

HYPERMOTARD 698 MONO



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Pictures show only numbers performed by professional drivers on closed roads and in private areas closed to the public. Do not imitate these driving behaviors because they could be dangerous to you or other people.



Live. Play. Ride.

Climb aboard and let fun take charge. The new Hypermotard 698 Mono is the first single-cylinder road-going Supermotard by Ducati, born with just one aim – to transmit excitement, dominating the scene.

Simple, lightweight, and agile, it is a true “fun-bike” with racing DNA.





Style that won't go unnoticed.

A real Supermotard is a single-cylinder. And that's all there is to it. Simple, compact, slender, and aggressive. The design of the Hypermotard 698 Mono centers around these elements, which marry with the sophisticated and clean lines for which every Ducati stands out.









The look of the new Hypermotard 698 Mono retraces the distinctive traits of a race-ready supermotard. Clean lines, compact forms, and aggressive style. The bold yet refined look is traced by the high seat, the simple, straight double-sided swingarm, and the slender tail section. The fender is high and expansive, while the rear fairings wrap around the exhaust, leaving room for the number plate holder. A unique feature are the twin silencers mounted high up on either side of the tail, a distinctive element of the Hypermotard family, and also of the Supermotard race bikes.

The extremely compact LED headlamp has a DRL* daytime running light with a "double C" design that dominates the front view and gives the model a technological and instantly recognizable appearance. The same "double C" profile characterizes the taillight integrated under the tail, while the stop light features the Ducati Brake Light* function to increase safety in urban traffic.

A true motard in Ducati Style with five-spoke Y-shaped alloy wheels, combining the sporty look with the benefit of lightness.

*Bike specifications and equipment may vary from market to market. Please refer to your local dealer for further information

The RVE side of fun

The RVE version flaunts the Graffiti livery, its graphics accentuating the street character of the Hypermotard 698 Mono and ensuring that the motorcycle will always be noticed. Even with the engine off.





The ideal combo for first-class fun.

Style, power, and control. The ideal combo that leaves you with just one thought: to enjoy every moment aboard the Hypermotard 698 Mono.

New 659 cc Superquadro Mono

The 659 cc Superquadro Mono with desmodromic timing is the most sophisticated and high-performance single-cylinder road engine ever built, able to achieve the highest engine speed in its category.

Motard style by Ducati

The aggressive, simple, and compact look typical of a race-ready supermotard is combined with the clean and well-finished surfaces so distinctive of every Ducati.

Superbike-derived technologies

To achieve maximum performance on track, we've applied technical solutions deriving from the Panigale world to the engine, frame, and electronics.



ENGINE

New Superquadro Mono. Single cylinder, super in every way.

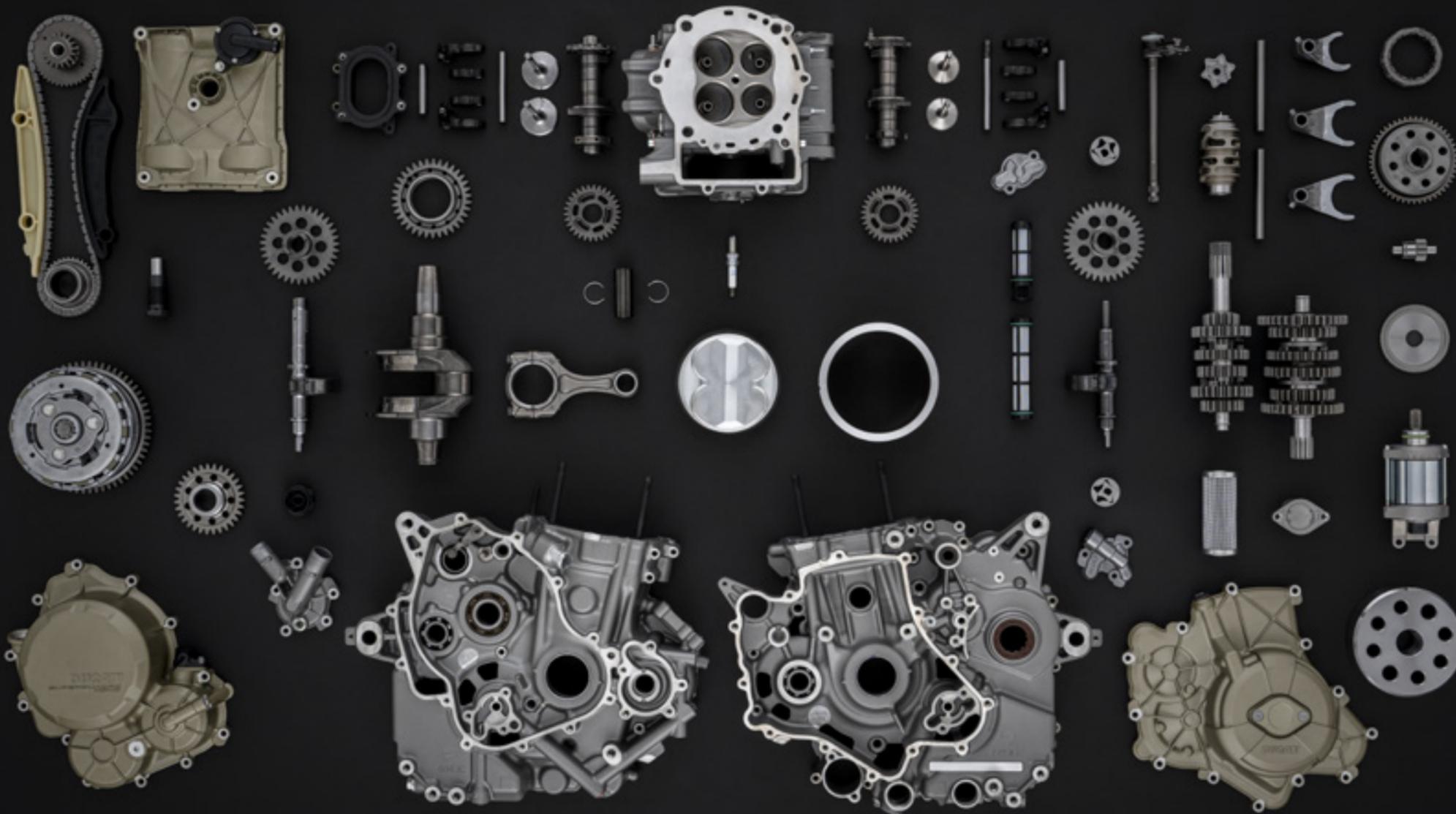
It's called Superquadro Mono and it's the latest addition to the Ducati engines. It is a brand-new 659 cc short-stroke single-cylinder engine with desmodromic distribution and is the most high-performance road-going single-cylinder engine ever.

The latest Ducati engine is already first in its class. Derived from the 1285 cc Superquadro engine of the 1299 Panigale, the Superquadro Mono flaunts Ducati racing DNA in just one cylinder. It inherits both its racing character and desmodromic system from the Superquadro, which allows it to rev higher than any other and fully express itself, for truly exciting performance.

The limiter is set at 10,250 rpm: there is no other single-cylinder engine capable of reaching this speed. The power is the highest in its segment:

77.5 hp at 9,750 rpm, rising to 84,5 with the racing exhaust. Performance is record-breaking and maintenance intervals are benchmark: oil change every 15,000 km, valve clearance check every 30,000 km.

For A2 licence holders, the 35 kW version of the Superquadro Mono delivers 43.5 hp @6250 rpm and 5 kgm of maximum torque @5750 rpm, allowing you to enjoy all the fun this bike has to offer.





Superquadro in name and in fact

The name Superquadro derives from the extreme bore and stroke ratio which allows high rotation speeds to be achieved. This is what the engines of our twin-cylinder Superbikes are called and the Mono derives from the engine of the 1299 Panigale, from which it inherits the thermal part, that is, the heart of the engine, or where the power comes from. In common with the Panigale's twin-cylinder, there is the piston, the design of the combustion chamber, and the desmodromic system including the large valves.



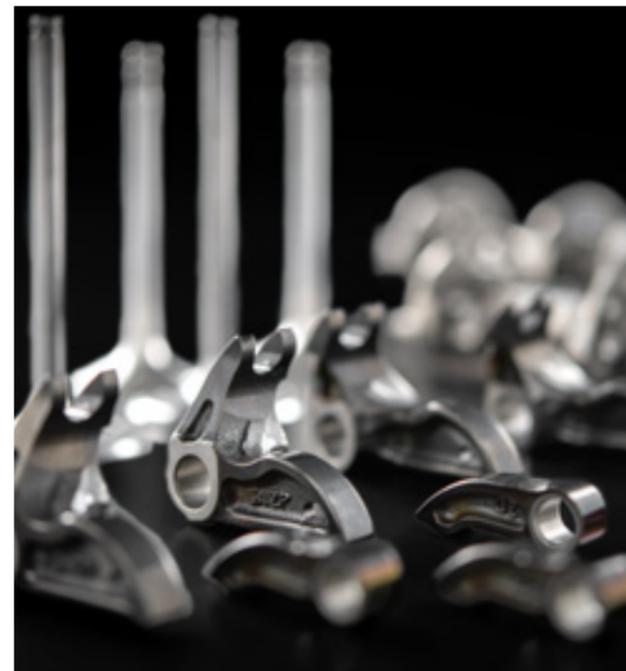
116 mm racing piston

The piston of the Superquadro Mono is racing-type with a diameter of 116 mm. This bore represents a record value for a production single-cylinder and is paired with an ultra-short stroke of 62.4 mm resulting in an extreme bore-to-stroke ratio of 1.86. The extreme bore/stroke ratio of 1.86 allows to achieve high rotation speeds for never ending fun. It is a "box in box" piston with a double ribs, designed to combine maximum strength and stiffness allowing to reduce the thrust surfaces of the piston to contain the friction. The piston adopts a "box-in-box" scheme, with a double-beam bottom to combine stiffness and strength by reducing thrust surfaces to contain friction.



Titanium intake valves

The Mono also inherits the large 46.8 mm diameter titanium intake valves to reduce mass and inertia and the 38.2 mm steel exhaust valves from the twin-cylinder Superbike engine. And obviously also the Desmodromic system.



Pure Desmo power

The combination of very large valve diameters and high rpm introduces significant inertial stresses. For this reason, the intake valves of the Superquadro Mono are made of titanium, and their management is entrusted to the Desmodromic system, the only mechanical system, that allows the limits imposed by the valve springs to be overcome, enabling extreme valve lift laws with large diameter valves at high engine speeds. It is so effective that it can also be used on our MotoGP bikes!



659 cc of sophistication

In designing this engine, sophisticated materials were chosen for each component. For example, the cylinder barrel is made of aluminium rather than steel, and derives from that of the 1299 Superleggera. And the alternator, clutch and head covers are made of magnesium alloy.



Low vibrations and Panigale gear ratios

This engine is also a benchmark when it comes to limiting vibrations. The Superquadro Mono has the first order forces completely balanced thanks to the use of two balancing countershafts positioned in the engine crankcase. These help to significantly reduce vibrations to a level comparable to a 90° V-twin.

The gear ratios are modelled on those of the Panigale V4, with a long first gear for tackling corners at low speed, making the most of the engine's thrust in corner exit.

CHASSIS

Ducati DNA. 100% motard chassis.

Hypermotard 698 Mono combines the vocation for fun typical of a supermotard with the precise front-end behavior of Ducati sport bikes. It does so by focusing on three areas, namely, the combination of steering geometry and wheelbase, low front wheel inertia, and weight distribution, with greater load at the front compared to other bikes in the segment.

1-Frame and swingarm

The frame is a steel tube trellis with different thicknesses and cross-sections. At the rear is a cast aluminum double-sided swingarm weighing just 3.9 kilograms, which maximizes stiffness and minimizes weight. Its 572 mm length allows the wheelbase to be limited to 1443 mm, to the benefit of handling.

2-Suspension

At the front is the lightweight and

fully adjustable Marzocchi upside-down fork with 45 mm aluminum stanchions, weighing in at just 8.1 kg. The Sachs rear shock absorber is off-road-inspired and coupled with a progressive link.

3-Wheels and tires

The bike is equipped with lightweight cast rims with five Y-spoke design, for a weight reduction of 0.5 kg compared to a similar set of spoked rims and even greater riding precision. The bike mounts Pirelli Diablo Rosso IV tires. A 160/60 was chosen for the rear, the ideal size to highlight the dynamic qualities of the Hypermotard 698 Mono.

4-Brakes

Up front, the 330 mm brake disc is the same size as those used on the Panigale V4. It was developed by Brembo specifically for the 698 Mono and has an aluminum

flange that reduces weight by 17% compared to a disc with steel bell. Brembo also supplies a M4.32 caliper driven by a radial master cylinder to complete the system.

5-Handlebar and Riding position

The Hypermotard 698 Mono has the typical Motard riding position. The rider seat is narrow with a flat shape which facilitates body and leg movements. The handlebar, in aluminium with variable section, is wide and adjustable in two positions.



ELECTRONICS

Enjoyment is a question of maths.

The Hypermotard 698 Mono flaunts an electronics package that is more comprehensive and sophisticated than any other in the segment, inspired by the world of the Panigale and tuned by Ducati specialists to amplify the riding enjoyment.

The Hypermotard 698 Mono electronics package includes many of the controls found on the Panigale V4, but brand-new Cornering ABS and Ducati Wheelie Control strategies were developed for this bike. This allows less experienced riders to enjoy motard riding, without forgetting the pro riders who can achieve maximum performance safely and repeatedly.

The bike offers four Riding Modes - Sport, Road, Urban and Wet - that can be customized by the rider.



ABS Cornering with Slide-by-Brake

The Hypermotard 698 Mono is the first Ducati to offer 4 levels of ABS. Two of these integrate the Slide by Brake function, which harnesses the rear brake to allow safe and repeatable drifting into the corners during on-track sports use. When ABS is set to level 3, Slide by Brake kicks in when the rear brake is used for aggressive deceleration on track, affording the bike a contained yaw angle that is easier to handle. On level 2, Slide by Brake allows for a wider powerslide angle and more pronounced drifting all the way into the corner. For more experienced riders Level 1 activates the ABS at the front only with no Cornering function. The Hypermotard 698 Mono also has Level 4 ABS, developed for low-grip situations where it ensures maximum stability and safety. It is associated by default with the Wet Riding Mode.

**Ducati Wheelie Control**

The Hypermotard 698 Mono has four levels of Wheelie Control. Levels 4, 3 and 2 ensure maximum acceleration out of the corners while minimizing front wheel lift. Level 1 was developed for track use and allows for safe and controlled front-wheel lift, maximizing performance and enjoyment.

Wheelie Assist by Ducati Performance

Exclusively for track use, available as a Ducati Performance accessory only in combination with the Termignoni racing exhaust is the Ducati Wheelie Control with a wheelie assist strategy called Wheelie Assist. In this case, the electronics help the rider to perform and hold a wheelie, by adjusting the wheelie angle based on the engine torque.

All in one compact LCD instrument.

All Hypermotard 698 Mono functions are managed via the instrument panel with 3.8" LCD display. Extremely compact, this integrates perfectly with the simple front number plate holder.

Specifically developed for Ducati, the display harnesses IBN (Improved Black Nematic) technology with white characters on a black background for a high level of contrast in all riding conditions.

Like the Panigale V4, the Hypermotard 698 Mono features gear shift and rev limiter indicators.

Four Riding Modes, all the riding options you could want.

Sport, Road, Urban and Wet, with dedicated Power Modes ready to ensure the highest possible level of riding enjoyment.

Riding Mode Sport

Dedicated to track use on high-grip surfaces. The associated default Power Mode is High, with maximum power of 77.5 hp, a dynamic throttle response, and reduced DTC system intervention (level 2).

Riding Mode Road

Designed for sports road riding. In its default configuration, it is associated with Mid Power Mode, with maximum power of 77.5 hp and a smooth throttle response.

Riding Mode Urban

Ideal for use on city streets where the grip can be less than ideal. The Power Mode is Mid, but the electronic controls are calibrated with a view to safety.

Riding Mode Wet

Designed for use on slippery surfaces and in wet conditions. Associated with the Low Power Mode, the power of the Superquadro Mono is limited to 43 kW/58 hp, with a gentle throttle response and considerable electronic control intervention.



The delivery and maximum power of the Superquadro Mono engine is managed via the three High, Med and Low Power Modes.

High Power Mode

Designed for track use, maximum power is 77.5 hp at 9750 rpm and the throttle response is direct and dynamic.

Med Power Mode

Dedicated to road use, with maximum power of 77.5 hp at 9750 rpm, like the High level, but the throttle response is smoother and more progressive.

Low Power Mode

Designed for low-grip surfaces, maximum power is reduced to 58 hp (43 kW) at 9500 rpm, for a particularly smooth throttle response.

Focus only on releasing the clutch. With the Ducati Power Launch system, adjustable according to three levels, making a lightning start has never been so easy.

Servicing and maintenance

Safety as standard

The continuous work that Ducati carries out in terms of design, research and development serves to ensure cutting edge bikes characterised by maximum active safety levels. A commitment that involves the definition of increasingly advanced technological systems to increase the rider's level of control. The Hypermotard 698 Mono is equipped with ABS Bosch Cornering EVO and Ducati Traction Control (DTC). Equipment that optimises the bike's dynamic performance in both braking and acceleration and that offers numerous levels of adjustment with three different intervention levels for the Cornering ABS and eight for the Ducati Traction Control (DTC).

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 feel 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 for all the kilometres you want, even abroad, enjoying your Ducati without any worries.

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, in which valve clearance is checked and adjusted if necessary, to be extended to 30,000 km for the Hypermotard 950.

Even the simplest of checks, such as the Oil Service, are extended to 15,000 km or 12 months. A considerable interval for such high 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 the areas in which it operates. With a distribution network that covers more than 96 countries, thanks to 821 (760 Sales & Service, 61 Service) 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.

821 Authorised dealers and service points

96 World countries

*Information updated on 31/12/2022



Ever Red
Extended Warranty



*Equal to 18,000 miles.





Technical data and equipment

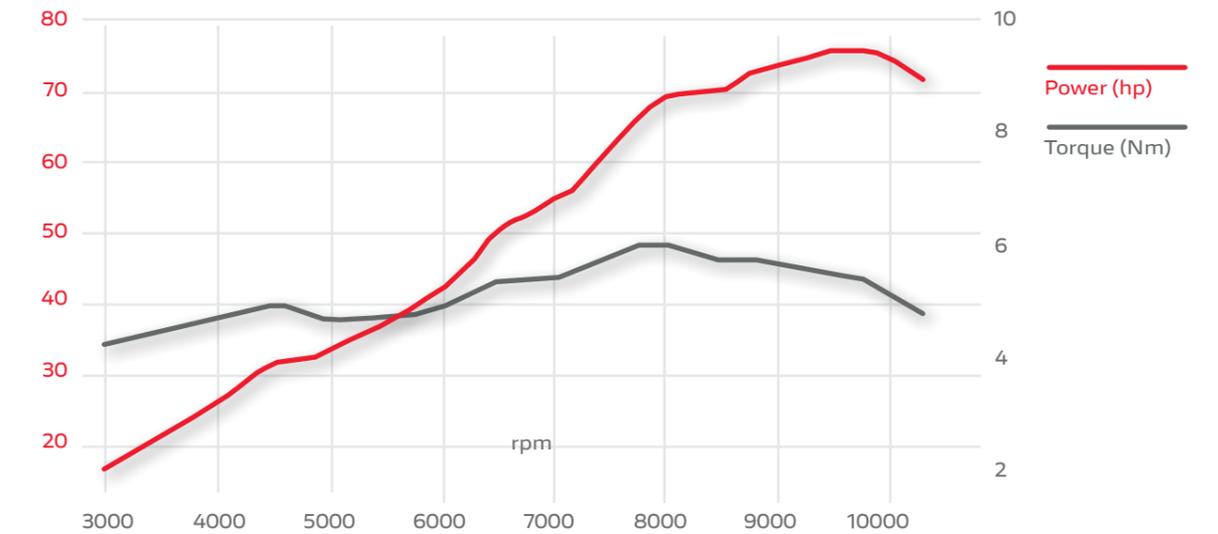
Engine	
Engine	Superquadro Mono, single-cylinder, 4 valves per cylinder, Desmodromic timing, 2-balance countershafts, liquid cooled
Displacement	659 cc
Bore X stroke	116 x 62.4 mm
Compression ratio	13.1:1
Maximum power	57 kW (77.5 hp) @ 9,750 rpm
Maximum torque	63 Nm (46.5 lb-ft) @ 8,000 rpm
Fuel injection	Electronic fuel injection system, Øe 62 mm throttle body with full Ride by Wire system
Exhaust	1-2 exhaust system, double aluminum mufflers, catalytic converter and lambda probe
Transmission	
Gearbox	6 speed
Primary drive	Straight cut gears; Ratio 1.968:1
Ratio	1=36/13 2=35/17 3=32/20 4=29/22 5=24/21 6=26/25
Final drive	Chain 520; Front sprocket 15; Rear sprocket 42
Clutch	Slipper and self-servo wet multiplate clutch, hydraulic control

Chassis	
Frame	Tubular steel Trellis frame
Front suspension	Ø 45 mm Marzocchi fully adjustable aluminum fork
Front wheel	Y shaped 5-spoke light alloy 3.5" x 17"
Front tyre	Pirelli Diablo Rosso IV 120/70 ZR17
Rear suspension	Progressive linkage with Sachs fully adjustable monoshock. Aluminium double-sided swingarm
Rear wheel	Y shaped 5-spoke light alloy 5.0" x 17"
Rear tyre	Pirelli Diablo Rosso IV 160/60 ZR17
Wheel travel (front/rear)	215 mm (8.5 in) - 240 mm (9.4 in)
Front brake	Ø 330 mm aluminum flange disc, Brembo M4.32 calliper, radial pump with adjustable lever, with Bosch Cornering ABS
Rear brake	Ø 245 mm disc, single piston floating calliper, with Bosch Cornering ABS

Instrumentation	3.8" LCD display with Improved Black Nematic (IBN) technology
Dimensions and Weights	
Wet weight no fuel	151 kg (333 lb)
Seat height	904 mm (35.6 in) 889 mm (35.0 in) with low seat accessory
Wheelbase	1,443 mm (56.8 in)
Rake	26.1°
Front wheel trail	108 mm (4.2 in)
Fuel tank capacity	12 l (3 US gallons)
Safety Equipment	
Riding Modes, Bosch Cornering ABS, Ducati Traction Control (DTC), Ducati Wheelie Control (DWC), Engine Brake Control (EBC), Ducati Brake Light (DBL)*	
Standard Equipment	
Power Modes, Ducati Power Launch (DLC), Full LED lighting system, Daytime Running Lights (DRL)*, Tapered aluminum handlebars, Lithium-ion battery	

Provided equipment	
Passenger footpegs	
Ready for	
Anti-theft system, Ducati Quick Shift (DQS) Up/Down, Heated grips, Ducati Multimedia System (DMS).	
Warranty	
24 months unlimited mileage	
Maintenance	
Maintenance service intervals	15,000 km (9,000 mi)/12 months
Valve clearance adjustment	30,000 km (18,000 mi)
Emissions & Consumption**	
Standard	Euro 5
CO₂ Emissions	112 g/km
Consumption	4.8 l/100 km

Power/Torque



Equal to 18,000 miles

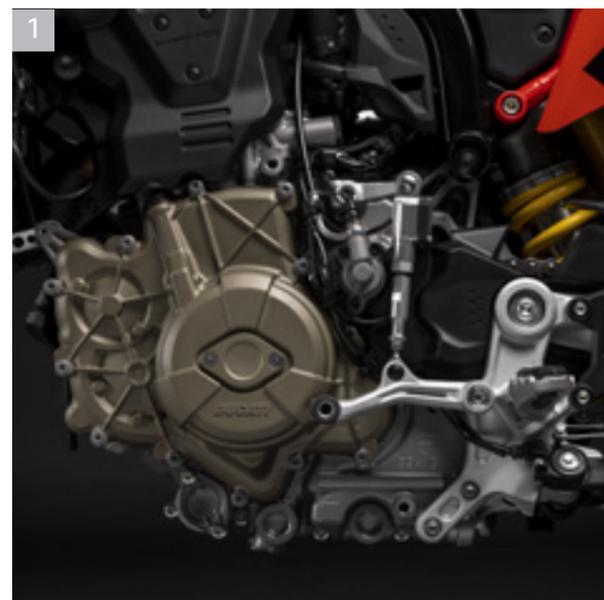
Kilometers refer to the first Desmo Service, i.e. when the valve clearance is checked and adjusted if necessary.

A 35 kW restricted power version of the Hypermotard is available for restricted license holders. Please contact your dealer for information on availability.

* Please check with your dealer product availability
Bike specifications and equipment may vary from market to market. Please refer to your local dealer for further information
** Only for countries where Euro 5 standard applies.

HYPERMOTARD 698 MONO RVE

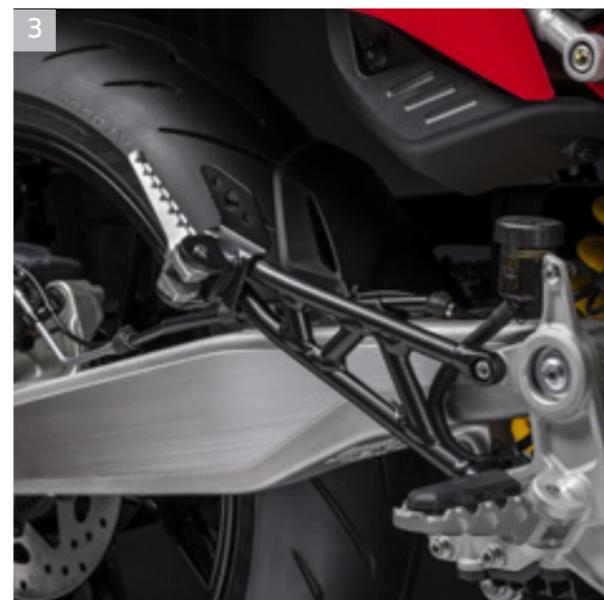
	Hypermotard 698	Hypermotard 698 RVE
Ducati Quick Shift (DQS) Up/Down EVO	Optional	Standard
Colore	Ducat Redi	Graffiti Livery



1 Ducati Quick Shift (DQS) up/down EVO



2 Graffiti Livery



3 Passenger footpegs



HYPERMOTARD
698 MONO

Ducati Red



HYPERMOTARD
698 MONO RVE

Graffiti livery



APPAREL

Motard to the core.

The Capsule Collection dedicated to the Hypermotard 698 Mono is a concentration of style and technology, designed by Drudi Performance and exclusively developed by Spidi. For an urban designer look with high technological impact.

Explore the collection dedicated to the Hypermotard 698 Mono. Flaunt an aggressive look, designed for those with personality to spare. And if you want to further customize your bike, choose Ducati Performance accessories, like the Termignoni racing exhaust, racing seat, and motard footpegs.



Check out the Apparel collection dedicated to this bike





ACCESSORIES

Configure the Ducati of your dreams.

The first single-cylinder road-going Supermotard by Ducati, born with just one aim – to transmit excitement, dominating the scene.

Configure

Choose your ideal Hypermotard 698 Mono and have fun configuring it to suit your riding style! Share your new Hypermotard with friends or send it to your Ducati dealer who will contact you for an online consultation to discuss the current offers that best suit your needs.

Save your configuration to return to it at any time.

Calculate your payment

Ducati Financial Services offers favourable solutions for the financing of every model in the Ducati range. Personalise your financing and calculate the monthly instalments. You can then contact your dealer and discuss the best way to see your dream come true!



Go to configurator

For more information about the Ducati Performance range, tech specs and warnings, refer to a Ducati dealer or visit the Accessories section of website ducati.com

Ducati Digital Experience

A mission for every channel. Continuous updating on the innovation and passion for which our work stands out. We transform emotions into exclusive content. Just a click away.

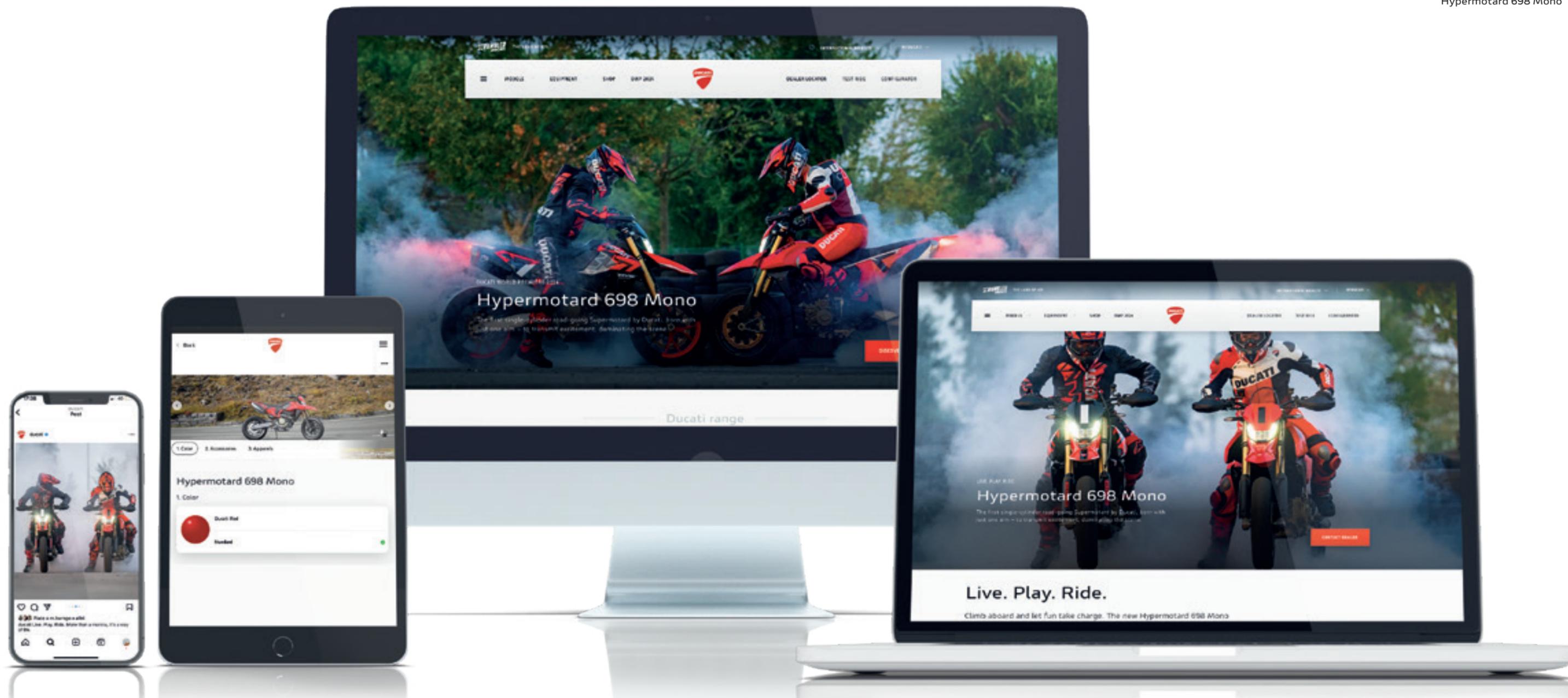
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Riding a motorcycle is the most exciting way to enjoy the road, and offering the utmost safety to the motorcyclist is Ducati's commitment. Ducati bikes are increasingly easy to handle, reliable and better equipped to guarantee maximum safety and enhance 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.

December 2023



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WORLD DUCATI WEEK
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