



2013 DUCATI HYPERMOTARD

Hyper performance with extreme versatility

Ducati introduce the next generation of the Hypermotard family, taking the innovation and excitement of the original concept and enhancing it even further with three incredible new models: The thrilling Hypermotard, Hypermotard SP and the introduction of a stylish and accessible mid-range tourer with everyday practicality – The Hyperstrada. The new range combines Ducati's latest technologies with outstanding Italian design and engineering to write the latest chapter in the Hypermotard story.

The Hypermotard and Hypermotard SP deliver a thrilling and fun filled experience, whether on the daily commute or ripping-up the track asphalt, while the Hyperstrada awaits long distance adventure, enabling practical, everyday motorcycling in absolute Ducati style.

Brand new from the ground up, the models introduce the new 110hp Ducati 821cc Testastretta 11° engine in a new Trellis frame equipped with top-of-the range chassis components. The Hypermotard and Hypermotard SP use sharp and sleek styling to maintain that essential Supermotard look, while the Hyperstrada is factory-accessorised with full touring-oriented specification. Combine these two worlds of performance with excellent ergonomics and the Ducati Safety Pack of latest generation 3-level ABS, 8-level Ducati Traction Control and integrated Riding Modes, and the new range takes on a relevance that makes perfect sense in modern motorcycling.

High ground-clearance combined with a thin waistline and commanding riding positions gives the rider an instant Supermotard feeling, with the added luxury of latest street bike comfort and component quality. While the Hyperstrada is ideal for dominating the every-day urban or long distance commute, the Hypermotard and track-ready Hypermotard SP are intended for the extreme rider who demands the very highest performance.

The new range takes the Hypermotard concept into the future with refined design and user-friendly technologies that will enhance its enjoyment to a wider range of riders.



2013 Hypermotard model and equipment overview

Hypermotard

- **Colours**
 1. Body | Frame | Wheels: Ducati red | red | black
 2. Body | Frame | Wheels: Dark stealth | red | black
- **Equipment**
 - Ducati Safety Pack (ABS, DTC)
 - Riding Modes (Sport | Touring | Urban)

Hypermotard SP

- **Colours**
 1. Body | Frame | Wheels: Red/white/black | red | black
- **Equipment**
 - Ducati Safety Pack (ABS, DTC)
 - Riding Modes (Race | Sport | Wet)
 - 50mm aluminium Marzocchi forks
 - Öhlins rear suspension
 - Marchesini forged wheels
 - Aluminium tapered handlebars
 - Radial front brake pump
 - Carbon fibre:
 - Front mudguard
 - Cam-belt covers

Hyperstrada

- **Colours**
 1. Body | Frame | Wheels: Ducati red | racing grey | black
 2. Body | Frame | Wheels: Arctic white | racing grey | black
- **Equipment**
 - Ducati Safety Pack (ABS, DTC)
 - Riding Modes (Sport | Touring | Urban)
 - Touring screen*
 - Touring seat*
 - Passenger grab-handles*
 - Side luggage*
 - Centre stand*
 - Engine sump guard*
 - Remote rear suspension pre-load
 - 2 x auxiliary 12v power outlets
 - Enhanced generator
 - Extended front and rear mudguards

*Available from Ducati Performance also as an accessory for Hypermotard and Hypermotard SP



Hypermotard

The Hypermotard moves into the next generation with a brilliantly designed and engineered motorcycle that introduces a new 110hp liquid-cooled engine and improved ergonomics, while maintaining its incredibly compact and minimalist character. Providing ideal access to this exciting family, the Hypermotard integrates the Ducati Riding Modes of Sport (110hp - High), Touring (110hp – Medium) and Urban (75hp – Low) with the Ducati Safety Pack of ABS and DTC to become a thrilling motorcycle for everyday use and the ideal choice for the urban commute.

Weighing in with an impressive dry weight of 175kg (385.8lb), the new generation Hypermotard's attention to the "ergonomic triangle" of handlebars, seat and footrests, provides an even more commanding riding position, with bars moving further forward and higher up, and the footpegs a comfort-enhancing move further forward.

Front suspension is taken care of with 43mm Kayaba USD forks, providing a stroke of 170mm (6.7in) and gripped by clamps in cast aluminium fitted with rubber-mounted bar-risers for the chromed steel handlebars.

Rear suspension duties are managed by a single Sachs rear shock absorber with rebound damping and spring preload adjustment. It operates with a brand new and beautifully engineered aluminium, single-sided swingarm, offering 150mm (5.9in) of rear wheel travel.

The Hypermotard is fitted with Pirelli Diablo Rosso II tyres in 120/70 x 17 for the front and 180/55 x 17 for the rear, mounted on latest generation 10-spoke 1199 Panigale-style cast aluminium wheels with 3.5in front and 5.5 rear rim widths. The Hypermotard is finished in Ducati red or dark stealth with a red Trellis frame and black wheels.



Hypermotard SP

The spectacular, track-ready Hypermotard SP takes everything offered by the Hypermotard and raises its technical specification for accomplished riders who enjoy a full performance-oriented ride, further enhanced with the DSP combination of ABS and DTC. In true competition style, the SP gets the 1199 Panigale Riding Modes of Race (110hp – High), Sport (110hp – Medium) and Wet (75hp – Low) and longer, top-of-the-range suspension gives a true supermotard stance, increasing ground clearance to 210mm (8.3in) and enabling a thrilling 47.5° of available lean-angle for maximum enjoyment.

The SP is equipped with fully adjustable, pressurised Marzocchi usd forks that feature hard-anodised aluminium sliders. The state-of-the-art lightweight forks are provide professional, precise and high-performance handling with an increased stroke of 185mm (7.3in) as well as excellent feed-back through the aluminium, tapered handle bars. The rear suspension is equally as high-end with a stunning, fully adjustable Öhlins rear shock with integrated “piggy back” reservoir providing 175mm (6.9in) of rear wheel travel.

Naturally, the Hypermotard “SP” is fitted with Pirelli Diablo Supercorsa “SP” tyres in 120/70 x 17 for the front and 180/55 x 17 for the rear and is equipped with super lightweight 1199 Panigale S-style triple three-spoke forged aluminium wheels by Marchesini, further underlining the SP’s focus on high performance.

Additional components special to the SP are front mudguard and cam-belt covers in carbon fibre, radial front master cylinder with 5-point adjustable lever and dedicated seat with specially textured surface and horizontally stitched panels for enhanced grip. This impressive specification combines to achieve a dry weight of just 171kg (377lb) and the competition-like set-up gives the Hypermotard SP a seat height of 890mm (35in) with an accessory seat offering a reduction of 20mm (0.78in) if required. The Hypermotard SP is finished in the Ducati Corse livery of red white and black with grey separating features and a red Trellis frame. The Marchesini wheels are in black and sport the signature red-pin stripe.



Hyperstrada

The Hyperstrada model represents a completely new dimension for Hypermotard, with the innovative realisation of a unique model that is a “cross-over” between the worlds of motard and touring. This incredibly versatile motorcycle opens an exciting new road to explore and releases the full potential of this thrilling family.

Its factory-equipped touring components present a comfortable and user-friendly travel companion with generous luggage capacity and the added security of ABS and DTC combined into the Ducati Safety Pack and fully integrated into the Sport (110hp – High), Touring (110hp – Medium) and Urban (75hp – Low) Riding Modes.

Preparing the new model for the open road, Ducati has fitted a strong, lightweight and elegantly styled 50 litres of quickly-detachable side-luggage – and offers an extra 31 litre top case as an accessory - with a centre stand for stable parking when fully loaded. With handlebars raised by 20mm (0.78in), a touring screen provides improved wind protection and, with long journey comfort in mind, a special wider touring seat is fitted with thicker foam cushioning for both the rider and passenger and confidence-inspiring passenger grab-handles. At 850mm (33.5in), the seat height offers sure-footed confidence when fully loaded with luggage and passenger, with the opportunity to lower it even further with a 20mm lower accessory seat. Two auxiliary 12v power outlets, intended to feed navigation accessories or heated clothing, complete the enhanced specification.

The front suspension of the Hyperstrada uses 43mm Kayaba upside-down forks, with a stroke of 150mm (5.9in) and the rear suspension with single Sachs rear shock absorber providing 150mm (5.9in) of rear wheel travel with rebound damping and user-friendly remote hydraulic spring preload adjustment.

The full touring trim tips the scales with a dry weight of 181kg (399lb) and rides on Pirelli Scorpion Trail tyres, mounted on 10-spoke 1199 Panigale-style cast aluminium wheels. The Hyperstrada is finished in Ducati red or a sophisticated arctic white against subtle racing grey Trellis frames and black wheels and has side luggage in textured black with polished stainless steel “Ducati” name plates.



Design

The Hypermotard prototype was an instant success when first shown in 2005 and soon became a top seller when its production started in 2007. Since then, its unique design has excited riders around the world and praise for this thrilling and versatile model has never stopped – and neither has its development.

2013 sees the introduction of the next generation design, embracing the original “thrill bike” character and enhancing its adventurous dirtbike-inspired look with visibly high ground-clearance, sharp and high tail-piece and thin waistline - design elements that characterise this type of motorcycle whether used for the daily commute, track day or touring.

While the new Hypermotard maintains the concept of off-road handguards, it now introduces a new style of rear view mirror that follows the model's clean design continuity. Attention to the detail of flowing lines has resulted in maintaining the essential, minimalist image of the family, even with the complexity of packaging a liquid-cooled engine. Proportion, ergonomics and practicality shaped this new generation of Hypermotard and the integration of Ducati's latest technologies, such as second generation Testastretta 11° engine, Ducati Safety Pack, Riding Modes and LED illumination, underlines its absolute Ducati character.

Chassis

The Hypermotard has a new 34mm diameter tubular steel Trellis frame with 25.5° of rake and trail and offset of 104mm (4.1in) and 30mm (1.2) 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 Multistrada-like techno-polymer mid-section as part of the assembly.

The Hypermotard retains its highly manoeuvrable 70° of lock-to-lock steering movement, while the wheelbase now increases to 1500mm (59in), further enhancing the Hypermotards stability at speed.

A totally revised fuel tank has increased capacity by 4.6 litre (0.9 US gal) to 16 litres (4.2 US gal), improving the overall autonomy of the Hypermotard while maintaining its thin waistline and compact silhouette.



Instrumentation

The Hypermotard's compact instrumentation console has been designed with warning lights across the upper section, which illuminate for neutral, turn signals, high-beam, rev-limit, oil pressure and fuel reserve and an LCD screen with dot matrix area below for all other information.

The screen presents data for speed, rpm, total mileage, trip1/trip2, engine coolant temperature and ambient air temperature and time. Additionally, the display also presents current fuel consumption, average fuel consumption, average speed, and journey time.

The display 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 on the left-hand switchgear 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, each lap time also memorising the lap number and the corresponding maximum speed and rpm during that lap. The instrumentation is also 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. Front directional indicators are stylishly integrated into the handguards, keeping the lines of the Hypermotard as clean as possible. A hazard light function is also added to the new Hypermotard models, activated by holding the left-turn signal button on for four seconds.

Controls

The Hypermotard's full Ride-by-Wire introduces a new and compact electronic twist-grip, perfectly matching the minimalist styling of the model's slim-line switch bodies. They house easy-to-use switches and buttons, and feature a unique weapons-like 'trigger catch' that slides down to cover the starter button when the kill-switch is activated. All models now have 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 3-level ABS and 8-level DTC to introduce the Ducati Safety Pack (DSP) concept to the Hypermotard family, further underlining the focus on performance safety.

Ducati Riding Modes

Ducati's industry-changing Riding Modes effectively offer optimised settings appropriate to rider and environment by selecting from a choice of three pre-set modes according to model. 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 and Hyperstrada Riding Modes

Sport

The Sport Riding Mode provides 110hp, delivered with a "High" RbW throttle response, reduced DTC system intervention and level 1 ABS of high braking performance with reduced lift-up prevention.

Touring

The Touring Riding Mode provides 110hp, delivered with a "Medium" RbW throttle response, increased DTC system intervention and level 2 ABS with maximum braking stability and lift-up prevention.

Urban

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

Hypermotard SP Riding Modes

Race

The Race Riding Mode provides 110hp, delivered with a "High" RbW throttle response, minimal DTC system intervention and level 1 ABS of front only ABS with no lift-up prevention.

Sport

The Sport Riding Mode provides 110hp, delivered with a "Medium" RbW throttle response, medium DTC system intervention and level 2 ABS of high braking performance with reduced lift-up prevention.

Wet

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



Ride-by-Wire (RbW)

The Ride-by-Wire (RbW) system is an electronic interface between the twistgrip and the engine which decides the ideal power response depending on the Riding Mode selected and according to the rider's throttle input. The twistgrip no longer uses a throttle cable to control the throttle body butterflies, but instead delivers a signal to a control unit, which in turn operates the butterfly opening. The RbW system enables the use of three different mappings to regulate the power delivery. The three maps offer 110hp with a "high" sports-type delivery, 110hp with a "medium" progressive delivery suitable for touring and 75hp with a "low" reduced delivery for city or rain use.

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 and an important component of the Ducati Safety Pack (DSP). The new Hypermotard uses the very latest DTC software, now 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 2013 Hypermotards are equipped with the Bosch ABS 9MP 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 interaction now takes Hypermotard braking to the next level.

From the 3-level programmed system, level 1 enables front only ABS, intended for the track-oriented Hypermotard SP, while level 2 delivers high braking performances with reduced rear lift-up prevention for sport-oriented road use and level 3 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 master cylinders with a 4-point adjustable lever on the Hypermotard and Hyperstrada and 5-point on the high performance radial master cylinder of the SP. The fronts grip 320mm discs, while a single 245mm disc on the rear is gripped by a single Brembo calliper. Typical of all Ducatis, these components ensure high performance braking and set the standard in this segment.

All 2013 Hypermotards 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 ignition-on.



Introducing the 821cc Testastretta 11°

When developing the new power unit for the next generation Hypermotard, engineers analysed capacity and bore/stroke ratio to create the optimum combination of tractability and Hyper performance. The 821cc Testastretta 11° engine introduces an ideal, all-round performance-producing 110hp (80.9kW) @ 9,250rpm with a wide and ride-enhancing 65.8lb-ft (9.1kgm) of torque @ 7,750rpm that underlines its pure Ducati character.

The four valves per cylinder, liquid-cooled engine has a compression ratio of 12.8:1 and measures 821cc from an 88mm x 67.5mm bore and stroke, which provides a wide range of torque and an impressive and practical peak horse power value. The engine, which is cooled by a high efficiency radiator mounted with twin electric fans, breathes through two 52mm, full Ride-by-Wire throttle bodies which integrate three maps into the Riding Modes.

The new 821cc Testastretta 11° adopts a number of operation-enhancing features introduced in the second generation Testastretta 11° DS used in the 2013 Multistrada, including repositioned fuel injector spray targets and a secondary air system. In order to achieve a smoother cycle-to-cycle engine operation, it is necessary to increase the fuel injected during specific engine operations, and to achieve this without affecting emissions, a secondary air system has been used. This optimisation of fuel-mapping without compromising emissions is achieved by completing the oxidisation of unburned hydrocarbons, which reduces HC and CO levels. The system is activated when the engine ECU recognises specific conditions in the engine's operation via the lambda and throttle opening sensors. It then opens a valve enabling a flow of clean air from the main airbox to a reed valve situated in each cylinder head, which enables one-way flow into an air gallery exiting into the exhaust port close to the exhaust valve. Entering the hottest point of the exhaust gasses, the fresh charge of air enhances the burn environment, eliminating any unburned fuel that escapes during the exhaust cycle under certain conditions.

For increased user-friendliness, Engineers reduced the amount of valve over-lap from around 40° - typical in performance engines that operate constantly at high RPM - to just 11°. This reduced peak horse-power slightly, but enhanced mid-range and overall smoothness - perfect prerequisites for the extreme versatility of the new Hypermotards.

The overlap angle is defined as the interval of crankshaft rotation, measured in degrees, during which both the intake and exhaust valves are open at the same time. This overlap occurs between the end of the exhaust stroke and the start of the intake stroke. On the Testastretta 11° engine, this angle has been reduced and the fresh inlet flow less compromised by the exiting exhaust gases, resulting in a much smoother combustion, improved fuel economy and lower exhaust emissions. Unburnt hydrocarbon emissions (pre-catalyser) and specific fuel consumption (and consequent CO2 emissions) are considerably reduced.



The new engine is equipped with an APTC, oil bath clutch with 'slipper' function and light feel at the lever. Its design uses a progressive self-servo mechanism that presses the plates together when under drive from the engine, enabling the reduction of the clutch spring rates. Now further simplified, in true Hypermotard style, with the use of a control cable actuation, it achieves an even lighter clutch lever at the handlebar, ideal in stop-start traffic or long journeys. When the drive force is reversed (over-run), the same mechanism reduces the pressure on the clutch plates, enabling them to provide a race-like 'slipper' action, which reduces the destabilizing effect of the rear-end under aggressive down-shifting and provides a much smoother feeling when closing the throttle or down-shifting under normal riding conditions.

The completely new 2-1 exhaust system runs through 50mm headers, and is controlled by an exhaust valve before passing into the new single silencer, black finished with a polished stainless steel end-cap. The system uses new sound-absorbing technology to achieve such a compact layout and is completed with catalytic converter and two lambda probes for optimum Euro 3 emissions management.

A milestone 30,000km between major services

The 821cc Testastretta 11° engine reaches another milestone in Ducati's constant investment in quality by enabling the distance between major service intervals (valve clearance check) to be set at an owner-friendly 30,000 kilometres (18,641 miles).