

Streetfighter V4

The Panigale stripped naked: 205 hp, wings, bars you can live with.

Here's the idea. Ducati took the Panigale V4 platform, removed the fairing, and raised the bars. What's left is, in Ducati's own words, the most powerful Streetfighter of the category. The current generation is a ground-up rebuild: new frame, new swingarm, new predictive electronics from the MotoGP program. It's faster than before. And honestly? Easier to ride, too. That's the part nobody expects.

WHAT'S WORTH KNOWING

<p>Desmosedici Stradale V4 engine</p> <p>1,103 cc, 90-degree V4 derived from Ducati's MotoGP engine. 205 hp at 12,650 rpm and 119.7 Nm at 11,500 rpm in Canadian spec, with Desmodromic valves and a counter-rotating crankshaft.</p> <p>The counter-rotating crank cancels gyroscopic forces, so the bike tips into corners like something much lighter. Twin Pulse firing order gives it two personalities: tractable below 8,000 rpm, a full V4 charge up top.</p>	<p>Ducati Vehicle Observer (DVO) predictive electronics</p> <p>Developed by Ducati Corse from MotoGP: software simulating the input of 70 sensors so traction, wheelie, slide and launch control intervene predictively – before the tire slips, not after.</p> <p>Older systems react: slip happens, power cuts, you feel the check. DVO anticipates. The intervention is smooth to the point of invisible – it manages the gap between this engine and your skill level without breaking your flow.</p>
<p>Biplane winglets</p> <p>MotoGP-derived biplane wings adding up to 17 kg of vertical load at 270 km/h.</p> <p>On track, they keep the front wheel planted under hard acceleration. On the road, they steady the front end at highway speed in crosswinds.</p>	<p>Öhlins Smart EC 3.0 electronic suspension (V4 S)</p> <p>The S runs Öhlins NIX30 electronic forks, an Öhlins TTX36 electronic shock and an Öhlins steering damper – third-generation semi-active hardware adjusting damping continuously. Plus forged wheels and a lithium-ion battery.</p> <p>One bike, every condition. Compliant over rough pavement, firm under braking, supportive at full lean. The base V4 gets fully adjustable mechanical units if you prefer wrenching yourself.</p>
<p>Brembo Hypure brakes with Race eCBS</p> <p>Twin 330 mm discs with Brembo's latest Hypure calipers, Cornering ABS, and Race eCBS – which adds calculated rear brake when you squeeze the front lever.</p> <p>On a bike this fast, braking is the feature you use most. The eCBS keeps the rear planted during hard stops so</p>	<p>The riding position – a Panigale you can live with</p> <p>Same V4 platform as the Panigale, with raised handlebars, repositioned footpegs and a wider seat. Oil service every 12,000 km, valve checks every 24,000 km.</p>

you can trail brake deeper with less drama. In Race mode, your bike, your rules.

This is the whole idea of the bike. Superbike hardware, upright body. You can see over traffic, ride for hours, and still carry serious pace. If the full tuck is the only thing between you and a V4 Ducati – this is your answer.

WHICH RIDER IS IT FOR?

Seat height: 845 mm

V4 S: 189 kg · V4: 191 kg (wet, no fuel)

The electronics make it genuinely manageable in Road mode, but this bike rewards riders who've put in the years. Stepping up from a middleweight naked? The upright position will feel like home on day one.

MAKE IT YOURS

Akrapovič exhaust – Ducati Performance catalogue

Cruise control kit (bike ships cruise-ready)

Carbon fibre components – winglets, mudguard, heel guards

Adjustable rider footpegs

Passenger seat cover

Heated grips

The numbers only tell half the story. The counter-rotating crank, the Twin Pulse engine, the way the electronics work with you – that's a first-corner thing. Ask your Ducati dealer about a test ride.

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