

Hypermotard

Two Hypers: record-bore single or 120 hp V2. 180 kg.

There are two Hypermotards now, and they're deliberately different animals. The 698 Mono is the pure motard — a record-bore single that revs like a race engine. The new Hypermotard V2 is the versatile one: twin-cylinder punch, monocoque frame, everyday manners. Same grin, two doses.

WHAT'S WORTH KNOWING

<p>Superquadro Mono (698 Mono)</p> <p>116 mm bore — never seen on a production single. 659 cc, 77.5 hp, redline at 10,250 rpm.</p> <p>That bore is the same as the 1,285 cc Superquadro superbike engine. It's why this single revs where race engines live.</p>	<p>890cc V2 with IVT (Hypermotard V2)</p> <p>120.4 hp at 10,750 rpm, 94 Nm — over 80% of that torque on tap from 4,000 to 11,000 rpm.</p> <p>Punch everywhere in the rev range, not just at the top. The numbers confirm what your right hand feels.</p>
<p>4-level Cornering ABS with Slide-by-Brake</p> <p>Four intervention levels; on the 698 Mono, level 3 caps the slide at 12° of yaw, level 2 allows 15° into the corner.</p> <p>Controlled rear-wheel slides with a safety net — motard riding made learnable, and still pro-level at the low settings.</p>	<p>Aluminium monocoque main frame (V2)</p> <p>180 kg wet, without fuel — 13 kg lighter than the 950 it replaces. The SP: 177 kg.</p> <p>Weight is the spec you feel first on a motard. Lighter and slimmer means easier to flick, easier to trust.</p>
<p>The SP formula (V2 SP)</p> <p>Öhlins suspension at both ends, forged Desmosedici-GP-style wheels — spinning inertia down 27% front, 21% rear vs the V2's cast wheels — Brembo M50 calipers.</p> <p>Lower wheel inertia means the same bar input flicks the bike faster. It's the track-day version of an already sharp tool.</p>	<p>Twin balancing countershafts (698 Mono)</p> <p>First-order shaking forces cancelled completely — smoothness Ducati benchmarks against a 90° V-twin.</p> <p>A big single that doesn't buzz you off the pegs. The revs stay usable because the vibration never piles up.</p>

TWO HYPERS, YOUR HEIGHT

<p>Hypermotard V2 and V2 SP: same 880 mm seat height</p>
<p>V2: slimmer chassis — inner leg reach down 15 mm vs the previous model</p>

V2 SP: seat 10 mm lower and inner leg down 35 mm vs the previous SP

Lower seat: -15 mm (V2 only)

Lower suspension kit: -15 mm (V2 only)

Both combined: -30 mm, for an 850 mm setup

698 Mono: 904 mm – low seat -15 mm, lowered suspension kit -40 mm available

Factory figures can vary by market – your dealer confirms the setup that puts your boots where you want them.

MAKE IT YOURS

Termignoni exhausts – racing and type-approved

Lap Timer Pro – GPS module

Carbon fibre components

Billet motard-type footpegs

Heated grips and cruise control

Higher seat – +15 mm

**Ten minutes on either one explains the grin.
Come find out which Hyper is yours.**

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