

STREETFIGHTER V4



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The Next Level Formula

The new Streetfighter V4 is the ultimate expression of the Fight Formula, applied to the best ever Panigale. Like never before, the Streetfighter inherits all the innovation and performance of the Ducati superbike, while retaining its unmistakable character. Powerful and precise on track, exciting and enjoyable on the road, the Streetfighter V4 promises both feeling and control for an unparalleled riding experience.

The most powerful Streetfighter of the category.

As never before, the new Streetfighter V4 is the new Panigale V4 stripped of its fairings, sharing also the same Desmosedici Stradale engine version. A magical combination that blends new design solutions, aerodynamics, ergonomics, chassis and electronics.



DESIGN

Unmistakable design. Aggressive and sophisticated.

The result of the same integrated approach to design and aerodynamics as the Panigale V4, the new Streetfighter V4 aesthetic transmits pure sports attitude.

Every line, every detail is designed to express that authentic Streetfighter essence. A design that demands attention, boasting aggression and sophistication in equal measure.





Style that makes a mark.

New headlight

The new full LED headlight, with iconic DRL inspired by the 2025 Panigale, gives the front end a sharp, dynamic gaze. A look that is pure aggression, paired with sophistication, modernity and technology.

Panigale hallmark

The new Streetfighter V4 derives directly from the Panigale V4, stripped of its fairings, and maintains the same balanced and horizontal proportions as the new 2025 Panigale. With its aggressive design, accentuated by biplane wings and side panels that recall airplane flaps, it is unrivalled on both track and road, always reaching for the next corner.

Radiators and lateral extractor

Careful attention is paid to extracting hot air from the radiators. A dedicated cover and beak do not only improve thermal management but marry perfectly with the bike's aggressive design. These elements do not just optimise performance but express power and speed, emphasising the sports attitude of the Streetfighter V4.

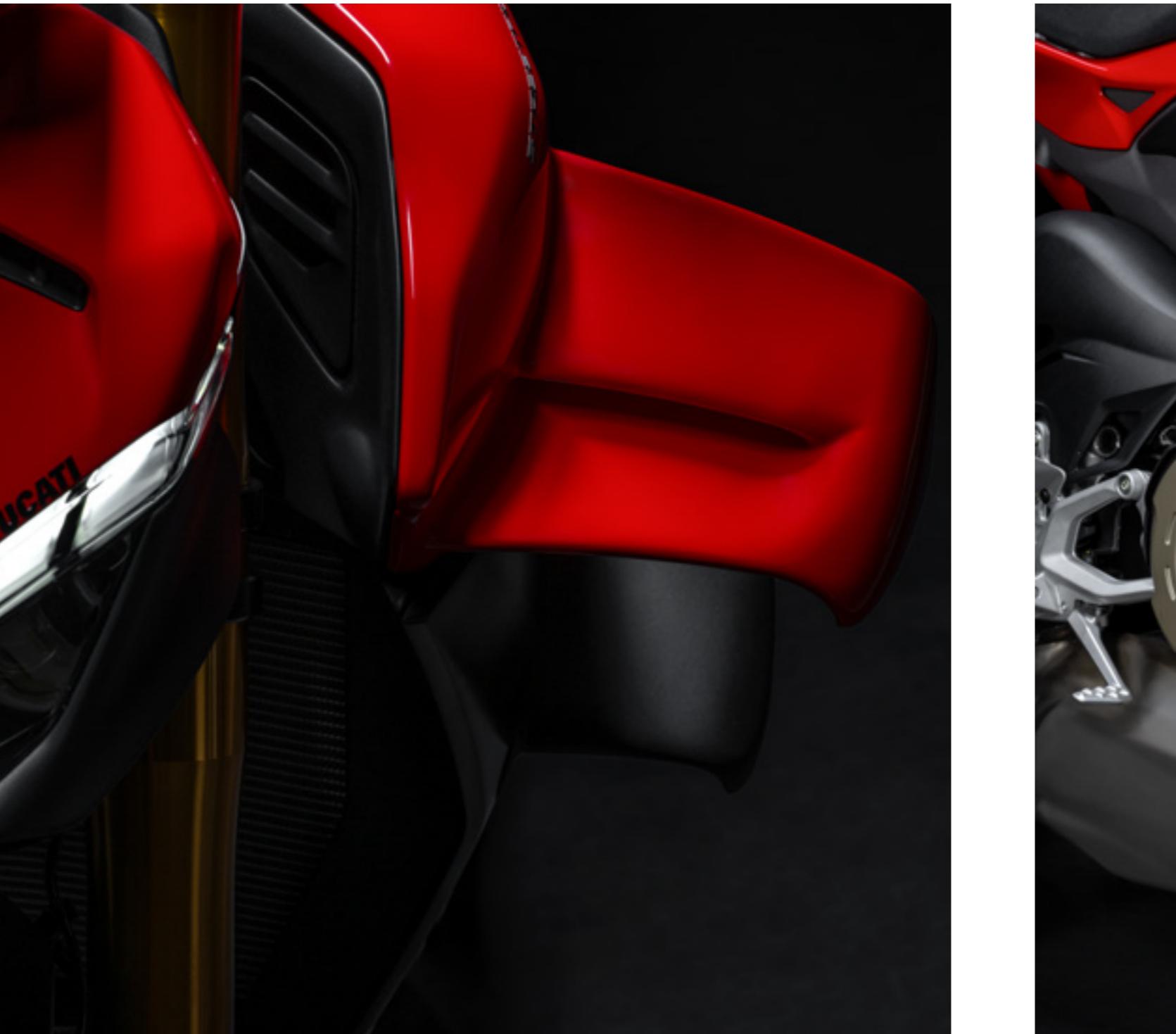




Designed for performance.

Biplane wings

Double profile like those of the new Panigale V4 and better integrated into the front end, the upper wings help increasing the vertical load (+17 kg at 270km/h) and reinforce the family feeling. The lower wings, a single element like those of the previous generation, offer greater stability and better feeling with the front wheel, for heightened control during critical riding phases.



Rider comfort

The new Streetfighter V4 offers greater rider comfort with more longitudinal room, a thicker seat and two ducts integrated into the side panels. These elements divert hot air away from the legs, improving thermal comfort and ensuring excellent control even in the most intense riding conditions.



ENGINE

Desmosedici Stradale: power and technical excellence.

The heart of the new Streetfighter V4 is the latest evolution of the Desmosedici Stradale. Even lighter and more powerful, it represents another step towards excellence.

1103 cc Desmosedici Stradale V4

The Streetfighter V4 mounts the 1103 cc Desmosedici Stradale: the 90° V4 (rotated backwards by 42°) with MotoGP-derived Desmodromic timing, unique in terms of its counter-rotating crankshaft and "Twin Pulse" firing order.

90° V4: the ultimate race engine

For Ducati, the 90° V4 is the ultimate expression of sports attitude for a motorcycle engine. It is no coincidence then that MotoGP Desmosedici engines adopt the same solution. The 90° V layout of the cylinders allows for a natural balancing of first order forces, with no need for a countershaft – with an increase in weight and power absorption – to eliminate vibration. A very important benefit in terms of the reliability and

mechanical efficiency of an engine that reaches engine speeds in excess of 14,000 rpm.

Variable Intake System (VIS)

For the first time, the Streetfighter V4 uses throttle bodies with variable length funnels, the same as the Panigale V4. These contribute to boosting power and ensure a prompt response.

Euro 5+ approved

Despite conforming with the strict Euro 5+ standard, the Desmosedici Stradale engine boasts a significant maximum power increase equating to 6 hp. This is thanks to the Variable Intake System (VIS), seen on the Streetfighter V4 for the first time, as well as new camshafts with higher lift. The use of lighter components has reduced the engine weight by 1 kg. The Desmosedici Stradale Euro 5+ delivers maximum power of 214 hp at 13,500 rpm and torque of 120 Nm at 11,250 rpm. To maintain the unique style imprint of under-engine silencers,

the exhaust system, in a 4-2-1-2 configuration, has been redesigned in terms of both its manifolds and silencer. Engine development work has also served to reduce the level of emissions (CO₂ 165 g/km) and consumption (7.1l/100km).

Latest-generation Desmodromic system
The Desmosedici Stradale is designed around the Desmodromic system, essential in terms of performance. The four camshafts move the sixteen steel valves, the intake valves measuring 34 mm in diameter and the exhaust valves measuring 27.5 mm, impressive values if related to the 81 mm bore. The valve seats are made of sintered steel. Considering the high engine speeds of the V4 and the significant size of the valves, these would not be able to follow the aggressive cam closing profiles if a spring system were used. This is why the Desmodromic system is indispensable.

Counter-rotating crankshaft
As on the MotoGP prototypes, the crankshaft is counter-rotating, which means it rotates in the opposite direction to the wheels, to compensate for the gyroscopic effect and ensure handling and agility in the changes of direction, as well as reducing the tendency to wheelie during acceleration and braking.

Twin Pulse firing order
Crank pins offset by 70° combined with the 90° V layout of the engine result in a firing order that Ducati calls "Twin Pulse", because it is as if the engine were reproducing the firing sequence of a twin. The distinctiveness lies in the fact that the two left-hand cylinders fire closely together, as do the two right-hand ones. On the timing chart, the ignition points are at 0°, 90°, 290° and 380°. This particular firing order makes the V4 sound very similar to the MotoGP Desmosedici.



New camshafts
As for maximum power, the new camshafts have higher lift (+ 0.75 mm for the intake cam and + 0.45 mm for the exhaust cam) and are also lighter thanks to larger lightening holes and narrower toothed drive wheels. The lengths of the variable-height intake ducts have been modified to match intake to the new lifts; the long-duct configuration is increased by 5 mm, while the short-duct configuration is reduced by 10 mm.

Shorter final drive
With respect to the Panigale V4, the final drive has been shortened - 15/42 vs 16/41 – to ensure more torque at the wheel and an immediate throttle response.

More efficient cooling system
The cooling system has been redesigned to guarantee consistent performance even in very high temperatures or during extreme use on track. The effective cooling area of the water radiator has been increased by 17%, while the oil radiator benefits from a more efficient,

race-derived water circulation layout that is dual flow.

Akrapovič exhaust range
To get even more power and use the bike on the track, it is possible to install Akrapovič non-homologated titanium exhaust, which increases maximum power to 226 hp and reduces weight by a whopping 6.6 kg.
A non-homologated dual silencer under the engine is also available, as well as a titanium exhaust with carbon fiber end caps, homologated by Akrapovič.



CHASSIS

Superbike chassis. Everyday enjoyment.

From leisurely neighbourhood jaunts to a time attack on track, the new Streetfighter V4 inherits the entire Panigale V4 chassis, offering a unique balance of performance and riding ease that brings out the best in any rider, on any surface.

The experience and success accumulated in MotoGP and Superbike guided chassis development of the Panigale, and hence the Streetfighter too. Each component is developed to ensure advanced and accessible performance, allowing a greater number of riders to exploit the bike's full potential, with minimal physical and mental effort.



Ducati Hollow Symmetrical Swingarm

The new Hollow Symmetrical Swingarm perfectly blends form and function. A complex, sophisticated and elegant structure, it stands out among sports bikes for being coupled with an exhaust positioned under the engine. The swingarm has lateral arms with a significantly lighter design and large slots on the sides, which optimise the external structure to satisfy pre-determined weight and stiffness requirements. To maximise efficiency, the internal structure has also been hollowed out and lightened, creating a complex system of cavities and openings, some of which are closed off to the outside with aesthetic elements in plastic material.

MotoGP-derived Front Frame

The new Streetfighter V4 mounts a "Front Frame" that has evolved thanks to Ducati Corse experience in MotoGP. Lateral stiffness is reduced by 40% for a 17% weight saving, while the

component's longitudinal stiffness remains unchanged. Greater flexibility improves front end feeling when cornering, by better exploiting the tyres. The rider can enter more easily, naturally hold the line, and turn faster.

Rear suspension inspired by the Desmosedici GP

The rear suspension adopts a framework inspired by the Desmosedici GP. The new design includes the single pull-rod solution, which allows for a reduction in shock length and an overall weight saving of roughly 600 g. The suspension is mounted on bearings, which replace the sliding bushings of the previous model, reducing friction and play for a back end that better absorbs the bumps and maximises mechanical grip. This is to provide more comfort in the first part of the stroke, the part affected by road use with the ability to maintain position in the middle of the corner and acceleration during track driving for higher compressions.



New Brembo Hypure™ callipers
Just like the Panigale V4, the Streetfighter V4 mounts the brand-new Brembo Hypure™ monobloc callipers that represent the evolution of the already impressive Stylema™. The Hypure™ callipers each weigh 30 grams less than the Stylema™ thanks to their innovative asymmetric design, without compromising stiffness. Thanks to a redesigned pad fixing system, Hypure™ reduces residual torque absorption - the sliding of the pads on the disc when no force is applied to the lever - by up to 15%. And thanks to advanced heat exchange capacity, the calliper releases up to 4% more heat, ensuring more consistent braking performance and

giving the rider greater confidence, lap after lap.

High-performance forged wheels
Streetfighter V4 is equipped with forged aluminium alloy wheels constructed according to a Ducati design. Featuring a tangential 5-spoke design inspired by that of the DesmosediciGP. Compared to the Y-shaped 5-spoke cast aluminium wheels, it offers a 2.17 kg weight saving and reduces the moments of inertia by 22% at the front and 23.5% at the rear





A MotoGP-inspired swingarm.

A sense of compactness and connection
Every Ducati test rider who has contributed to the development of the Panigale V4 has lauded both the compactness and connection between the front and rear. The same sensations are experienced when riding the new Streetfighter. Even at road speeds there is that compact feeling of a short and agile motorcycle, just as on the track the stability coming out of corners and the high mechanical grip that allows more torque to be dumped on the ground with significant longitudinal thrusts under acceleration, just like on the Panigale V4, are evident.

Redefined stiffness
Lateral stiffness is reduced by 43%, improving grip at extreme lean angles without compromising on longitudinal stiffness and retaining the much-appreciated precision. The new rear layout makes for a 2.7 kg weight saving, a particularly significant value in that it refers to unsprung mass.



100% adrenaline. Zero compromises.

Thanks to suspension hardware and software updates, the new Streetfighter V4 S limits the compromise between road and track setup and offers more precise management during every single riding phase.

Third-generation Öhlins suspension

The Streetfighter V4 S is equipped with the Ducati Electronic Suspension (DES) 3.0 system, based on the Öhlins NIX30 (SV) S-EC 3.0, 43 mm, Öhlins TTX36 (SV) S-EC 3.0 shock and Öhlins steering damper. Advanced technology valves extend the range of hydraulic braking adjustment and ensure heightened reactivity and quicker adjustment. This translates into greater comfort when riding on the road as well as better support when riding on track, reducing the compromises in defining setup for different usages. On both versions, the

fork has an increased excursion of 125 mm, as for the Panigale V4, which means greater ability to filter road bumps.

Öhlins Smart EC 3.0

The new user interface allows for more accurate management of the different riding phases, which makes for greater precision in defining settings for the track. At the same time, new modes designed for road use ensure the suspension is more comfortable when traveling. The new system also introduces the concept of Suspension Modes, with four pre-set configurations of the hydraulic braking reference parameters (two for the track, two for the road) that can be customised by the rider.





ERGONOMICS

Designed for the track. Conceived for every day.

The riding position of the new Streetfighter V4 is developed like that of the Panigale V4, with the aim of improving control during the most important riding phases and heightening riding comfort on the road.

Seat-tank layout

Now offering more room, the seat-tank layout ensures greater longitudinal freedom of movement and makes for a more natural aerodynamic position, thanks to a hollow in the upper section. At the same time, the rear part of the tank, combined with the lateral covers and seat shape, better supports the rider during braking, entry and cornering.

Handlebar and footpegs

The curve of the handlebar is drawn back, now 10 mm closer to the rider. The footpegs are positioned 10 mm further in compared to the previous Streetfighter V4, offering greater comfort for the rider without compromising on ground clearance.

Thermal comfort
New water and oil coolers improve engine cooling by providing greater thermal comfort for the rider. These are coupled with two ducts integrated into the fairings that direct hot air away from the legs, improving thermal comfort and ensuring excellent control also during more intense riding situations.

Single and passenger seat
The new Streetfighter V4 comes out from the factory in single-seat configuration, but passenger and footrests seats are available as an accessory to share the excitement that only a Streetfighter V4 can give.

ELECTRONICS

Cutting-edge electronics. Endless excitement.

The electronics solutions aboard the new Streetfighter V4 raise the riding experience to the max. Sophisticated, intuitive and designed to ensure total control, they will amplify the performance of every rider, amateur or pro.

6.9" TFT

The new Streetfighter V4 debuts a brand-new dashboard. Boasting a 6.9" colour screen, 8:3 aspect ratio, and 1280 x 480 resolution, it sets new standards in terms of its readability, ease of use, and the amount of data it provides. Thanks to the use of Optical Bonding technology, with graphics on a black background and glass protection, the aesthetic is impeccable and offers excellent visibility also during the day. The dash is controlled by an HMI that users two rocker controllers positioned on the left handlebar block. The visualization options, known as Info Modes, are Road and Track. The first is very clean with a circular rev counter

in the centre of the screen, while the second features a rev counter bar that stretches across almost the entire width of the screen, along with data needed to monitor the bike settings and lap performance.

The rider can swiftly select one of the four Riding Modes, modifying the electronic controls and choosing between one of the four available Power Modes depending on riding style and bike usage.

Ducati Vehicle Observer based on a Ducati Corse algorithm

The electronic controls evolve with the use of the Ducati Vehicle Observer (DVO), developed by Ducati Corse. This algorithm can simulate the input of seventy sensors and measure seventy physical quantities for a precise estimate of the levels of intervention of the traction and wheelie control systems. These systems work in an almost predictive fashion while also heightening riding safety and confidence on track.

Race eCBS: a new concept of ABS

The new Streetfighter V4 has a braking system managed by the Race e-CBS, a combined braking system with Cornering function developed by Bosch in collaboration with Ducati. The system autonomously applies braking pressure to the rear, based on predefined strategies, when the rider activates the front brake.

The system ensures safer and more stable braking on the road and heightens performance on track, even for amateur riders who don't usually use the rear brake. On the road, Race eCBS increases stability and reduces braking distances by limiting front load transfer and increasing average deceleration.

Latest-generation electronic controls

The new Streetfighter V4 flaunts an advanced electronics package based on the six-axis inertial platform that evolves thanks to the use of a revolutionary algorithm developed by Ducati Corse, known as Ducati Vehicle Observer (DVO).





Thanks to the DVO, Ducati Traction Control (DTC) heightens control of rear wheel slip, working more precisely and continuously during the manoeuvre to limit any loss of grip and subsequent recovery. Ducati Wheelie Control (DWC) also benefits from the introduction of the DVO, allowing for more accurate identification of wheelies and more precise intervention that is almost predictive. Ducati Slide Control (DSC) supports the rider, controlling the amount of torque delivered depending on the slide angle. It operates thanks to the inertial platform and improves corner exit performance by preventing slide angles that would otherwise be difficult to manage. Ducati Power Launch (DPL) can guarantee lightning starts, allowing the rider to focus only on releasing the clutch. DPL also benefits from the introduction of DVO, helping to increase repeatability and boost rider confidence in the system.

The Engine Brake Control (EBC)

helps riders to optimise bike stability in extreme conditions of corner entry,

balancing the forces to which the rear tyre is subjected with aggressive application of the engine brake.

Power Mode logic

The new Streetfighter V4 offers four engine configurations: Full, High, Medium and Low. Full Power Mode is the most extreme. Not associated with any Riding Mode, it allows the engine to express its full potential, with torque curves without electronic filters, except for first gear. Associated with the Race Riding Mode, High Power Mode satisfies the needs of amateur and professional riders on track, while Medium Power Mode is associated with the Sport and Road Riding Modes. Both can deliver full power and use a matrix-tyre torque management that allows the ECU to optimise the curves required for each gear, improving continuity and reducing compromise. Low Power Mode, on the other hand, is designed for low-grip surfaces and wet conditions. Associated with the Wet Riding Mode, it limits maximum power to 160 hp for a very manageable throttle response.

Ducati Electronic Suspension 3.0 event-based software

The Streetfighter V4 S is equipped with Öhlins suspension and steering damper, controlled by the third-generation SmartEC 3.0 system with new OBTi user interface.

Thanks to revised suspension hardware and software, the suspension heightens riding comfort on the road and guarantees precision and performance on the track. The user interface now allows more precise definition of hydraulic behaviour during the different riding phases. When travelling at constant speed, the system reduces the hydraulic braking to heighten comfort during road use.

The new Suspension Modes offer four pre-set configurations of the hydraulic braking reference parameters (two for track and two for road) that can be customised by the rider.

Advanced Riding Modes

The new Streetfighter V4 is as insolent in looks as it is easy to ride. This, thanks to Riding Modes that make it the perfect bike for leisurely local jaunts and the ideal naked with which to launch a time attack at any track.

"Race" Riding Mode – The Race Riding Mode offers the rider the full power of the engine (214 hp) with direct Ride by Wire response when opening the throttle (High Power Mode) and, in the S version, a very firm suspension setup (Active Track) for optimum performance. Race A mode provides a default low-intrusive electronics setting, designed for track riding, with Race eCBS at level 1.

"Sport" Riding Mode - The Sport Riding Mode is associated by default with the Medium Power Mode (maximum power of 214 hp and a more progressive Ride By Wire response) and, in the S version, with a sports suspension setup (Active



Dynamic).

The electronic controls are set in such a way as to support the rider during sports riding on the road.

"Road" Riding Mode - The Road Riding Mode is recommended for road riding, especially where surfaces are in less-than-optimal conditions.

The RM provides the rider with 214 hp of power with a progressive response when opening the throttle (Medium Power Mode) and, in the S version, an Active Comfort suspension setup, particularly suited to absorbing the bumps.

"Wet" Riding Mode – The Wet Riding Mode is designed for riding on low-grip surfaces, or on wet surfaces.

The RM limits maximum power to 160 hp with a particularly gentle throttle response (Low Power Mode) and, in the V4 S version, a softened suspension setup (Active Low Grip) to favour grip and safety.

New throttle control

To improve rider feeling, the bike adopts the throttle control of the Panigale V4 R, for minimal axial and radial play and almost no initial idle stroke.

Ducati Quick Shift 2.0

The DQS 2.0 allows the rider to shift up and down without using the clutch and evolves with respect to the previous system, swapping the traditional lever with microswitch for a direct mechanical lever.

The electronic strategy is entrusted to the positioning sensor on the gear drum that identifies the gear engaged, offering the rider more direct feeling that is easier to repeat, less "rubbery" and with reduced travel.



Ultimate control, utmost performance.

The new 6.9" TFT with 8:3 aspect ratio (1.280 x 480 pixels) stands out for its horizontal layout, which displays more information and improves usability. The perfect technological ally, it transforms the new Streetfighter V4 into a record-breaking machine.

Clear. Complete. Functional.
The new Streetfighter V4 debuts a brand-new dashboard. Boasting a 6.9" colour screen, (8:3 aspect ratio, 1280 x 480 resolution) it sets new standards in terms of its readability, ease of use, and the amount of data it provides.

Thanks to the use of Optical Bonding technology, with graphics on a black background and glass protection, the aesthetic is impeccable and offers excellent visibility also during the day. The dash is controlled by an HMI that uses two rocker controllers positioned on the left handlebar block. The visualization options, known as Info Modes, are Road and Track.

Info Mode Road
The Road display is designed to provide the essential information in road driving. The tachometer bar, circular in shape, occupies the entire right side of the display, with an indication of the ratio entered in the center. On the left side are the speed indication and the selected Riding Mode. On-board computer data are in the four corners of the display: fuel level, time, coolant temperature and air temperature.

Info Mode Track
Track mode info features a straight tachometer bar, positioned along the entire length of the top of the display. The gear indicator increases in size compared to the Road display, while the speed indicator decreases. On the left side is information from the Lap Timer Pro, if installed (GPS signal, lap time, split time, lap and current session number, split time improvement report, and lap time in absolute or session reference as on the Panigale V4).

Servicing and maintenance

Safety as standard

Ducati's continuing commitment to design, research and development has the precise objective of guaranteeing state-of-the-art motorcycles characterised by the highest degree of active safety. It is with racing performance in mind and a view to increasing the level of control during the most difficult riding that we continue to develop systems that are always at the cutting edge.

More value to your passion

With Ever Red, the quality and reliability of the Ducati brand remain your inseparable travelling companions over time. Ever Red is the exclusive Ducati warranty extension programme. With its activation you can continue to feel protected for 12 or 24 months beyond the expiration of the Ducati Warranty (24 months). Ever Red includes roadside assistance for the entire coverage period and no mileage limits. In this way you can ride for all the kilometres you want, even abroad, enjoying your Ducati without any worries.

To find out if the Ever Red extension is available in your country and for further information contact your Ducati dealer or visit ducati.com.

Endless excitement

In designing each bike, Ducati constantly strives to ensure maximum reliability while reducing service costs. A commitment that has seen the intervals for the main Desmo Service, in which valve clearance is checked and adjusted if necessary, extended to 24,000 km (15,000 mi) for the Streetfighter V4. Even the simplest of checks, such as the Oil Service, are extended to 12,000 km (7,500 mi) or 12 months.

A considerable interval for such high-performance engines, which only confirms the high quality standards adopted in terms of material selection and R&D processes. Ducati continuously invests in the technical training of its dealers. The specific skills offered by the official Ducati Service network ensure that all those operations needed to keep every Ducati in perfect condition are thoroughly executed, while advanced equipment such as the Ducati Diagnosis System allows the software on each Ducati to be updated with the latest releases, ensuring that the electronics continue to perform at the maximum level.

Always by your side

One of Ducati's main goals is to offer every Ducatista the chance to enjoy unlimited and safe travel all over the world. To achieve this aim, Ducati offers a "fast delivery" original spares service, with delivery in 24/48 hours across 85% of the areas in which it operates. With a distribution network that covers more than 96 countries, thanks to 821 (760 Sales & Service, 61 Service) official Dealers and Service Points*, choosing a Ducati means you can travel worry free and in total freedom, wherever the road may take you, and count on support from our extensive Dealer network that ensures Ducati quality and professionalism is always close at hand.

821 Authorised dealers and service points

96 World countries

*Information updated on 31/12/2022



Ever Red

Extended Warranty



*Equal to 15,000 miles.





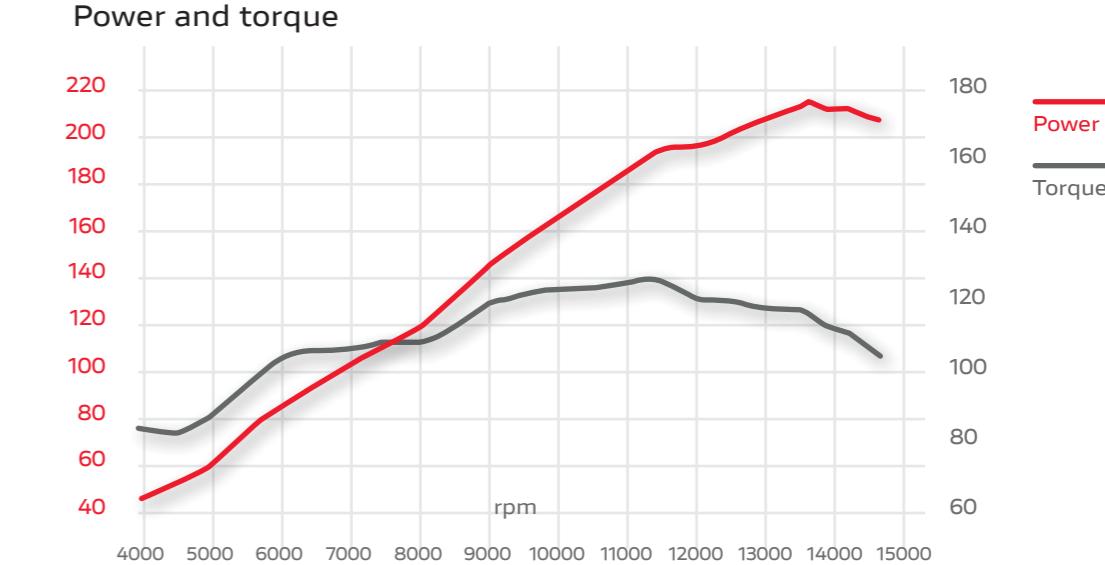
Technical data and equipment

STREETFIGHTER V4

Engine	
Engine	Desmosedici Stradale 90° V4, counter-rotating crankshaft, Desmodromic timing, 4 valves per cylinder, liquid-cooled
Displacement	1,103 cc
Bore X stroke	81 x 53.5 mm
Compression ratio	14.0:1
Power	157.4 kW (214 hp) @ 13,500 rpm 150.7 kW (205 hp) @ 12,650 rpm*
Torque	120.0 Nm (88.5 lb-ft) @ 11,250 rpm 119.7 Nm (88.3 lb-ft) @ 11,500 rpm*
Fuel injection	Electronic fuel injection system. Twin injectors per cylinder. Full ride-by-wire elliptical throttle bodies. Variable length intake system
Exhaust	4-2-1-2 system
Transmission	
Gearbox	6 speed with Ducati Quick Shift (DQS) up/down 2.0
Primary drive	Straight cut gears; ratio 1.80:1
Ratios	1=38/14 2=36/17 3=33/19 4=32/21 5=30/22 6=30/24
Final drive	Chain 520; Front sprocket 15; Rear sprocket 42

Clutch	
	Hydraulically controlled slipper and self-servo wet multiplate clutch. Self bleeding master cylinder.
Chassis	
Frame	Aluminum alloy "Front Frame" with optimized stiffnesses
Dimensions and weights	
Front suspension	Fully adjustable Showa BPF fork, 43 mm chromed inner tubes
Front wheel	5-spokes light alloy 3.50" x 17"
Front tyre	Pirelli Diablo Rosso IV Corsa 120/70 ZR17
Rear suspension	Fully adjustable Sachs unit. Aluminium Hollow Symmetrical Swingarm
Rear wheel	5-spoke light alloy, 6.00" x 17"
Rear tyre	Pirelli Diablo Rosso IV Corsa 200/60 ZR17
Safety equipment	
Wheel travel (front/ rear)	125 mm (4.9 in) - 130 mm (5.1 in)
Front brake	2 x 330 mm semi-floating discs, radially mounted Brembo Monobloc Hypure® 4-piston callipers with Race eCBS. Self bleeding master cylinder.

Standard equipment	
	Ducati Power Launch (DPL) DVO, Ducati Quick Shift (DQS) up/down 2.0, Full LED headlights with Daytime Running Light (DRL)**, Sachs steering damper, Quick adjustment buttons, Pit Limiter, Auto-off indicators, Coming Home
Ready for	
	Ducati Data Logger (DDL), Cruise Control, Tyre Pressure Monitoring System (TPMS), USB port**, Ducati Multimedia System (DMS)*, "Turn By Turn" navigator**
Warranty and maintenance	
Warranty	24 months unlimited mileage
Maintenance service intervals	12,000 km (7,500 mi) / 12 months
Valve clearance check	24,000 km (15,000 mi)
Emissions and Consumption***	
Standard	Euro 5+
CO ₂ Emissions	165 g/km
Consumption	7.1 l/100 km



DESMO SERVICE
24 000

km

*

equivalent to 15,000 miles.

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

*USA/CAN/MEX

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

***Only for countries where Euro 5+ standard applies.

STREETFIGHTER V4

Ducati Red



STREETFIGHTER V4 S

Ducati Red



STREETFIGHTER V4



	Streetfighter V4	Streetfighter V4 S
Front suspension	Fully adjustable Showa BPF fork, 43 mm chromed inner tubes	Öhlins NIX30 (SV) S-EC 3.0 43 mm fully adjustable fork with TiN treatment. Electronic compression and rebound damping adjustment with Öhlins Smart EC 3.0 event-based mode
Rear suspension	Fully adjustable Sachs unit. Aluminium Hollow Symmetrical Swingarm	Fully adjustable Öhlins TTX36 (SV) S-EC 3.0 unit. Electronic compression and rebound damping adjustment with Öhlins Smart EC 3.0 event-based mode. Aluminium Hollow Symmetrical Swingarm
Steering damper	Sachs	Öhlins Smart EC 3.0
Front wheel	5-spoke light alloy	5-spokes forged aluminum alloy
Rear wheel	5-spoke light alloy	5-spokes forged aluminum alloy
Lithium-ion battery	-	Standard
Wet weight no fuel	191 kg (421 lb)	189 kg (417 lb)



ACCESSORIES

Configure the Ducati of your dreams.

Sporty and elegant, various accessories have been created to further heighten the riding pleasure.

Extremely high-quality materials to ensure durability and high performance. An elegant design that perfectly marries with the lines of the bike, for an even more unmistakeable style. The perfect combination of accessories for a look that is sheer adrenaline.

Discover the range of Ducati Performance accessories designed to enhance the look and performance of your new Streetfighter V4.



Go to configurator

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

Configure.

Choose the ideal Streetfighter V4 for you and have fun configuring it to suit your riding style! Share it with friends and send it to your Ducati dealer who will contact you for an online consultation to discuss the current offers that best suit your needs.

Save your configuration to return to it at any time.

Calculate your payment

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



The image shows the Streetfighter V4 SP2 with racing configuration.

CUSTOMISATION

The Fight Formula, made to measure.

The Ducati Configurator offers a vast range of accessories with which to customise the new Streetfighter V4. You can choose between three configurations proposed by the Ducati technicians, or select individual accessories from the Ducati Performance catalogue, to build a bike that truly reflects your style and your needs.

Time Attack Configuration



With this configuration, designed exclusively for track use, the new Streetfighter V4 is ready to race against the clock. The full Akrapovič exhaust boosts power and lowers overall weight, the dry clutch ensures a more efficient anti-hop function, the front brakes are even more effective and the new DDL data acquisition.

- Complete titanium exhaust system
- Carbon rims
- Lower compartment
- Dry clutch
- Dry clutch cover
- Carbon protection for generator cover
- Carbon swingarm guard
- Cover for removing number plate holder
- Adjustable Race rider footpegs
- Carbon heel guard
- Billet aluminium tank cap
- Brake lever remote adjuster
- Carbon ducts for brake cooling
- Bigger headlight fairing
- Track seat
- Aluminium protection grid for oil cooler
- Aluminium protection grid for water radiator

Carbon Configuration



Designed to give the new Streetfighter V4 S an even more dynamic look thanks to titanium Akrapovič silencers, adjustable aluminium footpegs and various carbon fibre components, including the new wheels. The red brake callipers add a sporty touch and grab attention.

- Akrapovič Silencers
- Carbon rims
- Carbon front mudguard
- Carbon rear mudguard
- Carbon cover for clutch case
- Carbon protection for generator cover
- Carbon swingarm guard
- Pair of carbon wings
- Carbon tank cover
- Single-seater tail guard
- Adjustable Road rider footpegs
- Carbon heel guard
- Carbon number plate holder
- Sport seat
- Coloured front brake callipers

Style Configuration



With this trim, the new Streetfighter V4 S will be the centre of attention. Its sports beauty is enhanced with new gold-coloured wheels and billet aluminium details designed and produced by Rizoma exclusively for Ducati. The passenger kit allows the rider to share the excitement of sports riding.

- Akrapovič Silencers
- Forged gold-coloured rims
- Brake lever
- Clutch lever
- Black aluminium brake fluid reservoir
- Black aluminium clutch fluid reservoir
- Black Billet aluminium handlebar balancing weights
- Black oil filler plug
- Adjustable rider footpegs
- Carbon heel guard
- Carbon number plate holder
- Billet aluminium tank cap
- Pair of carbon wings
- Carbon front mudguard
- Pair of rear dynamic LED turn indicators
- Coloured front brake callipers
- Passenger footpegs
- Twin-seater tail guard
- Passenger seat



Discover
the
new
Apparel



Check out the Apparel collection dedicated to this bike
The configurator that allows you to customise your suit, in terms of graphics and on yours
specific physique, is available on www.ducatimisura.com

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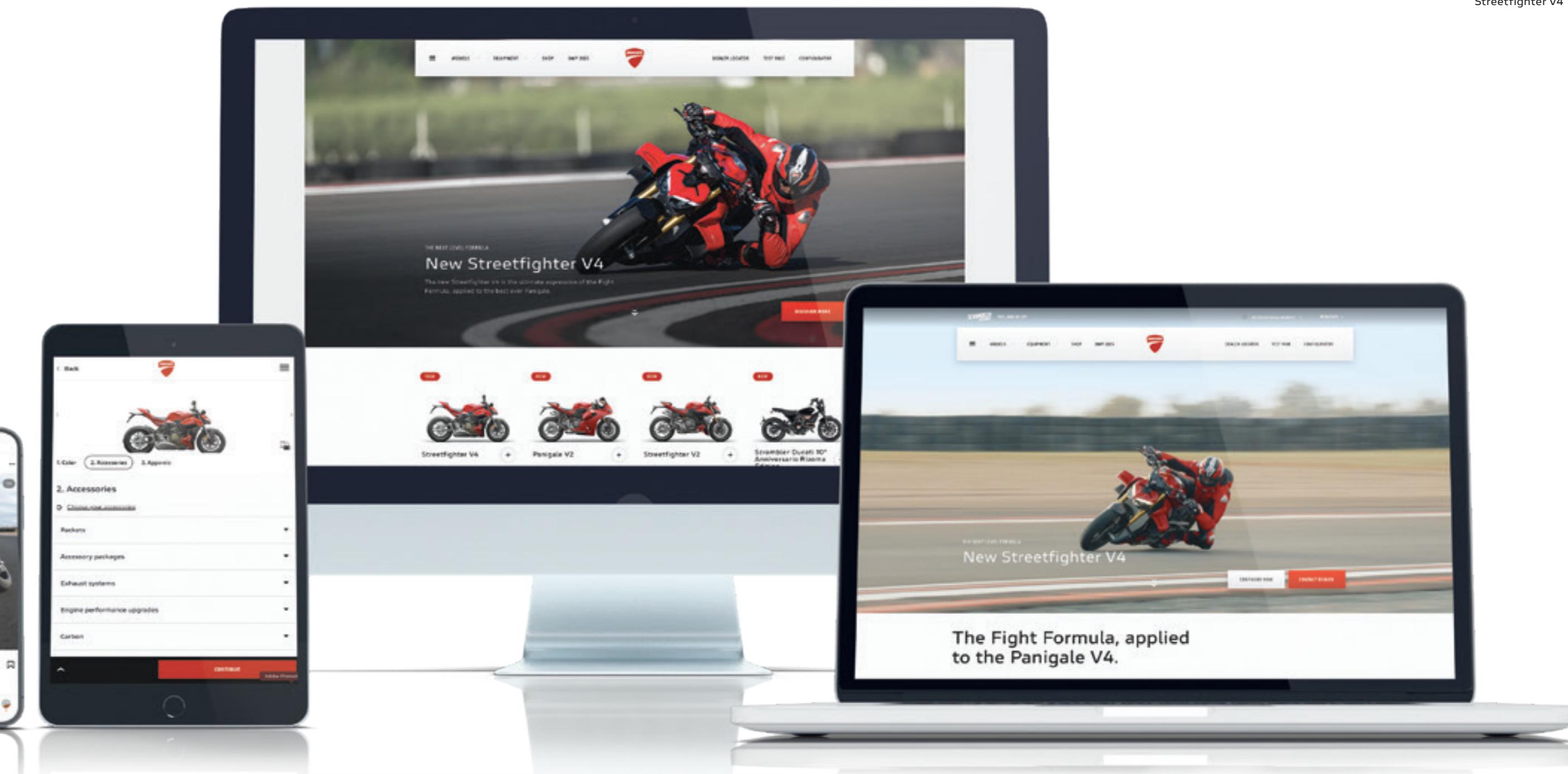
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Riding a motorcycle is the most exciting way to enjoy the road, and offering the utmost safety to the motorcyclist is Ducati's commitment. Ducati bikes are increasingly easy to handle, reliable and better equipped to guarantee maximum safety and enhance riding pleasure. Technical clothing is made with more and more advanced materials for adequate protection and increased visibility. The safety of motorcyclists is Ducati's commitment. For more information visit the safety section of the Ducati site (www.ducati.com).

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Ducati indicates the dry weight of the motorcycle excluding battery, lubricants and coolants for liquid-cooled models. The weights in running order are considered with all operating fluids and the fuel tank filled to 100% of its useful capacity (Regulation (EU) no. 168/2013). For more information visit www.ducati.com.

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