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The Ducati Monster 1200 is one of the most rock-solid machines around, in its class. With a steel frame and a 1198cc, liquid-cooled, twin-cylinder engine that pushes 150 horsepower, this is a bike that lives up to its name. With 400 pounds of pure power, it’s important to be aware of complaints other owners had before you take one home. We’ve researched the Ducati Monster 1200 and dug up any issues we’ve encountered, along with the troubleshooting tips other owners implemented. Let’s get started! 1) Malfunctioning Quick-Shifter The quick shifter is a piece of equipment in many modern sportbikes equip to make upshifting through the gears as instant as possible; a quick shifter enables clutchless shifting. A few riders have complained about inconsistencies with their quick shifters, namely that quick shifting into 5th and 6th gear from 4th creates a false neutral and redlines the engine for a second before shifting. Redlining the motor on a bike as fast and powerful as the Ducati Monster 1200 can be startling. Possible Ways to Prevent it from Happening: Based on reports we’ve encountered, the false neutral between 4th and 5th happens when the engine isn’t ready to shift. A quick shifter works by digitally signaling the CPU to shift gears. If there’s more power available in 4th gear, it’s not prepared to shift in 5th yet, and the same goes from shifting from 5th to 6th. If your RPMs aren’t high enough, your gears are too chunky for the computer to shift at the current RPMs. If the RPMs are too low for a full-throttle upshift, the bike will reject it. Quick shifting is meant for shifting at high-speeds. Wait until you have 9000 RPMs in 4th gear before you attempt to quick-shift into 5th gear, or else use the clutch and tow shift the old-fashioned way. This is a rocket of a motorcycle, as fast as any bike out there. Its high-gears are intended for high-RPMs. Riders should reserve even 4th gear on a Ducati Monster 1200 for going 80mph. Another pro-tip is to hit the quick-shifter as you mean it, whether you’re shifting up or down. A timid quick-shift could find a false neutral between gears. 2) Fluctuation Of The Fuel Source We’ve encountered a few complaints from owners regarding the Ducati Monster 1200’s fuel efficiency. According to our research, the owners who’ve complained about poor mileage admitted that their bike was past due for a bike service. If a motorcycle runs less than ideal quality oil, the engine is burning more fuel to maintain its functions. Poor lubrication causes extra resistance, forcing the motor to use more fuel to force the engine’s components into motion. Another factor that contributes to an increase in energy spending is low tire pressure. The Monster 1200 weighs 400 pounds, and its tires require a certain amount of air to keep that much machine in motion. If that condition isn’t met, the bike burns more fuel to sustain its momentum. Finally, this bike is called a monster for a reason, and riders often want to push it to the limits and see what it’s got. Rushed and inconsistent riding pushes the bike harder and burns more fuel than riding at a moderate pace. This bike is a race-track bike, a rocket on wheels. It’s not intended to be a fuel-efficient city cruiser, and when pushed to its limits, it burns fuel as any race bike would. You can always save some money by riding at a moderate and steady pace, but when it comes to testing the limits of the Ducati Monster 1200, you’ve got to pay to play! 3. Brake Chattering Sound We’ve encountered a few Ducati 1200 owners who’ve complained about their bike’s brakes making a chattering sound. This is not indicative of a flaw with the motorcycle; a chattering sound is an indication that either the brake calipers or the brake pad are shot. Checking your brake condition is a huge part of routine maintenance. If a rider lets worn breaks go unchecked for too long, they will certainly get worse. Eventually, you’re looking at a metal-on-metal grinding situation that can cause irreparable wear to your rotors. This chattering sound these riders encountered was the result of rattling, brake grinding, or brake fading due to poor maintenance, lack of brake-pad inspection, and riding the bike past its brake service due date. Brake grinding is a serious issue. Typically, the sound occurs when you press the pedal. The metal-to-metal contact of the caliper causes the grinding sound onto the rotor disc— it’s the sound of damage being caused to your rotor. Another possible culprit for grinding is the intrusion of a foreign object between your rotary and brake pads. Break Fades: A brake fade happens when the brakes are overheated due to over braking, either in the case of an emergency or as a result of improper riding. To prevent this brake fade problem, you should apply the correct braking techniques as a general rule and, in the case of emergency braking, allow the brakes to cool down before putting heavy use on them. Remember, brake maintenance is a part of routine bike service. Ducati owners should adhere to the service schedule outlined in the owner’s manual by Ducati. 3 Other Minor Complaints Associated With The Ducati Monster 1200 The Seat height is too high for those shorter than 6-feet tall— there are reduced reach options for shorter riders. The high maintenance cost— Ducati uses world-class engineering, which requires specially trained mechanics. Expensive accessories and parts— Ducati bikes utilize industry-leading technology. General Pros And Cons For The Ducati 1200 Pros of Ducati Monster 1200: The Ducati 1200 is a high-performance bike and comes uniquely designed with a security blanket for protection. It has a robust wheel control, anti-lock brake as well as angle sensitivity. 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[Source:motorcycle.com] “In reality, Ducati has taken a different approach to the D-1200 model, growing it in a way that’d allow the bike to accommodate the rider and passenger better.” Which makes it a comfortable bike to ride on, with its comprehensive platform and high mount sear. Cycleworld.com confirmed that the bike’s display is the main bike attraction. The only downside to the display is the oversized rear footpeg hangers that obstruct you from placing your feet on the footpegs. “All the bike models are easy to adjust while cruising down the road.” Furthermore, the bike uses an exceptional wide handlebar that helps to offset its curb weight. It has an efficient steering and brake pedal. Cyleworld.com compared the brakes to that of a “Super Duke R.” [Source: cycle world] Resale Value Of The Ducati 1200 Reselling it won’t be much of an issue. 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(PS: We read ALL feedback) The information in this article is based on data from National Highway Traffic Safety Administration (NHTSA) recall reports, consumer complaints submitted to the NHTSA, reliability ratings from J.D. Power, auto review and rating sites such as Edmunds, specialist forums, etc. We analyzed this data to provide insights into the best and worst years for these vehicle models. The Ducati Monster 1200 is one of the most rock-solid machines around, in its class. With a steel frame and a 1198cc, liquid-cooled, twin-cylinder engine that pushes 150 horsepower, this is a bike that lives up to its name. With 400 pounds of pure power, it’s important to be aware of complaints other owners had before you take one home. We’ve researched the Ducati Monster 1200 and dug up any issues we’ve encountered, along with the troubleshooting tips other owners implemented. 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(PS: We read ALL feedback) The information in this article is based on data from National Highway Traffic Safety Administration (NHTSA) recall reports, consumer complaints submitted to the NHTSA, reliability ratings from J.D. Power, auto review and rating sites such as Edmunds, specialist forums, etc. We analyzed this data to provide insights into the best and worst years for these vehicle models. Ducati is one of the most popular motorcycle brands in the world. Prized for their exquisite design, superior handling, and powerful performance, Ducatis remain classic favorites among bikers. While Ducati motorcycles are prime examples of fine Italian engineering, they have left some owners scratching their heads. This article will discuss the most common complaints expressed by Ducati Motorcycles owners and, to save you tie and money, how those complaints are resolved. Let’s rip into it! Most Common Problems Associated With Ducatis Some Ducati motorcycles owners have reported problems arising from malfunctioning electrical components, such as the wiring loom, regulator, relay, etc., wearing out. Some Ducati owners reported that their engines developed issues relating to the clutch, cylinder, oil pressure sensor, etc. In contrast, other reports express problems on Ducati motorcycles include malfunctioning brakes and gearbox issues. Here is a link to our article that talks on How Fast do Ducati Motorcycles go? Below, we discuss in detail the most common problems on Ducati motorcycles: Malfunctioning Electrical Systems An electrical failure can pop up on any bike, and a handful of Ducati owners have stated that their bikes were no different. The good news is that most of the electrical malfunctions on Ducatis resulted from conventional wear and tear rather than a defective design. Let’s get into a few of the culprits to look for when troubleshooting electrical wear and tear on a Ducati Multistrada. Some issues owners have reported relating to faulty electrics on Ducati models are: i. Failed Wiring Loom/Harness The wiring loom or harness is an assembly of electrical wires bound by a durable material like rubber or electrical tape. It keeps wires organized and protects them against exposure to vibration, moisture, and elements. A failed wiring loom can cause the motorbike not to start at all. It may also cause the lights to function erratically. For example, flickering dashboard lights are common on Ducati bikes with bad wiring harnesses/looms. Besides malfunctioning lights, melted or broken wires are another symptom of a failed wiring loom. Also, if you notice your Ducati motorcycle stalling abruptly, it may be because of a faulty wiring harness/loom. NB: Ducati issued a recall for some motorcycles in 2009 due to a defect in the wiring harness design. The wiring harness could be exposed to the vertical cylinder and exhaust pipe, suffering extensive damage. Either mechanics or owners can solve this problem by repositioning and fastening the frame’s main wiring harness. ii. Faulty Regulator Rectifier The regulator rectifier converts AC to DC, which is used to charge your bike’s battery. More importantly, it regulates the DC current and prevents high voltage surges from damaging the motorcycle’s battery. Faulty regulator/rectifiers can lead to various problems, especially for the motorcycle’s battery. Diode burnout is one such problem. It also causes the battery to drain abnormally. Electrical components like headlights, meters, and others may perform erratically as well. Battery overcharge is also common on motorcycles with a faulty regulator rectifier. Because the regulator rectifier is not converting excess electricity, the battery will overcharge. If this happens, the battery may resist future charging attempts or, in extreme cases, blow up. Even if the battery itself does not explode, components like headlights may blow up from a high-voltage supply. Some causes of regulator rectifier failure include: Bad wiring setups Corroded battery connections Bad grounding Exposure of regulator rectifier to excess heat It is important to test your bike’s voltage with a voltmeter to be certain the fault is from a faulty regulator and not a bad battery. Low voltage [below 13 volts] and high voltage [above 17 volts] often signify that the regulator rectifier needs urgent fixing. iii. Persistent Battery Drain Abnormal battery draining or self-discharging is a common problem on Ducati motorcycles that have been sitting inactive for a long period of time. On Ducatis, with this problem, the battery seems to drain, even though the bike is not in use. For most owners, this abnormal draining of the bike’s battery occurs overnight or after a period of non-use. The biggest effect of abnormal battery drain is that starting the motorcycle becomes difficult. Because the battery has no current, it cannot power the ignition. You may also like to explore our article 4 Most-Common Problems With The Ducati V4 What Can Cause Abnormal Battery Drain? A faulty ECU may be responsible, especially if it keeps running while the bike is switched off. Other components, such as the immobilizer or the ABS module, can also trigger while the bike is at rest, causing the battery to discharge. This is called “Parasitic Draining.” To fix this problem, pinpoint which component is drawing the current from the battery. Once the culprit component is found, replacing it will solve the problem. Another solution is to connect a battery tender to the motorcycle’s battery. A battery tender monitors battery power and alerts you when the cell needs charging. It also detects when the battery is full and prevents overcharging. iv. Ignition Failure [Motorcycle Refuses to Start] Ignition failure is another widespread problem on Ducati motorcycles, 848 models in particular. The Ducati 848 packs a powerful V-twin engine. Still, no matter how good the bike is, any vehicle requires upkeep, and even the best of the best goes through wear-and-tear. A few riders have reported experiencing difficulty starting their Ducati 848s, and we aim to get into the details. Faulty Ignition Coil: The ignition coil works as a high voltage transformer. It magnifies the ignition system’s initial voltage up from 12 volts to thousands. The voltage needed to produce a spark that traverses the spark plug’s electrode gap depends on variables invariably changing. Simply put, the ignition coil kicks in to meet that demand. Ignition coils are made to be reliable, but they can still wear out. Heat and oscillation can short them out or corrupt their inner windings. That said, the most common offender for coil degradation is the power overload created from bad spark plugs/plug wires. It’s important to make inspecting and changing your spark plugs a part of routine maintenance. Some of the common causes of ignition failure are: Damaged spark plugs: If your ignition coils operate at a higher output than average, then they are bound to get damaged quickly. This increased output may occur when your spark plugs are worn out. When a spark plug is wearing out, the coil is forced to produce more voltage to close this gap, and this extra strain can lead to overkill and an eventual failure. Excessive vibrations: This is a potential issue on any bike. Bikes vibrate, and vibration can cause wear and tear on many of a bike’s components, including the ignition coil. If the ignition coil’s windings are damaged from vibration, it can cause breaks in your ignition coil’s secondary windings. Overheating: Bike motors get hot. If you’re regularly riding hard for long periods of time, there is a high chance of damaging the ignition coils. And when the ignition coils are fried from the heat enough times, they cannot conduct electricity. Again, this is part of normal wear-and-tear and yet another reason why vehicles should be inspected and serviced regularly. Overuse: After enduring all the elements of riding listed above, the ignition coil is bound to wear out. The ignition coil’s wear and tear could damage the bond between the primary coil and the primary and secondary coil windings. Using the coil past the point of no return only damages it more and more, and overuse could strain other components in the process. 2. Malfunctioning Gearboxes Malfunctioning gearboxes are another widespread problem found on Ducatis, particularly the Monsters and Multistradas. According to owners, the gearbox (or its components) develops faults, making gear shifting difficult or erratic. For example, the transmission may be stuck in one gear and refuse to go into another, even after pressing the gearshift lever. You may also find it difficult to downshift (go into a lower gear) or upshift (go into a higher gear) or vice versa. Erratic shifting aside, false neutral, delayed engagement, and missed shifts are other problems caused by a malfunctioning gearbox. False neutrals occur when the transmission goes out of gear during shifting. As a result, the motorcycle will decelerate like one in neutral gear, hence the name “false neutral.” Delayed engagement refers to the transmission failing to move into gear even after the rider has changed gears. The bike’s RPM may go up, but the tires will not move until after some time. A missed shift happens when the transmission acts erratically and does not move into the gear you selected. Say you selected the third gear, and the transmission moves into the fourth gear instead. What happened is called a missed shift. Most of these problems are often the result of damaged or faulty gearbox components. They are often the result of hard riding with improper shifting or a lack of regular service maintenance. Running contaminated or low oil through your transmission increases the friction between your gearbox components, resulting in overheating and faster wear and tear. 3. Faulty Throttle Control It’s been reprinted that 5,962 Ducati Multistrada’s were recalled from 2010 to 2014 due to a Faulty Throttle Control. The concern was that the internal sleeve of the throttle cable was disengaging from the throttle. Once disengaged, the part restricts the throttle from closing, and, in a worst-case scenario, the rider could lose control of the bike. You’d be able to pre-diagnose whether or not your Multistrada bears this defect if you’ve encountered any tightness on the throttle. If left unchecked, the problem could result in a failed throttle system, where the bike does not respond to throttle input at all. If your Ducati has experienced any of the symptoms described above, contact your local Ducati dealership; Ducati’s authorized dealers were directed to replace the upper throttle cover with a new component that corrects the problem preventing it from occurring in the future. 4. Faulty Oil Pressure Sensor For your motorcycle’s engine to work properly, the oil in the system must be at a certain level, and your oil reservoir must maintain a specific pressure. The oil pressure sensor is a component that tracks the oil level and pressure in the system. Once the OPS detects low oil pressure levels, it triggers the Oil Pressure Warning Light to alert the rider. Many owners report that many Ducati models’ oil pressure sensors are prone to several faults, especially leaking. Leaking oil pressure sensors can cause the following problems: Blinking Oil Pressure Light The Oil Pressure Light on a Ducati bike should come on only when the engine oil is low. However, a leaking oil pressure sensor can cause the OPL to blink incessantly, even if the engine’s oil levels normal. As a result, owners are forced to check the oil levels repeatedly as lack of lubrication can cause extensive damage to the engine. Hence, you should replace the oil pressure sensor as soon as you discover it is faulty. False Oil Pressure Readings If the oil pressure gauge on your Ducati is sitting on zero, even though oil levels are normal, the oil pressure sensor is probably faulty. The oil pressure sensor is a part that wears out due to heat, vibration, rapidly changing temperatures, or corrosive climates on any motorcycle. Thus, inspecting it is a part of routine service maintenance. The best fix for a faulty oil pressure sensor is to replace it with a new one. Oil pressure sensors are cheap and cost between $30 and $45. Replacing it is easy, and there are online DIY videos that can guide you. 5. Faulty [Worn-Out] Clutch Problem The clutch on your motorcycle separates the engine and gearbox, allowing you to change gears while the engine is running. Without the clutch, you cannot change gears or accelerate on your motorcycle. Like every other component, clutches are prone to wear and tear as they are continuously used. Some issues associated with worn-out clutches on Ducati motorcycles include: Difficulty in Changing Gears: The clutch plates are involved in the bike’s gear change process. If it’s difficult to shift between gears, your bike’s clutch is probably worn. Here, the clutch’s plates are likely stiff; hence, the difficulty in changing the motorcycle’s gears. Slipping Clutch/Delayed Clutch Engagement: A sign of a worn-out clutch is gear slipping or delayed engagement. Slipping occurs when the bike’s RPM increases, but there is no corresponding increase in speed. This problem, often encountered while trying to accelerate from a standstill position, can be solved by installing a new clutch. Poor acceleration: If you twist the motorcycle throttle and the motorcycle does not speed up as it should, the clutch is probably worn and in need of replacement. Jerking or Lurching Motion: Another thing you should watch out for is jerking or lurching motion when the clutch is applied. If your motorcycle shudders or shakes excessively when you apply the clutch, the clutch is probably nearing the end of its service life. 6. Engine Overheating It is quite normal for the temperature of your motorcycle’s engine to rise. Due to the internal combustion process, the engine produces heat and will only get hotter with use. To prevent the engine from overheating, a cooling system is designed to reduce the engine’s heat. This cooling system stabilizes the temperature of the engine and prevents overheating. It is why you can ride comfortably without the heat from the engine burning your legs/thighs. However, this is not the case for some Ducati owners who complain of their engine’s temperature rising abnormally. It’s important to know the difference between normal heat generated by a motorcycle engine and unconventional heat generated by an overheating one. For other owners, the engine temperature fluctuates, and the temperature gauge gives erratic readings. The “Check Engine” light may come on, signifying dangerously high levels of heat in the engine system. Is the engine on your Ducati getting hotter than usual and exhibiting some of the symptoms discussed above? Here are some reasons your Ducati engine may overheat: a. Low Levels of Engine Coolant The coolant ensures the engine stays cool and transfers heat from the block to the radiator, where the radiator can dissipate safely. Low amounts of coolant can cause the engine to produce extreme heat and lead to a spike in its temperature. An improper coolant-water ratio can also make the engine overheat. The ideal mixture must be 50% coolant and 50% distilled water. Anything different will probably cause the engine to overheat. Watch out for any coolant leaks, which are often the major cause of low engine system fluid levels. If the leak area is small, you can use a sealing agent to fix it. However, if the leak area is wide, it is better to take it to a repair shop to avoid worsening the problem. Look into our article which reads about 6 Most-Common Problems With the Ducati 848 b. Faulty Radiator The radiator cools the engine and prevents it from overheating. A motorcycle’s engine uses coolant to absorb heat and sends the liquid to the radiator to cool off. Once it cools, the coolant is transferred back to the engine, and the process starts all over. If the radiator is clogged and does not function properly, the engine’s cooling action will be lower, causing overheating. Watch out for high-temperature gauge readings, especially any exceeding 220 degrees F. The normal operating temperature for a bike is around 195 degrees F and 220 degrees F. Anything above that is a case of the engine overheating. Causes of clogged radiators include corrosion, exposure to debris, or buildup of dirt. Any of these will reduce the coolant circulating in the engine. c. Broken thermostat A broken thermostat will cause the engine to overheat, among other things. The thermostat regulates the flow of coolant in the motorcycle’s system. A broken thermostat will prevent the coolant from circulating properly and cause high temperatures in the engine. d. Prolonged use Riding at high speeds for extended periods also causes the engine to overheat sometimes. Long rides often require you to keep revving the engine for as long as you are on the journey. Because the engine is allowed no rest, it will retain the most heat, hence the overheating. 7. Recurrent Brake Problems Many owners have reported several problems related to malfunctioning brakes on Ducati models. One such prominent problem is what riders describe as a “spongy brake” problem. According to users, the brakes feel “soft” and “mushy” when they are pressed. As a result, they have to pump the brakes multiple times before they respond. Other times, the brake pedals sink to the floor when depressed. Several diagnoses reveal that the spongy brake problem is caused by air or moisture in the brake lines. Hence, mechanics advise “bleeding” as a viable solution to the problem. “Bleeding” is a process designed to purge the braking lines of air and moisture. Another complaint that pertains to standard wear and tear is outlined by Ducat riders who report The two leading causes of rear brake failure on Ducati bikes are faulty (warped) rotors and frozen calipers. Brake rotors are made to last long and don’t wear easily. With continued exposure to friction from the brake pads, especially if brake pads aren’t being replaced regularly, rotors can damage. Often, the wear affects certain spots on the rotors, making the surface irregular and causing warping. Warped Rotors can cause a handful of issues, including: Pulsing Sensation: A common symptom of warped brake rotors is a strange pulsing sensation through the brake lever. Typically, riders experience this sensation in either the front or rear brakes under moderate braking. Excessive Vibration: Worn rotors can cause your Ducati to stagger under hard braking. Depending on the severity of the problem, the vibration may be gentle or lead the bike to severe shuddering. Brake Noises: When the brake rotors get warped, riders start to hear strange noises when braking. These sounds can range from a low-pitched squeak to a heavy thumping noise. For preventing rotor surface wear, the best offense is a good defense. Make sure you’re changing your brake pads regularly in adherence to your bike’s maintenance schedule. Nothing diminishes a rotor’s lifespan faster than riding around on run-down brake pads- keep them fresh. General Pros And Cons: Pros: Ducatis are known for their awesome performance and incredible speed. With their powerful V-Twin engines, they can reach breathtaking speeds. Little wonder Ducati motorcycles have a history of winning some of the premier motorcycle races in history. Ducatis have responsive handling that gives riders complete control of the motorcycle. More importantly, the handling is precise and allows riders to turn tight corners with surprising agility. Motorcycles can be dangerous to drive on certain occasions, given their speed. However, Ducatis have a collection of safety features that makes them one of the safest bikes to ride. Some of these include Anti-Lock Braking System (ABS) and Traction Control System. Cons: Electrics are prone to malfunctioning The engine often develops faults Gearbox is problematic The body design is defective Brakes perform erratically What Do The Reviews Say? “Ducati motorcycles, and their trademark Desmodromic timing engines, hold a hallowed place in motorcycle culture and competition combining undoubtedly style and character with real performance.” [Source: Cyclenews.com] What Is The Resale Value Of Ducati Motorcycles? Model Year Mileage Price ($) Ducati Monster S2R 800 2007 16,767 4,900 Ducati 1198 2009 11,825 8,999 Ducati Multistrada 2011 11,700 10,100 Ducati 848 Evo Superbike 2013 5,500 9,100 Ducati Hypermotard 2015 15,633 8,999 Ducati Monster 1200 R 2017 2,271 15,300 Ducati Scrambler Cafe Racer 2019 1,419 10,475 Final Words Ducati motorcycles are some of the best bikes money can buy. Despite all the problems, they remain recommendable motorcycles anytime. Besides offering performance and speed, they offer a unique riding experience that you will surely enjoy. However, use this article as a guide to prepare against the problems that may arise on your Ducati motorcycle. Do not forget that regular maintenance can prevent most of these problems and save you the money you would have spent on repairs. Was this article helpful? Did you find wrong information or was something missing? We would love to hear your thoughts! (PS: We read ALL feedback) The information in this article is based on data from National Highway Traffic Safety Administration (NHTSA) recall reports, consumer complaints submitted to the NHTSA, reliability ratings from J.D. Power, auto review and rating sites such as Edmunds, specialist forums, etc. We analyzed this data to provide insights into the best and worst years for these vehicle models. Front Page Forums > The Machines > Multistrada > Front Page Forums > The Machines > Multistrada > The Ducati Monster 1200 is one of the most rock-solid machines around, in its class. With a steel frame and a 1198cc, liquid-cooled, twin-cylinder engine that pushes 150 horsepower, this is a bike that lives up to its name. With 400 pounds of pure power, it’s important to be aware of complaints other owners had before you take one home. We’ve researched the Ducati Monster 1200 and dug up any issues we’ve encountered, along with the troubleshooting tips other owners implemented. Let’s get started! 1) Malfunctioning Quick-Shifter The quick shifter is a piece of equipment in many modern sportbikes equip to make upshifting through the gears as instant as possible; a quick shifter enables clutchless shifting. A few riders have complained about inconsistencies with their quick shifters, namely that quick shifting into 5th and 6th gear from 4th creates a false neutral and redlines the engine for a second before shifting. Redlining the motor on a bike as fast and powerful as the Ducati Monster 1200 can be startling. Possible Ways to Prevent it from Happening: Based on reports we’ve encountered, the false neutral between 4th and 5th happens when the engine isn’t ready to shift. A quick shifter works by digitally signaling the CPU to shift gears. If there’s more power available in 4th gear, it’s not prepared to shift in 5th yet, and the same goes from shifting from 5th to 6th. If your RPMs aren’t high enough, your gears are too chunky for the computer to shift at the current RPMs. If the RPMs are too low for a full-throttle upshift, the bike will reject it. Quick shifting is meant for shifting at high-speeds. Wait until you have 9000 RPMs in 4th gear before you attempt to quick-shift into 5th gear, or else use the clutch and tow shift the old-fashioned way. This is a rocket of a motorcycle, as fast as any bike out there. Its high-gears are intended for high-RPMs. Riders should reserve even 4th gear on a Ducati Monster 1200 for going 80mph. Another pro-tip is to hit the quick-shifter as you mean it, whether you’re shifting up or down. A timid quick-shift could find a false neutral between gears. 2) Fluctuation Of The Fuel Source We’ve encountered a few complaints from owners regarding the Ducati Monster 1200’s fuel efficiency. According to our research, the owners who’ve complained about poor mileage admitted that their bike was past due for a bike service. If a motorcycle runs less than ideal quality oil, the engine is burning more fuel to maintain its functions. Poor lubrication causes extra resistance, forcing the motor to use more fuel to force the engine’s components into motion. Another factor that contributes to an increase in energy spending is low tire pressure. The Monster 1200 weighs 400 pounds, and its tires require a certain amount of air to keep that much machine in motion. If that condition isn’t met, the bike burns more fuel to sustain its momentum. Finally, this bike is called a monster for a reason, and riders often want to push it to the limits and see what it’s got. Rushed and inconsistent riding pushes the bike harder and burns more fuel than riding at a moderate pace. This bike is a race-track bike, a rocket on wheels. It’s not intended to be a fuel-efficient city cruiser, and when pushed to its limits, it burns fuel as any race bike would. You can always save some money by riding at a moderate and steady pace, but when it comes to testing the limits of the Ducati Monster 1200, you’ve got to pay to play! 3. Brake Chattering Sound We’ve encountered a few Ducati 1200 owners who’ve complained about their bike’s brakes making a chattering sound. This is not indicative of a flaw with the motorcycle; a chattering sound is an indication that either the brake calipers or the brake pad are shot. Checking your brake condition is a huge part of routine maintenance. If a rider lets worn breaks go unchecked for too long, they will certainly get worse. Eventually, you’re looking at a metal-on-metal grinding situation that can cause irreparable wear to your rotors. This chattering sound these riders encountered was the result of rattling, brake grinding, or brake fading due to poor maintenance, lack of brake-pad inspection, and riding the bike past its brake service due date. Brake grinding is a serious issue. Typically, the sound occurs when you press the pedal. The metal-to-metal contact of the caliper causes the grinding sound onto the rotor disc— it’s the sound of damage being caused to your rotor. Another possible culprit for grinding is the intrusion of a foreign object between your rotary and brake pads. Break Fades: A brake fade happens when the brakes are overheated due to over braking, either in the case of an emergency or as a result of improper riding. To prevent this brake fade problem, you should apply the correct braking techniques as a general rule and, in the case of emergency braking, allow the brakes to cool down before putting heavy use on them. Remember, brake maintenance is a part of routine bike service. Ducati owners should adhere to the service schedule outlined in the owner’s manual by Ducati. 3 Other Minor Complaints Associated With The Ducati Monster 1200 The Seat height is too high for those shorter than 6-feet tall— there are reduced reach options for shorter riders. The high maintenance cost— Ducati uses world-class engineering, which requires specially trained mechanics. Expensive accessories and parts— Ducati bikes utilize industry-leading technology. General Pros And Cons For The Ducati 1200 Pros of Ducati Monster 1200: The Ducati 1200 is a high-performance bike and comes uniquely designed with a security blanket for protection. It has a robust wheel control, anti-lock brake as well as angle sensitivity. The Ducati Monster 1200 produces a high level of horsepower and torque. It has a massive engine. A quick shifter controls the engine and manual gearbox that moves upwards and downwards, allowing you to change gears without the clutch. One more thing about the Ducati 1200 is the throttle – An awesomely superb throttle that helps regulate the air that flows into the engine. The bike doesn’t jolt either does it releases emissions, unlike other modern bikes. Cons: Too expensive The quick-shifter is prone to malfunctioning Not beginner-friendly The screen is not too visible enough What Others Are Saying About The Bike The stout front end; those looping exhaust pipes; the large, spaceship-like headlight dominates its front profile. The motorcycle.com refers to the bike as a “the sort of thing you want just to sit on and stare at.” The only problem is that there’s not enough room to put your feet, so if you intend to ride on your toes, it can get frustrating. [Source:motorcycle.com] “In reality, Ducati has taken a different approach to the D-1200 model, growing it in a way that’d allow the bike to accommodate the rider and passenger better.” Which makes it a comfortable bike to ride on, with its comprehensive platform and high mount sear. Cycleworld.com confirmed that the bike’s display is the main bike attraction. The only downside to the display is the oversized rear footpeg hangers that obstruct you from placing your feet on the footpegs. “All the bike models are easy to adjust while cruising down the road.” Furthermore, the bike uses an exceptional wide handlebar that helps to offset its curb weight. It has an efficient steering and brake pedal. Cyleworld.com compared the brakes to that of a “Super Duke R.” [Source: cycle world] Resale Value Of The Ducati 1200 Reselling it won’t be much of an issue. Here are the resale values for the different models of Ducati 1200: Bike model Model Mileage in mpg (kpl) Price ($) Ducati 1200 2019 35.3 mpg (15 kpl) 39,995 Ducati 1200 2018 35.3 mpg (15 kpl) 36,394 Ducati 1200 2017 35.3 mpg (15 kpl) 36,548 Final Thoughts About The Ducati 1200 Overall, the bike is very stable. Nothing compares to it with its top-notch electronic controllable suspenders. It has all the features – and even more – from what you’ll desire from a bike. It’s smooth and comfortable regardless of the road coarseness. Despite its high price and hiccups, you’re going to have a pleasant experience. To get the most out of this bike, always take it to an auto repair service bi-weekly or monthly. Try not to diagnose the problems yourself if you notice any; instead, take it to the experts. Was this article helpful? Did you find wrong information or was something missing? We would love to hear your thoughts! (PS: We read ALL feedback) The information in this article is based on data from National Highway Traffic Safety Administration (NHTSA) recall reports, consumer complaints submitted to the NHTSA, reliability ratings from J.D. Power, auto review and rating sites such as Edmunds, specialist forums, etc. We analyzed this data to provide insights into the best and worst years for these vehicle models. The Ducati monster launched in 1993 and was an instant hit. The Monster’s original Pantah SOHC air-cooled V-Twin was initially available in the 600 and 900cc packages. Over the years, the Monster bike sizes have ranged up to 1200cc, with the most iconic being the 937cc Testastretta Desmo V-Twin and the 1,198cc Superbike version of the same Testastretta concept. There’s no doubt the Moster is a power-packed machine, and it costs a pretty penny, but what are its common problems? We’ve listed them below. In May of 2021, Ducati recalled 1,312 Monster motorcycles in the American moto market alone. The recalled models included: Monster 821 lines manufactured between 2015 and 2021 Moster 1200 S/STD models manufactured between 2014 and 2021 Monster 1200R models built between 2016 and 2019. The reason for the recall was a slew of faulty rear brake hoses predisposed to heat damage. Over time, the heat generated by the Monsters engine can break down the rear brake hose casing enough to cause fluid leaks which had the potential to cause a crash. Once the heat weakens the integrity of the rear brake hoses’ casing, the hose cracks open, allowing brake fluid to leak out. As hydraulic brake fluid leaks through the cracked brake line, reducing the pressure within the hydraulic brake system, the hydraulic brakes lose their ability to pressurize. If the rear brakes fail to pressurize, the stopping distance time when braking is significantly increased. If the rider is unaware of the weakening stopping power in the rear wheel, they may not adjust their stopping and slowing timing appropriately, causing them to crash. Ducati investigated the claims and found that the material used on many rear brake hoses wasn’t as heat resistant as they initially thought. Additionally, the placement of the brake line exposed it to the hot airflow generated by the Monster’s robust exhaust system. If riders leave their affected Monsters idling for a significant time, whether on the side stand, during warmups, services, diagnostics, or when stuck in traffic, the rate of brake hose damage accelerates. Ducati suggests that all riders conduct a pre-ride examination, including a brake line inspection that can catch any temperature damage that’s taken place thus far. Still, even if your bike isn’t damaged yet, a lengthy bout of stop-and-go traffic could be enough to crack an undamaged hose and cause sudden loss of rear brake pressure while riding your Monster. Ducati-engineered replacement brake hoses to be installed at the dealership by Ducati-trained technicians, free of charge. The replacement hose has an updated length, making it easier for the techs to move the hose away from the exhaust manifold’s hot bursts of air during installation. Ducati offered to reimburse riders who paid out of pocket for a replacement hose before the recall was official so that they could get back on the road asap. In 2018 Ducati announced a possible recall of the Monster 821 and the Monster 1200 due to potential issues with the gear shift levers. The issue was reported as a manufacturing error causing interference between the gear shift lever and the lever top pin, hindering the shifter’s function. In 2018, Ducati recalled more motorcycles than any other manufacturer. In exceptional cases, the factory malfunction could result in the lever pin rattling out during increased riding vibrations, causing a total shift lever failure that could cause a collision, injury, or worse. Ducati notified the owners of affected models of the manufacturing error, offering to replace the faulty gear shift lever with a revised and adequately functioning part. Still, not all Monsters stay with their original owners. In fact, there’s not a shortage of affected year models on the used market, many of which aren’t being sold by their original owners. If you’re the owner of, or in the used market for, any of the following Ducati Monster Year Models, run your VIN at the local dealership to make sure your Monster was fitted with the upgraded gear shifter: 2017-2019 Ducati Monster 1200 2018-2019 Ducati Monster 821 Ducati made an even more massive brake-related recall in 2021 when nearly 6,000 models, including the 2017-2020 Monster 797, the 2017-2020 Monster 1200, and the 2018-2020 Monster 821. Ducati’s massive 2021 recall spanned four-year model generations of three different Monster lines, among a handful of other Ducati models, all for a brake system defect allowing air to enter the brake lines, reducing the brake pressure within the system, and increasing the braking distance required for a complete stop. Ducati reportedly claimed that this time, the braking failure took place on Monsters that had been in storage for lengthy periods without rear brake application. Apparently, when affected models go too long without having their brake lever pressed and pressurized, the lines absorb air and lose hydraulic pressure. Various sources report that the brake performance dips slowly over time and that riders often notice a gradual decrease in brake pressure until the stopping power is dangerously weak. Still, if the Monster sat long enough without activity, the pressure loss may come as a surprise, and the rider may not realize their brakes need more time to stop the bike, and they risk collision, injury, or death. Ducati will replace the faulty brake lines with free replacements on any of the affected year Monster models listed earlier. If you bought your Duc on the used market and already replaced the de-pressurized brake lines out of pocket, contact your local dealership to apply for the Ducati Reimbursement plan. Related: Is The Ducati Monster Reliable? (12 Important Facts) Ducati monsters have been known to leak oil from the head gasket, pressure sensor, and oil filter gaskets. Here’s an excerpt from a Monster owner’s online consumer report describing one such issue: “Picked up my brand new 2014 Monster 1200s on Thursday. When I pulled over, smoke came from my engine and that awful smell of burning oil. I quickly went home and parked in the garage to look closer. To my surprise, I found an oil leak. The oil was all over the place. All over my right boot, alongside the engine casing. The oil even made its way onto my rear tire.” The oil filter gasket keeps oil from leaking through the space between your filter and the bike. The heat and vibration can cause these gaskets to melt or dislodge, allowing oil to leak past. This is especially common on Monsters that don’t get regular filter and gasket services. Some of the 90s and early 200s Monster bikes were fitted with defective engine head gaskets that would leak oil until they were replaced. Dealerships reportedly fixed it on the house. Many Ducati Monsters equip H5 Hex key oil plugs, some of which leave the factory with faulty washers allowing the plug to vibrate loose. Other consumer reports indicate that these crush washers fail due to engine vibrations over time. Regardless, use a hex key to remove the bolt and replace the crush washer underneath to keep the plug tight; some Monster-riders opt to use gasket sealer. More than a few 2014-2015 Ducati Monsters reportedly left the factory with loose oil filters, which would leak oil until they were tightened with a filter wrench. Oil pressure sensors on Ducati Monsters have been notorious for intermittent oil leaks. In some cases, the O-ring is the culprit, and replacing it stops the leak, but typically the oil pressure sensor itself is the culprit. The oil pressure wears the Monster’s pressure sensor over time, causing it to leak between the metal and plastic portions of the sensor switch. Replacing the oil pressure sensor is a cheap and straightforward job to prevent the oil from leaking. Furthermore, a properly sealed pressure sensor is critical for maintaining your Monster’s oil pressure. throughout the 90s and early 2000s, Ducati Monsters were known to burn through Regulator/Rectifiers faster than some other bikes in their various classes. The Regulator/Rectifier is a critical part of your charging system, converting the energy generated by the Monster’s powerful motor into a current the battery can use to recharge while riding. The R/R also regulates the rate at which the battery recharges so it doesn’t charge too fast and explode. The Ducati Monster’s engine is liquid-cooled by a heat-absorbing fluid coursed through it by a radiator. Unlike the open-finned air-cooled counterparts, liquid-cooled motorcycle engines like the various Monster builds are sealed to keep the fluid from leaking. The coolant can’t touch the regulator/Rectifier, but since the Monster’s engine is sealed, the trapped R/R on older models would overheat and burn out. Ducati Regulator/Rectifiers are now more durable; this issue is reported less on modern Monsters. Compact and lightweight. Easy handling and aggressive cornering capabilities. Accessible engine performance. Industry-leading electronics package including ABS, traction control, wheelie control, and launch control. Three adjustable riding modes. Hydraulic Clutch Stock Quick shifter Constant frame and engine upgrades make each year’s model lighter than the last. Expensive considering the specs compared to other bikes in its class. Suspension isn’t adjustable. Performance is enjoyable and accessible for track beginners, but experienced racers tend to upgrade to something with more power. Side Stand Bracket Prone to Failure Air Interferes with Rear Brake Brake Hoses Susceptible to Heat Damage Improperly Manufactured Gear Shift Lever “Throw a leg over, and you immediately notice the size of the bike. It really is tiny. Not cramped and tiny, but surprisingly compact. How they pack almost 1000 cc of twin-cylinder into these modern packages still baffles me. The lack of weight is noticeable wheeling it around. It’s super light and easy to maneuver when parking or getting on and off. Usability gets a big tick there. The riding position is good too. Bar-seat-peg layout is comfortable and quite upright, as you’d expect. The seat feels quite firm and flat. More-so than it looks. So, it’s not designed to be a tourer. Mind you – a range of about 250 km puts a limit on that anyway. I don’t think you’d want to spend more than a few hours in that saddle. My butt was telling me that two hours was enough. Ease the clutch out, and the first reaction is one of surprise. It’s certainly got some torque for a little bike. What a lovely driveline. Pulls smoothly off the bottom and tractors along just off idle. Fueling is near perfect. Get it up in the meaty mid-range around four grand, and it’s giving you some good shove. The gearbox is an absolute delight too. The slipper clutch and quick shift are lovely. Great lever feels, and the transition is smooth, positive, and faultless. It doesn’t matter if you’re at closed throttle, part throttle, full throttle, or front wheel up or down – this thing finds the next cog for you and never misses a beat. It’s mint. All in all, the driveline is nearly faultless. Brakes, too, are terrific. Brembo four-piston monoblocs seem like a bit of overkill, but the pad choice is perfect, and it’s not overly aggressive. Lovely feel and plenty of power.” SOURCE: YearMileagePrice200521,000$4,800201522,000$8,9952017 (1200cc)1,230$15,5002018 (1200cc)524$14,77720191,806$11,999 Make/ModelMSRPAverage MPGDucati Monster 1200 S$14,99537.11Indian FTR Rally$13,99936. 6Triumph Speed Triple 1200 RS$18,49933.74Triumph Scrambler XE$12,00045Harley-Davidson Iron 1200$10,24948BMW F 900 R$8,995 40.26Yamaha MT-09$9,39943.0 2022 Ducati Monster Review Motorcycle Test Used Monster For Sale – Ducati Motorcycles Near Me – Cycle Trader Ducati recalls Monster 821 & Monster 1200 over faulty brakes | Shifting-Gears Ducati recalls Monster and Supersport – Motorbike Writer