

STREETFIGHTER V2



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The Ultimate V2 Fighter Formula

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



Panigale DNA. Streetfighter insolence.

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

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

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

New ergonomic triangle

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





LIGHTNESS

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

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



VERSATILITY

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

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



POWER

Up to 126 hp of pure twin-cylinder excitement.

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



AGILITY

An incredible power-weight ratio of 0.69.

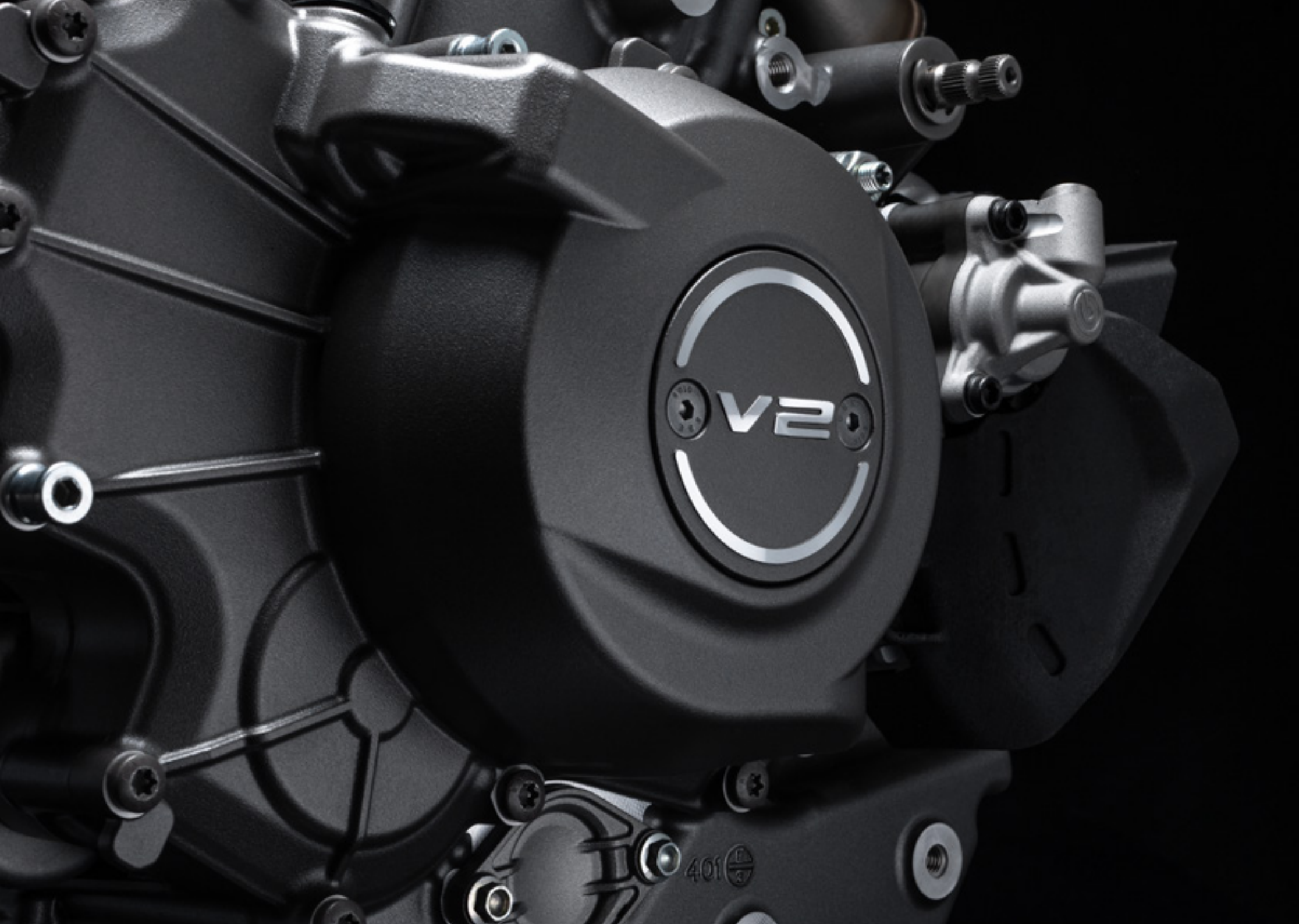
The new Streetfighter V2 responds to commands with precision. An agile bike that is stable and precise at high speeds, it is as fast as the previous model on track but decidedly more enjoyable and entertaining on the road and during everyday use. Its "provocative spirit" makes the riding experience even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



SPORTS ATTITUDE

Sports spirit, Ducati racing tradition.

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



ENGINE

The lightest Ducati twin-cylinder.

890 cc displacement with a weight of just 54.4 kg.

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

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

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

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

Ducati Quick Shift 2.0

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

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

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

Euro5+ approval and 30,000 km service intervals

The design of this new twin-cylinder

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

35kw restricted power version

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

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

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



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

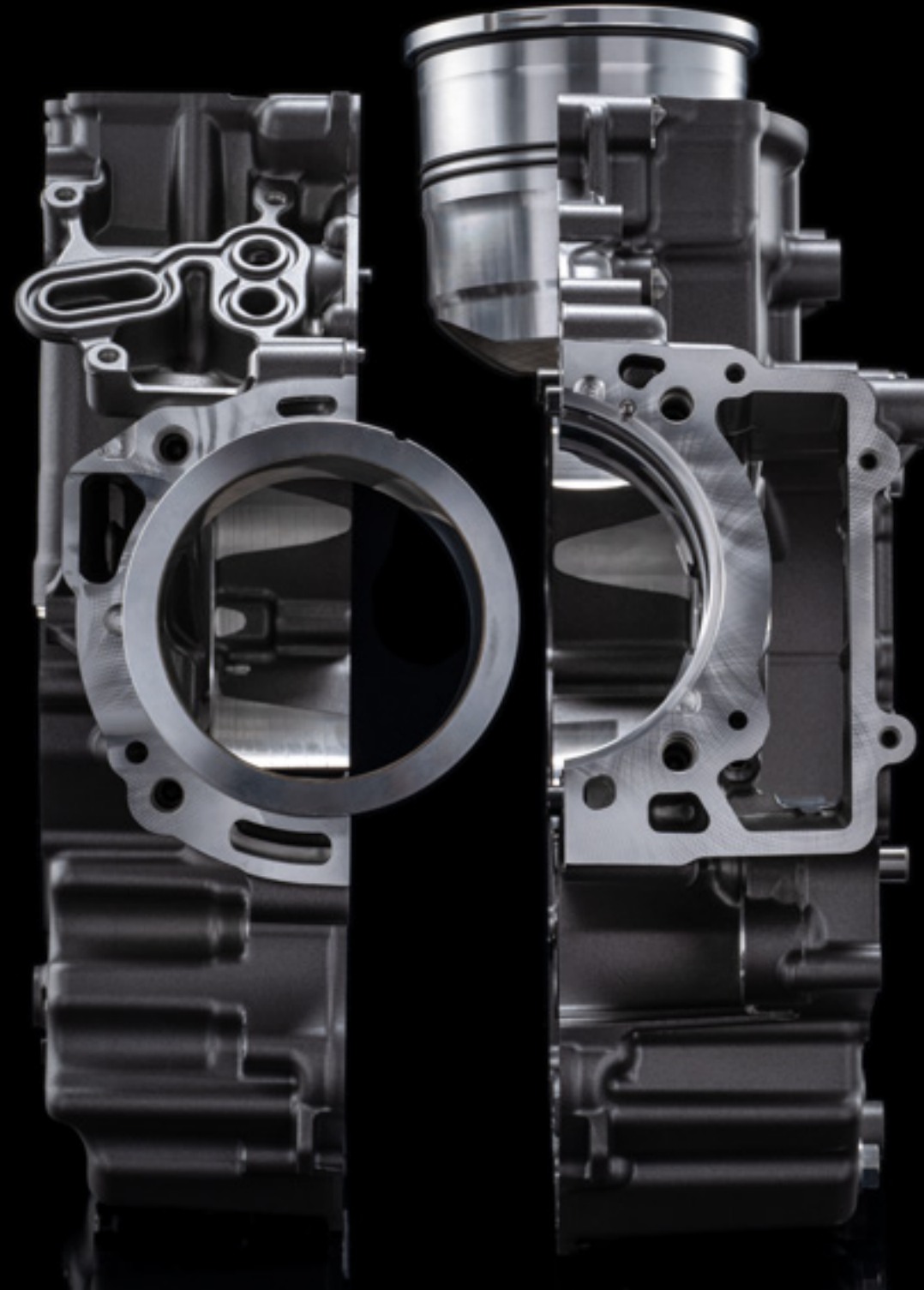
The intake valves have a hollow stem. This solution boosts the efficiency of the timing system thanks to a 5% weight saving. The valves are also chrome-plated, to ensure optimum surface resistance. To optimise engine efficiency, the intake valve finger followers have a DLC (Diamond Like Carbon) coating,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

Racing lubrication system

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

**Cylinder liners**

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





Rationality and lightness to ensure versatility and efficiency.

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

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

1 - 90° V2 layout

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

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

2 - Rotation angle of 20°

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

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

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

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

4- Hollow stem valves with spring return

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

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

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

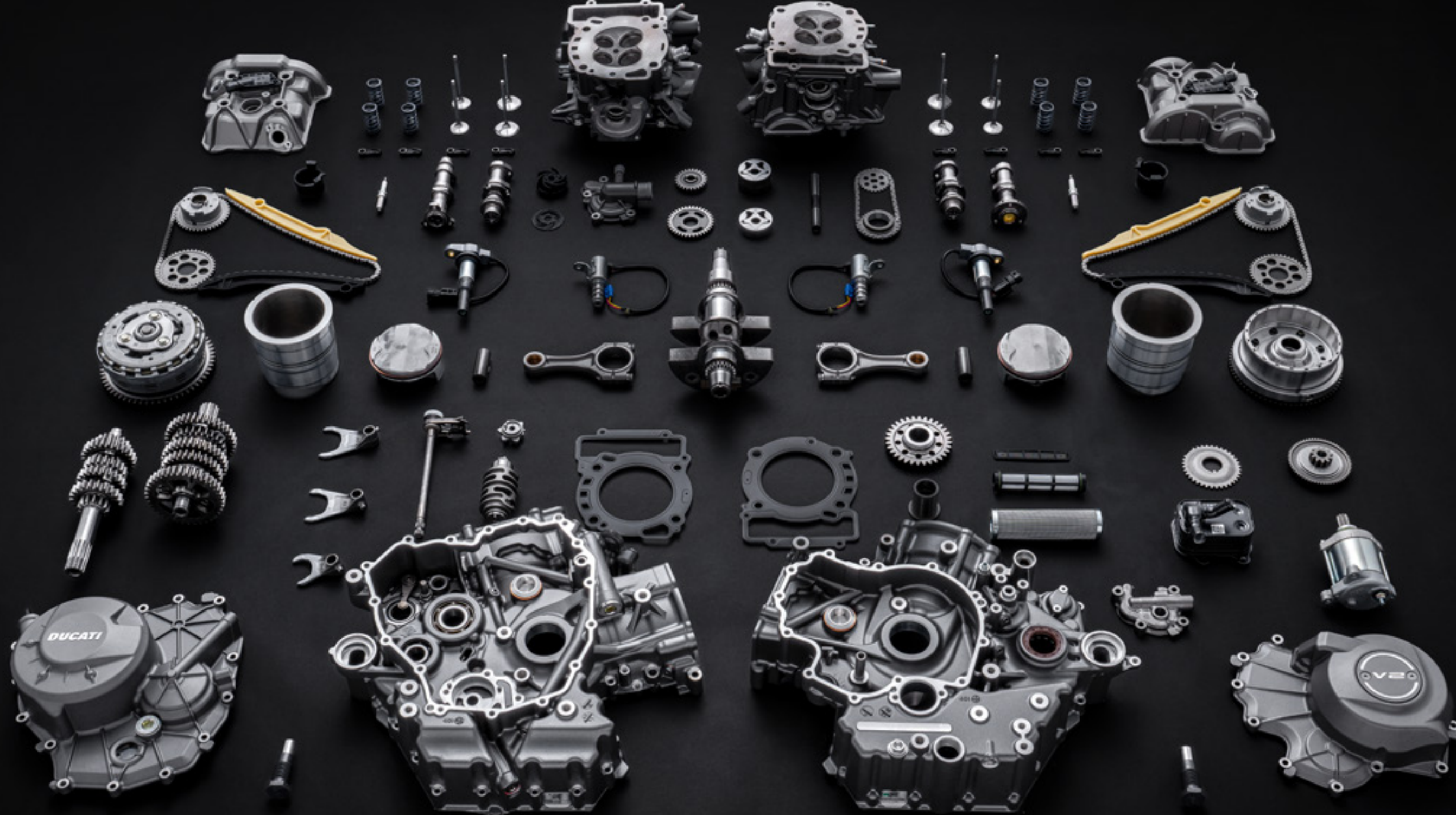
under the throttle valve controlled by a ride-by-wire system that offers up to four different Power Modes, to adapt engine delivery to different riding situations and types of engine use. The system can vary the torque limit gear by gear with dedicated mapping, ensuring a suitable throttle response for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

Double version.

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

120 hp version (126 with Racing exhaust)

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



115 hp version

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

DESIGN

Aggressive design. Unmistakably Streetfighter.

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

Front end mass

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

Sculpted appearance

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

Luxurious and sophisticated surfaces

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

Razor-sharp, dynamic front end

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





Razor-sharp gaze. Rebellious nature.

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

ERGONOMICS



Unique in the category

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



Chassis and ergonomics

1 - New V2 engine

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

2 - Benchmark supersport electronics

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

3 - Tank and tail section of the new Panigale V2

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



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

4 Redesigned front end with new full LED headlight

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

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

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

6 - Sachs steering damper

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

ELECTRONICS

First-class electronics

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

Bosch Cornering ABS

The ABS system on the Streetfighter V2 comes complete with cornering function, for ABS intervention even when the bike is tilted. Cornering ABS can be set according to three levels to meet the needs of all riders, whether on track or road, even in critical conditions of low grip. While level 3 is suitable for the road or for conditions of low grip, levels 2 and 1 are aimed more at sports riding on high grip surfaces or on track. Level 2 is recommended for amateur track use. The system manages both the front and rear braking systems and keeps the cornering function activated in the absence of lift control, for more sports-style braking. Level 1 is designed for expert track use, ensuring race-specific intervention with the ABS system acting only on the front wheel.

Ducati Wheelie Control (DWC)

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

Ducati Traction Control (DTC)

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

Engine Brake Control (EBC)

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

Ducati Quick Shift (DQS) 2.0

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



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

Ducati Power Launch and Ducati Pit Limiter

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

Riding Modes and Power Modes

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

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

New 5" full TFT display

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

New TFT

All the Information You Need

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

Info mode Road

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

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

Info mode Road Pro

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

Info Mode Track

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

Servicing and maintenance

Safety as standard

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

More value to your passion

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

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

Endless excitement

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

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

Always by your side

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

821 Authorised dealers and service points

96 World countries

*Information updated on 31/12/2022



Ever Red
Extended Warranty





Technical data
and equipment

STREETFIGHTER V2

Engine

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

Transmission

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

Chassis

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

Dimensions and Weights

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

Safety equipment

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

Standard equipment

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

Ready for

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

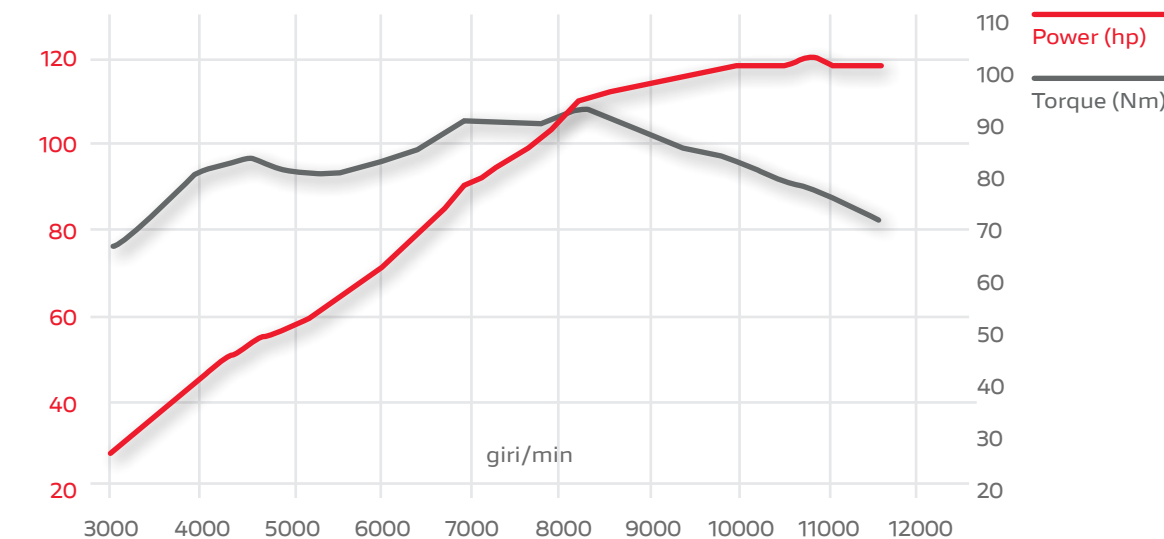
Warranty and Maintenance

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

Emissions and Consumptions

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

Power and torque



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

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

STREETFIGHTER V2

Ducati Red



STREETFIGHTER V2 S

Ducati Red



Apparel



Check out the Apparel collection
dedicated to this bike



ACCESSORIES

Configure the Ducati of your dreams.

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

Termignoni full racing exhaust

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

Configure

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

Share your Streetfighter V2 with friends and send it to your Ducati dealer who will contact you for an online consultation to discuss the current offers that best suit your needs.

Save your configuration to return to it at any time.

Calculate your payment

Ducati Financial Services offers favourable solutions for the financing of every model in the Ducati range.

Personalise your financing and calculate the monthly instalments. You can then contact your dealer and discuss the best way to see your dream come true!



Go to configurator

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










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

Ducati Digital Experience

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

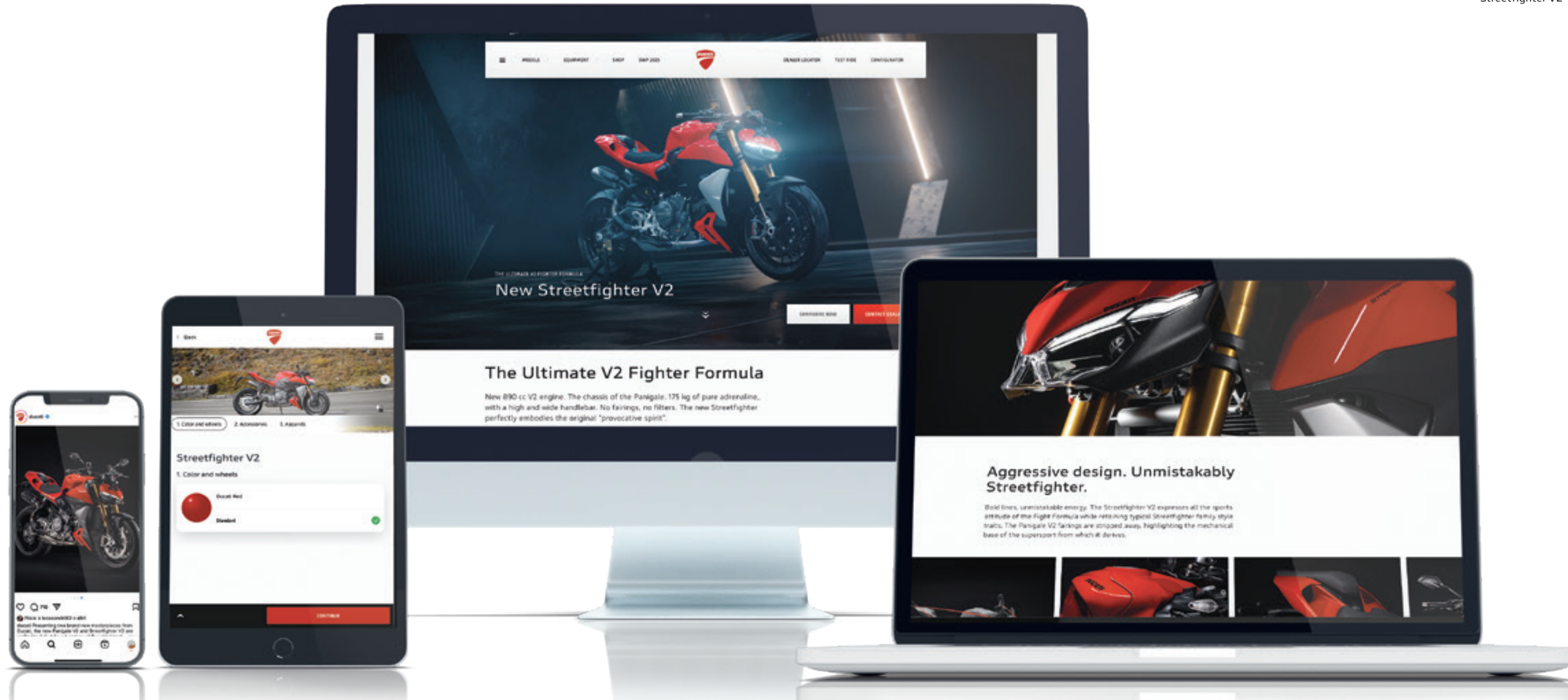
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Riding a motorcycle is the most exciting way to enjoy the road, and offering the utmost safety to the motorcyclist is Ducati's commitment. Ducati bikes are increasingly easy to handle, reliable and better equipped to guarantee maximum safety and enhance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

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January 2025



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