

DUCATI HYPERMOTARD

Two wheels, one purpose – to thrill

The Hypermotard takes on urban canyons and mountain curves with total abandon. Its purpose is single-minded – to thrill.

The aggressive ‘motard’ styling and stance combine with Ducati ‘Superbike’ technology to deliver the best of both worlds. With a riding position that ensures **total control**, the exceptionally slim and incredibly light Hypermotard is ready to dominate every inch of asphalt with **big-bore acceleration and dynamic road holding** that redefines the street experience.

High performance starts with attitude and the Hypermotard **is the most aggressive motorcycle in the Ducati family**. Reduced to its essentials - it is extreme, untamed, over-the-top and always hungry for the next challenge. It offers what no ordinary supermotard can – speeds exceeding 125mph on the race track, fuel injection, and 90 Desmo hp – all combined in an unmistakable Ducati package offering unbridled passion for motorcycles that are truly unique and exhilarating.

The Road Ahead Sets the Challenge

When first unveiled the Hypermotard won instant praise. Just hours after its launch it was awarded “Best of Show” and motorcyclists the world over now understand why.

By taking the minimalist supermotard racing concept, then adding Ducati’s unrivaled twin-cylinder power and Superbike technology, the Hypermotard delivers a remarkable experience. The Hypermotard 1100 is **extreme and thrilling to ride every day of the week**. It turns familiar roads into an all new heart-thumping experience.

Taking its attitude into the city or the mountains with a street smart confidence and no respect for conformity, the Hypermotard is ready for any challenge.

DUCATI HYPERMOTARD 1100

Riding the Hypermotard **lets you rule the road**. **Wide, tapered section handlebars** transfer control of the asphalt to the rider and a full length seat eases fore and aft movement – up front when entering the turns, then slide back for maximum traction on exit.

A rigidly triangulated Trellis frame and track-tested chassis geometry is matched by a state-of-the-art suspension. Starting off with the **proven** of 50mm Marzocchi forks, gripped by a triple screw lower fork crown; these forks work as impressively as they look, with special high rigidity stainless steel sliders and external adjustability for compression and rebound damping, plus spring preload. The rear suspension performs with equal precision by using a fully adjustable ZF Sachs shock mounted to a robust **single-sided swingarm**.

Lightweight Marchesini wheels mounted on large diameter axles are fitted with Z-rated **Bridgestone** BT015 tyres sporting a fat 180/55 section on the rear and a 120/70 on the front. Stopping power is controlled by **two radially mounted Brembo four piston calipers**; gripping lightweight 305mm twin discs up front, and a 245mm disc at the rear. All of this combines to make stopping as thrilling as accelerating.

The **1100 Desmo engine** pumps out potent torque and horsepower. Twist the throttle and regardless of rpm, fuel injected power is at the rider's command. The lightweight, **90 degree Twin** stands at the pinnacle of more than three decades of Desmo **air-cooled** development. One ride makes it clear why the 1100 engine has charmed riders worldwide. This is the perfect motorcycle engine.

Colours

In addition to red, the Hypermotard 1100 sees the introduction of Ducati's now famous **pearl white** to the colour line-up. The striking new livery contrasts well against the red frame with a **new carbon-grey finish** applied to the outer engine casings of both colours to complete the effect.

Instrumentation

The Hypermotard uses Desmosedici GP-styled **digital instrumentation**. This pure racing, minimalist solution has no switches or buttons to compromise its clean lines. Instead, additional information is managed by handlebar-mounted switch gear, allowing the rider to scroll through and select various menus. The read-out presents rpm in a progressive bar graph and the speed numerically.

Looking clean and purposeful, the display provides an extensive amount of data including: speedometer, rev counter, clock, maintenance schedule, oil temperature, oil pressure warning light, battery voltage, fuel reserve warning light, reserve fuel trip, indicator light, neutral light, injection system diagnostics, lap time memory storage, automatic light-off function after 60 seconds with the key on and immobiliser status. In addition, it can list lap times recorded by using the high-beam flash button as a stopwatch.

As the Hypermotard 1100S comes with the **Ducati Data Analyser (DDA)**, the instrument display also doubles as a control panel for the activation of the data acquisition system. For the system-ready 1100 version, the DDA memory key and software is available as a Ducati Performance accessory.

Handlebars and controls

One glance down at the Hypermotard controls is enough for the rider to understand that this is no ordinary Ducati. While its **motard feeling** is enhanced by its minimalist layout, handguards and tapered handlebars, the radial clutch and brake pumps with their remote reservoirs show its **Superbike heritage**.

The fully adjustable clutch and brake levers not only enable a comfortable setting for all riders, but the clutch also sports **considerably lighter lever action**. This is partly due to the lever arrangement, but mainly because of an increase in the clutch plate friction coefficient- allowing a reduction in clutch spring pressure.

Folding mirrors

Once again, Ducati has pushed motorcycle design limits to find **an innovative solution for the Hypermotard mirrors**. With the challenge of maintaining a clean, racing look around the handlebar area, designers created a new folding mirror concept which is based on the handguards typically found on off-road bikes. Flipped out for high visibility street mode and easily folded in for a quick change to 'Hypermotard', the mirror handguard assemblies also integrate the LED directional indicators for an even cleaner front-end.

Footpegs

In order to maintain a minimalist, no-compromise image, the Hypermotard's **passenger footpegs are designed to be removable**. This attention to detail enables a clean 'monoposto' look when on the track; while allowing a fast and easy change to 'biposto' for the street. Furthermore, the rider's footpegs have **a removable rubber insert** so as to increase boot grip on the peg during extreme competition use by exposing the serrated metal edge.

Lighting and indicators

While the headlamp introduces **a highly compact lighting shape** which blends with the single piece nose fairing and front fender moulding, **the rear light employs a specially designed strip of LEDs**- enhanced by a high diffusion lens shaped into the sleek lines of the tailpiece. The same LEDs are intensified under braking. The front directional indicators also employ the latest in LED technology for illumination, and are ingeniously integrated into the handguards which support the foldable rear view mirrors.

Tailpiece

The high intensity LED rear light assembly is moulded into a unique tailpiece positioned high behind the seat. The supporting structure has been designed so that the under tray of the tailpiece is formed perfectly to offer a sturdy pair of pillion grab-handles. This ingenious solution not only helps to merge the rear light into the Hypermotard styling but also provides a safe grip for passengers.

Ducati Data Analyser (DDA)

With DDA PC software, USB-ready data retrieval card and instructions included as standard equipment on the Hypermotard 1100 S, owners can **review and analyze the performance of the Hypermotard and its rider**, as well as make comparisons between various channels of information. For the system-ready Hypermotard 1100, the kit is available as a Ducati Performance Accessory.

Normally used on race bikes only, the system records numerous channels of data including throttle opening, vehicle speed, engine rpm, engine temperature, distance

travelled, number of laps, and lap times. The system also automatically calculates engine rpm and vehicle speed data so as to display gear selection as an additional channel of information. At the end of a ride or track session, up to 2MB (approximately 3.5 hours) of data can be downloaded to the PC ready to compare, analyse and get an inside view of the rider's and the Hypermotard's performance.

Data can be analysed in graphic form with the option to zoom into detail on specific sections. Dragging a tracer along a timeline will reveal individual values of the listed channels. This enables the user to analyse performance in the same way as data technicians on factory teams.

Exhaust System

The Hypermotard's 2-1-2 catalytic exhaust system with lambda probe is Euro 3 compliant. Its lightweight and compact design is achieved using 1mm thick tubing which terminates in Ducati's trademark twin under-seat, black exhaust mufflers, stylishly contrasted with great looking aluminium end caps.

DESMOPOWER

The Hypermotard 1100 is powered by the incredible Ducati two-valve, air-cooled, Desmodromic Dual Spark engine, giving it outstanding power delivery, from a grunt at low rpm to a singing howl at redline. The Hypermotard 1100 engine flexes its muscles with a **98mm bore** and short 71.5mm stroke to make **90 horses and 76 pounds of torque**.

Compact and purposeful, the Desmo Twin engine's light weight and narrow L-Twin layout, no wider than a single cylinder, ensures that the bike is lean and agile. The air-cooled design eliminates all the water radiators, hoses, valves, reservoirs and pumps, **keeping the motorcycle's weight down to a minimum 390lb (177kg)** and its lines clean and race-like.

Two spark plugs per cylinder, Dual Spark, optimises combustion temperatures and increases maximum power and torque throughout the rev range, **enhancing reliability and reducing fuel consumption**. Power is optimized with fuel injected into 45mm throttle bodies and a 2-1-2 exhaust system that exits high behind the rear of the saddle.

In keeping with its extreme character, engineers chose the Ducati '**dry**' racing-style **clutch** for the Hypermotard, the popular choice of thousands of Ducatisti the world over.

With more experience and success with twin-cylinder high performance engines than any other manufacturer in the modern era; the air-cooled L-Twin remains central to Ducati's philosophy of motorcycling. This experience, plus constant investment in quality by design, advanced materials and engineering techniques, **has enabled the distance between service intervals to increase to 7,500 miles (12,000km)**.

DUCATI HYPERMOTARD 1100 S

Adding 'S' to the Hypermotard takes the thrills and road holding to the highest level.

The new lightweight 48mm Kayaba forks on the 'S' include a **durable low friction, DLC** (diamond-like carbon) black coating to the sliders, making the Hypermotard 'S' respond effortlessly to every minute variation in the tarmac; improving on its already impressive road holding. The advanced 'S' suspension is further enhanced with an **Öhlins remote reservoir rear shock**, renowned in racing circles as the ultimate performance choice. This incredible shock is fully adjustable for compression and rebound damping as well as spring preload. This ensures that the 'S' is readily adaptable to every riding style and road it challenges.

Hyper Data

Supplied with the 1100 S, the Ducati Data Analyser (DDA), which includes PC software, a USB-ready data retrieval card and instructions, enables owners to review and analyse the performance of the bike and its rider, and make comparisons between various channels of information.

The system records numerous channels of data including throttle opening, vehicle speed, engine rpm, engine temperature, distance travelled, laps and lap times. It also automatically calculates engine rpm and vehicle speed data so as to also display gear selection as an additional channel of information. At the end of a ride or track session, up to 2mb (approximately 3.5 hours) of data can be downloaded ready to compare, analyse and get an inside view of the performance of both the rider and the Hypermotard.

With a bike as capable as the Hypermotard 1100 S, superior stopping power is fundamental. Using the same **Brembo Monobloc calipers** used on our top Superbikes, world class braking performance is assured. Each caliper is created from a single casting, as compared to the conventional two piece construction, to ensure rigid flex-free operation and a consistent solid 'feel' at the lever. To ensure that the look of the calipers matches the 'S' model's personality, each caliper is machine finished.

Professional racers know that one of the best ways to improve the handling and performance of a motorcycle is to reduce unsprung weight by upgrading to superior lightweight wheels. Even from a distance, the **black Marchesini wheels with red pin-striping** confirm the high performance of the Hypermotard 'S'. **Created from forged then machined alloy**, both front and rear wheels are significantly lighter (**2kg – 4.4lb less than the Hypermotard 1100**) and create a lower moment of inertia and unsprung weight; resulting in improved handling and quicker steering. Mounted to the wheels are Z-rated **Pirelli Diablo Corsa** tyres. Designed to deliver racing performance on the road, they warm up quickly, give great feedback, are stable under severe braking and feature dual compound construction in the rear.

The 'S' model's lightweight performance and extreme look is further enhanced by the liberal use of **carbon fibre**. The advanced composite is used for the fork protectors, timing belt covers, front fender rear section and tail side covers.

COLOUR SCHEME

	Tank	Frame	Wheels
HYPERMOTARD 1100	Red	Red	Black
	Pearl White	Red	Black
HYPERMOTARD 1100 S	Red	Red	Black
	Black	Black	Black