

'So much more than a shiny Italian cruiser'



Round the bend

How Ducati granted its new cruiser a lust for corners

Want it sporty?
No problem



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Ducati's Diavel V4 is one of the surprises of 2023. Since it is based on the outgoing V-twin version you think you know what you're going to get: a fast, but slightly heavy cruiser made for burning-off Porsches at traffic lights and looking good at posh coffee shops.

The new machine still ticks those boxes and retains a brooding stance with its fat 240-section rear tyre, diamond cut wheels and new 166bhp 'Granturismo V4' engine displayed loud and proud. But now it has a surprise sporty side, which broadens its appeal, although at £23,595 it still isn't cheap.

This newfound lust for corners was highlighted at the press launch in Abu Dhabi last February. There wasn't a straight piece of road in sight and instead a closed 7.5-mile section of motorway-wide mountain road with 60 perfectly-

surfaced bends. Not the kind of place you'd launch a cruiser, but the Diavel V4 isn't just any old cruiser.

It's 15kg lighter than the old V-twin model, cutting weight to 236kg. That's still heavy, but it transforms the already fine-handling Diavel into something approaching a lithe-handling naked sportsbike. Brembos crackle with power, there's more ground clearance than you'd ever give it credit for and the steering is light and accurate. And with its bars closer to the rider, more legroom and a plusher seat, the Ducati feels more like a Streetfighter than a Street Glide. Better still, fit accessory panniers, screen, pillion backrest, heated grips and you've got yourself a bad-ass touring bike.

Its new V4 spring valve engine, taken from the Multistrada V4, helps the handling along. The counter-rotating crank cancels out the gyroscopic effect of the wheels and the twin-pulse firing order gives the feel, sound and grip of a



The V4 turns V2 at lower revs

V-twin. It's potent, too. 0-60mph is dispensed in less than three seconds and top speed is whatever your neck muscles can manage.

As you'd expect, it's packed with the latest tech. It runs on two cylinders below 4000rpm to reduce heat and improve economy (a first

for a road bike), has a neat 5in colour dash and a superbike-shaming array of electronics.

Unquestionably niche and unapologetically expensive, the new Diavel V4 won't be for everyone, but it's so much more than just a shiny Italian cruiser.

THE FACTS



Price	£23,595
Engine	1158cc liquid-cooled 16v V4
Power/torque	166bhp/93lb.ft
Seat height	790mm
Weight	211kg (dry)