

IT'S NEW BUT IS IT WORTH IT?

# Game changer

FIRST RIDE

New Multistrada V4 Rally boasts next level electronics and user-friendly performance

Launched in 2020, the Multistrada V4 took the adventure class by storm, bringing a new level of performance and technology to the market. Now, three years on, Ducati want to take another chunk out of the flagship adventure bike market with the arrival of their new globe-busting Multistrada V4 Rally.

A glance at the specs reveals the headline changes to spoked wheels and a 30-litre tank (an increase of eight litres over the V4), but dig a little deeper into the detail and the changes, although not all major, are extensive. Significantly, it's how these changes and new features feel out on the road (and dirt) that look set to leave the competition reeling.

**Power everywhere**

At the heart of the bike beats the brilliant 1158cc Granturismo V4 spring valve motor. With 170bhp on tap, and 89.2lb.ft of torque, it's an incredibly potent yet user-friendly and engaging motor. It features revised camshaft timing and new exhaust and cylinder deactivation. Running as a twin at tickover and low revs has a number of benefits, reducing heat, emissions, and Ducati claim a 6% boost in fuel consumption efficiency, too.

The connection from right wrist to rear tyre is sublime throughout the rev range, enabling you to make the first tap of the throttle incredibly early in a corner and with utmost confidence. Due to the torque of the motor and its willingness to rev, gear changes are almost optional as it will pull from low rpm without complaint, while equally happy in the midrange where the throttle connection stays impressively accurate.

When the revs increase above 7000rpm, so does the bike's attitude – and its superbike engine roots are clear to hear and feel.

**Electronic adjustability**

Modern bikes are increasingly loaded with rider aids and advanced electronics, with varying degrees of real-world benefit. But Ducati are the current masters of honing their electronic know-how from knowledge garnered from years of development and expense in the paddocks of MotoGP and WSB.

Known for having some of the

Not as imposing as it first looks



**'Ducati are the masters of electronics'**

most advanced electronics in the road-going superbike class this technology is being tailored to other models within their range with huge success.

The new V4 Rally is loaded with technology and its IMU must have been given a memory upgrade to process the stack of data it's constantly processing to optimise the ride and performance. There are four modes to choose from via the easy to use and intuitive 6.5in TFT dash – Urban, Touring, Sport and Enduro. But these are not simply fuel maps to change the engine character – each mode comes with its own parameters of its electronically adjustable suspension, ABS, traction control, anti-wheelie and engine braking.

The result is a bike that can be tailored to your mood and type of riding whilst on the move. In touring mode it's instantly more plush with a more progressive throttle response, in Sport you feel the bike stiffen up and the whole package becomes more urgent. In Enduro, power is cut to 114bhp, suspension softens, ABS is removed from the rear wheel and the traction control allows the rear to spin more.

The electronic suspension can also be tailored to accommodate a solo rider, rider with luggage, rider with pillion or rider with pillion and luggage at the push of a button.

**Total harmony**

It's one thing having a bike loaded with features, but if they are working independently of each other they don't always reach their true potential. Where the Ducati excels is the way the engineers have got all the adjustability and rider aids to work in such harmony with one another. For a 240kg bike (wet, without fuel) it drops into corners and changes direction with an incredible level of feel and accuracy. Complemented by the constantly adjusting semi-active suspension, and wide array of rider aids, it becomes a bike you can take off-road with confidence, become a superbike beater on the twisties or eat up fast A-roads or motorways on all day long.

After a full day's riding in Sardinia it became genuinely hard to find fault, meaning any criticism runs the risk of verging on being petty. For example, you can't leave the panniers unlocked – you have to use the key every time you want to open them. But that's about it.

In fact the only serious gripe is the price. With a starting point of £23,590 for the base model – and £26,943 for the bike we rode – it's undeniably expensive, though it's an inarguably a premium product.



Balance of usable power and peerless electronics gives the V4 Rally superbike-baiting ability

**'Connection from right wrist to rear tyre is sublime'**

**FEAST YOUR EYES**



**Reaching new horizons**  
The new aluminium fuel tank is the same size externally as the original double-skinned 22-litre plastic tank on the V4S but now holds 30 litres, increasing range by up to 35%.



**User-friendly and practical**  
Screen is 20mm higher and 20mm wider. There's also a centrestand, adjustable vents, an easy lift function to help get the bike off its stand and preload minimisation to lower the bike.



**Cylinder deactivation tech**  
To reduce heat and emissions, and increase fuel economy, the rear two cylinders are deactivated from tickover up to 3800rpm when all four burst into life. The transition is seamless.



See the video  
[www.youtube.com/@motorcyclenewsdotcom](http://www.youtube.com/@motorcyclenewsdotcom)



Enduro mode softens suspension, thankfully

**MCN VERDICT**

MICHAEL GUY  
SPORTS EDITOR &  
ADVENTURE EXPERT



**'A genuine GS beater'**

Manufacturers far and wide have been trying to topple the mighty BMW R1250 GS and GSA for close to two decades, with questionable success... until now. The Multistrada V4 Rally offers a level of electronic and rider aid sophistication previously not seen in the adventure bike class. With its V4 engine and 170bhp on tap, the Ducati retains its ultimate performance bragging rights, but it's its usability and the way it flatters the rider that are the game-changers here. The level of refinement and usable performance will benefit any rider who gets on it, regardless of their skill level or experience.

**THE FACTS**

**£23,590 (base)**  
**Ducati Multistrada V4 Rally**

<b>Engine</b>	Liquid-cooled 1158cc V4
<b>Frame</b>	Aluminium monocoque
<b>Suspension</b>	Semi-active, electronic compression and rebound adjustment
<b>Frontbrake</b>	2x330mm discs, four-piston calipers. Cornering ABS
<b>Rearbrake</b>	265mm disc, twin-piston caliper. Cornering ABS
<b>Seatheight</b>	870-890mm

<b>170</b> bhp	<b>89.2</b> lb.ft
<b>240</b> kg (wet)	<b>30</b> litres

<b>PCP DEAL</b>	<b>£245.83</b> per month *ST	<b>£5936</b> Total deposit payable
<b>4000</b> Annual mileage	<b>9.9%</b> APR fixed	<b>£13,566</b> Optional final payment