

# PANIGALE V4



# Index

5	Wonder. Engineered.	26	Chassis Inspired by MotoGP.
6	Design Sensual beauty.	33	Electronics
12	Performance Faster than emotions.	36	New TFT. Ultimate control to give your best.
14	Engine Desmosedici Stradale.	38	Servicing and maintenance
17	Aerodynamics Fast as the wind.	41	Technical data and equipment
22	Ergonomics Maximum control. In every position.	48	Apparel
		52	Accessories
		54	Ducati Digital Experience





## Wonder. Engineered.

The new Panigale V4 represents the seventh generation in the epic saga of Ducati superbikes: a synthesis of design and technology.

A motorcycle that is at the heart of Ducati's mission: "to enrich people's lives through a combination of technologically advanced products characterized by sensual beauty."

**"We have engineered wonder.  
We are all in love with this bike"**

Claudio Domenicali - Ducati CEO

## DESIGN

# Sensual beauty.

Beauty meets performance. In styling the Panigale V4, designers imagined transporting the design icon that is the Ducati 916 into the present, redesigning it and merging its DNA with that of the modern-day Desmosedici GP to create a model that would pay homage to Ducati history but also offer the highest possible performance.

Traces of the Ducati 916 are visible in the general proportions of the new Panigale



V4, with a higher front end and slightly lower tail that balance the body for a more horizontal dynamic, typical of Ducati sports bikes of the past. The side fairing is clean and elegant.

The hot air extractor grabs attention on the upper section, while the lower area may look like a single fairing, Ducati 916 style, but in fact conceals the oil cooler's vertical hot air outlet.





## “Aerodynamic design”: an integrated approach.

The aerodynamic approach is revolutionised with this motorcycle. The new Panigale V4 develops the concept of aerodynamic integration, seamlessly merging the various surfaces serving style and aerodynamics.

Designers worked side by side with

Ducati Corse technicians responsible for the aerodynamics of the Desmosedici GP to create the surfaces of the side and front fairings complete with integrated aerodynamic appendages. The side view stands out for the shape of the very high front wheel arch, in line with the current MotoGP philosophy.

PERFORMANCE

# Faster than emotions.

The seventh generation of Ducati Superbike is created to improve all-round performance and introduces technical solutions deriving from lived experience and success in the racing world.

The Panigale V4 is the most high-performance sports bike in the segment today, the SBK version of which has won two consecutive Superbike World Championship titles.

Less effort and more precision for the rider, to achieve quicker lap times and heightened consistency and speed during timed sessions. Easier to ride, it allows for more rapid corner entry: a sport tool to elevate the performance of every rider.

It is meticulous attention to every detail that makes the difference. An attitude that allows the new

Panigale V4 to be even faster on track, as demonstrated during a comparison test at the Cremona circuit. Three riders, one fast amateur, one professional and official Ducati test rider Alessandro Valia were all faster with the new generation Panigale V4, going one second quicker on average.

The meticulous attention to performance is also measured on the road bikes with a methodology developed by Ducati Corse to carry out lap by lap performance comparisons. Internally, this is known as "Time Difference Analysis". Every turn is carefully examined and the increase in effective performance can be more or less significant depending on the moves made in that specific area of the track.



## ENGINE

# Desmosedici Stradale

The heart of the new Panigale V4 is the latest evolution of the Desmosedici Stradale. More powerful, lighter, with less consumption and conforming with the Euro 5+ standard.

## 1103 cc Desmosedici Stradale V4

The Panigale 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 race engine par excellence

Per 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-shaped layout of the cylinders creates a natural balance of the primary forces, with no need for a countershaft, which would impact negatively on the weight and power absorption, to eliminate

vibration. An extremely important benefit in terms of the reliability and mechanical efficiency of an engine that reaches engine speeds in excess of 14,000 rpm.

## 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.

## Euro 5+ type approval

The Desmosedici Stradale engine now conforms with the strict Euro 5+

standard, recording a slight maximum power increase equating to 0.5 hp, thanks to the use of lighter components that also reduce engine weight by 1 kg. The Desmosedici Stradale Euro 5+ delivers maximum power of 216 hp at 13,500 rpm and torque of 120.9 Nm at 11,250 rpm.

To maintain the unique style imprint of the under-engine silencers, the exhaust system, in a 4-2-1-2 configuration, has been redesigned in terms of both its manifolds and silencer.

The engine development work has also served to reduce the level of emissions (CO2 151 g/km) and consumption (6.5 l/100km).

## More efficient cooling system

The cooling system has been redesigned to guarantee consistent performance even in very high temperatures or 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. The new radiators make for an air mass cooling increase of 19% for the oil radiator and 9% for the water radiator.



## 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 overturn when 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.





## AERODYNAMICS

## Fast as the wind.

As for aerodynamics, the new Panigale V4 sets out to protect the rider from turbulence along the straight, almost as if they were inside a "bubble of calm air", the same feeling that Desmosedici GP riders experience.

The new fairings reduce aerodynamic resistance without sacrificing aerodynamic load and increase air flow to the radiators. It better protects the rider along the straight, reducing the physical effort required to maintain position in that the rider is less exposed to air flow.

The double profile wings are perfectly integrated into the front end and make the same contribution in terms of downforce as the previous model. Moving the leading edge of the fairing backward and upward with respect to the front wheel makes for a motorcycle that is nimbler when changing direction in side winds and during high-speed changes of direction. The aerodynamic shape of the mudguard and intake in line with the radiators boosts the effectiveness of the cooling system.



#### AERODYNAMIC APPENDAGES

##### Fully integrated wings

The highly efficient double profile wings of the new Panigale V4 are perfectly integrated into the front end and make the same contribution in terms of downforce as the previous model.



#### FAIRING

##### A leading edge set further back

In line with the philosophy of today's Desmosedici GP, the new Panigale V4 sets out to reduce the size of the fairing when the motorcycle is viewed side on. This is achieved by setting the leading edge of the fairing further back, a technical solution that has a sizable aerodynamic impact, improving bike handling both in side winds and during high-speed changes of direction.



#### BUBBLE FEELING

##### "Bubble of calm air": Greater aerodynamic protection

Air penetration has been studied carefully with the aim of giving the rider the closest possible feeling to that of a MotoGP bike. The result is greater aerodynamic protection, particularly in terms of the hands and shoulders. The new fairing effectively protects the rider along the straight, reducing the physical effort required to maintain position in that there is less exposure to turbulence, almost as if the rider were in a bubble of calm air, while the repositioned footpegs, now more internal, allow for a more tucked riding position that is aerodynamically more effective.



#### FRONT MUDGUARD

##### Aerodynamic mudguard

The aerodynamically shaped front mudguard is designed to maximise overall aerodynamic efficiency. Together with the intake in line with the radiators, it boosts the effectiveness of the cooling system, particularly the oil cooler.

## Lines that design performance.

More than eighteen months of aerodynamic development. Countless CFD (Computational Fluid Dynamics) analyses and track tests. All in order to boost the already impressive aero efficiency of the previous Panigale V4. Efforts that have resulted in a 4% reduction in rolling resistance with the same aerodynamic load, as well as an increase in air flow to the radiators.



## ERGONOMICS

# Maximum control. In every position.

The ergonomics of the motorcycle have been the subject of in-depth study and development with the aim of heightening control during the most important phases of track riding and allowing the rider to fully exploit the performance of the Panigale V4 both over a single lap and during an extended session.

The main changes involve the tank, seat, footpegs and rider-motorcycle contact points.

#### **Tank moulded around the rider.**

Incredibly narrow and designed to improve motorcycle ergonomics and control, especially when braking and in a hanging-off position. The shape of the 17-litre aluminium tank, part of which extends under the seat as with the race bikes, allows the rider to assume the correct aerodynamic position along the straight while the deep hollows and side pads make for more effective braking, ensuring less strain on the



arms and reducing physical effort. The upper lateral surfaces are also shaped to help the rider maintain a hanging-off position. At the front, the space not occupied by fuel has been used to house some of the electronics, improving weight distribution.

#### **Roomier seat.**

The seat has been completely revised to offer the rider all the room they need in different riding contexts. It is 35 mm longer to facilitate backwards movement and allow the rider to assume the correct aerodynamic position, and 50 mm wider to allow, in combination with the tank, for more natural movement in a hanging-off position.

#### **More internal footpeg position.**

The footpegs are positioned 10 mm further in on each side compared to the previous Panigale V4. This shift allows the rider to naturally assume a more aerodynamic position. Having the footpegs closer to the seat also makes for more responsive control.

#### **Optimum thermal comfort.**

Particular attention has been paid to thermal comfort, which is boosted thanks to a hot air extraction system at the rear bank. A pair of ducts integrated into the rear subframe merge into two outlets nestled in the undertail.



## Designed around the rider. Developed for the track.

The new tank design retains the racing aesthetic with a section extending beneath the seat. The shape, fit and side pads serve to support the rider in all riding phases, helping them to assume an aerodynamic position along the straight and anchoring them both during braking and mid-turn when hanging off the bike. The result is less physical effort to maintain position, which translates into better and more consistent performance, lap after lap.

## CHASSIS

# Inspired by MotoGP.

The continuous pursuit of heightened performance, that can be achieved by an increasing number of riders with less physical and mental effort, has led to significant development of the chassis for the Panigale V4, the result of experience acquired in MotoGP and Superbike.



**FORK**  
Ducati Hollow Symmetrical Swingarm

The new Ducati Hollow Symmetrical Swingarm perfectly marries aesthetics and functionality. It reduces lateral stiffness by 37% with respect to the previous single-sided swingarm. A complex, sophisticated and elegant structure that offers the same sense of connection between the front and rear axle as the Desmosedici GP. This, in addition to greater mechanical grip, greater precision when holding the line, and increased stability in acceleration.

**FRONT FRAME**  
MotoGP-derived Front Frame

The new Panigale V4 uses a "Front Frame" developed as a result of Ducati Corse experience in MotoGP. Lateral stiffness is reduced by 40%, while longitudinal stiffness remains unchanged. The weight of the component drops by 17%. The increased flexibility improves front feeling through the turns, better exploiting the tyres. As a result, the rider can turn the bike into the corners more easily, naturally holding the line and cornering faster.

**CHAIN TENSIONERS**  
Monolithic chain tensioners

The Hollow Symmetrical Swingarm is equipped with monolithic chain tensioners like those used in MotoGP. The adjusters allow rapid and millimetric adjustment of the chain tension, but above all, they keep the rear wheel in place during disassembly and reassembly, allowing the wheel to be changed with the same speed as that required on the racing fields. The left side tensioner is made in milled aluminium to withstand the loads resulting from chain tension.

**SUSPENSIONS**  
Rear suspension inspired by the Desmosedici GP

The rear suspension of the Panigale V4 has always been based on 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.

**BRAKE CALIPERS**  
New Brembo Hypure™ callipers

The Panigale V4 range mounts brand-new Brembo Hypure™ monobloc callipers, an evolution of the already high-performance Stylema™. The Hypure™ callipers each weigh 30 grams less than the Stylema™ thanks to an innovative asymmetric design, without compromising stiffness. Thanks to a new design for the 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%, limiting consumption and polluting emissions. Furthermore, thanks to advanced heat exchange capabilities, the calliper releases up to 4% more heat, ensuring more consistent braking performance and giving the rider greater confidence, lap after lap.

**WHEELS**  
Beautifully performing forged wheels

The Panigale V4 S is equipped with forged aluminium alloy wheels produced according to a Ducati design. The tangential 5-spoke design inspired by that of the Desmosedici GP makes for a 2.17 kg weight saving and reduces the moments of inertia by 22% at the front and 23.5% at the rear with respect to the Y-shaped 5-spoke cast aluminium wheels of the Panigale V4.

Elegant and efficient, the Hollow Symmetrical Swingarm is a solution that further strengthens the connection with the MotoGP world.

It is created at the request of Ducati Corse so as to fully exploit the increasingly high-performance tyres used in the WorldSBK Championship, which have brought lap times closer to those of MotoGP thanks to advanced performance in braking, cornering and acceleration.

**A combination of aesthetics and functionality**

The new Ducati Hollow Symmetrical Swingarm perfectly marries aesthetics

and functionality: a complex, sophisticated and elegant structure that stands out among sports bikes for being coupled with an exhaust positioned under the engine.

The new swingarm is characterized by having lateral arms with a lighter design and large slots on the sides, optimising the structure to satisfy pre-determined weight and rigidity requirements. The hollowed-out internal box structure further contributes to the lightness, maximising efficiency and creating a very complex assemblage of cavities and openings, some of which are closed off to the outside with aesthetic elements in plastic.

**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 the connection between the front and rear ends.

A sensation that official Ducati Corse test rider Michele Pirro deems similar to the feeling aboard the DesmosediciGP. This translates into heightened stability out of the corners and a natural tendency to maintain a tighter, more precise line.

**Redefined stiffness**

Lateral stiffness is reduced by 37%, improving the grip at extreme lean angles without impacting the longitudinal

stiffness and retaining the precision that Panigale V4 riders have long appreciated. The new rear layout makes for a 2.7 kg weight saving, a figure that is particularly relevant as it relates to unsprung mass.



## Intelligent dynamics

Thanks to suspension hardware and software updates, the new Panigale 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 Panigale V4 S is equipped with the Ducati Electronic Suspension (DES) 3.0 system, based on the Öhlins NPX-30 pressurised fork, Öhlins TTX36 rear 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.

### Programmed for every riding situation.

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 five pre-set configurations of the hydraulic braking reference parameters that can be customised by the rider.







## ELECTRONICS

The electronic solutions built into the new Panigale V4 make it even more sophisticated, safer and able to amplify the riding capabilities of every rider.

### 6.9" TFT

The Panigale V4 debuts a brand-new dashboard. Boasting a 6.9" colour screen and 1280 x 480-pixel resolution, it sets new standards in terms of its readability, ease of use and the amount of information it provides. The 8:3 aspect ratio increases the quantity of data and insights available and ensures excellent visibility even from behind the fairing. Thanks to the use of Optical Bonding technology, with graphics on a black background and glass protection, the aesthetic is impeccable and ensures excellent visibility also during the day. The dash is controlled by an HMI that uses two rocker controllers located on the left block.

### Ducati Vehicle Observer based on 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. This

means that these systems can intervene in almost predictive mode, boosting both performance and safety.

### New throttle control

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

### Race eCBS: a new concept of ABS

The new Panigale V4 is the first sports bike to have its braking system managed by the Race e-CBS system. Developed by Bosch in collaboration with Ducati, this combined braking system with Cornering functionality can autonomously apply braking pressure to the rear, according to predefined strategies, when the rider activates the front control. On track, the system intervenes as it would for professional riders, while safety and stability are heightened during road use. The Race eCBS system applies braking force to the rear every time the front brake is activated based on motorcycle lean angle and rear load and, in the case of the sportiest setting, continues to intervene even when the rider releases the front brake, the so-called "post run" function, replicating what professional riders do to tighten the trajectory and stabilise the bike so that it better holds the line into the turns.

Even pro riders will benefit from the new Race eCBS as, with no need to focus on the rear brake, they can direct their physical and mental energies to other areas.

### "Event-based" Ducati Electronic Suspension 3.0 software

The Panigale V4 S is equipped with Öhlins suspension and steering damper, controlled by the third-generation SmartEC 3.0 system with new OBTi user interface. The user interface now allows more precise definition of hydraulic behaviour during the different riding phases. The system is able to identify riding phases at constant speeds, reducing the hydraulic braking to heighten comfort during road use. The new Suspension Modes offer five pre-set configurations of the hydraulic braking reference parameters that can be customised by the rider.

### Ducati Data Logger

The DDL is made to read, understand and improve your performance. The new data logging unit available as a Ducati Performance accessory allows riders to make use of a professional data acquisition and analysis package. Developed in collaboration with 2D, it allows for the acquisition of more than 70 signals relating to bike operation and

behaviour on track. Its integration with the dashboard allows for visualisation of lap times and references with respect to your best lap, as well as that of three splits positioned around the track. In its database, the DDL contains the finish line positions of more than 500 circuits around the world. Once downloaded via WiFi, the recorded data can be analysed with software tools developed by Ducati engineers who support the on-track development of new sports bikes.

### Latest-generation electronic controls

The new Panigale V4 has 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) is able to 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 so as to 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 Panigale 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 A and Race B Riding Modes, 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 the maximum power to 160 hp for a very manageable throttle response.

#### Advanced Riding Modes

**“Race: A” Riding Mode** – The Race A Riding Mode offers the rider the full power of the engine (216 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 1) for optimum performance. Race A mode provides a default low-intrusive electronics setting, designed for track riding, with Race eCBS at level 1.

**“Race: B” Riding Mode** – The Race B Riding Mode maintains the full power of the engine with High Power Mode and, in the S version, a different suspension setup (Active Track 2). The default setting for the electronics remains low intrusive and designed for track riding, albeit it with DSC calibration that is less free (2 instead

of 1) and with Race eCBS at level 3.

**Riding Mode “Sport”** – The Sport Riding Mode is associated by default with the Medium Power Mode (maximum power of 216 hp and a more progressive Ride By Wire response) and, in the S version, a sports suspension setup (Active Dynamic 1). The electronic controls are set in such a way as to support the rider during sports riding on the road.

**Riding Mode “Road”** – The Road Riding Mode is recommended for road riding, especially where surfaces are in less-than-optimal conditions. The RM provides the rider with 216 hp of power with a progressive response when opening the throttle (Medium Power Mode) and, in the S version, an Active Comfort 1 suspension setup, particularly suited to absorbing the bumps.

**Riding Mode “Wet”** – 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 1) to favour grip and safety.

#### 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, doing away with the traditional lever with microswitch in favour of 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.



## New TFT. Ultimate control to give your best.

A horizontal layout offers the rider an optimal visual experience without restricting the rider's view when tucked into the fairing. The new 6.9" TFT with 8:3 aspect ratio and 1280 x 480 px resolution is the perfect technological ally that makes the new Panigale V4 a record-breaking machine.

### Clear. Complete. Functional.

The new TFT adopts Optical Bonding technology, the same used by smartphones, to guarantee visibility in any light conditions and a racing aesthetic. The screen offers two different viewing modes, Road and Track. For both, there is the option to access data regarding vehicle performance and status according to a graphic interface logic known as "Views".

### Road Info Mode

Road Info Mode focuses on the information needed for road use. It therefore offers a very clean basic view, featuring a large circular rev counter in the centre with the selected gear and a sporty design.

The left side of the screen is reserved to settings, the navigator if installed, the music

player, smartphone management and heated handgrip accessories, and the different functions available for each.

The right-hand column includes data relating to speed, time, water temperature and cruise control, if active.

### Track Info Mode

Track Info Mode is designed to be used when riding the Panigale V4 on track. At the centre, the selected gear, while the top of the screen is dominated by the rev counter bar with a compressed scale up to 9000 rpm to facilitate readability at the speeds typical of track use.

On the right side of the screen are all the electronic controls that manage vehicle dynamics. New for this screen is the option to change not only Traction, Wheelie Control, Slide Control and engine brake when in gear, but also the levels of ABS intervention.

The left side is dedicated to the monitoring of track performance, meaning the stopwatch. Three icons dedicated to split times are coloured white, red and orange depending on the rider's performance, just like in a MotoGP race.



# 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.

Form meets function. The new Panigale V4 inherits some of the technical solutions developed by the multi-world title winning team so as to offer the rider the same riding sensations as professional riders.

## 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](http://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

# PANIGALE V4

Engine	
<b>Engine</b>	Desmosedici Stradale 90° V4, counter-rotating crankshaft, Desmodromic timing, 4 valves per cylinder, liquid-cooled
<b>Displacement</b>	1,103 cc
<b>Bore X stroke</b>	81 x 53.5 mm
<b>Compression ratio</b>	14.0:1
<b>Power</b>	158.9 kW (216 hp) @ 13,500 rpm   153.5 kW (209 hp) @ 12,750 rpm*
<b>Torque</b>	120.9 Nm (89.2 lb-ft) @ 11,250 rpm   121.3 Nm (89.5 lb-ft) @ 11,250 rpm*
<b>Fuel injection</b>	Electronic fuel injection system. Twin injectors per cylinder. Full ride-by-wire elliptical throttle bodies. Variable length intake system
<b>Exhaust</b>	4-2-1-2 system, with 2 catalytic converters and 6 lambda probes (Euro 5+ Only) 4-2-1-2 system, with 2 catalytic converters and 4 lambda probes
Transmission	
<b>Gearbox</b>	6 speed with Ducati Quick Shift (DQS) up/down 2.0
<b>Primary drive</b>	Straight cut gears; ratio 1.80:1
<b>Ratios</b>	1=36/15 2=34/17 3=33/19 4=32/21 5=30/22 6=27/22
<b>Final drive</b>	Chain 520; Front sprocket 16; Rear sprocket 41
<b>Clutch</b>	Hydraulically controlled slipper and self-servo wet multiplate clutch. Self bleeding master cylinder.
Chassis	
<b>Frame</b>	Aluminum alloy "Front Frame" with optimized stiffnesses
<b>Front suspension</b>	Fully adjustable Showa BPF fork, 43 mm chromed inner tubes
<b>Front wheel</b>	5-spokes light alloy 3.50" x 17"
<b>Front tyre</b>	Pirelli Diablo Supercorsa SP-V4 120/70 ZR17
<b>Rear suspension</b>	Fully adjustable Sachs unit. Aluminium Hollow Symmetrical Swingarm
<b>Rear wheel</b>	5-spokes light alloy 6.00" x 17"
<b>Rear tyre</b>	Pirelli Diablo Supercorsa SP-V4 200/60 ZR17
<b>Wheel travel (front/ rear)</b>	125 mm (4.9 in) - 130 mm (5.1 in)
<b>Front brake</b>	2 x 330 mm semi-floating discs, radially mounted Brembo Monobloc Hypure® 4-piston callipers with Race eCBS. Self bleeding master cylinder.
<b>Rear brake</b>	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

## Dimensions and weights

**Wet weight no fuel** 191 kg (421 lb)

**Seat height** 850 mm (33.5 in)

**Wheelbase** 1,485 mm (58.5 in)

**Rake** 24°

**Front wheel trail** 98 mm (3.86 in)

**Fuel tank capacity** 17 l - 4.49 gallon (US)

**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 (DBL), Chain guard

## 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

## Ready for

Ducati Data Logger (DDL), Anti-Theft, Cruise Control, Tyre Pressure Monitoring System (TPMS), USB port\*\*, Ducati Multimedia System (DMS)\*\*, "Turn By Turn" navigator\*\*

## Warranty and maintenance

**Warranty** 24 months unlimited mileage

**Maintenance service intervals** 12,000 km (7,500 mi) / 12 months

**Valve clearance check** 24,000 km (15,000 mi)

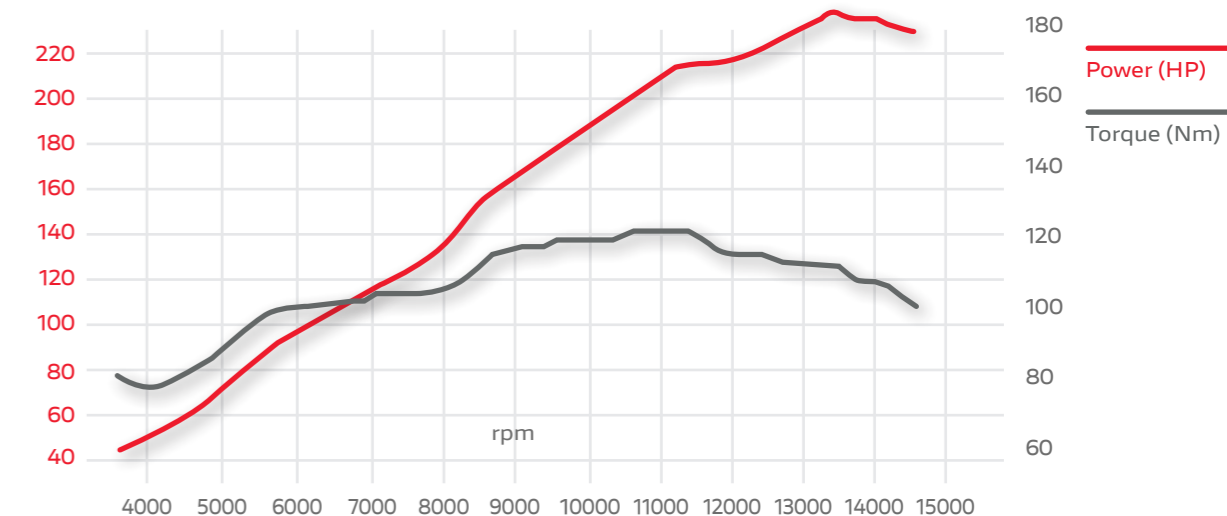
## Emissions and Consumption\*\*\*

**Standard** Euro 5+

**CO<sub>2</sub> Emissions** 151 g/km

**Consumption** 6,5 l/100 km

## Power and torque



\* equal to 18,000 miles.

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

\* USA/CAN/MEX

\*\*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.

# PANIGALE V4 S



Panigale V4

Panigale V4 S

	Panigale V4	Panigale V4 S
Öhlins Smart EC 3.0 system	-	✓
Front suspension	43 mm Showa BPF fork	Öhlins NPX 25/30 (SV) S-EC 3.0 pressurized 43 mm 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 with Öhlins Smart EC 3.0 event-based mode. Aluminium Hollow Symmetrical Swingarm
Steering damper	Sachs	Öhlins
Racing style hand grips	-	✓
Lithium ion battery	-	✓
Wheels	In lightweight alloy	Forged aluminum alloy



1 Öhlins NPX 25/30 (SV) S-EC 3.0 pressurized 43 mm fully adjustable fork with TiN treatment. Electronic compression and rebound damping adjustment with Öhlins Smart EC 3.0 event-based mode



2 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

# PANIGALE V4

Ducati Red



# PANIGALE V4S

Ducati Red





# 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](http://www.ducatisumisura.com)





## 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.

### Configure

Choose the ideal Panigale 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](http://ducati.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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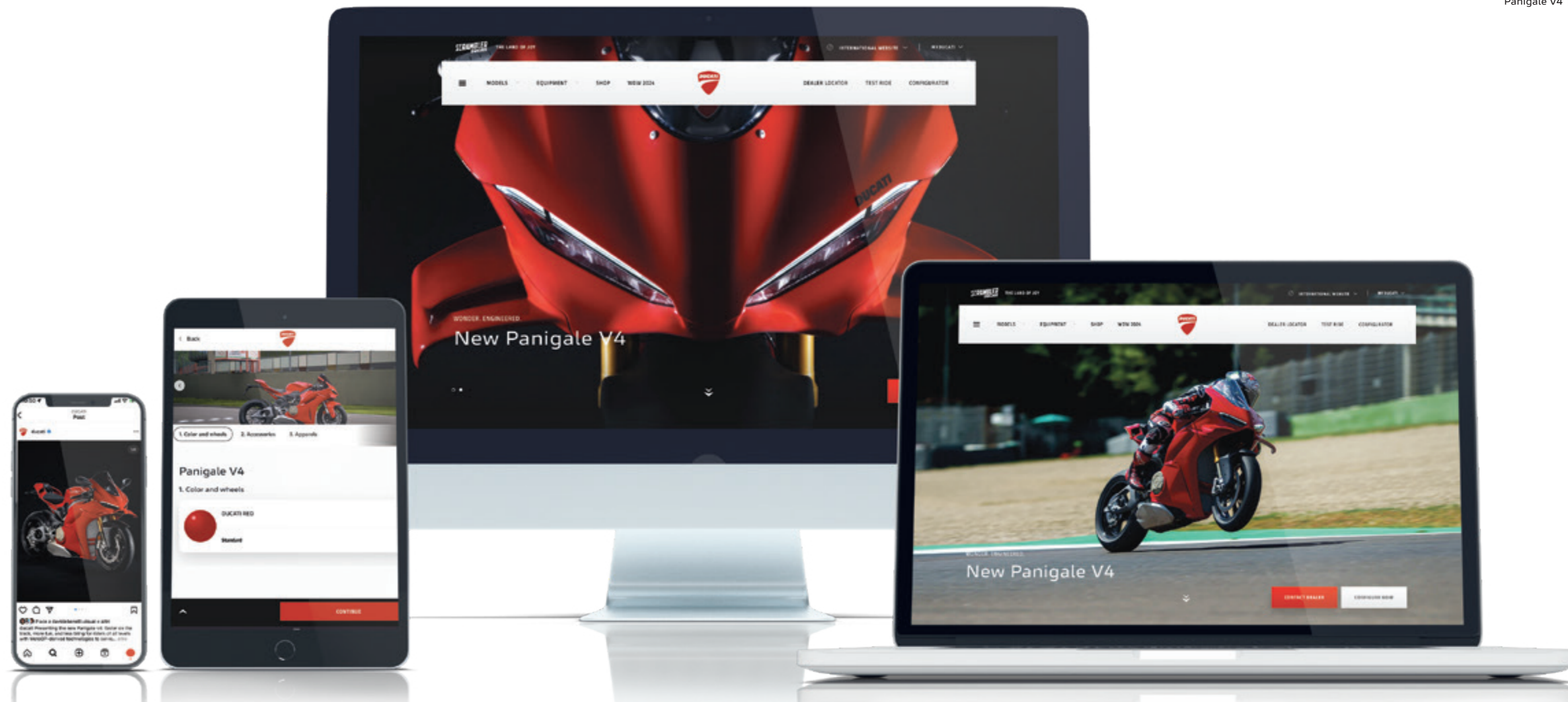
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Ducati Motor Holding

## 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](http://www.ducati.com)).

**WARNING:** The photos and technical information in this catalogue may refer to prototypes subject to modifications during production and are purely for illustration and reference purposes, and are therefore not binding on Ducati Motor Holding S.p.A. Sole Shareholder Company - Company subject to the direction and coordination of AUDI AG ("Ducati"). Ducati cannot be held responsible for any print and/or translation errors. This catalogue is transnational and therefore some products may not be available and/or their features may vary in accordance with local laws. Not all colours and versions are available in each country. Ducati reserves the right to make changes and improvements to any product without obligation of prior notice or to make such changes to products already sold. Further characteristics of the products are contained in the pertinent owner's manuals.

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

January 2025



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