

PANIGALE V4R







# The sound of Excellence

The new Panigale V4 R brings the performance, technology and prestige of the Ducati World Superbike Team to the road. The “R” has long since represented Ducati race bike models and the new Panigale V4 R really sets the bar. With its 221 hp and 193 Kg weight, it offers the best weight/power ratio in its category: a true race bike, homologated for road use. Exceptional values for a 998cc engine, which become even more surprising when the bike is equipped with a full-racing Ducati Performance exhaust by Akrapovič (available as an accessory), bringing maximum power to 234 hp (174 kW) at 15,500 rpm. The new Desmosedici Stradale R engine stands out for its 998 cubic centimetres, to ensure it falls within the limits of the Superbike regulation, and its dry clutch, which replaces the wet and brings the Panigale V4 R even closer to the world of MotoGP. Developed in synergy with Ducati Corse, the new Panigale V4 R shows off that racing spirit from every angle, from its aerodynamic design to its Öhlins-based chassis, from its performance to the sound of the Desmosedici Stradale R engine.



Discover the  
Panigale V4 R



# First-rate performance



The 90° V4 engine on the new Panigale V4 R delivers 221 hp (162 kW) at 15,250 rpm and torque of 112Nm at 11,500 rpm, with the limiter set at 16,000 rpm (16,500 rpm in sixth gear). Taking the 1103 cc V4 as a starting point, the Desmosedici Stradale R has undergone a series of operations to bring it ever closer to that used in MotoGP. The use of lightweight components and optimised solutions result in a more extreme character, delivery designed to guarantee the utmost in track performance. The beating heart of the new Panigale V4 R retains a bore measurement of 81 mm while stroke is increased to 48.4 mm thanks to a new forged steel crankshaft (1100 grams lighter), moulded aluminium pistons with single compression ring plus oil



ring, and four titanium con rods, each equating to a 100-gram weight saving. The dedicated profiles of the Desmodromic system's four camshafts offer greater valve lift (the intake valves in titanium), the valves equipped with half cones, also in titanium, a solution usually only seen on race engines. The cylinder heads are the fruit of a dedicated fluid dynamic design that had led to the creation of larger intake ducts. The Desmosedici Stradale R takes in air thanks to four new oval throttle bodies with aerodynamic throttle openings and equivalent diameter boosted by 4 mm (to a total of 56 mm), which are connected to variable-height air intake horns of dedicated length to maximise intake across the full rev range.



The R engine breathes using a high-permeability air filter. The unique Ducati V4 firing order known as Twin Pulse remains unchanged, giving the Panigale V4 R a sound that is even closer to that of the Desmosedici MotoGP. In line with MotoGP, where the only thing that counts is maximum performance, the Panigale V4 R is also equipped with a dry clutch. The V4 R mounts an STM EVO-SBK clutch, created in billet aluminium with a 48-tooth clutch basket and plate set; the nine take-up plates and nine drive plates measure 138 mm in diameter. This makes for significantly enhanced riding sensations during extreme track use, the dry clutch in particular ensuring a more efficient anti-wheelie function even with aggressive shifting, as well

as greater fluidity during “off-throttle” phases. The level of “mechanical” engine brake can even be personalised, with the selection of a different secondary spring from the Ducati Performance accessories catalogue. Other benefits include the absence of resistance opposed by the engine oil, and cleaner oil, due to the fact that dust from disc wear does not enter the lubrication circuit. Last but not least, the iconic mechanical noise of the dry clutch is an exciting sound for the most passionate of Ducatisti. The 998 cc 90° V4 ensures 12,000 km/12-month maintenance intervals, the Desmo Service required every 24,000 km.



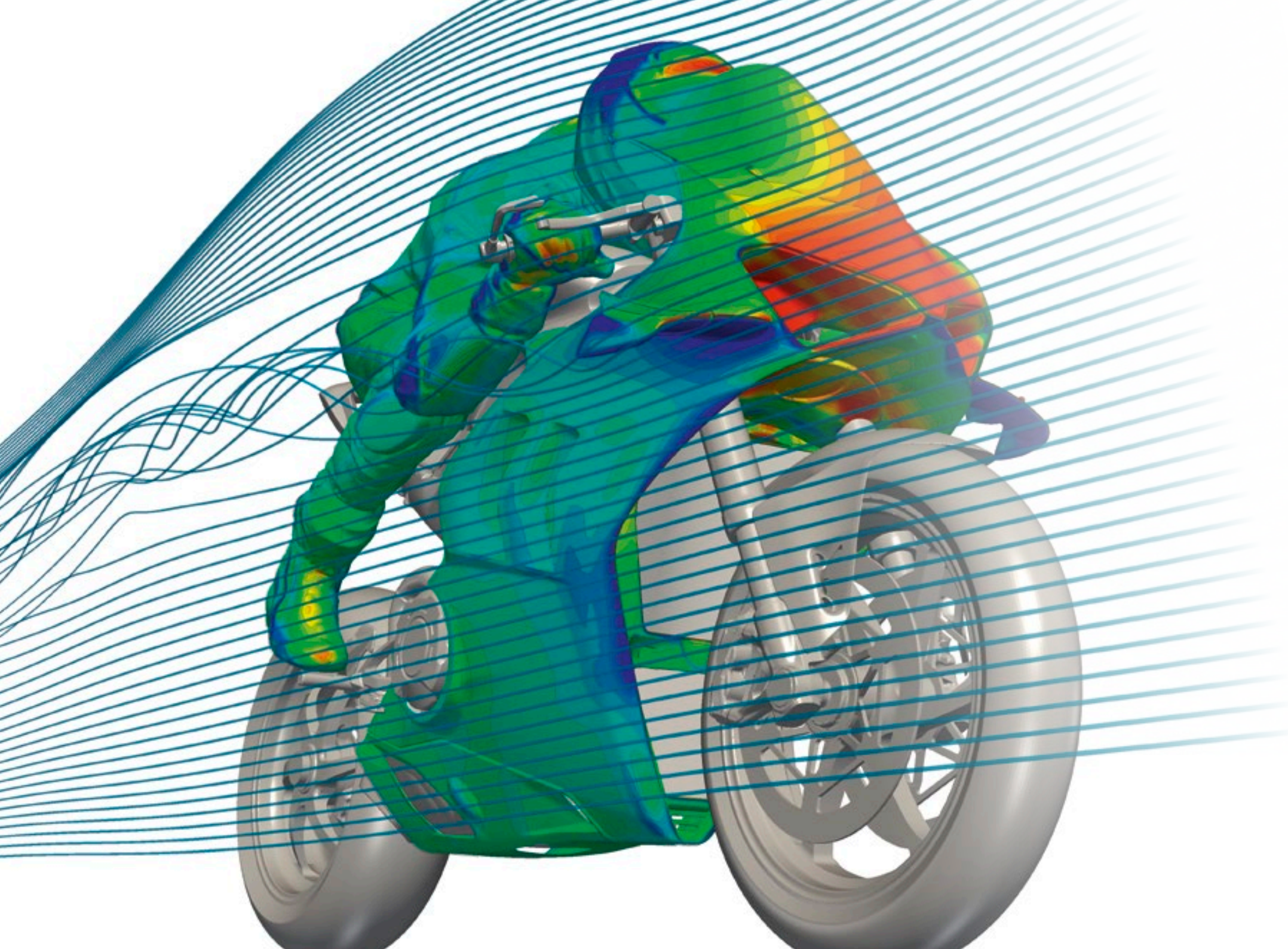


## Chassis at the service of performance

The chassis of the new Panigale V4R has been optimised for racing. The “Front Frame” satisfies rigidity targets set by Ducati Corse thanks to the specific lightening of its sides, while Öhlins suspension comes in the shape of professional mechanical units, considering the bike’s intended track vocation, in place of the semi-active Öhlins event-based suspension of the Panigale V4 S. The new Panigale V4 R mounts the new 43 mm diameter Öhlins NPX 25/30 pressurised fork with TiN treatment at the front, and an Öhlins TTX36 shock at the rear. Even the Öhlins steering damper favours mechanical over electronic adjustment. With respect to a traditional system, the pressurised system reduces the risk of oil cavitation, for better bump absorption as well as excellent braking stability and support, which translates into greater front-end feeling for the rider. Chassis modifications are completed with an adjustable 4-position swingarm pin, to increase the range of adjustment.

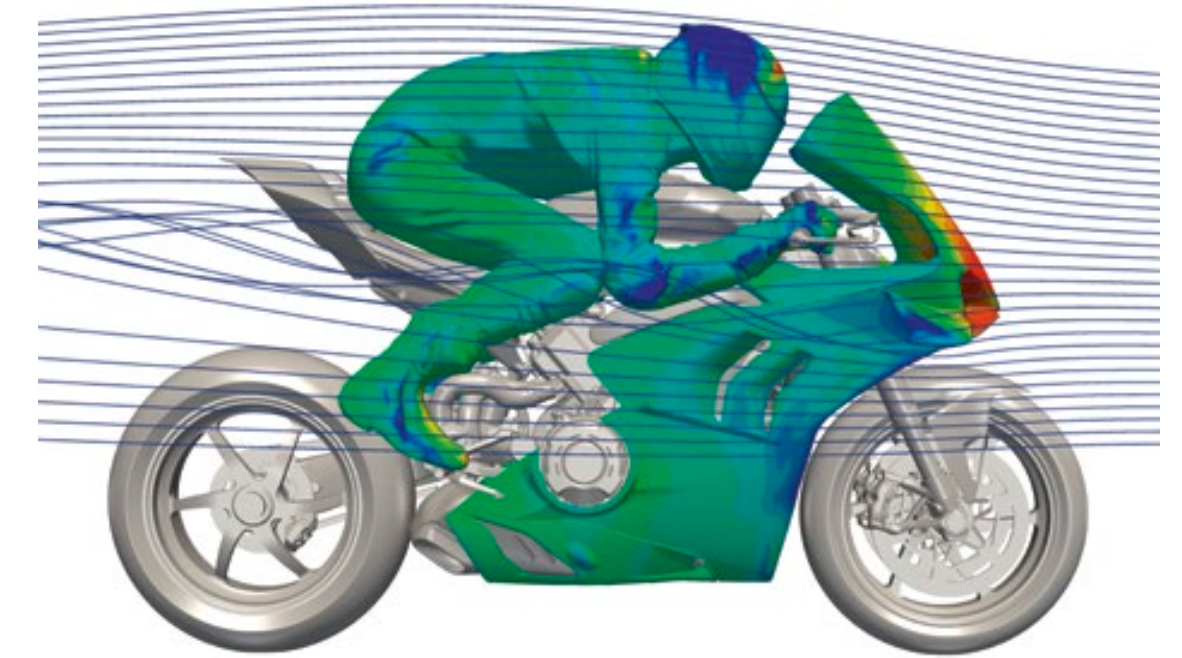






## Racing aerodynamics

The new Panigale V4 R boasts a race-inspired livery, with visible aluminium fuel tank, carbon fibre components and forged aluminium Marchesini wheels in total black, but its real stand-out feature is its aerodynamics package, developed by Ducati Corse in collaboration with the Ducati Style Centre. The result is a fairing that fully satisfies the needs of factory Ducati Superbikes, while still respecting Panigale style features. The system comprises a larger and more protective fairing, to ensure greater aerodynamic penetration, lateral air extractors to optimise operating temperature during race use, and carbon fibre aerodynamic appendages deriving from the GP16. The aerodynamic appendages, together with the specific design of the fairing, increase overall downforce (+ 30 kg in total at 270 km/h) without impacting on top speed. Greater downforce means less front wheel "floating" at high speed and less wheelieing, as well as increased stability during the braking, corner entry and cornering phases. This dynamic behaviour results in quicker lap times, as it reduces electronic control intervention so that the rider can brake later, even when cornering has already begun.



+30 kg (42%) of downforce at 270 km/h

**Better aerodynamic protection**  
**Better high speed stability**  
**Better stability in entry corner and tuning**  
**Better front wheel feeling**  
**Less wheelie tendency**  
**Less front tyre blocking in braking**  
**No impact on Vmax speed**



# MotoGP electronics

The new Panigale V4 R is equipped with a latest-generation electronics package that controls all riding phases and is based on the use of the 6-axis Bosch inertial platform (6D IMU – Inertial Measurement Unit), with revised intervention logic to offer professional riders maximum support. The electronic control package on the new Panigale V4 R comprises: Bosch ABS Cornering EVO, Ducati Traction Control (DTC) EVO with a new MotoGP-derived algorithm, Ducati Slide Control (DSC), Ducati Wheelie Control (DWC) EVO, Ducati Power Launch (DPL), Ducati Quick Shift up/down (DQS) EVO, Engine Brake Control EVO (EBC) EVO. DTC EVO strategy has been further developed with the implementation of a “derivative” management branch that identifies the intensity of any loss in grip for more predictive and smoother control, softening movement particularly when grip levels are less than ideal. The operational parameters for each control are automatically associated with the new Panigale V4 R’s three Riding Modes. Electronic equipment also includes the Pit Limiter (PIT) that, once activated, automatically limits bike speed along the pit-lane and the Ducati Lap Timer GPS (DLT GPS), integrated into the dash and boasting advanced functionality, such as the ability to identify and display intermediate times.







# PANIGALE V4 R

\* US/Canada/Mexico: 153 kW (209 hp) @ 13,250. \*\* 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).  
\*\*\* Only for countries where Euro 4 standard applies.

Engine	Desmosedici Stradale 90° V4, rearward-rotating crankshaft, 4 Desmodromically actuated valves per cylinder, liquid-cooled
Displacement	998 cc
Power*	162kW (221 hp) @15,250 rpm - 174 kW (234 hp) @ 15,500 rpm with full-racing exhaust
Torque*	112 Nm (83 lb-ft) @ 11,500 rpm - 119 Nm (88lb-ft) @ 11,750 rpm with full-racing exhaust
Frame	Aluminum alloy “Front Frame” with modified stiffness
Front suspension	Fully adjustable Ø 43 mm Öhlins NPX25/30 pressurized fork with TiN treatment.
Front tyre	Pirelli Diablo Supercorsa SP 120/70 ZR17
Rear suspension	Fully adjustable Öhlins TTX36 unit. Aluminium single-sided swingarm. Adjustable pivot position +/- 3 mm
Rear tyre	Pirelli Diablo Supercorsa SP 200/60 ZR17
Front brake	2 x Ø 330 mm semi-floating discs, radially mounted Brembo Monobloc Stylema® (M4.30) 4-piston callipers with Bosch Cornering ABS EVO
Rear brake	Ø 245 mm disc, 2-piston calliper with Bosch Cornering ABS EVO
Dry weight	172 kg (379 lb)
Kerb weight**	193 kg (425 lb)
Seat height	830 mm (32.7 in)
Fuel tank capacity	16 l (4.23 US gal)

**Emissions and consumption\*\*\***  
Standard Euro 4 - Emissions CO<sub>2</sub> 175 g/km - consumptions 7,3 l/100 km



1 Tank in brushed aluminium



2 Fully adjustable Öhlins TTX36 shock



3 Pit Limiter activation key (PIT)

**Standard 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, Ducati Power Launch (DPL), Ducati Quick Shift (DQS) up/down EVO, Full LED headlight with Daytime Running Light (DRL), GPS module, Lap Timer EVO, PIT limiter, Ohlins steering damper, Lithium battery, Rapid control selection, Turn signal auto-off, Marchesini forged aluminium wheels, Carbon heat shield and front mudguard, High-permeability air filter, Ducati Data Analyser+ (DDA+). Ready for: Ducati Multimedia System (DMS), anti-theft system. Additional equipment: Aluminium mirror hole cover, Licence plate removal kit.



# Apparel & accessories



Racing configuration: full racing Ducati Performance exhaust by Akrapovic, mirror hole covers and set with cover for removing number plate holder.	
Max power	234 hp
Dry weight	165,5 kg (365 lb)
Power/weight ratio	1.41

**Ducati Corse C4**  
Racing suit  
Available also in the SuMisura  
programme  
9810451\_perforated

**Ducati Corse V3**  
Full-face helmet  
98104700\_ECE  
98104701\_USA  
98104702\_JAP

**Ducati Corse C3**  
Racing boots  
9810417\_

**Ducati Corse C3**  
Leather gloves  
98104203\_black  
98104216\_red

**Ducati Corse D|air® C2**  
Racing suit  
Available only in the  
SuMisura programme

**Ducati Corse Carbon 2**  
Full-face helmet  
98105010\_ECE  
98106010\_USA  
98106020\_JAP

**Dovizioso**  
Sunglasses  
987699440

**Ducati Corse Power**  
Cap  
987699110

Ducati Apparel Collection designed by  
**Drudi Performance**



1 Complete titanium exhaust assembly

2 Carbon swingarm guard





# Safety as standard



The continuous work that Ducati carries out in terms of design, research and development serves to ensure cutting edge bikes characterised by maximum active safety levels. A commitment that involves the definition of increasingly advanced technological systems to increase the rider's level of control, such as the Ducati Safety Pack (DSP) that, for Panigale V4 R, includes Bosch ABS and Ducati Traction Control (DTC). Equipment that optimises the bike's dynamic performance in both braking and acceleration and that offers numerous levels of adjustment with three different intervention levels for the Bosch ABS and eight for the Ducati Traction Control (DTC).

# 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, to be extended to 24,000 km for the Panigale V4 R. Even the simplest of checks, such as the Oil Service, are extended to 12,000 km 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




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 91 countries, thanks to 732 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.

\*Information updated as of October 2018







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




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 is not approved for road circulation.




Accessory type-approved for road use.




Type-approved silencer according to Regulation (EU) No. 168/2013 of 15/01/2013




This accessory cannot be used/sold in Japan.




Japan.




European.




Anodized




Matt




Tinted




Clear




Phantom Gray




Star White Silk



Red



Black



Silver

91750121ZE



ducati.com


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 December 2018



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