INSTALLATION MANUAL

Supersport 939 Intake Kit

2G flange + 2G high-performance air filter + rear cap · Ducati Supersport 939 / 939 S · 2017–2020

Time **about 60 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

Set of Allen keys and sockets
Phillips screwdriver
Damp microfibre cloth or vacuum cleaner
Sturdy support to prop the tank up

BEFORE YOU START

Engine cold, ignition OFF.
Fuel vapour: no smoking, flames or sparks.
With the airbox open, never let screws or dirt fall into the throttle bodies: it can seriously damage the engine.

PHASE 1 · STEPS 1–4

Reach the airbox

01 Remove the seat

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

02 Remove the covers

Undo the Allen screws and remove the front cover of the ignition switch (key cover) and the side panels and ducts that join or overlap the tank. **The tank must be completely free of plastics and fairing parts.**

03 Free the fuel tank

Remove the rear support bracket of the tank (seat area) and the front pins or bolts near the steering head. Keep all screws sorted.

04 Lift or remove the tank

Lift the tank gently from the rear and prop it up with a sturdy support, or remove it for more room. To remove it, unplug the fuel pump connector and the rubber vent hoses, then release the fuel line quick-connector: press its side tabs and pull gently. **The black airbox under the tank must be fully visible and reachable.**

CONTINUES OVERLEAF →

PHASE 2 · STEPS 5–8

Fit the 2G kit

05 Open the airbox

Undo the screws of the airbox lid or frame and lift the lid off. **Take each screw out carefully: one dropped inside the engine can cause serious damage.**

06 Remove the stock filter and clean

Pull the stock filter straight up. Remove dust and insects from the bottom and edges of the airbox with a damp microfibre cloth or a vacuum cleaner.

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 same way round. It must seat perfectly, with no gaps for unfiltered air. It is a dry filter: fit it as supplied, without oil. Refit the lid and its screws. **Do not overtighten: the plastic strips easily.**

PHASE 3 · STEPS 9–12

Reassembly and final checks

09 Reconnect the tank

If you removed the tank, bring it close and reconnect the pump connector, the vent hoses and the fuel line. **The quick-connector must engage with a clear click.**

10 Lower and fix the tank

Lower the tank into place without crushing or kinking the rubber vent hoses underneath. Refit the front pins or bolts and the rear support bracket.

11 Refit the covers and the seat

Refit the side panels, the ducts and the key cover with their screws, then the seat. **Do not overtighten: the plastic can crack.**

12 Final checks

Turn the key to ON without starting: you should hear the fuel pump hum for a few seconds. Check that there are no fuel leaks and no warning lights on the dashboard.

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**.