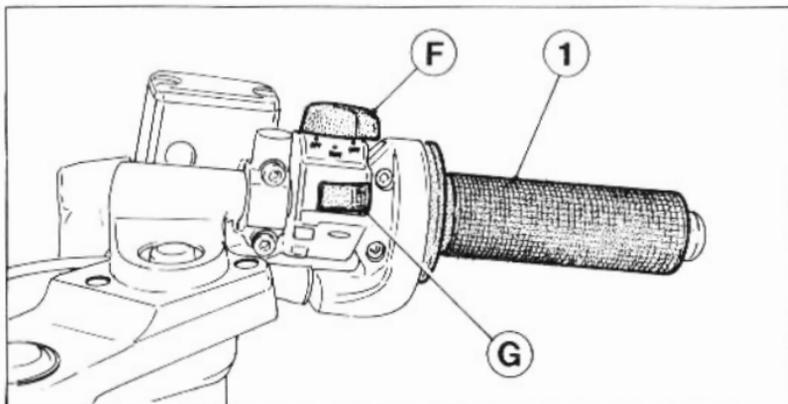
**Switch F**, three-position:

«OFF» (left+right)

«RUN» (center)

**Button G**, «START»

8





## CONTROLS (figg. 8 and 9)

**On R.H. side,** in addition to electrical controls, twist grip (1, fig. 8) to control throttle, in front of this the front brake master cylinder reservoir and lever are placed (3, fig. 9).

**On L.H. side,** in addition to electrical controls, the clutch master cylinder reservoir and lever (6, fig. 9) and the starting lever (choke)(7, fig. 9) are located.

**On Right side** there are rear brake master cylinder and lever (4, fig. 9). The stop light comes on when either brake is applied. It is controlled by two separate switches operated by hydraulic pressure.

**On Left side,** near to the footrest, the gear lever (2, fig. 9) is located. Under this lever there is the side stand.

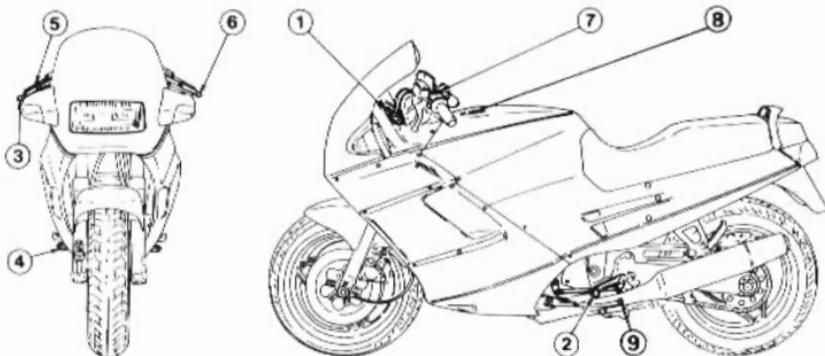
**WARNING** Failure to insure that stand is stowed completely could result in an accident and consequent serious bodily injury.

**Centrally,** at the top of fuel tank, the filler cap (8) is placed, complete with key lock.



**WARNING** -Gasoline is extremely flammable and can be explosive under certain conditions. Turn the ignition switch off when refueling. -Do not smoke or allow flames or sparks in the area where the motorcycle is

refueled or gasoline is stored. -Do not overfill the tank (there should be no fuel in the filler neck). After refuelling, make sure the tank cap is closed securely.



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**Controls** - 1. Instrument cluster. 2. Gear shift pedal. 3. Front brake lever. 4. Rear brake pedal. 5. Twist-grip. 6. Clutch control lever. 7. Choke control lever. 8. Fuel filler with key. 9. Side stand.

## TECHNICAL DATA



### ENGINE

Twin cylinder, 90° V-twin, 4-stroke, mounted in a steel tubular double cradle shaped frame.

Bore, mm./in. ....	88/3.46
Stroke, mm./in. ....	61.5/2.42
Capacity cm <sup>3</sup> /in. <sup>3</sup> .....	748/45.6
Compression ratio .....	10:1
Max.crankshaft power Kw (CV) .....	54 (72.5)
at rpm .....	7.900
Max crankshaft torque N.m/ft.lb. ....	75/55.3
at rpm .....	6.350
Max engine speed rpm .....	9.000



**WARNING** - Under no circumstances must the engine be over-revved (9.000 rpm). This can cause drastic damage to the engine, which can in turn cause rear wheel locking and upset!



### VALVE GEAR (fig. 10)

Your motorcycle features the "Desmodromic" valve gear system. DUCATI is the only make which uses such a sophisticated system.

## TIMING SPECIFICATIONS

Inlet valve:  $\varnothing 41$  mm.

Exhaust valve:  $\varnothing 35$  mm.

Measurements with a free play of: 0.20 mm.

Inlet valve opening:  $39^\circ$  before TDC

Inlet valve closing:  $80^\circ$  after BDC

Exhaust valve opening:  $80^\circ$  before BDC

Exhaust valve closing:  $48^\circ$  after TDC

The tappet clearances, with the motor cold, should be:

### Inlet

Opening rocker arm: 0.15 mm

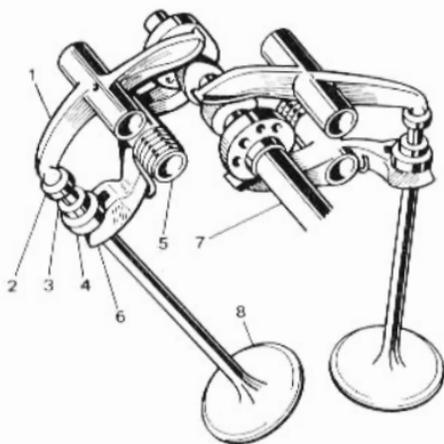
Closing rocker arm:  $0.00 \div 0.02$  mm.

### Exhaust

Opening rocker arm: 0.20 mm

Closing rocker arm:  $0.00 \div 0.02$  mm.

10



**The Desmodromic Valve Gear System** - 1. Opening rocker arm (upper). 2. Opening rocker arm adjuster. 3. Split rings. 4. Closing rocker arm adjuster. 5. Return spring. 6. Closing rocker arm (lower). 7. Camshaft. 8. Valve.



## FUEL FEED SYSTEM

(fig. 11)

Electrical fuel pump and filter with replaceable filtering element.

Dry air inlet and cleaner, located under the Fuel tank.

- 1) Fuel tank;
- 2) Fuel level indicating device;
- 3) Fuel petcock for manually shutting off the fuel;
- 4) Fuel filter;
- 5) Electric pump;
- 6) Carburetor;
- 7) Air cleaner element;
- 8) Breather pipe and a single two-barrel carburetor: WEBER 44DCNF 107 type.

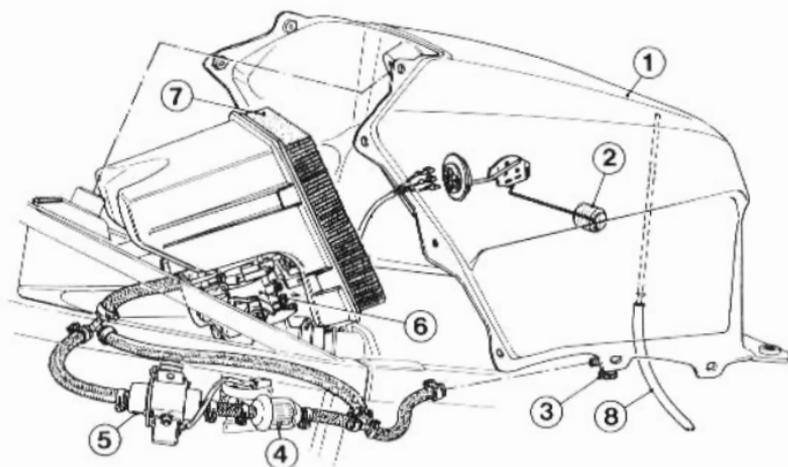
**"California" evap. emission system consists of:**

- Canister
- One way valve

### Carb. Main specifications

- Choke ..... 36
- Auxiliary Venturi ..... 350
- Main jet ..... 142
- Air corrector jet ..... 160
- Idling jet ..... 60

11



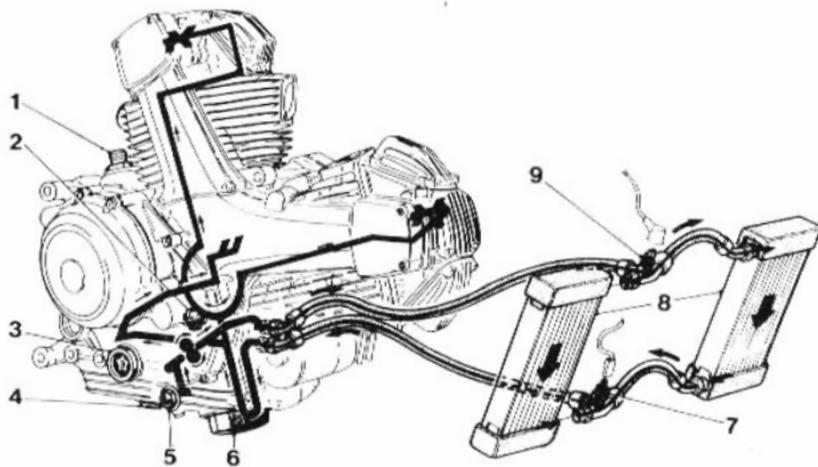
- Air idling jet ..... 130
- Pick-up pump jet ..... 35
- Starting jet ..... F7/110
- Needle valve ..... 300
- Mechanical float level .... 46 mm



### LUBRICATION (fig. 12)

Forced-feed gear pump, oil filtering through screen on drain plug, centrifugal filter on crankshaft, oil filter cartridge and low oil pressure warning light on instrument cluster, lubricant cooling radiator before head lubrication.

- 1) Pipe union for oil sump breather gases with canister.
- 2) Oil filling plug.
- 3) Oil level indicator.
- 4) Oil drain plug.
- 5) Screen.
- 6) Oil filter cartridge.
- 7) Pressure switch.
- 8) Cooling radiators.
- 9) Oil temperature sensor.



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Lubrication system



## COOLING SYSTEM

Air cooling through the large cooling fin surface of cylinders heads. Engine oil cooling through radiator.



**WARNING** - Avoid engine high speeds, when motorcycle is standing, to prevent undue engine overheating. Air cooling flow is efficient only when the motorcycle is moving.



## IGNITION SYSTEM

Electronic type.

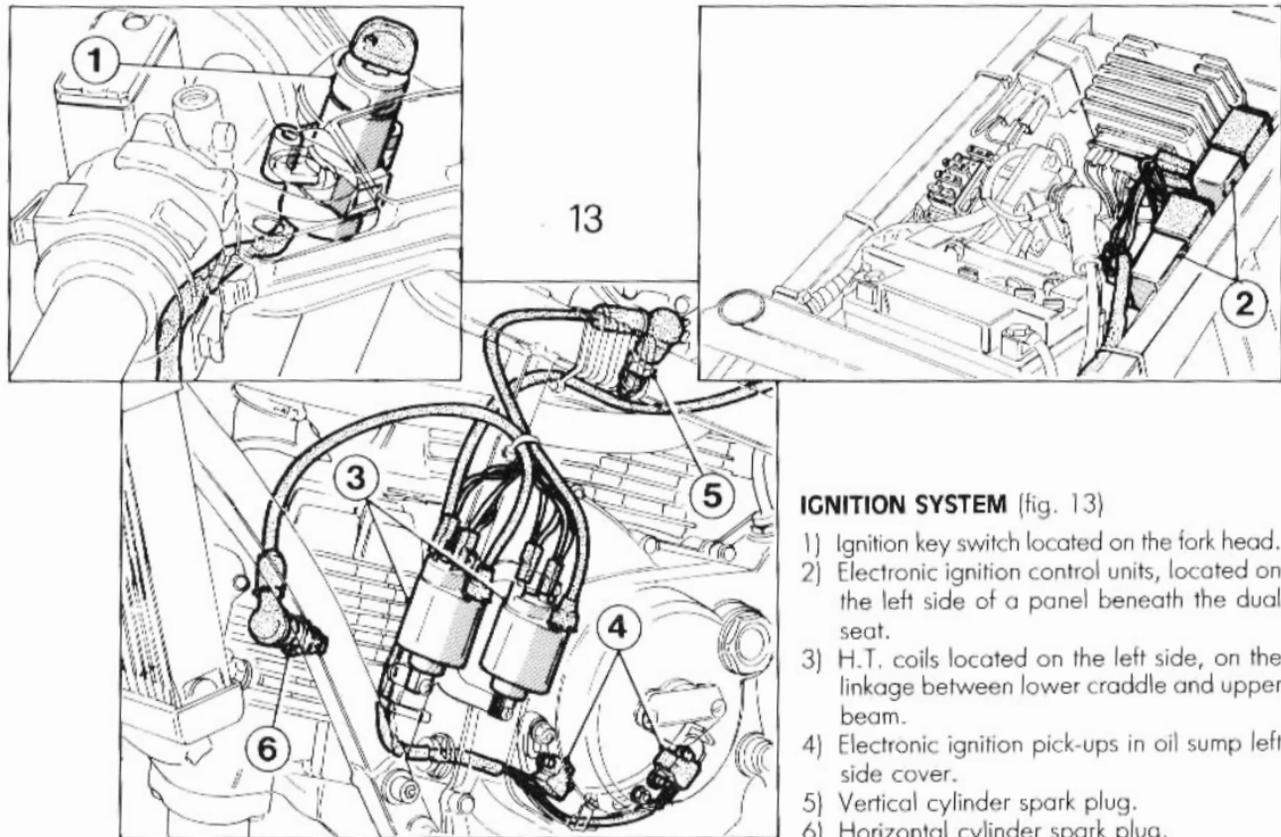
Make ..... KOKUSAN

Two-step automatic advance: 6° (up to 1700 r.p.m. ± 200)  
gradually increased up to 32° (1700 to 2600 r.p.m. ± 300) (Check using a stroboscopic light)

### Spark plugs

Make ..... CHAMPION RA6YC

Electrode gap ..... 0.6 mm



### IGNITION SYSTEM (fig. 13)

- 1) Ignition key switch located on the fork head.
- 2) Electronic ignition control units, located on the left side of a panel beneath the dual seat.
- 3) H.T. coils located on the left side, on the linkage between lower cradle and upper beam.
- 4) Electronic ignition pick-ups in oil sump left side cover.
- 5) Vertical cylinder spark plug.
- 6) Horizontal cylinder spark plug.



## BRAKES (fig. 14)

### Front - Hydraulic

Cast iron twin-disc type, drilled.

Disc diameter ..... 280 mm

Swept area ..... 80 cm<sup>2</sup>

Brake calipers.

Manufacturer ..... BREMBO

Type ..... P2FO8N

### Rear - Hydraulic

Cast iron fixed disc type, drilled.

Disc diameter ..... 270 mm

Hydraulic control, pedal on R.H. side

Swept area ..... 37.6 cm<sup>2</sup>

Brake calipers.

Manufacturer ..... BREMBO

Type ..... P2IO8N

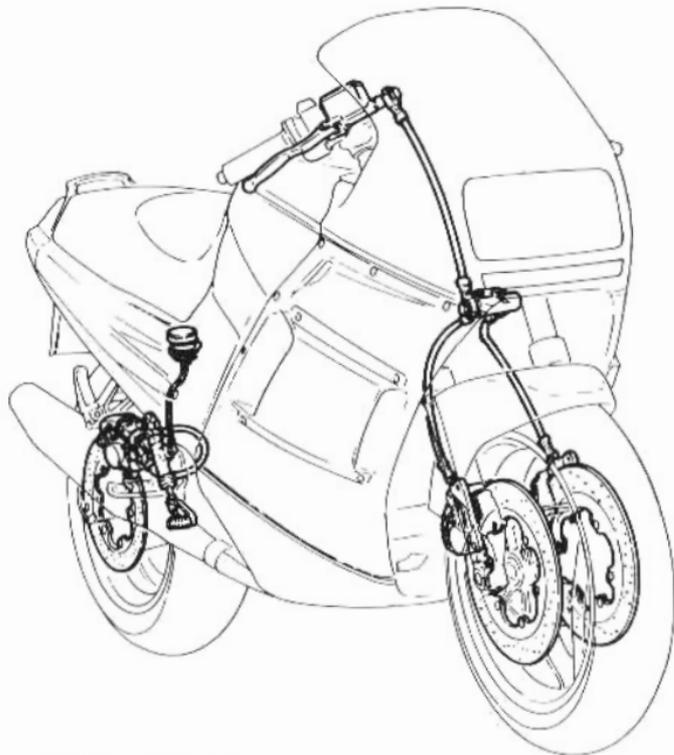


**WARNING** To avoid a serious burn, never touch a hot exhaust pipe during inspection or replacing brake pads.



**WARNING** Do not let any oil come in contact with any disc brake components. If oil should be spilled on the brake components, it must be removed before the motorcycle is ridden. Oil will reduce braking capacity and can damage rubber parts of the brake assembly.

14



The braking system.



## TRANSMISSION

Clutch dry type.

Engine-gearbox mainshaft transmission with straight toothed gears.

Ratio ..... 36/71 = 1/0.507

5-speed, constant-mesh gearbox, control pedal on L.H. side.

### Gear ratios

1st ..... 16/40 = 1/0.400

2nd ..... 21/36 = 1/0.583

3rd ..... 24/32 = 1/0.750

4th ..... 27/29 = 1/0.931

5th ..... 29/27 = 1/1.074

Transmission between gearbox and rear wheel, by chain:

Trade-mark ..... REGINA

Type ..... DA-OR 136, up to no. 750130 ..... DA-OR 135 from no. 750131

Size ..... 3/8" x 5/8"

Final drive ratio ..... 15/38 = 1/0.394



**WARNING** - The above gear ratios are the homologated ones and under no circumstance must they be modified.

However, with a view to assisting customers wishing to make their motorcycle suitable for closed course competitive racing, the Cagiva North America, Inc. is always at their disposal for any information about ratios other than the standard ones, available from authorised DUCATI Dealers.

**Such modified motorcycles are not covered by Cagiva/DUCATI Warranty and cannot be used on normal roads, since they are not in compliance with Dept. of Transportation standards.**



### FRAME

The frame is a cantilever, multi-part double cradle type, fabricated of square section 25 Cr Mo4 steel tubing.



### SEAT (fig. 15)

Dual seat type. For an easy access to electric devices and tool storage, remove the saddle releasing the rear lock as described at page 49.



### WHEELS

Light-alloy delta shaped, 6-spoke type wheel rims.

#### Front

Trade mark ..... OSCAM

Size ..... 3.75x16"

#### Rear

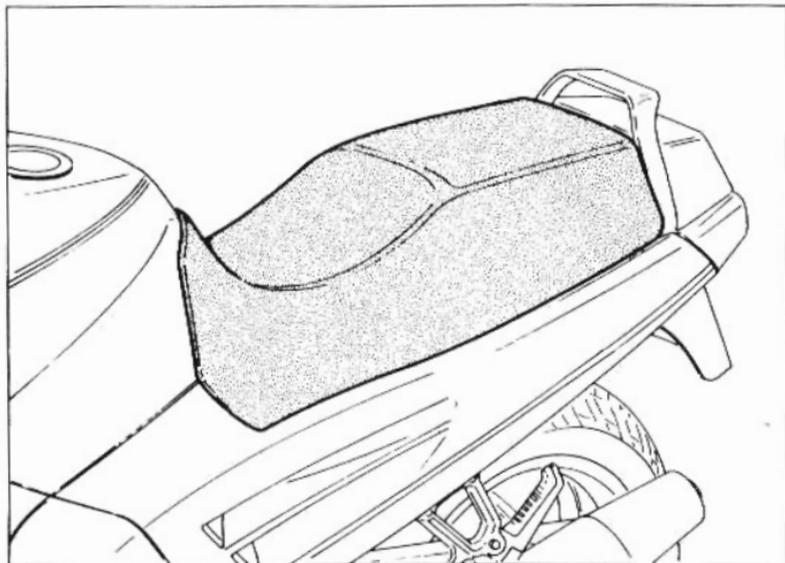
Trade mark ..... OSCAM

Size ..... 5.00x16"

Wheels have hubs with removable axle.

The rear wheel is fitted with a special flexible coupling. To remove the wheel first remove the chain.

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### Front

"tubeless" tire, Radial type.

Trade mark ..... PIRELLI MP7S

Size ..... 130/60x16"

### Rear

"tubeless" tire, Radial type.

Trade mark ..... PIRELLI MP7S

Size ..... 160/60x16"

\* Valid for motorcycles from serial no. 750001 to no. 750499 only.



**WARNING** - Fork oil leakage can cause loss of stability and safe handling. Have any

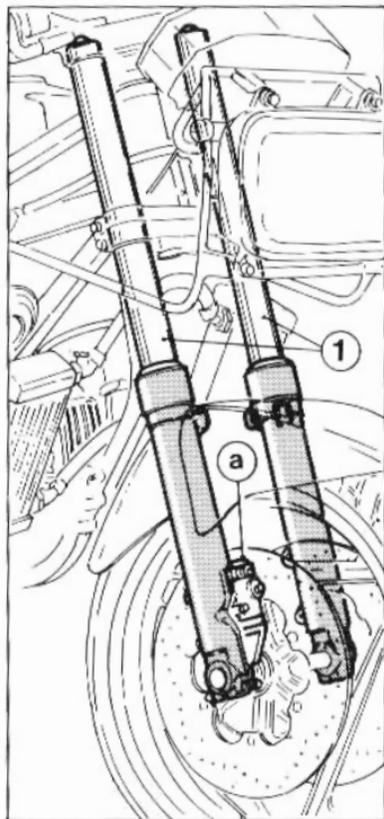
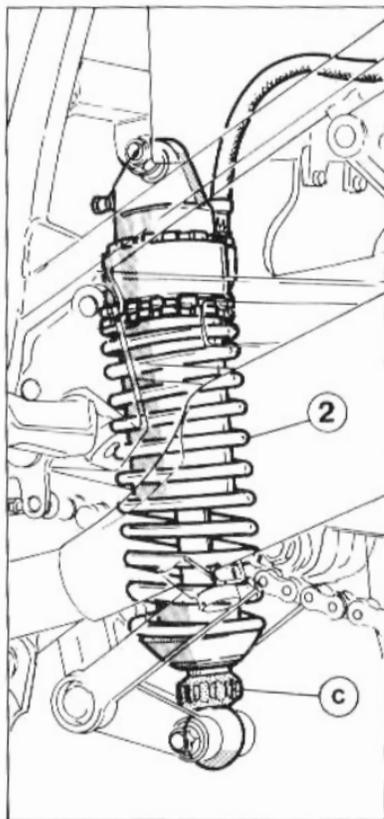
problem corrected before riding the motorcycle.

### PAYLOAD AND TIRE PRESSURE

Failure to maintain proper inflation pressures or observe payload limits for your tires may adversely affect handling and performance of your motorcycle and can result in loss of control. The maximum recommended load in addition to vehicle weight is 156 Kg (344 lbs) including rider, passenger and baggage.

- Check the tire pressure every time you ride, using an accurate gauge.

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**NOTE:** - Measure the tire pressure when the tires are cold (that is, when the motorcycle has not been ridden more than a mile during the past 3 hours).

- Tire pressure is affected by changes in ambient temperature and altitude, and so the tire pressure should be checked and adjusted when your riding involves wide variations in temperature or altitude.

### TIRE WEAR, DAMAGE

As the tire tread wears down, the tire becomes more susceptible to puncture and failure. An accepted estimate is that 90% of all tire failures occur during the last 10% of tread life (90% worn). So it is false economy and unsafe to use the tires until they are bald.

- In accordance with the Periodic Maintenance Chart, measure the dept of the tread with a depth gauge, and replace any tire that has worn down to the minimum allowable tread depth.

### MINIMUM TREAD DEPT

Front	2 mm (0.08 in)
Rear	2 mm (0.08 in)

- Visually inspect the tire for cracks and cuts, replacing the tire in case of bad damage. Swelling or high spots indicate internal damage, requiring tire replacement.

- Remove any imbedded stones or other foreign particles from the tread.



**WARNING** - Do not ride on a tire with less than the minimum tread depth or with any other defect.



**CAUTION** - Have the wheel balance inspected whenever a new tire is installed.



**WARNING** To ensure safe handling and stability, use only the recommended standard tire for replacement, inflated to the standard pressure. Under no circumstances use a

tube type tyre. Failure to heed this warning will very probably lead to sudden tire deflation and subsequent serious accident.

**NOTE:** Tire pressure should be checked when the tires are «cold», before you ride. (see table)



**WARNING** Maximum inflation pressure must not exceed specification located on tire side wall. -If a tire tread shows crosswise lines, it means that the tire is worn to its limit. Replace the tire immediately.



### SUSPENSIONS

**Front** (fig. 16)

Oil-dynamic fork with anti-dive.  
Trade mark ..... MARZOCCHI  
Type ..... M1R  
Fork sheath diameter ..... 42 mm  
Stroke ..... 140 mm

## Rear

Swing arm with oil-pneumatic adjustable "SOFT DAMP" monoshock.

Trade mark ..... OHLINS, type CA 508, or MARZOCCHI, type SUPERMONO

Wheel travel ..... 136 mm

The swing arm is made of light alloy; its progressive action is obtained by means of connecting rods and rocker arms. All of the pivot points rotate on needle or ball bearings. The fork rotates around a journal passing through the engine.

This design gives superior rigidity.

## Front fork anti-dive adjustment.

The adjuster is located in the bottom of the right slider. Changing the adjusting knob position (a, fig. 16) from 1 to 4 (putting it, one step at a time, near to the fixed reference located under the knob) will increase resistance to braking "dive". Factory setting is No. 2.



**WARNING** Different positions of the adjusting knob can affect the motorcycle's stability and handling performance. Be cautious after making this adjustment until you have the "feel" of the changed setting.

### Rear suspension spring load and hydraulic brake adjustment.

Screw in the knob (b, fig. 17) to increase the spring load; unscrew knob to reduce. The factory setting is near to the "O" reference. Screw in the knob (c, fig. 16) to stiffen damping. Unscrew to soften it.



**WARNING** - Test and adjust, if necessary, the brake anti-diverter valve after making suspension adjustments.



**CAUTION** - The factory suspension setting is for rider only. If a passenger is to be carried the suspension must be adjusted.

Pressure settings for rear shock absorbers:

Marzocchi ..... 10 bars/145 p.s.i.  
Ohlins ..... 18 bars/261 p.s.i.



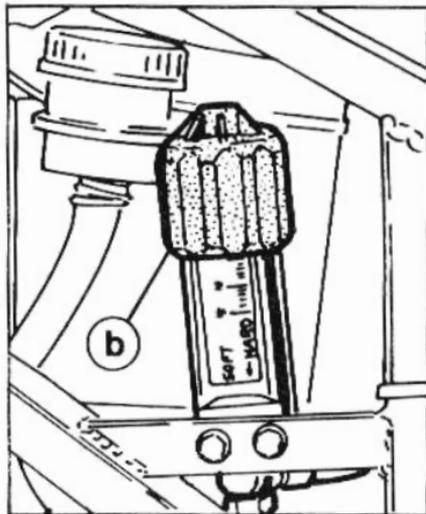
**WARNING** - Only dry nitrogen may be used. Entrust this operation to your Cagiva/Ducati dealer.



**WARNING** - Never disassemble the shock absorber. It contains highly compressed gas. Contact your authorized Cagiva/Ducati dealer for such major service. Do not incinerate. Return to Cagiva/Ducati Dealer for proper disposal. Do not drill the shock! Incineration or drilling could lead to explosion!



**WARNING** - Modifications of the motorcycle, or removal of equipment may render the vehicle unsafe or illegal. Obey all federal, state and local equipment regulations.



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## ELECTRICAL SYSTEM

(see page 72)

The following are the main independent circuits in the electrical system:

**Headlamp** - rectangular, quartz iodine, double filament, 12 V - 55/60 W - H4 bulb.

**Instrument cluster.**

**Electrical controls on handlebar.**

**Direction indicator,** 12 V - 21 W bulbs.

**Horn.**

**Stop light switches.**

**Battery,** 12 V - 14 Ah.

**Alternator**

**Electronic voltage regulator.**

**Starter motor.**

**Tail lamp unit,** 12 V - 21 W bulb for stop light, 12 V - 5 W bulb for parking and number plate light.



## ELECTRICAL SYSTEM SCHEME LEGEND (see page 72)

- |  |   |
|--|---|
| <b>1</b> Headlamp                            | <b>24</b> Electronic control unit (vertical cylinder)   |
| <b>2</b> Headlamp bulb                       | <b>25</b> Coil (vertical cylinder)                      |
| <b>3</b>                                     | <b>26</b> Spark plug (vertical cylinder)                |
| <b>4</b> Front, right turn indicator         | <b>27</b> Electronic control unit (horizontal cylinder) |
| <b>5</b> Front, left turn indicator          | <b>28</b> Coil (horizontal cylinder)                    |
| <b>6</b> Instrument cluster 4-pole connector | <b>29</b> Spark plug (horizontal cylinder)              |
| <b>7</b> Instrument cluster                  | <b>30</b> Ignition pickups                              |
| <b>8</b> Instrument cluster 6-pole connector | <b>31</b> Oil pressure sending unit                     |
| <b>9</b> Parking light 2-pole connector      | <b>32</b> Battery                                       |
| <b>10</b> Ignition switch                    | <b>33</b> Neutral warning light switch                  |
| <b>11</b> 12-pole connector                  | <b>34</b> Rear, stop light switch                       |
| <b>12</b> Left handle control                | <b>35</b> 6-pole connector                              |
| <b>13</b> Front, stop light switch           | <b>36</b> Rear, right turn indicator                    |
| <b>14</b> Horn                               | <b>37</b> Tail light                                    |
| <b>15</b> 3-pole connector                   | <b>38</b> Stop light bulb                               |
| <b>16</b> Right handle control               | <b>39</b> Tail light and license plate light bulb       |
| <b>17</b> Fuses                              | <b>40</b> Rear, left turn indicator                     |
| <b>18</b> Solenoid switch                    | <b>41</b> Key switch 6-pole connector                   |
| <b>19</b> Starter                            | <b>42</b> Turn indicators beeper                        |
| <b>20</b> Alternator                         | <b>43</b> Fuel level gauge                              |
| <b>21</b> Regulating unit                    | <b>44</b> Cooling oil temperature transmitter           |
| <b>22</b> Turn flasher                       | <b>45</b> Side stand switch                             |
| <b>23</b> 9-pole connector                   | <b>46</b> Fuel pump                                     |

## Wire color code

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



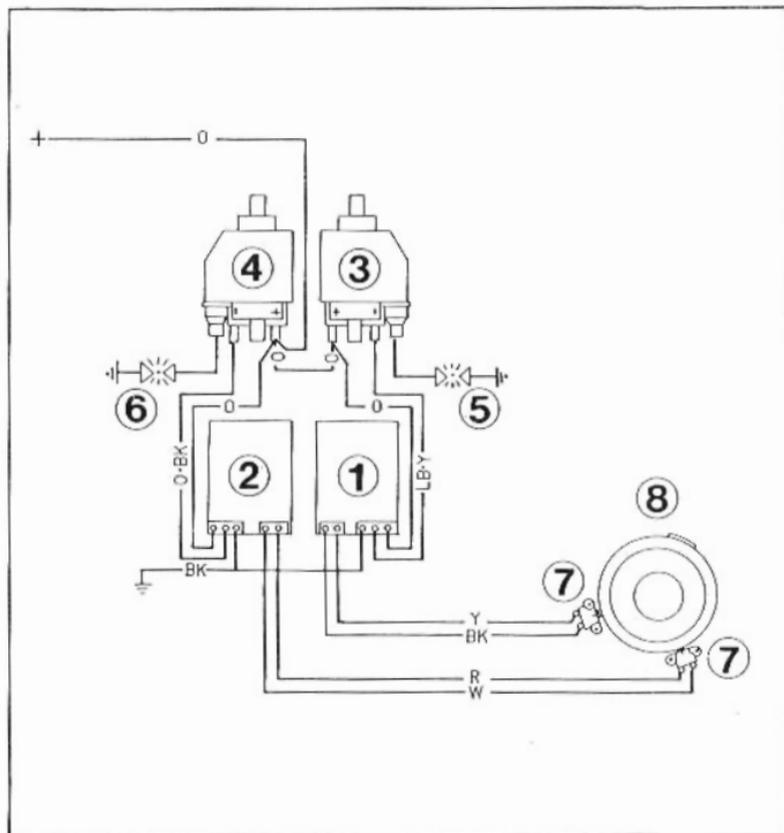


## Electronic ignition system. (fig. 18)

- 1 - Vertical cylinder electronic box.
- 2 - Horizontal cylinder electronic box.
- 3 - Vertical cylinder H.V. coil.
- 4 - Horizontal cylinder H.V. coil.
- 5 - Vertical cylinder spark plug.
- 6 - Horizontal cylinder spark plug.
- 7 - Ignition pickups.
- 8 - Flywheel.
- + - Positive connection.

<b>W</b>	= White
<b>R</b>	= Red
<b>Bk</b>	= Black
<b>Y</b>	= Yellow
<b>O</b>	= Orange
<b>O-Bk</b>	= Orange-Black
<b>Lb-Y</b>	= light blue-Yellow

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## FUSEBOX (fig. 19)

The fuses are accessible by removing the transparent protection lid. Only three fuses are connected to the circuit:

F1- 15 A

F3- 7,5 A

(F4- F5- spare)



**WARNING** Never use a fuse with a different rating than specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power at night or in traffic.

## BATTERY

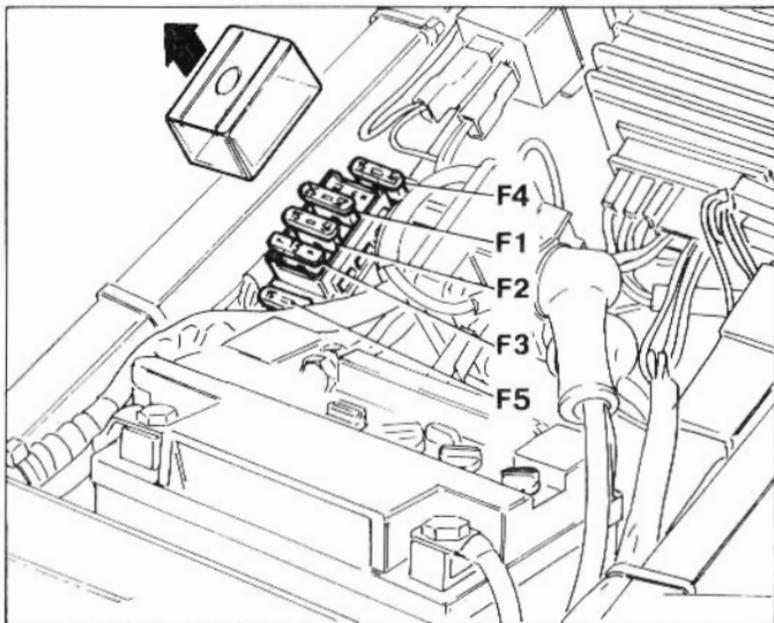
### BATTERY ELECTROLYTE LEVEL INSPECTION

The battery is under the seat. Remove the seat and check the electrolyte level.

The electrolyte level must be maintained between the upper (1, fig. 19) and the lower (2, fig. 19) level marks on the side of the battery.

If the electrolyte level is low, remove the battery filler caps (3, fig. 19).

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Fill carefully with distilled water to the upper level mark with help of a small syringe or plastic funnel.



**CAUTION** - add only distilled water to the battery. Ordinary tap water may shorten the life of the battery.  
- When adding distilled water, make sure the breather tube (5) is connected to the battery breather out let. The battery breather tube must be routed so it is not bent or twisted. A bent or kinked breather tube may pressurize the battery and damages its case.



**WARNING** - The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing.  
Antidote: EXTERNAL - Flush with water. INTERNAL - Drink large quantities of water or milk. Follow with milk of manesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water for no less than 15 minutes and get prompt medical attention.  
- KEEP OUT OF REACH OF CHILDREN.  
- Batteries produce explosive gases. Keep sparks flames and cigarettes away.  
- Always protect eyes when working near batteries.

### **BATTERY CHARGING**

Remove the battery from the motorcycle to avoid electrolyte spill and the corrosion of frame or other parts of the motorcycle. Check the electrolyte level in each cell. If the electrolyte level is low in any cell, fill to cover the lower level line but not to the upper level line since the level rises during charging.  
Remove the caps from all cells, and connect the battery charger leads to the battery terminals (red to +, black to -). Charge the battery at a rate of 1.5 amps.



**CAUTION** - Do not use a high rate battery charger, as employed at automotive service stations, unless the charging rate can be reduced to the level required for motorcycle batteries.  
- Charging the battery at a rate higher than specified may ruin the battery.

After charging, check the electrolyte level in each cell. If the level has fallen, add distilled water to bring it back up to the upper level line. Install the caps on the cells install the battery.



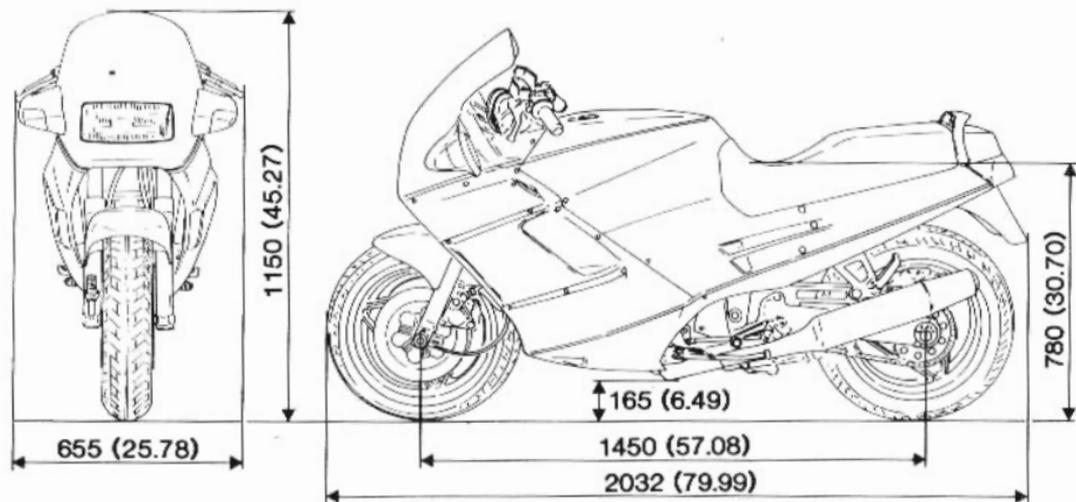
**WARNING** - Batteries produce explosive gases, ventilate when charging or using in enclosed space.

- When using a battery charger, connect the battery to the charger before turning on the charger.

This procedure prevents sparks at the battery terminals which could ignite any battery gases.

## OVERALL DIMENSIONS

mm (in)



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## WEIGHTS

Dry .....	185 Kg (408 lb)
Kerb .....	215 Kg (474 lb)
With driver (70 kg/154 lb) .....	285 Kg (628 lb)

CAPACITIES	TYPE OF FLUID	dm <sup>3</sup> (litres)
Fuel tank, including a reserve of 4 dm <sup>3</sup> (litres)	Petrol (94 ÷ 96 Octane rating)	22
Engine oil and filter	SAE 10 W 50 or equivalent	3.5
Front fork	A.T.F. DEXRON or equivalent (SAE 10)	350 cc (each leg)
Front/Rear brake and clutch circuits	DOT 4	—
Drive chain	Castrol Chain Lube Spray or equivalent	—
Rev. counter/Speedo drive shafts	Light grease	—



**CAUTION - The use of oil, fuel, battery, or other additives is strictly prohibited.**

TYRE INFLATION PRESSURE			TIGHTENING TORQUE FIGURES		
Tyre size	Pressures			N.n ft.-lb.	(kg . m)
	p.s.i.	(kg/cm <sup>2</sup> )			
<b>Front</b> 130/60x16'' Tubeless	33	(2.34)	Spark plugs	14.5 ÷ 22	(2 ÷ 3)
			Cylinder head nuts	29 ÷ 32.5	(4 ÷ 4.5)
<b>Rear</b> 160/60x16'' Tubeless	38	(2.64)			

# RIDING YOUR DUCATI

## BREAK-IN RECOMMENDATIONS

### First 500 km (325 miles)

Never exceed 6000 rpm!

During the first hours of service, we suggest changing engine load and speed periodically - do not maintain a steady load and speed.

**Under no circumstances must the engine be revved over 6000 rpm.**

### From 500 to 1000 km (325 to 625 miles)

**Avoid rapid accelerations** or high engine speeds, especially on uphill, or the mechanical components will not properly wear in with consequent reduced life.

Furthermore, inspect drive chain, lubricate it and, if necessary tighten it, often.

### From 1000 to 2500 km (625 to 1550 miles)

You may run the engine harder, being careful, however, not to exceed 7000 rpm during the 2500 km (1550 miles) break-in period.

If you have not made several long trips (50 miles or more), extend the 7000 rpm limit to 4000 km (2500 miles). The more carefully you break in your Paso, the longer the life of the engine.



**CAUTION** - During break-in, maintenance operations must be scrupulously followed.



**CAUTION** - If you fail to follow break-in running and maintenance instructions, your Cagiva/Ducati warranty will not cover any engine damage or life reduction which results.

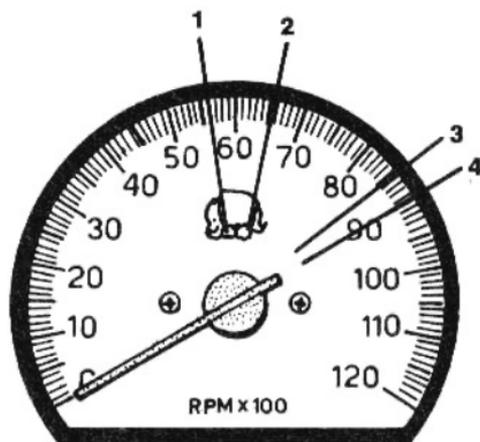


**CAUTION** - Maximum speed in any gear should be reached only after a correct break-in period with the motorcycle properly serviced.



**IMPORTANT** - Never exceed maximum engine speed in any gear (9.000 rpm). Your Cagiva/Ducati warranty does not cover this abuse. Also, you could cause engine failure which will result in rear wheel lockup, or other accident.

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**Maximum speed sectors** - 1. First 500 km. 2. First 3000 km. 3. Max. power rating. 4. Max. engine rpm after break-in.



## BEFORE STARTING THE ENGINE (fig. 22)

- 1) Check fuel level in fuel tank
- 2) Check oil level in sump. Oil level can be checked through the special plug on the right side of the engine crankcase. This level must always be visible through the transparent side of the same plug.
- 3) Check tire inflation pressure (See «Tire Inflation Pressure»).
- 4) Adjust rear damper according to load and road conditions.
- 5) Turn ignition key to "ON" position (fig. 6)

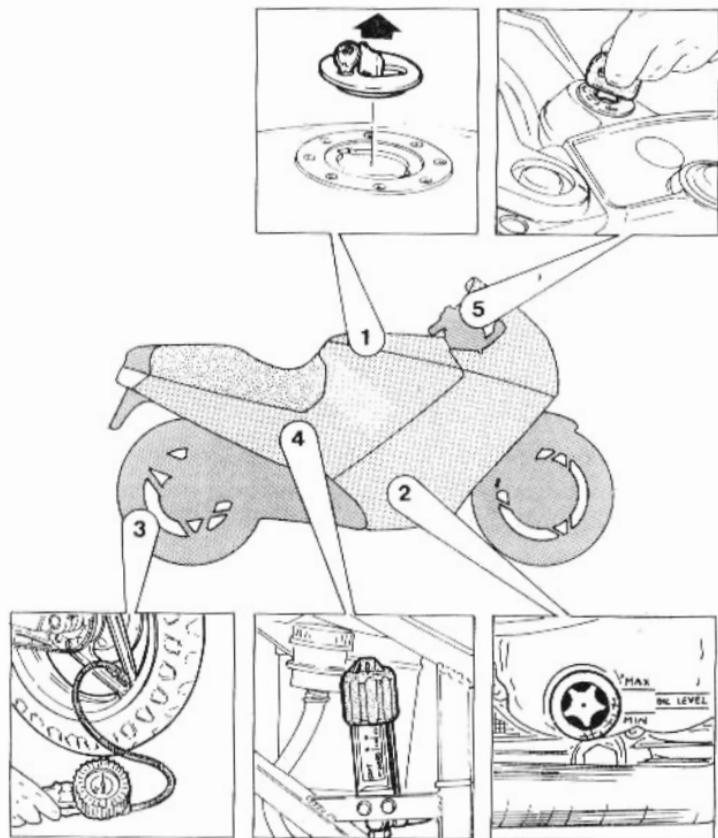
22



**WARNING** Failure to perform these checks every day before you ride may result in serious damage or a severe accident.



**CAUTION** Do not run the motorcycle until you know the motorcycle has enough engine oil.

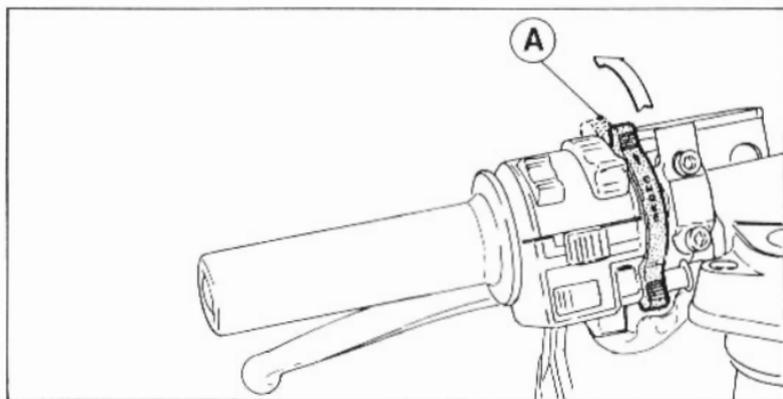




## STARTING THE ENGINE

Move choke control lever (A, fig. 23) over 2 notches. Make sure that the switch (B, fig. 24) is on RUN position, then press the start button "C" (START in fig. 24). When engine starts, let it idle a few seconds before driving off. Keep loads and rpm's low until the engine is fully warmed up.

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**NOTE** - No choke is needed when engine is warm.



**WARNING** Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.

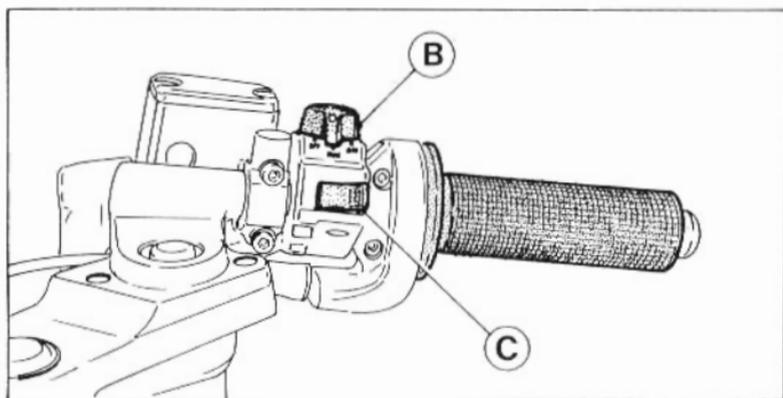


**CAUTION** The oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Do not operate the engine with insufficient oil pressure.



**CAUTION** Do not use electric starter for more than 5 seconds at a time. Allow 10 seconds before using it again.

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## RIDING THE MOTORCYCLE

- 1) Pull in the clutch lever.
- 2) Depress the gear lever with your toes (1st gear-fig. 25). The lever will spring back to its original position.
- 3) Accelerate gently while releasing the clutch lever. The motorcycle will move away.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift to second gear, close the throttle to reduce engine speed, pull the clutch lever, raise the gear lever and release the clutch. The same procedure should be used when shifting to 3rd, 4th or top gear.

To downshift, close the throttle, pull the clutch lever, open the throttle momentarily, to ease synchronization, downshift and release the clutch.

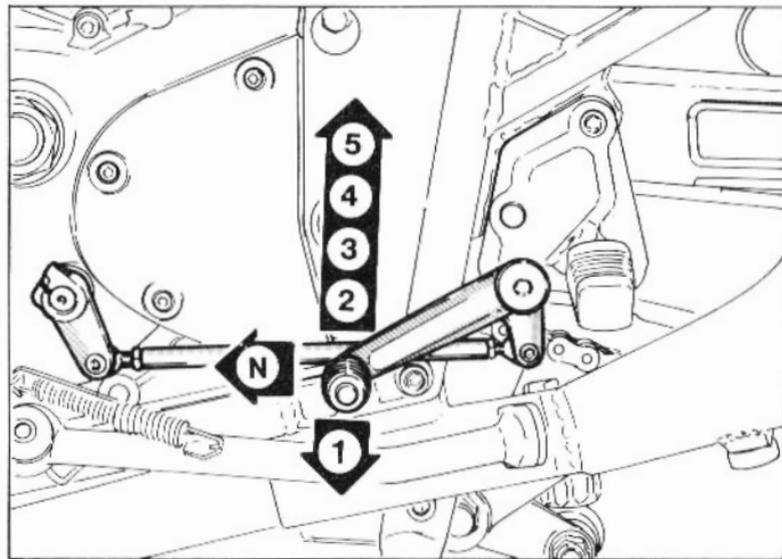
When riding on uphill do not hesitate to downshift to avoid lugging the engine and stressing the motorcycle abnormally.



**CAUTION** Avoid rapid accelerations which may flood the carburetors and stress the transmission.

Don't keep the clutch lever pulled unnecessarily with a gear engaged. This causes clutch heating, which results in abnormal wear.

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**Gear position - N = Neutral**



**WARNING** - Do not downshift when travelling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.



**CAUTION** - Do not shift gears without disengaging the clutch and closing the throttle. The engine could be damaged by overspeed and shock.

## BRAKING

Braking should be gentle using engine braking first, by closing the throttle, then using the front and rear brakes. Also remember that underinflated tires decrease braking efficiency, and increase wear.



## STOPPING THE MOTORCYCLE

By closing the throttle grip a smooth and gradual slowing down is obtained. Then downshift the gears progressively, to neutral, when brake application will stop the motorcycle completely. To switch off the engine turn the key to position "B" (stop) - (fig. 6).



**CAUTION** - Never leave the key in "ON" position when engine is off, in order to avoid damage to coils.



**WARNING** - When riding in wet or rainy conditions on loose surface, the ability to maneuver and stop will be reduced.  
- All of your actions must be smooth under these conditions.  
Sudden acceleration, braking or turning may cause loss of control.

For safety, exercise extreme caution when braking, accelerating or turning.  
- Never lock the brakes and cause the tires to skid. When turning a corner it is better not to brake at all, but if this is unavoidable, use light, coordinated braking action.



**WARNING** - Independent use of only the front or rear brake reduces stopping performances.

- When descending a long, steep grade, use engine compression braking, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.

## **PARKING**

After stopping the motorcycle, use the side stand to support the motorcycle while parked.

Lock the steering to help prevent theft.

If parking inside a garage or other structure, be sure it is well ventilated and the motorcycle is not close to any source of flame or sparks; this includes any appliance with a pilot light.



**WARNING** - Gasoline is extremely flammable and can be explosive under certain conditions.



**CAUTION** - Do not park on a soft or steeply inclined surface or the motorcycle may fall over.

**NOTICE:** - When stopping near traffic at night, you can leave the tail light on for greater visibility by turning the ignition Key to "C" (park) position.

- Do not leave the switch at P for too long or the battery will discharge.

## **ANTI-THEFT TIPS**

- Always lock the steering and never leave the key in the ignition switch.
- Be sure the registration information for your motorcycle is accurate and current.
- Park your motorcycle in a locked room whenever possible.
- Put your name, address, and phone number in this Owner's Manual and keep it on your motorcycle at all times.

NAME .....

ADDRESS .....

.....

.....

.....

PHONE NO. ....

VEHICLE IDENTIFICATION NO. ....

WARRANTY START DATE .....

ENGINE DISPLACEMENT .....

## ADDITIONAL CONSIDERATIONS FOR HIGH-SPEED OPERATION

Your Paso is one of the most advanced motorcycles available.

It is particularly well suited to high-speed operation off the public highways. However, such use is **NOT** covered by your Cagiva/Ducati warranty.



**WARNING** - Handling characteristics of your Paso at high speeds may vary from those you are familiar with at legal highway speeds. Do not attempt high speed operation unless you have received sufficient training and have the required skills.

NEVER engage in high-speed operation on public streets or highways. To do so is not only extremely dangerous, and illegal, but very bad for the public image of all motorcyclists.

## ADDITIONAL CONSIDERATIONS FOR HIGH SPEED OPERATION

- |                       |   |
|-----------------------|---|
| Brakes:               | The importance of the brakes, especially for high speed operation, cannot be overemphasized. Check to see that they are correctly adjusted and functioning properly.                    |
| Steering:             | Looseness in the steering can cause control difficulties. Check to see that the fork turns freely but has no play.  |
| Tires:                | High speed operation is very hard on tires, and good tires are crucial for riding safety. Examine their overall condition, inflate to the proper pressure, and check the wheel balance. |
| Spark Plugs:          | For high-speed operation such as road racing use, use spark plugs one or two heat range (s) colder than stock.  |
| Fuel:                 | Have sufficient fuel for high consumption.  |
| Engine Oil:           | To avoid engine seizure and resulting loss of control, the oil level must be all the way up.  |
| Electrical Equipment: | Make certain that the headlight, tail/brake light, turn signals, horn, etc., all work properly.   |
| Miscellaneous:        | Check to see that all nuts and bolts are tight and that all safety related components are in good condition.  |

## MAINTENANCE



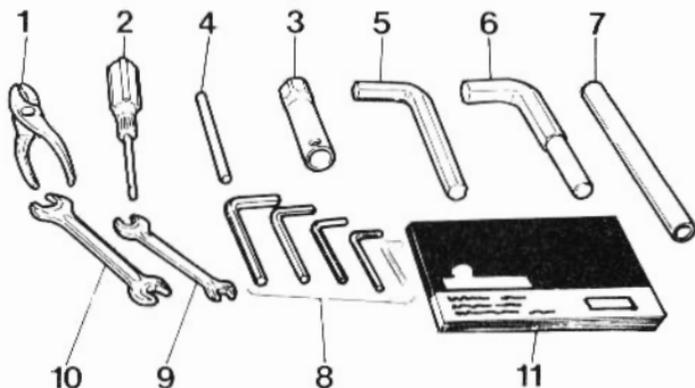
### TOOL KIT (fig. 26)

The tool kit for usual maintenance and inspection operations to be carried out by the owner, is contained inside a tool bag (A, fig. 27) placed in the storage area under the seat base.

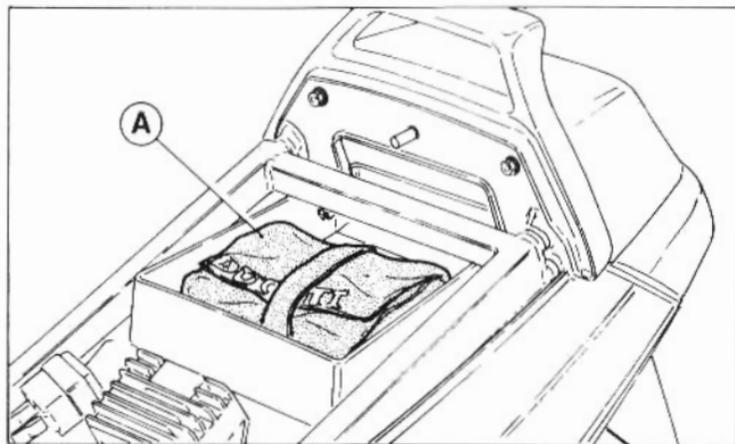
To access it, it is necessary to remove the seat with the rear lock. To release the lock, turn the key in clockwise or anti-clockwise direction; to lock it, push and turn the key up to its vertical position. The tool bag contains:

- 1) Pliers
- 2) Screwdriver
- 3) Box spanner, spark plugs
- 4) Tommy bar
- 5) Allen wrench, 14 mm
- 6) Allen wrench, 17 mm
- 7) 17-14 mm. wrench extension
- 8) Allen wrench; 4, 5, 6, 7, 8 mm.
- 9) Double-ended, open jaw spanner, 10-12 mm.
- 10) Double-ended, open jaw spanner, 14-17 mm.
- 11) Instruction manual.

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## MAINTENANCE SCHEDULE

Good maintenance ensures long life to your motorcycle. The initial (500 km) maintenance is particularly important. Follow these schedule and you will enjoy the maximum service life from your Paso. If your motorcycle is used mainly in city traffic conditions, dusty territory, prevailing hilly roads, long motorway trips at high speed or under adverse climatic conditions, the operations which are due at normal intervals should be performed more frequently. All the operations required have been reported on the chart of the following pages.

■ **This mark indicates that the operation should be entrusted to CAGIVA/DUCATI Service Network where high trained personnel and special equipment are available.**

### PERIODIC MAINTENANCE CHART

FREQUENCY		Whichever comes first	ODOMETER READING Km (mi)												
			«SET UP»	500 (350)	1,000 (650)	1,500 (1,100)	3,000 (1,900)	4,500 (3,150)	10,000 (6,300)	15,000 (9,500)	20,000 (12,500)	25,000 (15,600)	30,000 (19,000)	Refer to page	
OPERATION		EVERY													
EMISSIONS RELATED	■ Valve clearance - check		●	●				●	●	●	●	●	●		
	■ Driving belt tension - check		●	●				●	●	●	●	●	●		
	Cylinder head nuts - check		●	●				●	●		●		●		
	■ Spark plug - clean and gap							●		●		●	●		
	Air filter - clean							●		●		●			
	Air filter - replace								●		●		●		
	■ Carburetor - idle speed		●	●	●	●	●	●	●	●	●	●	●	●	
	Engine oil - change	1 year		●					●	●	●	●	●	●	



## PERIODIC MAINTENANCE CHART

OPERATION		FREQUENCY	Whichever comes first	• ODOMETER READING Km (mi)											Refer to page		
				EVERY	«SET UP»	500 (350)	1,000 (650)	1,500 (1,100)	3,000 (1,900)	4,500 (3,150)	10,000 (6,300)	15,000 (9,500)	20,000 (12,500)	25,000 (15,600)		30,000 (19,000)	
EMISSIONS RELATED	Engine oil level - check	Month	Month	•	•	•	•	•	•	•	•	•	•	•	•	•	
	Oil filter - replace	3,000 Km (1,900 mi)			•				•	•	•	•	•	•	•	•	
	Brake pad wear - check								•	•	•	•	•	•	•	•	
	Battery electrolyte - check	Month	Month	•	•	•	•	•	•	•	•	•	•	•	•	•	
	Brake fluid - check	Month	Month	•	•	•	•	•	•	•	•	•	•	•	•	•	
	■ Brake fluid - change	2 years															
	■ Brake light switch - check				•	•	•	•	•	•	•	•	•	•	•	•	
	Clutch fluid - check	Month	Month	•					•		•	•	•	•	•	•	
	■ Clutch fluid - change	2 years															
	■ Steering head play - check				•	•	•	•	•	•	•	•	•	•	•	•	
■ Swing-arm pivot lubrication										•	•	•	•	•	•		

■ : In the interest safety, we recommend these items be serviced only by an authorized Cagiva/DUCATI DEALER.

\* : For higher odometer readings, repeat at the frequency interval established here.



## PERIODIC MAINTENANCE CHART

OPERATION		FREQUENCY	Whichever comes first	• ODOMETER READING Km (mi)										Refer to page			
				«SET UP»	500 (350)	1,000 (650)	1,500 (1,100)	3,000 (1,900)	4,500 (3,150)	10,000 (6,300)	15,000 (9,500)	20,000 (12,500)	25,000 (15,600)		30,000 (19,000)		
		EVERY															
EMISSIONS RELATED	Wheels - check			•				•	•	•	•	•	•	•	•		
	Suspension - check			•	•	•	•	•	•	•	•	•	•	•	•		
	■ Nuts, bolts, fasteners, - check			•					•		•		•				
	Tire wear - check							•	•	•	•	•	•	•	•		
	Drive chain - lubricate	500 Km (350 mi)															
	Drive chain slack - check	1,000 Km (650 mi)															
	■ Speedometer gear - lubricate	2 year															
	■ Master cylinder cup and dust seal - replace (Brakes and clutch)	2 years															
	■ Caliper piston and dust seal - replace	2 years															
	■ Brake hose - replace ■ Clutch hose - replace	4 years															
■ Fuel hose - replace	4 years																

\*: For higher odometer readings, repeat at the frequency interval established here.

Damage which can be attributed to improper, or lack of, maintenance is not covered by your Cagiva/Ducati warranty.

## EMISSIONS MAINTENANCE SCHEDULE

The following operations at the following intervals must be carried out in order that your new Ducati motorcycle will remain in compliance with applicable emission regulations:

### 500 Km

Check and adjust as necessary:  
valve tappet clearance  
timing belt tension  
cylinder & head bolts & nuts torque  
ignition pickup distance  
idle speed  
carburetor synchronization  
idle CO

#### **Replace:**

engine oil and filter.

### 4.500 Km

Check and adjust as necessary:  
valve tappet clearance  
timing belt tension  
cylinder & head bolts & nuts torque  
ignition pickup distance  
idle speed  
carburetor synchronization  
idle CO  
spark plugs

### 10.000 Km

#### **Replace:**

engine oil and filter

#### **Clean:**

air filter

Check and adjust as necessary:

valve tappet clearance  
timing belt tension  
cylinder & head bolts & nuts torque  
ignition pickup distance  
idle speed  
carburetor synchronization  
idle CO

#### **Replace:**

engine oil and filter

air filter

fuel filter

spark plugs

Every 5.000 Km thereafter — repeat 4.500 Km service

Every 10.000 Km thereafter — repeat 10.000 Km service

This is the schedule of maintenance you must follow in order to keep your emissions control system warranty in effect.



## ENGINE OIL AND FILTER

In order for the engine, transmission, and clutch to function properly, maintain the engine oil at the proper level, and change the oil and oil filter in accordance with the Periodic Maintenance Chart. Not only do dirt and metal particles collect in the oil, but the oil itself loses its lubricative quantity if used too long.

To drain engine oil, remove plug (3, fig. 28), clean the screen (4, fig. 28) and refit the plug. Remove the filter cartridge (5, fig. 28) and replace being careful to oil seal and tighten the cartridge by hand.

Undo oil filter plug (1, fig. 28) and refill with fresh oil (See «Capacities» table for oil grade and quality), up to the level on sightglass (2, fig. 28).

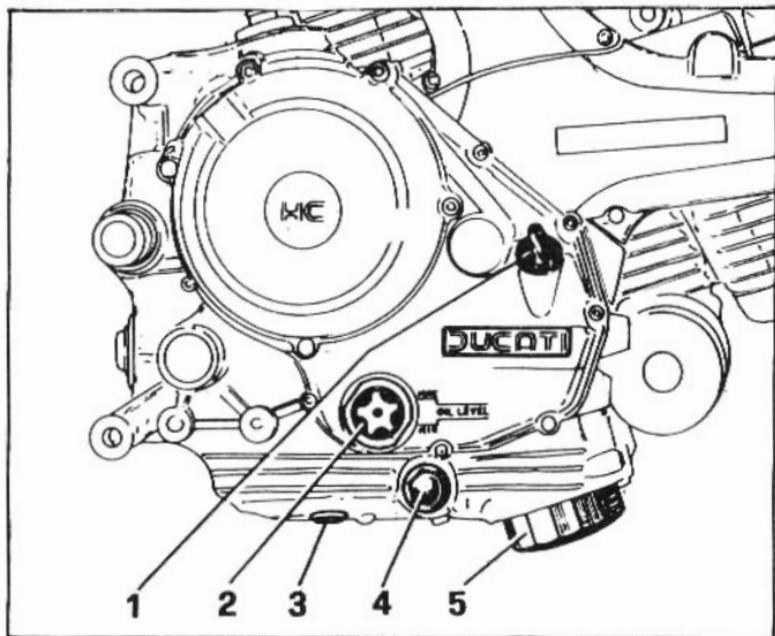


**WARNING** Motorcycle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated wear and may result in engine or transmission seizure, accident, and injury.



**CAUTION** Racing the engine before the oil reaches every part can cause engine seizure.

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## CHECKING DRIVE CHAIN TENSION CHAIN LUBRICATION

The drive chain must be checked, adjusted, and lubricated in accordance with the Periodic Maintenance Chart, for Safety and to prevent excessive wear.

Put motorcycle on center stand to check the slack.

The chain should be able to deflect 15 to 20 mm with the wheels contacting the ground and a person on the saddle rear section or with rear suspension adjusted at midtravel.

To adjust:

using the internal hex wrench of 17 mm. with its extension, unscrew the nuts (1, fig. 29) retaining the rear wheel; loosen the screws (2, fig. 29) locking the setscrews (3, fig. 29). Now turn the setscrews acting on the wheel axle with a 6 mm. allen wrench to obtain the right chain tension and wheel alignment, then tighten screws (2) and nuts (1).

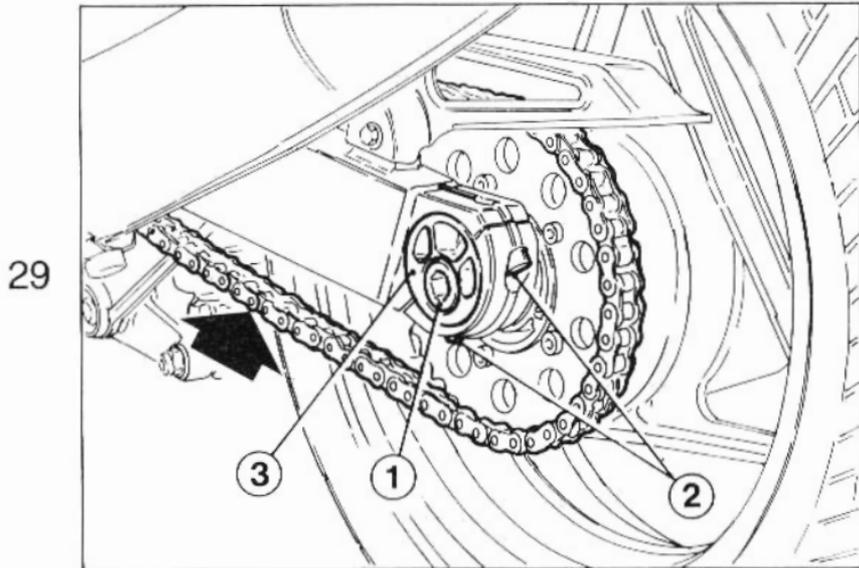


**WARNING** - Misalignment of the wheel will result in abnormal wear, and may result in an unsafe riding condition.

- If the axle nut is not securely tightened, an unsafe riding condition may result.



**CAUTION** - Insufficient chain play will overload the transmission and engine; keep the play within the specified limits.



**Adjusting the chain tension**

## SPARK PLUGS

Use the standard plug or equivalent:  
CHAMPION - RA 6 YC  
Electrode gap:  $0,6 \div 0,7$  mm (0,023)

The spark plugs should be removed periodically in accordance with the Periodic Maintenance Chart for cleaning, inspection, and resetting of the plug gap.

**CAUTION** - Never use a spark plug with an improper heat range, or of improper thread length.  
- The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.

Tightening torque     $19,6 \div 29,4$  N-m  
                                   $2 \div 3$  Kg-m  
                                   $14,5 \div 22$  ft-lbs

## AIR CLEANER ELEMENT

The air cleaner element must be replaced in accordance with the periodic Maintenance Chart. When riding

in dusty areas, more frequent service may be necessary.

- 1) Remove fuel tank.
- 2) Remove air filter cover.
- 3) Remove the filter.



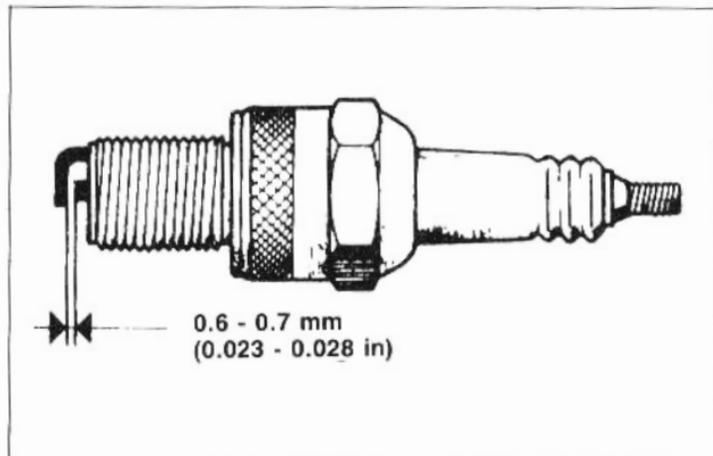
**WARNING** - If dirt or dust is allowed to pass through into the carburetors, the throttle may become stuck, possibly causing an accident.



**CAUTION** - If dirt gets through into the engine, excessive engine wear and possibly engine damage will occur.  
- Do not run engine without filter element.

**NOTICE:** A clogged air cleaner restricts the engine's air intake increasing fuel consumption, reducing engine power, and causing spark plug fouling.

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## CARBURETOR IDLE SPEED ADJUSTMENT

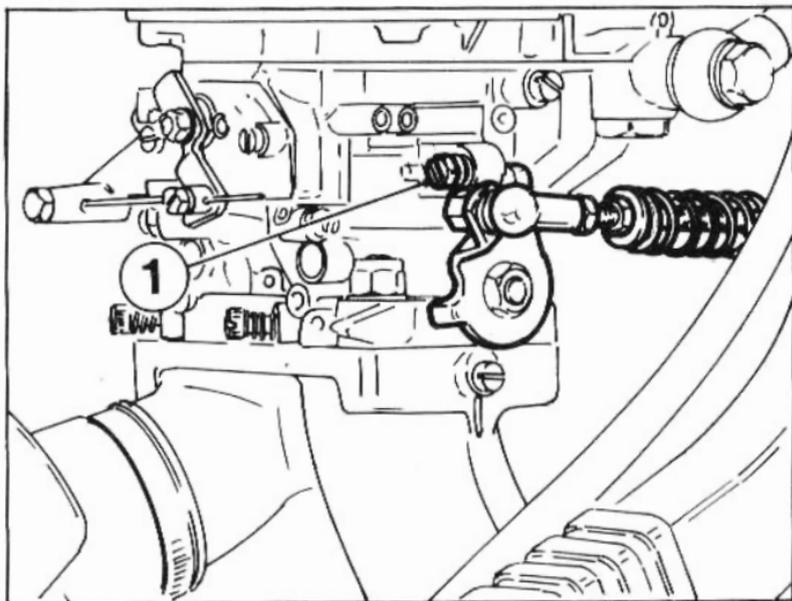
The carburetor idle speed is set at the factory for maximum performance and compliance with emissions regulations, and is sealed to prevent adjustment. The only permissible adjustment to the carburetor system is free play in the throttle cable which should be adjusted with the cable adjustment screw (1).



**WARNING** - Never run the engine in a closed area. The exhaust gas contains poisonous carbon monoxide gas.

- Operation with damaged throttle cable could result in an unsafe riding condition.

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1. Cable adjustment screw.

## FRONT AND REAR BRAKE

The front brake fluid level must be above the mark «MIN» indicated on brake master cylinder (fig. 32)

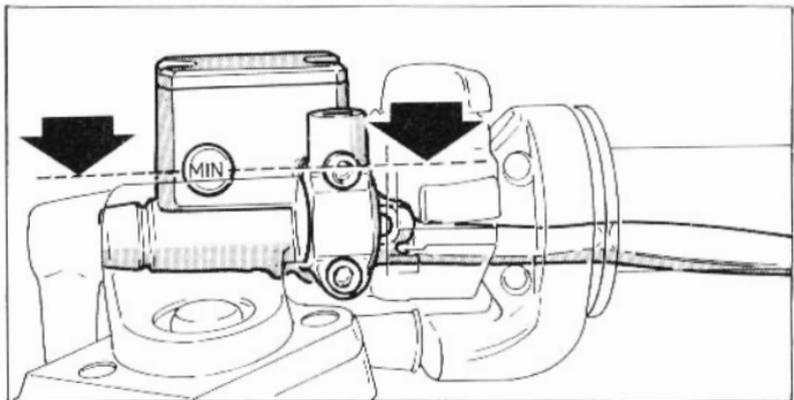
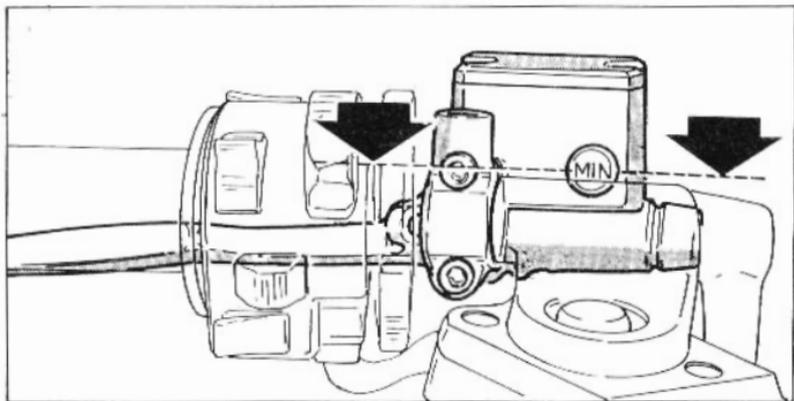
The rear brake fluid level in the reservoir must be kept between the upper and lower level lines.

There are no adjustments to perform, but fluid level must be inspected periodically, and system inspected or fluid leaks in accordance with the Periodic Maintenance Chart.



**WARNING** - If the brake lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit there is probably air in the brake system and it must be bled out.

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**WARNING** - Brake fluid may cause irritation.

Avoid contact with skin or eyes. In case of contact flush thoroughly with water and call a doctor if your eye were exposed.

- If the brake lever feels mushy when it is applied there might be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motorcycle under such conditions, have the brake checked immediately by an authorized Cagiva/DUCATI dealer.

### **CLUTCH**

Your 750 PASO has a hydraulically operated clutch.

The clutch system must be inspected periodically for fluid level and leakage. The clutch oil level must be above the mark «MIN» indicated on the master cylinder (fig. 33).



**CAUTION** - Use only DOT 4 brake fluid from a sealed container.

- Handle brake fluid with care because it can damage paint and instrument leses.

- Never allow contaminants (dirt, water, etc) to enter the brake fluid reservoir.

- Do not mix two brands of fluid. Change the brake fluid in the entire brake system if you wish to switch to another fluid brand.



**WARNING** - Clutch fluid may cause irritation.

Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if you eyes were exposed.



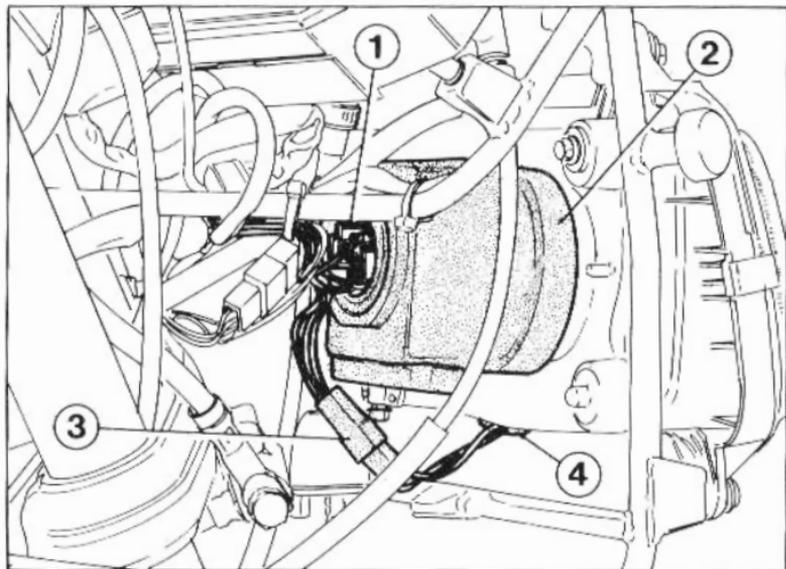
## TO REPLACE THE BULBS

When replacing a bulb, make sure that the new one is identical with that it replaces and voltage and wattage are as specified on page 32, Electrical System.

### Headlamp (fig. 34)

To gain access to the headlamp bulbs, remove the front fairing, then extract the connector (1, fig. 34) from the rear side of the headlamp; move the protection casing away (2, fig. 34) and pull the headlamp free from its ring nut. Remove the blown bulb and replace it with a new one. **Be careful to grip the new bulb at the base only without touching the transparent body with the fingers or bulb life will be adversely affected.** Insert the bulb locating lugs into associated seats to have a correct beam aiming; lock the headlamp fixing ring nut. Cover the headlamp body with the protecting casing and connect the headlamp feeding connector.

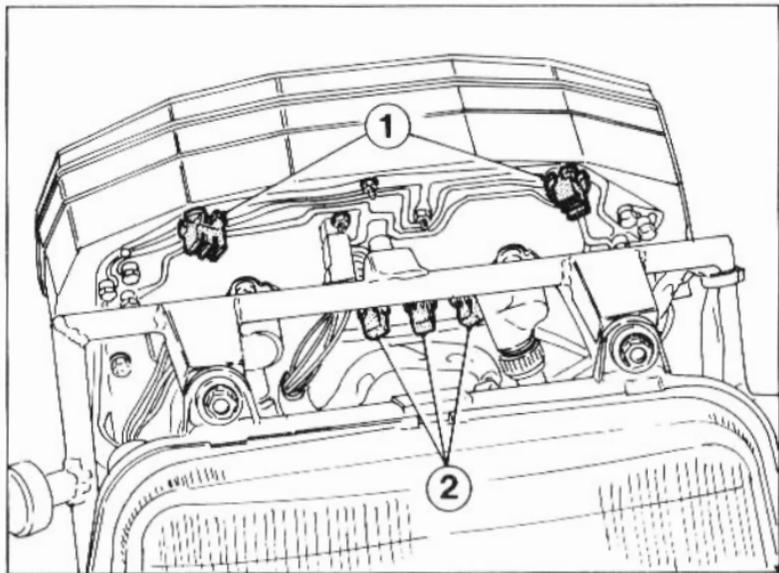
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### Instrument panel lights (fig. 35)

To replace the warning light lamps on the instrument panel requires no special precaution, because both the warning light bulb holders (1, fig. 35) and the instruments lighting bulb holders (2, fig. 35) are directly connected with the electric printed circuit of the instrument cluster. To remove them from their seats it is sufficient to turn them and then replace the bulbs inside.

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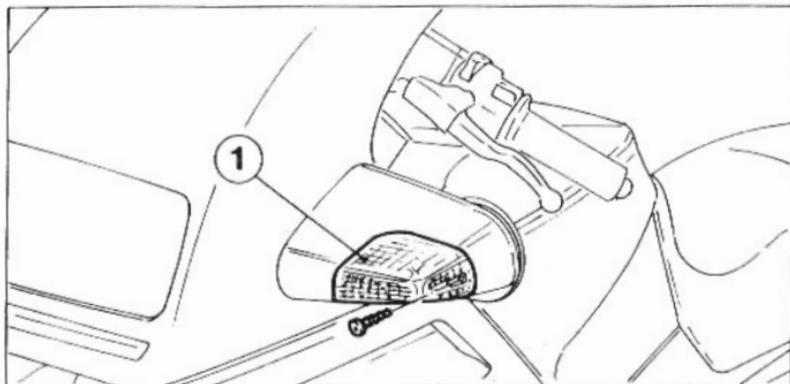
### Turn signal, license plate and stop lights (figs. 36 and 37)

To gain access to front and rear indicators, slacken the screw fixing the lens (1, fig. 36), then divide it from the indicator body. Replace the bulb by pushing and rotating it in its seat. Refit the lens (1, fig. 36) using the proper screws.

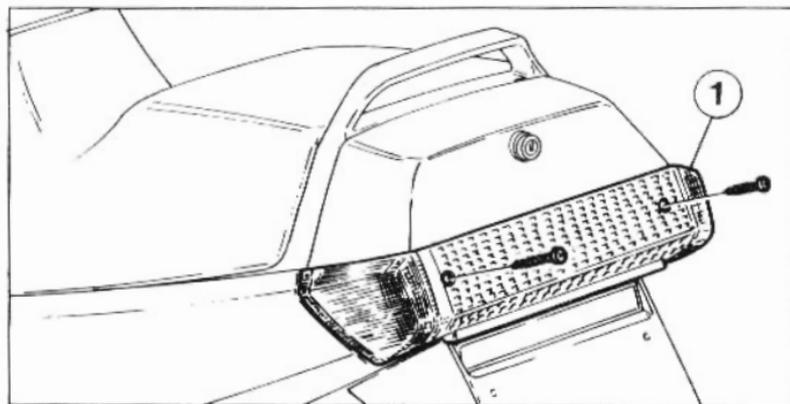
To renew the bulbs of remaining lamps simply remove the crosshead screws securing their lense (1, fig. 37).

Then replace bulbs (all of them are of the bayonett-base type) and refit the lens correctly with their fastening screws.

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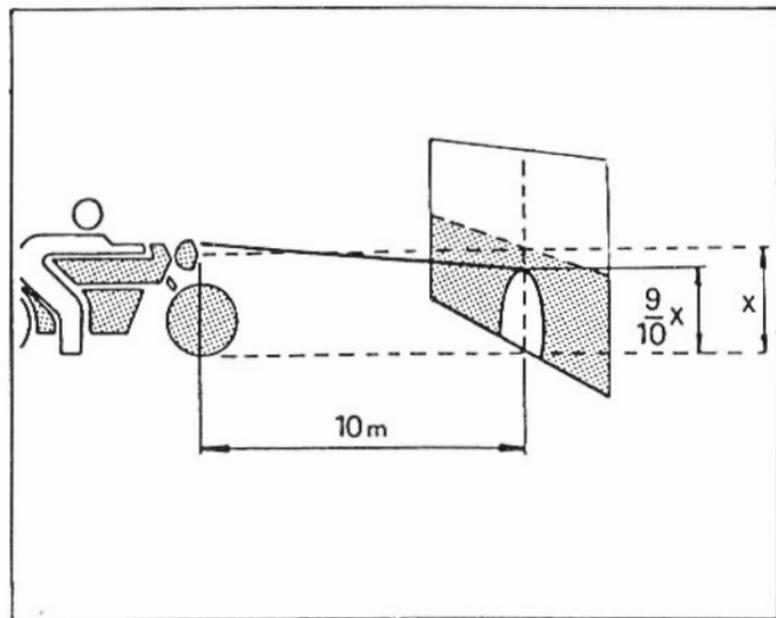


## HEADLAMP ALIGNMENT

Periodically check headlamp alignment, as follows:

- back the motorcycle 10 m. (393 in.) from a vertical wall;
- ensure that ground is flat and optical axis of headlamp is perpendicular with respect to the wall;
- the motorcycle should rest on both wheels (not on stand);
- measure the centre headlamp height from the ground and draw a cross at the same height on the wall;
- switching on the traffic beam, the boundary line between the dark zone and the lit zone must have a height not over  $\frac{9}{10}$  of the height from the ground of the headlamp centre;
- if necessary, adjust the beam operating the screws placed on the headlamp bezel.

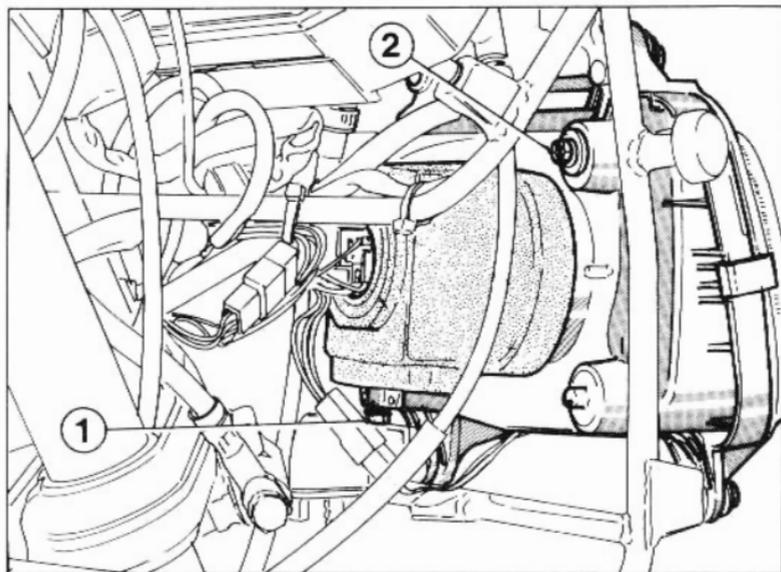
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The headlamp may be adjusted as follows:

- By tightening the screw (1, fig. 39) the light beam is directed downwards, unscrewing it the light beam is directed upwards.
- Tightening the screw (2, fig. 39) the light beam is directed left (with respect to the driver sitting on the saddle), unscrewing it the light beam is directed to the right.

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## MOTORCYCLE CARE

Periodically, clean the motorcycle, keeping in mind the following:

- Clean the engine using a nonflammable solvent or a proprietary engine cleaner, and dry with a clean cloth.
- Sponge down the painted parts of the frame with water and dry with a chamois or soft towel.
- Never use solvents, petrol, alcohol or paraffin to avoid damaging the paintwork.
- Rub chromium plated components with vaseline and clean with suede or a soft towel.
- Be careful not to wet electrical connections or control units and coils.



**WARNING** - Braking performance may be impaired immediately after washing the motorcycle.

- Never wax or lubricate the brake discs. Loss of braking and an accident could result.
- Clean the discs with an oil-less solvent such as acetone or trichloroethylene.



**CAUTION** - Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they cause damage.



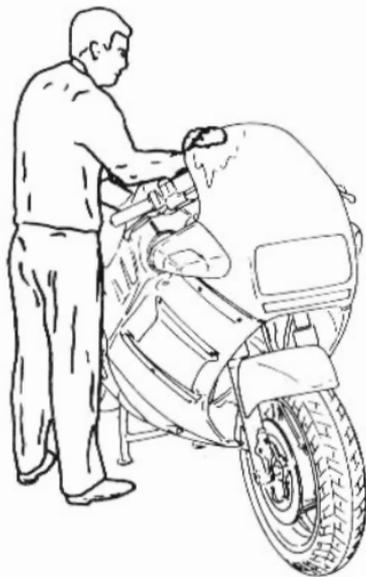
**WARNING** - Many solvents and cleaners are highly flammable or highly toxic. Always follow the manufacturer's instructions and cautions. Avoid skin contact or breathing vapors. Follow instructions for gasoline on page 47.



**CAUTION** - Avoid using any alkaline or strong acid cleaner, gasoline, brake fluid, or any other solvent on painted, plastic or rubber parts.



**CAUTION** - Excessive washing pressure may cause water seepage and contamination of wheel bearings, front forks, brakes and transmission seals. Improper application of high pressure washers has resulted in many expensive, unnecessary repair bills. Avoid the type of pressure washer available in coin-operated car washes.



## STORAGE

If the motorcycle is to remain inactive over long periods it is advisable to carry out the following operations:

- clean the motorcycle;
- empty the fuel tank;
- remove the spark plugs and introduce a few drops of engine oil in the cylinders, then rotate the engine by hand, using the rear wheel, to distribute a protective film of oil on cylinder walls;

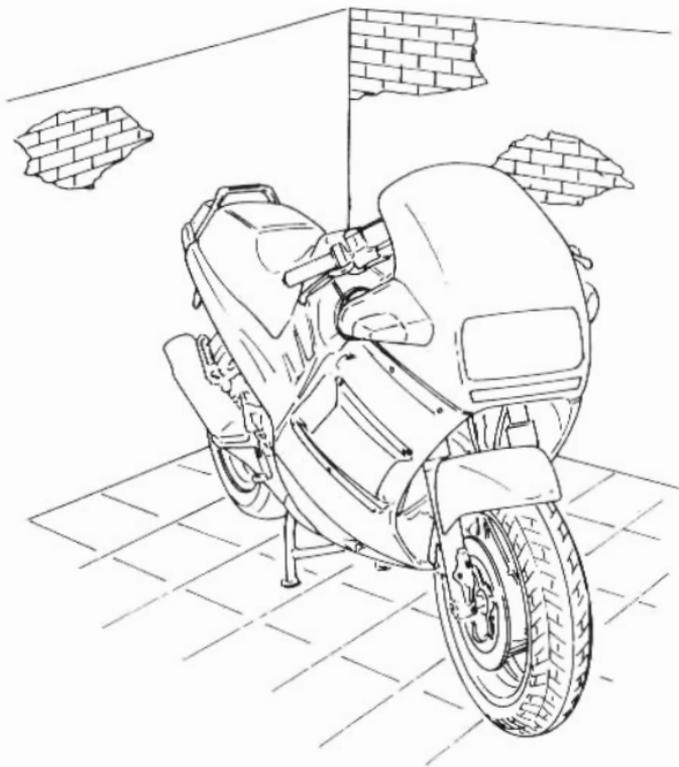


**WARNING** - Make sure the ignition key is off when the engine is rotated.

- rest the engine on a wooden stand to make the wheels clear of the ground. Deflate the tyres;
- remove the battery and store well charged in a dry place. Battery check and charge should be performed after the vehicle has been out of use for more than one month;
- protect the motorcycle with a cover.



**WARNING** Gasoline is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.



The descriptions and illustrations appearing in this Manual are not binding. CAGIVA NORTH AMERICA, Inc. & DUCATI MECCANICA S.p.A., therefore, reserves the right — while retaining the basic features of the Model herein described and illustrated — to make at any time, and without necessarily bringing this Manual up-to-date, any alteration to units, parts or accessories deemed expedient for any technical, manufacturing or commercial reason.

## CONSUMER INFORMATION

### VEHICLE STOPPING DISTANCE ON DRY PAVEMENT

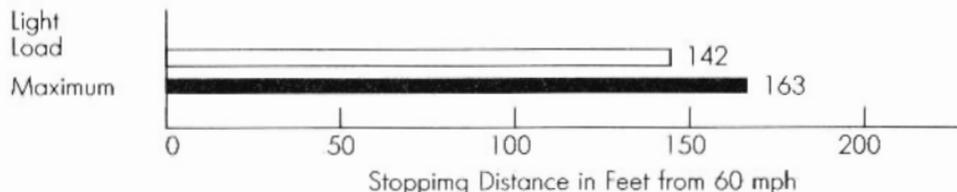
This table indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading.

The information presented represents results obtainable by skilled riders under controlled road and vehicle conditions, and the information may not be correct under other conditions.

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Description of vehicles to which this table applies: 750 PASO

Fully Operational Service Brake



## CAGIVA LIMITED WARRANTY ON EMISSION CONTROL SYSTEM

Cagiva North America, Inc., 700 West 190th Street, Gardena, California (hereinafter "Cagiva") warrants that each new Cagiva/Ducati motorcycle manufactured on or after January 1, 1978, that includes as standard equipment a headlight, tail-light and stoplight, and is street legal:

- A. is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and
- B. is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use, depending on the engine displacement, of 12.000 kilometers (7.456 miles), if the motorcycle's engine displacement is less than 170 cubic centimeters; of 18.000 kilometers (11.185 miles), if the motorcycle's engine displacement is equal to or greater than 170 cubic centimeters but less than 280 cubic centimeters; or of 30.000 kilometers (18.641 miles), if the motorcycle's engine displacement is 280 cubic centimeters or greater; or five (5) years from the date of initial retail purchase, whichever first occurs.

**I. COVERAGE.** Warranty defects shall be remedied during customary business hours at any authorized Cagiva motorcycle dealer located within the United States of America in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and the California Air Resources Board. Any part or parts replaced under this warranty shall become the property of Cagiva.

In the state of California only, emissions related warranted parts are specifically defined by that state's Emissions Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; pressure control valve; fuel/vapor separator; canister; ignition points mounting plate; pulsing coils; igniters; breaker governors; ignition coils; ignition wires; ignition points, condensers, and spark plugs if failure occurs prior to the first scheduled replacement; and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts.

In the state of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized Cagiva dealer.

**II. LIMITATIONS.** This Emission Control Systems Warranty shall not cover any of the following:

- A.** Repair or replacement required as a result of (1) accident, (2) misuse, (3) lack of reasonable and proper maintenance, (4) repairs improperly performed or replacements improperly installed, (5) use of replacement parts or accessories not conforming to Cagiva specifications which adversely affect performance and/or (6) 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 Cagiva under this Emission Control Systems Warranty is limited solely to the remedying of defects in material or workmanship by an authorized Cagiva motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the Cagiva dealer. CAGIVA SHALL NOT BE LIABLE FOR ANY OTHER EXPENSE, LOSS OR DAMAGE, WHETHER DIRECT, INCIDENTAL, CONSEQUENTIAL OR EXEMPLARY ARISING IN CONNECTION WITH THE SALE OR USE OF OR INABILITY TO USE THE CAGIVA/DUCATI MOTORCYCLE FOR ANY PURPOSE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.
- B.** NO EXPRESS EMISSION CONTROL SYSTEMS WARRANTY IS GIVEN BY CAGIVA EXCEPT AS SPECIFICALLY SET FORTH HEREIN. ANY EMISSION CONTROL SYSTEMS WARRANTY IMPLIED BY LAW, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, IS LIMITED TO THE EXPRESS EMISSION CONTROL SYSTEMS WARRANTY TERMS STATED IN THIS WARRANTY. THE FOREGOING STATEMENTS OF WARRANTY ARE EXCLUSIVE AND IN LIEU OF ALL OTHER REMEDIES. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU.
- C.** No dealer is authorized to modify this Cagiva 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 CAGIVA LIMITED MOTORCYCLE WARRANTY.**

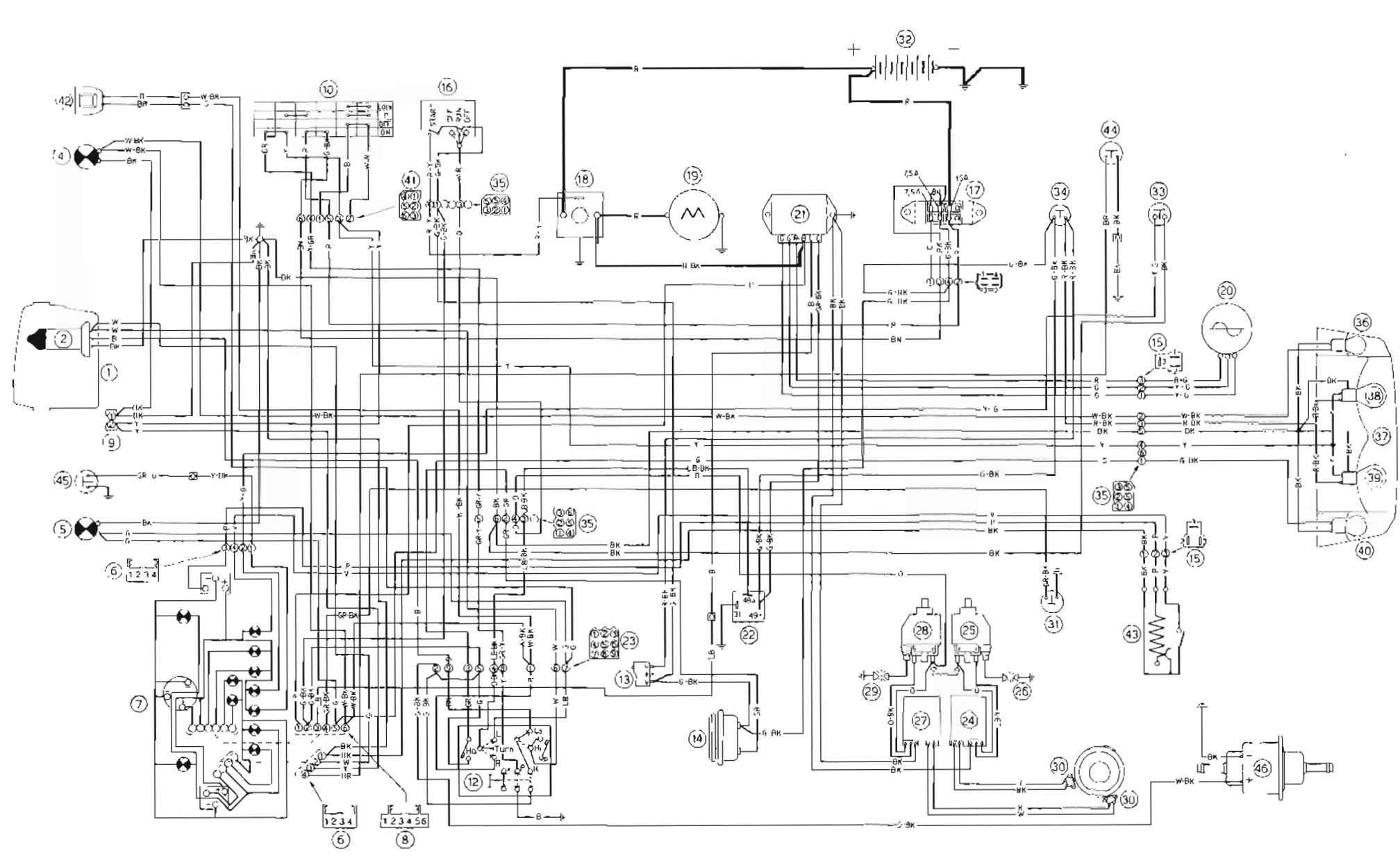
**MEMORANDUM ON ROUTINE MAINTENANCE**

<b>km/miles</b>	<b>CAGIVA / DUCATI SERVICE</b>	<b>Mileage</b>	<b>Date</b>
	<b>Name</b>		
<b>500/310</b>			
<b>1000/620</b>			
<b>5000/3100</b>			
<b>10000/6200</b>			
<b>20000/12400</b>			
<b>30000/18600</b>			



## ELECTRICAL SYSTEM SCHEME LEGEND

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**CAGIVA** commerciale S.p.A.

Uffici Commerciali Amministrativi:  
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Tel. 051/405049 - Telex 510492 DUCMEC  
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**DUCATI**