

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 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 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 Routes on a Beast: A Deep Dive into the Ducati Multistrada 1200S ABS MY2010

The Ducati Multistrada 1200S ABS MY2010. The moniker itself brings to mind images of untamed power, versatility, and a rush that only a true adventure bike can provide.

This article will delve into the heart of this legendary machine, examining its characteristics, power, and impact in the realm of adventure touring.

The 2010 Multistrada 1200S ABS marked a substantial step in Ducati's endeavor to conquer the adventure touring niche. Its robust 1198cc Testastretta powerplant, featuring approximately 150 horsepower, provided a breathtaking level of velocity. This wasn't just brute power, however; it was refined power, delivering a smooth force output that was equally stimulating and controllable.

The "S" in 1200S denoted a superior standard, featuring refined dampening components from Ohlins, providing a better ride quality, especially over difficult terrain. This enabled the rider to tackle twisty mountain passes with assurance and grace, as well as comfortably ride long distances on highways.

The inclusion of ABS (Anti-lock Braking System) was a landmark feature for Ducati at the time. It provided an essential level of safety for riders, particularly in dangerous circumstances. While not as sophisticated as modern systems, the ABS on the 2010 Multistrada 1200S was a valuable enhancement, raising rider confidence and reducing the risk of incidents.

Beyond the power, the Multistrada 1200S ABS MY2010 was also lauded for its

comfort. The riding posture was convenient enough for extended periods, and the switches were intuitive and appropriately located. 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 commentators noted to the weight of the machine, which could make it appear a little clumsy at slow speeds. Others observed that the maintenance costs could be comparatively high.

Despite these minor issues, the Ducati Multistrada 1200S ABS MY2010 remains a landmark bike in the history of adventure touring. Its blend of capability, technology, and adaptability established a novel benchmark for the genre. It paved the way for the progression of the Multistrada series and remains to be a popular motorcycle among riders today. Its impact on the bike world is irrefutable.

In summary, the Ducati Multistrada 1200S ABS MY2010 represents a important moment in the evolution of adventure touring motorcycles. Its powerful engine, refined handling, and advanced safety features merged to produce a truly remarkable riding adventure. While not without its minor flaws, its legacy is secure, motivating generations of riders to accept the open route and challenge any adventure that lies ahead.

Frequently Asked Questions (FAQs):

1. **What is the top speed of a Ducati Multistrada 1200S ABS MY2010?** The top speed is approximately 145 mph, although this varies depending on variables.
2. **How much does maintenance typically cost?** Upkeep costs are higher than average for motorcycles due to the advanced features of the vehicle.
3. **Is it a appropriate bike for beginners?** No, its performance and weight make it more suitable 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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