



DUCATI DESERTX

The DesertX is a bike with an intense off-road attitude, that effectively enlarges the boundaries of what can be done with a Ducati. Desert dunes, narrow off-road paths, gravel roads and mountainous twisties: with DesertX travellers dreams know no more limits.

Fitted with 21" front wheel and 18" rear, the new DesertX has been designed to tackle even the most demanding off-road. The specifically off-road-focused development matched with Ducati valuable road expertise give life to a responsive, easy-to-approach bike, at ease on any route and asphalt.

The DesertX project was born in 2019 when Ducati presented the eponymous concept to the public, generating a strong and positive reaction from motorcyclists around the world. This important feedback gave the Bologna-based manufacturer the decisive push to transform that concept into this functional, competent and effective motorcycle.

The design of the DesertX represents a contemporary interpretation of the lines of the Enduro motorcycles of the '80s, created by the Ducati Centro Stile in keeping with essentiality and robustness criteria.

The bike is visually composed of 3 macro elements: a unique volume that includes the tank and the side shields, the saddle and the windshield that embodies the distinctive double headlight and further reinforces the uniqueness of this bike. Additionally, stylistic emphasis is given by the use of black and white areas. The surfaces in contact with the rider are properly large and harmoniously connected to better support every off-road riding phase.

The chassis layout of the new Ducati DesertX includes a new steel trellis frame, which works in combination with long travel suspension with dedicated settings, to ensure effective operation even in the most demanding off-road conditions. The optimisation of all components led to an efficient bike, all packed in 202 kg (dry weight). The choices in terms of chassis make DesertX an easy bike to ride and able to give the right dose of feeling and safety on any surface. Furthermore, the new DesertX offers a great capacity to absorb road imperfections.

On suspension front, the DesertX stands out for its premium fitting. It is offered with 46 mm diameter upside-down Kayaba fork with 230 mm travel and Kayaba monoshock. Both elements are adjustable in compression, rebound and preload. The Kayaba monoshock is perfectly married to the aluminium swingarm and allows a rear wheel travel of 220 mm. In addition, the new DesertX has a generous 250 mm ground clearance, which results particularly suitable for more extreme off-road adventures.

It is noteworthy that the new DesertX features unprecedented tyres size for a Ducati: 21" at the front and 18" at the rear. The original equipment tyres are the Pirelli Scorpion Rally STR, 90/90-21 and 150/70 R18: the perfect choice for a brilliant all-round use of the bike. DesertX will also be homologated to fit both off and on-road-oriented tyres.

Like all Ducati motorcycles the braking system of this new bike benefits from ABS Cornering function. The front features Brembo M50 monobloc radial calipers with four 30 mm diameter pistons, axial pump with adjustable levers and double 320 mm discs with aluminium flanges. At the rear the bike mounts a single 265 mm diameter disc on which works a double-piston floating caliper, always by Brembo. The braking power setting has been



conceived to offer great modulability in off-road driving as well as on slippery surfaces, not to mention the fact that it grants the right dose of power in road use.

The ergonomics of the new DesertX have been developed over long and demanding off-road and on-asphalt test sessions. The saddle-footrest-handlebar triangulation gives its best while standing up and offers a good level of comfort even on on-road riding. The end result is a bike with an extremely slim fitting area and perfectly linked surfaces that guarantee the rider maximum control and handling. Saddle is 875 mm high. The combination of a particularly narrow inner leg curve and initial suspension compliance ensures good contact with the ground. The saddle height can still be reduced by means of a lowered saddle (available as an accessory); thanks to an ad hoc kit, saddle height can be further lowered.

Ducati technicians have also worked hard on a full suite of contents, that make DesertX a true enjoyable tool on whatever road. The riding position, for example, results even more comfortable for rider and passenger alike, thanks to the definition of shape and padding targeted for each of the two seats. Heat management is studied in detail with openings and flows of fresh air whilst aerodynamic protection is ensured by the great care taken in defining the shape and size of the original plexiglass and the even more protective accessory one.

Proper range to face longer journeys is guaranteed by the fuel tank with over 21 l of capacity and thus offering the opportunity of mounting a further tank (available as accessory) in the rear area, adding further 8 l of fuel. Fuel transfer from the rear to the front tank is enabled when the fuel level in the main tank falls below a certain level and can be activated from the dashboard.

DesertX also has an excellent load capacity, almost 120 l of volume available including bags and aluminium top case. The specific choice of tubeless tyres allows to combine excellent off-road performance with good grip in all asphalt conditions and is functional to the trip as it guarantees the best possible protection from punctures typical of off-road sessions.

The admired 937 cm³ liquid-cooled Testastretta 11° Desmodromic valvetrain engine is the heart of the new DesertX. Characterized by an excellent reliability, this engine delivers 110 hp at 9,250 rpm and a maximum torque of 92 Nm at 6,500 rpm in Euro5 configuration.

Solid Ducati performance is combined with regular and always manageable delivery, providing the rider with a bike capable of tackling any route with great confidence. The engine can count on all the improvements already seen on the Monster and Multistrada V2, including the extremely light and compact 8-disc clutch and the gearbox equipped with a geardrum mounted on bearings to reduce friction and improve precision and smoothness while shifting. This contributes also to a reduction of the total weight of the engine of 1.7 kg compared to the previous version.

To offer the best performance in off-road riding and in various uses, the Testastretta 11° has been specifically optimised. In fact, the gearbox has different dedicated ratios with respect to those of the Multistrada V2. As a matter of fact the ratios have been shortened overall on all gears up to fifth, to ensure the best off-road behaviour. First and second gears, in particular, are much shorter, in order to facilitate the low-speed driving phases of certain difficult passages typical of off-road use. Sixth gear is properly long to facilitate highway handling while maintaining low engine speeds; this means a contained fuel consumption and an increased level of comfort.

A special mention deserve state-of-the-art electronic systems, which offer first-rate performance and safety also in terms of rider aids. New DesertX in fact comes with 6 Riding Modes working in combination with 4 Power



Modes - Full, High, Medium, Low - that modify the power and responsiveness of the Testastretta engine. The main new features are specific settings for the Enduro Riding Mode and the introduction of the new Rally Riding Mode, in addition to Sport, Touring, Urban and Wet.

To be precise, the Enduro Riding Mode, thanks to the reduced power and the specially designed control settings, allows the rider to tackle the most demanding dirt roads with greater safety and makes it easier for less experienced users to ride off-road. The Rally Riding Mode, on the other hand, with full engine power and reduced electronic controls, is designed for more experienced riders who want to make the most of DesertX's off-road performance.

Each Riding Mode, also thanks to the presence of the Bosch IMU (Inertial Measurement Unit), can change the character of the bike according to the rider's input, by acting on the intervention levels of the various electronic controls: Engine Brake Control (EBC), Ducati Traction Control (DTC), Ducati Wheelie Control (DWC), Ducati Quick Shift (DQS) Up & Down and ABS Cornering.

ABS Cornering, in particular, can be set on 3 levels to be able to adapt to whatever situation and rider skill. In the Riding Modes dedicated to off-road (Enduro and Rally), ABS Cornering can also be completely deactivated via the switch cube with a specific button.

The dashboard of the DesertX, vertically oriented and positioned to offer clear information also in stand-up riding, features a high resolution 5" full-TFT colour display. The instrumentation is predisposed to integrate the Ducati Multimedia System which allows the rider to connect the phone, thus activating new functions such as music and incoming/outgoing calls or Turn-by-Turn navigation** (optional), which displays directions directly on the dashboard.

The rider is offered the opportunity to choose between two as-standard Info Modes: Standard and Rally. The Standard option provides for all the road information: tachometer and speedometer are clearly visible, as well as the engaged gear, fuel level and other useful journey information. The trip master function is part of the Rally Info Mode. This simulates the operation of the trip master used in rally motorcycles and allows to manually adjust the odometer indication, using the buttons on the left switch cube.

Premium technological features are also represented by the lighting system, which is full LED. The double front headlight has two twin-function poly-ellipsoidal modules with Daytime Running Light (DRL) and has been designed to ensure excellent visibility, particularly important for a motorcycle capable of travelling in all conditions. The rear light is equipped with the Ducati Brake Light, a particular system that, in the event of sudden braking, automatically activates the flashing of the rear light to alert the following vehicles, a solution that further improves rider's safety.

* Only in countries where Euro 5 legislation is in force

**Ducati Multimedia System and Turn by Turn navigation are accessories. The availability of these services may vary depending on the country, smartphone model and operating system version



Ducati DesertX

- **Colours**
 - Dedicated livery in "Star White Silk" coloration
- **Main standard equipment**
 - 937 cc Testastretta 11° engine, 110 hp at 9,250 rpm and 92 Nm at 6,500 rpm *
 - Exhaust with single silencer
 - Tubular steel trellis frame with cast aluminium double-sided swingarm
 - 21-litre fuel tank capacity
 - Tubeless spoke rims with Pirelli Scorpion Rally STR tyres in sizes 90/90-21 at the front and 150/70 R18 at the rear
 - KYB 46 mm fully adjustable front fork with 230 mm travel
 - KYB fully adjustable shock absorber with 220mm travel
 - 6 customizable Riding Modes (Sport, Touring, Urban, Wet, Enduro, Rally)
 - 4 power modes on 3 power levels
 - Bosch ABS Cornering 3 levels
 - DTC 8 levels
 - Ducati Wheelie Control
 - Engine Brake Control
 - 5" TFT colour instrumentation
 - Ducati Brake Light
 - Ducati Quick Shift Up & Down (DQS)
 - Ducati Cruise Control
 - Full LED lighting system



Design

The design of the DesertX is a modern interpretation of the lines of the enduro motorcycles of the '80s, created by the Centro Stile Ducati following criteria of essentiality and robustness. The designers focused on a minimalist aesthetic that intends to communicate durability and readiness for use. This "Robust Design" effect is repaid by a studied succession of wide and small connections, with lines that highlight the sportiness of a motorcycle that conveys adventure pleasure right from the very first glance.

The bike is visually composed of three macro elements: a single volume that includes the fuel tank and the side shields, the saddle and the windshield that integrates the distinctive double headlight. This stylistic interpretation is emphasized by the black and white colours that alternate between the different areas. The surfaces in contact with the rider are large and well connected to facilitate movement, especially when riding off-road.

On the DesertX we can find all the aesthetic elements that help to make the bikes of the great African Rally legendary, revisited in a contemporary style. Every detail has been designed to be functional. Therefore the technical elements themselves become elements that characterize the bike, as in the case of the aluminium skid plate, the frame guards or the 46 mm fork combined with the 21-inch front wheel, all of which give the DesertX a bold and adventurous image.

The design emphasis has been placed on a few elements, which are able to maximize the technological character of the bike. Among these the front certainly stands out, creating a completely new composition and making a big impression right from the very first glance. The windshield merges with the headlamp and the double full-LED sector-based DRL is designed on its surface, an element that makes this model unmistakable.

The DesertX's aptitude for journeys is highlighted by the design choices, such as the possibility of removing the passenger seat if you are travelling alone to create extra space. For those keen on longer journeys, it is also possible to add an additional 8-litre rear tank.

Ergonomics

Ergonomics is the aspect of the DesertX that was most carefully taken into consideration by the Ducati test riders during the development phase. A motorcycle with these characteristics must be able to offer both maximum control in stand-up riding typical of off-road, in addition to a good level of comfort when riding on the road. For this reason, the saddle-footpeg-handlebar triangulation was only approved after endless off-road tests and long test sessions on asphalt.

The result is a bike with an extremely slim comfort zone and highly rounded surfaces. This structure allows the rider to move easily in off-road riding, thus avoiding potentially bothersome contacts.

The saddle-footrest distance has been designed to make the classic transition from seated to stand-up riding as natural as possible. It is precisely in stand-up riding, in fact, that the rider can find the perfect ergonomic triangulation, designed to dominate the bike in any condition, thanks also to the wide handlebars with a typically off-road bend.

Saddle is 875 mm high. The combination of a particularly narrow inner leg curve and initial suspension compliance ensures good contact with the ground. The saddle height can still be reduced by means of a lowered saddle (available as an accessory); thanks to an ad hoc kit, saddle height can be further lowered.



A bike with no limits

The DesertX is a motorcycle with a marked aptitude for travelling on any terrain. Its load capacity is 240 kg and the aluminium cases, available as an accessory, have a total volume of 76 l, which can become 117 l in combination with the top case. The bike's adventurous nature is also expressed through the over 21 l of fuel tank capacity and the availability, again as an accessory, of a rear tank with a capacity of 8 l. Fuel transfer from the rear to the front tank is enabled when the fuel level in the main tank falls below a certain level and can be activated from the dashboard.

Ducati has also worked on a series of features that make DesertX enjoyable on any type of route: the riding position is comfortable for both the rider and the passenger, thanks to the definition of a targeted shape and padding for each of the two seats. Heat management is studied in detail with openings and flows of fresh air whilst aerodynamic protection is ensured by the great care taken in defining the shape and size of the original plexiglass and the even more protective accessory one.

Engine

The engine of the DesertX is the well-known and much-appreciated 937 cc Ducati Testastretta 11° twin-cylinder unit with desmodromic distribution. In this Euro 5* configuration the engine delivers 110 hp of maximum power at 9,250 rpm and 92 Nm of maximum torque at 6,500 rpm.

This engine is characterized by having excellent reliability and the ability to combine Ducati performance with a smooth and always manageable delivery, putting in the hands of the rider a bike capable of tackling any route with great expertise.

The latest evolution of the 11° Testastretta engine that equips the DesertX inherits all the improvements introduced on this engine first on the Monster and later the Multistrada V2. The 8-disc clutch is extremely light and compact, while the gearbox drum works on bearings to minimize friction and improve precision and smoothness when shifting, thus contributing to a reduction in total engine weight of 1.7 kg compared to the previous version.

Dedicated gearbox

Precisely because it was designed to offer the best possible performance in off-road riding and in various uses, the DesertX engine is equipped with a gearbox developed in line with the intended use of the motorcycle. In fact, the gearbox has different dedicated ratios with respect to those of the Multistrada V2. As a matter of fact the ratios have been shortened overall on all gears up to fifth, to ensure the best off-road behaviour. First and second gears, in particular, are much shorter (14.3% and 8.7% respectively vs Multistrada V2), in order to facilitate the low-speed driving phases of certain difficult passages typical of off-road use. Sixth gear is properly long to facilitate highway handability while maintaining low engine speeds; this means a contained fuel consumption and an increased level of comfort.

The gearbox works in conjunction with the DQS Up & Down (Ducati Quick Shifter) with a strategy developed specifically for this model, active both uphill and downhill.

DesertX maintenance intervals are scheduled every 15,000 km or 24 months, with valve clearance checking every 30,000 km.

DesertX is also within the reach of novice riders. In fact, a 35-kW version will be available for A2 license holders.

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Chassis

The layout adopted for the chassis of the Ducati DesertX includes a new tubular steel trellis frame, which works in combination with long suspension travel with specific settings to ensure effective operation in all riding conditions.

The optimization of all components has led to the creation of an extremely efficient bike, with a dry weight of 202 kg. The choices made in terms of chassis make the DesertX an easy bike to ride, inspiring confidence and safety on all types of roads, even the bumpiest ones.

Specific suspension for off-road use

In terms of suspension, the DesertX stands out for its professional and high-level equipment. The 46mm diameter upside-down Kayaba front fork offers a whopping 230mm of travel and is adjustable in compression, rebound and preload. The single shock absorber, also Kayaba, is adjustable in compression, rebound and preload and, through the aluminium swingarm, allows 220 mm of rear wheel travel. DesertX has a generous ground clearance of 250 mm, which is particularly favourable for more demanding off-road riding.

Wheels and tyres

DesertX is fitted with completely new wheels for a Ducati, measuring 21" at the front and 18" at the rear: the typical sizes of off-road bikes. The decision to adopt Tubeless tyres was made to ensure maximum safety and reliability.

The original equipment tyres are the Pirelli Scorpion Rally STR, with sizes: 90/90 - 21 M / C 54V M + S TL and 150/70 R 18 M / C 70V M + S TL, in fact the perfect choice for a truly all-round use of the bike.

DesertX will also be homologated both to fit off-road oriented tyres (90/90 - 21 M / C 54R M + S TL and 150/70 - 18 M / C 70R M + S TL), and for road tyres. (90/90 - 21 M / C 54V TL and 150/70 R 18 M / C 70V TL)

Brakes

The DesertX is equipped with Brembo brakes with ABS Cornering function. The front system is characterized by the presence of Brembo M50 monobloc radial calipers with four 30 mm diameter pistons, axial pump with adjustable levers and double 320 mm front disc with aluminium flanges. At the rear the bike mounts a single 265 mm diameter disc on which works a double-piston floating caliper, always by Brembo. The braking power setting has been designed to offer the right power in road use, but also good modularity in off-road riding and on difficult surfaces.

Electronics

Safety and performance of the DesertX are also guaranteed by its electronic systems, which represent the state of the art in terms of riding assistance.

The DesertX in fact comes with 6 Riding Modes working in combination with 4 Power Modes - Full, High, Medium, Low - that modify the power and responsiveness of the Testastretta engine. The main new features are specific settings for the Enduro Riding Mode and the introduction of the new Rally Riding Mode, in addition to Sport, Touring, Urban and Wet.



The Enduro Riding Mode, thanks to the reduced power and the specially designed control settings, allows you to tackle even the most demanding dirt roads with greater safety and makes it easier for novice riders. The Rally Riding Mode, on the other hand, with full engine power and reduced electronic controls, is designed for more experienced riders who want to fully harness the DesertX's off-road performance.

Each available Riding Mode takes advantage of the Bosch IMU (Inertial Measurement Unit) to act on the intervention levels of the various controls, modifying the character of the bike according to the choices and ability of the rider.

The DesertX features EBC (Engine Brake Control), adjustable on three levels, which allows a different modulation of the engine brake according to the riding style and use of the vehicle.

DTC (Ducati Traction Control) is adjustable on eight levels and DWC (Ducati Wheelie Control) on four levels.

The ABS can be set on three levels to be adapted to any situation and the level of experience of the rider. In particular:

- Level 3: safe and stable with Cornering functionality dedicated to road use
- Level 2: off-road, active at the front and with partial locking permitted at the rear
- Level 1: off-road, active only at the front

The ABS can also be completely deactivated directly through the control block with a dedicated button, but only in the Enduro and Rally Riding Modes.

6 RIDING MODES

Sport Riding Mode

The Sport Riding Mode is by far the best performing on asphalt. With this Riding Mode, the engine sets itself to maximum performance and delivers all the engine's 110 hp, offering the most direct throttle response available.

Touring Riding Mode

For the Touring Riding Mode, the maximum power of the Testastretta drops to 95 hp and the engine output becomes softer and more reserved. Active safety is enhanced by the increased intervention level of DTC and DWC.

Urban Riding Mode

The engine power in the Urban Riding Mode is reduced to 75 hp and the throttle response is smooth, as it is in the Touring Riding Mode. DTC and DWC move to a high intervention level.

Wet Riding Mode

The Wet Riding Mode is designed for wet asphalt situations. In this mode, the intervention level of the electronic controls is set to the maximum to ensure greater safety and stability even in unforeseen situations.

Enduro Riding Mode

The Enduro Riding Mode is designed to be effective in any off-road situation, even for less experienced riders. Medium Power Mode limits the maximum power of the engine to 75 hp, but throttle response is rapid, so as to always have the required reactivity to overcome any obstacles that may be encountered off the road. In this Riding Mode the ABS can also be completely deactivated using the specific button.



Rally Riding Mode

This is the best performing Riding Mode dedicated to off-road riding, the one that allows the most experienced riders to harness all the expertise that the DesertX can express Off Road. The engine delivers 110 hp, and the throttle response is particularly immediate to allow you to overcome obstacles with just a quick twist of the throttle. DWC is disabled and DTC is set to a low level, allowing controlled rear wheel slip. The ABS is set by default on level 1 but can be deactivated using the specific button.

Power Modes

The Ducati DesertX has four Power Modes, which means 4 different engine mappings that allow you to shape the character of the Testastretta 11° according to your needs and riding ability.

- The "Full" Power mode offers the full power output of 110 hp and a lively and immediate throttle response. This Power Mode is paired with the Sport and Rally Riding Modes
- The "High" Power Mode offers 95 hp of power with a softer throttle response. This Power Mode is paired with the Touring and Wet Riding Modes.
- The "Medium" Power Mode limits the power to 75 hp while offering a dynamic throttle response, this Power Mode is paired with the Enduro Riding Mode.
- Finally, the "Low" Power Mode limits the power to 75 hp and in addition offers a particularly smooth throttle response, it is combined with the Urban Riding Mode

Instrumentation

The DesertX is equipped with a vertically oriented high-resolution 5" colour TFT display positioned to offer the best possible visibility also in stand-up riding. This display is designed for integration with the Ducati Multimedia System which allows you to connect your smartphone, thus activating new functions such as music control, call management and Turn by Turn navigation** (optional) with directions directly on the dashboard.

The display offers the possibility to choose between two Info Modes: Standard and Rally.

In the Standard info mode, all the information necessary for road riding is displayed: tachometer and speedometer are clearly visible, as well as the engaged gear, the fuel level and other information necessary for the journey.

The tripmaster function is present in the Rally Info Mode. This simulates the operation of the tripmaster, used in rallies for navigation and allows you to manually adjust the indication of the odometer, using the buttons on the control block.

**Ducati Multimedia System and Turn by Turn navigation are accessories. The availability of these services may vary depending on the country, smartphone model and operating system version

Lighting system

Premium technological features are also represented by the lighting system, which is full LED. The double front headlight has two twin-function poly-ellipsoidal modules with Daytime Running Light (DRL) and has been designed to ensure excellent visibility, particularly important for a motorcycle capable of travelling in all conditions. The rear light is equipped with the Ducati Brake Light, a particular system that, in the event of sudden



braking, automatically activates the flashing of the rear light to alert the following vehicles, a solution that further improves rider's safety.

Accessories & Apparel

Such multi-faceted motorcycle can be further customised by the riders according to their own spirit and mood by drawing on the broad range of Ducati Performance accessories. Among the most appealing items: the rally saddle, which marries the rider and passenger seats for greater effectiveness in off-road activities and the additional 8-l tank. Touring experience can be further improved with the aluminum side panniers which, combined with the top case, give the bike a total load capacity amount of 117 l, additional LED spotlights, central stand and heated grips. Termignoni exhausts are also available, both homologated and racing. The latter increases the values of power and torque of +7% thanks to the dedicated mapping.

Ducati DesertX intense character deserved a special homage. That's why the Ducati Centro Stile designed, for the first time, a dedicated capsule collection that takes up the livery of the bike. An outstanding line inspired by the iconic "Dakarian style" and named 21/18, a celebrative tribute to this bike's tyres size. The technical suit includes jacket, trousers and helmet and will be available in a limited edition. Part of this exclusive collection is a range of lifestyle apparel, specifically designed for this model, consisting of a sweatshirt, two T-shirts and a cap.