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New Ducati 1198, Read More

New Ducati 1198, Read More - it is the key word that you're looking in the automotive discussion this time, and we have it available to you on the blog Specifications Car and Motorcycle, well we have collected a lot of data from the field directly and from many other blogs so very complete his discussion here about New Ducati 1198, Read More, on this blog we also have to provide the latest automotive information from all the brands associated with the automobile. ok please continue reading:

New Ducati 1198, Read More



DUCATI 1198 2011 HIGHLIGHTS

Price : \$16,495.00
Bodystyle : Super Sports Bike
Warranty : 24 months
Manufacturer Country : Italy
Model Year : 2011
Displacement (cc) : 1198.4
Engine Type : Longitudinal Twin

VEHICLE REVIEW

2011 Ducati 1198

GO

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World Championship-winning technology, The 1198 was born to perform. The addition of Ducati Quick Shift and Ducati Traction Control further enhances the supreme power of a bike that was designed by the track and engineered by the stopwatch. 2011 Ducati 1198 is supplied with the Ducati Data Analysis (DDA), Ducati Traction Control (DTC) and Ducati Quick Shift (DQS) systems as standard equipment. The DDA package enables the retrieval and analysis of data collected from a previous track session or road trip and DTC monitors front and rear wheel speeds to detect rear wheel-spin under acceleration and electronically reduces engine power to restore traction. DQS allows the throttle to remain open when changing-up through the gearbox, helping to save vital seconds in the pursuit of faster lap-times. The 1198 was born to perform and with a colossal 97lb-ft (13.4kgm) of torque from its Testastretta



Evoluzione engine and dry weight of just 171kg (377lb) it always delivers. Its victory-driven technology comes directly from Ducati's World Championship-winning race bikes – and it's evident in every detail of the bike. Fully adjustable Showa front suspension carries radial mountings designed for the awesome stopping power generated by Brembo Monobloc callipers and 330mm discs. Fully adjustable Showa suspension at the rear and lightweight 10-spoke wheels complete an impressive set-up. For 2011 the 1198 is available in traditional Ducati red with a racing black frame and graphite grey wheels.

1198 Testastretta Evoluzione engine

The Testastretta Evoluzione engine is the crowning glory of Ducati's development and perfection of the LTwin engine. World Superbike dominance for almost two decades is the result of continual commitment to their twin-cylinder configuration. Ducati share the reward for that commitment with World Championship winning technologies constantly flowing from the factory race team into production engines. The incredible 1198 and 1198 SP are all powered by a liquid cooled, L-Twin, Desmodromic engine that produces 170hp (125kW) @ 9,750rpm and a class-beating 97lb-ft (13.4kgm) of torque @ 8,000rpm. The 1198 achieves its capacity by using exactly the same 106 x 67.9 bore and stroke as the factory race bike. Volumetric efficiency through the four valves per cylinder is optimised with valve diameters at 43.5mm for the inlet and 35.5mm for the exhaust. They are actuated by racing-type rocker arms, 'superfinished' for reduced friction and fatigue, and double overhead camshafts with radical profiles. The incredible valve performances achieved are only possible because of Ducati's unique Desmodromic system, where valve closure is activated mechanically. At high rpm it would be almost impossible for the valve to follow the steep closure profile of the cam lobe if it were relying upon a normal valve spring. With the Desmo system, the valve is closed mechanically with the same accuracy as it is opened, enabling steep cam profiles and radical cam timings. This system is used on every single Ducati motorcycle including their world-beating Superbike and Desmosedici MotoGP bikes. To keep Ducati's highly efficient Testastretta cylinder heads breathing to their full potential, the injection system uses racing size elliptical throttle bodies, which are an equivalent diameter of 63.9mm. The race-designed 1198 pistons have a distinctive double-ribbed undercrown to achieve high strength and reduced friction by using minimal piston wall surface area. Using technology developed for the Desmosedici MotoGP project, the design enables reliable operation of the 106mm diameter pistons when performing at high rpm. The 1198 Testastretta Evoluzione engines are the lightest ever used in Ducati Superbikes, thanks to Vacural® technology, a crankcase vacuum die-cast manufacturing process yielding weight reductions of 3kg (6.5lbs) compared to the first generation 1098 cases. The vacuum die-cast process ensures consistent and precise wall thickness and increased strength from absolute material purity. The weight-saving cam covers in magnesium-alloy are evident by their gold colour, while the alloy outer clutch and generator covers sport a black finish. The 1198 gears are machined from the same high-strength steel used in Ducati Corse race applications and are subjected to a shot-peening treatment that further ensures their strength and reduced fatigue. Specifically for the track-

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ready 1198 SP, a dry, multiplate competition-style 'slipper' clutch is used to reduce the destabilising effect of aggressive downshifting and to provide the fine control required during extreme corner entry on the track. The 1198, 1198 SP feature a beautiful and efficient exhaust system. Incredibly lightweight, it has been engineered with a power-increasing symmetrical 2-1-2 layout that uses 52mm-57mm diameter tubing with a wall thickness of 0.8mm (.030in). It is equipped with a catalytic converter and two lambda probes for optimum engine mapping and Euro3 conformity. The system terminates with Ducati's trademark twin under-seat silencers, delivering that unmistakable signature sound of the big bore Desmo 90° L-Twin.

[Sportbike perfection](#)

The 2011 Superbike model line-up presents the exciting new 848EVO with 140hp, Brembo Monobloc callipers, steering damper and stunning new arctic white silk colour scheme with red frame and red wheels and dark stealth finish with black frame and black wheels. The 1198

now comes equipped with Ducati Traction Control (DTC), Ducati Quick Shifter (DQS) and Ducati Data Analyser (DDA) as standard equipment while the brand new, track-ready 1198 SP rolls out with DTC, DQS, DDA, Ohlins TTX rear suspension, slipper clutch and lightweight aluminium fuel tank. The application of DTC to the standard model 1198 underlines



Ducati's intention to broaden the use of tried and tested race-derived electronics to its high-powered range, while the introduction of DQS to the 1198 and 1198 SP marks the first time in history that "quick-shift" electronics have been fitted to a production Ducati.

[Engineered by the stopwatch](#)

The Ducati 848EVO, 1198 and 1198 SP Superbikes are the product of a team of designers and engineers who have combined their Ducati MotoGP and World Superbike technologies to create the finest sportbikes in the world. From race-level engine specifications to World Championship-winning traction control and quickshift electronics, the results are pure excellence. The Ducati Traction Control (DTC) system further confirms Ducati's technology flow from racing to production and demonstrates how solutions developed for the track can be applied to enhance safer performance on the road. Designed by the race track Ducati Superbikes are race bikes, pure and simple. Their striking aerodynamic shapes create a natural riding position, confirmed by Ducati development and factory team riders as the optimum for speed and agility. Trademark Ducati features like the high tail section and compact front end combine with twin under-seat silencers and single-sided swingarm to express the sheer engineering beauty of aerodynamics and agility. Add the Testastretta Evoluzione engines as the hearts of the machines and the result is all-out performance Ducati Superbikes that look fast even when parked.

[Chassis & Suspension System](#)

The 848EVO, 1198 and 1198 SP chassis and suspension are the result of a 'performance -first' priority approach to development, in which the goal is always to further reduce weight and increase strength and rigidity to manage the high-powered Testastretta Evoluzione engines.

Trellis frame

Developed in cooperation with Ducati Corse, the lightweight Trellis frame features 34mm main section tubes with a material thickness of 1.5mm. The result is an incredibly rigid construction that remains one of Ducati's lightest frame solutions ever. Adding style to performance, the three colour versions for the 848EVO use frames finished in red and racing black while the 1198 is in racing black and both schemes of the 1198 SP are finished in red.

Front suspension

Both the 848EVO and 1198 feature fully adjustable 43mm Showa forks, with an additional special low friction titanium oxide treatment applied to the sliders of the 1198,

while spectacular 43mm Öhlins with low friction titanium nitride-treated sliders are used on the 1198 SP. Both front suspension solutions have radial brake calliper mountings providing superior road holding and incredible feedback to give every rider more confidence and control.

Rear suspension

The lightweight Trellis frame and single-sided swingarm enable a compact and weight-saving rear suspension linkage system that features separate lower pick-up points for the push-rod and suspension unit. This 'tandem' design effectively reduces stress around the linkage pick-up area of the Trellis frame. Working together with this highly efficient linkage is a fully adjustable Showa single shock for the 848EVO and 1198, and an incredible Öhlins unit for the 1198 SP with TTX twin tube technology providing totally separate damping adjustment in compression and rebound. The system uses experience gained in MotoGP to minimise friction and reduce the risk of cavitation under extreme conditions. The 1198 and 1198 SP rear suspension system has an adjustable rear ride-height, independent of spring pre-load and other suspension settings – valuable when seeking the perfect set-up for personal riding style or track conditions.

Single-sided swingarm

The dual construction technique used for the single-sided swingarm allows the main operational components to use individual aluminium castings so as to ensure strength around the pivot points, wheel hub and suspension links, while lightweight, fabricated aluminium sections are used to complete the construction into a single, beautifully engineered component. The 848EVO, 1198 and 1198 SP all have singlesided swingarms finished in black.

Race-bred brakes

Ducati Superbikes have always been famous for their incredible, track-derived braking performance and the 2011 model line-up is no exception. The 1198, 1198 SP and now the 848EVO all use Brembo's incredibly powerful Monobloc calliper racing technology. Machined from a single piece of alloy, the callipers achieve a higher rigidity and resistance to distortion during extreme braking. The resulting increase in hydraulic efficiency not only delivers incredible braking power, but also provides an enhanced and precise 'feel' at the brake lever. The twin Monobloc callipers each have four 34mm pistons that grip 320mm discs on the 848EVO and huge 330mm discs on the 1198 and 1198 SP to achieve spectacular braking performance.

[Super lightweight wheels](#)

The lightweight front wheels used on all Ducati Superbike models substantially reduces the moment of inertia, enabling a faster change of direction and enhanced acceleration and braking performances. The 848EVO is equipped with Y-shaped, 5-spoke wheels by Enkei which are finished in black while the 1198 rides on 10-spoke wheels finished in a subtle graphite grey, also by Enkei. The 1198 SP goes to the next specification level by rolling out on beautiful black 7-spoke lightweight, forged-aluminium, machine-finished wheels by Marchesini. The 848EVO 1198 and 1198 SP models are all fitted with Pirelli Diablo Supercorsa SP tyres, at 120/70 ZR17 for the front, 180/55 ZR17 for the rear of the 848EVO and 190/55 ZR17 for the rear of both 1198 models. These high-performance tyres have shoulder areas that maximize the contact patch and carcasses specially designed for stiffness under heavy braking and precision during high speed cornering. This precision in tyre construction enabled Ducati technicians to create extremely fine programs for the Ducati Traction Controls systems used on the 1198 and 1198 SP.

[Magnesium subframe](#)

Producing a front subframe in magnesium underlines the attention to weight-saving detail in the Ducati Superbike range. Its construction provides secure support for the headlamp, instruments and fairing, and the weight-saving around this high, forward position contributes considerably to overall 'feel' and control of the machine.

[Aerodynamic bodywork](#)

Carefully designed for aerodynamic efficiency and to hug the sleek lines of the chassis, Superbike bodywork enables the rider to blend effortlessly into the correct riding position. Its race-developed fairing design ensures perfect integration with the cooling system by providing efficient flow through the advanced, large surface area coolant radiator, which is assisted by lightweight, high flow electric fan assemblies and oil

coolers. Aerodynamically shaped air ducts positioned just below the headlamps are precisely calculated to provide ample air delivery to the pressurised airbox. The lightweight bodywork contributes considerably to overall performance by reducing weight, protecting the Testastretta Evoluzione engine's power output, and assisting the rider to effortlessly 'tuck in' from the wind stream and reduce drag to achieve maximum straight-line track speeds.

Instrumentation

This pure racing digital instrumentation originating from Ducati's MotoGP project has no switches or buttons to compromise its clean, minimalist lines. Instead, information additional to the default read-outs is managed from the left-hand handlebar-mounted switch gear, allowing the rider to scroll through and select from various menus. The display, which has a bright white LED back lighting presents rpm and speed, with the former displayed across the screen in a progressive bar graph. Optionally, the rpm and speed can be displayed in numeric values. Additionally, it displays lap times, DTC level selected (if activated on 1198 and 1198 SP) time, air temperature, coolant temperature, battery voltage, two trips and a trip that automatically starts as the fuel system goes onto reserve. Warning lights illuminate to signify neutral, turn signals, highbeam, rev-limit, low oil pressure, fuel reserve, DTC intervention (if activated on 1198 and 1198 SP) and scheduled maintenance. The instrument display is also used as the control panels for the DDA (supplied as standard equipment with the 1198 and 1198 SP), DTC and DQS systems as well as listing lap times recorded by using the high-beam flash button as a stopwatch.

Superbike lights and indicators

The horizontal twin headlamps, a signature Ducati style from the iconic 916, are modernised with the latest lighting technology. Two polyellipsoidal units light the way with a powerful beam while maintaining an aggressive look to the front of the machine in pure Ducati Superbike tradition. The rear light employs a specially designed strip of LEDs enhanced by a high diffusion lens shaped into the sleek lines of the tailpiece. The same LEDs are intensified for brake lights. The directional indicators also use the latest in LED technology for illumination. The frontal indicators are beautifully integrated into the rear view mirrors, which come with an optional spacer kit enabling an extension of 30mm over the standard mirror stem length.

Ducati Quick Shift

The Ducati Quick Shift (DQS) system is the first time that a race-style electronic quick-shift has been supplied as original equipment on a production Ducati. Normally used specifically for racing, the system allows the rider to keep the throttle open when changing-up through the gearbox, helping to save vital seconds in the pursuit of faster lap-times. The system not only saves time when changing gear, but also enables the possibility of uninterrupted air flow through the throttle bodies throughout the upward gearchanging process. The system consists of a micro-switch built into the linkage of the gear change lever, which when actuated in the direction of selecting a higher gear, sends a signal to the main ECU. The ECU instantly understands which gear the motorcycle is in by calculating the rpm and vehicle speed and then reads the amount of throttle opening before applying a pre-programmed cut in fuel injection and ignition measured in milliseconds. This split-second electronic interruption in drive is programmed precisely to allow the next gear to be selected without having to actuate the clutch or close the throttle. The DQS system can be deactivated by entering the control panel in the motorcycle's instrumentation and is reactivated by default the next time the ignition is turned on. As the system only functions for a matter of milliseconds, the 1198 and 1198 SP can still be ridden using a normal gear-changing style.



Ducati Traction Control

Ducati were the first manufacturer to introduce a true competition-level traction control system on a production motorcycle

and for 2011 the highly successful system is now integrated into both the 1198 and 1198 SP electronics as standard equipment. The Ducati Traction Control (DTC) system further underlines Ducati's technology flow from racing to production and demonstrates how solutions developed for the track can be applied to enhance performance safety on the road. DTC uses the same software logic developed and used by Ducati Corse for their World Championship-winning MotoGP and World Superbike motorcycles and offers a choice of eight settings developed by their professional test riders and racers. Accessible from the left-hand switchgear and displayed on the digital instrumentation, the system offers a choice of eight profiles, each one programmed with a wheel-spin tolerance matched to progressive riding levels of skill graded from one to eight. While level eight administers a confidence-building, high level of interaction from the system by activating upon the slightest amount of wheel-spin, level one offers a much higher tolerance and, therefore, much less intervention for highly competent riders. When the level is selected and DTC activated, the level is displayed on the instrumentation. When the profile that best suits the combination of road or track conditions and riding style has been selected and the DTC system activated, front and rear wheel sensors compare speed differential to sense when rear traction is being broken (wheel-spin). DTC then decides the best combination of two different types of instant electronic adjustment, calculated with data supplied from multiple sources. The first 'soft' stage of system interaction is executed by high speed software that makes instant electronic adjustment to the ignition timing, administering varying amounts of ignition retardation to reduce the engine's torque. During this initial stage of DTC interaction, up to three red lights – normally used to signify the over-rev limiter – illuminate to indicate the amount of DTC being applied. If the DTC software detects that the first 'soft' stage of system interaction is inadequate to control the wheel-spin, it continues to administer ignition retardation and, in addition, instructs the engine ECU to initiate a pattern of constantly increasing injection cuts until, if necessary, full injection cut. During this second stage of interaction, all four warning lights fully illuminate to signify that DTC has also initiated injection cuts. As soon as the system recognises the gradual return of equal wheel speeds, it incrementally re-establishes normal power delivery. This seamless interaction is key to the super-smooth operation of the system. The real innovative thinking behind the DTC system is how the various range of sensitivity levels decide precisely how to react to excessive wheel-spin by understanding the bike's exact 'dynamic situation'. From slow mid-corner acceleration with considerable vehicle inclination to high speed corner exits while almost upright, this 'system intelligence' is achieved by processing a mass of data in a matter of milliseconds. This technology exists thanks to the thousands of laps and hours spent testing, programming and earning Ducati Corse race victories on the track. It represents just part of Ducati's latest road-bike technology and provides considerable increase in performance safety during mid-corner acceleration.

[Ducati Data Analyser \(DDA\)](#)

The Ducati Data Analyser (DDA) – complete with PC software, a USB-ready data retrieval card and instructions – evaluates the performances of the bike and its rider, and makes comparisons between various channels of information. The DDA is available for the 848EVO from Ducati Performance, and is supplied as standard equipment with the 1198 and 1198 SP. Normally only available on race bikes, DDA records numerous channels of data including throttle opening, vehicle speed, engine rpm, engine temperature, distance travelled, laps and lap times. The system also automatically calculates engine rpm and vehicle speed data so as to display gear selection as an extra channel of information. An additional channel of information is now dedicated to recording the DTC index which can then be viewed as a graphic trace and indicates the amount of DTC interaction during wheelspin. At the end of a ride or track session, an upgraded 4mb of data can be downloaded to a PC ready to compare, analyse and get an inside view of the performance of the rider and motorcycle.

Data can be analysed in graphic form with options to zoom into detail of specific sections. Dragging a trace along a timeline to reveal individual values of the above listed channels enables the user to analyse performance in the same way that data technicians can in factory teams. The software allows data to be compared with that from a completely separate session and for pages of data to be printed off easily.

[Technical Features , The New 2011 Ducati 1198](#)

[Powerunit Engine](#)

High-efficiency cooling

Its race-developed fairing design ensures perfect integration with the cooling system by providing efficient flow through the advanced, large surface area coolant radiator, which is assisted by lightweight, high flow electric fan assemblies and oil coolers.

Crankshaft

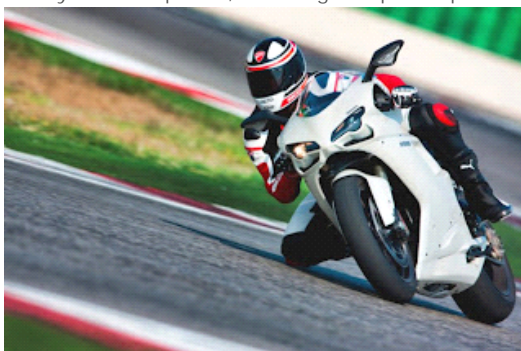
The 1198.4 capacity is achieved using exactly the same 106mm x 67.9mm bore and stroke as the factory race bike.

Exhaust system

Incredibly lightweight, the exhaust system has been engineered with a power-increasing symmetrical 2-1-2 layout that uses 52mm-57mm diameter tubing with a wall thickness of 0.8mm (.030in). It is equipped with a catalytic converter and two lambda probes for optimum engine mapping and Euro3 conformity. The system terminates with our trademark twin under-seat silencers, delivering that unmistakable signature sound of the big bore Desmo 90° L-Twin.

Desmodromics

The incredible valve performances of our engines are only possible because of Ducati's unique Desmodromic system, where valve closure is activated mechanically. At high rpm it would be almost impossible for the valve to follow the steep closure profile of the cam lobe if it were relying upon a normal valve spring. With the Desmo system, the valve is closed mechanically with the same accuracy as it is opened, enabling steep cam profiles and radical cam timings. This system is used on every single Ducati power unit including our world-beating Superbike and Desmosedici MotoGP engines.



1198 Testastretta Evoluzione

The Testastretta Evoluzione engine is the crowning glory of our development and the perfection of the L-Twin engine. World Superbike dominance for almost two decades

is the result of continual commitment to our twin-cylinder configuration. We now share the reward for that commitment with World Championship-winning technology constantly flowing from the factory race team into our production engines. Volumetric efficiency through the four valves per cylinder is optimised with valve diameters at 43.5mm for the inlet and 35.5mm for the exhaust

Magnesium alloy covers

The weight-saving cam covers in magnesium-alloy are evident by their gold colour.

Vacural® crankcases

The 1198 Testastretta Evoluzione engines are the lightest ever used in Ducati Superbikes, thanks to Vacural® technology, a crankcase vacuum die-cast manufacturing process yielding weight reductions of 3kg (6.5lbs) compared to the 1098 Superbike cases. The process ensures consistent and precise wall thickness and increased strength from absolute material purity.

Elliptical throttle bodies

To keep the highly efficient Testastretta cylinder heads breathing to their full potential, the injection system uses MotoGP-derived elliptical throttle bodies with an equivalent diameter of 63.9mm.

Race-derived detail

Race-designed 1198 pistons have a distinctive double-ribbed undercrown to achieve high strength and reduced friction by using minimal piston wall surface area. Using technology developed for the Desmosedici MotoGP project, the design enables reliable operation of the 106mm diameter pistons when performing at high rpm.

Racing-type rocker arms are 'super-finished' for reduced friction and fatigue at high rpm. The gearbox's carefully calculated specification allows the use of a high ratio 6th gear, fully enabling the speed increase achieved from additional performance modifications (suggested for track use only). Also with performance in mind and because of its high resistance to fatigue, the gears are machined from the same high-strength steel used in Ducati Corse race applications and are subjected to a shot-peening treatment that further ensures their strength.

Frame & Suspension System

Trellis frame

Developed in cooperation with Ducati Corse, the lightweight Trellis frame features 34mm main section tubes with a material thickness of 1.5mm. The result is an incredibly rigid construction that remains one of Ducati's lightest frame solutions ever. Adding style to performance, both colour versions for the 1198 use a racing black frame.



Through decades of racing and development, Ducati has proven that innovative chassis engineering and evolutionary frame advancements win races. The tubular Trellis frame, used on every Ducati motorcycle, is a signature design element.

This unique Ducati frame is light, rigid and beautiful thanks to its ingenious Trellis design and use of high quality ALS 450 tubing. Each tube is mitred and micro-fusion welded in a complex triangulated pattern and our incredibly strong L-Twin engine cases are functional 'stressed members' of the chassis.

Magnesium front sub-frame

Producing a front subframe in magnesium underlines the attention to weight-saving detail in the Ducati Superbike range. Its construction provides secure support for the headlamp, instruments and fairing, and the weight-saving around this high, forward position contributes considerably to overall 'feel' and control of the machine.

Superbike aerodynamics

Carefully designed for aerodynamic efficiency and to hug the sleek lines of the chassis, the Superbike bodywork enables the rider to blend effortlessly into the correct riding position.

Its race-developed fairing design ensures perfect integration with the cooling system by providing efficient flow through the advanced, large surface area coolant radiator, which is assisted by lightweight, high flow electric fan assemblies and oil coolers. Aerodynamically shaped air ducts positioned just below the headlamps are precisely calculated to provide ample air delivery to the pressurised airbox.

The lightweight bodywork contributes considerably to overall performance by reducing weight, protecting the Testastretta Evoluzione engine's power output, and assisting the rider to effortlessly 'tuck in' from the wind stream and reduce drag to achieve maximum straight-line track speeds.

Lightweight 10-spoke wheels

The lightweight front wheels used on all Ducati Superbike models substantially reduces the moment of inertia, enabling a faster change of direction and enhanced acceleration and braking performances. The construction of the rear wheels is equally as impressive with considerable weight savings over traditional Ducati single-sided swingarm applications, enabling maximum performance gains.

The 1198 rides on 10-spoke wheels by Enkei which are finished in a subtle graphite grey, and are fitted with Pirelli Diablo Supercorsa SC at 120/70 ZR17 for the front and 190/55 ZR17 for the rear. These tyres have shoulder areas that maximize the contact patch and carcasses specially designed for stiffness under heavy braking and precision during high speed cornering. This precision in tyre construction enabled Ducati technicians to create extremely fine programs for the Ducati Traction Controls systems used on the bike.

Brembo Monobloc brakes

Machined from a single piece of alloy, Brembo's powerful Monobloc callipers achieve a higher rigidity and resistance to distortion during extreme braking. The resulting increase in hydraulic efficiency not only delivers incredible braking power, but also provides an enhanced and precise 'feel' at the brake lever. The twin Monobloc callipers each have four 34mm pistons that grip huge 330mm discs to help achieve spectacular brake performance. The weight of the discs has been kept to a minimum by employing racing-style narrow braking surfaces.



Showa forks

The 1198 features fully adjustable 43mm Showa forks with an additional special low friction titanium oxide treatment applied to the sliders.

Single-sided swingarm

The dual construction technique used for the single-sided swingarm allows the main operational components to use individual aluminium castings so as to ensure strength around the pivot points, wheel hub and suspension links, while lightweight, fabricated aluminium sections are used to complete the construction into a single, beautifully engineered component. The swingarm is colour finished in black.

Showa rear suspension

The 1198 uses a fully adjustable Showa single shock in the rear. An adjustable rear ride-height, independent of spring pre-load and other suspension settings, enables the perfect set-up for personal riding style or track conditions.

[Ducati 1198, Concept](#)

Superbike heritage

Ducati Superbikes, designed, engineered and built in Bologna, Italy, have always represented the pinnacle of Ducati motorcycle technology and racing success. For Ducati, racing and winning are a way of life and a way of thinking for our designers, engineers and everyone at the factory. Our unique engineering solutions are proven on the race track, where the only way to win is to have technical superiority and dependable performance. Ducati have dominated World Superbike racing, winning more Riders' and more Manufacturers' World Championship titles and more individual races than any other manufacturer. Add these unequalled performances to the historic achievement of winning the MotoGP World Championship, and the results speak for themselves.

Engineered by the stopwatch

Ducati Superbikes are the most advanced, most powerful twin-cylinder motorcycles ever built. They are the product of a team of designers and engineers who have combined their Ducati MotoGP and World Superbike technologies to create the finest sportbikes in the world. From race-level engine specifications to World Championship-winning traction control, the results are pure excellence. The Ducati Traction Control (DTC) system further underlines our technology flow from racing to production and demonstrates how solutions developed for the track can be applied to enhance safer performance on the road.

Designed by the race track

Ducati Superbikes are race bikes, pure and simple. Their striking aerodynamic shapes create a natural riding position, confirmed by our development and factory team riders as the optimum for speed and agility. Performance is first and foremost in every detail. Trademark Ducati features like the high tail section and compact front end combine with twin under-seat silencers and single-sided swingarm to express the sheer engineering beauty of aerodynamics and agility. Add the Testastretta Evoluzione engines as the hearts of the machines and the result is all-out performance Ducati Superbikes that look fast even when parked.

OVERVIEW SPECIFICATIONS

Engine

Bore (in) : 4.17
Bore (mm) : 106
Carburetion Brand : Marelli
Compression Ratio : 12.71
Cooling : Liquid
Cylinders : 2
Displacement (cc) : 1198.4
Displacement (ci) : 73.1
Emissions Standards : Meets Euro 3 Emissions
Engine Brand Name : Testastretta Evoluzione
Engine Configuration : Longitudinal Twin
Engine Immobilizer : Standard
Engine Type : 4-Stroke
Fuel Injector : Yes
Fuel Requirements : Premium
Fuel System Type : Fuel Injected
Ram Air Induction : No
Starter : Electric
Stroke (in) : 2.67
Stroke (mm) : 67.9
Valve Configuration : DOHC
Valves : 8
Valves Per Cylinder : 4

Performance

Engine Displacement to Weight (cc) : 3.18
Horsepower (bhp) : 170
Horsepower (kW) : 125
Horsepower RPM : 9750
Horsepower To Weight (hp) : 0.47
Torque (Ft Lbs) : 97
Torque (Nm) : 131.4
Torque RPM : 8000

Transmission

Final Drive Ratio : 2.53
Gear Ratio (1) : 2.47
Gear Ratio (2) : 1.76
Gear Ratio (3) : 1.35
Gear Ratio (4) : 1.09
Gear Ratio (5) : 0.96
Gear Ratio (6) : 0.88
Heel Toe Shifter : Not Available
Number Of Speeds : 6
Overdrive : Yes
Primary Drive (Engine / Transmission) : Gear
Primary Drive (Rear Wheel) : Chain
Reverse : No
Transmission Type : Manual

Suspension & Steering

Air Adjustable : No
Front Adjustable Fork Pre-Load : Yes
Front Adjustable Rebound Damping : Yes
Front Central Suspension Strut : No
Front Fork Diameter (in) : 1.7
Front Fork Diameter (mm) : 43
Front Suspension Brand Name : Showa
Front Suspension Type : Inverted Fork
Front Travel (in) : 5
Front Travel (mm) : 127
Number Rear Shock Absorbers : 1
Rear Adjustable Rebound Damping : Yes
Rear Adjustable Shock / Spring Pre-Load : Yes
Rear Suspension Brand Name : Showa
Rear Suspension Type : Single Sided Swing Arm
Rear Swingarm Material : Aluminum
Rear Travel (in) : 5
Rear Travel (mm) : 127

Steering Damper : No

Wheels

Chromed : No

Front Wheel Diameter : 17

Front Wheel Width (in) : 3.5

Rear Wheel Diameter : 17

Rear Wheel Width (in) : 6

Tube / Tubeless : Tubeless

Wheels Composition : Aluminum

Tyres

Front Tire Aspect Ratio : 70

Front Tire (Full Spec) : Pirelli Diablo Supercorsa SP 120/70 ZR17

Front Tire Speed Rating : Z

Front Tire Width : 120

Rear Tire Aspect Ratio : 55

Rear Tire (Full Spec) : Pirelli Diablo Supercorsa SP 190/55 ZR17

Rear Tire Speed Rating : Z

Rear Tire Width : 190

Tire Brand : Pirelli

Brakes

Anti-Lock Brakes : Not Available

Brake Brand Name : Brembo Monobloc

Front Brake Diameter (in) : 13

Front Brake Diameter (mm) : 330

Front Brake Type : Dual Hydraulic Disc

Front Caliper Pistons : 4

Linked Brake System Front to Rear : Not Available

Rear Brake Diameter (in) : 9.7

Rear Brake Diameter (mm) : 245

Rear Brake Type : Hydraulic Disc

Rear Caliper Pistons : 2

Seats

Adjustable : Yes

Backrest Logo Plate : No

Detachable Passenger Seat : Not Available

Grab Rail or Strap : Standard

Heated Seat : Not Available

Number Of Seats : 2

Seat Backrest : Not Available

Seat Height (in) : 32.2

Seat Height (mm) : 820

Seat Location : Driver and Passenger

Seat Rail : Not Available

Seat Specifications : Standard

Seat Tail Cover : Standard

Seat Type : Two-Piece

Bodywork

Belt Guard : No

Body Material : Plastic

Brush Guard : No

Carburetor Cover : No

Chain Guard : Yes

Choke Knob Cover : No

Construction : Standard

Drive Shaft Cover : No

Drive Shaft Guard : No

Exhaust Guard : Yes

Exterior Covers : Standard

Exterior Guards : Standard

Floor Boards : Not Available

Foot Peg Location : Driver and Passenger

Foot Peg Material : Steel

Fork Guards : Yes

Frame : Steel / Magnesium

Front Fender : Standard

Front Fender Rail : Not Available

Front Fender Trim : Not Available

Hand Grip Material : Rubber
Hand Grips : Standard
Hand Guards : No
Heel Guards : No
License Plate : Standard
Light Guard : No
Lower Fairing : Standard
Rear Fender : Standard
Rear Fender Rail : Not Available
Rear Fender Trim : Not Available
Rearview Mirrors Folding : Yes
Saddle Bag Guard : No
Sidecar : Not Available
Skid Plate : Not Available
Spoiler : Standard
Stand : Standard
Stand Type : Kick
Tank Guard : Yes
Turn Signal Visor : Not Available
Upper Fairing : Standard

[Instruments](#)

Digital MotoGP derived unit with displays for: Speed, rev counter, lap times, time, air temp, coolant temp, battery voltage, A & B trips, fuel reserve trip, scheduled maintenance. Warning lights for: Neutral, turn signals, high-beam, rev-limit, oil pressure, fuel reserve. Plus: Integrated immobilizer system.

[Fuel Capacity](#)

Fuel Capacity (gal) : 4.1
Fuel Capacity (l) : 15.5
Fuel Capacity Reserve (gal) : 1
Fuel Capacity Reserve (l) : 4

[Colours](#)

Red (racing black / graphite gray)

DIMENSIONS

Adjustable Throttle : Not Available
Capacities : Standard
Cassette Player : Not Available
CB Radio : Not Available
CD Player : Not Available
Comment : Standard
Cruise Control : Not Available
Cupholder : Not Available
Dimensions : Standard
Dry Weight (kg) : 171
Dry Weight (lbs) : 377
First Aid Kit : Not Available
Handlebar Lock : Standard
Handlebar Pads : Not Available
Headset Not : Available
Heated Hand Grips : Not Available
Height (in) : 43.3
Height (mm) : 1100
Introduction Year : 2009
Keyless Ignition : Not Available
Length (in) : 82.6
Length (mm) : 2100
Major Revision Year : 2009
Manufacturer Country : Italy
Manufacturer Recommend Minimum Age : 16
Manufacturer Type : Super Sports Bike
Map Holder : Not Available
MIC Model Segment : ON-HWY Sport Bike Over 750cc
Power Outlet : Not Available
Previous Model Year Accessories : Yes

Radio : Not Available
Rake (degrees) : 24.5
Revision Status : Carryover
Service Reminder : Standard
Speakers : Not Available
Special Package : Not Available
Weight : Standard
Wheelbase (in) : 56.3
Wheelbase (mm) : 1430

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