INSTALLATION MANUAL

Monster 821 Intake Kit

2G flange + 2G high-performance air filter + rear cap · Ducati Monster 821 · 2014–2020

Time **about 45 min** Difficulty **Medium** ECU remap **Not required**



KIT CONTENTS

1 × 2G flange
1 × 2G dry air filter
1 × 2G rear cap
1 × M8 × 150 mm closing screw with washer and nut

TOOLS REQUIRED

8 mm spanner or socket
Set of Allen keys
Slightly damp microfibre cloth
Wedge or strap to hold the tank up

BEFORE YOU START

Engine fully cold, ignition OFF.
Well-ventilated area: no smoking, flames or sparks.
Fuel on reserve: the tank is lighter to lift.
Keep screws sorted by step.

PHASE 1 · STEPS 1–4

Reach the airbox

01 Remove the seat

Unlock the seat and lift it off. Lay it on a soft cloth.

02 Remove the tank covers

Undo the screws of the 3 main plastic panels that cover the tank and ease them out of their clips. **Never lever them: the plastic can crack.** The metal fuel tank is now exposed.

03 Free the tank mountings

With the 8 mm spanner, remove the rear tank bolt (centre, just behind the tank) and the two side mountings on the frame. Keep the washers. Unclip the O2 sensor wire that runs under the tank, so it cannot be torn when the tank moves.

04 Slide back and lift the tank

Gently pull the tank backwards and up until the airbox at the front is fully reachable from above. No need to remove it or disconnect the fuel lines. Hold it up with a wedge or strap. **Never stretch or kink wiring, fuel or vent hoses.**

CONTINUES OVERLEAF →

PHASE 2 · STEPS 5–8

Fit the 2G kit

05 Open the airbox

Remove the 3 screws of the airbox lid (two at the front, one at the rear, partly hidden). Lift the lid off and take out the stock filter cartridge with its plastic frame.

06 Clean the airbox

Wipe the inside with a slightly damp cloth to pick up dust and debris. **Never use compressed air here: it blows dirt straight into the throttle bodies.**

07 Pre-assemble the 2G kit

Stack the flange, the filter and the rear cap, then fit the M8 × 150 mm closing screw. Tighten it carefully, in small steps: after each step, try to turn the filter by hand. **Stop as soon as the filter no longer turns on itself.**

DO NOT TIGHTEN FURTHER: YOU RISK DAMAGING THE CAP.

08 Fit the kit and close the airbox

Fit the assembled 2G kit in place of the stock filter, the right way round for the airflow. It is a dry filter: fit it as supplied, without oil. Refit the lid and tighten its 3 screws by hand. **The threads are in plastic and strip easily.**

PHASE 3 · STEPS 9–12

Reassembly and final checks

09 Lower the tank

Remove the wedge or strap and slide the tank gently forward and down until it lines up with its mounting holes. Check that no wire or hose is pinched under it.

10 Refit the tank mountings

Refit the rear bolt and the two side mountings with their washers and tighten them firmly. Clip the O2 sensor wire back in place.

11 Refit the covers and the seat

Refit the 3 plastic panels with their screws, then the seat. **Do not overtighten: the plastic can crack.**

12 Final checks

Check that the tank is firmly anchored and that the hoses under it show no kinks. Start the engine: it should run smoothly, with no warning lights and no fuel leaks.

FILTER CARE

Dry filter: take it off the bike and clean it with compressed air only. No water, no solvents, never oil it.

BACK TO STOCK

Nothing is cut or drilled. To refit the stock filter, follow these steps again with the original parts.

15-DAY RETURNS

Full refund within 15 days, even if fitted, if the kit comes back intact, complete and resaleable. Return shipping at the customer's cost.

NEED A HAND? Talk directly to the engineer who designed your kit: WhatsApp **+39 351 649 4542**.