



DUCATI HYPERMOTARD 939

The Hypermotard range has been renewed for 2016 with the arrival of the new EURO 4 certified 937 cm³ Ducati Testastretta 11° engine. This twin-cylinder is to be used for the sporty Hypermotard 939 and the extreme Hypermotard 939 SP. From the moment it was first presented as a concept bike at the Milan show in late 2005, the Hypermotard prototype was an immediate success. Production began in 2007 with the 1100 and 1100 S models and in 2013 the Hypermotard underwent great changes. A whole family was born from the one bike, powered by the 821 cm³ Testastretta twin-cylinder which has now grown to 937 cm³.

The new 937 cm³ Ducati Testastretta 11° engine guarantees a maximum power of 113 hp and most of all a 10% increase in torque. This twin-cylinder, which has an oil-cooling radiator, is attached to the steel tube Trellis frame that made the Hypermotard famous. The range is equipped with the Ducati Safety Pack which includes a 3-level ABS, 8 levels of Ducati Traction Control and 3 Riding Modes. Each Riding Mode has different electronic settings in order to provide the Hypermotard with three different personalities.

The Hypermotard 939 is available in the typical Ducati Red colouring as well as the elegant "Star White Silk", both paired with a red frame. The Hypermotard 939 suspensions have a 43 mm diameter upside-down Kayaba fork with 170 mm travel and a Sachs shock absorber with adjustable rebound damping, providing 150 mm wheel travel. The Hypermotard 939 has a dry weight of 181 kg and a ride height of 850 mm. A raised comfort saddle with 20 mm of extra padding is also available as a Ducati Performance accessory. The Hypermotard 939 uses Pirelli Diablo Rosso II tyres.

The Hypermotard 939 SP has a livery inspired by the MotoGP, a weight of 178 kg and at the front a fully adjustable 50 mm diameter upside-down Öhlins fork with 185 mm travel. The rear suspension uses a fully adjustable Öhlins shock absorber which allows for 175 mm rear wheel travel. The raised ride height of the SP version allows for a 47.5° lean angle, essential for extreme race-track riding. These specifications take the ride height of the Hypermotard 939 SP to 890 mm. A 20 mm lower saddle is available as a Ducati accessory on request. The Hypermotard 939 SP uses Pirelli Diablo Supercorsa SP tyres.



Hypermotard model and equipment overview

Hypermotard 939

- **Colours**
 1. Body | Frame | Wheels: Ducati red | red | black
 2. Body | Frame | Wheels: Star White Silk | red | black
- **Equipment**
 - 937 cm³ 113 hp 97.9 Nm Ducati Testastretta 11°
 - EURO 4 approved
 - Oil-cooling radiator
 - LCD instrument panel with gear indicator
 - Hand-guards with integrated LED indicators
 - New silencer
 - Ducati Safety Pack (Bosch ABS, DTC)
 - Riding Modes (Sport | Touring | Urban)
 - Pirelli Diablo Rosso II tyres

Hypermotard 939 SP

- **Colours**
 - Body | Frame | Wheels: Red/white Ducati Corse | red | black
- **Equipment**
 - 937 cm³ 113 hp 97.9 Nm Ducati Testastretta 11°
 - Magnesium head covers
 - EURO 4 approved
 - Oil-cooling radiator
 - LCD instrument panel with gear indicator
 - Hand-guards with integrated LED indicators
 - New silencer
 - Ducati Safety Pack (Bosch ABS, DTC)
 - Riding Modes (Race | Sport | Wet)
 - 3 spoke Marchesini forged wheels
 - Aluminium tapered handlebars
 - 50 mm Öhlins forks with fully adjustable diameter
 - Fully adjustable Öhlins rear suspension
 - Radial front brake pump with 5-position adjustable lever
 - Sport saddle
 - Carbon fibre front mudguard
 - Carbon fibre cam-belt covers
 - Pirelli Supercorsa SP tyres



937 cm³ Testastretta 11° engine

The Hypermotard range's twin-cylinder Ducati Testastretta 11° has an increased displacement thanks to a greater bore value which has been raised from 88 to 94 mm. The stroke on the other hand has remained as before at 67.2 mm. Even so the crankshaft has been substituted by a new one with a 42 mm diameter crank pin. There are also new pistons, cylinders and cylinder heads with an exclusive core to allow water through.

The EURO 4 certified 937 cm³ Ducati Testastretta 11° is capable of 113 hp maximum power at 9,000 rpm and especially a maximum torque of 97.9 Nm at 7,500 rpm, much greater than the previous 821 cm³ engine and this underlines the pure Ducati character of this new engine. Alongside the torque, the compression ratio has also increased, now 13.1:1, while the 52 mm diameter throttle bodies, controlled by an advanced full Ride-by-Wire system, are unchanged.

The engine is equipped with an oil-bath APTC clutch with slipper function that can be engaged with reduced effort on the lever. Thanks to a progressive self-servo system and increased friction ratio, the transmittable torque is increased in equal conditions with a consequent reduction of pressure on the clutch spring and, at the final stage, of the lever load. The self-servo system intervenes when the wheel torque displays counter action and it activates a reduction of pressure on the clutch discs which allows the vehicle to maintain stability during the aggressive gear changes that are typical of a very sporty riding style.

The 2-in-1 type exhaust has completely redesigned 50 mm diameter tubes and exhaust valve, which lead to the new, highly compact mono-silencer with absorption technology.

The 937 cm³ Ducati Testastretta 11° has maintenance intervals of 30,000 km (18,000 miles) – an absolute benchmark in the field.

Chassis

The Hypermotard has a 34 mm diameter tubular steel Trellis frame with 25.5° of rake and trail and offset of 104 mm (4.1 in) and 30 mm (1.2 in) respectively, providing a sure-footed, stable "feel" without compromising the Hypermotard's character-forming agility. The frame marries to a die-cast sub-frame and incorporates a techno-polymer mid-section as part of the assembly. The Hypermotard has a highly manoeuvrable 70° of lock-to-lock steering movement, and a wheelbase of 1500 mm (59 in) to enhance the Hypermotard's stability at speed.

The fuel tank has a capacity of 16 litres (4.2 US gal), enhancing the overall autonomy of the Hypermotard while maintaining its thin waistline and compact silhouette.



Instrumentation

The Hypermotard's instrumentation console has an LCD screen with a display that constantly shows the selected Riding Mode, including the associated ABS and DTC level programmed, with all three Riding Modes easily changed, while stationary or in motion, by simply scrolling through displayed modes using the indicator cancel button.

When stationary, buttons can be used to enter a setting menu from where adjustments to the various functions can be made including personalised ABS (1-3+OFF), DTC (1-8+OFF) and power delivery via Ride-by-Wire (Low-Medium-High). All settings are saveable in the instrumentation's memory and can easily be returned to factory settings with a simple default function.

The system can also memorise and list the last 30 recorded lap times by using the high-beam flash button as a stopwatch. The instrumentation also includes a gear indicator and it's system-ready to accept the heated grips Ducati accessory, which then produces its own control menu, selectable by scrolling through with the engine starter button.

Lighting

The headlamp uses a very compact and lightweight assembly, which employs a single parabola for high and low beam functions using a blue vision bulb and LED positioning light. For the rear, a specially designed strip of LEDs, enhanced by a high diffusion lens shaped into the sleek lines of the tailpiece, acts for both rear light and brake lights. The new LED front directional indicators are integrated into the handguards, keeping the lines of the Hypermotard as clean as possible. All Hypermotard models are equipped with a hazard light function, which is activated by holding the left-turn signal button on for four seconds.

Controls

The Hypermotard's full Ride-by-Wire introduces a compact electronic twist-grip matching the minimalist styling of the model's slim-line switch bodies. They house easy-to-use switches and buttons, and feature a weapons-like 'trigger catch' that slides down to cover the starter button when the kill-switch is activated. All models use a conventional control cable actuation for the clutch and 4-point adjustable levers for the front brake, 5-point on the SP. Black finished footpeg supports are formed in high pressure die-cast aluminium with integrated heel guards and support rear brake and gear shift pedals in forged aluminium.

Ducati Safety Pack (DSP)

Ducati's Riding Mode technology, incorporates a competition-style 3-level ABS (2-level for the Hyperstrada) and 8-level DTC to enhance the Ducati Safety Pack (DSP) concept to the Hypermotard family, further underlining the focus on performance safety.



Ducati Riding Modes

Each Riding Mode is pre-programmed to instantly change engine character, ABS and DTC intervention - even while riding. The modes are made possible by combining a number of class-leading technologies.

An electronic Ride-by-Wire (RbW) system administers different mappings to regulate power delivery, while the Ducati Traction Control system (DTC) uses eight levels of system interaction to enhance control by reducing rear wheel-spin and the ABS processor provides pre-programmed levels of anti-lock braking.

Hypermotard 939 Riding Modes

Sport

The Sport Riding Mode provides 113 hp, delivered with a "High" RbW throttle response, level-3 DTC system intervention and level-1 ABS of sport-oriented braking performance with reduced rear-end lift-up prevention.

Touring

The Touring Riding Mode provides 113 hp, delivered with a "Medium" RbW throttle response, level-4 DTC system intervention and level-2 ABS with maximum safety and braking stability and increased rear-end lift-up prevention.

Urban

The Urban Riding Mode provides 75 hp, delivered with a "Low" RbW throttle response, level-6 DTC system intervention and level-2 ABS with maximum safety and braking stability and increased rear-end lift-up prevention.

Hypermotard 939 SP Riding Modes

Race

The Race Riding Mode provides 113 hp delivered with a "High" RbW throttle response, level-2 DTC system intervention and level-1 ABS of front only ABS with no lift-up prevention.

Sport

The Sport Riding Mode provides 113 hp, delivered with a "Medium" RbW throttle response, level-3 DTC system intervention and level-2 ABS of high braking performance with reduced lift-up prevention.

Wet

The Wet Riding Mode provides 75 hp, delivered with a "Low" RbW throttle response, level-7 DTC system intervention and level-3 ABS with maximum braking stability and lift-up prevention.



Ducati Traction Control (DTC)

The Ducati Traction Control is an intelligent system which acts as a filter between the rider's right hand and the rear tyre. Within milliseconds, DTC is able to detect and then control rear wheel-spin, considerably increasing the bike's active safety and performance. The Hypermotard uses the very latest DTC software, optimised with seamless intervention to ignition timing only.

The system offers eight 'levels of sensitivity', each programmed with a level of rear wheel-spin tolerance in line with progressive levels of riding skills classified from one to eight. Level one is programmed to offer the least amount of interaction while level eight uses the most amount of interaction. DTC is an integral part of the pre-programmed Riding Modes on all Hypermotards.

DTC levels are factory pre-set in each of the three Riding Modes, but can be individually customised and saved to suit the rider by accessing the set-up menu within each mode. A 'Default' option is available to easily return all settings to factory pre-sets.

Bosch Brembo Braking system with 3-level ABS

Included as an integral part of the Ducati Safety Pack (DSP), the Hypermotards are equipped with the Bosch ABS 9.0MP controlled Brembo braking system, an impressive combination of state-of-the-art security and proven performance. Shorter stopping distances with enhanced stability are vital prerequisites for all motorcycles, but adding full Riding Mode integration takes Hypermotard braking to the next level.

The Hypermotard 939 and the Hypermotard 939 SP use a 3-level system: level-1 enables a track-oriented front only ABS and level-2 delivers high braking performance with reduced rear lift-up prevention for sport-oriented road use, while level-3 provides the most braking stability with maximum lift-up prevention.

The front brakes use twin radially-mounted Brembo, four piston, Monobloc M4-32 callipers actuated by a master cylinder with a 4-point adjustable lever on the Hypermotard 939 and 5-point on the high performance radial master cylinder of the SP. The fronts grip 320 mm discs, while a single 245 mm disc on the rear is gripped by a single Brembo calliper. Typical of all Ducati motorcycles, these components ensure high performance braking and set the standard in this segment.

All Hypermotard models are fitted with the Bosch-Brembo ABS system as standard equipment, delivering outstanding braking performances in all conditions and providing a major contribution towards performance safety. An option to disable the ABS in each individual Riding Mode is available via the instrumentation, and the system allows the setting to be saved and memorised at the next key-on.