

The New DesertX

New bones, new V2, six modes. 45,000 km between valve checks.

The new DesertX is a second generation shaped by real rider feedback: more usable everywhere, more attitude off-road. New 890cc V2 engine, brand-new aluminium monocoque chassis, and a body that assumes the trip, not the showroom. Here's what actually changed — and why it matters when the pavement ends.

WHAT'S WORTH KNOWING

<p>890cc V2 with Intake Variable Timing</p> <p>110 hp, 92 Nm — 70% of it already at 3,000 rpm. Valve checks every 45,000 km, oil every 15,000 km or 2 years.</p> <p>One engine, two personalities: calm and smooth when you're picking a line on loose ground, real punch when the trail opens. And maintenance spaced for real travel.</p>	<p>Aluminium monocoque chassis</p> <p>Brand-new aluminium monocoque main frame, steel trellis subframe, aluminium double-sided swingarm. 209 kg wet, without fuel.</p> <p>You feel a bike's bones before you feel its power. This one feels easy and agile the moment you pick it up — on dirt and on pavement.</p>
<p>Full floater rear suspension</p> <p>11% more progression than the last generation. 220 mm of rear wheel travel, 230 mm up front on a fully adjustable 46 mm KYB fork.</p> <p>Soft when barely moving, firm deep in the stroke. Small bumps disappear on the road; big hits get absorbed off-road instead of bottoming out.</p>	<p>Built for real off-road life</p> <p>Technopolymer fuel tank, crash pads standard, air filter behind a single cover, hexagonal rear axle nut.</p> <p>Real off-road riding includes dropping the bike. Drop it, pick it up, ride on — and any workshop can pull the rear wheel with a standard wrench.</p>
<p>Six riding modes</p> <p>Sport, Touring, Urban, Enduro, Rally, Wet — with two modes dedicated purely to off-road.</p> <p>Rally gives you the full 110 hp with the electronics nearly silent. Wet caps power at 95 hp with ABS and wheelie control at maximum. Same bike, opposite moods.</p>	<p>Ducati Quick Shift 2.0</p> <p>Reads gear position directly from the gearbox — zero backlash, clutchless up and down, active in all six riding modes.</p> <p>Cleaner shifts standing on the pegs, in gloves, mid-climb. Enduro and Rally included — it works where you actually need it.</p>

TAILORABLE TO ANY NEED

Standard seat: 880 mm	Low seat: -20 mm	High seat: +20 mm	Rally seat: +20 mm
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Low suspension kit: -20 mm

Seat height range: 840-900 mm

Combining the seats and the low suspension kit, your dealer can fit the new DesertX to a wide spectrum of riders – both boots down included.

MAKE IT YOURS

Termignoni racing exhaust – titanium, +6 hp, -4 kg

Termignoni street-legal slip-on – titanium sleeve

Aluminium side panniers and top case

8 l auxiliary fuel tank – pairs with top case

Bull bar and reinforced sump guard

Heated grips and touring windshield

Numbers tell you what it is. Twenty minutes on gravel tells you if it's yours – come book a test ride.

[BOOK A TEST RIDE](#)

[EXPLORE THE BIKE](#)

All figures from official Ducati specifications for the Canadian market ([ducati.com/ca](https://www.ducati.com/ca)). Ask your Ducati dealer about availability, colours and configuration. · Ducati Canada Rider's Guide · 2026