INSTALLATION MANUAL

Monster 696 / 796 / 1100 Intake Kit

Enlarged intake flange + 2G high-performance air filter · Ducati Monster 696 / 796 / 1100 · all model years



Time **60 min** Difficulty **Easy** Fuel lines **Stay connected**

KIT CONTENTS

1 × 2G dry air filter (filter versions only)
1 × upper intake flange
1 × lower filter end cap
1 × long fixing bolt
1 × self-locking nut

TOOLS REQUIRED

Set of Allen keys
Slightly damp clean cloth

BEFORE YOU START

Engine off and completely cold.
Key out of the ignition.
Never pull the tank: cables and pressurised fuel lines stay attached.
Keep screws sorted by step.

PHASE 1 · STEPS 1–4

Disassembly and filter removal

01 Remove the tank covers

The Monster tank is dressed in removable plastic panels. Undo all the Allen screws (4 and 5 mm) around the filler cap frame and on the side panels, about 15 in total. Gently remove the two side panels and the top panel.

CHECK The black plastic tank underneath is fully exposed on top and at the sides.

02 Release the tank from the frame

Undo the 3 bolts holding the tank to the frame: one at the rear (usually reached from under the tail, near the exhaust) and two side pins near the trellis frame. Unplug the lambda (O2) sensor connector running under the tank, or it will tear when the tank moves.

CHECK Holding the tank, you feel it free to move on its rails.

03 Slide the tank back

No need to remove the tank or disconnect the fuel lines. Lift it slightly and slide it backwards to clear the area around the steering head. **Never force it: you could tear the wiring and the pressurised fuel lines.**

CHECK You have free access to the airbox lid.

04 Remove the stock filter assembly

The airbox itself stays on the bike. Undo the 3 screws of the airbox lid (two at the front, one at the rear towards the tank). Lift out the stock lid: it comes out as one unit with the stock filter and its rear cap. Keep the 3 screws.

CHECK A round opening is left in the airbox. Wipe any dust from inside with a slightly damp cloth and let it dry.

CONTINUES OVERLEAF →

PHASE 2 · STEPS 5–8

Installation and reassembly

05 Pre-assemble the filter on the bench

Seat the self-locking nut in its recess inside the upper intake flange. Place the 2G filter between the upper intake flange and the round lower end cap. Insert the long bolt from the end-cap side, through the filter, and tighten it into the nut with an Allen key. It is a dry filter: fit it as supplied, without oil. **Firm, but do not crush the filter.**

CHECK Flange and end cap sit evenly on the filter all round, with no gaps.

06 Fit the 2G kit in the airbox

Insert the pre-assembled 2G kit, filter first, into the round opening of the airbox. Fix the upper flange with the 3 original screws. **Snug by hand, never overtight: the screws thread into plastic and strip easily.**

CHECK The flange sits flush on the airbox, with no gaps along its edge.

07 Refit and secure the tank

Slide the tank forward until it sits exactly over its mounting points. Plug the lambda sensor connector back in. Refit and tighten the two side bolts and the rear bolt.

CHECK Shaking the tank gently, it is firmly anchored with no play on the frame.

08 Refit the plastic covers

Place the top panel, then clip in the right and left side panels. Start every Allen screw by hand, beginning with those around the filler cap, then tighten them all. **Do not overtighten: the plastic panels can crack.**

CHECK All panel lines and joints are evenly aligned.

BEFORE YOU RIDE

Check that no screw is left over and that the lambda sensor connector is plugged in. Make sure no cable or fuel line is trapped under the tank.