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Ducati Scrambler 1100

The Scrambler has come of age and the Land of Joy is now bigger and better.

The Ducati Scrambler 1100 aims to meet the needs of even the most demanding, expert motorcyclists - but without compromising the fun, style and freedom that the Scrambler stands for. A beefier bike with a bigger engine and an even better set of standard equipment that lets riders upgrade without leaving the Scrambler family.

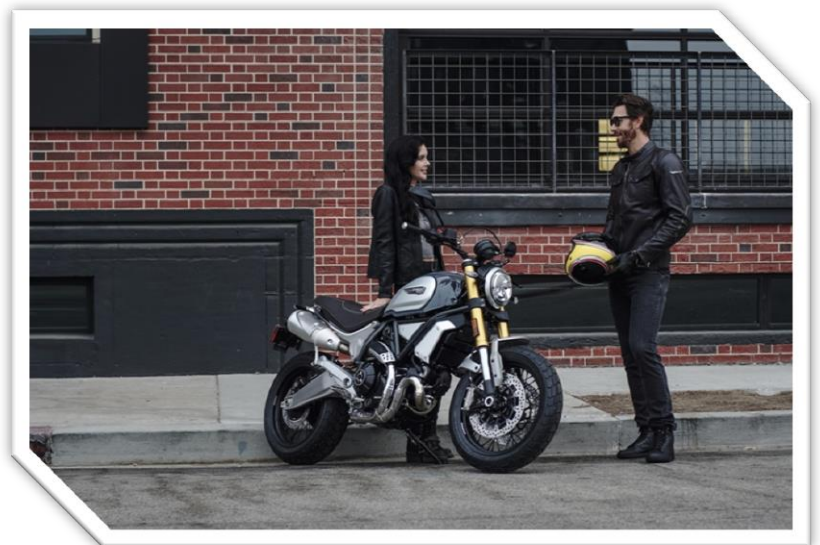
Just like in the '60s when the Scrambler was available with three different engines (250, 350 and 450 cm³), today's Land of Joy bikes offer three different displacements (400, 800 and 1100 cm³), resulting in a complete range with a flair for fun, iconic style, simplicity and self-expression.

Key features include a new 1079 cm³ engine, which delivers generous torque right from the bottom of the rev range, and an agile Scrambler chassis set-up that has been developed in parallel with the engine to put higher performance within reach of all riders.

With excellent pulling power and outstanding chassis geometry, the Ducati Scrambler 1100 maximises freedom and combines it with the excellent safety that comes with Bosch Cornering ABS and Traction Control: two features that go hand-in-hand with the superbly comfortable riding position specially developed for this model. On this Scrambler model the electronics package has evolved in line with Ducati tradition, maximising active safety thanks to the Bosch inertial platform.

Just like every other Ducati Scrambler bike, the 1100 is designed for boundless freedom of expression. The bike has been developed so it can be modified with ease and comes in three different versions: in addition to the Scrambler 1100, in fact, there's the Scrambler 1100 Special, which draws its inspiration from the custom world, and the Scrambler 1100 Sport equipped with Öhlins suspension for the sportiest Scrambler riders.

With the 1100, the Ducati Scrambler sees the introduction of new, specially designed accessories and a dedicated apparel line that includes a leather jacket, a fabric jacket and an open-face helmet co-produced with Roland Sands.





Ducati Scrambler 1100 Special

Taking its cue from customisation, the Scrambler 1100 Special has a decidedly “modern classic” feel thanks to black-spoked wheels, chrome exhausts and aluminium front/rear mudguards. The “Custom Grey” colour is unique to this version, as is the brushed-effect swingarm and the adjustable front fork with gold-coloured anodized sleeves. Other distinctive Scrambler 1100 Special elements include low-slung tapered handlebars and a brown seat with dedicated lining.



Ducati Scrambler 1100 Sport

As the name implies, the Scrambler 1100 Sport takes a sportier angle. Inspired by the numerous “racer” bikes put together by Scrambler owners, this model is easily recognised by its forks and adjustable Öhlins shock. The Scrambler 1100 Sport comes in “Viper Black” with yellow tank sides and dual yellow striping down the middle of the tank and mudguards. It also features aluminium wheels with machine-finished spokes, tapered handlebars and a seat with a dedicated lining.





Main as-standard features

Ducati Scrambler 1100

• Colours

- “’62 Yellow”, with black frame and black seat
- “Shining Black”, with black frame and black seat

• Equipment

- Steel teardrop fuel tank with interchangeable aluminium side panels
- Low seat (810 mm) for perfect at-standstill manoeuvrability
- Wide handlebars for a more relaxed riding position
- Round headlight with glass lens and DRL
- Diffused LED tail light
- Dual-element LCD instrument panel
- 1,079 cm³ air-cooled L-twin engine
- Machine-finished aluminium belt covers
- Twin spar steel Trellis frame and aluminium subframe
- Double sided swingarm
- 10-spoke wheels in light alloy, 18" at the front and 17" at the rear
- Enduro-derived Pirelli tyres optimised for the Ducati Scrambler
- Bosch Cornering ABS
- Traction Control
- 3 Riding Modes (Active, Journey and City)
- Under-seat USB socket to recharge mobile devices





Ducati Scrambler Special

• Colours

- “Custom Grey” with black frame and black spoked wheels.

• Equipment

- Steel teardrop fuel tank with interchangeable aluminium side panels
- Low, tapered handlebars
- Round headlight with glass lens and DRL
- Diffused LED tail light
- Dual-element LCD instrument panel
- 1,079 cm³ air-cooled L-twin engine
- Machine-finished aluminium belt covers
- Twin spar steel Trellis frame and aluminium subframe
- Double-sided swingarm with brushed surface finishing
- Adjustable fork and shock
- Spoked wheels, 18" at the front and 17" at the rear
- Enduro-derived Pirelli tyres optimised for the Ducati Scrambler
- Bosch Cornering ABS
- Traction Control
- 3 Riding Modes (Active, Journey and City)
- Under-seat USB socket to recharge mobile devices
- Aluminium front/rear mudguard
- Dedicated seat lining
- Chrome exhaust pipes





Ducati Scrambler Sport

• Colours

- “Viper Black” with yellow tank sides and dual yellow striping down the middle of the tank and mudguards, with black frame and wheels

• Equipment

- Steel teardrop fuel tank with interchangeable aluminium side panels
- Low seat (810 mm) for perfect at-standstill manoeuvrability
- Low, tapered aluminium handlebars
- Round headlight with glass lens and DRL
- Diffused LED tail light
- Dual-element LCD instrument panel
- 1,079 cm³ air-cooled L-twin engine
- Machine-finished aluminium belt covers
- Twin spar steel Trellis frame and aluminium subframe
- Double sided swingarm
- 10-spoke wheels in light alloy, 18" at the front and 17" at the rear
- Enduro-derived Pirelli tyres optimised for the Ducati Scrambler
- Bosch Cornering ABS
- Traction Control
- 3 Riding Modes (Active, Journey and City)
- Under-seat USB socket to recharge mobile devices
- Dedicated seat lining
- Adjustable Öhlins forks
- Adjustable Öhlins shock





Design

The Scrambler 1100 is essential, mature and carefully thought out, taking inspiration from the iconic '70s model while remaining faithful to the "Land of Joy" spirit. Larger than the other Ducati Scrambler brand models, the bike's balanced proportions make it compact yet beefy and ensure outstanding rider comfort as well as unprecedented handling.

The upgraded fork and rear shock absorber are, like the 320 mm dual front brake discs, indicative of a leap forwards in terms of both performance and mature styling. An high-performance swingarm merges smoothly with the lines of the footrest plates, enhancing the essential styling of the Scrambler 1100. Moreover, quality-conscious finishing reaches new heights thanks to the use of authentic materials such as steel and aluminium.

Attention to detail and the quest for simplicity have minimised the number of pieces used, leading to fewer covers and plastic components.

A focus on styling has allowed up-sizing without compromising on iconic brand features: a more rugged, beefier teardrop tank and interchangeable aluminium side panels, that are classic yet have a new line, make this Scrambler model immediately recognisable.

The seat - different on each version - is more generously shaped than its Scrambler 800 counterpart and has been designed to provide the utmost comfort for rider and passenger alike. A beautifully stitched cover and an embroidered Ducati logo at the rear make this seat particularly eye-catching.

The two silencers merge smoothly with the rear of the bike and the high plate holder while the dual tail pipes give the Scrambler 1100 a more muscular, instantly recognisable look.

In keeping with the self-expression that is the *raison d'être* of the Scrambler brand, the rear subframe is separate from the chassis to make personalisation easier. Made of aluminium, the subframe also features a gleaming, machine-finished aluminium trim. The front mudguard is held in place by two die cast aluminium supports while the rear one incorporates LED indicators.

Another distinctive Scrambler 1100 feature is the round headlight. This retains the glass parabola shared by all Ducati Scrambler models and is now enhanced by a new aluminium rim. Its interior mounts an aluminium X-grille with a clearly visible Ducati logo. The grille divides up the DRL (Daytime Running Light) system on the Scrambler 1100 to create the four trademark Land of Joy light segments.

Careful design has produced a two-element instrument panel: a classic round section, as seen on all the Scrambler bikes, and an additional oval element to display a broader info range.

Every single part of the Ducati Scrambler 1100 has been meticulously designed down to the very last detail. A painted aluminium logo adds a stylish finishing touch. Machine-



finished aluminium bar plugs match the headlight assembly, as does the logo on the spark plug caps.

The rear brake lever - made, like the clutch lever, of aluminium - has specifically been designed for easy replacement or personalisation. Aluminium is also used for the airbox covers while machine-finished wheel spokes add a further distinctive touch to the Scrambler 1100.



Components

Evocative headlight assembly

The front headlight on the Ducati Scrambler 1100 takes its cue from those on the other bikes in the range. The LED ring around the headlight rim that acts as a side light is now a DRL (Daytime Running Light), making the Scrambler 1100 clearly visible in daylight too. Also in keeping with the Scrambler heritage is the grey metal "X" mounted inside the headlight (a feature inspired by the tape once applied on offroad bikes back in the '70s to protect the headlight assembly). This also gives the bike a unique look with the lights off. The dipped headlight beam relies on a "Blue Vision" bulb, which emits a white light like the DRL.

At the rear, instead, a fully LED tail light assembly emits a soft light, making use of a technology unique within the motorcycling world. This 'softening' effect is produced by combining a dulled diffuser cover and a 12-LED electrical card (18-LED for the brake light).

LED indicators, positioned to the sides of the headlight assembly and the rear mudguard, complement the Ducati Scrambler 1100 style to perfection. LED lighting is also used to illuminate the number plate. To activate the hazard lights on the Ducati Scrambler 1100 all the rider needs to do is press the dedicated button on the right switchgear.





Instrumentation

The Ducati Scrambler 1100 instrument panel has two main elements. As on the other bikes in the range, the main one has a round design. Positioned above and to the right of the headlight, this unit is fully digital. The scale on the rpm indicator resembles the speedometer on the bikes of the '70s (i.e. positioned low down in the instrument assembly). As engine revs increase the digits light up clockwise (right to left). The round section also shows the fuel level, selected riding mode and the selected Traction Control level. Further info includes Trip 1, Trip 2, miles remaining and air temperature, plus grip heater operation (available on the Scrambler 1100 as an accessory). The second, oval element, instead, has a speedo, a kickstand warning light and information from the Ducati Multimedia System, available as an accessory when the Bluetooth module is fitted.



Controls

The Ducati Scrambler 1100 features new multi-function switchgears that let riders select Riding Modes and modify them. A Ride By Wire throttle is accompanied by hydraulically operated brake pumps and clutch, making the controls modern yet faithful to the classic Scrambler style. Brake and clutch levers are adjustable. The black painted die cast aluminium footrest plates (grey on the Scrambler 1100 Special) support the gear shift and rear brake levers, both made of forged aluminium.





Standard equipment

Advanced electronics to maximise safety and riding pleasure.

A bigger, higher-performing bike but with a full complement of easy-going Scrambler freedom. Thanks to the electronic Ride by Wire control system and the inertial platform, the Scrambler 1100 puts outstanding safety and performance in the grasp of all riders and, thanks to the three Riding Modes, does so whatever the riding conditions.

Brembo braking system with Bosch 9.1 MP Cornering ABS

Thanks to installation of the inertial platform, the Ducati Scrambler 1100 is equipped with a Brembo braking system with Bosch 9.1 MP Cornering ABS to ensure safety whatever the situation. To maximise stopping performance, the front wheel has a dual 330 mm disc with two 4-piston Brembo M 4.32B monobloc calipers with radial attachment whereas at the rear, a 245 mm disc is gripped by a caliper with a 34 mm piston. The single-setting ABS cannot be deactivated.

Traction Control

The Ducati Scrambler 1100 is the first bike in the family to feature Ducati Traction Control (DTC). This active safety system - specially designed for the Scrambler - can be adjusted to 4 different levels. This solution offers outstanding performance while making adjustment as easy as possible for the rider. Level 1 is the least intrusive while level 4 maximises intervention and, therefore, safety. On the Scrambler 1100, Traction Control can be deactivated.

Three Riding Modes

The Ducati Scrambler 1100 has three Riding Modes: Active, Journey and City. Active Riding Mode provides full engine power (86 hp), a direct throttle connection and a Traction Control level that's compatible with sport riding. Journey Riding Mode is perfect for everyday use: full L-twin power (86 hp), a more fluid throttle connection than with Active mode and a Traction Control level developed for carefree riding. The third Riding Mode, City, lowers engine power to 75 hp (and 88 Nm of maximum torque), the same as on the Scrambler 800. Throttle control is extremely fluid and Traction Control ensures maximum safety.



A new L-twin

Engine

The Ducati Scrambler 1100 is powered by a Euro 4 compliant oil/air-cooled 1079 cm³ L-twin two-valve engine. A development of the Monster 1100 engine, this power unit has, in perfect Scrambler style, a 98 mm bore and a 71.5 mm stroke. The engine has been redesigned to prioritise fluid acceleration across the rev range and great handling. The Desmodue engine on the Ducati Scrambler 1100 has light machine-finished aluminium covers, including those on the clutch and alternator. Other aluminium items include the two belt covers, machine-finished to provide a further touch of flair.

The twin cylinder Desmodue engine on the Ducati Scrambler 1100 has been equipped with a single 55 mm full Ride by Wire throttle body with two sub-butterfly injectors: this solution, together with a generously sized airbox, ensures fluid power delivery and accurate control of the fuel mix aspirated into the cylinders. For this same reason each cylinder is fitted with twin spark plugs and a secondary air system.

Excellent pulling power is also put within everyone's reach by the 16° valve overlap angle. Thanks to these solutions the Ducati Scrambler L-twin puts out a maximum power of 86 hp at 7,500 rpm and a maximum torque of 88.4 Nm at 4,750 rpm, with smooth delivery across the rev range. The gearbox is a 6-speed unit while the clutch is the wet multiplate type with hydraulic control. The clutch also has a servo-assisted slipper function that limits rear wheel destabilisation during down-shifting.

The exhaust pipes on the Ducati Scrambler 1100 have a larger diameter than those on the Scrambler 800. The exhaust has a low-slung catalytic converter and dual steel silencers with aluminium sleeves, die cast aluminium end caps and 4 aluminium covers (two per silencer).

Designed to be simple and accessible - just like the Scrambler itself - this twin-cylinder engine also features competitive 12,000 km maintenance intervals (every 7,500 miles).

Desmo delight

The Ducati Scrambler is iconic, as is the celebrated Ducati Desmo, the engine valve closure system that has made Ducati famous all over the world. Thanks to this system, the intake and exhaust valves are closed positively and precisely using a technique analogous to that employed to open the valves. The term desmodromic stems from the





Greek words *desmos* (link) and *dromos* (stroke); mechanically speaking, the term refers to control mechanisms enabling operation in both one direction (e.g. opening) and another acting in the opposite direction (closure or return).

However, the desmodromic concept is not a recent one and has been used in the motorcycle and car industries for some time. It first appeared, in a variety of forms, way back at the start of the twentieth century. In 1956 renowned engineer Fabio Taglioni set Ducati off along the desmodromic path: the first bike to feature the solution was the Grand Prix 125, which had three overhead camshafts, driven by a vertical shaft and a bevel gear. From that point on desmodromic history became a Ducati exclusive and in 1968 the company started producing this timing system as standard with the Mark 3 Desmo 350. This milestone of a motorcycle essentially had the same timing system as current 2-valve twin cylinder engines like the one on the Ducati Scrambler, clear evidence of the concept's soundness. Used on all Ducati models, the system is also employed on Ducati Corse's Superbikes and Desmosedici MotoGP bikes.

Dedicated chassis set-up

Frame

The Ducati Scrambler 1100 features an all-new twin upper spar steel Trellis frame. As essential as the Ducati Scrambler itself, this engine-hugging frame is completed by a rear aluminium subframe. Thanks to a steering head angle of 24.5° and a 110 mm offset on the fork yokes, manoeuvrability is as outstanding in city traffic as it is on Alpine hairpins. Compared to the Scrambler 800, the aluminium fork yokes boast wider inter-fork clearance. Thanks to the wide handlebars, weaving your way through an urban obstacle course on the Scrambler is child's play, while the 1,514 mm wheelbase maximises stability at high speeds. Up-sizing of the bike has given the Scrambler 1100 a new riding position: compared to the 800 version, the seat-footpeg gap is wider and the handlebars are further forwards and lower.

The steel fuel tank, with that unmistakable teardrop silhouette, can hold 15 litres. With an excellent frame and outstanding chassis geometry, the Ducati Scrambler 1100 makes for relaxed riding that is easy yet fun. Despite the beefed-up size and performance with respect to the 800 cm³ versions, the Scrambler 1100 remains user-friendly and agile, a source of endless satisfaction on both city streets and the open road.





Suspension

The Sport version of the Ducati Scrambler 1100 mounts Öhlins suspension (Kayaba on the Scrambler 1100 and Scrambler 1100 Special), with upside-down 45 mm forks and a rear shock with adjustable spring preload and rebound damping. Both provide 150 mm of wheel travel, ensuring the tyres hug the ground on any terrain, from city streets to easy-going off-road routes. It is this mix of comfort and performance that makes the Ducati Scrambler 1100 unique, letting riders express themselves to the max everywhere and anywhere.

Wheels and tyres

The Scrambler 1100 comes with all-new aluminium machine-finished 10-spoke wheels – of evident flat-track origin – as standard. The design is a throwback to the days of thin, criss-crossed spokes inserted in the hub. The 3.5" x 18" front wheel and the rear 5.5" x 17" one have been designed to be light. They mount an enduro-type Pirelli MT60 RS 120/80 ZR18 tyre at the front and the 180/55 ZR17 at the rear. Pirelli has designed the front tyre specially for the Ducati Scrambler 1100.

