

STREETFIGHTER V2



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The Ultimate V2 Fighter Formula

New 890 cc V2 engine. The chassis of the Panigale. 175 kg of pure adrenaline, with a high and wide handlebar. No fairings, no filters. The new Streetfighter perfectly embodies the original "provocative spirit".



Panigale DNA. Streetfighter insolence.

Stripped of its fairings, the new Panigale V2 transforms into the lightest Streetfighter ever produced. The latest evolution of the Fight Formula makes it even fiercer but also more enjoyable, thanks to the new Ducati twin and 175 kg of pure power and fun.

120 hp and a power-weight ratio of 0.69 hp/kg

A weight of just 175 kg and power of 120 hp makes for an exciting weight-power ratio, every acceleration becoming a thrilling and intuitive experience. This ideal balance ensures brilliant performance on track as well as greater comfort during everyday riding.

New ergonomic triangle

The rider triangle is redesigned from scratch to ensure versatility and control, without limiting track performance. The variable-section aluminium handlebar guarantees a secure grip and the ideal riding position. A seat height of 837 mm allows feet to safely and easily reach the ground, while the sculpted tank ensures perfect feeling through every turn, particularly when hanging off the bike.





LIGHTNESS

Weighing just 175 kg, this is the lightest Streetfighter ever produced.

The new V2 is the lightest Streetfighter ever created by Ducati. It weighs 18kg less than the previous version, thanks to a chassis based on the monocoque frame and the new 90° V2 engine that is both modern and logical. A bike that is agile but also stable and precise at high speeds, as high performance as the previous model but even more enjoyable and entertaining on the road and during everyday use.



VERSATILITY

Designed from scratch, for an adrenaline-fueled riding experience.

Unlike the previous model, derived from the larger superbike, the new Panigale V2 was created from a blank page. A Panigale V2 stripped of its fairings, the Streetfighter V2 is an aggressive and muscular expression of Ducati twin-cylinder sports attitude, designed to offer maximum adrenaline and entertaining on both road and track. The ergonomic triangle offers comfort, versatility, and control.



POWER

Up to 126 hp of pure twin-cylinder excitement.

The Streetfighter V2 mounts the new Euro5+ approved 890 cc 90° V2 engine with variable intake timing and 120 hp. Weighing just 54.4 Kg (9.5 kg less than the Superquadro), it is the lightest twin-cylinder ever produced by Ducati. With 70% of the maximum torque already available at 3000 rpm, the ride is always exciting, even on the road. Those wanting to use the Streetfighter V2 on track can mount the racing exhaust, which boosts maximum power to 126 hp and reduces overall weight by 4.5 kg.



AGILITY

An incredible power-weight ratio of 0.69.

The new Streetfighter V2 responds to commands with precision. An agile bike that is stable and precise at high speeds, it is as fast as the previous model on track but decidedly more enjoyable and entertaining on the road and during everyday use. Its "provocative spirit" makes the riding experience even more adrenaline-fueled thanks to a light and modern chassis, new ergonomics, significant engine torque, and an ease of riding unknown to the previous V2.



SPORTS ATTITUDE

Sports spirit, Ducati racing tradition.

The tank, fully faired seat/tail section and light alloy wheels are the same as those on the Panigale V2. A choice that highlights the sports spirit of Streetfighter V2, while retaining its references to the Ducati racing tradition.



ENGINE

The lightest Ducati twin-cylinder.

890 cc displacement with a weight of just 54.4 kg.

The new V2 engine sees Ducati take yet another innovative step forward with a Euro5+ approved engine that is up to 9kg lighter than the previous Superquadro and approximately 5.8 kg lighter than the Testastretta Evoluzione and the Desmodue that equips the Scrambler®. A result that allows Ducati designers to engineer bikes that are even lighter as well as more agile, enjoyable and high-performance.

The 90° architecture of the new V2 engine continues the tradition of Ducati sports engines. Slender and with real personality in its tone and delivery, the V configuration of the cylinders also ensures the intrinsic balancing of first order forces, with no need for a countershaft to eliminate vibration.

Just 54 kg. The lightest ever Ducati V2.
The new Ducati twin comes in at a

record-breaking low weight with respect to its predecessors. This is the result of meticulous work to lighten components combined with the development of a cooling system that eliminates the water-oil heat exchanger, now integrated into the chambers in direct contact with the cylinders. This translates into better acceleration response as well as reduced consumption and emission

Ducati Quick Shift 2.0

As with the latest Ducati V4 engines, the gearbox can be equipped with Ducati Quick Shift Up and Down (DQS) 2.0. The second-generation DQS uses a strategy based solely on the gear sensor, so that it can use a pedal control with no microswitch. This solution gives the rider more direct feeling, with reduced travel and none of the "gumminess" typical of traditional quick shifters, as well as facilitating the identification of neutral.

The versatility of a Ducati twin. In two versions to accentuate the character of every motorcycle.

The new V2 engine is unique in every sense. Thanks to its compact layout and performance, it can adapt to a range of requirements. Not least because it is developed in two distinct versions (120 hp and 115 hp), boosting its versatility. The sportiest version delivers 126 hp at 10,000 rpm and 98 Nm of torque (+5 Nm) at 8,250 rpm with the racing exhaust for track use. The second 115 hp version is equipped with a more powerful alternator, to better handle the most challenging adventures. The con rod assembly and flywheel are more robust, for greater reliability in difficult conditions, with a 12% increase in the moment of inertia for more balanced operation at low revs.

Euro5+ approval and 30,000 km service intervals

The design of this new twin-cylinder

was strongly guided by a desire to set high standards in terms of reliability and emissions. The new V2 is Euro 5+ approved and boasts benchmark service intervals for its category. The valve clearance check is scheduled every 30,000 km and the oil change every 15,000 km, which makes for contained maintenance costs.

35kw restricted power version

In line with the inclusivity of the Ducati range, this new V2 twin is also available as a restricted 35kw version for models aimed at A2 licence holders.

**Intake Variable Timing:
Variable timing control.**

Thanks to the Intake Variable Timing (IVT) system, the new Ducati twin delivers very linear torque right from low rpm, with a prompt and exciting throttle response, and sports performance at high rpm. This is because the IVT system intervenes by progressively varying the timing of the intake valve control across a 52° range, via a timing actuator on the end of the camshaft.



**Hollow stem valves and rockers with
DLC coating**

The intake valves have a hollow stem. This solution boosts the efficiency of the timing system thanks to a 5% weight saving. The valves are also chrome-plated, to ensure optimum surface resistance. To optimise engine efficiency, the intake valve finger followers have a DLC (Diamond Like Carbon) coating, just like the MotoGP Desmosedici, which guarantees very hard, smooth surfaces.



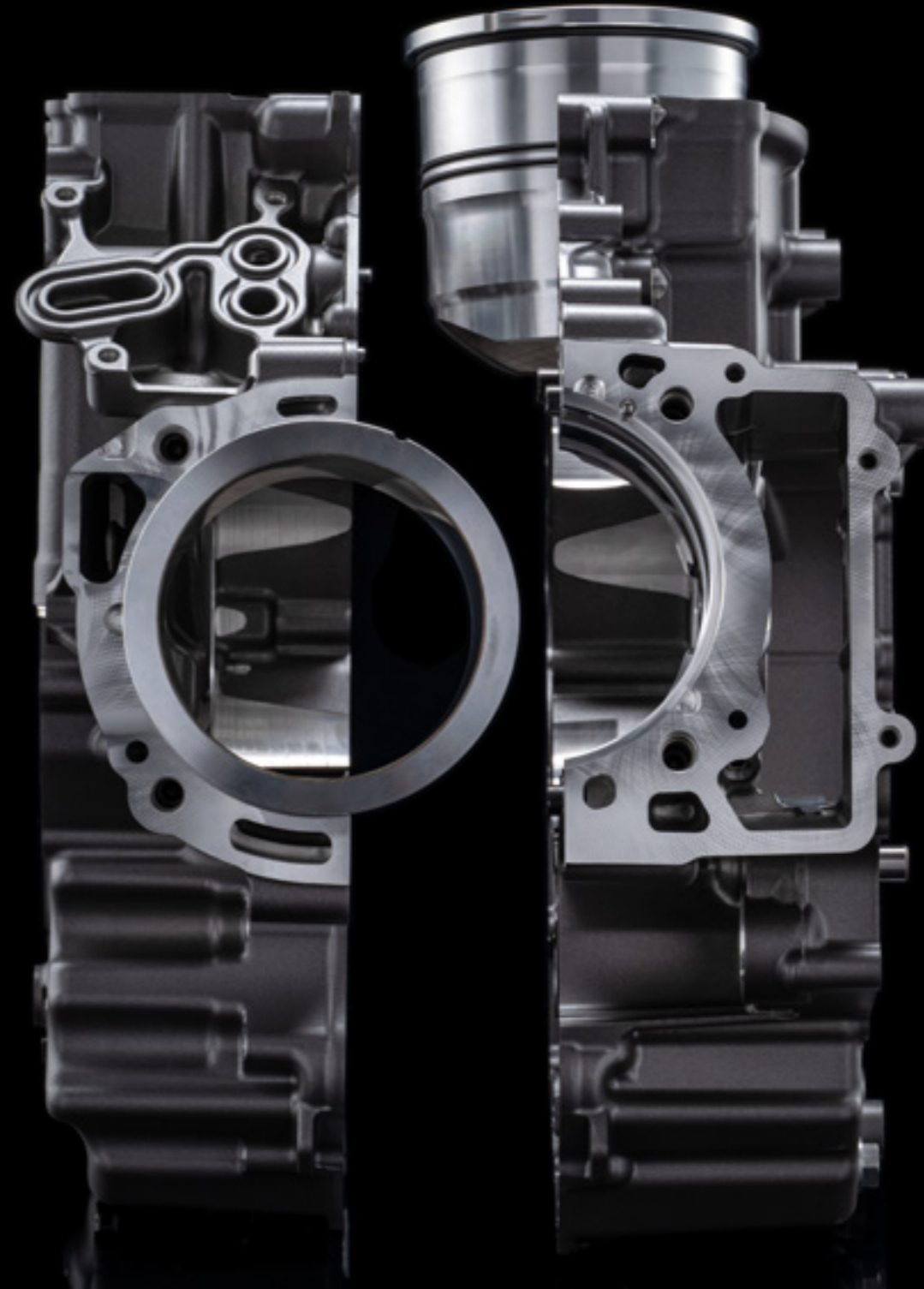
Racing lubrication system

As with the race engines, the lubrication system is comprised of a main pump and a scavenge pump located in the con rod housing. The scavenge pump reduces pressure in the con rod housing to reduce the resistance of the moving parts and ensure efficient recovery of the lubricating oil in all conditions of engine use.



Cylinder liners

The new V2 is equipped with aluminium cylinder liners, inserted into the engine block holes as it is being assembled. A technical choice that results in greater stiffness of the structure and offers a significant advantage in terms of overall compactness. The liners' thin walls also encourage efficient heat exchange with the coolant with which they come into contact.





Rationality and lightness to ensure versatility and efficiency.

The guiding principle behind the new V2 was to create the lightest ever Ducati twin-cylinder that could adapt to different motorcycles in the range. A project that harnessed sophisticated engineering solutions, such as aluminium cylinder liners and the positioning of the pump in the crankcase.

An innovative engine that introduces the electronic variable timing system to improve the quality of delivery, offering the rider a linear response at low rpm, robust torque mid-range, and strong top-end performance.

1 - 90° V2 layout

The V layout is the trademark of every Ducati twin. This is not just an identifying feature, but an engineering solution that offers various advantages from a technical standpoint. The V allows for a natural balancing of first order forces, with no need for countershaft to eliminate vibration. This makes for

less weight and greater compactness, which favours the design of more agile, streamlined vehicles

2 - Rotation angle of 20°

The 90° geometry is complemented by the choice of arranging the cylinders rotated 20° with respect to the horizontal plane. Again, the desire to achieve optimal weight distribution to avoid inertial forces and provide compactness and maximum handling for the rider.

3 - Timing chain with double overhead camshaft, IVT intake variable timing, 4 valves per cylinder.

The IVT system continuously adjusts intake valve timing within a range of 52°, thanks to the introduction of a timing actuator applied to the end of the camshaft. In this way, it is possible to define the best overlap based on engine speed and throttle opening, for a delivery curve that is smooth and

sustained low- to mid-range while ensuring stellar top-end performance. More than 70% of torque is already available at 3000 rpm, and between 3500 and 11,000 rpm the torque value never drops below 80%, which translates into track-level performance that can be enjoyed on the road.

4- Hollow stem valves with spring return

The intake valves have a hollow stem. A sophisticated solution that makes them 5% lighter and results in a more efficient engine, because it reduces the energy needed to activate them. A spring return actuator extends the service intervals and makes for an even smoother and more regular engine response at low rpm.

5- Injectors with Ride-by-Wire control and 4 Power Modes.

Output is entrusted to a 52mm circular section throttle body, with an injector

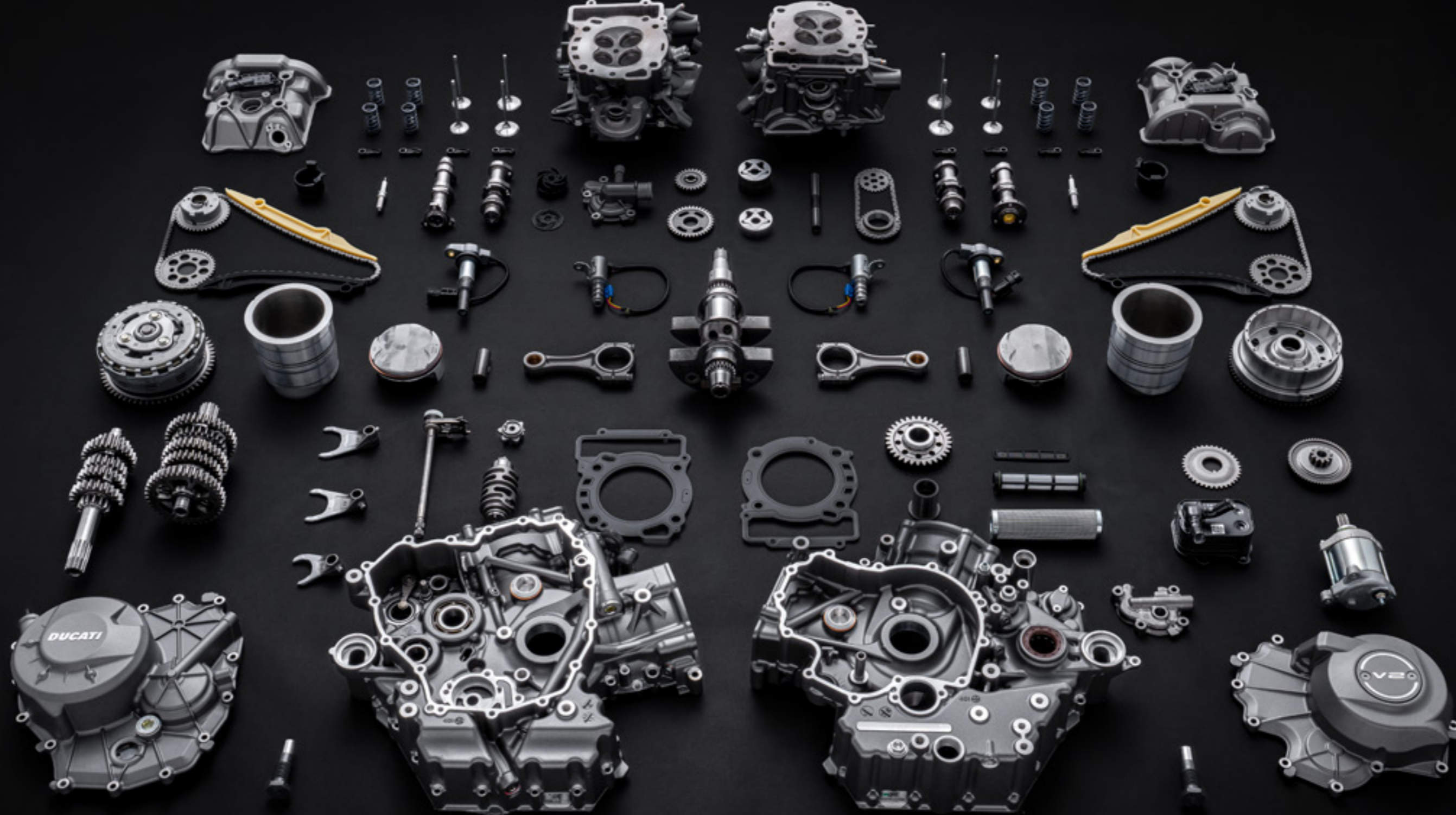
under the throttle valve controlled by a ride-by-wire system that offers up to four different Power Modes, to adapt engine delivery to different riding situations and types of engine use. The system can vary the torque limit gear by gear with dedicated mapping, ensuring a suitable throttle response for each ratio.

Double version.

The new V2 is available in two versions to adapt to models that vary considerably in their type of usage. The sportiest version offers 120 hp and a lighter rod assembly for a prompter response. The 115 hp version is equipped with a more powerful alternator to manage a greater electrical demand, such as USB port charging or additional lighting. The ratios more suited to touring use are shortened for the first two gears, increasing the pickup on steep slopes, particularly when travelling with a passenger.

120 hp version (126 with Racing exhaust)

The sportiest version is Euro5+ approved and delivers maximum power of 120 hp at 10,750 rpm, while the maximum torque value is 93.3 Nm at 8,250 rpm. The limiter, in fifth and sixth gear, is set at 11,350 rpm. If mounting the racing exhaust for track use (not homologated for road use), maximum power climbs to 126 hp (+6 hp) at 10,000 rpm and torque to 98 Nm (+5 Nm) at 8,250 rpm.



115 hp version

The second version is designed for touring use, with maximum power of 115 hp at 10,750 rpm and a maximum torque value of 92.1 Nm at 8250 rpm. It is equipped with a more robust rod assembly and flywheel for greater reliability in difficult conditions. The resulting 12% increase in moment of inertia ensures more balanced operation at low rpm and a 0.51 kg increase in engine mass. It also incorporates a more powerful alternator so as to handle the electrical demand of external devices such as additional lights or USB port charging.

DESIGN

Aggressive design. Unmistakably Streetfighter.

Bold lines, unmistakable energy. The Streetfighter V2 expresses all the sports attitude of the Fight Formula while retaining typical Streetfighter family style traits. The Panigale V2 fairings are stripped away, highlighting the mechanical base of the supersport from which it derives.

Front end mass

The Streetfighter V2 inherits the DNA of the Panigale, highlighting it with an essential and muscular design. Mass concentrated at the front makes for a sporty, almost athletic look, which makes the bike more agile and responsive to rider commands, for an experience that is always engaging and dynamic.

Sculpted appearance

Muscular and aggressive, the Streetfighter V2 is a dynamic sculpture. Its proportions and elongated form make it look like a predator ready to pounce, while closely positioned parts and purposely deconstructed volumes give a robotic feel.

Luxurious and sophisticated surfaces

Derived from the Panigale V2, the bike adopts the philosophy of luxurious and sophisticated surfaces, even extending the painted areas. Like the tail section, where integration with the seat creates a monolithic effect, reminiscent of that of the DesmosediciGP.

Razor-sharp, dynamic front end

The front end is clean and essential, drawing attention to the brand-new full LED headlight, which takes an already iconic design and makes it even more current and technological. The DRL contributes to creating an immediately recognizable profile, characterized by the fierce look that embodies the true essence of the Streetfighter.





Razor-sharp gaze. Rebellious nature.

The eyes don't lie: the front end of the new Streetfighter V2 is razor sharp and dynamic. The full LED headlight with DRL gives the bike its iconic and aggressive look, expressing its rebellious nature at first glance.

ERGONOMICS



Unique in the category

Unique in the category, the high under-seat exhausts are inspired by the Panigale racing tradition, recalling the Superbike race bikes and the 1299 Final Edition and highlighting the bike's sports spirit. In the standard version, Streetfighter V2 has a two-seat configuration with optional passenger cover. In the S version, Streetfighter has a single-seat configuration, with the passenger seat available as an accessory.



Chassis and ergonomics

1 - New V2 engine

Featuring the classic 90° architecture, the trademark of Ducati twins, the new V2 is equipped with an innovative electronic variable timing system that ensures substantial torque delivery at all engine speeds and real sports performance at the top end. Homologated in accordance with the Euro5+ standard and with displacement of 890 cc, it weighs just 54.4 kg, making it the lightest twin-cylinder ever produced in Borgo Panigale.

2 - Benchmark supersport electronics

The Streetfighter V2 is equipped with the six-axis IMU inertial platform, which supports an advanced electronics package, with Cornering ABS, Ducati Traction Control, Ducati Wheelie Control, and Ducati Quick Shift 2.0, the same system used on the Panigale V4. The four pre-configured Riding Modes ensure the bike can adapt to any situation. The 5" TFT dashboard offers three views, each of which displays the most relevant information, while the user interface improves readability, with a rev counter that indicates the ideal moment to shift gear.

3 - Tank and tail section of the new Panigale V2

The design of the tank, the size and surfaces of which are conceived to support the rider during sports riding, is the same as the Panigale V2 and recalls that of the Panigale V4, adapted to the new mechanical base and revised ergonomic triangle. The ergonomics contribute to reducing load on the



wrists while ensuring excellent front-end feeling through the turns.

4 Redesigned front end with new full LED headlight

The front end is clean and essential, drawing attention to the brand-new full LED headlight, which takes an already iconic design and makes it even more current and technological. The DRL contributes to creating an immediately recognizable profile, the fierce look embodying the true essence of the Streetfighter.

5 - Fully adjustable suspension: Marzocchi for the standard version, Öhlins for the S

The standard version of the Streetfighter V2 is equipped with a fully adjustable 43 mm Marzocchi fork at the front and a Kayaba shock at the rear. With a 43 mm Öhlins NIX30 fork and Öhlins shock, the Streetfighter V2 S offers advanced customization and unmatched riding feeling.

6 - Sachs steering damper

Both the Streetfighter V2 and Streetfighter V2 S feature the Sachs steering damper, which ensures maximum precision and stability when riding at high speed. An adjustable Öhlins steering damper is available as an accessory.

ELECTRONICS

First-class electronics

The advanced electronics package on the Streetfighter V2 guarantees unmatched enjoyment, maximising performance in total safety and offering complete control in every situation.

Bosch Cornering ABS

The ABS system on the Streetfighter V2 comes complete with cornering function, for ABS intervention even when the bike is tilted. Cornering ABS can be set according to three levels to meet the needs of all riders, whether on track or road, even in critical conditions of low grip. While level 3 is suitable for the road or for conditions of low grip, levels 2 and 1 are aimed more at sports riding on high grip surfaces or on track.

Level 2 is recommended for amateur track use. The system manages both the front and rear braking systems and keeps the cornering function activated in the absence of lift control, for more sports-style braking.

Level 1 is designed for expert track use, ensuring race-specific intervention with the ABS system acting only on the front wheel.

Ducati Wheelie Control (DWC)

Streetfighter V2 is equipped with the latest version of Ducati Wheelie Control (DWC). Using information from the six-axis IMU, this system controls wheelies and allows the rider to achieve maximum acceleration simply and safely.

Ducati Traction Control (DTC)

The DTC interfaces with the 6-axis inertial platform to adapt intervention and slip to the bike's lean angle. The DTC can be set according to 8 different levels (6 for dry conditions, 2 for wet), allowing the rider to adapt the control strategy to suit their riding style and the grip conditions, for maximum performance.

Engine Brake Control (EBC)

EBC (Engine Brake Control) has been revised to help riders optimise stability of the bike in extreme conditions of corner entry, balances the forces that the rear tyre is subject to in conditions of intense engine brake application.

Ducati Quick Shift (DQS) 2.0

The new Streetfighter V2 uses the second-generation DQS that debuted



on the new Panigale V4. With respect to a traditional quick shift, the gear lever with internal Hall-effect micro-switch is replaced with a direct mechanical lever. This is possible because the shifting strategy is based solely on the gear sensor that supplies information as to the gear and position in degrees of the gear drum. This solution gives the rider a more direct feeling, with reduced travel, that is repeatable and less "rubbery", particularly beneficial when riding on track.

Ducati Power Launch and Ducati Pit Limiter

The new Streetfighter V2 S is equipped with the Ducati Power Launch and Pit Limiter. The first is a system that guarantees lightning starts, allowing the rider to focus only on releasing the clutch. The second, which can be activated via the dedicated button, automatically limits bike speed along the pitlane. DPL and Pit Limiter are available as accessories for the Streetfighter V2.

Riding Modes and Power Modes

The Riding Modes allow the rider to choose between four different, pre-set riding styles (Race, Sport, Road, Wet) that offer pre-configured intervention

levels, which can be modified by the user, for all the controls and engine response (High/Medium/Low Power Mode) to ensure that the behaviour of the V2 bike perfectly suits the rider, type of surface and environmental conditions. The Wet Riding Mode, recommended for low grip surfaces, is associated with Low Power Mode, which limits engine power to 95 hp.

New 5" full TFT display

A new dashboard, with a design inspired by the Panigale V4, an innovative user interface that integrates all the warning lights, and three info modes, for total control and better connection with the bike.

New TFT

All the Information You Need

The screen offers three viewing modes (Info Modes) known as Road, Road Pro and Track that differ in terms of graphic layout and the information they display. The user can switch between one Info Mode and another while riding by using the "joystick" on the handlebar.

Info mode Road

The Road display provides all the essential information for road riding.

The circular rev counter takes up the entire right side of the display, while the selected gear is displayed in the centre. On the left is the speedometer and selected Riding Mode. On-board computer data features in the four corners of the display, displaying fuel level, time, coolant temperature and air temperature.

Info mode Road Pro

The Road Pro version increases the density of information shown, shifting the rev counter to the centre to leave room on the left for power and torque percentage levels. Parameters relating to the selected Riding Mode are visible on the right.

Info Mode Track

The track Info Mode Track features a rectangular rev counter bar, which extends all the way across the top of the display. The gear indicator is larger than that of the Road view, while the speedometer is smaller. On the left is data relating to Lap Timer Pro, if installed (GPS signal, lap time, split, lap number and session number, split improvement, and overall best lap time or session best lap time, as on the Panigale V4).

Servicing and maintenance

Safety as standard

The continuous work that Ducati carries out in terms of design, research and development has the specific aim of ensuring bikes are always cutting-edge and offer the ultimate level of active safety. A commitment that means defining increasingly advanced systems that heighten the level of rider control during the most delicate riding phases.

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 always sets itself the goal of ensuring maximum reliability while reducing maintenance costs. A commitment that has seen it extend the main service interval to 30,000 km (18,000 miles), during which a valve clearance check and registration is carried out as required. Even the simplest operations, like the Oil Service, are now scheduled at 15,000 km (9,000 miles) or 24 months.

An interval that is unbeatable in the two-wheeled world and that only confirms the very high quality standards Ducati applies to its material selection and R&D processes. Ducati continuously invests in the technical training of its dealers. The specific knowledge of official Ducati Service network members means that all operations needed to keep every Ducati in perfect working order are meticulously carried out. Advanced equipment such as the Ducati Diagnosis System ensures every Ducati will always have the latest software updates so that the electronic systems continue to perform at the highest 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





Technical data
and equipment

STREETFIGHTER V2

Engine

Engine	Ducati V2 engine: 90° V2, 4 valves per cylinder, intake variable valves timing system, liquid cooled
Displacement	890 cc
Bore X stroke	96 x 61.5 mm
Compression ratio	13.1:1
Power	88 kW (120 hp) @ 10,750 rpm
Torque	93.3 Nm (69 lb-ft) @ 8,250 rpm
Fuel injection	Electronic fuel injection system. One injector per cylinder. Full ride-by-wire.
Exhaust	2-1-2 system, with 1 catalytic converters and 3 lambda probes

Transmission

Gearbox	6 speed with Ducati Quick Shift (DQS) up/down 2.0
Primary drive	Straight cut gears; Ratio 1.84:1
Ratio	1=38/14 2=34/17 3=32/20 4=29/22 5=24/21 6=26/25
Final drive	Chain 520; Front sprocket 15; Rear sprocket 42
Clutch	Hydraulically controlled slipper and self-servo wet multiplate clutch.

Chassis

Frame	Monocoque Aluminium
Front suspension	Marzocchi 43 mm fully adjustable usd fork
Front wheel	Y-shape, 6-spokes light alloy, 3.50" x 17"
Front tyre	Pirelli Diablo Rosso IV 120/70 ZR17
Rear Suspension	Fully adjustable Kayaba monoshock. Aluminum double-sided swingarm
Rear Wheel	Y-shape, 6-spokes light alloy, 5.50" x 17"
Rear tyre	Pirelli Diablo Rosso IV 190/55 ZR17
Wheel travel (front/rear)	120 mm (4.72 in) - 160 mm (6.2 in)
Front brake	2 x 320 mm semi-floating discs, radially mounted Brembo Monobloc M50 piston callipers with Bosch Cornering ABS.
Rear brake	245 mm disc, 2-piston calliper with Bosch Cornering ABS
Instrumentation	Digital unit with 5" TFT colour display, 800 x 480 px resolution

Dimensions and Weights

Wet weight no fuel	178 kg (392 lb)
Seat height	838 mm (33 in)
Wheelbase	1,493 mm (58.8 in)
Rake	24,1°
Front wheel trail	103 mm (4 in)
Fuel tank capacity	15 l - 4 gallon (US)
Number of seats	Dual seat

Safety equipment

Riding Modes, Power Modes, Bosch Cornering ABS, Ducati Traction Control (DTC), Ducati Wheelie Control (DWC), Engine Brake Control (EBC), Auto tyre calibration, Ducati Brake Light (DBL)

Standard equipment

Ducati Quick Shift (DQS) up/down 2.0, Full LED headlights with Daytime Running Light (DRL), Auto-off indicators, Coming Home, Passenger seat and footpegs, Sachs steering damper

Ready for

Lap Timer Pro, Anti-Theft, Cruise Control, Tyre Pressure Monitoring System (TPMS), USB port, Ducati Multimedia System (DMS), "Turn By Turn" navigator, Heated Grips

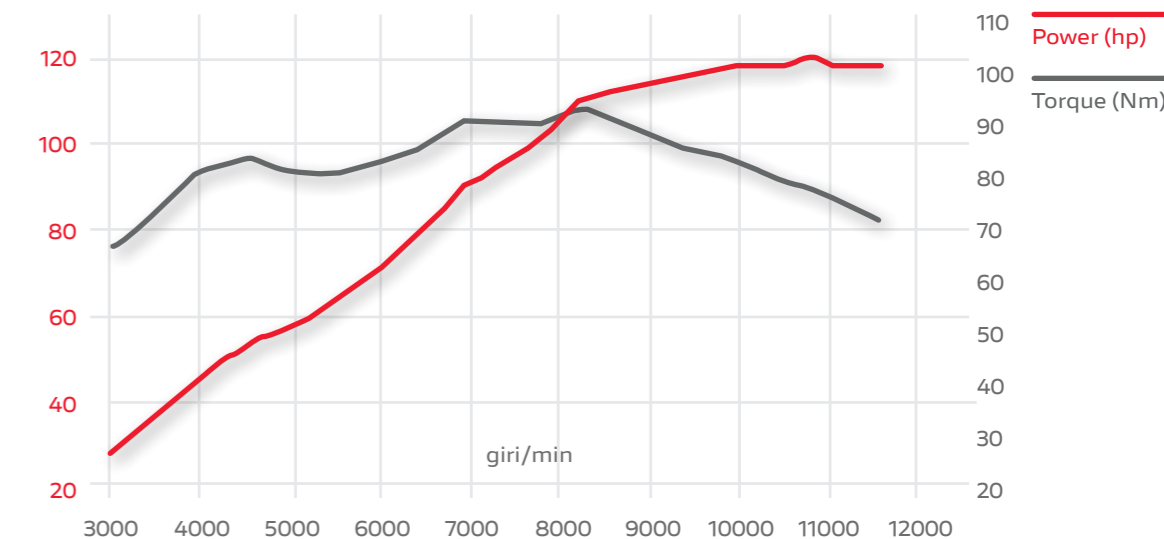
Warranty and Maintenance

Warranty (months)	24 months unlimited mileage
Maintenance (km/months)	15,000 km (9,000 mi) / 24 months
Valve clearance check	30,000 km (18,000 mi)

Emissions and Consumptions

Standard	Euro 5+**
Emissions CO₂	123 g/km
Consumptions	5,3 l/100km

Power and torque



*Please check with your dealer product 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 V2

Ducati Red



STREETFIGHTER V2 S

Ducati Red



Apparel



Check out the Apparel collection
dedicated to this bike



ACCESSORIES

Configure the Ducati of your dreams.

Streetfighter V2 means optimum Ducati technology, performance, and comfort. To enjoy adventures and journeys of any distance, in all conditions and on any road.

Termignoni full racing exhaust

Unique in the category, the high under-seat exhausts are inspired by the Panigale racing tradition, recalling the Superbike race bikes and the 1299 Final Edition and highlighting the sporty and aggressive spirit of the Streetfighter V2.

Configure

Choose the ideal Streetfighter V2 for you and have fun configuring it to suit your riding style!

Share your Streetfighter V2 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!



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










Streetfighter V2 is homologated for two. It has a two-seat configuration in the standard version, with a passenger seat removal kit available as an accessory. The S version is a single-seater as standard, with the passenger seat available as an accessory.

Ducati Digital Experience

A mission for every channel. Continuous updating on the innovation and passion for which our work stands out. We transform emotions into exclusive content. Just a click away.

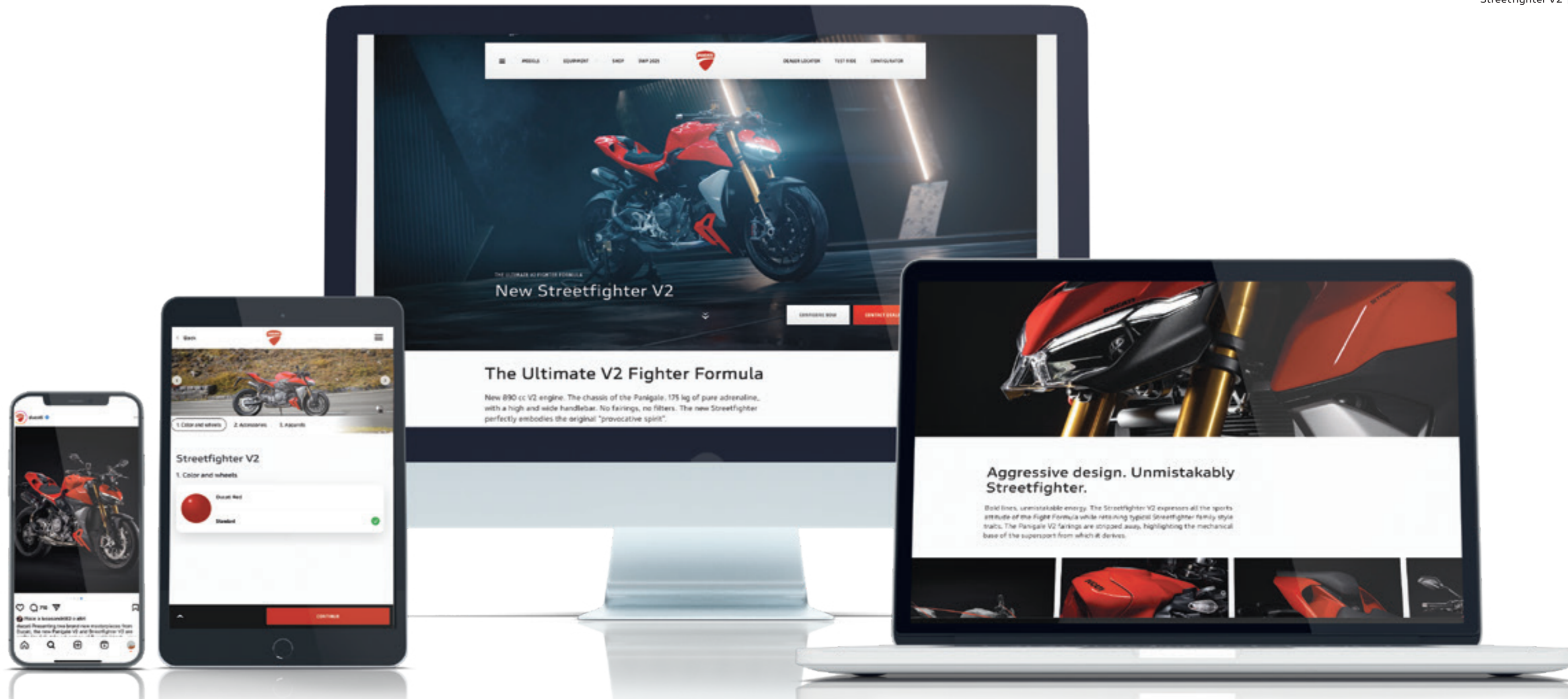
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Riding a motorcycle is the most exciting way to enjoy the road, and offering the utmost safety to the motorcyclist is Ducati's commitment. Ducati bikes are increasingly easy to handle, reliable and better equipped to guarantee maximum safety and enhance 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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products represented are not definitive versions and are therefore subject to significant changes at Ducati's discretion without prior notice. The photographs published in this catalogue show only professional riders under controlled street conditions. Do not attempt to imitate such riding behaviour as it could be dangerous for you or other people on the road. This catalogue, including but not limited to the trademarks, logos, texts, images, graphics and table of contents herein, constitute Ducati intellectual property, or in any event Ducati has the right to reproduce it; any reproduction, modification or other whole or partial use of the catalogue or its contents, including publication on the Internet without the prior written consent of Ducati, is prohibited.

Actual fuel consumption may vary based on many factors, including but not limited to riding style, maintenance performed, weather conditions, surface characteristics, tyre pressure, load, weight of the rider and the passenger, accessories.

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, standard equipment and the fuel tank filled to 90% of its useful capacity (UE regulation no. 168/2013). For more information visit www.ducati.com.

January 2025



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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.

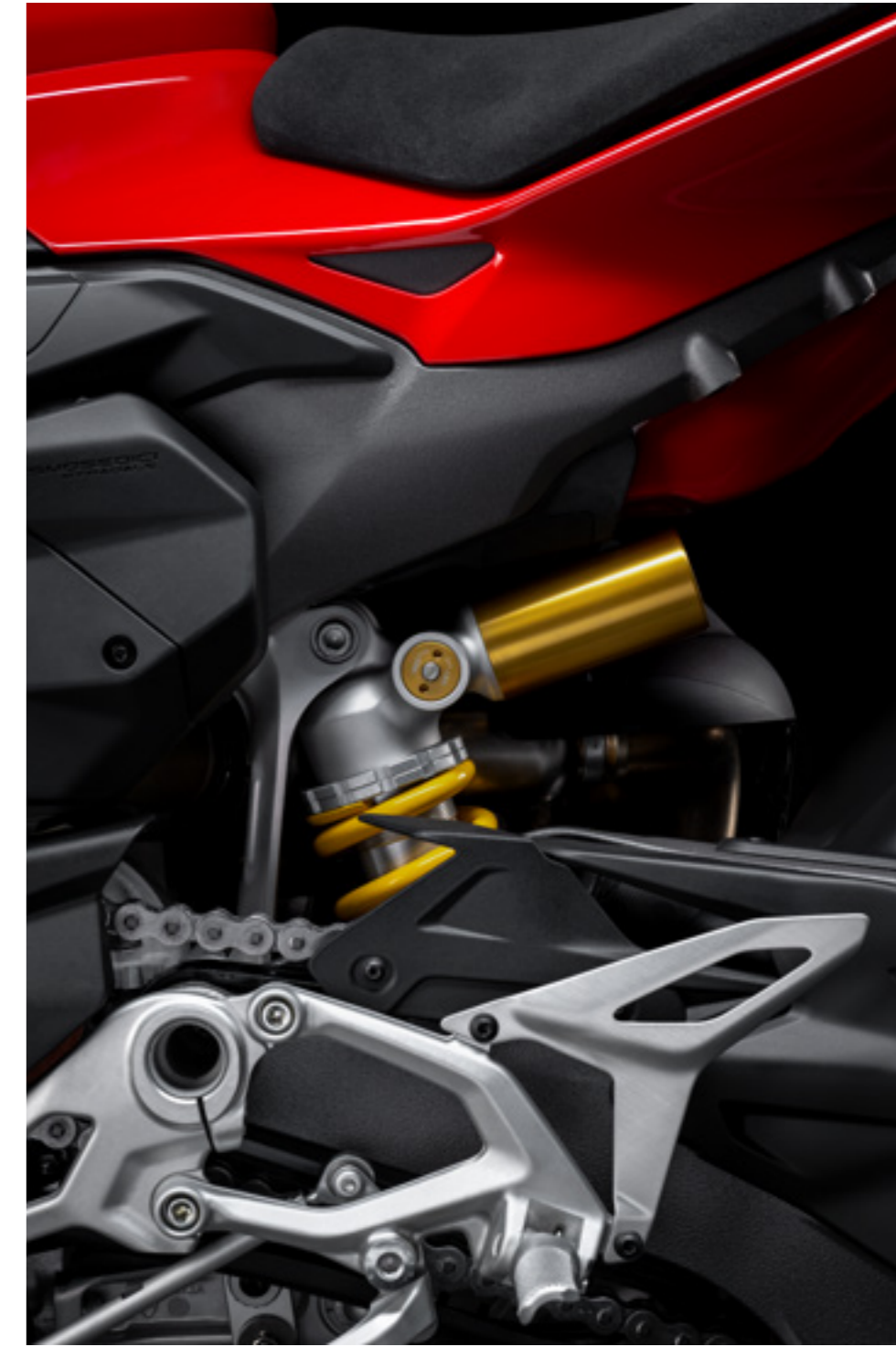
MotoGP-derived Front Frame

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 users 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

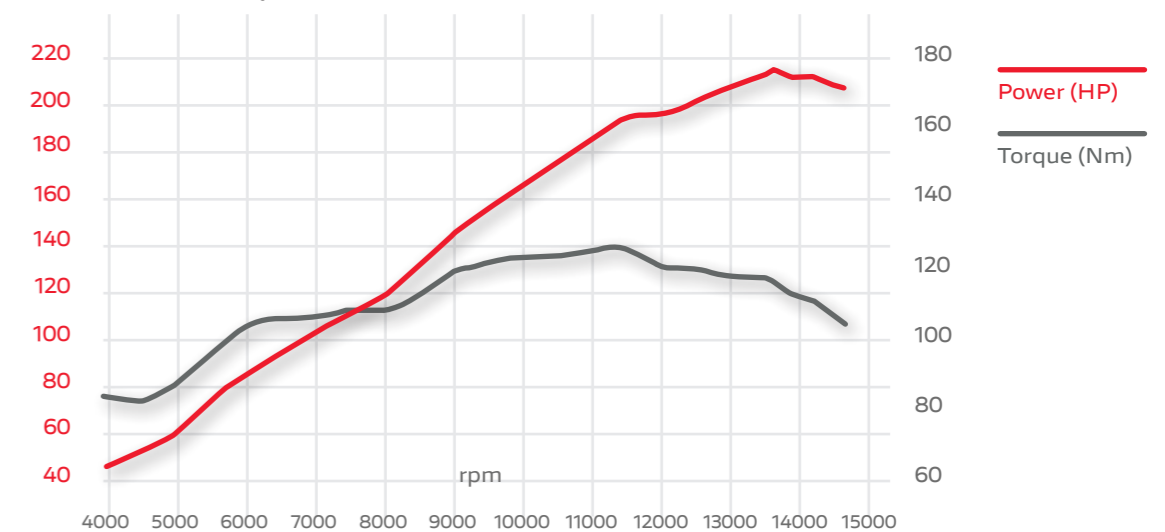
Engine	
Engine	Desmosedici Stradale 90° V4, counter-rotating crankshaft, Desmodromic timing, 4 valves per cylinder, liquid-cooled
Displacement	1,103 cc
Bore X stroke	81 x 53.5 mm
Compression ratio	14.0:1
Power	157.4 kW (214 hp) @ 13,500 rpm 150.7 kW (205 hp) @ 12,650 rpm*
Torque	120.0 Nm (88.5 lb-ft) @ 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
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
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.

Rear brake	245 mm disc, 2-piston calliper with Race eCBS
Instrumentation	Digital unit with 6,9" TFT display and Optical Bonding, 1,280 x 480 px resolution, 8:3 aspect ratio
Dimensions and weights	
Wet weight no fuel	191 kg (421 lb)
Seat height	845 mm (33.3 in)
Wheelbase	1,496 mm (59 in)
Rake	24.5°
Front wheel trail	99 mm (3.9)
Fuel tank capacity	16 l (4.2 US-gallons)
Number of seats	Single seat / Two seats, depending on country homologation
Safety equipment	
Riding Modes, Power Modes, Race eCBS, Ducati Vehicle Observer (DVO), Ducati Traction Control (DTC) DVO, Ducati Wheelie Control (DWC) DVO, Ducati Slide Control (DSC), Engine Brake Control (EBC), Ducati Brake Light EVO (DBL)**	

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+
CO₂ Emissions	165 g/km
Consumption	7.1 l/100 km

Power and torque



*equal 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 unmistakable 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.

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!



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](https://www.ducati.com)



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

*Accessory for track use only. Motorcycles with this accessory mounted cannot be used on the road

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



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 your specific physique, is available on www.ducatisumisura.com

Ducati Digital Experience

A mission for every channel. Continuous updating on the innovation and passion for which our work stands out. We transform emotions into exclusive content. Just a click away.

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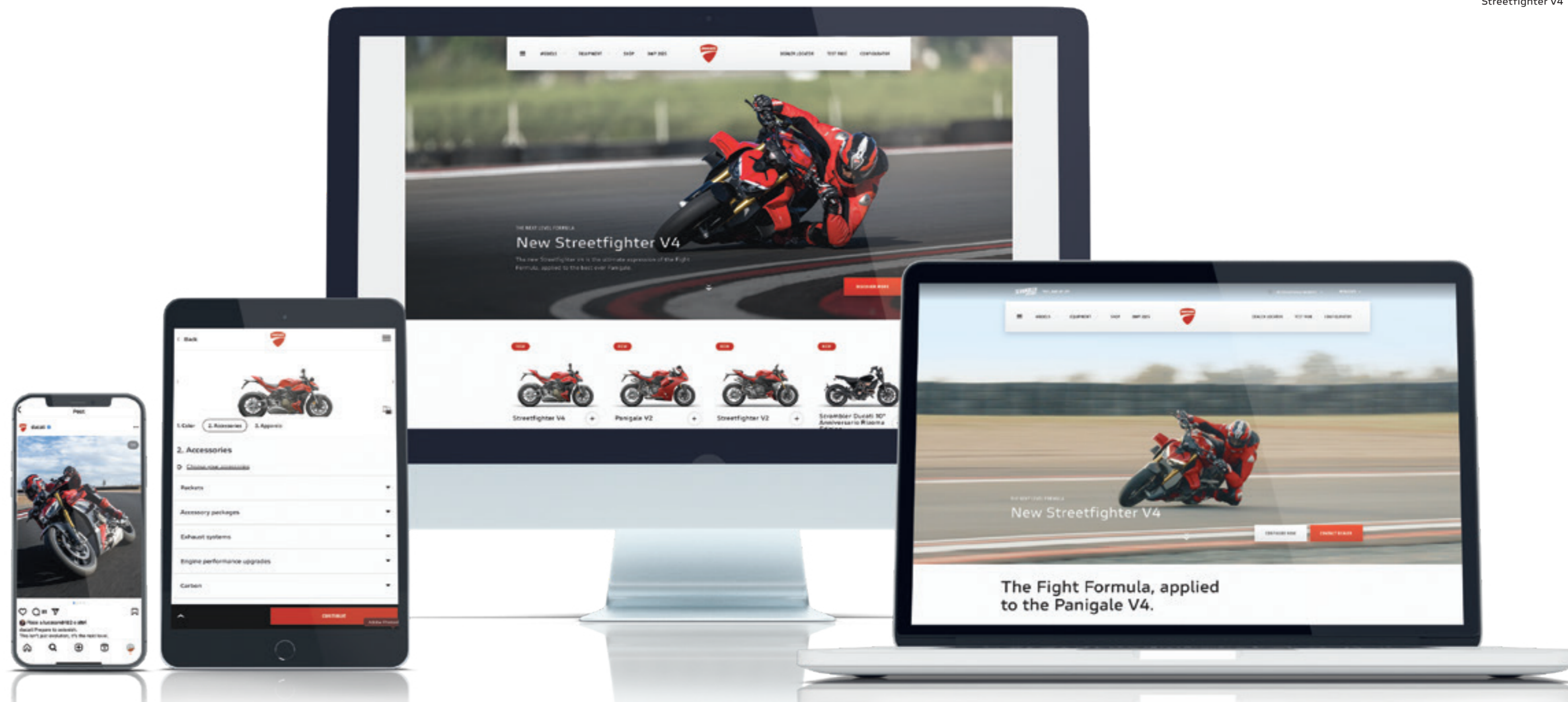
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MyDucati App

MyDucati is the personal area for every Ducatista, offering a wide range of services accessible with a single login from both the web and the app. Explore all the features of the MyDucati world and enjoy a multi-channel, customised experience wherever you are.



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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Actual fuel consumption may vary based on many factors, including but not limited to riding style, maintenance performed, weather conditions, surface characteristics, tyre pressure, load, weight of the rider and the passenger, accessories.

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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