

The New DesertX

New bones, new V2, six modes. 45,000 km between valve checks.

The new DesertX is a second generation shaped by real rider feedback: more usable everywhere, more attitude off-road. New 890cc V2 engine, brand-new aluminium monocoque chassis, and a body that assumes the trip, not the showroom. Here's what actually changed, and why it matters when the pavement ends.

WHAT'S WORTH KNOWING

890cc V2 with Intake Variable Timing 110 hp, 92 Nm, 70% of it already at 3,000 rpm. Valve checks every 45,000 km, oil every 15,000 km or 2 years. One engine, two personalities: calm and smooth when you're picking a line on loose ground, real punch when the trail opens. And maintenance spaced for real travel.	Aluminium monocoque chassis Brand-new aluminium monocoque main frame, steel trellis subframe, aluminium double-sided swingarm. 209 kg wet, without fuel. You feel a bike's bones before you feel its power. This one feels easy and agile the moment you pick it up, on dirt and on pavement.
Full floater rear suspension 11% more progression than the last generation. 220 mm of rear wheel travel, 230 mm up front on a fully adjustable 46 mm KYB fork. Soft when barely moving, firm deep in the stroke. Small bumps disappear on the road; big hits get absorbed off-road instead of bottoming out.	Built for real off-road life Technopolymer fuel tank, crash pads standard, air filter behind a single cover, hexagonal rear axle nut. Real off-road riding includes dropping the bike. Drop it, pick it up, ride on, and any workshop can pull the rear wheel with a standard wrench.
Six riding modes Sport, Touring, Urban, Enduro, Rally, Wet, with two modes dedicated purely to off-road. Rally gives you the full 110 hp with the electronics nearly silent. Wet caps power at 95 hp with ABS and wheelie control at maximum. Same bike, opposite moods.	Ducati Quick Shift 2.0 Reads gear position directly from the gearbox: zero backlash, clutchless up and down, active in all six riding modes. Cleaner shifts standing on the pegs, in gloves, mid-climb. Enduro and Rally included, it works where you actually need it.

TAILORABLE TO ANY NEED

Standard seat: 880 mm	Low seat: -20 mm	High seat: +20 mm	Rally seat: +20 mm
Low suspension kit: -20 mm	Seat height range: 840-900 mm		

Combining the seats and the low suspension kit, your dealer can fit the new DesertX to a wide spectrum of riders, both boots down included.

MAKE IT YOURS

Termignoni racing exhaust: titanium, +6 hp, -4 kg

Termignoni street-legal slip-on: titanium sleeve

Aluminium side panniers and top case

8 l auxiliary fuel tank: pairs with top case

Bull bar and reinforced sump guard

Heated grips and touring windshield

Numbers tell you what it is. Twenty minutes on gravel tells you if it's yours, come book a test ride.

BOOK A TEST RIDE

EXPLORE THE BIKE

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