

Colour schemes

Only the well-known models have been listed here because of the vastness of the range.

125 Sport 1958–65

Metallic blue for all painted parts except mudguards, suspension units, headlamp shell and front section of fuel tank, which were finished in metallic gold. The exceptions were the horn, battery strap and seat brackets, in black.

Transfers: tank sides 'Ducati Meccanica' and 'Made in Italy' at rear of filler cap. 'Ducati' on front mudguard. Many earlier singles used this colour scheme, including 100 Sport, 125TV and several early two-strokes, plus the 125 Formula III racers.

175 Sport 1958–61

Metallic cherry red for mudguards, headlamp shell, suspension units, chainguard, toolboxes, rear light/number plate support and rear section of fuel tank. Metallic gold for frame, swinging arm, bottom yoke, spring covers and fork bottoms, engine mounting plates and centre stand.

The 1957 175S was identical except for gold-painted tank fluting not chrome, which was used in this area from 1958 onwards. The 200 Elite and SS models had an identical paint finish to the 175S.

Transfers: toolbox sides and front mudguards with steel tank badge.

175T 1957 and Tourist 1958–61

Overall dark crimson with the following in black: suspension units, rear light/number plate support, headlamp shell, horn and battery strap. White for tank flutes, outlined in yellow striping, as were toolboxes. Other colour options were tank finish in black overall with contrasting white or red.

Transfers: toolboxes and front mudguard, with 'Ducati 175' metal badges for tank in the same style as the Sport model.

250 Monza 1961–5

Overall metallic kingfisher blue with chrome areas on tank and side panels, and striping in red. Metallic gold was used on sections of the toolboxes, the headlamp shell, suspension unit top spring covers and mudguards.

Transfers: 'Moto Ducati' eagle on tank sides, 'Made in Italy' rear of filler cap and '250 Monza' on toolboxes. 'Ducati' on front mudguard. Later Monzas up to the end of 1965 were usually finished in black with silver relief for mudguards, and part of the tank and toolboxes. Some had metallic cherry red tanks, not black.

250 Diana, Diana Mark 3 1961–4

As 1961 250 Monza (kingfisher blue) except for silver, not gold, for parts of the toolboxes, both mudguards, headlamp shell and tank panels. Lining in red.

Transfers: Monza except '250 Diana' on toolboxes ('250 Daytona' for UK).

250 Scrambler 1962–7

All narrow-crankcase 250 Scramblers were black with silver mudguards, headlamp shell, tail-light and air cleaner box. Tank and side panels were in silver with yellow striping.

Transfers: 'Moto Ducati' eagle for tank sides, with 'Made in Italy' behind filler cap and 'Ducati' on front mudguard.

250 Mach 1 1964–6 and Mark 3 1965–7

Italian racing red except silver mudguards, headlamp shell, toolboxes and tank flutes, which were lined in yellow. Toolbox lids were lined in yellow (Mark 3) or red (Mach 1).

Transfers: both had 'Moto Ducati' eagle on tank, with 'Made in Italy' and 'Ducati' in traditional places. Toolbox had either 'Mach 1' or 'Mark 3'.

200GT 1962

Deep claret except black headlamp shell, rear light/number plate support, horn and rear suspension unit top spring covers. Silver for tank side flutes as Diana and Mach 1, lining in yellow.

Transfers: 'Ducati Meccanica' for tank, with '200GT' on toolboxes. 'Made in Italy' and 'Ducati' in traditional places.

250GT 1964–5

Black except silver mudguards, headlamp shell and fluting on tank and side panels, pinstriping in yellow.

Transfers: tank 'Moto Ducati', toolboxes '250GT' ('Daytona 250' for UK), 'Made in Italy' and 'Ducati' in usual areas.

Sport 48 1962–5

Metallic gold frame, swinging arm, forks, stand and tank/toolbox flutes, with white pinstriping. Metallic cherry red main area of tank/toolboxes, mudguards, headlamp shell, chainguard and rear light.

Transfers: 'Moto Ducati' tank, 'Sport 48' toolboxes, 'Made in Italy' and 'Ducati' in usual areas. Also in metallic kingfisher blue and silver.

Piuma Sport 1962–6, De Luxe 1962–7
Metallic kingfisher blue, with silver forks and headlamp shell, suspension units and tank flutes. Red pinstriping. On De Luxe chain enclosure in silver.

Transfers: 'Moto Ducati' tank, and either 'Piuma Sport 48' or 'Piuma 48' on toolboxes ('Puma' for UK).

48SL, Cacciatore, 50SL and 100 Moutaineer
Italian racing red or metallic cherry with silver mudguards, toolboxes (red flutes) and headlamp shell. Tanks had silver flutes. Yellow pinstriping for tank and toolboxes. Air cleaner box in matt black.

100 Cadet (fan-cooled) 1964–6
Either—black overall with Italian red tank and silver flutes; silver for mudguards, headlamp shell and toolbox; pinstriping in yellow for tank, black for toolbox. Or—red overall (metallic cherry) replacing areas which were black in the first finish. Both versions had black rear light/number plate assembly, with matt black air cleaner box.

Transfers: 'Moto Ducati' eagle tank sides, 'Cadet 100' on toolbox, 'Made in Italy' and 'Ducati' in usual positions.

100 Cadet (not fan-cooled) 1967
Overall black, with silver for tank flutes, side panel and mudguards.

Brio scooter 1963–8
48 and 50 cream overall; 100 light green overall.
No transfers, but chromed badges: 'Ducati' and 'Brio' in 48, 50 or 100 version. The last batch of 100s had '100/25'. All were on the nearside front leg shield, near the top. Another 'Ducati' chromed badge was mounted above the rear light.

Monza Junior (160) 1964–7
This was produced in three versions. Version 1 used the same colour scheme as the 1964 Monza; versions 2 and 3 had black cycle parts, with silver mudguards, tank and side panels, with about 50 per cent of the bikes having a metallic cherry red tank. On the black/silver bikes all pinstriping was in black, while the red-tank models had their tank pinstriped in gold, with silver panels.

250 Monza and 350 Sebring (square styling) 1966–8
These were finished as the second and third versions of the 160 Monza Junior, but both the Monza and Sebring were also in a metallic green for both the tank and side panels, with silver tank flutes and gold pinstriping.

250/350 Mark 3 1968–9
Italian racing red, but with silver for mudguards, headlamp shell and tank flutes.

Transfers: three-star effect for toolboxes with inscription '250' or '350' 'Mark 3' in silver. Pinstriping in gold on the tank. 'Made in Italy', rear of filler cap, 'Ducati' on front mudguard. Metal tank badges.

250/350 Mark 3D (Desmo) 1968–9
Overall black, but with metallic cherry red for tank and toolboxes. Chrome replaced the silver paint of the Mark 3s for mudguards, headlamp shell and fluting on the tank sides. Pinstriping was in gold, silver for three-star effect on toolboxes, with inscription '250' or '350'-'Mark 3' with 'D'

in yellow with black edging. 'Mark' in black, '3' in yellow and '250' or '350' in black.

As the mudguards were in chrome, no 'Ducati' transfer was applied to front.

250/350/450 Mark 3 and Mark 3D 1970–1
With the arrival of the new 450, both Mark 3 and 3D were finished as the 1968–9 Mark 3Ds: in black with the exception of the chrome headlamp shell and tank flutes. However, whereas only metallic cherry had been available, colours were white, yellow or blue (all non-metallic), but as the red only for the tank and toolboxes. Stainless steel replaced chrome for the mudguards.

250/350 Scrambler 1968–74 and 450 Scrambler 1969–74
Initially, colours were red, white or black for the tank (with chrome flute). Black was the main colour, with silver mudguards. In late 1969 yellow plus orange/red were added. The metal tank badge of the 1968–71 Mark 3 and Desmos was carried on the Scramblers until the end of production in late 1974. The 250 Scrambler remained unchanged for minor details; its last year of production saw it produced only in yellow for the tank (still with chrome flute) and mudguards which, with the tank, had black stripes running lengthways. From the beginning of 1973 the 350/450s had large plastic side panels and double-sided front brakes. These were in an overall black finish with gold pinstriping, or the metallic gold used on the 1973–4 750GT for the tank and mudguards, lined in a similar way to the late 250 Scrambler. The 1973–4 350/450 Scramblers had their side panels moulded in black and, therefore, were 'unpainted', but usually had '350' or '450' decals.

450 Jupiter 1970
USA market name for 450 Scrambler, only sold in yellow and black, see 450 Scrambler 1969–74 above.

125 Scrambler 1971–2
Black with white side number plate/panel covers. Tank and mudguards in orange/red with black lining from front to back. Tank same as other SCR models of the period, but without the chrome fluting or metal badges.

Transfers: 'Ducati' in same style as Desmo and 750S and SS models.

450R/T and T/S 1971–3
Silver frame and swinging arm assembly and stands/chainguard. All plastic parts such as side panels, tank, mudguards, headlamp cowling (T/S) moulded in yellow, except the R/T front number plate, which was white. Both models had competition number backgrounds on side panels in white. Rear number plate/light-support mounting (T/S) in moulded black rubber.

250/350/450 Desmo 1971–2
Referred to in some countries as the 'Silver Shotgun'; the reason—Metalflake silver fibreglass for the tank, side panels, seat and mudguards. The rest was finished in black. Chrome headlamp shell.

The bikes used exclusively transfers with a large 'Ducati' in the same style as the 750S and SS and the later yellow Desmos. 'Made in Italy', plus special 'Desmo' transfers for

the side panels, in a contrasting shade of silver were used.

450 Mark 3 (touring version) 1972

Colour scheme as 1968–9 Mark 3Ds (even though the fuel tank was based on the earlier Mach 1).

Mark 3 1973–4

Black with exception of tank, mudguards and side panels. Gold fluting on tank and side panels.

Transfers (not paint): early models had 'Ducati' transfer for tank and fibreglass lids for toolbox/air cleaner with black metal backs—later models, a chromed plastic tank badge and one-piece metal toolbox/air cleaner (one each side) all in blue, except gold flute transfer and either '250', '350' or '450' transfer in white. Other transfers were 'Made in Italy' behind the filler cap and matching gold stripes for the mudguards to go with those on the tank and panels.

Note: the Mark 3 was available with both clip-on and conventional handlebars and had black-painted top and bottom yokes and fork bottoms. None left the factory with polished components.

Desmo models 1973–4

Black but for yellow tank, side panels, seat base and front mudguard. Same colour scheme for disc and drum variants. Rear mudguards in matt black.

Transfers: black for striping on top and on the side of tank. 'Ducati' transfer used earlier on 1971–2 'Silver Shotgun', but side panel transfer design was new for 1973 with thick stripes and word 'Desmo'. Capacity ('239', '250', '350' or '450') was on seat base.

Regolarita 1975–6

Silver frame, swinging arm, front forks and cycle parts, except plastic or fibreglass items. Tank in non-metallic blue or red, with 'Ducati' decal and 860GT/Darmah-style lining (transfers) in white/black. Mudguards in moulded black plastic, matt black rubber number plate/light holder. Rear lamp body in black, also headlamp shell and control lever supports. Complete exhaust system in matt black, including sump/exhaust shield. Leg guard heat grille chrome. Side panels in black moulded plastic, with yellow competition number as was the front background number plate. Headlamp grille chrome plated. A small black, simulated-leather map/tool kit bag was located on top of the rear mudguard.

Six Days 1977

Red polished alloy tank with 'Six Days Ducati' decals, white moulded plastic mudguards and side panels, with yellow competition number backgrounds. Silver chain guard, with same colour used for front fork bottoms.

Transfers (Decals)

As a general rule, all Ducati single-cylinder models between 1957 and 1974 had 'Made in Italy' positioned at the rear of the filler cap, facing towards the rider. The gold 'Ducati' for the front mudguard (positioned facing so it could be read from the front) was only retained on machines up to the middle of 1971. None of the widecase Scramblers used this, however. Other transfers and badges were used, usually for only a short period of time, except for the 'Moto Ducati' winged eagle decal.