

IT'S NEW BUT IS IT WORTH IT?

# Fun-der struck

FIRST RIDE

2025 Ducati Streetfighter V2 blends fun and usability for the road better than ever before

Ducati's old Streetfighter V2 was a great machine, if not a slightly strange proposition in terms of where it sat. Although it was in the sub-litre naked sector due to its engine size, thanks to its high-level of performance and focused nature it didn't really fit in with its closest rivals; where KTM's 990 Duke, Kawasaki's Z900 and Yamaha's MT-09 all share a relaxed, more road-biased fun-factor, the Ducati always felt focused, very close in its DNA to its V4 big brother. But, where the latest V4 has retained that hardcore, track-centred approach for 2025, the new V2 has gone down a different route; think light, fun and feisty, rather than purely focused. And on the road, well it works an absolute treat.



Hot looks and Öhlins all round

**Light and breezy**

Thanks to a whole host of changes, the 2025 model is a considerable 18kg lighter than the previous generation, sharing much of its architecture with the newly updated Panigale V2. Utilising the same monocoque frame and high-spec Öhlins and Brembo components as its faired brother, the Streetfighter V2 S has been tweaked for a friendlier ride on the road, and the result is a machine that is devastatingly sharp and accurate, with bucketloads of feedback through those gold-coloured Öhlins forks.

Yet, even so it never feels too poised and committed, which makes it a more welcoming machine over poor surfaces, speed bumps and undulations, and unlike so many older-generation Ducatis, it's user-friendly too. Low-speed manoeuvring and U-turns are a doddle. As a true naked, the sheer lack of weight makes the new V2 an absolute treat to throw about; it boasts the agility of a supermoto that eats up corners and changes of direction with ease. It's agile, yet not unstable. The riding position has also been altered slightly with wider bars and a different shaped tank, which fits perfectly for any frame under six foot.

**A smile machine**

Although the V2 handles excellently, the jewel in the crown of the new model is just how

**'Now, it feels like a proper spicy, sub-litre naked'**

sweetly the motor delivers its power. Whereas the previous generation 955cc engine was a bit sharp and serious, the new V2 feels like it's built for the road, thanks to a crisp throttle response and a friendly, but feisty shove of torque.

From 3000rpm it pulls like a train and with 80% of the torque available all the way from 4000rpm-11,000rpm it's never dull, yet it offers a thumping sense of urgency and spice that the previous V2s have always just slightly missed out on; now, it feels like a proper spicy, sub-litre naked. Sure, it's on second and third gear acceleration and firing from corner-to-corner where the V2 feels most at home, but it's also able to perform on the motorway, sitting at just over 5000rpm at 70mph.

**Tech savvy**

But it's not only the hardware that's impressive, as with pretty much every modern Ducati nowadays, the rider aids make for not only an engaging ride, but also a safe one, too. A six-axis IMU powers Ducati's mighty traction control, ABS and wheelie control systems, which are some of the best and least intrusive in the business, while the 'S' model also comes with a pit limiter and

launch control as standard. There are four rider modes and a new 5in TFT dash and switchgear set-up, which is not only easy on the eyes in all conditions, but is satisfyingly simple to navigate and play with, even on the fly.

**You win some, you lose some**

Although the Streetfighter V2 offers an incredibly engaging ride, it's not quite perfect. The seat, although shaped well is extremely firm, and after a full day of riding it's brutal on your rear end - and the riding position may be a bit tight if you're over the six foot mark.

And talking of comfort, it's also worth noting that even though the engine is quiet at motorway speeds, it is a little bit vibey through the footpegs. Another slight annoyance comes from the quickshifter; it's been set for a softer road riding style and because of that it's not as sharp as it could be on fast up- and downshifts, while it also loses the ability to shift down while you are on the throttle (which can be handy for dropping a cog for a swift and clean overtake).

The launch control isn't particularly pleasing to use, while the one gripe with the new, easy-to-use switchgear comes in the form of the cruise control button, which is located too high up to adjust without moving your hand quite a distance - and that's after you've had to pay an additional cost for the software to run it, along with the heated grips. Minor niggles, on an otherwise scintillating machine.



Handling and power combine for a bike that feels made for the road

**'The sheer lack of weight makes the new V2 an absolute treat'**



Just show it a corner, it'll do the rest

**FEAST YOUR EYES**



**Gold standard**

Compared to the Panigale V2, the Streetfighter has an altered rake, trail and steering angle, alongside a longer swingarm. Coupled with softer springs, it feels at home on the road.



**Weight watcher**

From the motor to the chassis, to the wheels and pretty much everything in between, the Streetfighter has been on a serious diet, dropping 18kg from the previous model.



**Screen time**

The new dash and interface is easy to understand and navigate, but is effective on the go, showing crisp and clear information. Rider modes and settings can be changed on the fly.

**MCN VERDICT**  
CARL STEVENS  
DEPUTY EDITOR

**'More fun, less serious'**

In terms of a pure road riding experience, this is one of, if not the most fun and engaging road bikes that has ever rolled out of the gates of Bologna. Whereas before, both the V2 and V4 were relatively close in terms of performance, the new V2 is far less serious, and rides better for it. Sure, it makes less power than the previous, 955cc V2, but the new 890cc unit is far more playful. Fun, exciting, yet user friendly, with a soft clutch action and smooth response at low speeds. At just 178kg (without fuel) the new V2 is devastatingly nimble and accurate, and is one of the sharpest sub-litre naked money can buy.

**THE FACTS**

**£15,990** Ducati Streetfighter V2 S

<b>Engine</b>	890cc liquid-cooled V-twin
<b>Frame</b>	Cast aluminium monocoque
<b>Suspension</b>	43mm fully adjustable Öhlins USD forks, with a fully adjustable Öhlins shock
<b>Front brake</b>	2x320mm discs with four piston Brembo M50 calipers
<b>Rear brake</b>	245mm disc with two piston caliper
<b>Seat height</b>	838mm

**118** @10,750rpm  
bhp

**69** @8250rpm  
lb.ft

**178** kg (wet\*)  
\*NO FUEL

**15** litres

<b>PCP DEAL</b>	£155 per month x36	£3899.17 Total deposit payable
<b>4000</b> Annual mileage	<b>7.9%</b> APR fixed	<b>£9215</b> Optional final payment