

**SUPERSPORT
950**





Index

4	Your way to Sport	27	SAFETY Riding Mode Strategy
6	DESIGN Racing inspiration	28	ON-BOARD ELECTRONICS Full TFT colour instrumentation
13	ERGONOMY Sports ergonomics	30	Servicing and maintenance
17	ENGINE Always ready to excite	33	Technical data and gear
20	FRAME Ducati DNA	43	Apparel
24	ELECTRONICS Performance and safety	48	ACCESSORIES Personalise your challenge.

Your way to Sport



The road-going Ducati sports bike gets a name change and becomes SuperSport 950, updating its aesthetics, electronics package, and extensive equipment, and complying with the Euro 5 anti-pollution standard.

The Supersport 950 ensures sports riding is a part of daily life, without compromising in terms of comfort and riding ease. It is the Ducati that best combines sportiness and everyday road usage and is also ideal for youngsters approaching the sport bike world for the first time.

Its performance, technology, equipment, and safety level are all first-rate within its category.

DESIGN

Racing inspiration

The flowing shapes and sports nature of the new SuperSport 950 are heightened by new fairings, while the new side air vents and full LED headlights are inspired by the Panigale V4.

The completely redesigned fairings boost the dynamic feel of the SuperSport 950. The side view is enriched with elegant vents for the hot air exiting the water radiator that are reminiscent of the double extractor of Panigale V4 models.

The lower fairing now extends to the lateral silencer, concealing the mechanics and giving it the appearance of a race bike.





The fairings integrate perfectly with the tank thanks to muscular shoulders, the trellis frame always on full view. The front sections are connected to the headlight with a pair of winglets that direct fresh air towards two side vents, which channel air to the rider's legs, improving thermal comfort.

The front view is dominated by the new full LED headlight with Daytime Running Light (DRL), reminiscent of the sharp signature of the Panigale V4. The DRL is designed to ensure the broad and homogeneous distribution of light but is also very well-designed. The headlight is completed with two twin-function LED modules for low beam and high beam that give the bike a symmetrical look when the lights are on. These two modules are set off against a polished frame.





ERGONOMY

Sports ergonomics

In order to balance comfort and versatility but also sports performance, great attention has been paid to the ergonomics triangle, aerodynamic protection and the rider's freedom of movement. The seat, formed of one single piece, puts the rider 810 mm from the ground (or 790 mm with the low seat available as an accessory), so that feet can comfortably touch the ground. The height of the semi-handlebars allows for a sports riding position without putting too much stress on wrists, while the pegs are positioned so as not to tire the knees but ensure maximum control.

The Plexiglas, height adjustable to two positions with a 50 mm range, ensures proper air protection at high speeds. This protection can be increased by mounting the larger smoked Plexiglas, available as an accessory. The rider footpegs, separate from those of the passenger, as well as a compact lateral silencer, ensure maximum freedom of movement in the saddle.

This riding position is ideal for both everyday use and mid-range journeys, while also guaranteeing exciting sports and track use.

The seat, revised in terms of its padding, maximises comfort during road use. This heightened comfort also has to do with new and more effective engine guards, which isolate the exhaust manifolds and the fresh air vents on the fairings.

The portion of the seat reserved for the passenger is well spaced from the footrests and adequately padded.

To increase comfort, the Ducati Performance accessories range includes a seat with additional padding (+25 mm) for rider and passenger, suitable for longer journeys, and external passenger handles, which offer a more ergonomic grip than the standard version, integrated into the under-seat.





ENGINE

Always ready to excite

Testastretta 11° engine

The 937 cc Ducati Testastretta 11° engine with Desmodromic timing retains its unique characteristics, or rather full power delivery and a prompt throttle response, while respecting the Euro 5 homologation standard. The Testastretta 11° delivers 110 hp at 9000 rpm, and 9.5 kgm of torque at 6500 rpm.

The most suitable response in every situation

Thanks to the electronic Ride-by-Wire system - an electronic accelerator - the new SuperSport 950 offers three Riding Modes, namely Sport, Touring and Urban. Each of these modifies the power and delivery as well as adjusting the ABS, Ducati Traction Control, and Ducati Wheelie Control intervention levels and activating the Ducati Quick Shift up / down function.

Gearbox with DQS

The gearbox is six-speed with a specific gear sensor, which allows the SuperSport 950 range to be fitted as standard with the advanced Ducati Quick Shift (DQS) up / down EVO.

Hydraulic clutch control

The oil bath clutch incorporates slipper and assist functions and is operated by the new hydraulic control with self-bleeding radial master cylinder and adjustable lever. The slipper function intervenes when the torque at the wheel has an opposite action, thus reducing pressure on the discs to maintain vehicle stability during the aggressive downshifting typical of sports riding.





Torque curve

The twin-cylinder Ducati Testastretta 11° engine develops a full-bodied torque curve across its entire range of use, for a prompt response to any touch of the throttle, a fundamental feature for a bike that is predominantly used on the road.

80% of maximum torque is already available at 3500 rpm, and as the revs increase, the torque builds in a decisive, linear fashion, reaching a peak of 9.5 kgm at 6500 rpm. Above this threshold, the torque curve gradually decreases, remaining at a value of more than 90% up to 9000 rpm, the speed at which the maximum power of 110 hp is delivered. During road use, this translates into a significant power reserve at all speeds, with rapid acceleration out of the corners and less use of the gearbox.

The maximum power of 110 hp can be fully exploited on the road without any great effort on the part of the rider, who will experience the pleasant sensation of being in full control of the bike.

The engine management and injection systems have been developed to enhance the characteristics of the twin-cylinder engine, considering typical SuperSport usage. The electronic throttle control is precise in transmitting the rider's requests to the engine, and the response is gentle and always predictable, to suit the versatile nature of the SuperSport 950.

Service intervals

The Ducati twin has service intervals every 15,000 km or 12 months, with valve clearance checks every 30,000 km.

FRAME

Ducati DNA

The genetic code of the SuperSport 950 makes it a true Ducati sport bike, and its features clearly demonstrate this. In addition to the single-sided swingarm and a trellis frame affixed to the engine, which acts as a stressed element to reduce weight and overall dimensions, the bike now incorporates a hydraulic clutch with radial master cylinder.

Single-sided swingarm

A real Ducati sports bike, the SuperSport 950 is equipped with adjustable suspension and a single-sided swingarm in gravity cast aluminium that boasts high rigidity and a low weight, giving the bike a technical and professional look.

Trellis frame

The new SuperSport 950 is equipped with a trellis frame that uses the engine as a structural element of the chassis. The main steel trellis is connected to the cylinder heads, while the rear seat-post subframe, also in steel, is affixed to the vertical cylinder head.

This configuration allows for a very

compact, light frame with high torsional rigidity, perfect for enhancing the dynamic qualities of the SuperSport 950.

The configuration of the frame with supporting engine contributes to a kerb weight of 210 kg. The injection printed front sub-frame has been completely redesigned and now integrates new fastenings for the rear-view mirrors which, together with the new arms, significantly reduce vibration.

Suspension

The front is equipped with a 43 mm Marzocchi fork, fully adjustable in its damping and preload. The rear features a Sachs shock, attached to the vertical cylinder on one side and to the single arm on the other, with spring preload and damping adjustment.

The SuperSport 950 S is equipped with refined, multi-adjustable Öhlins suspension. At the front is a 48 mm fork with TiN treatment for ultimate smoothness, and at the rear an Öhlins single shock, fully adjustable and with integrated gas tank.

The chassis equipment of both versions can be completed with an adjustable Öhlins steering damper, available as a Ducati Performance accessory.



Three-spoke wheels

The sports nature of the new SuperSport 950 is emphasised by the design of the three-spoke "Y" design alloy wheels, sized 3.50 x 17 at the front and 5.50 x 17 at the rear. The Pirelli Diablo Rosso® III tyres are of size 120/70 ZR 17 at the front and 180/55 ZR 17 at the rear. The wheels of the SuperSport 950 S are enhanced with red 'tags'.

Tyres

Pirelli Diablo Rosso® III: simply the best for the new SuperSport 950. Or rather, tyres than can maximise performance on the road. How? Thanks to their profiles, latest-generation materials, and an innovative structure, but also a bi-compound configuration and "flash" tread pattern derived directly from that of the Diablo® Supercorsa. As a result, the Pirelli Diablo Rosso® III guarantees remarkable handling and ultimate grip in the dry, as well as heightened performance in the wet, while ensuring consistent performance throughout its entire life cycle.



Brembo brakes

The Brembo braking system on the SuperSport 950 is typical of sports models in terms of its technical content and visual impact. At the front, Brembo M4-32 radial monobloc callipers act on two 320 mm diameter discs, driven by a Brembo self-bleeding radial master cylinder with separate tank and adjustable lever. At the rear, the SuperSport 950 is equipped with a 245 mm diameter disc, acted on by a two-piston calliper. The braking system is managed by the Bosch Cornering ABS system which can be customised in terms of its intervention level.

The Brembo system offers powerful braking and outstanding linearity between applied force and braking response, which translates into promptness, modularity, and predictability, with excellent feeling at the lever so that the rider is never in difficulty.



ELECTRONICS

Performance and safety

Like every Ducati, the new SuperSport 950 is designed around the rider and their riding pleasure. A goal that is also pursued with the vehicle's modern and complete electronics, based on information supplied by the Bosch 6-axis inertial platform that identifies all bike movement when in motion, in order to effectively calibrate electronic intervention. In this case, the electronics package includes Bosch Cornering ABS, Ducati Traction Control (DTC) EVO, Ducati Quick Shift (DQS) up/down EVO available on all versions, and Ducati Wheelie Control (DWC) EVO, a new addition to this model that further highlights its sports nature.

ABS Cornering Bosch

The SuperSport 950 is equipped with a Brembo braking system managed by Bosch 9.1 MP ABS with multiple calibration and integrated pressure sensor. Bosch 9.1 MP ABS stops the wheels from locking and prevents the rear from lifting, ensuring the shortest stopping distance and greater stability.

Three-level adjustment allows the rider to switch from one level to another by selecting the desired Riding Mode, thereby ensuring the ideal setting in any riding conditions.

Level 1 is recommended for high-grip surfaces. In this configuration, Bosch ABS offers track performance, intervenes only at the front with non-active cornering function and does not foresee activation of the rear anti-lift function; by default, level 1 is not linked to any Riding Mode, but the rider can choose to associate it with their preferred Riding Mode by entering the specific menu.

With level 2, Bosch ABS is also active at the rear wheel and the anti-lift control is enabled.

Level 3, recommended for use in the rain or on low-grip surfaces, corresponds to the maximum degree of braking and rear lift intervention.

Ducati Traction Control (DTC) EVO

The DTC EVO that equips the SuperSport 950 interfaces with Bosch's 6-axis inertial platform. It continuously measures the lean angle of the bike and uses this to manage the intervention needed to control and manage any sliding of the rear tyre (based on the selected level of DTC EVO), all with greater accuracy than traditional traction control.

Ducati Quick Shift (DQS) up/down EVO

In addition to minimising shift times, the DQS EVO with up / down function allows the rider to downshift without using the clutch, for even more effective braking. The system acts separately for upshifting and downshifting. On upshift, the system intervenes on ignition advance and injection, on downshift it also manages the controlled opening of the throttle valve, thanks to integration with the full Ride-by-Wire system. The DQS EVO also makes use of lean angle data to maximise bike stability when shifting while cornering.



Ducati Wheelie Control (DWC) EVO

Adding to the standard equipment of the SuperSport 950 is Ducati Wheelie Control (DWC) EVO, which emphasises its sports nature. This control, adjustable to four levels, manages the wheelie and allows the rider to achieve maximum performance in acceleration, simply and safely. Thanks to information supplied by the Bosch 6-axis inertial platform, the DWC EVO accurately identifies the presence and extent of the wheelie and intervenes to control it with a greater level of precision, promptly satisfying the rider's requests.

SAFETY

Riding Mode Strategy

Ducati Riding Mode

The Ducati Riding Mode strategy allows the rider to choose between different pre-set modes regarding the engine parameters and electronic controls in order to adapt the character of the bike to their riding style and the environmental conditions.

The SuperSport 950 comes complete with three Riding Modes, known as Sport, Touring and Urban. Each of these acts on the electronic Ride-by-Wire system, modifying the power and delivery, and on the Bosch ABS, DTC and DWC intervention levels. The Riding Mode can be easily changed while riding by pressing the appropriate button, while customisation of the parameters originally associated by Ducati with each Riding Mode can only take place when the motorcycle is stationary, for safety reasons. You can easily restore the initial settings by using the "default" option.

Sport

The Sport Riding Mode allows the SuperSport 950 to express its full potential on the road or track in dry conditions. The engine delivers 110 hp with a direct Ride-by-Wire response when the throttle is opened, low DTC intervention (level 3) and level 2 DWC and Bosch ABS, with medium rear lift control.

Touring

The Touring Riding Mode guarantees the best balance between performance and comfort on high-grip asphalt. The engine supplies full power (110 hp), with a progressive response from the Ride-by-Wire when the throttle is opened. The DTC system offers medium intervention (level 4) and Bosch ABS is at level 3 to ensure maximum control and stability in braking. DWC is at level 3.

Urban

The Urban Riding Mode is designed for use in the rain or in conditions of poor grip. Power is limited to 75 hp with a progressive Ride-by-Wire response when the throttle is opened. DTC intervenes more consistently (level 6), DWC is at level 4, while Bosch ABS maintains its level 3 setting.



ON-BOARD ELECTRONICS

Full TFT colour instrumentation

SuperSport 950 family instrumentation includes a 4.3" full TFT display. The graphics and interface, inspired by those of the Panigale family, make for simple menu navigation and setting adjustment, while ensuring immediate identification of the selected Riding Mode. The Riding Mode adjustment interface offers a clear and immediate view of the rider's settings, thanks to an explanatory graphic of the system subject to intervention and a graduated scale that indicates whether the change is more oriented towards performance or vehicle safety/stability.

Ducati Multimedia System (DMS)
The TFT instrument panel displays information from the Ducati Multimedia System (DMS) which, having connected a smartphone to the bike via Bluetooth, allows for the management of certain functions via switches on the handlebar. The display shows the "music player" controls and icons for headset connection status, incoming calls and received messages. The DMS is available for the entire SuperSport 950 range as a Ducati Performance accessory.



Servicing and maintenance

Safety as standard

The continuous design and R&D work that Ducati undertakes serves to guarantee cutting-edge bikes and maximum levels of active safety. A commitment that translates into the definition of increasingly advanced technological systems that improve rider control, as with the Ducati Safety Pack (DSP), a package that, for the SuperSport 950, comprises ABS and Ducati Traction Control (DTC). Equipment that optimises the bike's dynamic behaviour in braking and acceleration and that offers numerous adjustment possibilities with three different ABS intervention levels and eight Ducati Traction Control (DTC) levels.

More value to your passion

With Ever Red, the quality and reliability of the Ducati brand remain your inseparable travelling companions over time. Ever Red is the exclusive Ducati warranty extension programme. With its activation you can continue to be protected for 12 or 24 months beyond the expiration of the Ducati Warranty (24 months). Ever Red includes roadside assistance for the entire coverage period and no mileage limits. In this way you can ride as far as you desire, even abroad, enjoying your Ducati worry free.

To find out if the Ever Red extension is available in your country and for further information contact your Ducati dealer or visit ducati.com.

Endless excitement

In designing each bike, Ducati constantly strives to ensure maximum reliability while reducing service costs. A commitment that has seen the intervals for the main Desmo Service, extended to 30,000 km for the SuperSport 950, in which valve clearance is checked and adjusted if necessary.

Even the simplest of checks, such as the Oil Service, are extended to 15,000 km or 12 months. A considerable interval for such exceptional performance engines, which only confirms the high quality standards adopted in terms of material selection and R&D processes. Ducati continuously invests in the technical training of its dealers.

The specific skills offered by the official Ducati Service network ensure that all those operations needed to keep every Ducati in perfect condition are thoroughly executed, while advanced equipment such as the Ducati Diagnosis System allows the software on each Ducati to be updated with the latest releases, ensuring that the electronics continue to perform at the maximum level.

Always by your side

One of Ducati's main goals is to offer every Ducatista the chance to enjoy unlimited and safe travel all over the world. To achieve this aim, Ducati offers a "fast delivery" original spares service, with delivery in 24/48 hours across 85% of its operating areas. With a distribution network that covers more than 91 countries, thanks to 738 official Dealers and Service Points*, choosing a Ducati means you can travel worry free and in total freedom, wherever the road may take you, and count on support from our extensive Dealer network that ensures Ducati quality and professionalism is always close at hand.

738 Authorised dealers and service points

91 World countries

*information - last update 31 December 2020.



Ever Red
Estensione di Garanzia



*Equal to 18,000 miles.

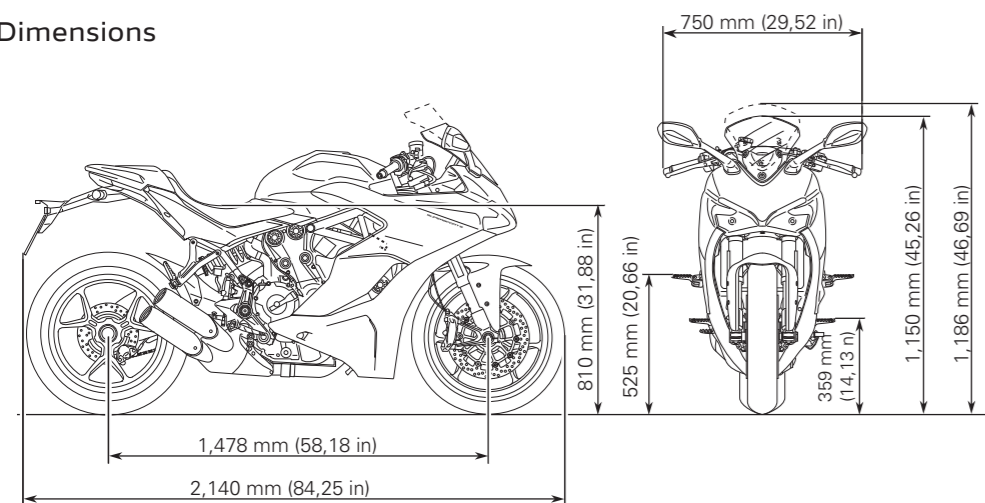




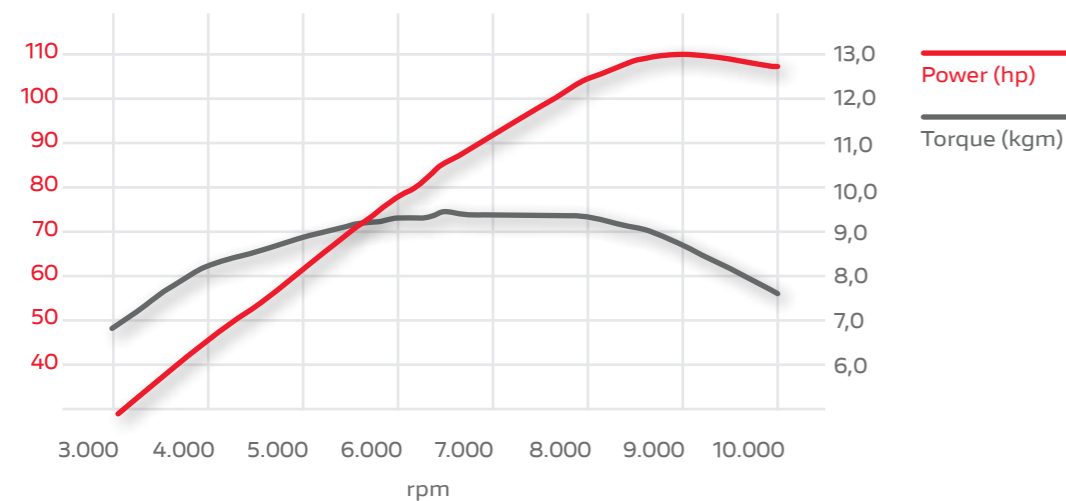
Technical data and gear

SUPERSPORT 950

Dimensions



Power and torque



Engine

Engine	Testastretta 11°, L-Twin cylinder, 4 valve per cylinder, Desmodromic, liquid cooled
Displacement	937 cc
Bore X stroke	94 x 67,5 mm
Compression ratio	12,6 ± 0.5 : 1
Power	81 kW (110 hp) @ 9,000 rpm
Torque	93 Nm (69 lb-ft)@ 6,500 rpm
Fuel injection	Electronic fuel injection system, Ø 53 mm throttle bodies with full Ride-by-Wire
Exhaust	Lightweight 2-1-2 system with catalytic converter and two lambda probes. Twin aluminium mufflers

Transmission

Gearbox	6 speed with Ducati Quick Shift (DQS) up/down EVO
Primary drive	Straight cut gears; Ratio 1.84:1
Ratio	1=37/15 2=30/17 3=28/20 4=26/22 5=24/23 6=23/24
Final drive	Chain; Front sprocket 15; Rear sprocket 43
Clutch	Slipper and self-servo wet multiplate clutch with hydraulic control. Self bleeding master cylinder

Chassis

Frame	Tubular steel Trellis frame attached to the cylinders head
Front suspension	Fully adjustable Ø 43 mm usd Marzocchi fork
Front wheel	Y shaped, 3-spoke in light alloy 3.50" x 17"
Front tyre	Pirelli Diablo Rosso III 120/70 ZR17
Rear Suspension	Progressive linkage with adjustable Sachs monoshock. Aluminium single-sided swingarm
Rear Wheel	Y shaped, 3-spoke in light alloy 5.50" x 17"
Rear tyre	Pirelli Diablo Rosso III 180/55 ZR17
Wheel travel (front/rear)	130 mm (5.1 in)/ 144 mm (5.7 in)
Front brake	2 x 320 mm semi-floating discs, radially mounted Monobloc Brembo M4-32 callipers, 4-piston, radial pump with Bosch Cornering ABS. Self bleeding master cylinder
Rear brake	245 mm disc, 2-piston caliper, Bosch Cornering ABS
Instrumentation	Full-TFT color display

Dimensions and weights

Dry weight	184 kg (405 lb)
Weight in running order	210 kg (463 lb)
Seat height	810 mm (31.9 in)
Wheelbase	1,478 mm (58.3 in)
Rake	24°
Front wheel trail	91 mm (3.6 in)
Fuel tank capacity	16 l - 4.2 gallon (US)
Number of seats	2

Safety equipment

Riding Modes, Bosch Cornering ABS , Ducati Traction Control (DTC) EVO, Ducati Wheelie Control (DWC) EVO

Standard equipment

Power Modes, Day Time Running Light (DRL)** , Full-TFT color display, Adjustable windscreen, Öhlins suspension, Ducati Quick Shift (DQS) up/down EVO, Passenger seat cowl

Ready for

Anti-theft system, Heated grips, Ducati Multimedia System (DMS)

Warranty

Warranty	24 months unlimited mileage
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Maintenance

Maintenance	15,000 km (9,000 mi)/ 12 months
Valve clearance adjustment	30,000 km (18,000 mi)

Emission & Consumptions

(only for countries where Euro 5 standard applies)

Standard	Euro 5
Emission CO2	134 g/km
Consumptions	5,6 l/100 km



*Equal to 18,000 miles

Indication of mileage at the first Desmo Service, or rather the first service during which valve clearance is checked and adjusted if necessary.

The SuperSport 950 is also available for holders of limited driving license in a version with reduced power to 35 kW. Contact your dealer to check availability.

**Not available in Canada, China and Japan

SUPERSPORT 950

Ducati Red



SUPERSPORT 950S



	SuperSport 950	SuperSport 950 S
Front suspension	Fully adjustable Ø43 mm USD Marzocchi fork	Fully adjustable Ø 48 mm Öhlins fork with TiN treatment
Rear suspension	Adjustable Sachs single shock	Fully adjustable Öhlins single shock with integrated gas tank
Passenger seat cover	Accessory	Standard
Colour	Ducati Red	Ducati Red Arctic White Silk
Red "tags" on the rims	-	Standard



1_ Fully adjustable Ø 48 mm Öhlins fork with TiN treatment. 2_ Fully adjustable Öhlins monoshock with integrated gas tank. 3_ Passenger seat cover.

SUPERSPORT **950S**

Ducati Red



Arctic White Silk





Apparel &
accessories



Centre. Ducati Corse C5 one-piece racing suit. Ducati Corse V5 full-face helmet. Ducati Corse C5 leather gloves.



From left. Ducati Corse ID Jair® C2 one-piece racing suit with airbag system. Ducati Corse Speed 2 full-face helmet. Ducati Corse V5 Air racing boots. Ducati Corse C5 one-piece racing suit. Ducati Corse V5 full-face helmet. Ducati Corse K1 one-piece racing suit. Speed Evo full-face helmet.



From top left. DC Track cap. V4 Eyes t-shirt. DC Track sweatshirt. Ducati Corse Sketch t-shirt. DC Track short-sleeved polo shirt. Bottom. Dovizioso sunglasses. DC Track t-shirt.



DC Tonal t-shirt. Acapulco sunglasses.



From left. Dovizioso sunglasses. DC Track t-shirt. Racing Spirit cap. Acapulco sunglasses. DC Tonal t-shirt. Racing Spirit t-shirt.

ACCESSORIES

Personalise your challenge.

Ducati Performance has created a series of packages and accessories for the SuperSport 950 that enhance its range of use and allow the rider to customise it to suit their tastes. The two versions of the SuperSport 950 can be enriched with the Sport and Touring packages, which can also be combined.



Try the online configurator and customise your new Ducati bike at configurator.ducati.com




1

1_Billet aluminium tank cap. 





2_Adjustable Öhlins steering damper. 3_Carbon swingarm cover.  4_Adhesive tank protection in carbon. 

5_Full exhaust system. 



6



8



7



9



10



11

6_Carbon rear mudguard. **M** 7_Front fork slider. **A** 8_Carbon front mudguard. **M**

9_Brake lever protection. **A** 10_Billet aluminium water pump cover. **A** 11_Billet aluminium footrests. **A**



Try the online configurator and customise your new Ducati bike at configurator.ducati.com



1_Smoked windshield







2_Magnetic tank bag. 3_Passenger grab handles. 4_Side panniers.








5_Silencers. 6_Billet aluminium handlebar counterweights. ■ ■ ■ A



Key to symbols

-  This product is designed exclusively for race bikes ridden on a closed racetrack. Its use on public roads is forbidden by law.
-  This accessory is not approved for road circulation.
-  For racing use only. The product marked with this symbol can only be used on competition vehicles. Use outside a competition track of motorcycles equipped with this product is prohibited by law. Verify any further restrictions with the relevant race course. Motorcycles equipped with this accessory are prohibited from operating on public roads.

-  Anodized
-  Matt
-  Red
-  Black
-  Silver

Riding a motorcycle is the most exciting way to enjoy the road, and offering the utmost safety to the motorcyclist is Ducati's commitment. Ducati bikes are increasingly easy to handle, reliable and better equipped to guarantee maximum safety and enhance riding pleasure. Technical clothing is made with more and more advanced materials for adequate protection and increased visibility. The safety of motorcyclists is Ducati's commitment. For more information visit the safety section of the Ducati site (www.ducati.com).

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are contained in the pertinent owner's manuals. The products represented are not definitive versions and are therefore subject to significant changes at Ducati's discretion without prior notice. The photographs published in this catalogue show only professional riders under controlled street conditions. Do not attempt to imitate such riding behaviour as it could be dangerous for you or other people on the road. This catalogue, including but not limited to the trademarks, logos, texts, images, graphics and table of contents herein, constitute Ducati intellectual property, or in any event Ducati has the right to reproduce it; any reproduction, modification or other whole or partial use of the catalogue or its contents, including publication on the Internet without the prior written consent of Ducati, is prohibited.

Actual fuel consumption may vary based on many factors, including but not limited to riding style, maintenance performed, weather conditions, surface characteristics, tyre pressure, load, weight of the rider and the passenger, accessories.

Ducati indicates the dry weight of the motorcycle excluding battery, lubricants and coolants for liquid-cooled models. The weights in running order are considered with all operating fluids, standard equipment and the fuel tank filled to 90% of its useful capacity (UE regulation no. 168/2013). For more information visit www.ducati.com.

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Developed with 

Technical partner 