

Multistrada V4

170 hp, valve checks every 60,000 km, and a seat that kneels.

The Multistrada V4 family is built around one promise: go far, in comfort, with superbike blood in its veins. From the V4 S to the 30-litre Rally to the 180 hp RS, it's the same idea at three intensities. These are the six things worth knowing.

WHAT'S WORTH KNOWING

<p>V4 Granturismo engine</p> <p>170 hp at 10,750 rpm, 124 Nm at 9,000 – with valve checks every 60,000 km and oil service every 15,000 km or 2 years.</p> <p>Superbike-bred power with touring-grade maintenance. That valve interval is a record-breaking figure – Ducati's own words. More riding, less workshop.</p>	<p>Rally 30-litre aluminium tank</p> <p>30 litres – 8 more than the V4 S, 35% more fuel – with a 3 mm aluminium sump guard riding underneath.</p> <p>Range changes how you plan. Fewer stops, longer days, remote routes back on the table.</p>
<p>Front + rear radar (S versions)</p> <p>The world's first bike to integrate front and rear radar: Adaptive Cruise Control, Blind Spot Detection, and new three-level Forward Collision Warning.</p> <p>The front radar holds your chosen gap on the highway; the rear one sweeps the zones mirrors can't reach. Long days get calmer.</p>	<p>RS Desmosedici Stradale engine</p> <p>180 hp at 12,250 rpm, 118 Nm, multiplate dry clutch – rev limiter at 13,500 rpm, 2,000 higher than the V4 Granturismo.</p> <p>The superbike heart in a touring frame. The dry clutch sound alone tells you what this one is for.</p>
<p>Automatic Lowering Device (Rally)</p> <p>Below 10 km/h the rear preload drops and the seat sinks 15-30 mm, depending on load; at speed the standard setup returns automatically.</p> <p>The bike kneels at stops so your feet reach the ground, then stands back up to its optimal setup as you ride. You never touch a button.</p>	<p>Ducati Vehicle Observer</p> <p>Developed by Ducati Corse in MotoGP: software simulating the input of 70 sensors, estimating load and mass distribution in real time.</p> <p>It knows whether you're solo or fully loaded and tunes wheelie control and braking to match – things no physical sensor can measure.</p>

TAILORABLE TO ANY NEED

Four accessory seats, all heated: low, mid/low, mid/high, high foam

Low foam seat: -30 mm (-45 mm on the Rally)

Low suspension kit: -20 mm

Rally standard seat: adjustable 870-890 mm

Rally with low seat + low suspension kit: from 805 mm

V4 RS standard seat: adjustable 840-860 mm

Between four seat heights and the low suspension kit, there's a Multistrada setup for almost every inseam — your dealer builds it before you ride.

MAKE IT YOURS

Aluminium panniers and top case — key-stays-in-pocket lock

Heated accessory seats — four heights

Low suspension kit — brings the ground closer

Rear fog light — visibility in rain and fog

The best way to understand a bike built for distance is to go cover some. Book a test ride.

[BOOK A TEST RIDE](#)

[EXPLORE THE BIKE](#)

All figures from official Ducati specifications for the Canadian market ([ducati.com/ca](https://www.ducati.com/ca)). Ask your Ducati dealer about availability, colours and configuration. · Ducati Canada Rider's Guide · 2026