

**Ducati  
Multistrada  
1200s Abs  
My2010**

**Ducati  
Multistrada  
1200S ABS  
MY2010: A  
Retrospective  
Review**

The Ducati Multistrada  
1200S ABS MY2010  
represents a pivotal  
moment in the history of  
adventure touring  
motorcycles. This

# Ducati Multistrada 1200s Abs My2010

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machine, blending  
Ducati's renowned  
performance with  
versatile capabilities,  
carved a niche for  
itself and continues to  
garner admiration among  
enthusiasts. This in-  
depth review delves into  
the features,  
performance, and overall  
experience of this  
iconic motorcycle,  
covering aspects like  
its **engine performance**,  
**electronic rider aids**,  
and its enduring  
**reliability** alongside  
its place in the  
**adventure touring**  
segment.

## **Introduction: The Genesis of a Legend**

Released in 2010, the  
Ducati Multistrada 1200S  
ABS marked a significant

leap forward for Ducati. It wasn't simply a powerful motorcycle; it was a statement, a versatile machine designed to conquer various terrains and riding styles. The "S" designation signified the higher specification model, boasting advanced electronics such as ABS (Anti-lock Braking System) – a relatively new addition to the motorcycle world at the time – and Ducati's sophisticated traction control system. This review will explore what made, and still makes, the Ducati Multistrada 1200S ABS MY2010 a truly compelling motorcycle.

## **Engine Performance and**

## **Handling: A Thrilling Ride**

The heart of the Multistrada 1200S ABS MY2010 is its powerful Testastretta 11° dual-cylinder engine. This 1198cc powerplant delivers exhilarating performance, particularly in the mid-range, making it both fun to ride and capable on the open road. The engine's character is distinctly Ducati – a robust and responsive engine with a thrilling exhaust note. While not as refined as some later models, the raw power and character of this engine are undeniable assets.

The handling, even by today's standards, is impressive. The chassis

is well-balanced, allowing for nimble maneuvering in tight corners and confident stability at higher speeds. The suspension, while not fully adjustable on this model (unlike later iterations), provides a good balance between comfort and handling precision. This contributes significantly to the Multistrada's versatility, making it comfortable for long-distance touring while remaining agile enough for spirited rides through winding mountain passes.

## **Electronic Rider Aids and Safety**

## **Features: Ahead of its Time**

For its time, the Multistrada 1200S ABS MY2010 boasted impressive electronic rider aids. The ABS system offered a significant safety enhancement, providing crucial assistance during emergency braking. The traction control system, while not as sophisticated as modern systems, helped prevent wheelspin in challenging conditions, further enhancing rider confidence and safety. These features contributed significantly to the bike's versatility, allowing riders of varying skill levels to confidently tackle diverse riding

environments.

These features were particularly important considering the Multistrada's adventurous nature. The combination of power, advanced electronics and responsive handling meant the Multistrada 1200S ABS MY2010 could comfortably traverse both paved roads and unpaved trails, broadening its appeal significantly within the **adventure touring** segment.

## **Practicality and Comfort: Designed for the Long Haul**

The Ducati Multistrada 1200S ABS MY2010 isn't just about performance;

it also prioritizes practicality and comfort for long journeys. While not as laden with comfort features as some contemporary adventure tourers, it offers a relatively comfortable riding position, decent wind protection, and sufficient storage space for daily commutes or weekend getaways.

Ergonomics are generally well-regarded, even on long rides. However, passenger comfort might be compromised compared to some later models with improved passenger accommodations.

Many owners have undertaken extensive **long-distance touring** on this machine, testament to its practicality and capability. The reliability, while not perfect (as discussed

below), is generally sufficient for long journeys with proper maintenance.

## **Reliability and Maintenance: A Ducati Story**

Like many Ducatis of this era, the Multistrada 1200S ABS MY2010 has a reputation for requiring more regular maintenance than some Japanese competitors. Desmodromic valve maintenance is a crucial aspect of ownership and requires attention according to the manufacturer's schedule. However, many owners report high levels of satisfaction despite the need for more diligent maintenance. The costs involved can vary

greatly depending on location and mechanic choice, so budgeting for regular servicing is essential. Addressing these maintenance requirements properly will significantly enhance the longevity and reliability of the machine.

## **Conclusion: A Timeless Classic?**

The Ducati Multistrada 1200S ABS MY2010 remains a compelling motorcycle even by today's standards. Its blend of performance, versatility, and advanced (for its time) technology continues to appeal to riders. While the increased sophistication and electronic rider aids of

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later models provide advantages, the raw power and character of the 2010 model retain a special charm. The need for consistent maintenance should be factored into the overall ownership experience, but for those willing to commit to the necessary upkeep, the rewards are undeniable. It's a testament to Ducati's engineering prowess and a machine that holds a significant place in the history of adventure touring motorcycles.

### **FAQ**

**Q1: What are the common maintenance issues with the Ducati Multistrada 1200S ABS MY2010?**

**A1:** Common issues include the need for

regular desmodromic valve adjustments, potential issues with the throttle bodies, and occasional problems with the electrical system. Regular servicing by a qualified Ducati mechanic is crucial to mitigate these potential problems.

**Q2: How does the fuel economy compare to modern adventure touring bikes?**

A2: The fuel economy of the Multistrada 1200S ABS MY2010 is relatively average for a motorcycle of its size and power. It won't match the hyper-mileage of some modern adventure tourers, but it's perfectly acceptable for its performance capabilities.

**Q3: Is the Ducati  
Multistrada 1200S ABS  
MY2010 suitable for off-  
road riding?**

A3: While capable of handling some light off-road riding, it's not designed for extreme off-road use. Its suspension and ground clearance are adequate for gravel roads and easy trails, but it's best suited to paved roads and well-maintained surfaces.

**Q4: What is the resale  
value of a Ducati  
Multistrada 1200S ABS  
MY2010?**

A4: The resale value varies depending on condition, mileage, and overall maintenance history. However, it generally holds its value relatively well

compared to other motorcycles in its class, reflecting its enduring appeal and desirability.

**Q5: What are the main differences between the Multistrada 1200S and other Multistrada models?**

A5: The "S" designation typically indicates a higher specification model with upgraded features like higher-spec suspension, electronic rider aids (like the ABS), and potentially improved components. Later Multistrada models offer even more advanced features, such as more refined electronics and improved comfort features.

**Q6: Are parts readily**

**available for the Ducati  
Multistrada 1200S ABS  
MY2010?**

A6: Parts are generally available, though sourcing some components might take longer than for newer models. Ducati dealerships and specialist parts suppliers are good places to start. However, some parts may need to be sourced from overseas.

**Q7: Is the Ducati  
Multistrada 1200S ABS  
MY2010 a good first  
adventure touring bike?**

A7: It can be, but it's a powerful machine with a strong personality. Experienced riders will find it a thrilling and rewarding ride, but less experienced riders may find the power and

handling a bit daunting.  
Consider your experience  
level carefully before  
purchasing.

**Q8: What are the typical  
costs associated with  
owning a Ducati  
Multistrada 1200S ABS  
MY2010?**

A8: Costs include the  
initial purchase price,  
insurance, regular  
maintenance (including  
desmodromic valve  
adjustments), potential  
repairs, and fuel.  
Factor these expenses  
into your budget before  
purchasing.

**Conquering Paths  
on a Beast: A  
Deep Dive into  
the Ducati**

## **Multistrada 1200S ABS MY2010**

The Ducati Multistrada 1200S ABS MY2010. The title itself brings to mind images of untamed power, versatility, and a excitement that only a true adventure machine can provide. This article will explore into the heart of this renowned machine, analyzing its features, power, and influence in the realm of adventure touring.

The 2010 Multistrada 1200S ABS marked a significant advance in Ducati's quest to dominate the adventure touring segment. Its powerful 1198cc Testastretta powerplant, boasting around 150 horsepower, provided a

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stunning degree of acceleration. This wasn't just untamed power, however; it was honed power, offering a seamless power delivery that was both thrilling and manageable.

The "S" in 1200S denoted a superior specification, featuring upgraded suspension components from Ohlins, giving a improved ride experience, especially over demanding roads. This permitted the rider to tackle curvy mountain passes with confidence and elegance, as well as easily cruise long distances on highways.

The inclusion of ABS (Anti-lock Braking System) was a landmark inclusion for Ducati at the time. It provided an crucial layer of safety

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for riders, particularly in risky circumstances. While not as complex as modern systems, the ABS on the 2010 Multistrada 1200S was a valuable addition, raising rider confidence and minimizing the risk of incidents.

Beyond the capability, the Multistrada 1200S ABS MY2010 was also commended for its comfort. The riding stance was comfortable enough for long periods, and the buttons were user-friendly and well-placed. The displays were clear and provided the rider with all the essential information.

However, like all machines, the Multistrada 1200S ABS MY2010 wasn't without its flaws. Some

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reviewers highlighted to the heft of the machine, which could render it feel a somewhat unwieldy at low speeds. Others observed that the servicing costs could be relatively costly.

Despite these minor problems, the Ducati Multistrada 1200S ABS MY2010 remains a significant motorcycle in the history of adventure touring. Its blend of performance, technology, and versatility defined a fresh benchmark for the category. It paved the way for the development of the Multistrada line and remains to be a popular motorcycle among riders today. Its impact on the bike world is undeniable.

In conclusion, the

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Ducati Multistrada 1200S ABS MY2010 represents a significant moment in the evolution of adventure touring motorcycles. Its powerful engine, refined handling, and advanced safety features merged to generate a truly outstanding travel journey. While not without its minor flaws, its influence is secure, encouraging successions of riders to accept the vast route and tackle any journey that lies ahead.

### **Frequently Asked Questions (FAQs):**

**1. What is the top speed of a Ducati Multistrada 1200S ABS MY2010?** The top speed is roughly 145 mph, though this varies relating on variables.

**2. How much does maintenance typically cost?** Servicing costs are costlier than average for motorcycles due to the sophistication of the motorcycle.

**3. Is it a appropriate bike for beginners?** No, its power and weight make it better for experienced riders.

**4. What are the key differences between the 1200S and other Multistrada models of that era?** The "S" version had upgraded Ohlins suspension and higher-spec parts.

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