

WHAT'S NEW AND HAS IT WORKED?

A superbike, stripped

FIRST RIDE 2025 Ducati Streetfighter V4 S takes super-naked to the next level on track

Although 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.

1 V-for victory

Updates 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

2 Clever clogs

You get four rider modes, launch control, wheelie control, cornering ABS and traction control, Race eCBS with slide-by-brake, 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



Electronics keep the V4 tamed

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.

3 A sensitive soul

Adopting changes from the Panigale V4, the Streetfighter now has a front frame with a 39% reduction in lateral stiffness, along with the new, double-sided swingarm that offers 37% less lateral stiffness. But that's not all; the 2025 V4 S adopts a different head angle than that on the Panigale, new, more efficient wings and the latest Öhlins electronic suspension, which makes for a machine that is so capable,

it's almost overkill. The changes in stiffness have moulded the big Ducati 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 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.



The swingarm looks, and rides the part



The Streetfighter is at home on track

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

A lower standard

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



Seeing double

4 Surprisingly spacious

For the 2025 model, 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

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 bit of a rest.



It will accommodate a larger rider with ease

5 Brake dancer

The new, Brembo Monobloc Hypure 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 power. 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.



Hardware and software in harmony

MCN VERDICT

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'Super, in so many ways'

Ducati have drastically changed their approach to new bikes over the last 20 years, making them more user-friendly than ever – and 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 naked money can buy. Ducati say this is the closest-to-Panigale Streetfighter ever, and they're not wrong.

THE FACTS

£26,195	Ducati Streetfighter V4 S
Engine	1103cc liquid-cooled V4
Frame	Alu front frame engine as stressed member
Suspension	Electronically adjustable Öhlins fork with an Öhlins shock
Front brake	2x 330mm discs with Brembo four piston Hypure calipers and cornering ABS
Rear brake	245mm disc with cornering ABS
Seat height	845mm

211 bhp

189 kg (wet*)

88.5 lb.ft

16 litres

PCP DEAL	£274.03 per month +36	£5000 Total deposit payable
4000 Annual mileage	7.9% APR fixed	£14,379 Optional final payment