

The New Panigale V2

The lightest Panigale of all time: 120 hp, 17 kg less.

The Panigale V2 is completely new. Only the name carried over. Underneath sits a new 890cc 90-degree V2 engine, a new monocoque chassis, and a full 17 kg weight drop versus the previous generation. Ducati built it around lightness, intuitive handling and a wide power band — a proper Panigale on track, and genuinely enjoyable on the road. Two versions: Panigale V2, and Panigale V2 S with Öhlins suspension front and rear.

WHAT'S WORTH KNOWING

<p>New 890cc V2 engine with variable intake timing</p> <p>All-new 90-degree V2. 120 hp at 10,750 rpm and 93.3 Nm at 8,250 rpm. Variable intake timing keeps more than 80% of peak torque on tap from 4,000 to 11,000 rpm — and over 70% is already there at 3,000 rpm.</p> <p>You don't chase revs to make it go. Crack the throttle in any gear and it pulls. On the road that means fewer downshifts. On track it means real drive off every corner.</p>	<p>The lightest Panigale ever</p> <p>176 kg wet with no fuel for the V2 S. 179 kg for the V2. That's 17 kg less than the previous generation — and the engine alone is 9.4 kg lighter at 54.4 kg.</p> <p>Weight is the one number you feel everywhere. Turning in, braking, flicking side to side, session after session. A lighter bike asks less of you, so you ride better for longer.</p>
<p>Monocoque chassis with the engine as a structural element</p> <p>Aluminium monocoque main frame weighing just 4 kg, with the V2 engine carrying structural loads. New cast aluminium double-sided swingarm with a hollow external design inspired by the Panigale V4.</p> <p>A stiff, compact front end that steers exactly where you look. The bike closes its line naturally, without you muscling the bars.</p>	<p>Brembo M50 braking package</p> <p>Two 320 mm front discs gripped by Brembo M50 calipers, with Cornering ABS standard. Rear ABS can be switched off for track riding.</p> <p>Track-level stopping power with a response you can modulate — strong when you squeeze hard, never grabby on the road. Combined with the low weight, braking is one of this bike's biggest strengths.</p>
<p>Full Panigale electronics with DQS 2.0</p> <p>Six-axis IMU running Cornering ABS, Ducati Traction Control, Wheelie Control and Engine Brake Control. Four riding modes, three power modes. The DQS 2.0 up/down quickshifter comes straight from the Panigale V4. The V2 S adds Ducati Power Launch and Pit Limiter.</p>	<p>New-generation riding position and 5-inch TFT</p> <p>Clip-ons sit higher and closer to the tank than the previous generation. Seat at 837 mm. A new 5-inch TFT display offers Road, Road Pro and Track info modes.</p> <p>Comfort and control aren't opposites here. Less weight on your wrists on the road, proper support and front-wheel feel on track.</p>

The electronics work as one system that knows your lean angle. It stays out of your way when you're pushing and catches you when you need it.

FIT AND TWO-UP

Seat: 837 mm

Sport position, higher/closer clip-ons than before

Accessory: adjustable footpegs + lower clip-ons for track

V2: passenger kit standard · V2 S: single-seat, kit optional

Sport-oriented but not extreme – less riding effort than the old V2, with a full track setup one accessory package away.

MAKE IT YOURS

Time Attack package – Termignoni racing exhaust, billet footpegs, lower clip-ons, carbon heel guards, Öhlins steering damper

Termignoni racing exhaust (track) – +6 hp, +5 Nm, -4.5 kg

Cruise control

Tire Pressure Monitoring System

Lap Timer Pro

Turn-by-turn navigator

Numbers only tell you so much. Book a test ride at your Ducati dealer – twenty minutes is where 176 kg stops being a figure and starts being a feeling.

BOOK A TEST RIDE

EXPLORE THE BIKE

All figures from official Ducati sources for the Canadian market (ducati.com/ca and Ducati product documentation). Ask your Ducati dealer about availability, colours and configuration. · Ducati Canada Rider's Guide · 2026