

**PANIGALE V4**





# Index

Character in a distinct form	3
The Panigale V4 Speciale, an homage to the Italian spirit	7
The Panigale V4 Two-Seater	9
Italian symphony	11
The new Desmosedici Stradale engine	13
GP Technology	15
Heart of the engine: The Desmodromic system	17
The synthesis of design perfection	19
The new “Front Frame”: simple and effective	21
Born for the track	25
Tailor-made racing electronics	27
Moment by moment	31
Brakes inspired by GP	33
Akrapovič, racing sound and power	35
State-of-the-art TFT dashboard	39
Beyond the limits: the Panigale V4 Speciale	41
Panigale V4 S Corse MotoGP Style	45
Safety as standard	47
More value to your passion	49
Endless excitement	51
Always by your side	53
Technical data and equipment	55
Accessories	71
Apparel	83
Ducati SuMisura	91





# Character in a distinct form

Elegant, muscular, technological. This is the essence of the new Panigale V4 style. The Ducati Design Centre has given shape to the character of the bike and its performance.

The Panigale V4 was designed in accordance with what Ducati considers the fundamental standards of Italian sports elegance: sweeping surfaces, broken by only a few distinct features. Component integration, the concept of power and functionality are dominant elements of the bike's style and design as a whole.

Refined and essential, this is a motorcycle designed to maximise performance. Research into achieving the best possible aerodynamic efficiency, conducted in a wind tunnel by Ducati Corse engineers, played a decisive role in the shaping of the main and front fairings.







All of the fairings of the Panigale V4 fit over the underlying mechanics as tightly as a tailor-made suit, with the new "Front Frame", left visible for all to see, forming an integral part of the design.

The front is dominated by the large air intakes that feed the engine and by the LED headlight, which, thanks to its compact size, is nearly invisible when the motor is off, contributing to creating the distinctive look of the current range of Ducati sports bikes.

# The Panigale V4 Speciale, an homage to the Italian spirit

The concepts of simplicity and integration lie at the basis of this project and have inspired the Ducati designers to envision a characteristic “double layer” solution for the fairing, emphasising the elegance of the bike’s surfaces and endowing it with a clean-lined aesthetic.

The plasticity of the “diamond” tank, another Ducati trademark, assists the rider during all stages of track driving. It extends under the seat in order to lower the centre of gravity, just as on racing bikes, a detail that is enhanced and emphasised by the fact that a portion of the subtail remains visible. The slim tail guard, with its full-LED tail light divided into dual curves, makes the rear view of the Panigale V4 equally unmistakable.





## The Panigale V4 Two-Seater



The tail guard of the single-seater is all in one piece, emphasising the bike's "ready-to-race" character. When necessary, you can switch to the two-seater configuration by mounting the passenger seat and footpegs, available as additional equipment for the Panigale V4 and V4 S versions.





## Italian symphony

Benchmark performance and cutting edge technology translate into a unique and unmistakeable sound. All of this is the Panigale V4. The numerous characteristic technical details that make the Panigale V4 stand out not only raise its level of performance to the utmost heights, they also provide it with its distinctive character, thanks to the “voice” of the new Desmosedici Stradale.

The unusual “Twin Pulse” firing sequence chosen for the Desmosedici Stradale engine means that the firing order is irregular, two bursts followed closely by two more, making the firing interval similar to that of a twin-cylinder. The result is not only generous power delivery, but also a sound that is immediately recognisable. This is the new soundtrack for Ducati sports bikes.

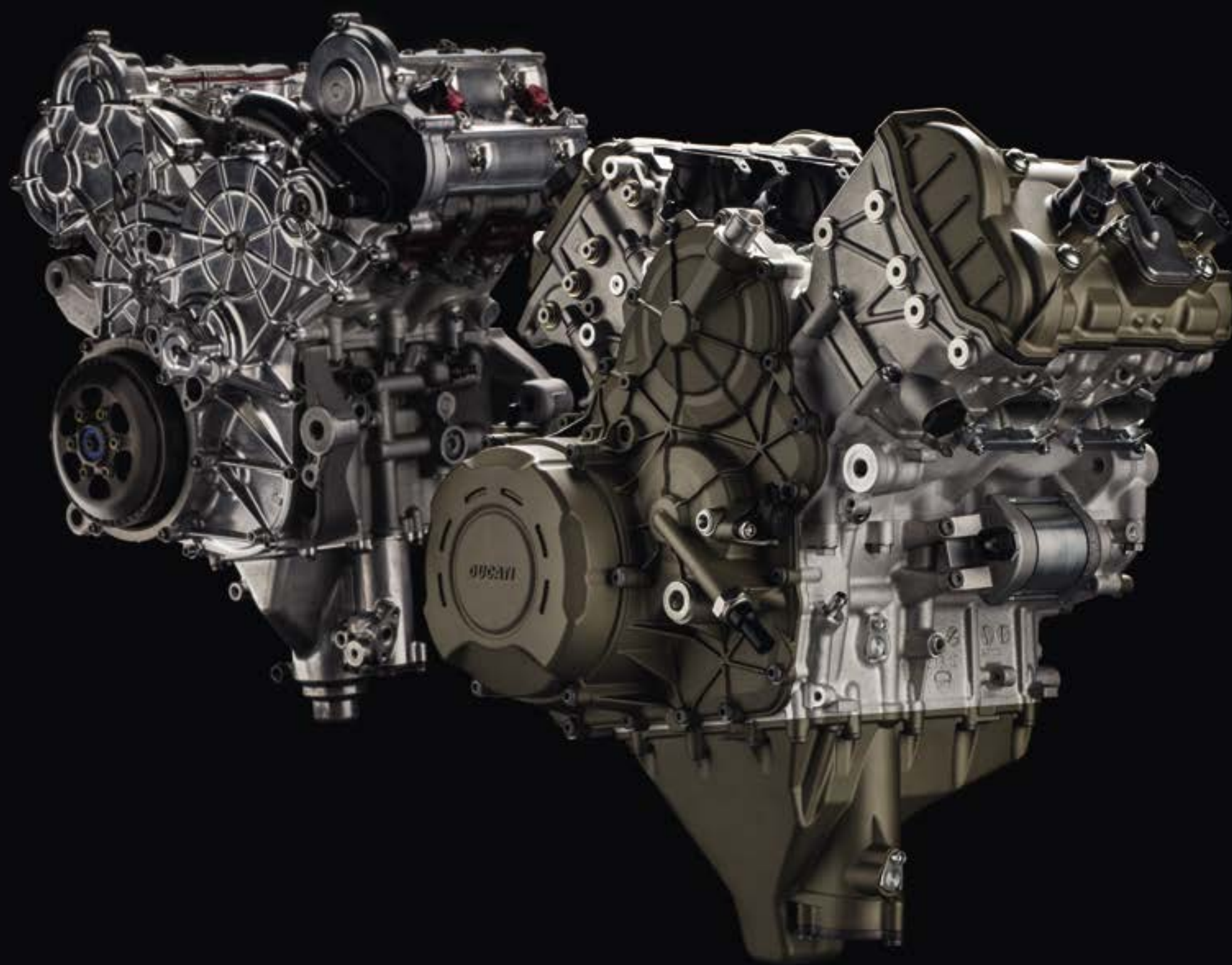


# The new Desmosedici Stradale engine

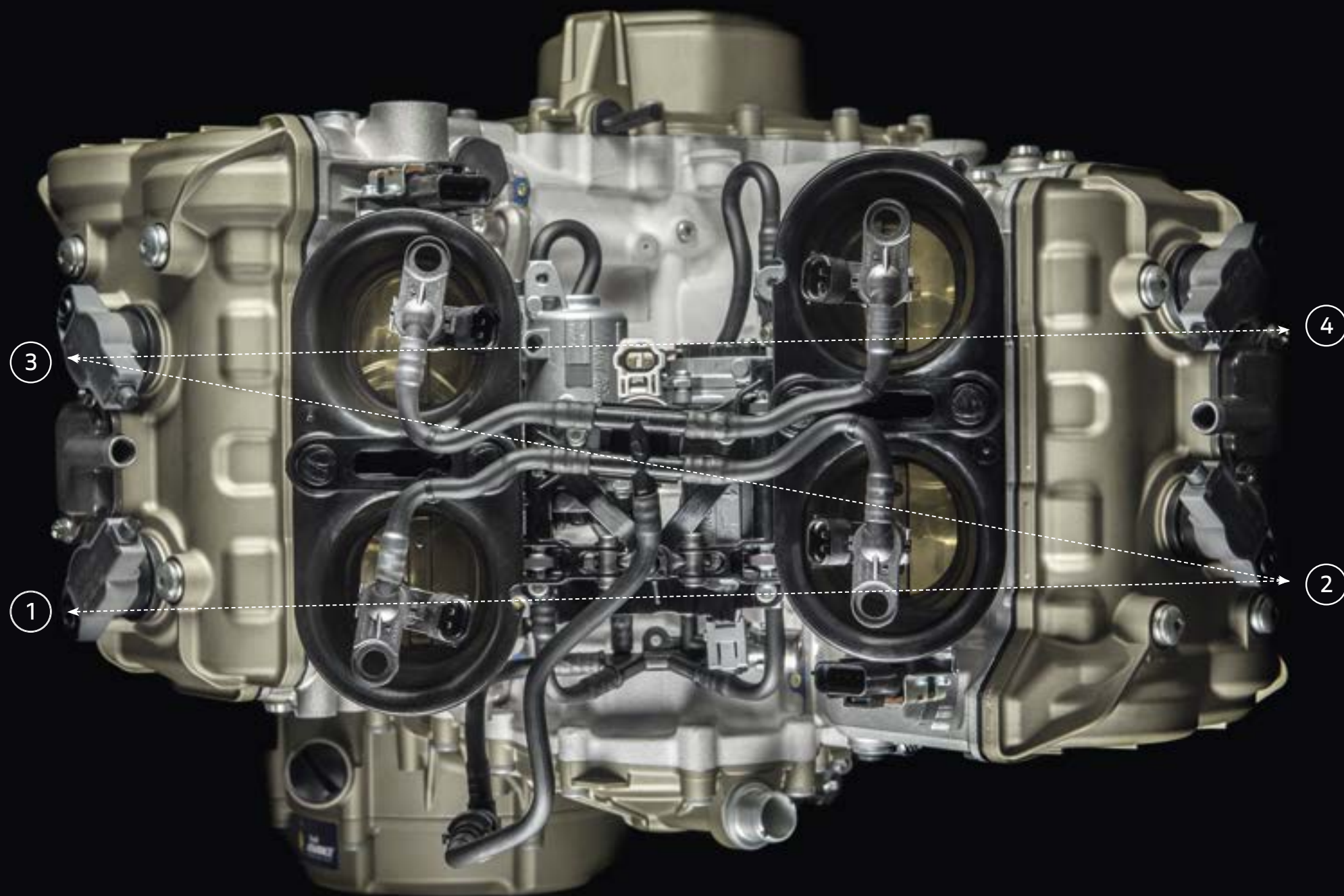
The new V4 90° engine is derived from the experience gained in MotoGP, where the performance of the four-cylinder Desmosedici sets the standard for its class. The Desmosedici Stradale has already earned its place in the history of the company based in Borgo Panigale, which had never before fitted a mass-produced sport bike with a 4-cylinder engine.

For Ducati, the V4 layout at 90° is the utmost expression of a sports-oriented bike. The Desmosedici Stradale engine is inserted into the bike with the front bank of the cylinders rotated back by 42° with respect to the horizontal plane, as on the Ducati engines competing in MotoGP. The 90° V layout of the cylinders creates a natural balancing of first-order forces, without the need to resort to a balance shaft to eliminate vibrations.

The Desmosedici Stradale was created to achieve top sports performance on the road and on the track. With 214 hp (157.5 kW) of maximum power at 13,000 rpm and 124 Nm (12.6 kgm) of maximum torque at 10,000 rpm.







## GP Technology

Our search for inspiration in MotoGP led us to choose a 81 mm cylinder bore, which is the same as the racing Desmosedici GP's, the maximum permitted by MotoGP technical regulations. It is the largest bore of any of the super sports road bikes with a V4 engine. The 53.5 mm stroke was chosen in order to boost torque even at low to medium revs. The resulting displacement is 1,103 cc.

The counter-rotating crankshaft is also derived from GP technology. The fact that the crankshaft rotates in the opposite direction to the wheels offers several benefits. It compensates, in part, for the gyroscopic effect produced by the wheels, ensuring the bike is more agile and precise when changing direction. It furthermore generates inverse torque, reducing the wheelie phenomenon and the tendency for the rear end to lift during braking. These are crucial advantages when riding a Panigale V4.

The fact that the crank pins are offset by 70°, combined with the 90° V architecture, gives rise to a firing order more typical of twin-cylinder engines ("Twin Pulse"). This firing sequence guarantees significant advantages in power delivery: responsive and generous when travelling along a straight stretch and when coming out of corners, it optimises traction and makes a unique and distinctive sound, the same that has made Ducati Desmosedici GP bikes instantly recognizable.





# Heart of the Engine: The Desmodromic System



The Desmodromic distribution system is the heart of every Ducati. The new Desmosedici Stradale is the most recent stage in its evolution, completely redesigned to reduce cylinder head size and to achieve the extraordinary high revs of the V4 engine. The precision of Desmodromic system function ensures that the intake valves (34 mm/1.34 in diameter) and the exhaust valves (27.5 mm/1 in diameter) open and close with the same level of accuracy, even given the steep cam

profiles and extreme cam timings. The result? Exceptional performance and reliability, for the entire lifespan of the motorcycle. Thanks to the Desmosedici Stradale, variable-height intake horns, characterised in this case by four oval throttle bodies (52 mm/2 in diameter equivalent), are making their début on a Ducati. The main benefit offered is the optimised cylinder intake across the rev range, with all the benefits this entails in terms of power delivery and ease of handling. The

system is controlled by an electronic control unit, which determines the mobile stage of the horns based on revs and required torque. The technology, materials and parts employed in the construction of the engine are designed to meet the strict reliability requirements customary for engines built for road use. The interval for valve clearance inspection and, if necessary, adjustment (Desmo Service) is set at 24,000 km/15,000 mi, with general service intervals remaining at 12,000 km/12 months.





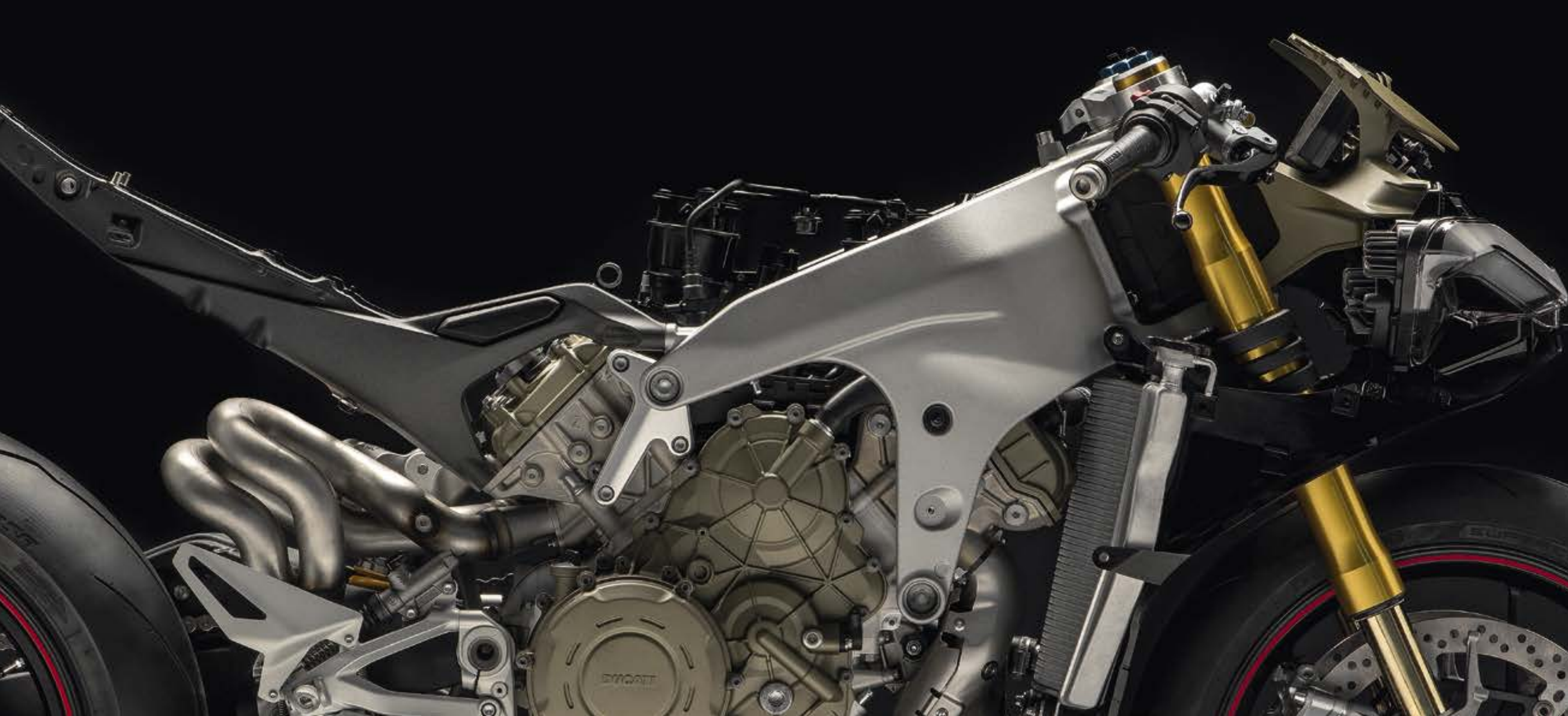
# The synthesis of design perfection

Ducati's racing experience has made the Panigale V4 into an example of what happens when you apply the most innovative technologies to mass production. From the Desmosedici GP has arisen a motorcycle that is unique in terms of the technology applied. The Desmosedici Stradale is, in fact, designed to be a load-bearing component of the new "Front-Frame", whose more compact layout guarantees a lighter weight than a perimeter frame. The new frame, along with the single-sided swingarm, seat support and front subframe, are designed for

maximum agility and precision control. The componentry, developed specifically for the Panigale V4, represents the best that motorcycle manufacturing has to offer. The new Brembo Stylema® brake callipers, mounted exclusively on the Panigale V4, the Öhlins steering damper (S version), light-weight forged Marchesini wheels (S version) and the Pirelli Diablo Supercorsa tyres with a new 200/60 size on the back; the same used in the SBK World Championship, all contribute to the Panigale V4's excellent dynamics.







## The New “Front Frame”: simple and effective

The Panigale V4’s “Front-Frame” distinguishes it from every other Ducati manufactured to date. The evolution of the design strategy adopted for the monocoque, designed for Desmosedici GP, sees the engine become a load-bearing component. Compared to the Monocoque, the “Front-Frame” makes it possible to decouple the torsional and lateral rigidity, so as to achieve the proper amount of pliability where it is needed. The objective is, as always, top performance, which calls for ease of control and responsiveness.









## Born for the track

A power/weight ratio of 1.1 hp/kg. A weight distribution (54.5% front, 45.5% rear) identical to a Desmosedici GP bike. The numbers and the design choices clearly show that the style of the Panigale V4 is that of a true racing bike, but applied to a mass-produced motorcycle. In every race, and in every lap around the track, weight is of the utmost importance. Hence the use of careful design and light materials such as aluminium and magnesium, making it possible to achieve a 90%-fuelled kerb weight of 195 kg for the "S" and Speciale versions.

The "Front-Frame", weighing in at just 4 kg/8.8 lb, features a compact frontal structure, secured directly to the upper half-crankcase of the front cylinder bank head and to the V4 rear cylinder head, with the engine base also acting as a fixing point for the rear suspension and a fulcrum for the single-sided swingarm. The "chassis" is supplemented by a light-weight front subframe in magnesium, and by the shell-cast aluminium seat subframe, secured to the "Front-Frame" at the top, and screwed into the top of the rear cylinder bank head at the bottom.



# Tailor-made racing electronics



The Panigale V4 not only establishes new benchmarks in terms of top performance, but also sets new standards in terms of active safety and dynamics control. Thanks to a state-of-the-art electronics package based on the use of a 6-axis inertial platform (6D IMU), which makes it possible to acquire and record a wealth of information

concerning the motorcycle's dynamic behaviour. The Panigale V4 electronics package, developed in collaboration with Ducati Corse, includes features to control every stage of the ride. The controls' operating parameters are linked to the three Riding Modes: Race, Sport and Street. Each riding mode provides predetermined settings, while leaving the

rider a great many options for personalisation.

Ducati Wheelie Control EVO (DWC EVO) has been updated to provide improved control and even better performance.

Ducati Power Launch (DPL) is a system with three levels for fast starts, and maintains the V4 engine at the optimal revs to achieve maximum acceleration from a starting position.



The Bosch Cornering ABS EVO system, which extends ABS action to riding situations where the vehicle is leaning in curves, has evolved to incorporate new action logic. Level 3 is designed with on-road riding and low-grip conditions in mind. Level 2 enables the "slide by brake" feature, exclusive to the Panigale V4 and designed to

allow the rider to slide into curves safely. Level 1 is intended for use on the track, activates the Bosch Cornering ABS EVO only on the front brakes, but continues to engage the Cornering feature, which allows for hard braking into curves.





The Ducati Quick Shift up/down EVO (DQS EVO), fine-tuned especially for the Panigale V4, uses lean angle information to maximise motorcycle stability when shifting gears in corners. In addition to minimising shift times, the DQS EVO allows downshifting without engaging the clutch, thereby ensuring even more effective braking into corners.

The Engine Brake Control EVO (EBC EVO) has been developed to optimise stability even in extreme turn-in conditions when the motorcycle is leaning, balancing the forces that are acting on the rear tyre in situations with intense application of the Desmosedici Stradale engine brake.

Ducati Traction Control EVO (DTC EVO) is based on a new algorithm that makes its action quicker and more accurate.

The DTC EVO interfaces with the inertial platform, constantly gauging the motorcycle's lean angle and using this information to more precisely determine

what action is required to ensure ideal rear tyre wheelspin. At levels 1 and 2, the DTC EVO allows the rider to engage a new feature, "spin on demand", which makes it possible to use the throttle to close the cornering line by requesting more wheelspin than is permitted by the intervention level.



Ducati Slide Control (DSC) supports the rider by controlling the torque delivered by the Desmosedici Stradale engine based on the slide angle. Its aim is to improve performance coming out of the corner by preventing slide angles that would be tough to handle.



# Moment by moment



The Ducati Electronic Suspension EVO (DES EVO) comes standard on the Panigale S and Panigale Speciale. A fork, monoshock, and steering damper, all by Öhlins, are used with an event-based second-generation Öhlins Smart EC electronic control system. The rider can choose between “Fixed” mode, to be set manually (32 clicks for the fork and monoshock, 10 for the steering damper), and “Dynamic” mode, which adjusts the suspension based on the information recorded by the 6-axis inertial platform. Exclusively on the Panigale V4, the rider has the option to adjust the settings for suspension response in different dynamic situations (braking, cornering, accelerating), offering a truly unique and completely customisable riding experience.







## Brakes inspired by GP

A product of Brembo's MotoGP experience, the new Panigale V4's exclusive technical componentry includes its brake system, which incorporates the brand new Brembo Stylema® monoblock callipers. Machined from a single alloy block, there are some lightened areas on the body and on the fastening bushings that, compared to the previous M50s, make these callipers visibly more compact and light, without loss of rigidity.

The Brembo Stylema® double callipers each have four pistons working on 330 mm diameter disks, guaranteeing outstanding braking power, while at the rear there is a 245 mm single disk with a 2-piston calliper.





# Akrapovič, racing sound and power

The complete Ducati Performance titanium racing exhaust system by Akrapovič (not type-approved for road use) maximises the performance of the Desmosedici Stradale engine, boosting power delivery across the rev range and raising the peak power up to 226 hp. In addition, the allure of the “Twin Pulse” engine’s unique sound.









## State-of-the-art TFT dashboard



Being able to read information rapidly is essential, especially when riding in a sporty style. The Panigale V4 features a 5" TFT high-resolution colour display is distinguished by its new interface and brand new layout and graphics dominated by a virtual circular rev-counter, that uses colours to signal the ideal moment to shift gears.

The rider can choose between two different display modes: The "Track" layout puts lap time in the foreground. "Road" puts the Ducati Multimedia System (DMS) at the forefront, while its rev counter places an emphasis on the mid rpm range, more typical of road use.





# Beyond the limits: The Panigale V4 Speciale

Details that make all the difference, an exclusive dedicated livery, and record-breaking power/weight ratio in a racing design. The Panigale V4 Speciale is a limited and numbered series consisting of 1,500 units.

It features many exclusive elements, such as a billet steering plate with screen-printed logo and progressive number and seat upholstered in Alcantara. Special in its name and componentry: carbon and aluminium parts worked from the solid and DDA+ (Ducati Data Analyzer) with GPS module come as standard equipment.

The Ducati Performance titanium racing exhaust by Akrapovič, provided as an additional accessory with the motorcycle, allows to obtain 226 hp (+12 compared to the Panigale V4 S) and a weight reduction of 7 kg. These figures alone are enough for this Panigale V4 to warrant the name "Speciale".

And due to how it rides, thanks to its magnesium forged Marchesini Racing wheels (available on request), which reduce inertia as a consequence of their weight, 1 kg less than that of the forged aluminium alloy wheels of the V4 S.









# Panigale V4 S Corse MotoGP Style

The Panigale V4 S Corse is the purest expression of the Ducati Racing DNA. The unique and unmistakable livery of the Desmosedici MotoGP, whose matte red is interposed with two shades of grey that meet the light grey of the Front Frame, elevates the Panigale V4 S Corse to the purest expression of sports elegance. An exclusive look for the 214 HP Desmosedici Stradale V4, directly inspired by MotoGP, managed by the electronics of a Bosch 6-axis inertial platform (6D IMU) and supported by a sophisticated Öhlins suspension with an event-based Smart EC control system.







# Safety as standard



Ducati's continuing commitment to design, research and development has the precise objective of guaranteeing state-of-the-art motorcycles characterised by the highest degree of active safety. It is with racing performance in mind and a view to increasing the level of control during the most difficult riding that we continue to develop systems that are always at the cutting edge. The Bosch Cornering ABS EVO on the Panigale V4 controls every moment of braking even when the bike is leaning, which is when the Engine Brake Control EVO system kicks in to fine-tune the braking torque. The acceleration stage is controlled by Ducati Traction Control EVO, Ducati Wheelie Control and Ducati Slide Control. These systems allow the rider to enjoy, in complete safety, the maximum performance of a sport bike belonging to the most powerful series ever built by Ducati.



# More value to your passion

## Ever Red

Extended Warranty

With Ever Red, the quality and reliability of the Ducati brand remain your inseparable travelling companions over time. Ever Red is the exclusive Ducati warranty extension programme. With its activation you can continue to feel protected for 12 or 24 months beyond the expiration of the Ducati Warranty (24 months). Ever Red includes roadside assistance for the entire coverage period and no mileage limits. In this way you can ride for all the kilometres you want, even abroad, enjoying your Ducati without any worries.

To find out if the Ever Red extension is available in your country and for further information contact your Ducati dealer or visit [ducati.com](http://ducati.com).







# Endless excitement

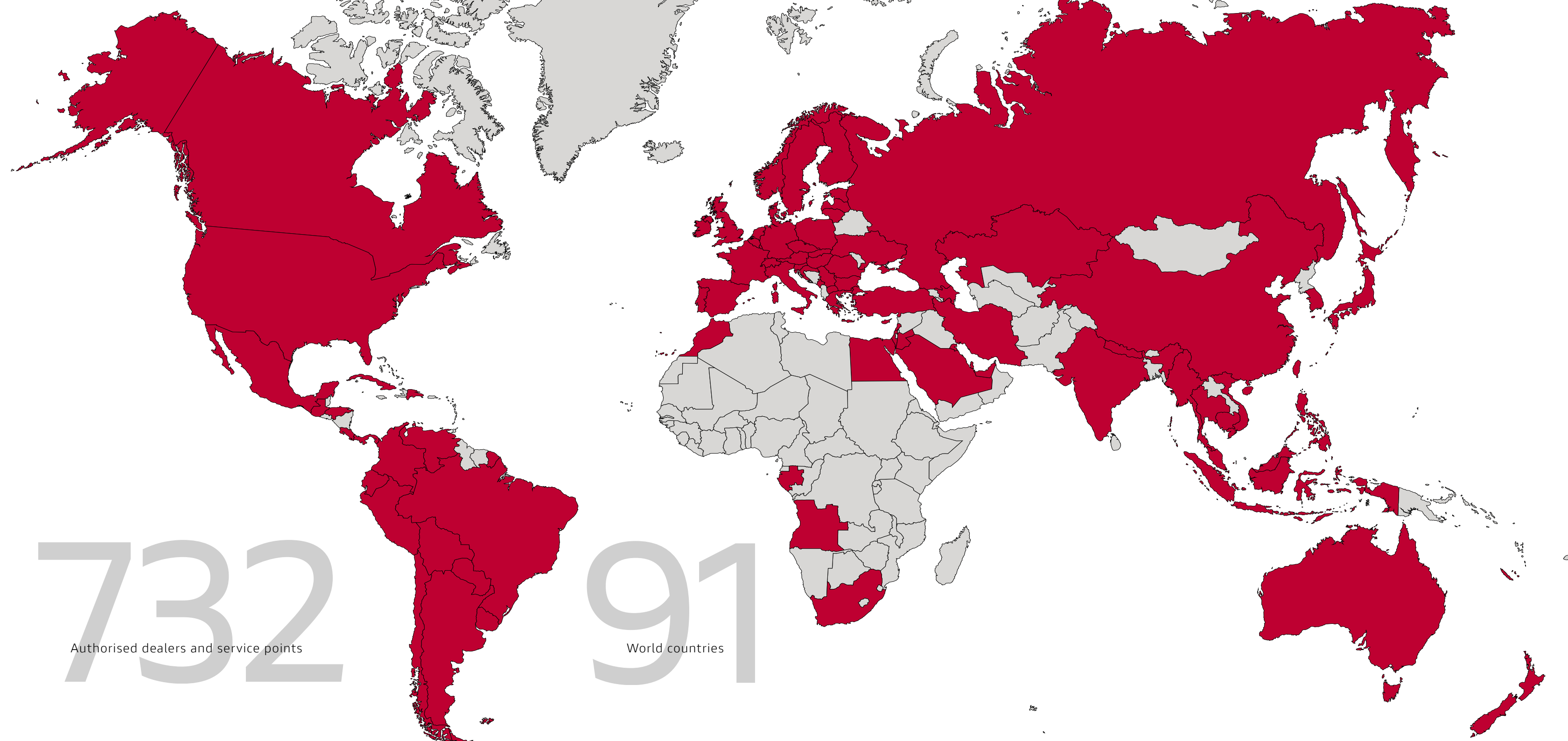
In designing each bike, Ducati constantly strives to ensure maximum reliability while reducing service costs. A commitment that has seen the intervals for the main Desmo Service, in which valve clearance is checked and adjusted if necessary, extended to 24,000 km (15,000 mi) for the Panigale V4. Even 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 high quality standards adopted in terms of 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 those operations needed to keep every Ducati in perfect condition are thoroughly executed, while 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.



\* equal to 15,000 miles.





Always by  
your side

732

Authorised dealers and service points

91

World countries



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 90 countries, thanks to 766 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 capillary support that ensures Ducati quality and professionalism is always close at hand.

\*Information updated as of January 2018



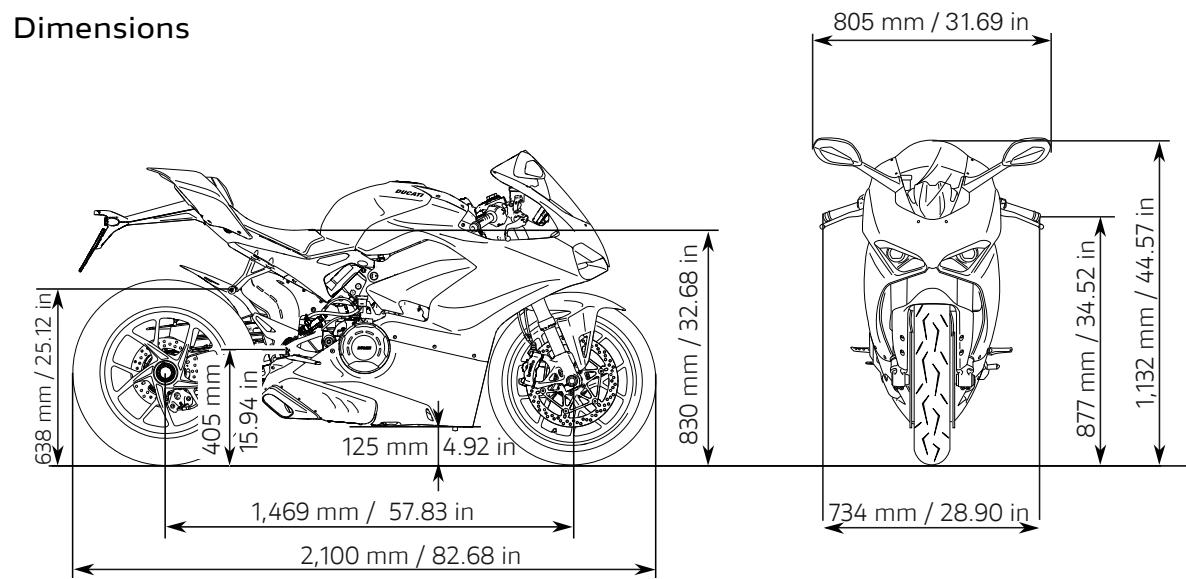


## Technical data and equipment

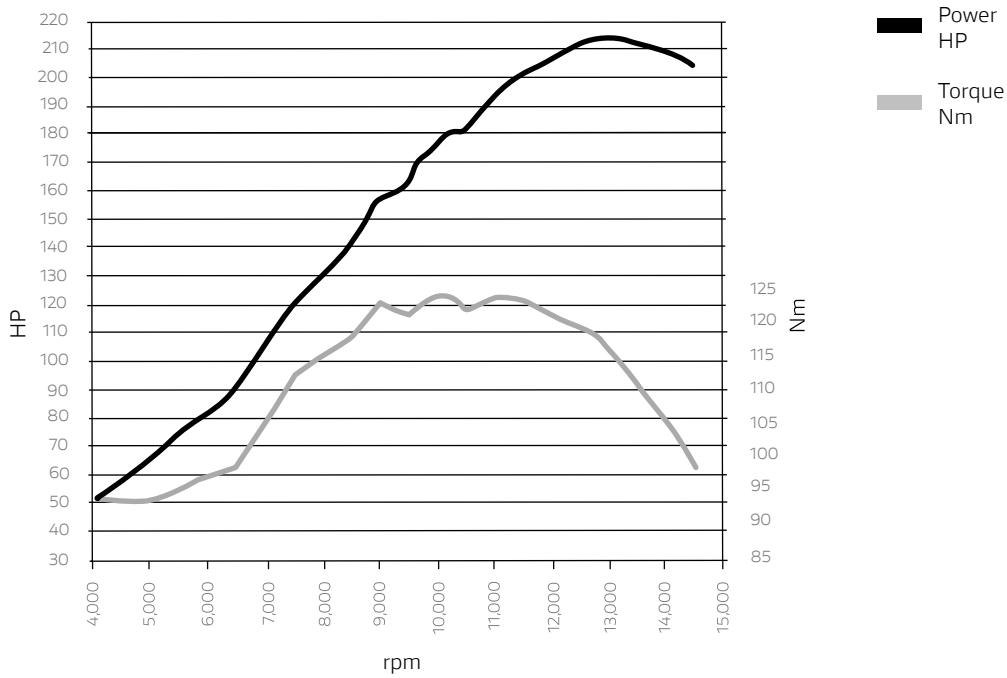


PANIGALE V4

Dimensions



Power and torque



Engine	
Engine	Desmosedici Stradale 90° V4, counter-rotating crankshaft, 4 Desmodromically actuated valves per cylinder, liquid cooled
Displacement	1,103 cc
Bore X stroke	81 x 53.5 mm
Compression ratio	14.0:1
Power *	157.5 kW (214 HP) @ 13,000 rpm
Torque *	124.0 Nm (91.5 lb-ft) @ 10,000 rpm
Fuel injection	Electronic fuel injection system. Twin injectors per cylinder. Full Ride-by-Wire elliptical throttle bodies. Variable length intake system.
Exhaust	4-2-1-2 layout. Two lambda probes and two catalytic converters
Transmission	
Gearbox	6-speed with Ducati Quick Shift (DQS) up/down EVO
Primary drive	Straight cut gears; ratio 1.80:1
Ratios	1=38/14 2=36/17 3=33/19 4=32/21 5=30/22 6=30/24
Final drive	Chain; Front sprocket 16; Rear sprocket 41
Clutch	Slipper and self-servo wet multiplate clutch with hydraulic control

Chassis	
Frame	Aluminium alloy “Front Frame”
Front suspension	Fully adjustable 43 mm chromed steel upside down (USD) Showa BPF fork
Front wheel	5-spoke light alloy, 3.50” x 17”
Front tyre	Pirelli Diablo Supercorsa SP 120/70 ZR17
Rear suspension	Fully adjustable Sachs damper. Single-sided aluminium swingarm
Rear wheel	5-spoke light alloy, 6.00” x 17”
Rear tyre	Pirelli Diablo Supercorsa SP 200/60 ZR17
Wheel travel (front/ rear)	120 mm (4.7 in) - 130 mm (5.1 in)
Front brake	2 x 330 mm semi-floating discs, radially mounted Brembo Monoblock Stylema® (M4.30) 4-piston callipers. Bosch Cornering ABS EVO
Rear brake	245 mm disc, 2-piston calliper with Bosch Cornering ABS EVO
Instrumentation	Next generation digital dashboard with 5” TFT colour display

Dimensions and weights	
Dry weight	175 kg (386 lb)
Weight in running order	198 kg (436 lb)
Seat height	830 mm (32.48 in)
Wheelbase	1,469 mm (57,8 in)
Rake	24.5°
Front wheel trail	100 mm (4 in)
Fuel tank capacity	16 l - 4.23 gallon (US)
Number of seats	Two-seater
Safety and technical equipment	
Riding Modes, Power Modes, Bosch Cornering ABS EVO, Ducati Traction Control (DTC) EVO, Ducati Wheelie Control (DWC) EVO, Ducati Slide Control (DSC), Engine Brake Control (EBC) EVO, Auto tyre calibration	
Standard equipment	
Ducati Power Launch (DPL), Ducati Quick Shift (DQS) up/down EVO, Full LED lighting with Daytime Running Light (DRL), Sachs steering damper, Quick adjustment buttons, Auto-off indicators	
Additional equipment	
Passenger seat and footpegs kit	

Ready for	
Ducati Data Analyser+ (DDA+) with GPS module, Ducati Multimedia System (DMS) and anti-theft	
Warranty	
Warranty	24 months, unlimited mileage
Manutenzione	
Maintenance service intervals	12,000 km (7,500 mi) / 12 months
Valve clearance check	24,000 km (15,000 mi) (Desmo Service)
Type-Approval **	
Standard	Euro 4
CO <sub>2</sub> Emissions	165 g/km
Consumption	6,9 l/100km

DESMO SERVICE

24,000

KM\*

\* equal to 18,000 miles.

Kilometres refer to the first Desmo Service, i.e. when the valve clearance is checked and adjusted if necessary.

\* The power/torque values indicated were measured on a static testing bench according to type-approval standards and match the data read during the type-approval tests as listed on the vehicle’s log book. Max power @ 12,500 rpm for US market only.

\*\* Only for countries where Euro 4 standard applies.



PANIGALE V4 S

Panigale V4		Panigale V4 S
Front suspension	Fully adjustable 43 mm chromed steel upside down (USD) Showa BPF fork	Fully adjustable 43 mm TiN treated upside down (USD) NIX30 Öhlins fork. Hydraulic brake with electronic compression and rebound damping adjustment with event-based mode controlled by Öhlins Smart EC 2.0
Rear suspension	Fully adjustable Sachs damper.	Fully adjustable Öhlins TTX36 damper. Hydraulic brake with electronic compression and rebound damping adjustment with event-based mode controlled by Öhlins Smart EC 2.0.
Steering Damper	Adjustable by Sachs	Electronically event-based-controlled by Öhlins
Front wheel	5-spoke light alloy, 3.50" x 17"	3-spoke Marchesini aluminium alloy, 3.50" x 17"
Rear wheel	5-spoke light alloy, 6.00" x 17"	3-spoke Marchesini aluminium alloy, 6.00" x 17"
Battery	Pb	Lithium-ion
Dry weight	175 kg (386 lb)	174 kg (384 lb)
Weight in running order	198 kg (436 lb)	195 kg (430 lb)



1 NIX30 Öhlins fork with event-based mode controlled by Öhlins Smart EC 2.0

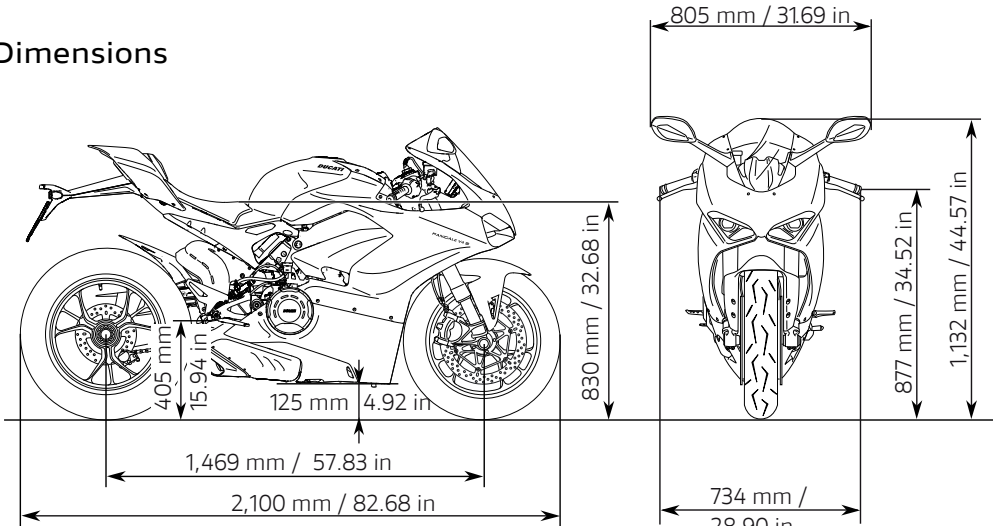
2 Marchesini aluminium forged wheels

3 Öhlins Smart EC TTX36 damper

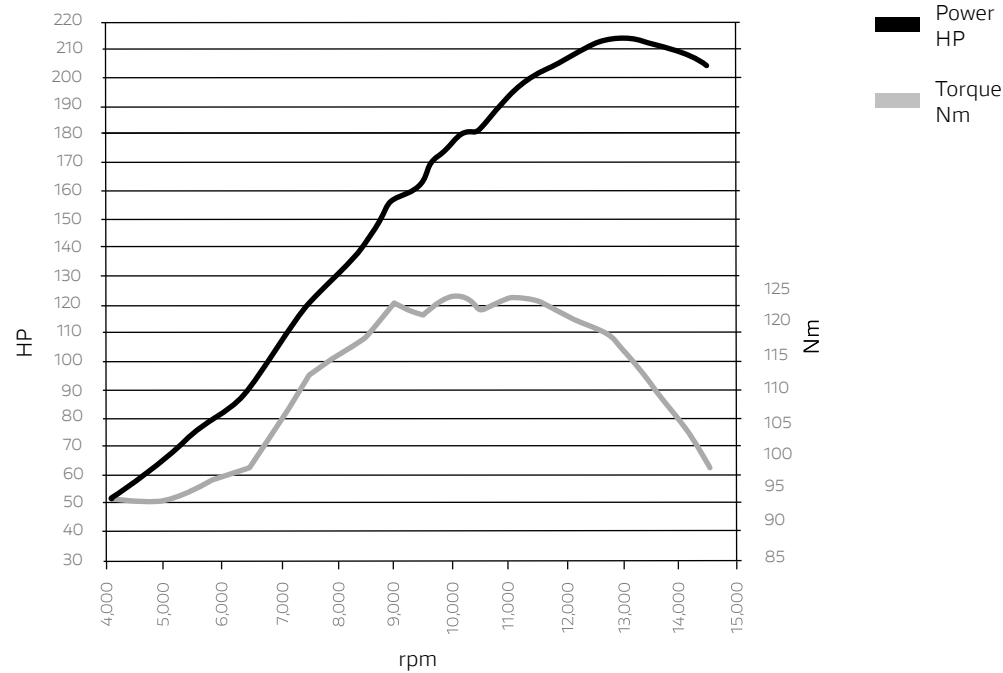


# PANIGALE V4 SPECIALE

## Dimensions



## Power and torque



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Gearbox	6-speed with Ducati Quick Shift (DQS) up/down EVO
Primary drive	Straight cut gears; ratio 1.80:1
Ratios	1=38/14 2=36/17 3=33/19 4=32/21 5=30/22 6=30/24
Final drive	Chain; Front sprocket 16; Rear sprocket 41
Clutch	Slipper and self-servo wet multiplate clutch with hydraulic control

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Front wheel	3-spoke forged aluminium alloy, 3.50” x 17”
Front tyre	Pirelli Diablo Supercorsa SP 120/70 ZR17
Rear suspension	Fully adjustable Öhlins TTX36 damper. Hydraulic brake with electronic compression and rebound damping adjustment with event-based mode controlled by Öhlins Smart EC 2.0 Single-sided aluminium swingarm
Rear wheel	3-spoke forged aluminium alloy, 6.00” x 17”
Rear tyre	Pirelli Diablo Supercorsa SP 200/60 ZR17
Wheel travel (front/rear)	120 mm (4.7 in) - 130 mm (5.1 in)
Front brake	2 x 330 mm semi-floating discs, radially mounted Brembo Monoblock Stylema® (M4.30) 4-piston callipers. Bosch Cornering ABS EVO
Rear brake	245 mm disc, 2-piston calliper with Bosch Cornering ABS EVO
Instrumentation	Next generation digital dashboard with 5” TFT colour display

Dimensions and weights	
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Weight in running order	195 kg (430 lb)
Seat height	830 mm (32.48 in)
Wheelbase	1.469 mm (57,8 in)
Rake	24.5°
Front wheel trail	1000 mm (4 in)
Fuel tank capacity	16 l - 4.23 gallon (US)
Number of seats	Single-seater
Safety and technical equipment	
Riding Modes, Power Modes, Bosch Cornering ABS EVO, Ducati Traction Control (DTC) EVO, Ducati Wheelie Control (DWC) EVO, Ducati Slide Control (DSC), Engine Brake Control (EBC) EVO, Auto tyre calibration	
Standard equipment	
Ducati Power Launch (DPL), Ducati Quick Shift (DQS) up/down EVO, Full LED lighting with Daytime Running Light (DRL), Ducati Electronic Suspension (DES) EVO with Ohlins suspension and steering damper, Quick adjustment buttons, Lithium-ion battery, Auto-off indicators, Marchesini aluminium forged wheels, Carbon fibre front/rear mudguards, Machined-from-solid top yoke with identification number, Alcantara® seat, Dedicated handle grips, Adjustable foot pegs, Carbon fiber heel guard, Carbon fiber cover swinging arm, Racing articulated levers, Brake level protection	

Additional equipment	
Ducati Performance by Akrapovic Titanium full-racing exhaust system, Racing windshield, Machined mirror block-off plates, License plate mount removal plug, Ducati Data Analyser+ (DDA+) with GPS module, Racing fuel tank cap, Paddock bike cover	
Ready for	
Ducati Multimedia System (DMS), Anti-theft system	
Warranty	
Warranty	24 months, unlimited mileage
Maintenance	
Maintenance service intervals	12,000 km (7,500 mi) / 12 months
Valve clearance check	24,000 km (15,000 mi) (Desmo Service)
Type-Approval **	
Standard	Euro 4
CO <sub>2</sub> Emissions	165 g/km
Consumption	6.9 l/100km



\* equal to 18,000 miles.

Kilometres refer to the first Desmo Service, i.e. when the valve clearance is checked and adjusted if necessary.

\* The power/torque values indicated were measured on a static testing bench according to type-approval standards and match the data read during the type-approval tests as listed on the vehicle's log book. Max power @ 12,500 rpm for US market only.

\*\* Only for countries where Euro 4 standard applies.



PANIGALE V4  
SPECIALE

Panigale V4		Panigale V4 Speciale
Colour	Ducati Red	Tri-colour livery
Front suspension	Fully adjustable 43 mm chromed steel upside down (USD) Showa BPF fork	Fully adjustable 43 mm TiN treated upside down (USD) NIX30 Öhlins fork. Hydraulic brake with electronic compression and rebound damping adjustment with event-based mode controlled by Öhlins Smart EC 2.0
Rear suspension	Fully adjustable Sachs damper.	Fully adjustable Öhlins TTX36 damper. Hydraulic brake with electronic compression and rebound damping adjustment with event-based mode controlled by Öhlins Smart EC 2.0.
Steering Damper	Adjustable by Sachs	Electronically-controlled by Öhlins
Wheels	5-spoke light alloy	Marchesini 3-spoke forged aluminium alloy
Battery	Pb	Lithium-ion
Machined-from-solid top yoke with progressive numbering	-	✓
Carbon fibre front mudguard	-	✓
Carbon fibre rear mudguard	-	✓
Carbon fibre heel guard	-	✓
Carbon fibre and titanium swingarm cover	-	✓
Seat upholstered in Alcantara	-	✓
Dedicated handle grips	-	✓
Machined-from-solid adjustable footpegs kit	-	✓
Articulated brake and clutch levers	-	✓
Front brake lever guard	-	✓
Number of seats	Two-seater	Single-seater
Additional equipment	Passenger seat and footpegs kit	Ducati Performance by Akrapovič full-racing exhaust system, Racing windscreen, Aluminium mirror block-off plugs, License plate mount removal kit, Ducati Data Analyzer+ (DDA+) with GPS module, Racing fuel-tank cap, Bike cover
Dry weight	175 kg (386 lb)	174kg/384 lb - 167 kg/368 lb with racing configuration
Weight in running order	198 kg (436 lb)	195 kg/430 lb - 188 kg/414 lb with racing configuration
Marchesini Racing magnesium forged wheels	-	Available on request



1 Seat upholstered in Alcantara®

2 Marchesini Racing magnesium forged wheel available on request

3 Aluminium footrests worked from solid



## PANIGALE V4

Colour: Ducati Red  
Frame: Light Grey



## PANIGALE V4S

Colour: Ducati Red  
Frame: Light Grey





# **PANIGALE V4 S** **CORSE**

Colore: Ducati MotoGP  
Telaio: Light Grey



This picture shows the Panigale V4 S Corse complete with mirror-removal and licence plate holder kits available as Ducati Performance accessories.



## **PANIGALE V4** **SPECIALE**

Colour: Tri-colour livery  
Frame: Light Grey

Configuration with magnesium forged wheels Marchesini Racing  
(weight reduction = 1 kg/2.2 lb) available on request



The photo shows the Panigale V4 Speciale fitted with the Ducati Performance by Akrapovič exhaust system, not type-approved for road use





## Accessories






1 Complete titanium exhaust assembly



2 Racing silencer



For more information about the accessories range, technical specifications and instructions, visit a Ducati Dealer or the Accessories section of the [ducati.com](https://www.ducati.com) site.

 This product is designed exclusively for race bikes ridden on a closed racetrack. Its use on public roads is forbidden by law.





1 Carbon fibre tank cover



For more information about the accessories range, technical specifications and instructions, visit a Ducati Dealer or the Accessories section of the [ducati.com](https://www.ducati.com) site.







- |   |                                  |   |  |   |
|---|----------------------------------|---|--|---|
| 1 | Rider comfort seat               | 2   | Brake lever - Brake lever protection     |  |
| 3 | Carbon fibre number plate holder |  4 | Carbon fibre and titanium swingarm guard |  |

For more information about the accessories range, technical specifications and instructions, visit a Ducati Dealer or the Accessories section of the [ducati.com](https://www.ducati.com) site.







1



2

Billet aluminium tank filler plug

A

2

Accessories Ducati by Rizoma

A

For more information about the accessories range, technical specifications and instructions, visit a Ducati Dealer or the Accessories section of the [ducati.com](https://www.ducati.com) site.





1 Large smoke-tinted Plexiglas windshield



F 2 Mirror hole caps

A



1 Pair of LED turn indicators



2 Ducati Data Acquisition kit complete with GPS module



3 Anti-theft kit

JPN

## Other accessories for your Panigale V4

Carbon fibre front mudguard

Carbon fibre rear mudguard

Clutch lever

Oversized windscreen

Set of adapters for brake and clutch fluid reservoirs

Carbon fiber heel guards

M Adjustable rider footpeg kit

M Lower fairings

■ Upper racing fairing kit

T Lower racing fairing kit

Oil filler plug

M Front fork slider

GPS module

Ducati Multimedia System

A Racing seat in technical fabric

■ Rider comfort seat

Passenger comfort seat

Panigale V4 Tyre Warmer Set

Soft tank bag

A Adhesive tank protector

V4 black adhesive tank protection

Indoor storage bike canvas cover

UK

M



This product is designed exclusively for race bikes ridden on a closed racetrack. Its use on public roads is forbidden by law.



This accessory is not approved for road circulation.



This accessory is approved for road circulation in Europe.



This accessory cannot be used/sold in United Kingdom



For racing use only. The product marked with this symbol can only be used on competition vehicles. Use outside a competition track of motorcycles equipped with this product is prohibited by law. Verify any further restrictions with the relevant race course. Motorcycles equipped with this accessory are prohibited from operating on public roads.



This accessory cannot be used/sold in Japan.



Silencer type-approved according to European Standard 2005/30/EC.

A Anodized

M Matt

F Tinted

T Clear

■ Red

■ Black

■ Silver





# Apparel

Alessandro Valia (Ducati Official Tester), in action on the Mugello race track, wearing the Ducati Corse K1 racing suit in kangaroo leather that he helped to develop and test. To complete the racing outfit, the Ducati Corse Speed full-face helmet and Ducati Corse C3 gloves and boots.

Ducati Apparel Collection designed by ***Drudi Performance***





**Ducati Corse K1**  
Racing suit  
9810445\_perforated  
Available also in the SuMisura  
programme



**Ducati Corse Speed**  
Full-face helmet  
98104051\_ECE  
98104052\_USA  
98104053\_JAP





#### Ducati Corse C3

Leather gloves

98104203\_black  
98104216\_red

#### Ducati Corse D-air® K1

Racing suit

Available only in the SuMisura  
programme

#### Ducati Corse V3

Full-face helmet

98104700\_ECE  
98104701\_USA  
98104702\_JAP

#### Ducati Corse C4

Racing suit

9810451\_perforated  
Available also in the  
SuMisura programme







### Ducati Corse C3

Racing boots

9810417\_

### Slider Ducati V2

Set of sliders

981033275\_red

981033276\_black

### Ducati Corse Carbon 2

Full-face helmet

98105010\_ECE

98106010\_USA

98106020\_JAP

### Redline T1

Trolley

981040451







# Ducati SuMisura

Ducati SuMisura is a project created especially for Ducati enthusiasts so that they can customise the layout or fit of their suit and make it a perfect match for their body shape. You can create a suit that is unique and exclusive to be manufactured on a highly specialised production line. Use the configurator on the [ducatisumisura.com](http://ducatisumisura.com) website to design your SuMisura suit.

**Ducati Corse C4**  
Two-piece racing suit  
Available only in the SuMisura  
programme

**Ducati Corse D-air® K1**  
Racing suit  
Available only in the SuMisura  
programme




Riding a motorcycle is the most exciting way to enjoy the road, and offering the utmost safety to the motorcyclist 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 for adequate protection and increased visibility. The safety of motorcyclists is Ducati's commitment. For more information visit the safety section of the Ducati site ([www.ducati.com](http://www.ducati.com)).


WARNING: The photos and technical information in this catalogue may refer to prototypes subject to modifications during production and are purely for illustration and reference purposes, and are therefore not binding on Ducati Motor Holding S.p.A. Sole Shareholder Company - Company subject to the direction and coordination of AUDI AG ("Ducati"). Ducati cannot be held responsible for any print and/or translation errors. This catalogue is transnational and therefore some products may not be available and/or their features may vary in accordance with local laws. Not all colours and versions are available in each country. Ducati reserves the right to make changes and improvements to any product without obligation of prior notice or to make such changes to products already sold. Further characteristics of the products are contained in the pertinent owner's manuals. The products represented are not definitive versions and are therefore subject to significant changes at Ducati's discretion without prior notice. The photographs published in this catalogue show only professional riders under controlled street conditions. Do not attempt to imitate such riding behaviour as it could be dangerous for you or other people on the road. This catalogue, including but not limited to the trademarks, logos, texts, images, graphics and table of contents herein, constitute Ducati intellectual property, or in any event Ducati has the right to reproduce it; any reproduction, modification or other whole or partial use of the catalogue or its contents, including publication on the Internet without the prior written consent of Ducati, is prohibited.

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, standard equipment and the fuel tank filled to 90% of its useful capacity (UE regulation no. 168/2013). For more information visit [www.ducati.com](http://www.ducati.com). Printed in November 2018.



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**ADVANCE**  
ADVANCED LUBRICANTS

Technical partner  **PIRELLI**