WHAT'S NEW AND HAS IT WORKED?

Asuperbike, stripped

2025 Ducati Streetfighter V4 S takes super-nakeds to the next level on track

lthough the Streetfighter V4 S has always been extreme, Ducati have taken things a step further with the 2025 model. The chassis has been tweaked, the braking and suspension components have been uprated and the power has been upped. It's 6kg lighter, too. The electronics have been updated and are powered via a new, TFT dash, while the riding position has been altered in order to create a little bit more space. The result? Well, the V4 has always been a potent beast, but for 2025 it's even more so; yet not only is it a machine that can be as brutal as a superbike, it also has the ability to be docile and friendly.



Undates include a new cam profile a new alternator rotor and oil pump. gearbox drum and longer-travel variable length intake trumpets, which drops the motor's weight by a kg and ups the power to 211bhp. The 1103cc Desmosedeci Stradale engine is potent and explosive, especially when it's unleashed with less electronic intervention and in 'Full' power mode you have to hold on, tight. Yet even so, the beauty of the big V4 is just how flexible it can be, as the initial thrust can be blunted electronically. It feels like having two bikes in one; softened off, it's calm and collected but let loose, the V4 has an attitude and aggression that makes it addictive



Serious power, with serious control

Clever clogs

Adopting changes from

the Panigale V4, the

Streetfighter now has a front frame

stiffness, along with the new, double-

sided swingarm that offers 37% less

2025 V4 S adopts a different head

more efficient wings and the latest

Öhlins electronic suspension, which

makes for a machine that is so capable,

angle than that on the Panigale, new

with a 39% reduction in lateral

You get four rider modes, launch control, wheelie control, cornering ABS and traction control, Race eCBS with slide-bybrake, and even a Ducati Vehicle Observer, which predicts the mannerisms for the electronics. Not only are the modes and settings easy to change (even on the go), but the slick

intervention from the wheelie control and ABS is some of the best in the business. The only time you realise they are working is when they're switched off, and your right hand has to do all the hard work. The electronics are pivotal in making the V4 so confidence inspiring, although it does lose a mark for lacking cruise control as standard.



'The beauty of the big V4 is just how flexible it can be'

A sensitive soul it's almost overkill. The changes in stiffness have moulded the big Ducat into a bike that is sublime in its feedback; the Streetfighter feels compliant when ridden hard, and talks to the rider in a way that only a well lateral stiffness. But that's not all; the set-up superbike would do, just a few years ago. Wherever you look, that front end will go with no issues thanks to the incredible amount of agility on offer, although it does lose a little in

terms of stability on faster changes.



A lower standard

Ducati also offer a base model of the Streetfighter V4. It costs £22,895 and comes equipped with east aluminium wheels, a standard battery, mechanically adjustable Showa Big Piston Forks and a Sachs shock, alongside a 2kg weight gain.



Surprisingly spacious

Ducati have tweaked the riding position quite substantially. The result is a spacious and well designed cockpit that feels perfectly laid out. The 'bars are now 10mm closer while the footpegs move 10mm inwards for better ground clearance, thanks to the thinner overall silhouette. The seat is

The Streetfighter

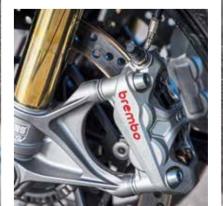
is at home on track

now wider and longer which is good news if you're of a larger stature, and the riding position feels relaxed, but engaging enough for track riding. The new tank cutouts also allow for a far more supportive feeling when hanging off, and are incredibly welcome for longer stints in the saddle to give your arms a hit of a rest



Brake dancer

stoppers are the same as on the Panigale V4, (with different pads) and are incredible, both in terms of initial bite and the sheer amount of stopping nower And then there's the tech, which helps to turn you into a riding hero; the eCBS is an impressive system that applies rear brake for you so you don't have to worry about stomping on the lever, while the slide-by-brake software is sublime in coaching you to back the bike in. No matter what level of rider you are, the braking power and safety nets around them will help you feel like Marquez, and the ABS is barely noticeable in its intervention, even when pushed hard on track



7.9% APR fixed

£14,379

The new, Brembo Monobloc Hypure



Hardware and software in harmon

'Super, in so many ways'

Ducati have drastically changed their approach to new bikes ove the last 20 years making them more user-friendly than everand the Streetfighter V4 S straddles between being super friendly, and a savage beast. It's the perfect embodiment of striking an almost perfect balance between excitement and ease, and the Streetfighter V4 S is super in so many ways thanks to the sheer thrust from that V4, which combined with the accuracy and feedback from the chassis and the electronics suite, creates one of the most capable nakeds money can buy. Ducati say this is the closest-to-Panigale Streetfighter ever, and they're not wrong.

THE FACTS

£26,195 Ducati Streetfighter V4S

1103cc liquid-cooled V4 Ali front frame engine as stressed member Suspension Flectronically

adiustable Öhlins fork with an Öhlins shock Front brake 2x330mm discs with

Brembo four piston Hypure calipers and cornering ABS

245mm disc with







