

Panigale V4

The closest thing to Ducati's MotoGP bike with a licence plate.

Panigale. Named for Borgo Panigale, the Bologna neighbourhood where every Ducati is built. The V4 family is the closest thing to Ducati's MotoGP machine you can put a plate on. The 1,103 cc Desmosedici Stradale engine descends directly from the Desmosedici GP — same 90-degree V4, same counter-rotating crankshaft, same Twin Pulse firing order. Three ways in: the V4, the V4 S with smart Öhlins suspension, and the V4 R — a 998 cc homologation machine built so Ducati can race in World Superbike. The current seventh generation chased speed through handling, not horsepower. Every feature below started as a racetrack problem.

WHAT'S WORTH KNOWING

<p>Hollow Symmetrical Swingarm — the seventh-generation story</p> <p>This generation replaced Ducati's iconic single-sided swingarm with a double-sided arm with 37% less lateral stiffness — measured against the old single-sided design.</p> <p>Sounds backwards — less stiff is better? At full lean, a rigid chassis fights the tire. Letting the arm flex keeps the rear biting at extreme lean angles. Ducati gave up a 30-year signature look because the race data said grip beats nostalgia.</p>	<p>Race eCBS — combined braking from World Superbike</p> <p>Squeeze the front brake and the system adds a calculated amount of rear brake based on lean angle, speed and deceleration. The V4 R adds Race Brake Control: Track PRO mode holds rear pressure briefly after you release the lever, copying a pro's technique.</p> <p>Factory racers use both brakes into every corner. Almost nobody can do that consistently. Race eCBS does it for you. Later braking, less effort, more stability.</p>
<p>Ducati Vehicle Observer (DVO)</p> <p>A predictive algorithm that estimates the load on each wheel in real time. Traction control, wheelie control, launch control and engine-brake control all act on that estimate — before the slide, not after it.</p> <p>Most systems react to wheel slip once it's already happening. DVO sees it coming. Interventions land earlier and softer, so the electronics guide instead of grab.</p>	<p>Öhlins Smart EC 3.0 suspension (V4 S)</p> <p>The V4 S runs an electronic Öhlins NPX 25/30 fork and TTX36 shock that re-adjust damping in real time from IMU data — firming under braking, softening on corner exit, continuously.</p> <p>Manual suspension is a compromise: set it for the road and it's soft on track, set it for track and the road punishes you. Smart EC 3.0 ends the compromise, corner phase by corner phase.</p>
<p>Aero that works at lean — dual-profile wings and corner sidepods</p> <p>The V4 R's new larger-surface wings generate 25% more vertical load than the previous generation, and it is the</p>	<p>Desmosedici Stradale R — the V4 R's 998 cc heart</p> <p>998 cc because World Superbike caps four-cylinder engines at 1,000 cc. Dry clutch, a 16,500 rpm redline in</p>

first road-homologated motorcycle with MotoGP-derived Corner Sidepods, designed to work at extreme lean angles.

Wings mostly work with the bike upright. Corners are where lap time lives. At full lean, the sidepods pull the bike toward the inside and tighten the line with zero input from you.

sixth gear, and the Ducati Racing Gearbox – neutral below first, locked out while riding. A first on a road-homologated bike.

Every choice in this engine exists to win a championship. The racing shift pattern means you can't catch a false neutral into a first-gear corner. The dry clutch rattle at idle is the sound Ducati superbikes have made since the '90s.

WHICH ONE'S YOURS?

V4 / V4 S: 209 hp @ 12,750 rpm (Canadian spec)

Seat: 850 mm (V4, V4 S) · 855 mm (V4 R)

Oil service: 12,000 km

Valve check: 24,000 km

Road riding with the occasional track day: the V4. Regular track days where you want the bike adapting under you: the V4 S. Chasing tenths at the limit: the V4 R. The riding position is a genuine superbike crouch – built for tucking in, not touring.

MAKE IT YOURS

Akrapovič full titanium racing exhaust (V4 R, track use) – -6.6 kg

DAVC Race Pro software (V4 R) – slick/rain modes + Grip Level Meter

Ducati Data Logger – GPS lap timer with three splits

Carbon fibre wheels (V4 R) – -0.95 kg, lower rotating inertia

Brembo Pro front brake packages – track use

Ducati Corse C7 leather suit by Dainese

Sit on one at your Ducati dealer and ask for a test ride. Ten minutes with that counter-rotating crankshaft explains more than any page can.

BOOK A TEST RIDE

EXPLORE THE BIKE

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