

STREETFIGHTER V4



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Push forward

The Streetfighter V4 was an instant success and set new performance benchmarks in the super sports naked segment.

Universally appreciated for its aggressive and minimalist aesthetic, characterized by a front inspired by the Joker of the comics, the Streetfighter V4 immediately entered the hearts of enthusiasts.

The natural evolution of the family is a bike that pushes the concepts of the "Fight Formula" even further, the key elements of which are the Panigale V4 stripped of the fairings, high and wide handlebars, 178 kg weight, 208 hp Desmosedici Stradale engine, biplane wings and latest generation electronic package.

DESIGN

The inspiration: Joker

The spirit of the Streetfighter V4 is perfectly portrayed by the design of the full-LED headlamp, which, while reminiscent of the front of the Panigale V4, also refers to the crazy expression of the Joker, the famous comic book character.

Ducati's signature is represented by the V-shaped DRL which also characterizes the Panigale V4 and SuperSport. The compact front headlight assembly is inserted in a double-layer casing with a particularly refined design, in which the air intakes for the air-box and for the cooling of the LED units are obtained, while a rear deflector prevents the flow from impacting directly on the tank. The headlamp is topped by the 5" TFT dashboard (the same as the Panigale V4) integrated with a sophisticated front cover that elegantly hides the fixings and wiring.



The low front leaning forward, continuing the lines of the tank, gives the Streetfighter V4 a predatory look ready to attack.

The "Front Frame" and the Desmosedici Stradale engine are left as visible as possible, partially covered by superstructures reduced to a minimum which, with sharp lines and sculptural volumes, create a clean and essential whole. Behind the radiator the new hot air extractor profiles, which follow the design evolutions made by the Panigale V4 and have a structural function, stand out. They are in fact fixed directly to the frame and integrate the double overlapping wings which, in addition to being a reference to the MotoGP bike, generate the vertical load necessary to guarantee maximum stability at high speeds.



Exciting design

Streetfighter V4 is a bike that pushes the concepts of the "Fight Formula" even further. The evolution follows that of the Panigale V4 family: no fairings, high and wide handlebars, 178 kg weight, 208 hp Desmosedici Stradale engine, biplane wings and latest generation electronic package.

Design: an emotion amplifier

The new Streetfighter V4 is created to amplify the emotions of the rider by making him or her feel protagonist in every ride on the road.

An unrivalled naked bike, modern and technological, with a powerful and exciting design, which does nothing to hide its performance, and which has met with great success from the general public and critics.

The bike conveys sportiness right from



the first glance, with the single-seat configuration due to the presence, in the standard equipment, of the passenger seat cover that can be replaced with the saddle and footpegs supplied as is the case on the new Panigale V4. The tank, evolved in shape and with greater capacity (16.5 kg), is embraced by new side covers that support the wings.

Single-seat saddle

With the single-seat configuration due to the presence, in the standard equipment, of the passenger seat cover that can be replaced with the supplied seat and footrests, the new Streetfighter V4 conveys sportiness at first glance.

New extractors

Behind the radiator the new hot air extractor profiles, which follow the design evolutions made by the Panigale V4 and have a structural function, stand out. They are in fact fixed directly to the frame and integrate the double overlapping wings which, in addition to being a reference to the MotoGP bike, generate the vertical load necessary to guarantee maximum stability at high speeds.

New tank design

The tank of the Streetfighter 2023 is made of aluminium, and goes from 16 to 16.5 litres with a change of conformation which, as on the Panigale V4, better supports the rider under braking and in cornering. Compared to the Panigale V4, the tank has been suitably modified in the lower area to allow the fitting of a saddle with more foam to increase rider comfort. As with track bikes, the tank has a portion of its capacity located under the rider's seat

Full-LED headlamp

The Streetfighter V4 design immediately conveys its mission. A message represented by the minimalist design of the full-LED headlamp that recalls the front of the Panigale V4 but evokes the expression of the Joker, the declared inspiration for the Centro Stile Ducati in creating this naked bike from Borgo Panigale.

Double layer fairing

The compact front headlight assembly is inserted in a double-layer casing with a particularly refined design, in which the air intakes for the air-box and for the cooling of the LED units are obtained, while a rear deflector prevents the flow from impacting directly on the tank. The headlamp is topped by the 5" TFT dashboard (the same as the Panigale V4) integrated with a sophisticated front cover that elegantly hides the fixings and wiring.





ENGINE

Desmosedici Stradale

The Streetfighter V4 is equipped with the 1,103 cc Desmosedici Stradale engine. In this Euro 5 configuration the 90° V4 delivers 208 hp (153 kW) at 13,000 rpm. A high level of power for a naked, unrivalled in the segment, and consistent with the crazy and exaggerated image that is typical of the Ducati Streetfighter V4. The maximum torque value of 123 Nm (12.5 kgm) at 9,500 rpm is virtually unchanged compared to the Panigale V4. A dedicated engine control map allows you to safely exploit the performance of the Streetfighter V4 in road use, which with the 2023 model benefits from all the updates introduced on the Panigale V4 starting in 2022.

These values, achieved through a new calibration and exhaust, make the bike even more enjoyable on roads that are all curves.

Revised engine calibration

The 1,103 cc Desmosedici Stradale, has been revised in calibration to match the larger diameter of the silencer outlet, introduced in order to reduce the exhaust back pressure.

New engine management strategy

To increase driving comfort, a new management strategy keeps the exhaust valve closed in urban and suburban use in sixth gear up to 140 km/h, ensuring better acoustic comfort for the rider.

Clutch housing for dry clutch mounting

In addition, on the right side there is the clutch cover of the Panigale V4, which allows you to easily mount the dry clutch and the clutch cover protection.



AERODYNAMICS

Even more dynamic and sporty

To ensure maximum stability both at high speeds and when braking and a lower tendency to wheelie during acceleration, limiting as much as possible the interventions on the chassis so as to have a nimble and quick behaviour in mixed conditions, wings have been developed for the Streetfighter V4 in biplane configuration designed by Ducati Corse specialists in collaboration with the Centro Stile Ducati.

The aerodynamic development was carried out entirely with CFD (Computational Fluid Dynamics) simulations using a calculation method that involves stationary simulations of the motion and pressure fields with the aim of increasing the vertical force on the vehicle, in particular on the front wheel.

Aerodynamic appendages

To ensure maximum stability both at high speeds and when braking and a lower tendency to wheelie during acceleration, limiting as much as possible the interventions on the chassis. So as to have a nimble and quick behaviour in mixed conditions, wings have been developed for the Streetfighter V4 in biplane configuration designed by Ducati Corse specialists in collaboration with the Centro Stile Ducati.

Wings

The new wings provide 28 kg of “downforce” at 270 km/h, including 20 kg on the front wheel and 8 kg on the rear.

Increasing the “anti-squat” effect

Increases the anti-squat action that helps the rider thanks to greater stability, precision and the ability to maintain the trajectory when exiting corners and, in general, in all acceleration situations.

The weight distribution also moves towards the front, loading it more and thus increasing accuracy and speed in corner entry.

Finally, the ergonomics benefit from the new layout of the fuel tank, the shape of which offers greater support to the rider during braking and cornering. The wet weight of the Streetfighter V4 S 2022 stands at 197.5 kg.

Increased support under braking and cornering

Increased support in haste and cornering is provided by both the new ergonomic shape of the fuel tank and the increase in its capacity (+ 0,5 liters).



Biplane wings by Ducati Corse

To reduce the lateral dimensions of the appendages as much as possible, it was decided to develop an aerodynamic configuration that provided two wings of reduced opening positioned in the shape of a biplane with the aim of making them work independently. The single appendage can be described as a wing with a single element and a rectangular plan, equipped with a winglet on the external lateral end. The wings have been positioned as close as possible to the front wheel (near the side radiator panels) in order to maximize the anti-wheelie effect.

The vertical load generated by the wings reduces the "buoyancy" of the front wheel at high speeds, the tendency to wheelie and increases stability during braking, entry and cornering.

This dynamic behaviour instils safety and limits the intervention of the electronic controls, so that the rider is led to keep the throttle open for longer as well as to brake later right into the corner, benefitting in terms of performance. The effect of the introduction of the aerodynamic appendages is 28 kg of downforce at 270 km / h, of which 20 kg on the front wheel and 8 kg on the rear wheel. The wings also give benefits in terms of heat loss by increasing the speed of passage through the water and oil radiators, respectively by + 2% and + 10%.



CHASSIS AND ERGONOMICS

More support for the rider

The Streetfighter V4 confirms the chassis scheme involving Front Frame and single-sided swingarm, both made of aluminum, with upside-down fork and mechanically adjustable Sachs shock absorber on the V4 version, while the Streetfighter V4 S relies on Öhlins semi-active suspension with SmartEC 2.0 interface. The chassis layout is complemented by the trellis seatpost frame, attached above the "Front Frame" and bolted inferiorly to the rear bank head.

Front-Frame

The Streetfighter V4 uses the "Front Frame" frame derived from the experience gained in MotoGP, which uses the Desmosedici Stradale engine with a load-bearing function. The main difference in layout compared to traditional perimeter frames is the use

of the engine as a structural element. The "Front Frame" provides a compact front structure, weighing only 4 kg, fixed directly to the upper half-casing of the front bank and to the head of the rear bank of the V4, whose base also acts as a fixing for the rear suspension and as a fulcrum point of the single-sided swingarm.

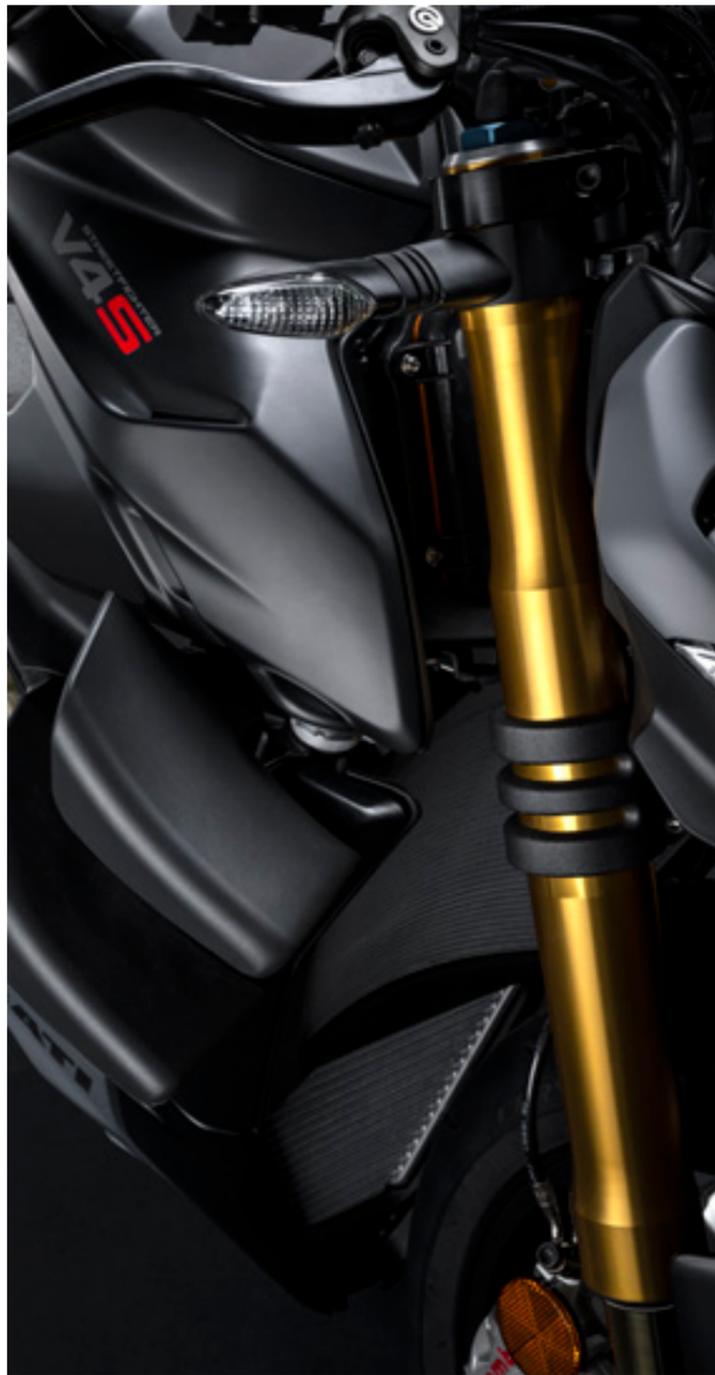
The most important advantage of the Ducati "Front Frame" is the use of the Desmosedici Stradale engine to achieve the desired stiffness: this has made it possible to significantly reduce the extension of the main frame and its weight, obtaining a higher stiffness / weight ratio. Added to this advantage is the reduced length of the uprights that run sideways to the engine, which allowed the Borgo Panigale engineers to design a compact bike, especially in the rider's seating area.

The chassis layout is completed by the trellis seat-post frame, fixed at the top to the "Front Frame" and screwed below the head of the rear bank.

Refined suspension

The Streetfighter V4 features a 43 mm diameter Showa Big Piston Fork (BPF) fully adjustable in hydraulic brake, compression and rebound, and spring preload. The fork sliders house chrome-plated stanchions on to which Brembo radial brake calipers are attached. The front package is completed by a Sachs steering damper. At the rear there is a fully adjustable Sachs shock absorber fixed on one side to the Desmosedici Stradale engine by means of a forged aluminium piece.





Higher swingarm pivot

The swingarm pivot of the Streetfighter V4 2023 is positioned 4 mm higher, increasing the anti-squat action that helps the rider thanks to greater stability, precision and the ability to maintain the trajectory when exiting corners and, in general, in all acceleration situations.

Rims and tyres

While the Streetfighter V4 is fitted with cast aluminium wheels with a 5-spoke design, the V4 S version is equipped with Marchesini 3-spoke forged aluminium alloy wheels.

The rims are fitted with Pirelli Diablo Rosso IV Corsa tyres, which combine track performance with versatility on the road, in sizes 120/70 ZR17 for the front and 200/60 ZR 17 for the rear.



Braking system with Brembo Stylema® calipers

The Streetfighter V4 range features the powerful Brembo Stylema® monobloc calipers which represent the evolution of the already performing M50 calipers. The twin Brembo calipers each have four 30 mm diameter pistons that work on 330 mm diameter discs, ensuring exceptional braking power. While at the rear we find a single 245 mm disc with 2-piston caliper. The braking system is assisted by the ABS Cornering EVO system, which uses the lightweight 9.1MP control unit.

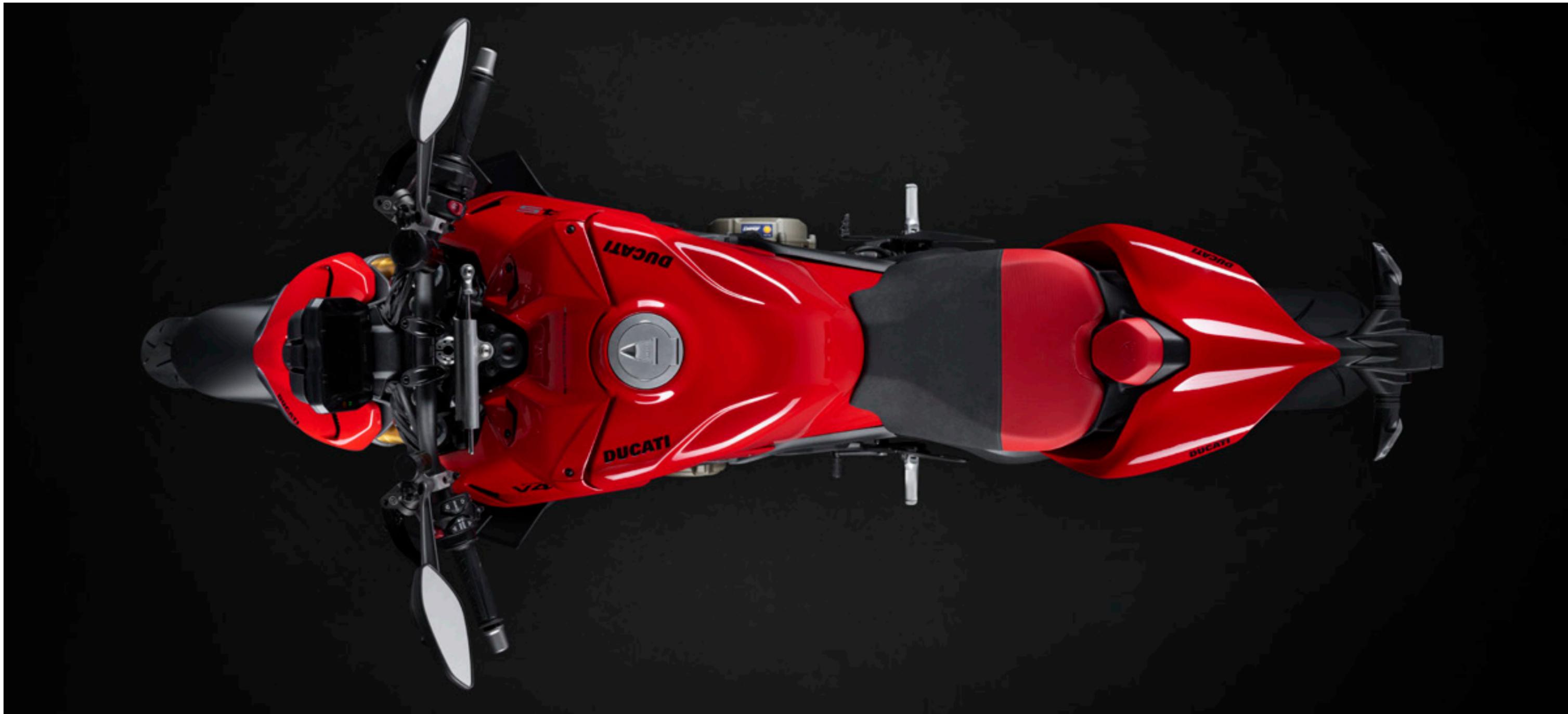
Lithium-ion battery

The standard equipment is enriched by a lithium-ion battery for the S version, 1.7 kg lighter than the previous one.

Compared to the Panigale V4, the position in the saddle of the rider, who sits at a height of 845 mm from the ground, has been redefined according to the specifications of a naked model. As Streetfighter culture dictates, the clip-ons are replaced by a high and wide handlebar which, together with a saddle with a good 60 mm of padding and a less extreme position of the rider foot-pegs, guarantees sporty comfort in urban riding and the control necessary to attack extra-urban roads or the track. The Streetfighter V4 2023 also incorporates the ergonomic improvements made to the Panigale V4 family, integrating a tank with a different shape that offers greater support for the rider during braking and cornering.

Racing tank

The tank of the Streetfighter 2023 is made of aluminium, and goes from 16 to 16.5 litres with a change of conformation which, as on the Panigale V4, better supports the rider under braking and in



cornering. Compared to the Panigale V4, the tank has been suitably modified in the lower area to allow the fitting of a saddle with more foam to increase rider comfort. As with track bikes, the tank has a portion of its capacity located under the rider's seat. In the front, the space not occupied by the fuel has been used to place all the electronics, including the battery.

Tail

While retaining typical Panigale styling cues, the tail is supported by a steel frame and has been redesigned to provide greater comfort for the passenger and more longitudinal space for the rider.

ELECTRONICS

MotoGP derivation

So many engineering and technological aspects bring the Streetfighter V4 to life. A balance of distinctive lines, brutal power, and cutting-edge technology and components come together in the Fight Formula.

The latest generation electronic package of the Streetfighter V4, which incorporates the updates introduced on the Panigale V4 family, is based on the use of a 6-axis inertial platform (6D IMU - Inertial Measurement Unit) capable of instantly detecting roll angle, yaw and pitch of the bike in space.



The evolution of power modes

The new Streetfighter implements the new Power Mode logic already introduced with the Ducati Panigale V4 and V4 S, naturally with calibrations dedicated to the Desmosedici Stradale engine in the Streetfighter configuration. There are four engine delivery strategies: Full, High, Medium, Low. Full and Low are newly devised, while High and Medium have been revised in strategy.

Full Power Mode

Full Power Mode allows the engine to express its full potential with torque curves without electronic filters, except for first gear. It is not associated with any of the Riding Modes in the default configuration, but must be selected manually by the rider.

**High & Medium Power Mode**

For the High and Medium Power Modes, a new Ride by Wire map management system has been developed with dedicated calibration for each of the six gears, which ensures the rider always obtains the optimum thrust every time the throttle is opened. The calibrations dedicated to the Streetfighter V4 guarantee the maximum correlation between the torque value requested by the rider and that actually delivered.

Low Power Mode

The Low Power Mode, on the other hand, has been designed for riding on the road or for low-grip surfaces, limiting the maximum power of the bike to 160 hp and offering a particularly manageable throttle response

New Wet Riding Mode

The Wet Riding Mode is designed for riding on low-grip surfaces, or precisely on wet roads. The RM limits maximum power to 160 hp with a particularly gentle throttle response (power mode Low) and, in the V4 S version, a softened suspension set-up to favour grip and safety. The default level of the electronic controls is set to offer maximum stability ensuring better grip and stability.

Second-generation TFT

The Streetfighter V4 uses the same advanced full-TFT 5" colour high resolution instrument as the Panigale V4, with the virtual circular tachometer as the dominant element of the dashboard on the right side.

The graphics are revised in all views, to make all information simpler and more descriptive and help the enthusiast in the calibration of all the adjustable parameters.

In addition, especially for enthusiasts who want to take advantage of the Streetfighter V4's performance on the track, the dashboard now offers the Track Evo display mode. Even those who prefer to ride on the road will still enjoy a racing-inspired dashboard appearance.

Ducati Electronic Suspension EVO

The S version is equipped with event-based Öhlins suspension with electronic control, based on the second generation Öhlins Smart EC.

In addition to exploiting all the potential offered by the 6D IMU, has a new and more intuitive interface called OBTi (Objective Based Tuning Interface) for the settings.

Ducati Lap Timer GPS

The DLT GPS, available as a Ducati Performance accessory, allows lap times to be automatically detected and stored, and displayed directly on the motorcycle dashboard at each passage on the finish line. The system is equipped with a useful "Best Lap" function, which flashes the time taken for 5 seconds if it is the best chronometric measurement of the current lap session. For each lap, for a total of 15 consecutive laps, the time, the max rpm and the maximum speed are stored, the information can be viewed on the dashboard by entering the specific menu. DLT GPS is available as a Ducati Performance plug-and-play accessory.



Ducati Data Analyser + GPS

The Ducati Data Analyser + GPS (DDA + GPS) allows you to evaluate the performance of the motorcycle and rider, graphically presenting specific data channels. The DDA + GPS, an essential tool in track riding to monitor your performance, in addition to automatically displaying and recording lap times every time the Streetfighter V4 crosses the finish line in a circuit, allows you to store numerous data channels including throttle opening, vehicle speed, engine speed, selected gear, engine temperature, distance travelled, engine rpm, DTC index. The DDA + GPS is available as a Ducati Performance plug-and-play accessory.

Ducati Multimedia System

The versatility of the Streetfighter V4 is evidenced by the predisposition for the Ducati Multimedia System (DMS), through which it is possible to accept incoming calls, select and listen to music and receive SMS notifications.

Getting on the bike, the smartphone automatically connects to the bike itself via Bluetooth, thus allowing the rider to manage the main multimedia functions. The track of the song being played, the icon indicating the receipt of new SMS, or the name of the caller are visualized on the TFT display. The audio of the call and the music are transmitted to the earphones of the rider's helmet. The DMS is available as a Ducati Performance plug-and-play accessory.



State-of-the-art electronic setup

The electronic package includes controls that manage all riding phases: some are responsible for starting, accelerating and braking, others for monitoring traction, others relating to the phases of cornering and exit.

Ducati Power Launch

This system, adjustable on three levels, guarantees lightning-fast starts, allowing the rider to concentrate only on managing the clutch release. Once set, it will be sufficient to engage first gear and open the throttle: during the first phase of the start, while the driver modulates the release of the clutch, the DPL will keep the Desmosedici Stradale stable around an optimal speed according to the selected DPL level; in the second phase, when the clutch is fully released, the DPL will control the torque delivered to ensure the maximum possible acceleration based on the predefined level.

Ducati Wheelie Control

The Streetfighter V4 is also equipped with the latest version of Ducati Wheelie Control (DWC) EVO. This system, using information from the Bosch 6D IMU, controls wheelie and allows for maximum acceleration performance with ease and safety. The DWC EVO more accurately detects the presence and extent of wheelies and intervenes to control them with a greater level of precision, so as to satisfy the rider's requests even more precisely.

Ducati Electronic Suspension

The S version is equipped with event-based Öhlins suspension with electronic control, based on the second generation Öhlins Smart EC. In addition to exploiting all the potential offered by the 6D IMU, has a new and more intuitive interface called OBTi (Objective Based Tuning Interface) for the settings.

Ducati Traction Control (DTC) EVO 2

The new Ducati Traction Control (DTC) EVO 2 strategy derives from the Ducati Desmosedici GP18 and is already used on the Panigale V4 R and V4 R SBK.

In addition to interfacing with the 6-axis Inertial Measurement Unit (IMU) and adapting the intervention and the slippage to the lean angle of the bike, the software significantly improves power management out of corners thanks to the new "predictive" control strategy. By acting not only on the instantaneous value of the rear spin, but also on its variation, it intercepts the loss of grip more quickly and reduces slippage peaks, thus ensuring a quicker and more regular intervention. All this translates into greater vehicle stability when exiting corners, even in non-optimal grip conditions, greater acceleration and improved performance both over a single lap and on long runs.



New strategy for Ducati Quick Shift

The DQS EVO 2 with up / down function, developed for the Panigale V4, uses the information on the lean angle to maximize the stability of the bike during the shifting phase when cornering. The DQS EVO 2, in addition to minimizing shifting times, allows you to downshift without using the clutch, ensuring even more effective braking. The system includes a bi-directional microswitch integrated in the kinematics of the lever which, in correspondence with each gearshift operation, sends a signal to the Desmosedici Stradale control unit. The system acts separately for shifting and downshifting, integrating the action on ignition advance and injection, already present on the up-shift system, with the controlled opening of the throttle valve for downshift operation thanks to full Ride by Wire system management.

New Engine Brake Control (EBC) EVO 2

The EBC (Engine Brake Control) has been developed to help riders optimize the stability of the bike in extreme



cornering conditions, balancing the forces to which the rear tyre. The EBC EVO 2 of the Streetfighter V4 2023, optimized on the basis of lean angle, monitors the position of the throttle, the selected gear and the deceleration of the Desmosedici Stradale shaft during the most aggressive braking, and precisely adjusts the throttle opening to balance the torque forces applied to the tyre. The EBC EVO can be set on three levels integrated in the Riding Modes. The software is characterized by a differentiated gear by gear calibration on each of the three selectable levels, according to a new strategy developed to optimize the intensity of the engine brake action according to the load on the rear. In the first braking phase, when there is little load on the rear tyre, the EBC EVO 2 provides less engine brake, then increasing it as you approach the centre of the corner, where the intervention of the engine brake makes the greatest contribution in slowing down the bike and closing the line. Thanks to this modification, which

guarantees a more balanced intervention of the control on the engine brake in all riding conditions, rear wheel locking in the most demanding braking sections is also reduced.

ABS Cornering EVO

The ABS system of the Streetfighter V4 includes the “cornering” function, which extends ABS intervention even with an inclined bike and has the same intervention logics and control types as the Panigale V4. ABS Cornering EVO can be set on three levels to fully meet the needs of all riders both in track and road riding, even in the most critical low grip situations. Level 3 is suitable for the road or for low-grip conditions, it guarantees safe and stable braking in all conditions, always maintaining rear wheel lifting under control during the strongest decelerations. Levels 2 and 1, on the other hand, favour braking power and are therefore more geared towards sport riding on high-grip surfaces and on the track. Level 2 is recommended for use on the track by the amateur rider. The system manages both the front and rear braking systems, keeps the “cornering” function active while there is no lift-up control, allowing sportier braking. Selecting level 2 activates the “slide by brake” function that allows you to drift



when entering a curve for a spectacular and safe ride. Level 1, not associated by default to any of the Riding Modes, is recommended for experienced riders in track use. It guarantees a racing intervention of the ABS system which acts only on the front wheel. Both the “cornering” function and the anti-lift up intervention are disabled to generate maximum performance.

Ducati Slide Control (DSC)

The introduction of the 6D IMU made it possible to add Ducati Slide Control (DSC), developed in collaboration with Ducati Corse, to the Ducati Traction Control (DTC) EVO. This system supports the rider by controlling the torque delivered by the Desmosedici Stradale engine as a function of the slide angle. Its goal is to improve performance out of corners by preventing slide angles that would otherwise be difficult to manage. The DSC works thanks to the 6D IMU which provides the vehicle dynamics control unit with information on the dynamics of the motorcycle (such as

lean angle, acceleration and much more). Like the DTC EVO, the DSC manages reductions in torque by intervening on the opening of the throttle valves, the reduction of advance and injection cuts. In all situations where rapid DSC intervention is not required, the use of the throttle body valves allows optimal combustion parameters to be maintained, thus obtaining a response from the Desmosedici Stradale and smoother intervention. The DSC is adjustable on two levels: passing from level 1 to level 2, the system allows the rider to more easily control slide angle values that would otherwise be difficult to manage. It is possible to modify the DSC intervention level by entering the menu, from which it is also possible to set the values of DTC EVO and DWC EVO. It is also possible to set the direct control of the DSC through the direct access keys located on the left switch. The DSC set value is always visible on the dashboard.

The Ultimate Formula

The top-of-the-range model in the Streetfighter family is the new Streetfighter V4 SP2 in a numbered version. A bike ready to take to the track, thanks to exclusive technical equipment that combines the "Fight Formula" with "SP" specifications, making it even more effective in sporty riding and particularly on the circuit.

The "Winter Test" livery is designed by the Centro Stile Ducati taking inspiration from the Ducati Corse bikes used during the pre-season tests of the MotoGP and SBK Championships. The matt black of the superstructures, combined with the matt carbon finish of the rims and wings, contrasts with the bright red accents and the brilliance of the exposed brushed aluminium tank, which we also find on the side covers of the radiators.

The saddle is specific for the material used and is customized with the "V4 SP2" logo, while the carbon wings are embellished with the Italian flag which also appears on the official Panigale V4 R SBK. The racing look is emphasized by the removal of the license plate holder, with the relative occlusion covers of the holes supplied with the bike. Il look racing è enfatizzato dalla rimozione del portatarga, con il montaggio delle relative cover di occlusione dei fori in dotazione insieme alla moto.





The Streetfighter V4 SP2 engine

The 1,103 cc Desmosedici Stradale, capable of delivering 208 hp at 13,000 rpm and 123 Nm in Euro5 configuration, has been revised in engine calibration to match the larger diameter of the silencer outlet, introduced in order to reduce the exhaust back pressure. In addition, on the right side there is the clutch cover of the Panigale V4, which allows you to easily mount the dry clutch and the clutch cover protection.

Dry clutch

The 90° V4 of the Streetfighter V4 SP2 employs a 9-disc STM EVO-SBK dry clutch, made from billet aluminium. Compared to the oil bath clutch of the Streetfighter V4 S, in extreme use of the bike on the track, the dry clutch guarantees a more effective slipper function, even in the most aggressive downshifts. It even offers greater fluidity in all phases of "off-throttle", as well as the possibility to customize the "mechanical" engine brake level, by choosing a different secondary spring from those available in the Ducati Performance catalogue.

New formulation of Shell oil*

The decision to adopt a dry clutch allows the use of the new special engine oil on the Streetfighter V4 SP2, developed by Shell in collaboration with Ducati Corse. The new performance oil guarantees reduction in mechanical friction. The formulation of this oil is based on the use of racing-type additives, specific for high-rpm engines equipped with a dry clutch. In fact, it is the dry clutch, as in MotoGP and SBK engines, which allows the use of additives, which would make the transmission of torque in the oil bath clutch problematic. These chemical elements are added to the base oil in dedicated quantities and percentages to ensure the right balance between performance and engine protection.

* Timing and availability of the product may vary depending on the country. Open clutch cover is intended for vehicles used only in closed-course circuit. Operation on public roads is prohibited by law.



Chassis for the Streetfighter V4 SP2

The Streetfighter V4 SP2 is equipped with state-of-the-art technical content derived from the Ducati Superleggera V4 such as carbon rims and Brembo Stylema R® front brake calipers. The rider foot-pegs are made of high quality anodized aluminium alloy which maintains its original appearance over time. In addition to being a pleasure for the eye, these foot-pegs allow the rider to find the position that best suits his build and riding style. They are equipped with carbon fibre heel guards and articulated brake and shift pedals to minimize the risk of breakage in the event of a slide and designed to quickly switch between traditional and reverse shifting configurations.

Braking system

The brake department consists of two 330 mm diameter Brembo discs at the front combined with the new Brembo Stylema R® monobloc calipers, with racing-derived pistons equipped with ventilation holes, which improve

the stability of the lever travel after numerous laps of the track and reduce residual torque.*

Carbon fiber wheels

The high-quality wheels of the Streetfighter V4 SP2, with 5 split spokes, are made of high-strength carbon fibre and have aluminium hubs screwed to the composite structure.* Both allow a weight saving of 1.4 kg compared to the forged aluminium wheels of the Streetfighter V4 S, which reaches 3.4 kg compared to the aluminium ones of the Streetfighter V4, leading to a significant reduction in the moment of inertia to the benefit of nimbleness and lightness in changes of direction.

*Bike specification, equipment and availability may vary by country.



Rider foot-pegs in anodized aluminium

The rider foot-pegs are made of high quality anodized aluminium alloy which maintains its original appearance over time. In addition to being a pleasure for the eye, these foot-pegs allow the rider to find the position that best suits his build and riding style. They are equipped with carbon fibre heel guards and articulated brake and shift pedals to minimize the risk of breakage in the event of a slide and designed to quickly switch between traditional and reverse shifting configurations.

Suspensions

Like the Streetfighter V4 S, the SP2 version is also equipped with an Öhlins NIX-30 fork, Öhlins TTX36 rear shock absorber and Öhlins steering damper controlled by the second generation Öhlins Smart EC 2.0 system with an event-based operating system. The Streetfighter V4 SP2, unlike the S version, has springs and suspension hydraulics identical to those of the Panigale V4, with the only difference being a fork spring preload reduced from 11 mm to 6 mm.



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.

The Cornering ABS EVO on the Streetfighter V4 controls every moment of braking even when the bike is leaning, which is when the Engine Brake Control EVO 2 system kicks in to fine-tune the braking torque. The acceleration stage is controlled by Ducati Traction Control EVO 2, Ducati Wheelie Control EVO and Ducati Slide Control. These systems allow the rider to enjoy, in complete safety, the maximum performance of a sport bike belonging to the most powerful series ever built by Ducati.

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 Panigale 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

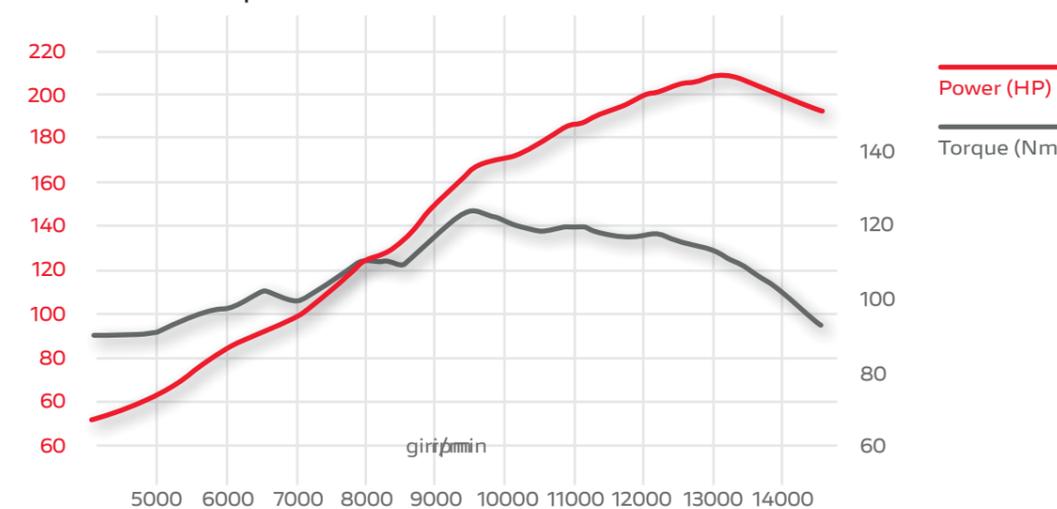
Engine	
Engine	Desmosedici Stradale 90° V4, rearward-rotating crankshaft, 4 Desmodromically actuated valves per cylinder, liquid cooled
Displacement	1,103 cc
Bore X stroke	81 x 53.5 mm
Compression ratio	14.0:1
Power	153 kW (208 hp) @ 13,000 rpm
Torque	123 Nm (90.4 lb-ft) @ 9,500 rpm
Fuel injection	Electronic fuel injection system. Twin injectors per cylinder. Full ride-by-wire elliptical throttle bodies.
Exhaust	4-2-1-2 system, with 2 catalytic converters and 4 lambda probes
Exhaust	4-2-1-2 system, with 2 catalytic converters and 2 lambda probes
Transmission	
Gearbox	6 speed with Ducati Quick Shift (DQS) up/down EVO 2
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; 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"
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. Aluminum single-sided 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)	120 mm (4.7 in) - 130 mm (5.1 in)
Front brake	2 x 330 mm semi-floating discs, radially mounted Brembo Monobloc Stylema® (M4.30) 4-piston callipers with Cornering ABS EVO. Self bleeding master cylinder.

Rear brake	245 mm disc, 2-piston calliper with Cornering ABS EVO
Instrumentation	Last generation digital unit with 5" TFT colour display
Dimensions and weights	
Wet weight no fuel	195 kg (430 lb)
Seat height	845 mm (33.3 in)
Wheelbase	1.488 mm (58.6 in)
Rake	24.5°
Front wheel trail	100 mm (4 in)
Fuel tank capacity	16,5 l - 4.36 gallon (US)
Number of seats	Dual seats
Safety equipment	
Riding Modes, Power Modes, Cornering ABS EVO, Ducati Traction Control (DTC) EVO 2, Ducati Wheelie Control (DWC) EVO, Ducati Slide Control (DSC), Engine Brake Control (EBC) EVO 2, Auto tyre calibration	

Standard equipment	
Ducati Power Launch (DPL), Ducati Quick Shift (DQS) up/down EVO 2, Full LED lighting with Daytime Running Light (DRL)*, Sachs steering damper, Quick adjustment buttons, Auto-off indicators, Passenger seat cover	
Additional equipment	
Passenger seat and footpegs	
Ready for	
Ducati Data Analyser+ (DDA+) with GPS module, Ducati Multimedia System (DMS), Anti-theft, Heating grips	
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	178 g/km
Consumption	7.6 l/100km

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.

*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 V4S

Ducati Red



STREETFIGHTER V4S

Grey/Nero



STREETFIGHTER V4SP2

Winter test livery



STREETFIGHTER V4



	Streetfighter V4	Streetfighter V4 S
Front suspension	Fully adjustable Showa BPF fork. 43 mm chromed inner tubes	Öhlins NIX30 43 mm fully adjustable fork with TiN treatment. Electronic compression and rebound damping adjustment with Öhlins Smart EC 2.0 event-based mode
Rear suspension	Fully adjustable Sachs unit. Aluminum single-sided swingarm	Fully adjustable Ohlins TTX36 unit. Electronic compression and rebound damping adjustment with Öhlins Smart EC 2.0 event-based mode.
Steering damper	Sachs	Öhlins Smart EC 2.0
Front wheel	5-spoke light alloy	3-spokes forged aluminum Marchesini
Rear wheel	5-spoke light alloy	3-spokes forged aluminum Marchesini



1 NIX30 Öhlins fork with event-based mode controlled by Öhlins Smart EC 2.0

2 Marchesini aluminium forged wheels

3 Öhlins Smart EC TTX36 damper

STREETFIGHTER V4 SP2

Equipment Streetfighter V4 SP2 vs Streetfighter V4S

Handlebar engraved with progressive bike number

Visible brushed aluminium tank

Dedicated seat with "V4 SP2" logo

Carbon fibre wings

Carbon fibre front mudguard

STM-EVO SBK dry clutch

Split five-spoke wheels in carbon fibre*

Brembo Stylema R front brake callipers*

Adjustable rider footpegs in billet aluminium with carbon heel guards

Single seat configuration

Open clutch cover in carbon** (supplied)

Licence plate holder removal cover** (supplied)

Mirror removal screws** (supplied)



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

** Open clutch cover, removing license plate holder kit and rear view mirror removal screws are intended for vehicles used only in closed-course circuit. Operation on public roads is prohibited by law.

The image shows the Streetfighter V4 SP2 equipped with an open clutch cover, license plate holder removal kit, rear view mirror removal screws prohibited for use on public roads.

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.

Akrapovič Exhausts

Power and torque can grow further to 220 hp and 130 Nm respectively by fitting the Ducati Performance by Akrapovič full-racing exhaust, which also reduces weight by -6 kg.

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 racing configuration shown here is intended for vehicles used only in closed-course circuit. Operation on public roads is prohibited by law.



The image shows the Streetfighter V4 SP2 with racing configuration.



Go to configurator

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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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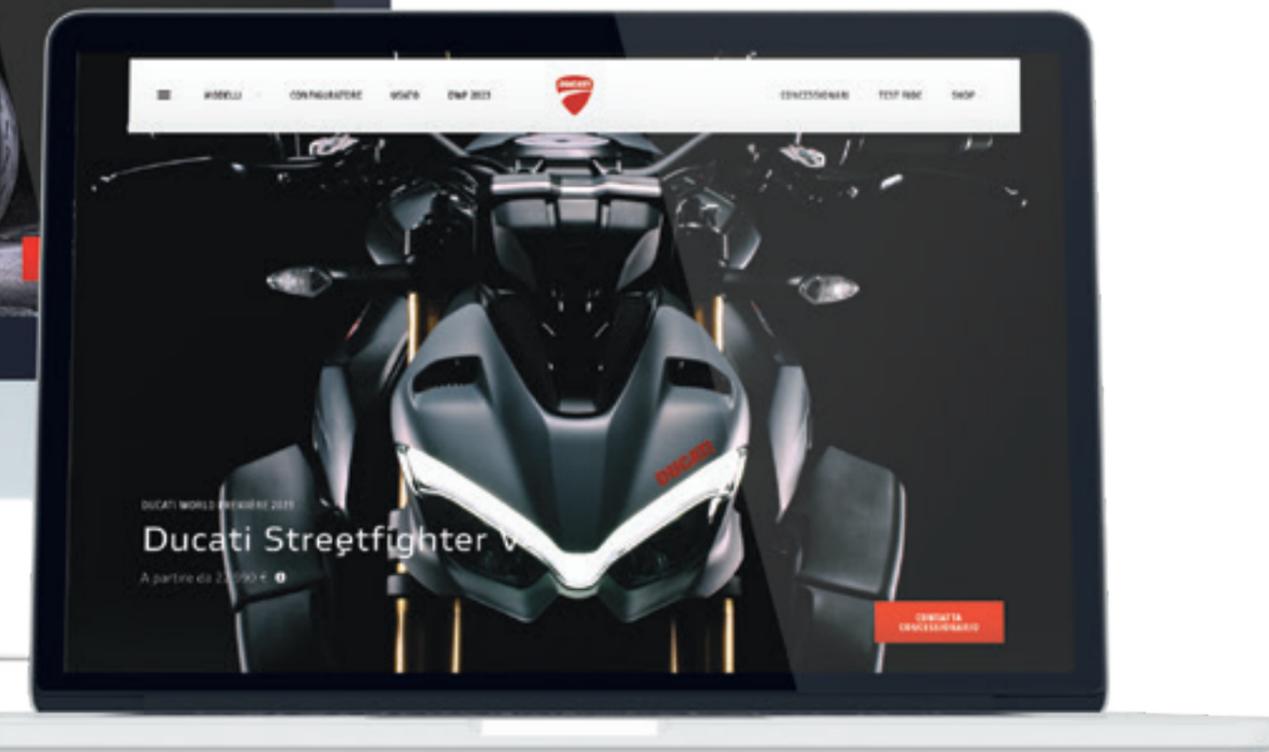
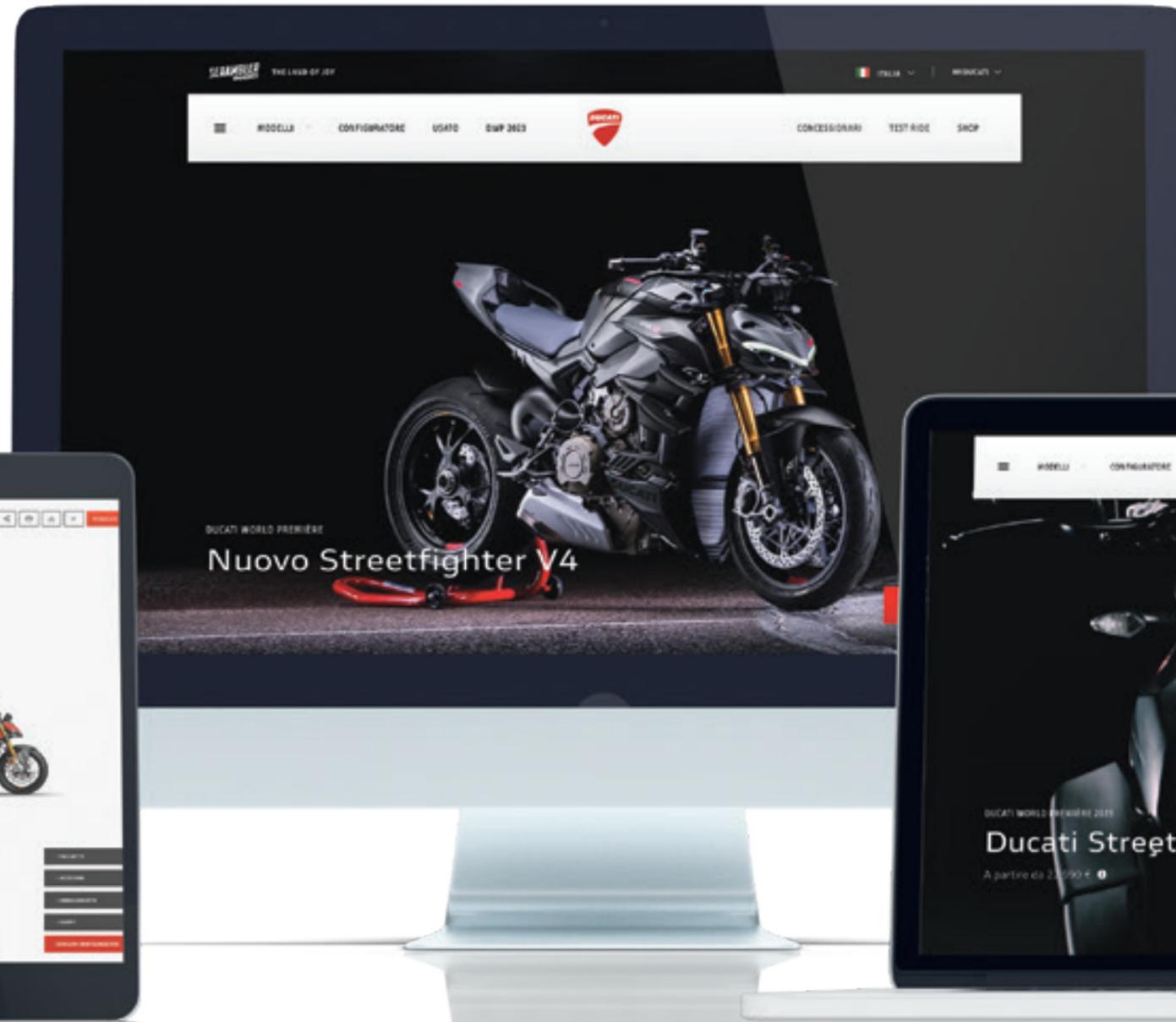


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Ducati Motor Holding

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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