



# 1198 DEALER INFORMATION



V01 28 Nov 2008

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## **INTRODUCTION**

- 2. Introduction
- 3. Positioning statement

## **WHAT'S NEW?**

- 5. Engine
- 11. Injection
- 12. Headlamps
- 13. Mirror extension kit
- 14. Instrumentation
- 15. Wheels
- 16. 1198 Tech spec
- 19. 1198 v 1098 comparison
- 20. 1198 Colours

## **WHAT'S NEW ON THE 'S'?**

- 22. Ducati Traction Control
- 25. Ducati Data Analyser
- 27. Wheels
- 28. Features
- 29. 1198 S Tech Spec
- 32. 1198 v 1198 S comparison
- 33. 1198 S Colours

## **MARKET**

- 35. Customer profile
- 38. Competitors
- 40. Market sales, trends and prices
- 41. Buying motivation & USPs
- 42. Key dates



# 1198 INTRODUCTION

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The new 1198 and 1198 S carry more factory race bike spec into production than ever before. It is for this reason that the 'Engineered by the stopwatch, designed by the racetrack' tag-line has now been extended to include '**Proven by Troy Bayliss**'.



**Troy Bayliss** will be used in the marketing of these models and his 2008 World Superbike Championship victory will stand as the **ultimate endorsement** of the technology used in Ducati's Superbike range.

The **torque** and **weight** values and **braking** specs of the 1198 and 1198 S are **class-leaders** and the introduction of **Ducati Traction Control for the road** is a major race-derived feature for the 'S' version.

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# *SUPERBIKE POSITIONING STATEMENT*

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## ***Engineered by the stopwatch***

The Ducati 848, **1198**, **1198 S** and 1098 R 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 sport bikes in the world. From race-level engine specifications to World Championship-winning traction control, the results are pure excellence.

## ***Designed by the race track***

The look and stance of the Ducati Superbikes are the result of intense race development and Ducati heritage. Their striking aerodynamic shapes create a natural riding position, confirmed by Ducati development and factory team riders as the optimum for speed and agility. Their passion for racing has shaped the Superbike family.

## ***Proven by Troy Bayliss***

The 1198 uses engineering solutions taken directly from the World Championship-winning 'R' model of Troy Bayliss. From engine capacity and specification to advanced electronics, many details that helped Troy to the 2008 World Superbike title have been applied to the 2009 road-going 1198. Never before has so much factory rider feedback been put into production.

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# 1198 & 1198 S WHAT'S NEW?

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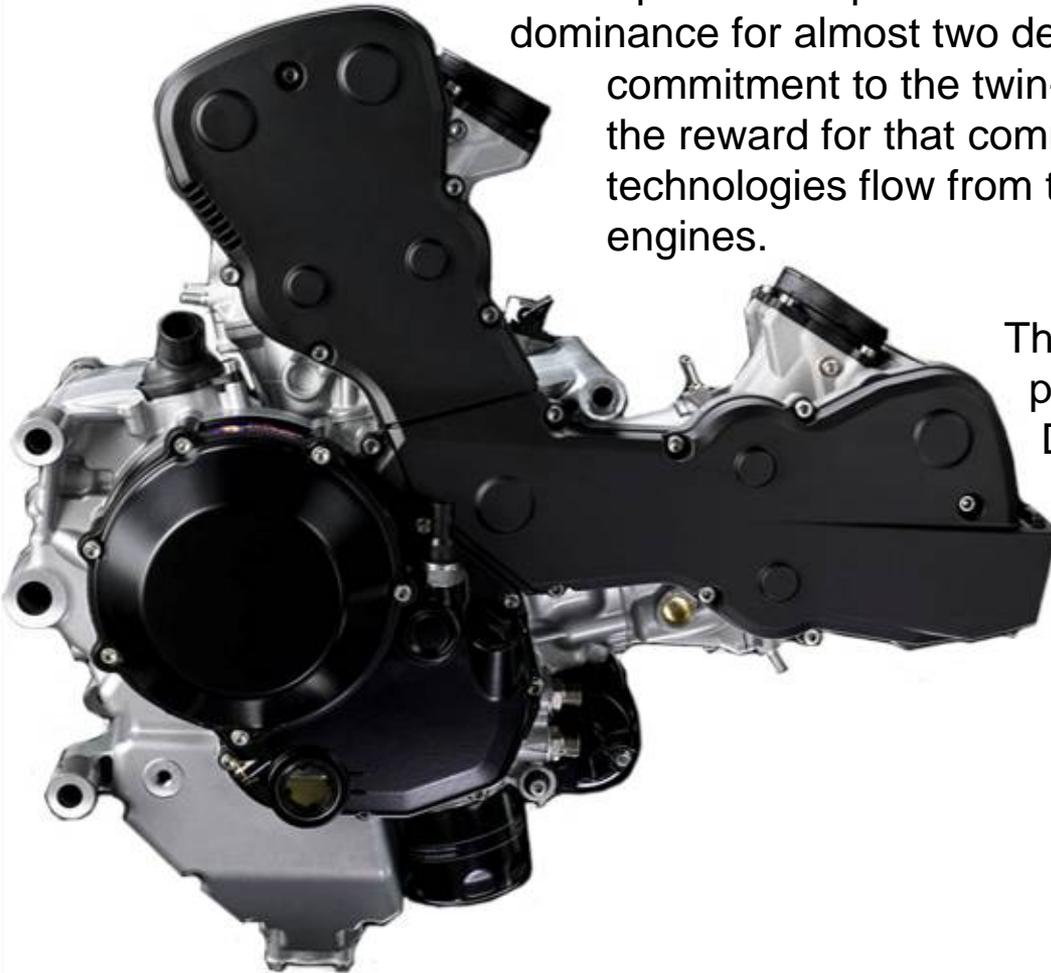


## 1198 TESTASTRETTA EVOLUZIONE ENGINE

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The Testastretta Evoluzione engine is the crowning glory of Ducati's development and perfection of the L-Twin engine. World Superbike dominance for almost two decades is the result of continual commitment to the twin-cylinder configuration. Ducati now share the reward for that commitment as World Championship-winning technologies flow from the factory race team into production engines.

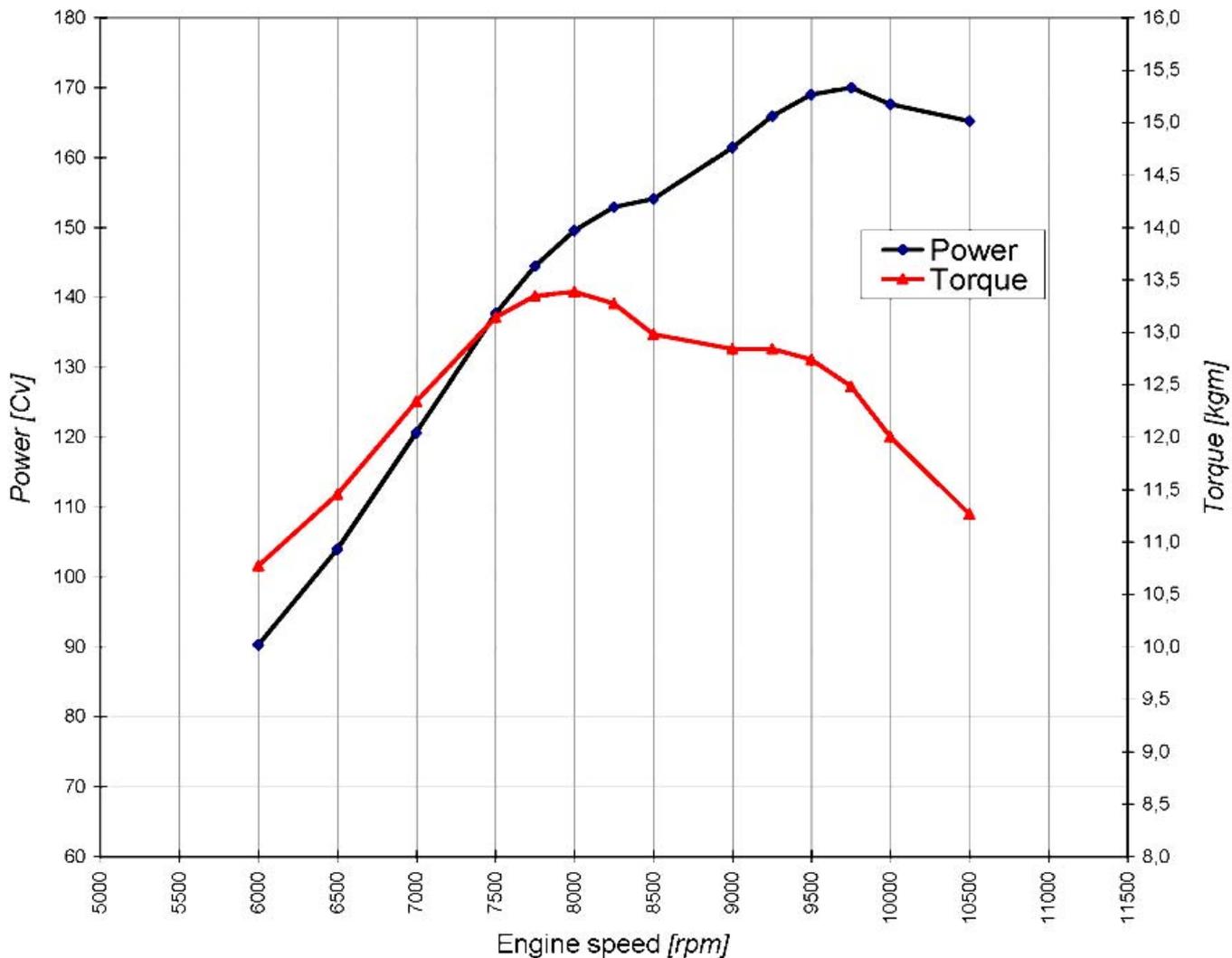
The incredible **1198** and **1198 S** are powered by a liquid cooled, L-Twin, Desmodromic engine that produces **170hp** (125kW) @ 9,750rpm and a **class-beating 97lb-ft** (13.4kgm) of **torque** @ 8,000rpm.



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# 1198 TORQUE: BEST-IN-CLASS



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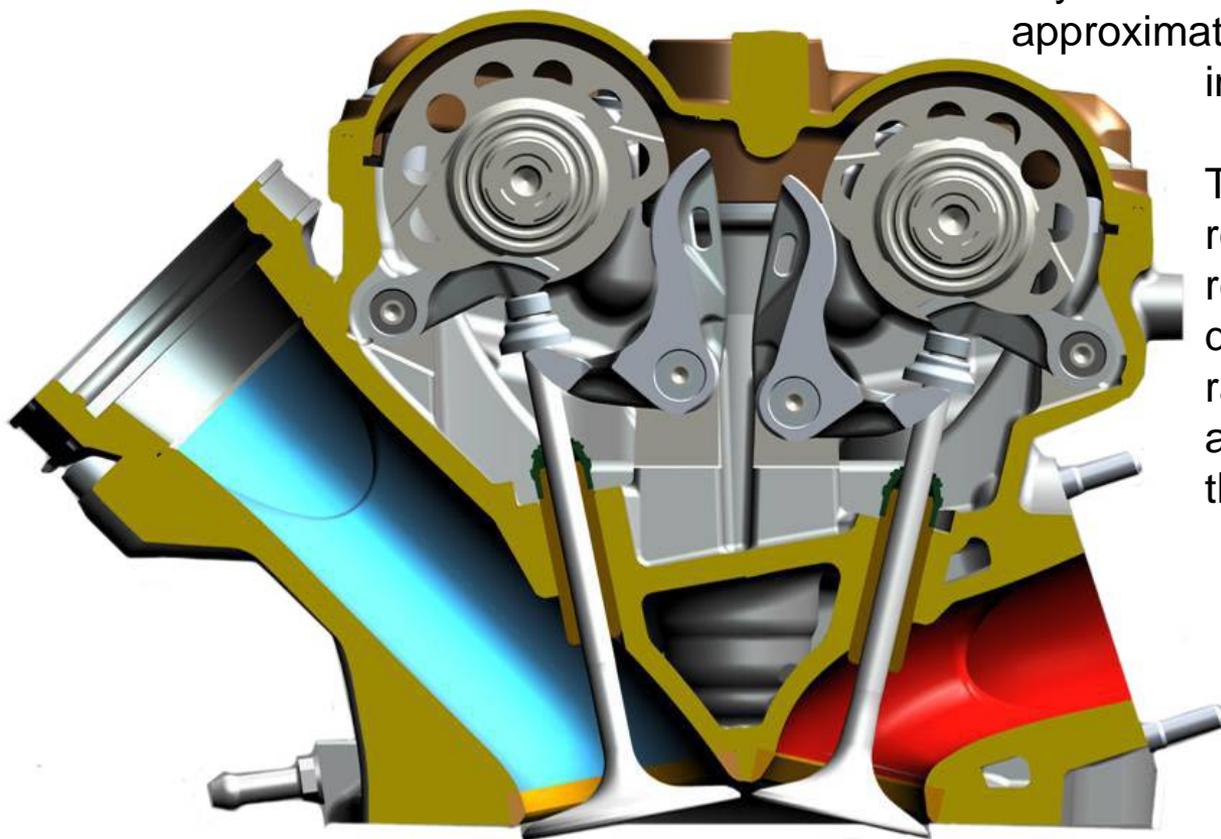
## 1198 BIGGER & BETTER EVERYTHING

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The 1198 achieves its **new 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 has been **enhanced** by **increasing** the **valve diameters**

approximately **4%** to **43.5mm** for the inlet and **35.5mm** for the exhaust.

They are actuated by racing-type rocker arms, '**super-finished**' for reduced friction and fatigue, and double overhead camshafts with radical profiles that achieve approximately **10% more lift** than their predecessors.



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## 1198 RACE-DERIVED PISTONS

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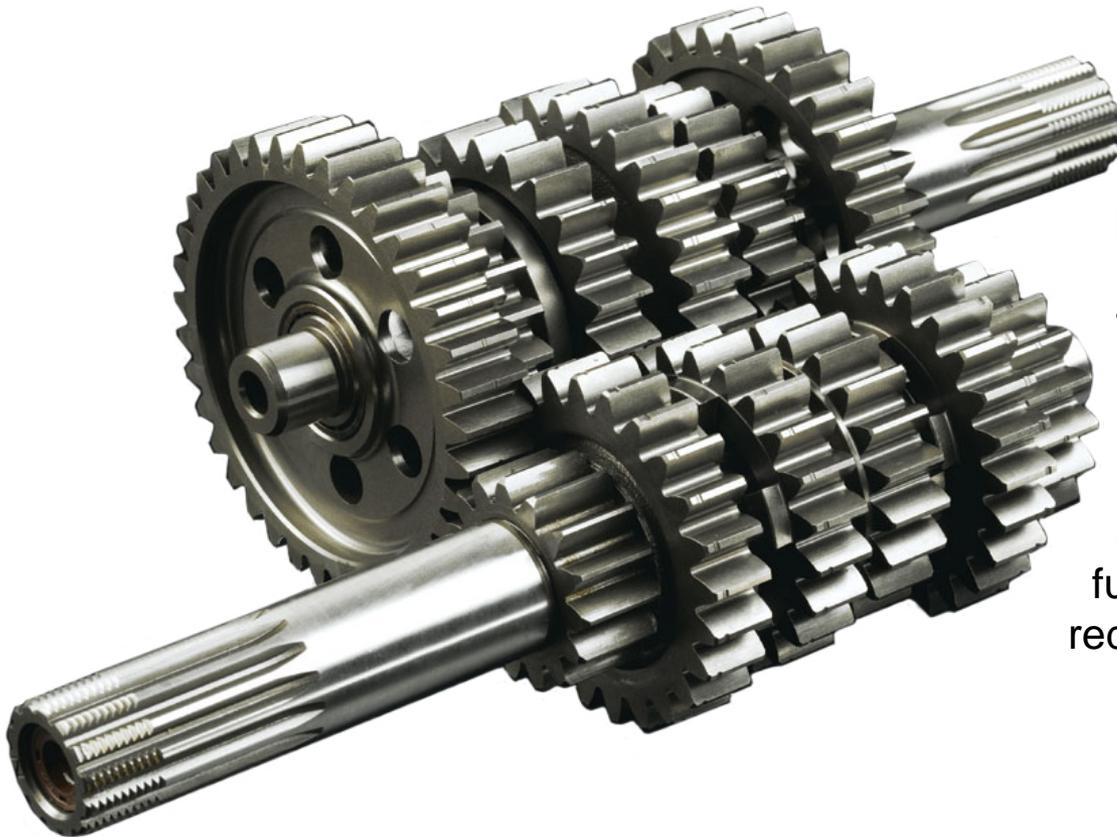
The **race-derived** 1198 pistons have a distinctive **double-ribbed undercrown** to achieve high strength and reduced friction by using minimal piston wall surface area.

Using technology first developed for the Desmosedici MotoGP project, the highly complex forged and machined design enables reliable operation of the Ø106mm pistons when performing at high rpm.



## 1198 RACE-DERIVED GEARBOX

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In line with the increased power and torque output, the 1198 gearbox introduces '**R**' model **internal ratios**.

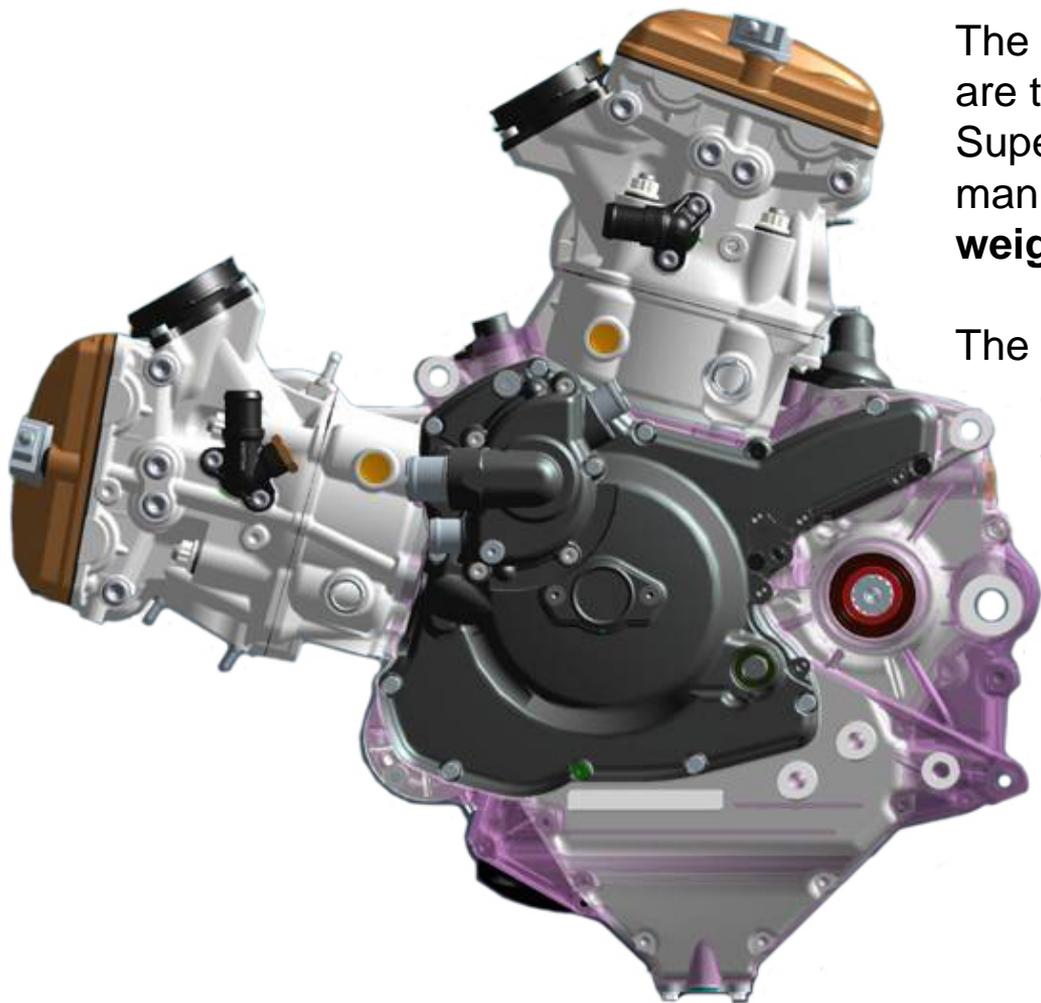
The new gears are machined from the same **high-strength steel** used in **Ducati Corse** race applications and are subjected to a **shot-peening** treatment that further ensures their strength and reduced fatigue.

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## 1198 LIGHTER CRANKCASES

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The 1198 Testastretta Evoluzione engines are the **lightest ever** used in Ducati Superbikes, thanks to a new crankcase manufacturing technology which **reduces weight** by an incredible **3kg (6.5lbs)**.

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 now sport a black finish.

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## 1198 BIGGER THROTTLE BODIES



With increased capacity and improved volumetric efficiency, the elliptical **throttle bodies** have also been **increased** in cross-sectional area by **13.3%** compared to the 1098.

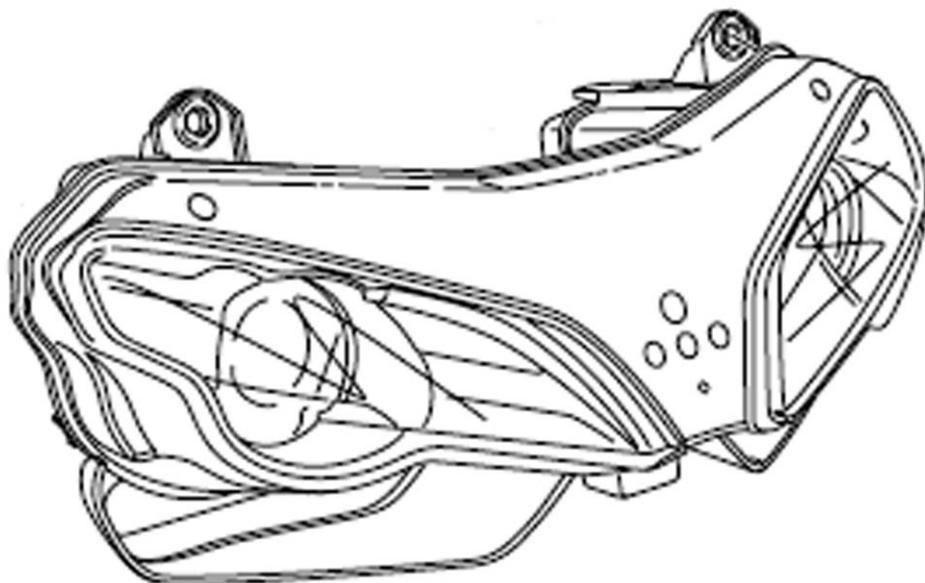
Now boasting a size equivalent to **Ø63.9mm**, the throttle body is exactly the same as the 'R' model.

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## 1198 LIGHTER HEADLAMPS

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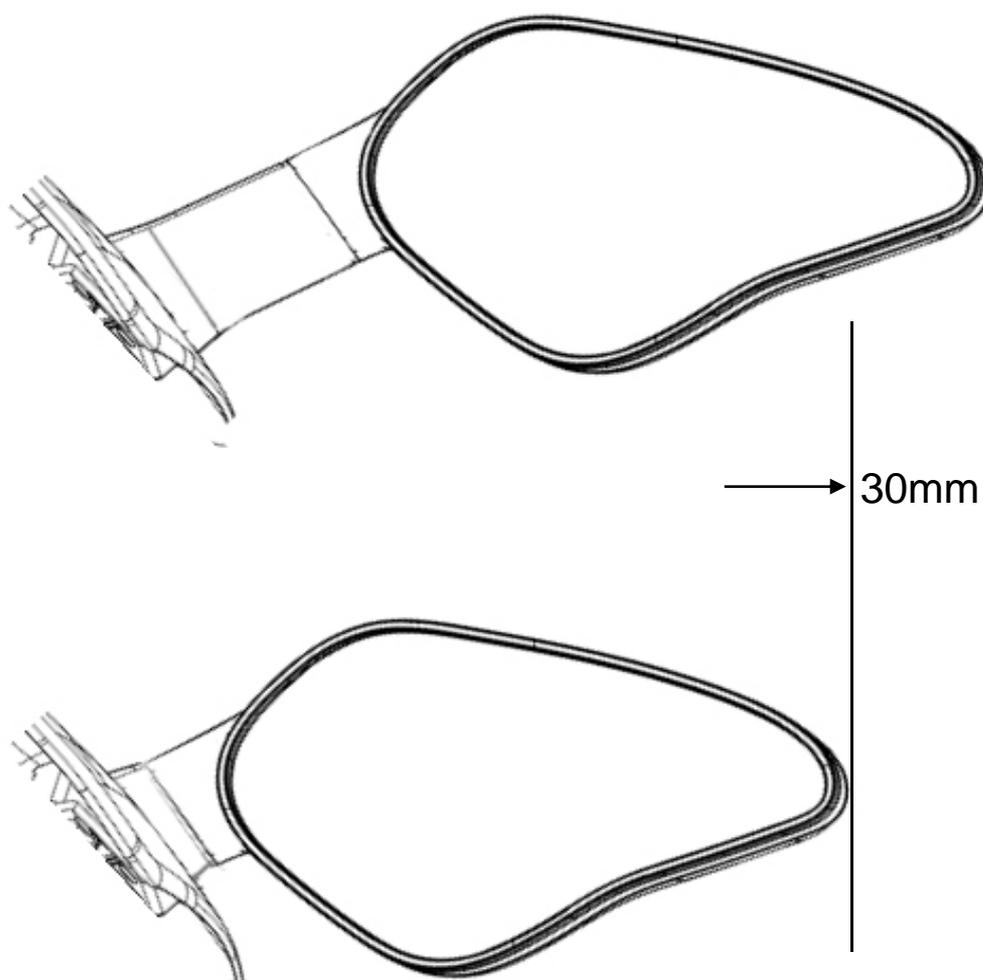


The headlamp units used on the 1198 and 1198 S **save** around **0.5kg (1.2lb)** compared to those used on the 1098.

Apart from contributing to the motorcycle's **overall weight saving**, this also reduces weight from a crucial high, frontal area which serves to **enhance** the overall vehicle handling and the '**feel**' of the front-end.



## 1198 MIRROR EXTENSION KIT



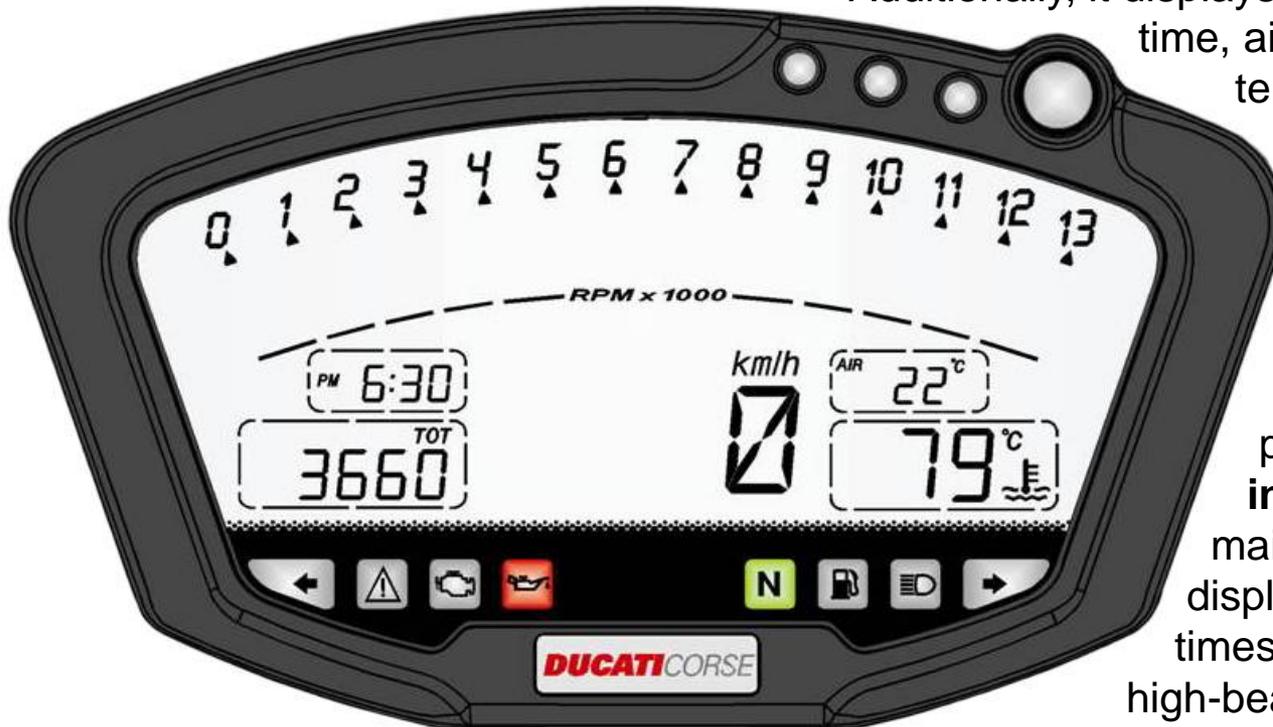
Both the 1198 and 1198 S are supplied with an optional mirror stem extension kit, which enables an **extra 30mm width** for each mirror.

The kit consists of a right and left stem extension plus 4 x M4 x 35mm screws.



## 1198 ENHANCED INSTRUMENTATION

The display, which now 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 which have now been **enlarged**.



Additionally, it displays lap times, DTC level\* selected, 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,

high-beam, rev-limit, low oil

pressure, fuel reserve, **DTC\***

**intervention** and scheduled

maintenance. The instrument

display can also be used to list lap

times recorded by using the

high-beam flash button as a stopwatch.

(\*if activated on 1198 S)

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## 1198 NEW 10-SPOKE WHEELS

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The 1198 rides on **new style 10-spoke** lightweight aluminium wheels finished in a subtle graphite grey.

They are fitted with **Pirelli Diablo Supercorsa SC** tyres:

Front fitment: **120/70 ZR17.**

Rear fitment: **190/55 ZR17.**

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# 1198 TECH SPEC - ENGINE

Engine	1198
Type	L-Twin cylinder, 4 valve per cylinder Desmodromic, liquid cooled
Capacity	1198.4cc
Bore x stroke	106 x 67.9mm
Comp. ratio	12.7:1
Power	170hp - 125kw @ 9750rpm
Torque	97lb-ft 13.4kgm @ 8000rpm
Fuel injection	Marelli electronic fuel injection, elliptical throttle bodies.
Exhaust	Lightweight 2-1-2 system with catalytic converter and 2 lambda probes. Twin stainless steel mufflers
Emissions	Euro 3
Gearbox	1st 37/15, 2nd 30/17, 3rd 27/20, 4th 24/22, 5th 23/24, 6th 22/25
Primary drive	Straight cut gears, Ratio 1.84:1
Final drive	Chain; Front sprocket 15; Rear sprocket 38
Clutch	Dry multiplate with hydraulic control



# 1198 TECH SPEC - CHASSIS

Chassis	1198
Frame	Tubular steel Trellis frame in ALS 450
Front suspension	Showa 43mm with TiO fully adjustable USD forks
Front wheel travel	127mm (5in)
Front wheel	10-spoke in light alloy 3.50 x 17
Front tyre	120/70 ZR17
Rear suspension	Progressive linkage with fully adjustable Showa monoshock. Aluminium single-sided swingarm
Rear wheel travel	127mm (5in)
Rear wheel	10-spoke light alloy 6.00 x 17
Rear tyre	190/55 ZR17
Front brake	2 x 330mm semi-floating discs, radially mounted Brembo Monobloc calipers 4-piston, 2-pad
Rear brake	245mm disc, 2-piston caliper
Versions	Dual seat



# 1198 TECH SPEC - DIMENSIONS

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Dimensions	1198
Wheelbase	1430mm (56.3in)
Rake	24.5°
Steering lock	57°
Dry weight	171kg (377lb)
Wet weight	187kg (412lb)
Seat height	820mm (32.2in)
Max height	1100mm (43.3in)
Max length	2100mm (82.6in)
Fuel tank capacity	15.5L (4.1 US gal)



# 1198 & 1098 QUICK COMPARISON

FEATURE	1198	1098
Capacity	1198.4cc <b>Bigger</b>	1099cc
Bore x stroke	106 x 67.9mm <b>Bigger</b>	104 x 64.7mm
Power	170hp @ 9,750rpm <b>More power</b>	160hp @ 9,750rpm
Torque	97lb-ft (13.4kgm) <b>More torque</b>	90.4lb-ft (12.5kgm)
Valves (in/ex)	43.5 / 35.5 <b>Bigger</b>	42 / 34
Compression	12.7:1 <b>Higher</b>	12.5:1
Rockers	Super-finished <b>Stronger</b>	Normal finish
Throttle bodies	Elliptical equal to Ø 63.9mm <b>Bigger</b>	Elliptical equal to Ø 60mm
Gearbox	1: 37/15 2: 30/17 3: 27/20 4: 24/22 5: 23/24 6: 22/25 <b>Better</b>	1: 37/15 2: 30/17 3: 28/20 4: 26/22 5: 24/23 6: 23/24
Exhaust	2 lambda sensors <b>Smoother</b>	1 lambda sensor
Instrumentation	Bright white LED back-lighting <b>Brighter</b>	
Wheels	10-spoke <b>Newer</b>	5 Y-shaped spoke
Weight	171kg (377lb) <b>Lighter</b>	173kg (381lb)
Swingarm colour	Black <b>Newer</b>	Aluminium

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# 1198 COLOURS

## **1198 RED**

*BODY: Red*

*FRAME: Racing black*

*WHEELS: Graphite grey*



## **1198 PEARL WHITE**

*BODY: Pearl white*

*FRAME: Racing black*

*WHEELS: Graphite grey*



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## 1198 S WHAT'S NEW ON THE 'S'?



The 1198 S incorporates more World Superbike technology than ever before. Equipped with the usual top-of-the-range Öhlins suspension and lightweight chassis components, the 'S' now comes with a true racing-style **traction control** system designed for road use.



## 1198 S DTC FOR THE ROAD - 1

For the **first time ever** on a **Ducati production motorcycle**, a true competition-level **traction control system for the road** comes integrated into the 1198 S 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 **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.

The DTC system is supplied as **standard equipment\* on the 1198 S** and is **not available** as an accessory for the 1198.

(\*Does **not** require a change of exhaust and ECU)



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## 1198 S DTC FOR THE ROAD - 2

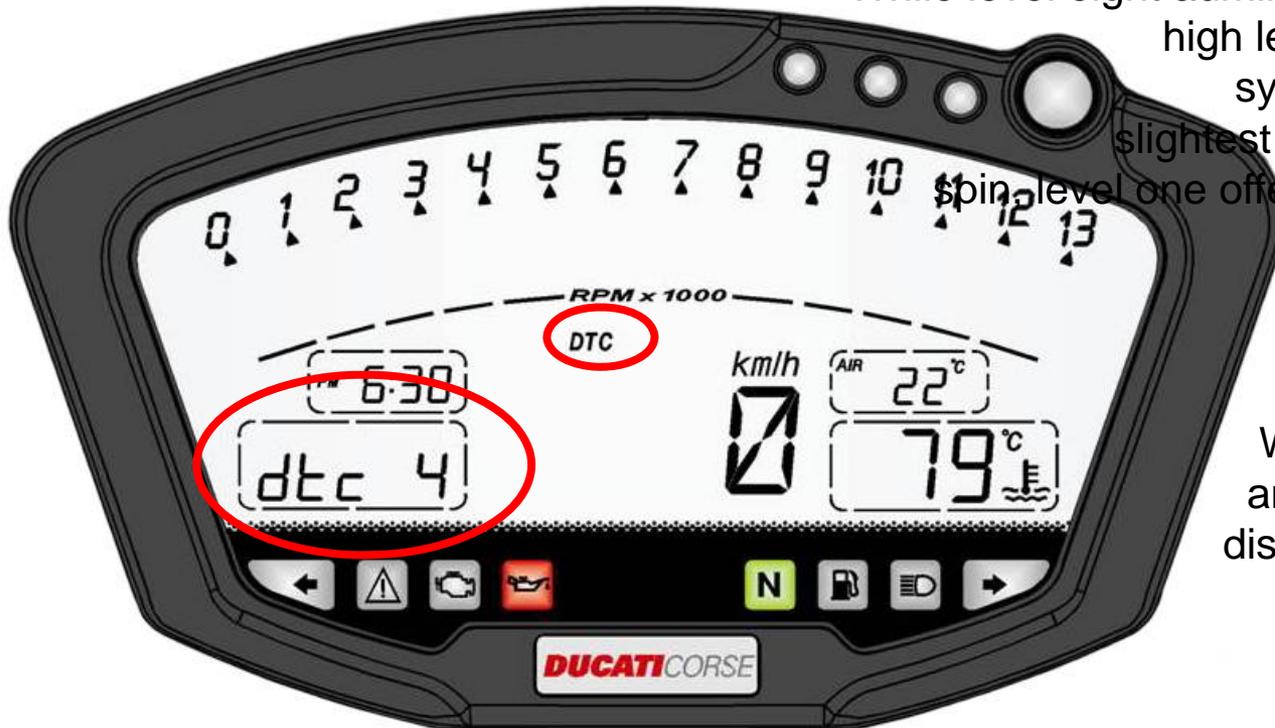
Accessible from the left-hand switchgear and displayed on the digital instrumentation, the system offers a choice of eight profiles. Each one has been programmed with a wheel-spin tolerance matched to progressive riding levels of skill graded from one to eight.

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 so much less intervention for highly competent riders.

When the **level** is selected and **DTC activated**, both are displayed on the instrumentation.

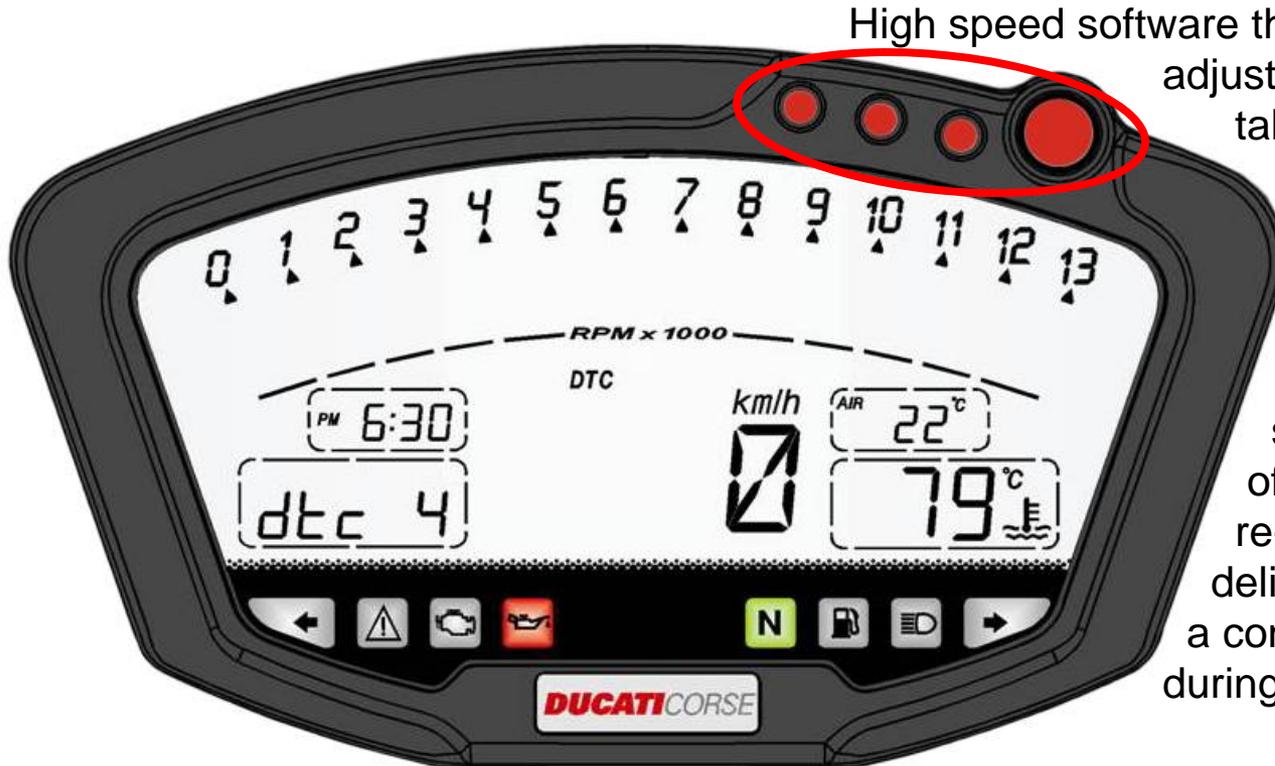


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## 1198 S DTC FOR THE ROAD - 3

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).



High speed software then makes instant electronic adjustment to the **fuel injection**,

taking immediate control over power output so as to restore traction at the rear wheel. **Warning lights** are displayed during **DTC interaction**. As soon as the system recognises the return of equal wheel speeds, it re-establishes normal power delivery. In this way, **DTC provides** a considerable **increase in safety** during mid-corner acceleration.

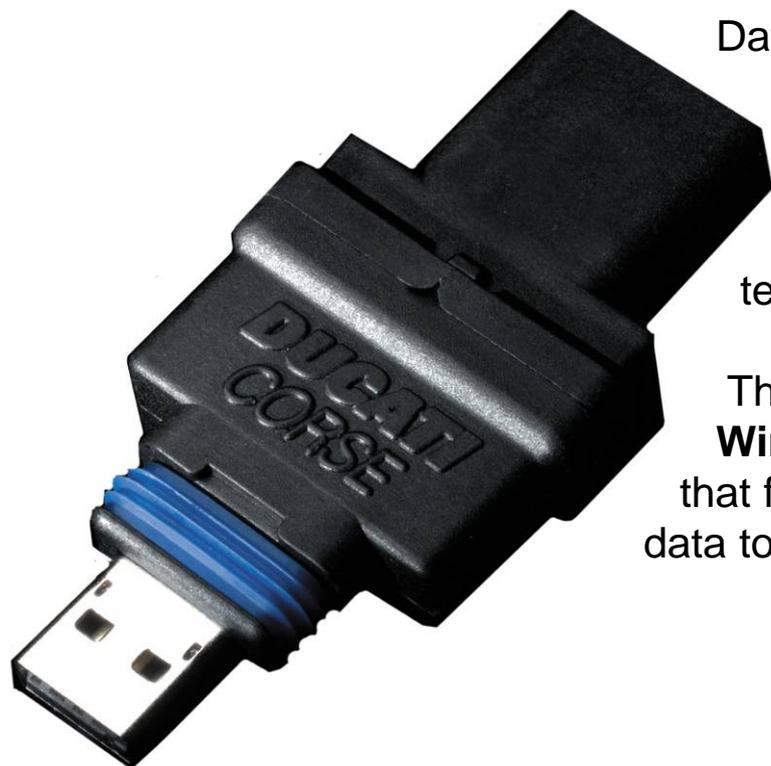
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## 1198 S UPGRADED DDA

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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 make comparisons between various channels of information. The DDA is **available** for the **1198** as an **accessory**, and is supplied as **standard equipment** on the **1198 S**.



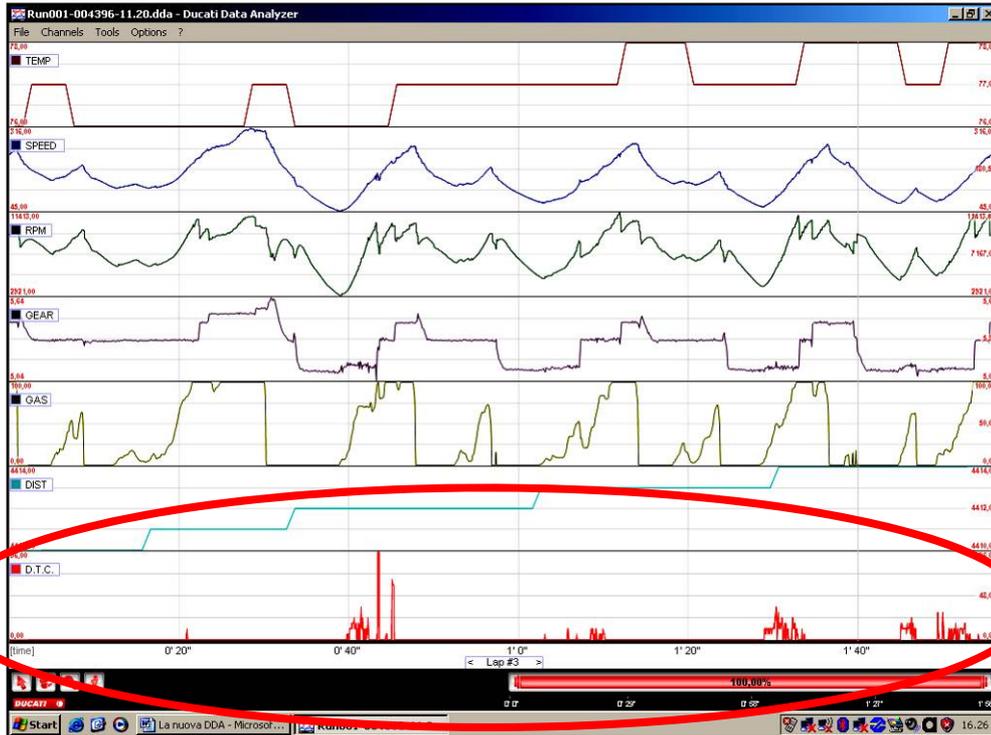
Data can be analysed in graphic form with options to zoom into detail of specific sections. Dragging a trace along a timeline to reveal individual values of the above listed channels enables the user to analyse performance in the same way that data technicians can in factory teams.

The latest version software is now compatible with **Windows Vista™** and allows data to be compared with that from a completely separate session and for pages of data to be printed off easily.



# 1198 S DDA – NEW CHANNEL, MORE MEMORY

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 wheel-spin.

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.

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## 1198 S NEW 7-SPOKE GP REPLICA WHEELS

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As usual, the 1198 S goes to a higher level of specification by rolling out on the **new 7-spoke GP replica** wheels.

These beautifully lightweight, **forged-aluminium, machine-finished** wheels by Marchesini are colour-matched to the Trellis frame in a sophisticated **bronze**.

They are fitted with **Pirelli Diablo Supercorsa SC** tyres:

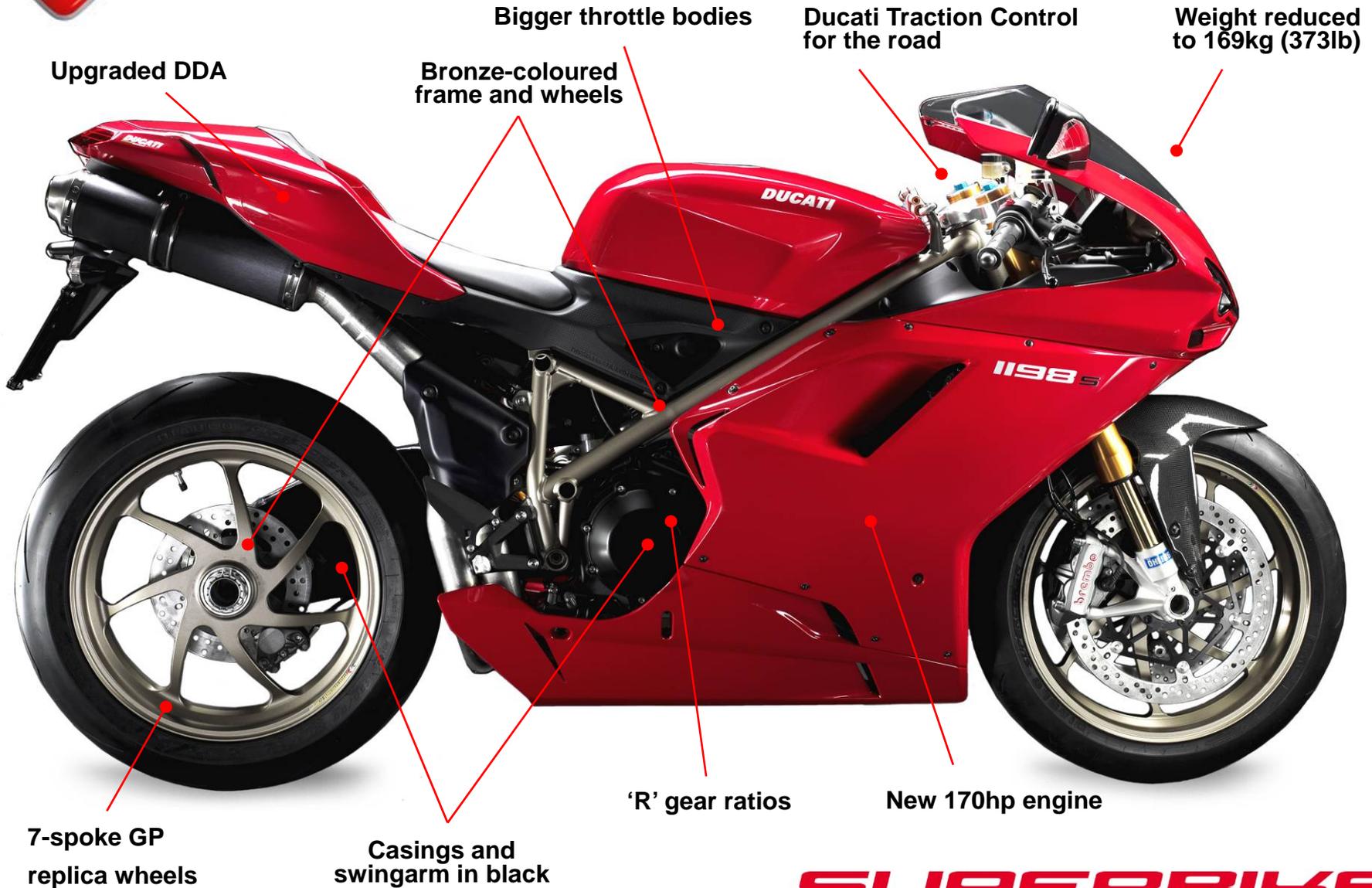
Front fitment: **120/70 ZR17.**

Rear fitment: **190/55 ZR17.**

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# 1198 S NEW FEATURES



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## 1198 S TECH SPEC - ENGINE

Engine	1198 S
Type	L-Twin cylinder, 4 valve per cylinder Desmodromic, liquid cooled
Capacity	1198.4cc
Bore x stroke	106 x 67.9mm
Comp. ratio	12.7:1
Power	170hp - 125kw @ 9750rpm
Torque	97lb-ft 13.4kgm @ 8000rpm
Fuel injection	Marelli electronic fuel injection, elliptical throttle bodies.
Exhaust	Lightweight 2-1-2 system with catalytic converter and 2 lambda probes. Twin stainless steel mufflers
Emissions	Euro 3
Gearbox	1st 37/15, 2nd 30/17, 3rd 27/20, 4th 24/22, 5th 23/24, 6th 22/25
Primary drive	Straight cut gears, Ratio 1.84:1
Final drive	Chain; Front sprocket 15; Rear sprocket 38
Clutch	Dry multiplate with hydraulic control



## 1198 S TECH SPEC - CHASSIS

Chassis	1198 S
Frame	Tubular steel Trellis frame in ALS 450
Front suspension	Öhlins 43mm fully adjustable USD forks with TiN
Front wheel travel	120mm (4.7in)
Front wheel	GP Replica 7-spoke in forged and machined light alloy 3.50 x 17
Front tyre	120/70 ZR17
Rear suspension	Progressive linkage with fully adjustable Öhlins monoshock with top-out spring. Aluminium single-sided swingarm
Rear wheel travel	127mm (5in)
Rear wheel	"GP Replica" 7-spoke forged and machined light alloy 6.00 x 17
Rear tyre	190/55 ZR17
Front brake	2 x 330mm semi-floating discs, radially mounted Brembo Monobloc calipers 4-piston, 2-pad
Rear brake	245mm disc, 2-piston caliper
Versions	Dual seat



## 1198 S TECH SPEC - DIMENSIONS

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Dimensions	1198 S
Wheelbase	1430mm (56.3in)
Rake	24.5°
Steering lock	57°
Dry weight	169kg (373lb)
Wet weight	185kg (408lb)
Seat height	820mm (32.2in)
Max height	1100mm (43.3in)
Max length	2100mm (82.6in)
Fuel tank capacity	15.5L (4.1 US gal)



## 1198 & 1198 S QUICK COMPARISON

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FEATURE	1198	1198 S
DTC	Not available	Standard equipment
DDA	Available as an accessory	Standard equipment
Mufflers	Steel finish	Black finish
Front suspension	Showa TiO-treated sliders	Öhlins with TiN-treated sliders
Rear suspension	Showa	Öhlins
Wheels	10-spoke	7-spoke GP replica forged and machined
Front fender	Plastic	Carbon fibre
Weight	171kg (377lb)	169kg (373lb)



# 1198 S COLOURS

**1198 S RED**  
*BODY: Red*  
*FRAME: Bronze*  
*WHEELS: Bronze*



**1198 S BLACK**  
*BODY: Midnight black*  
*FRAME: Bronze*  
*WHEELS: Bronze*



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