

STREETFIGHTER V4



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The Fight Formula

The Panigale V4, stripped of its fairings, with a high, wide handlebar, 178 kg weight, and 208 hp 1100 cc Desmosedici Stradale engine, kept at bay with biplane wings and a latest-generation electronics package: this is the “Fight Formula” for the Streetfighter V4.

The result is an unrivalled naked bristling with cutting-edge technology that does nothing to hide its big bad character from those who fearlessly take on new challenges.

As streetfighter culture dictates, the Front Frame and Desmosedici Stradale engine remain as visible as possible, the superstructures reduced to a minimum for a clean, pared back look. Tracing the dynamic lines of the tank, the low, protruding front section gives the Streetfighter V4 added strength and character.

The 1103 cc Desmosedici Stradale of the Streetfighter V4 generates 208 hp, impressive power for a naked that can in fact reach 220 hp with the full-

racing Ducati Performance by Akrapovič exhaust.

Designed in collaboration with Ducati Corse, the biplane wings generate the necessary downforce to ensure maximum stability during all riding phases, particularly at high speeds, and quick and agile handling through mixed sections. Also contributing to bike control is the electronics package, derived from the Panigale V4 and based on the use of a 6-axis IMU that can instantaneously identify the bike’s roll, yaw and pitch angle in space.

The electronics package includes controls to manage all riding phases, from the start, to acceleration, braking, traction, through the corners and out the other side. The controls can be adjusted by the rider and combined with the available Race, Sport and Street Riding Modes.

Two versions, V4 and V4S

The Streetfighter V4 is available in the standard and S versions. Both versions are available in the Ducati Red colour with Dark Grey frame and black wheels. The S version is available in the new Dark Stealth colour too.

The Streetfighter V4 weighs 201 kg and is equipped with light alloy 5-spoke wheels, a Showa Big Piston Fork (BPF), the Sachs single rear shock and Sachs steering damper. The "S" version stands out for its Marchesini 3-spoke forged wheels, the adoption of electronically controlled Öhlins suspension and steering damper based on the second-generation Öhlins Smart EC 2.0 system, and a kerb weight of 199 kg.



Design: Joker face

The minimalist full LED headlight perfectly captures the spirit of the Streetfighter V4. Though reminiscent of the front end of the Panigale V4, it also resembles the crazy grin of the Joker, the comic book character who inspired the designer responsible for creating the new Borgo Panigale naked in the Ducati Style Center.

The full LED headlight assembly, part of the dual layer fairing, has a particular design that allows it to incorporate the air-box and LED cooling vents, while a rear deflector prevents flow from impacting directly on the tank. The headlight is surmounted by a 5" TFT display, the same as that of the Panigale V4, complete with sophisticated front cover that elegantly conceals attachments and wiring.



The Front Frame and Desmosedici Stradale engine are only partially covered by superstructures that are reduced to a minimum, their lines sharp and volumes sculpted. Behind the radiator are the hot air extractor rims, inspired by the world of F1 cars. These have a structural function, are attached directly to the frame, and integrate the MotoGP-derived overlapping double wings that generate the necessary downforce to ensure maximum stability.



The Fight Formula in Black

The new Dark Stealth colour scheme which makes the look of the bike even more thrilling.

Dark Stealth is electrifying, trendy, aggressive, the perfect colour scheme to flaunt the “badass” side of the Streetfighter V4 S and attract attention when riding it.

The bike represented in these photos is only for countries where Euro 5 standard applies.





Ergonomics: greater control and comfort

With respect to the Panigale V4, the rider's seat position, 845 mm from the ground, has been redefined according to the specifications of a naked model.

The semi-handlebar has been replaced with a high, wide bar that, together with a less extreme rider footpeg position, guarantees sports comfort during inner city rides as well as the control needed when taking on country roads or the racetrack. The lower part of the tank has been modified to allow for the mounting of a seat with extra foam, to further increase rider comfort.

In addition, the tail has been redesigned. Supported by a steel subframe, it retains many of the style features of the Panigale while also offering the passenger greater comfort and the rider more room lengthways.

The bike represented in these photos is only for countries where Euro 5 standard applies.



Racing-derived aerodynamics

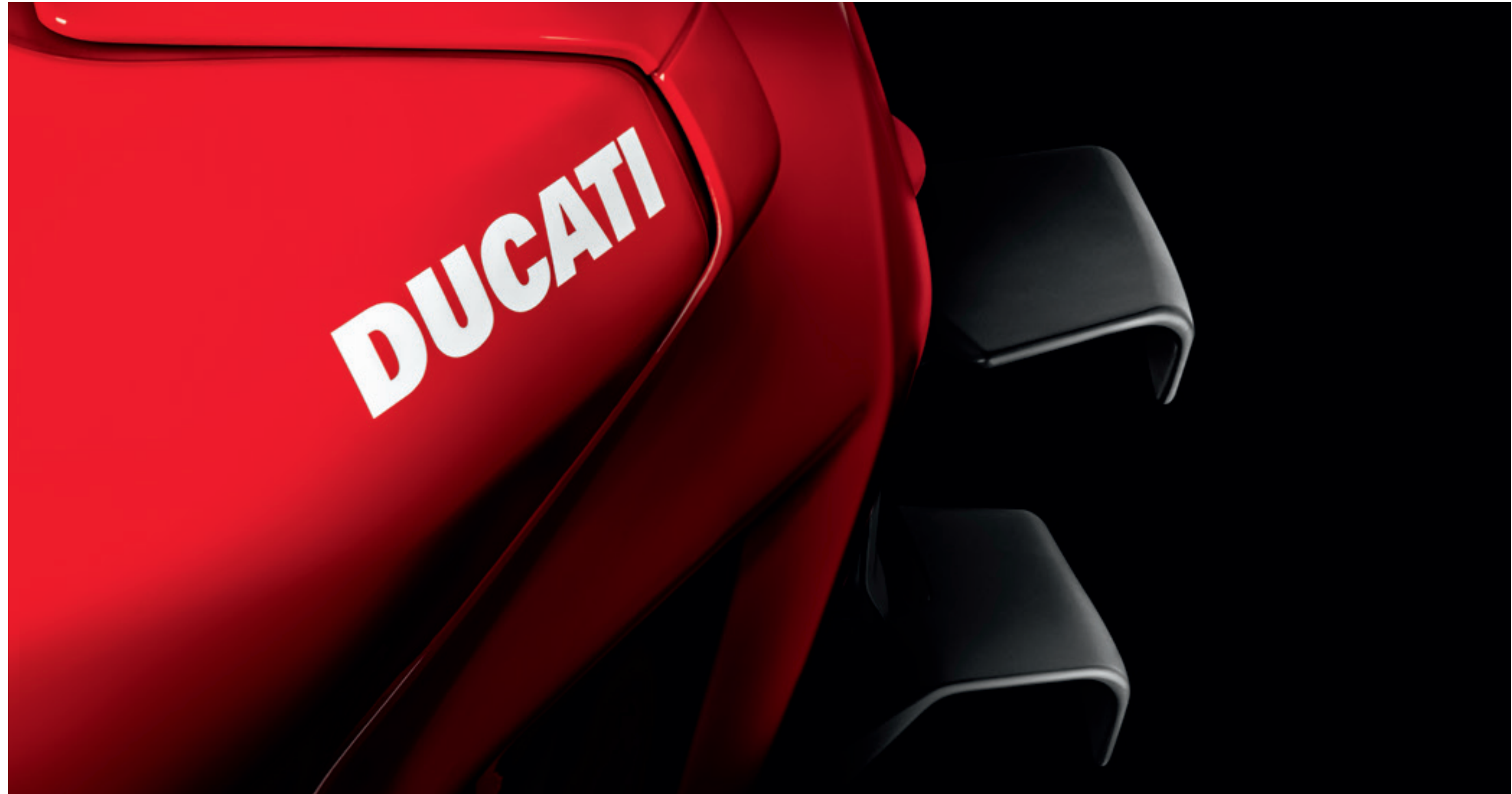
Fast, agile mixed-road performance demands maximum stability at high speed and when braking, reduced wheel-up during acceleration and minimised electronic control of the suspension set-up: that's why Ducati Corse specialists have, together with the Ducati Style Centre, developed biplane wings for the Streetfighter V4.

The aerodynamics were entirely developed using CFD (Computational Fluid Dynamics) simulation. The calculation method involves stationary simulation of flow and pressure to achieve increased downforce, especially on the front wheel.

To reduce lateral protrusion as much as possible, the aerodynamics team decided to adopt a 'biplane' configuration of limited wingspan with upper and lower wings working independently. Each appendage can be described as a square-plan mono-wing with a winglet on its outer tip. Moreover, the wings have been positioned as close as possible to the front wheel (near the radiator side panels) to maximise the anti wheel-up effect.

These aerodynamic appendages generate 28 kg of downforce at 270 kph (20 kg on the front wheel, 8 kg on the rear). The wings also help draw heat off the engine by increasing water and oil radiator throughflow speeds by 2% and 10% respectively. Wing-generated downforce reduces front wheel 'floating' at high speed and the tendency to wheel-up. It also improves stability during braking, corner entry, and through the corner.

The aerodynamics thus instil confidence and limit intervention of the electronic controls. This helps the rider keep the throttle open longer and brake later going into the bends, resulting in significant performance benefits.





An extraordinarily powerful engine

The Streetfighter V4 is powered by the Euro 5*, 1103 cc Desmosedici Stradale, that delivers 153 kW (208 hp) @ 13,000 rpm* and maximum torque of 123 Nm (90.4 lb-ft) @ 9,500 rpm*. Power can be raised to 220 hp by fitting the full-racing Ducati Performance exhaust by Akrapovič that also reduces weight by 6 kg.

The Desmosedici Stradale was designed around the core of the V4 MotoGP engine and has the same dimensions and geometry, as well as the same general configuration, a 90° V4 rotated rearward by 42°.

The crankshaft is counter-rotating to reduce the gyroscopic effect of the wheels and improve handling and agility when changing direction, as well as reduce the tendency to wheel-up during acceleration or lift during sharp braking. In addition, 70° offset of the crank pins results in a “Twin Pulse” type firing order that, as well as making for an unmistakable sound, also ensures

easy to manage delivery and excellent traction out of the turns.

“Box in box” aluminium moulded pistons churn in the barrels of the cylinders, with two piston rings, low friction, plus 81 mm oil scraper ring, the same as the MotoGP Desmosedici engine. The 53.5 mm stroke brings the total engine size to 1103 cc. The compression ratio is 14:1, a significant value indicative of the racing-derived design.

The engine’s “Desmo” type distribution is technically perfect and achieves a level of sophistication, compactness and lightness never before seen on a Ducati bike. The four camshafts drive the sixteen steel valves. Intake valves are 34 mm in diameter, exhaust valves 27.5 mm, remarkable values in relation to the 81 mm bore.

Air intake is entrusted to four oval throttle bodies (52 mm diameter equivalent) connected to fixed 70 mm long intake horns.

Each throttle body has two injectors and is activated by a dedicated electric motor that, thanks to the full Ride by Wire system, allows for complex electronic control strategies and modulation of engine ‘feel’ according to the selected riding mode.

With the Desmosedici Stradale, valve play adjustment is required every 24,000 km, while a service should be carried out every 12,000 Km/12 months.

* Only for countries where Euro 5 standard applies.

MotoGP-derived chassis

Front-Frame

The Streetfighter V4 features the Panigale V4 Front-Frame, an offshoot of Ducati's extensive experience in MotoGP, which uses the engine as a load-bearing member.

Weighing just 4 kg, the compact Front-Frame is attached directly to the upper crankcase of the front cylinder bank and the cylinder head of the rear bank; the V4 crankcase also provides the rear suspension attachment point and the single-sided swingarm pivot mount. The main advantage of this solution is that it uses the engine to achieve the desired stiffness, which has resulted in significantly lower main frame length and a better stiffness/weight ratio.

Completing the chassis is the under-seat trellis subframe, attached to the Front-Frame at the top and bolted to the head of the rear cylinder bank below. The rear suspension linkage mechanism is attached to the Desmosedici Stradale

engine via a forged aluminium bracket. The linkage reacts to movements imparted by a cast aluminium high-truss single-sided swingarm, the distance between the swingarm fulcrum and rear wheel axle 16 mm greater than that of the Panigale, guaranteeing, together with the biplane wings, maximum stability during all riding phases, particularly at high speeds.

The steering geometry features 24.5° rake and 100 mm trail.

Sophisticated suspension

The Streetfighter V4 mounts a 43 mm Showa Big Piston Fork (BPF) that is fully adjustable in terms of spring pre-load, compression and rebound damping. The fork bodies accommodate chrome stanchions, attached to which are the Brembo radial callipers. A Sachs steering damper completes the front-end package.





At the rear is a fully adjustable Sachs shock absorber, one side of which is attached to the Desmosedici Stradale engine via a forged aluminium bracket. The S version is equipped with the Ducati Electronic Suspension EVO system, complete with Öhlins NIX-30 fork, an Öhlins TTX36 rear shock absorber and an Öhlins steering damper with Smart EC 2.0 control system.

Wheels and tyres

While the standard Streetfighter V4 mounts cast aluminium 5-spoke wheels, the V4 S is equipped with 3-spoke Marchesini forged aluminium alloy wheels.

The rims mount Pirelli Diablo Rosso Corsa II tyres. Combining track performance with road versatility, they come in the 120/70 ZR17 (front) and 200/60 ZR 17 (rear) sizes, already used extensively for slick tyres in the FIM Superbike World Championship. The rear tyre compound has been

designed by Pirelli specifically for the Streetfighter V4. It ensures the same dynamic behaviour as the Supercorsa SP race replica tyres mounted on the Panigale V4 but offers better performance in low temperatures to ensure the versatility required of a naked model.

Braking system with Brembo Stylema® callipers

The Streetfighter V4 range features powerful Brembo Stylema® monobloc callipers, the successor to the already high performance M50 callipers.

The Stylema® callipers, created from a single alloy block, are visibly more compact with respect to the M50 type, allowing for a 70 g weight reduction per calliper, with no loss of rigidity. Other developments have been made in terms of internal ventilation to ensure more consistent performance. The dual Brembo callipers each mount four 30 mm pistons that act on 330 mm

discs to guarantee exceptional braking power. At the rear is a single 245 mm disc with 2-piston calliper.

Streetfighter V4 models are fitted with new front brake and clutch pumps, both self-bleeding. The body of the pumps has been designed with a configuration that allows a 'natural' bleeding, thus eliminating the need to intervene on the system in the event of air present in the circuit.

Racing tank

As on race bikes, the 16-litre aluminium tank has a section that extends under the rider's seat. With respect to the Panigale V4, the lower section of the tank has been modified to allow installation of a seat with thicker padding to boost rider comfort.





Electronics package: all under control

The latest-generation electronics package on the Streetfighter V4 is based on a 6-axis Inertial Measurement Unit complete with controls to manage every riding phase. In addition, the operating parameters of each control are associated by default with the three Riding Modes. Riders can therefore personalise their riding style or restore the factory settings. Any of the control levels can be quickly adjusted via the left switchgear.

ABS Cornering Bosch

The Bosch ABS system features the cornering function, which keeps the ABS working even with the bike leaned over. It can be set at three different levels to fully satisfy the needs of all riders, on racetrack or road, even in critical situations of low grip. Level 3 is recommended for road riding or anywhere with poor grip, as it ensures safe and stable braking in all conditions, while levels 2 and 1 prioritise braking power and are intended for use on high-grip surfaces or racetracks.

Ducati Traction Control (DTC) EVO 2

The new Ducati Traction Control EVO 2 (DTC EVO 2) strategy is an offshoot of the Ducati Desmosedici GP18. In addition to interfacing with the 6-axis IMU and adapting intervention based on wheelspin and lean angle, the software significantly improves corner exit power control thanks to a new 'predictive' strategy. Acting not just on the basis of instantaneous rear wheelspin but also its variation, it intercepts any loss of grip sooner and reduces peak wheelspin, ensuring faster, smoother intervention. All this means increased corner exit stability (even in sub-optimal grip conditions), greater acceleration and improved performance over both a flying lap and long run. In addition to controlling spark advance and injection, the DTC EVO 2 system uses the throttle body valves to maintain optimal combustion parameters and ensure more fluid engine response and control, in all situations where rapid intervention is not required.

Ducati Slide Control (DSC)

The introduction of the 6D IMU has allowed Ducati Slide Control (DSC) - developed in collaboration with Ducati Corse - to be added to Ducati Traction Control EVO. This system assists riders by controlling the torque delivered by the engine based on the slide angle. Its purpose is to improve corner exit performance by preventing slide angles that would otherwise be difficult to handle. The DSC relies on the 6D IMU that provides the vehicle control unit with crucial information about bike dynamics, such as lean angle, acceleration and much more.

Ducati Wheelie Control (DWC) EVO

The Streetfighter V4 also comes with the latest version of Ducati Wheelie Control EVO (DWC EVO). Using the data feed from the Bosch 6D IMU, this system keeps wheel-up in check while maximising acceleration easily and safely. DWC EVO provides more accurate wheel-up readings and therefore exerts more precise control to ensure the bike responds faster to rider input.

Ducati Power Launch (DPL)

This system ensures lightning-fast starts, letting the rider focus solely on releasing the clutch. Once set to one of the three available levels (level 1 favours high-performance starts, level 3 is safe and stable), the rider need only engage first gear and open the throttle. During the initial moving-off stage, as the rider modulates clutch release, DPL stabilises the engine at optimal revs. During the second stage, when the clutch has been fully released, DPL controls torque delivery to maximise acceleration.

Ducati Quick Shift up/down (DQS) EVO 2

The Ducati Quick Shift EVO 2 with up/down function uses lean angle data to maximise bike stability when changing gear through a bend. DQS EVO 2 allows for clutch-less downshifting. Thanks to full Ride-by-Wire control, the system works differently for up- and downshifting, integrating spark advance and injection adjustment during upshifts with an auto-blipper function during downshifts. In addition, during downshifts, DQS EVO 2 works in concert with the anti-patter clutch and Engine Brake Control.

The EVO 2 software, derived from the Panigale V4 R, reduces upshift times, allowing the sportier high-rev gear shifts (over 10,000 rpm) typical of track riding and boosting shift stability during aggressive acceleration and cornering.

Engine Brake Control (EBC) EVO

The Engine Brake Control was developed to help riders optimise bike stability under extreme turn-in conditions and does so by balancing the forces applied to the rear tyre under severe engine braking conditions. The Streetfighter V4 EBC EVO system, optimised according to lean angle, monitors the throttle body valve position, selected gear and crankshaft deceleration during aggressive braking and adjusts throttle aperture to balance out the torque forces applied to the tyre. EBC EVO has three different settings, integrated into the Riding Modes.





Ducati Electronic Suspension (DES) EVO

The "S" version is equipped with electronically controlled suspension based on the second-generation Öhlins Smart EC (Electronic Control) system that, as well as exploiting the potential offered by the 6-axis IMU, also has a new and more intuitive settings interface. It offers a choice of two modes: Fixed, to manually set compression and rebound levels and steering damping (32 from fully open to fully closed for the suspension, and 10 for the damper), and Dynamic, the system automatically regulating compression and rebound damping to suit the riding style, based on data received from the 6-axis IMU and other sensors.

Riding Mode strategy

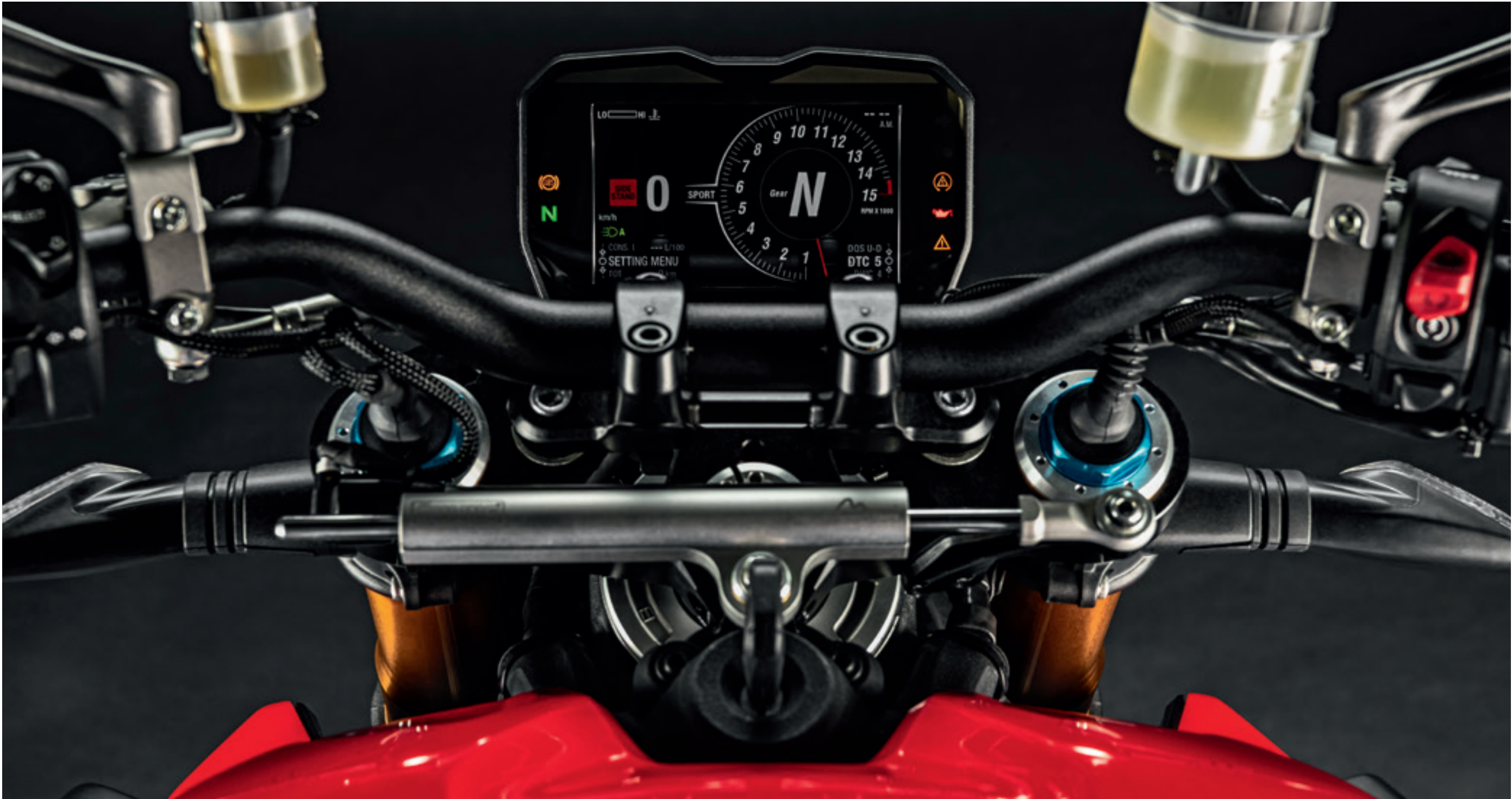
Riding Modes provide users with three different pre-set riding styles so that Streetfighter V4 performance can be adapted to the rider, road type and weather conditions. Changing the Riding Modes instantaneously changes the character of the engine, the electronic control parameters and, on the S version, the suspension set-up. Riders can personalise settings to suit their riding style or restore the default parameters. They can also enable ABS Level 1 (intended for on-track use by expert riders) which acts on the front wheel only to allow maximum braking performance.

Race Riding Mode.
This Riding Mode allows riders, including those who are less expert, to enjoy excellent performance on high-grip track surfaces. The rider can count on 208 hp, with direct Ride by Wire throttle response and, on the S version, a firm suspension set-up to optimise performance. Race mode sets the electronics at a low intervention level but without lowering safety, with ABS set to level 2, lift-

up control off and the 'slide by brake' function on (allowing riders to drift the bike into corners safely).

Sport Riding Mode.
Selecting Sport gives the rider 208 hp, with direct sports-style Ride by Wire throttle response and, on the S version, a sports-style suspension set-up. Electronic controls are set to give riders perfect dry road ride responsiveness. Rear wheel lift detection during braking is on and the ABS Cornering function is set to maximise cornering performance.

Street Riding Mode.
Street mode is recommended when riding on surfaces with poor grip. This Riding Mode gives the rider 208 hp and progressive Ride by Wire throttle response (as with the Sport RM) and, on the S version, a suspension set-up that is well suited to bumpy or pitted roads. Electronic control settings ensure grip and stability to maximise safety.



Latest-generation TFT instrumentation

The Streetfighter V4 features the same 5" TFT colour display as the Panigale V4. The dashboard is dominated by the rev counter that displays engine performance with a needle gauge. Movement of the gauge is accompanied by a white trail that acts as a 'shift light', changing colour from white to orange and then red as the rev limit approaches. The rider can call up two different layouts: 'Track' highlights the lap times, while 'Road' replaces lap times with data relating to the Ducati Multimedia System that, where present, offers a rev scale more appropriate for road use.

Ducati Lap Timer GPS

The Ducati Lap Timer GPS automatically records and saves lap times and displays them directly on the dashboard each time the bike crosses the finish line, the coordinates of which are set by pressing the flasher button. If a lap time is the best of the current track session, the Best Lap function causes it to flash for 5 seconds. On each lap, and for a total of 15 consecutive laps, DLT GPS records

lap time, maximum rpm and maximum speed. This data can be called up from the relevant menu. DLT GPS is available as a Ducati Performance plug-and-play accessory

Ducati Data Analyser + GPS

The Ducati Data Analyser + GPS allows assessment of bike and rider performance by showing traces for specific data items. Not only does it automatically display and record Streetfighter V4 lap times every time the bike crosses the line, it also saves other data traces such as throttle opening, bike speed, engine rpm, selected gear, engine temperature and distance travelled. The Ducati Data Analyzer is available as a Ducati Performance plug-and-play accessory.

Ducati Multimedia System

The Streetfighter V4 is suitable for use with the Ducati Multimedia System. This lets riders take incoming calls, select and listen to music tracks or receive text messages via a Bluetooth link. When the rider climbs aboard, the smartphone

automatically connects to the bike via Bluetooth, letting the rider control the main multimedia functions. The TFT display shows the track being played, the new text message icon or the caller's name. DMS is available as a Ducati Performance plug-and-play accessory.



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 system kicks in to fine-tune the braking torque. The acceleration stage is controlled by Ducati Traction Control EVO, Ducati Wheelie Control 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](https://www.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 86 countries, thanks to 718 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.

718 Authorised dealers and service points

86 World countries

*Information updated as of July 2019



Ever Red
Extended Warranty



*Equal to 18,000 miles.



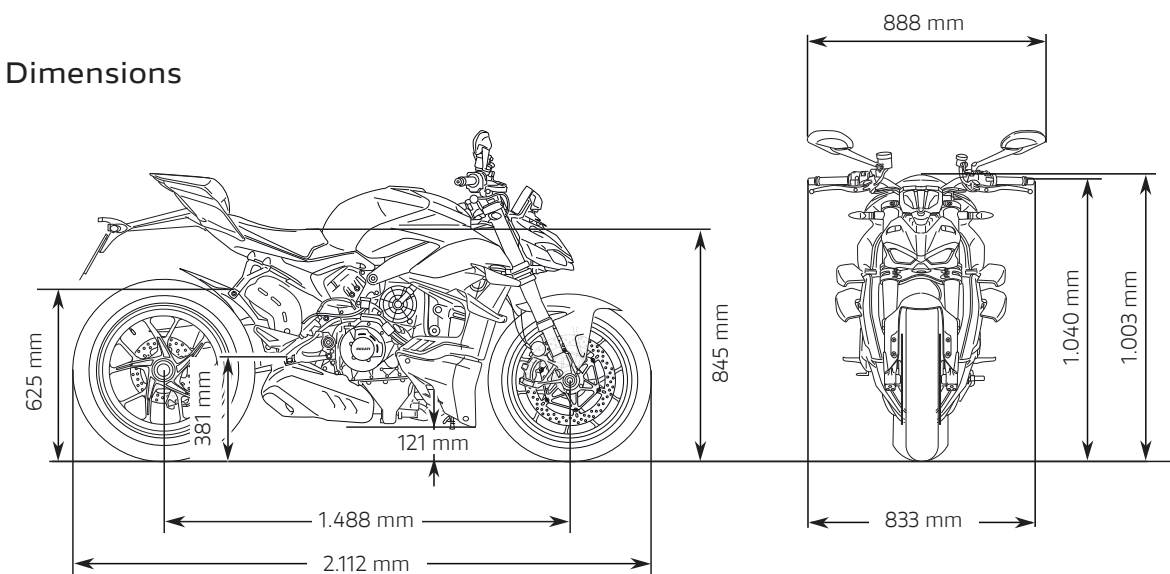


Technical data and equipment

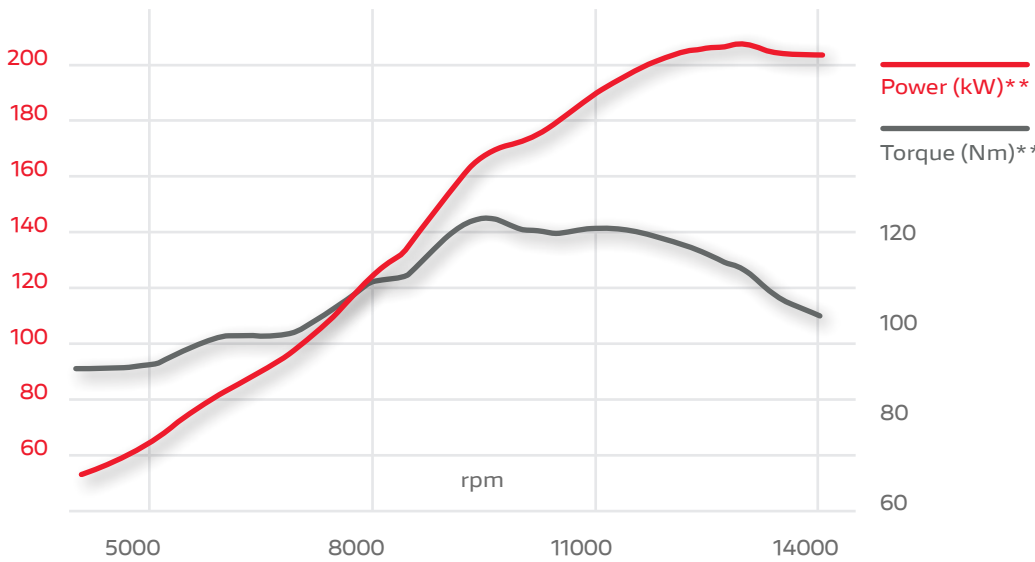
The bike represented in these photos is only for countries where Euro 5 standard applies.

STREETFIGHTER V4

Dimensions



Power and torque



Engine	
Engine	Desmosedici Stradale 90° V4, counter-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	208 HP (153 kW) @ 13,000 rpm** 208 HP (153 kW) @ 12,750 rpm
Torque	90.4 lb-ft (123 Nm) @ 9,500 rpm** 90.4 lb-ft (123 Nm) @ 11,500 rpm
Fuel injection	Electronic fuel injection system. Twin injectors per cylinder. Full ride-by-wire elliptical throttle bodies.
Exhaust	4-2-1-2 layout. Four lambda probes and two catalytic converters** 4-2-1-2 layout. Two lambda probes and two catalytic converters
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	Aluminium alloy “Front Frame”
Front suspension	Fully adjustable 43 mm chromed steel upside down (USD) Showa BPF fork
Front wheel	5-spoke light alloy, 3.50” x 17”
Front tyre	Pirelli Diablo Rosso Corsa II 120/70 ZR17
Rear suspension	Fully adjustable Sachs damper. Single-sided aluminium swingarm
Rear wheel	5-spoke light alloy, 6.00” x 17”
Rear tyre	Pirelli Diablo Rosso Corsa II 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	Next generation digital dashboard with 5” TFT colour display

Dimensions and weights	
Dry weight	180 kg (397 lb)
Weight in running order	201 kg (443 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 l - 4.23 gallon (US)
Number of seats	Two-seater
Safety and technical equipment	
Riding Modes, Power Modes, Cornering ABS EVO, Ducati Traction Control (DTC) EVO, Ducati Wheelie Control (DWC) EVO, Ducati Slide Control (DSC), Engine Brake Control (EBC) EVO, 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 and footpegs.	

Ready for	
Ducati Data Analyser+ (DDA+) with GPS module, Ducati Lap Timer GPS (DLT GPS), Ducati Multimedia System (DMS), Anti-theft system, Heated hand grips	
Warranty	
Warranty (months)	24 months unlimited mileage
Maintenance (km/months)	12,000 km (7,500 mi)/12 months
Valve clearance adjustment (km)	24,000 km (15,000 mi)
Consumption and Emissions **	
Standard	Euro 5
Consumption and Emissions	7,6 l/100km - CO2 178 g/km



* equal to 18,000 miles.

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

** Only for countries where Euro 5 standard applies.

STREETFIGHTER V4 S

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.	Fully adjustable Ohlins TTX36 unit. Electronic compression and rebound damping adjustment with Öhlins Smart EC 2.0 event-based mode.
Front wheel	5-spokes light alloy	3-spokes forged aluminum Marchesini
Rear wheel	5-spokes light alloy	3-spokes forged aluminum Marchesini
Dry weight	180 kg (397 lb)	178 kg (392 lb)
Weight in running order	201 kg (443 lb)	199 kg (439 lb)



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

Ducati Red



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STREETFIGHTER V4S

Ducati Red



The bike represented in these photos is only for countries where Euro 5 standard applies.

STREETFIGHTER V4S

Dark Stealth



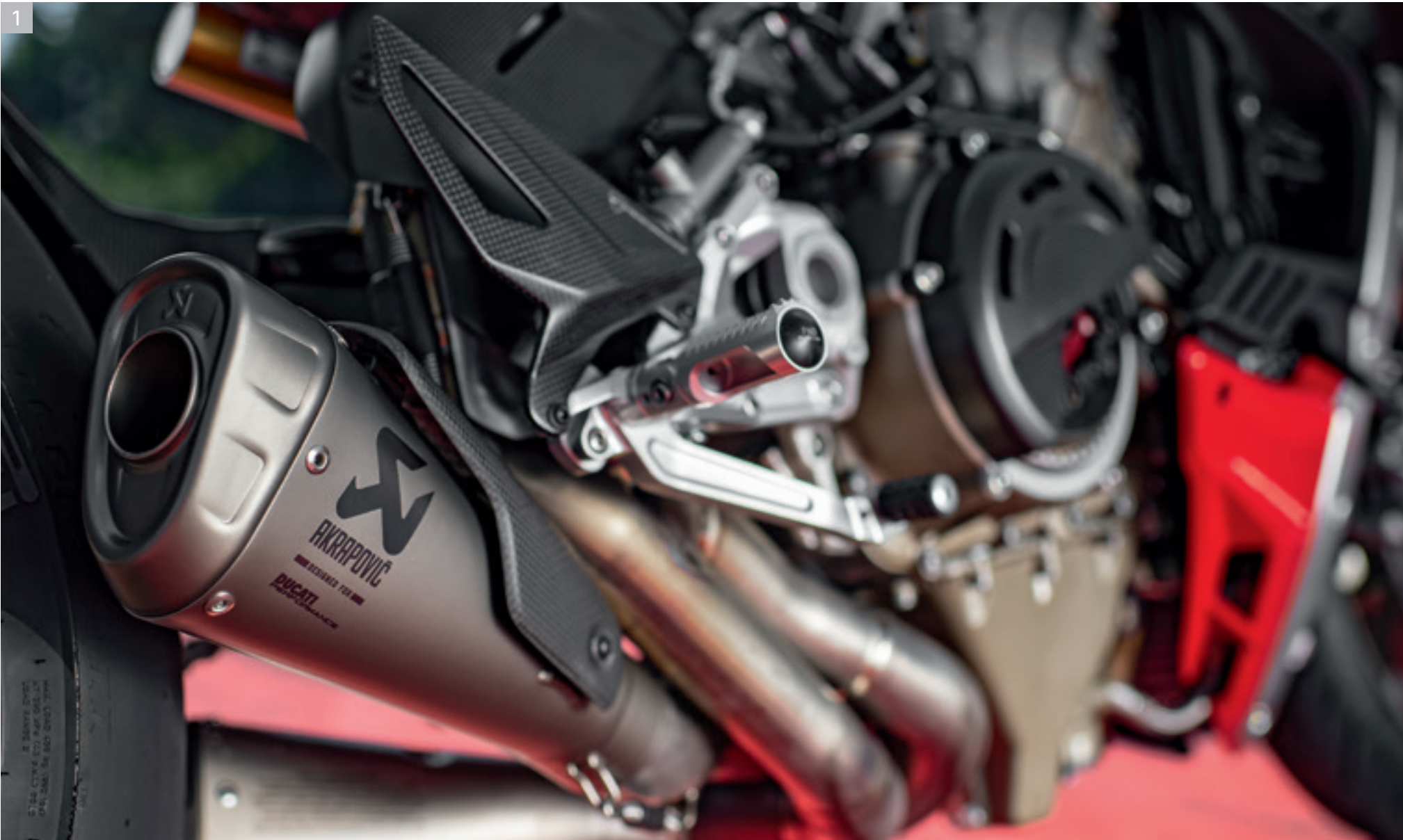
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Accessories

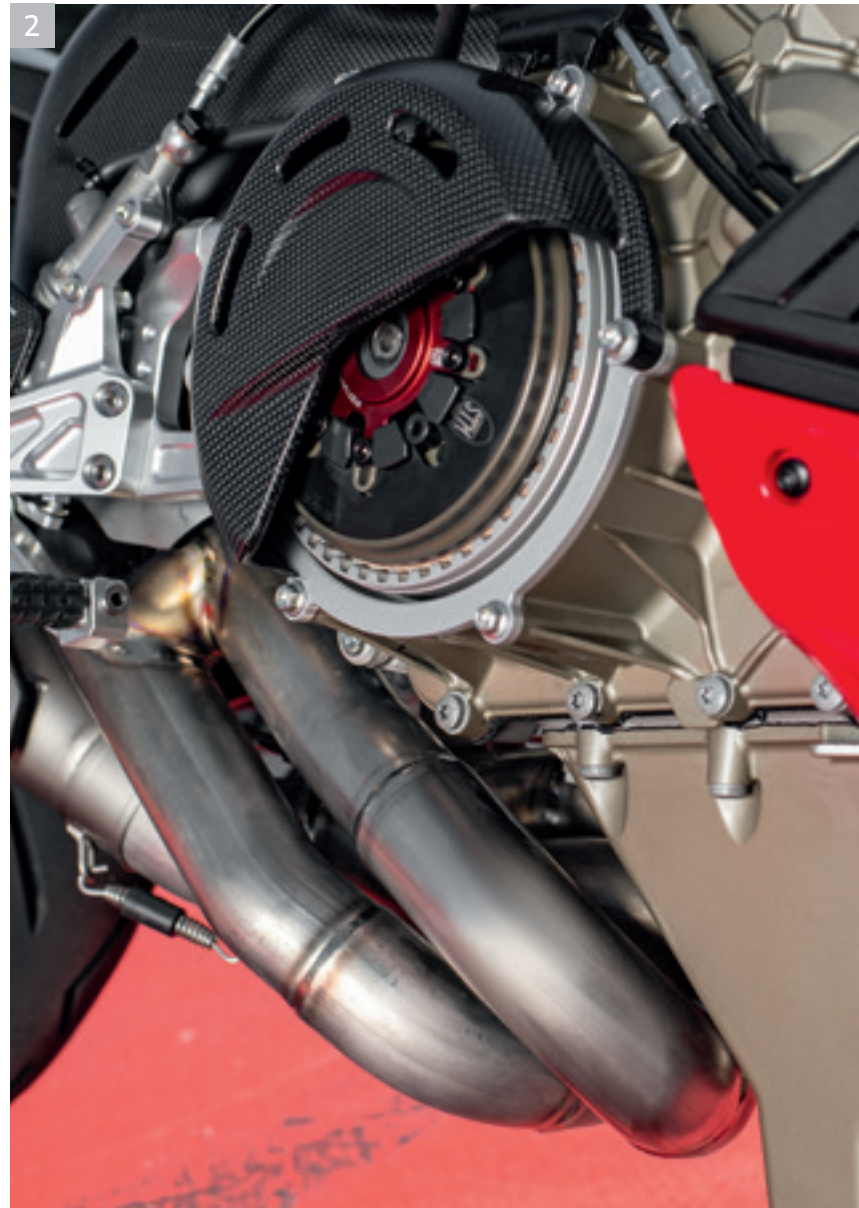


For more information about the Ducati Performance range, technical specifications and instructions, refer to a Ducati Dealer or visit the Accessories section of the [ducati.com](https://www.ducati.com) website .





1 Complete titanium exhaust assembly



2 Dry clutch kit



3 Carbon dry clutch cover



2 Carbon heel guard
Adjustable rider footpegs in aluminium



2 Clutch and brake fluid reservoir
3 Carbon protection for generator cover



4 Magnesium rims



1 Carbon tank cover
Billet aluminium tank cap



2 Clutch lever
Handgrips Pro grip
Billet aluminium handlebar balancing weights



3 Carbon rear mudguard
4 Carbon front mudguard

Apparel

Ducati Corse |D |air® K1
Racing suit with airbag system

Ducati Corse |D |air® C2
Racing suit with airbag system

Ducati Corse Speed 2
Full-face helmet

Ducati Corse V5 Air
Racing Boots

The configurator that allows you to create a layout for your
SuMisura suit is available on the site
www.ducatisumisura.com.



Ducati Apparel Collection designed by *Drudi Performance*





Ducati Corse K1
Racing suit

Ducati Corse C4
Racing suit

Ducati Corse Carbon 2
Full-face helmet

Ducati Corse V3
Full-face helmet



Ducati Apparel Collection designed by *Drudi Performance*



Ducati Corse C3
Leather gloves

Race
Chair

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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