

# The New Monster

## New generation, new V2: 4 kg lighter, valve checks at 45,000 km

The Monster you knew carried a 937 cc Testastretta with desmodromic valves. The fifth-generation 2026 Monster changes the heart: a new 890 cc V2 with variable intake timing — the lightest twin Ducati has ever built. 110.7 hp, 4 kg less to move, and valve checks stretched from 30,000 to 45,000 km.

### WHAT'S WORTH KNOWING

<p><b>New V2 engine — the generational change</b></p> <p><b>890 cc 90-degree V2 with Intake Variable Timing replaces the previous 937 cc Testastretta. 110.7 hp at 9,000 rpm, 91.1 Nm at 7,250 rpm. At 54.4 kg it's the lightest twin-cylinder engine Ducati has ever built.</b></p> <p>IVT shifts the intake timing across the whole rev range. Translation: smooth at low rpm, strong in the middle, no dead spots. The old 937 rewarded practiced hands. This one pulls clean everywhere.</p>	<p><b>Torque you actually use</b></p> <p><b>70% of max torque is already there at 3,000 rpm. From 4,000 to 10,000 rpm you have more than 80% of it.</b></p> <p>City exits, passing on the highway, second-gear corners — that's where you live. The curve is built for real roads, not a dyno chart.</p>
<p><b>Half the shop visits</b></p> <p><b>Valve clearance checks every 45,000 km — up from 30,000 km on the previous Monster. Oil service every 15,000 km or 2 years.</b></p> <p>The number-one question about owning a Ducati just got a better answer. Ride an entire Canadian season — several of them — between valve checks.</p>	<p><b>4 kg lighter than the outgoing Monster</b></p> <p><b>175 kg wet without fuel — 4 kg less than the previous Monster.</b></p> <p>You feel weight twice: every direction change, and every parking-lot manoeuvre. Less of it means both get easier. Every day.</p>
<p><b>New chassis, Ducati-style</b></p> <p><b>New aluminium monocoque frame with trellis rear frame, aluminium double-sided swingarm, 1,492 mm wheelbase. Brembo M4.32 calipers on twin 320 mm discs, Pirelli Diablo Rosso IV tires.</b></p> <p>The frame is new, the swingarm is new, the geometry is calmer at speed. Superbike-derived braking stays. That mix is the Monster formula since 1993.</p>	<p><b>Bigger screen, full electronics</b></p> <p><b>5-inch TFT display, 16% larger than the previous 4.3-inch unit. Four Riding Modes and four Power Modes (High, Medium, City, Low), cornering ABS, traction control, wheelie control, engine brake control — all standard. DQS 2.0 quickshifter with a direct mechanical lever.</b></p> <p>The previous generation ran three modes on a smaller screen. This one gives you a full rider-aids suite from day one — nothing to add, nothing to unlock.</p>

### WILL IT FIT ME?

Standard seat: 815 mm – 5 mm lower than before

Low seat accessory: 795 mm

Low seat + low suspension kit: 775 mm

Inner leg curve: -18 mm vs the previous generation

Flat feet at a stoplight change how a bike feels more than any number. This one meets you where you are.

## MAKE IT YOURS

Racing exhaust – +2 hp, 4 kg lighter

Low seat (-20 mm) and low suspension kit (-20 mm more)

Cruise control

Heated grips

Turn-by-turn navigation + Bluetooth module

Tank bag and passenger seat bag

**Numbers tell part of the story. The first slow U-turn tells the rest. Your Ducati dealer has the keys.**

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All figures from official Ducati sources for the Canadian market (ducati.com/ca and Ducati product documentation). Ask your Ducati dealer about availability, colours and configuration. · Ducati Canada Rider's Guide · 2026