This is Racing

Pure racing spirit

ENGINE

A heart beating 16,500 rpm

DESIGN

The circuit, its natural habitat

Electronic track setup: the same as Superbikes

CHASSIS

Improved track feeling

Aerodynamic development

Unmistakable sound

Technical data and equipment

Apparel

ACCESSORIES

Configure the dream of your dreams

Ducati Digital Experience
This is Racing

The new Panigale V4 R adopts technical solutions previously reserved for MotoGP and WorldSBK Championship, the closest production model to a competition bike ever. The new Desmosedici Stradale R in racing configuration with performance of 240.5 hp at 15,500 rpm and 16,500 rpm for the limiter (in sixth gear) truly extraordinary numbers for a motorcycle in series production.

*Timing and availability of the product may vary depending on the country.
The road version of the Panigale V4 R undergoes significant development, upgrading in all areas to better suit the track and even more race-oriented.

The new Panigale V4 R adopts technical solutions reserved for MotoGP and Superbikes, such as “gun drilled” titanium connecting rods and pistons with DLC surface treatment.

Other interventions involve pistons with a new geometry, more aggressive intake cam profile, adoption of the same gear ratio used by bikes competing in World Superbike, and a new lighter dry clutch.

Greater effectiveness in track use is also achieved through electronic evolutions, such as the expansion and evolution of the Power Modes, the new Track EVO display on the dashboard, engine maps with dedicated calibration for each individual gear, refinements to the DTC and Ride By Wire throttle system, but also the Engine Brake Control EVO 3, the new strategy for the DQS, and the updated cooling fan control.

The Panigale V4 R also adopts a new throttle control that improves the rider’s feeling when opening and managing the throttle.
The heart of the Panigale V4 R, an engine capable of reaching a maximum engine speed of 16,500 rpm in sixth gear (16,000 in the other ratios) and delivering a maximum power of 218 hp at 15,500 rpm (Euro-5 compliant), absolute benchmark values in the panorama of supersports bikes of the same displacement.

The new Desmosedici Stradale R, despite all the improvements, delivers slightly reduced performance compared to the previous version due to the limitation generated by the exhaust system complying with the strict Euro-5 homologation. The full potential of this engine, however, is expressed on the track by fitting the racing exhaust, which allows it to reach 237 hp, 3 hp more than the predecessor. For the first time on a road bike, titanium connecting rods of the “gun-drilled” type are used, that is, drilled longitudinally along the shaft (1.6 mm diameter hole). This solution, by allowing oil to flow from the head to the connecting rod foot, improves pin lubrication and thus reliability under extreme conditions.

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The gear ratio is the same as that used by bikes competing in World Superbike, with the lengthening of first (+11.6%), second (+5.6%) and sixth gears (+1.8%). First gear then becomes usable in more corners of each circuit, offering the benefits of more engine braking on braking and better acceleration on exit. In addition, the smaller jump between first and second allows the DQS to work more effectively.

A custom-developed new performance oil** provides a 10% reduction in mechanical friction and leads to an increase in maximum power by an additional 3.5 hp, rising to +4.5 hp at the limiter.

1 Euro/US/Canada/Mexico: Power – 152.2 kW (207 hp) @ 13,500 rpm, torque – 111.1 Nm (82 lb-ft) @ 12,000 rpm

2 Timing and availability of the product may vary depending on the country.
The four camshafts of the Desmosedici Stradale R engine have dedicated profiles that realize higher lift-offs than on the Desmosedici Stradale and move the sixteen valves with sizes of 34 mm in diameter for the titanium intake valves and 27.5 mm in diameter for the steel exhaust valves. The valves have titanium half-cones, a solution usually used only in competition engines.

The pistons of the Desmosedici Stradale R have a skirt characterized by DLC (Diamond Like Carbon) surface treatment, a solution used in MotoGP and Formula 1 racing competition, which reduces friction between piston and liner and which is applied for the first time on a road engine.

New "gun drilled" type connecting rods to improve pin lubrication and thus reliability under extreme conditions.

New pistons with DLC coating
New pistons with DLC coating

New “gun drilled” connecting rods
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New piston geometry
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The peculiarity lies in the close ignition of the two cylinders on the left side and then those on the right side of the motorcycle, respectively. In the timing diagram, the ignitions are then placed at 0°, 90°, 290° and 380°.

This particular order of ignition gives the V4 a sound quite similar to that of the Desmosedici MotoGP.

* The open clutch cover is intended for vehicles used only in closed circuits. Operation on public roads is prohibited by law.
The circuit. Its natural habitat.

Even faster. Even more racing. The track soul of the new Panigale V4 R makes it the perfect bike for your track days. The new livery is inspired by MotoGP in its graphics and conveys the racing spirit from the very first glance, incorporating white number plates with the number “1” prominently displayed.
To improve the Panigale V4 R’s racing aesthetics, carbon fiber components can be added to the superstructures: from the rear mudguard to the frame guards, from the protections for the swingarm to the protections for the sprocket and engine crankcase cover protection; arriving at details such as the conveyors for cooling the front brakes, which improve performance on the track and make braking more efficient and constant.
The greater effectiveness of the new Panigale V4 R in circuit use is also obtained thanks to the adoption of all the electronic evolutions already introduced on the Panigale V4 ‘22 and ’23, with the expansion and evolution of the Power Modes, new “Track Evo” display on the dashboard, engine maps with calibration dedicated to each single gear, refinements to the Ducati Traction Control and the Ride By-Wire system, but also the adoption of the Engine Brake Control EVO 2 strategy, the new strategy for the DQS and the cooling fan control update.

Electronic track setup: the same as Superbikes.
To make the Panigale V4 R 2023 even faster and more exploitable in racing use, the Power Mode logic already successfully implemented on the Panigale V4 and V4 S was adopted, of course with dedicated calibrations for the Desmosedici Stradale R engine. There are four engine strategies: Full, High, Medium, Low.

**Power Mode Full**

Full Power Mode allows the engine to reach its full potential with torque curves without electronic filters, except for first gear.

**Power Mode High & Medium**

A new Ride by Wire management system with dedicated calibration for each of the six gears has been developed for the Medium and High power modes, ensuring that the rider always gets the optimum boost every time the throttle is opened.

**Power Mode Low**

Power Mode Low, on the other hand, is designed for road riding or low-grip surfaces, limiting the bike's maximum power output to 160 hp and offering particularly smooth throttle response.
Il nuovo Info Mode “Track Evo”

For immediate display of the information needed while riding on the track, the dashboard graphics have been modified, which differs by using an External LED, as is done on SBK motorcycles, for gear shift indication, reducing response time and improving the quality of feedback provided to the rider.

In the “Track Evo” display, the tachometer moves on a horizontal scale located at the topmost part of the dashboard, and the indication of the gear engaged is in the center of the screen. In the right area of the display, there are four differently colored sectors, each dedicated to an electronic control (DTC, DWC, DSC, EBC). These sectors light up individually when the electronics are working on a particular parameter, remaining lit for as long as it takes the rider to identify which indicator has activated. This signaling mode makes it easier for the rider to figure out which control has actually been working to enable him or her to take more precise and timely action on selecting the optimum level and achieve better performance more quickly.

The new Engine Brake Control EVO 2 software

The new Engine Brake Control EVO 2 software, adopted on the Panigale V4 R, allows for improved stability, precision, direction during braking and corner entry, and allows the rider to more precisely define the best electronic setup on each circuit.

The software features different gear-by-gear calibration on each of the three selectable levels. In the first phase of braking, when there is little load on the rear tire, the EBC EVO 2 delivers less engine brake, then increases it as you approach the center of the corner, where engine brake intervention makes the greatest contribution in slowing the bike and closing the line.

This modification also makes it possible to reduce locking on the rear wheel during hard braking.
New strategy for Ducati Quick Shift

This new strategy enables smoother shifting at every degree of throttle opening.

In partial throttle shifting, the strategy acts both by means of an injection cut of the previous strategy and with a reduction in advance, making the action smoother in road use thanks to the absence of engine shutdowns and re-starts.

In fully open throttle shifting, typical of track use, the DQS strategy is refined with an evolution of the torque restitution phase that guarantees more stability to the bike and a more homogeneous and therefore more profitable drive in the lap time.

The cooling fan upgrade

In addition to these changes, there is also an update of the cooling fan control strategy, now able to offer better management of operating temperatures while also reducing the accumulation of heat typical of the conclusion of track sessions. Furthermore, this strategy guarantees greater thermal comfort for the rider at the typical speeds of road use.
To increase nimbleness, ride feeling and grip, the chassis follows the evolutionary direction traced by the Panigale V4/V4 S with the 2022 model, while maintaining fully mechanical suspension adjustment. At the front, the Öhlins NPX25/30 pressurized fork increases its travel by 5 mm compared to the previous “R”. This technical solution, combined with an Öhlins TTX36 shock absorber and a standard adjustment of the swingarm pivot to the +1 position, increases the rear height by 20 mm. In this way, a higher centre of gravity is achieved and therefore greater nimbleness in corner entry and changes of direction.

Öhlins long excursion fork
At the front, the Öhlins NPX25/30 pressurized fork increases its travel by 5 mm compared to the previous “R”. This technical solution, combined with an Öhlins TTX36 shock absorber whose centre distance goes from 312 to 316 mm and a standard adjustment of the swingarm pivot to the +1 position, increases the rear height by 20 mm. In this way, a higher centre of gravity is achieved and therefore greater nimbleness in corner entry and changes of direction.

New Öhlins TTX36 shock absorber
The adoption of a less rigid spring for the shock absorber (from 105 N/mm to 80 N/mm) and a lower ground load on the front due to the lengthening of the fork travel, as well as improving the ability to “copy” the asphalt accelerates load transfers by exploiting the greater negative travel of the suspension, increasing grip and feeling when entering corners.

Improved track-feeling
Adjustable rear swingarm pivot height adjustable

The Panigale V4 R continues with the layout based on the “Front Frame” and single-sided aluminium swingarm of the Ducati Panigale family. It is possible to adjust the height of the rear swingarm pivot in 4 positions in 2 mm steps.

The position of the swingarm pivot accentuates the anti-squat effect by improving stability, precision and ability to maintain the trajectory when coming out of corners.

Shock absorber with preload adjuster

To speed and simplify calibration, the rear shock absorber is equipped with hydraulic preload adjuster.
Aerodynamic development

The aerodynamic package has been revised with a view to greater efficiency: the new two-element wings (main + flap) guarantee the same aerodynamic load, but are more compact and thinner (respectively by 40% and 50%).

New ergonomics

The superstructures of the Ducati supersports bike have also been updated, with the adoption of a brushed aluminium tank with a capacity increased to 17 litres and a profile that offers better support for the rider’s arms and legs when braking and when cornering. The changes to the tank are added to a flatter saddle, with a reduced amount of foam and with a different covering, which on the one hand guarantees greater freedom of longitudinal movement, and on the other helps the rider to become more stable when necessary.

New wings

On the Panigale V4 R 2023 the aerodynamic package has also been revised with a view to greater efficiency: the new two-element wings (main + flap) guarantee the same aerodynamic load, but are more compact and thinner (respectively by 40% and 50%).

New lower fairings

To improve the cooling of the engine, stabilizing its performance in extreme use on the circuit, the fairing has been modified in the layout of the extractors in the lower area, and complies with the World Superbike Championship regulations. Also in the lower part, on the left side, there is an air intake to cool the sensor of the Ducati Quick Shift.
Servicing and maintenance

Safety as standard
Ducati’s continuing commitment to design, research and development has the precise objective of guaranteeing state-of-the-art motorcyles characterised by the highest degree of active safety. It is with racing performance in mind and a user to increasing the level of control during the most demanding riding that we continue to develop systems that are always at the cutting edge.

On the Panigale V4 R, the ABS Cornering EVO system manages every braking phase, even with the bike leaned over, a situation in which the engine brake is controlled by Engine Brake Control EVO 2, which carefully regulates the braking torque. The acceleration phase is controlled by Ducati Traction Control EVO 3, Ducati Wheelie Control and Ducati Slide Control.

Systems that allow for maximum performance, in total safety, aboard the most powerful production sports bike Ducati has ever built.

More value to your passion
With Ever Red, the quality and reliability of the Ducati brand will be your enduring travel companions. Ever Red is the exclusive Ducati warranty extension programme. In activating it, you will continue to be fully protected for 12 or 24 months beyond the standard Ducati Warranty period (24 months). Ever Red includes another twelve months for a total of 36 months of coverage for the Ducati Panigale. This extension means you can travel as far as you wish, even overseas, ensuring your Ducati is completely peace of mind.

To find out whether the Ever Red extension is available in your country and for further details, refer to your Ducati dealer or visit ducati.com.

Endless excitement
In designing each bike, Ducati constantly strives to ensure maximum reliability while reducing service costs. A commitment that has seen the intervals for the main Desmo Service, in which valve clearance is checked and adjusted if necessary, to be extended to 24,000 km (15,000 mi) to suit the Panigale.

Even the simplest of checks, such as the Oil Service, are extended to 12,000 km (7,500 mi) or 12 months. A considerable interval for such high-performance engines, which only confirms the significant quality standards applied to material selection and R&D processes.

Ducati continuously invests in the technical training of its dealers. The specific skills offered by the official Ducati Service network ensure that all these operations needed to keep every Ducati in perfect condition are meticulously executed, with advanced equipment such as the Ducati Diagnosis System allows the software on each Ducati to be updated with the latest releases, ensuring that the electronics continue to perform at the maximum level.

Always by your side
One of Ducati’s main goals is to offer every Ducatista the chance to enjoy unlimited and safe travel all over the world. To achieve this aim, Ducati offers a “fast delivery” original spares service, with delivery in 24/48 hours across 85% of the areas in which it operates.

With a distribution network that covers more than 102 countries, thanks to 790 official Dealers and Service Points*, choosing a Ducati means you can travel worry free and in total freedom, wherever the road may take you, and count on support from our extensive Dealer network that ensures Ducati quality and professionalism is always close at hand.

790 Authorised dealers and service points
92 World countries

*Information updated as of February 2022
**Engine**

- **Engine**
  - Ducati Testastretta 95° V4, counter-rotating crankshafts, 4 Cam drives, 4 Camshafts, 16 valves per cylinder, liquid-cooled
- **Displacement**
  - 955 cc
- **Bore**
  - 81 x 48.4 mm
- **Stroke**
  - 105 x 48.4 mm
- **Compression ratio**
  - 14.0:1
- **Power**
  - 174 kW (237 hp) @ 15,500 rpm with full racing exhaust*
  - 152.2 kW (207 hp) @ 13,500 rpm, US/Canada/Mexico: Power -
  - 118 Nm (87 lb-ft) @ 12,250 rpm with full racing exhaust*
  - 111.3 Nm (82 lb-ft) @ 12,000 rpm

**Chassis**

- **Frame**
  - Aluminum alloy
- **Suspension**
  - Front: 3-spoke Forged Aluminum Spoke SP
  - Rear: 3-spoke Forged Aluminum Spoke SP
- **Wheelbase**
  - 1,200 mm (47.2 in) 1,190 mm (47 in)
- **Seat height**
  - 850 mm (33.5 in)
- **Weight**
  - 172 kg (379 lb) | 167 kg (368 lb)

**Transmission**

- **Gearbox**
  - 6-speed with Ducati Quick Shift (DQS) up/down EVO 2
- **Wheel travel (front/rear)**
  - 125 mm (4.9 in) - 130 mm (5.1 in)

**Final Drive**

- **Clutch**
  - Hydraulically controlled slipper dry clutch, Self-bleeding master cylinder.
- **Sprocket**
  - Front: 15T; Rear: 42T
- **Final Drive**
  - Chain; Front sprocket 15; Rear sprocket 42

**Exhaust**

- **Exhaust system**
  - 2 x 300 mm semi-floating discs, Front sprocket 15, Rear sprocket 42
- **Brake**
  - Front: 3-spoke Forged Aluminum Spoke SP
  - Rear: 3-spoke Forged Aluminum Spoke SP

**Instrumentation**

- **Front**
  - Last generation digital unit with Bosch Cornering ABS EVO. Self-bleeding master cylinder.
- **Rear**
  - 245 mm disc, 2-piston caliper with Bosch Cornering ABS EVO

**Safety equipment**

- **Racing Mode, Power Modes, Cornering ABS EVO, Ducati Traction Control (DTC) EVO 2, Ducati Wheelie Control (DWC) EVO, Ducati Slide Control (DSC), Engine Brake Control (EBC) EVO 2, Auto tyre calibration

**Performance**

- **Power and torque**
  - **240 kW (325 hp) @ 15,500 rpm**
  - **240.5 hp @ 15,500 rpm**
  - **237 kW (320 hp) @ 15,500 rpm**
  - **195.5 kW (262 hp) @ 14,500 rpm**

**Dimensions and weights**

- **Wheelbase**
  - 1,200 mm (47.2 in)
- **Seat height**
  - 850 mm (33.5 in)

**Warranty and maintenance**

- **Warranty**
  - 24 months unlimited mileage
- **Service intervals**
  - 12,000 km (7,500 mi) / 12 months

**CO2 Emissions**

- **Standard**
  - 240 g/km
- **Emissions and Consumption***
  - Standard equipment: Ducati Power Launch (DPL), Ducati Quick Shift (DQS) up/down EVO 2, Full LED lighting with Daytime Running Light (DRL)**
  - Ducati steering damper, Quick-shifting systems, Lithium-sodium battery, Auto-off indicators, Racing style handle grips, Chain guard, Manifolds forged aluminum wheels, Carbon fiber front mudguard.

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**Note:** The information provided is for reference only and may vary from market to market. Please refer to your local dealer for further information. **“***” Only for countries where Euro 5 standard applies.
Standard Configuration

The image shows the Panigale V4 R with mirror and licence plate removal kits included in the standard equipment.

*This product is intended for vehicles used only in closed-course circuit. Operation on public roads is prohibited by law.

Racing Configuration

The image shows the Panigale V4 R with full titanium racing exhaust* and open clutch cover* in carbon fibre, not included in the standard equipment, but available as Ducati Performance accessories.

*The racing configuration shown here is intended for vehicles used only in closed-course circuit. Operation on public roads is prohibited by law.
Apparel

Check out the Apparel collection dedicated to this bike. The configurator that allows you to customise your suit, in terms of graphics and to your specific physique, is available on www.ducatisumisura.com.
Configure the Ducati of your dreams.

Spotty and elegant, various accessories have been created to further heighten the riding pleasure. Extremely high-quality materials to ensure durability and high performance. An elegant design that perfectly marry with the lines of the bike. On an even more unmistakable style. The perfect combination of accessories for a look that is sheer adrenaline.

Discover the range of Ducati Performance accessories designed to enhance the look and performance of your new Panigale V4 R.

Configure. Choose the ideal Panigale V4 for you and have fun configuring it to suit your riding style. Share it with friends and send it to your Ducati dealer who will contact you for an online consultation to discuss the current offers that best suit your needs. Save your configuration to return to it at any time.

Calculate your payment Ducati Financial Services offers favourable solutions for the financing of every model in the Ducati range. Personalise your financing and calculate the monthly instalments. You can then contact your dealer and discuss the best way to see your dreams come true!

For more information about the Ducati Performance range, tech specs and instructions, refer to a Ducati dealer or visit the Accessories section of ducati.com

Go to configurator

* The racing configuration shown here is intended for vehicles used only in closed-course circuits. Operation on public roads is prohibited by law.
Akrapovič titanium exhaust
With an Akrapovič titanium full exhaust system with double under-seat silencer, which improves the already reduced weight/power ratio of the V4 R thanks to a weight saving of 5 kg (11 lb) compared to the standard system and the increase in power up to 237 hp. The exhaust is supplied with dedicated mapping with which all DTC, DWC, DPL, and DSC parameters are adjusted to the new performance of the bike.

Pit Stop Accessory Package
The Pit Stop accessory package offers tyre warmers and garage stands to enable you to approach your track sessions in the best of conditions. Those wishing to use slick or rain tyres can choose the DTC EVO 3 software, which introduces the specific calibrations of the electronic controls.

Magnesium rims
Further lightening is possible by fitting the magnesium rims, which guarantee a saving of 0.7 kg (~10%) compared to the already light forged original equipment rims, improving all aspects of dynamics and above all nimbleness in corner entry and in changes of direction.

Aluminum adjustable footpegs
To better adapt the riding position, adjustable aluminium rider foot pegs are available, developed by Ducati Corse in collaboration with Rizoma. They have articulated brake and shift pedals to minimize the risk of breakage in the event of a slip and use the standard DQS, which can be configured as either a traditional or inverted racing shifter.

Shell oil developed in collaboration
The engine development of the new Panigale V4 R also involved the creation of a special oil developed by Shell in collaboration with Ducati Corse. Thanks to the use of additives that modify viscosity and flowability, directly derived from those used for the lubricant used by Ducati Corse in MotoGP, the performance at the very high revs attainable by the Panigale V4 R is improved, with a maximum power gain of 3 hp.

*Timing and availability of the product may vary depending on the country.
Ducati Digital Experience

A mission for every channel. Continuous updating on the innovation and passion for which our work stands out. We transform emotions into exclusive content. Just a click away.

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MyDucati is the personal area for every Ducatista, offering a wide range of services accessible with a single login from both the web and the app. Explore all the features of the MyDucati world and enjoy a multi-channel, customised experience wherever you are.
Riding a motorcycle is the most exciting way to enjoy the road, and offering the utmost safety is Ducati’s commitment. Ducati bikes are increasingly easy to handle, reliable and better equipped to guarantee maximum safety and enhance riding pleasure. Technical clothing is made with more and more advanced materials in order to ensure adequate protection as well as increased visibility. The safety of motorcyclists is Ducati’s commitment.

For more information visit the safety section of the Ducati site (www.ducati.com).

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Actual fuel consumption may vary based on many factors, including but not limited to: riding style, maintenance performed, weather conditions, surface characteristics, tyre pressure, load, weight of the rider and the passenger, accessories.

Ducati indicates the dry weight of the motorcycle excluding battery, lubricants and coolants for liquid-cooled models. The weights in running order are considered with all operating fluids and the fuel tank filled to 100% of its useful capacity (Regulation (EU) no. 168/2013). For more information visit www.ducati.com.

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