



## DUCATI STREETFIGHTER V4

The Panigale V4 stripped of the fairings, with a high and wide handlebar, 178 kg on the scale, powered by 1100 cc Desmosedici Stradale delivering 208 hp kept in hand by biplane wings and a complete electronic package, this is the "Fight Formula" that gives life to the Streetfighter V4. The result is a modern and technological naked bike with an aggressive and emotional design, which does nothing to hide its high performances.

The minimalist full-LED headlight captures the spirit of the Streetfighter V4 perfectly: recalling the front of the Panigale V4, it also evokes the grin of the Joker (the comic strip character from which the designer of the new naked drew inspiration). True Ducati design is also evident in the V-shaped DRL, already featured on the Panigale V4 and SuperSport.

On the Streetfighter, the Front Frame and Desmosedici Stradale engine take centre-stage. Only partially screened by superstructures that have been cut to a bare minimum, their sharp lines create a clean, essential whole. The low, lunging front end flows out from the tank, giving the Streetfighter the look of a predator coiled for the pounce.

In keeping with streetfighter culture, the clip-on handlebars have been replaced with a high, wide bar that, together with a moderated footpeg position, make the riding position sporty yet agile, perfect for ripping up the road.

Such powerful design demands a powerful engine, and the 1103 cm<sup>3</sup> Desmosedici Stradale 208 hp fits the bill: for a naked, it packs an impressive punch, yet dedicated engine mapping lets the rider control the power with confidence. The engine - combined with a kerb weight of 178 kg (of the "S" version) - takes the power/weight ratio to 1.17. Performance can be further improved by mounting the full-racing Ducati Performance exhaust by Akrapovič, which boosts power to 220 hp and reduces weight by 6 kg.

Feisty Streetfighter V4 performance is kept under control by sophisticated electronics lifted directly from the Panigale V4 and the 'biplane' wings developed by Ducati Corse aerodynamicists.

Brought forward to maximise their effect, the wings generate 28 kg of downforce at 270 kph, attenuating front wheel 'floating' at high speed and the tendency to wheel-up. They also boost stability during braking at the turn-in point and through the corner. On the road, this dynamic behaviour instils confidence. On the track, instead, it boosts performance by limiting electronic control intervention and allowing delayed braking.

The latest-generation electronics package on the Streetfighter V4 is based on a 6-axis Inertial Measurement Unit (6D IMU) which instantly detects the bike's roll, yaw and pitch angles. The electronics oversee every part of the ride: some controls manage start, acceleration and braking, others handle traction, while some lend a helping hand on corners and out-of-the-corner stretches.

An S version of the Streetfighter V4 is also available. This features Marchesini forged wheels and Öhlins electrically controlled suspension (43 mm NIX30 forks and TTX36 monoshock) and steering damper. The latter use the second-generation Öhlins Smart EC 2.0 system which, in addition to making full use of the IMU 6D, provides a more rider-friendly interface.



## The range

### Streetfighter V4

- > **Colour**
  - Ducati Red with dark grey frame and black wheels
  
- > **Main as-standard features:**
  - 1103 cm<sup>3</sup> Desmosedici Stradale engine
  - Front frame
  - 16-litre aluminium tank with under-seat extension
  - Fully adjustable 43 mm Showa Big Piston Fork (BPF)
  - Fully adjustable Sachs monoshock
  - Sachs steering damper
  - Braking system with Brembo Stylema® monobloc calipers
  - Pirelli Diablo Rosso Corsa II tyres (rear 200/60)
  - 'Biplane' wing configuration
  - Latest-generation electronics package with 6-axis Inertial Measurement Unit (6D IMU): ABS Cornering EVO; Ducati Traction Control (DTC) EVO 2; Ducati Slide Control (DSC); Ducati Wheelie Control (DWC) EVO; Ducati Power Launch (DPL); Ducati Quick Shift up/down (DQS) EVO 2; Engine Brake Control (EBC) EVO
  - Keys for fast level changes
  - Full-TFT 5" screen
  - Riding Modes (Race, Sport, Street)
  - Full-LED headlight with DRL
  - Two-seater configuration
  - Ready for Ducati Data Analyser+ GPS (DDA+ GPS) and Ducati Multimedia System (DMS)

### Streetfighter V4 S

- > **Colour**
  - Ducati Red with dark grey frame and black wheels
  
- > **Main as-standard equipment - as per Streetfighter V4 except for:**
  - Ducati Electronic Suspension (DES) EVO
  - Öhlins NIX-30 forks with Öhlins Smart EC 2.0 control system
  - Öhlins TTX 36 shock absorber with Öhlins Smart EC 2.0 control system
  - Öhlins steering damper with Öhlins Smart EC 2.0 control system
  - Forged aluminium Marchesini wheels



## Emotional design

The Panigale V4, stripped of its fairings and with high, wide handlebars. This, in short, is the underlying concept of the new Streetfighter V4, a bike that magnifies the thrill of the ride every time it takes to the road.

The result? An unrivalled naked bristling with cutting-edge technology and an awe-inspiring design that oozes pure performance.

The minimalist full-LED headlight captures the spirit of the Streetfighter V4 perfectly. On the one hand, it recalls the front of the Panigale V4 and, on the other, evokes the crazy grin of the Joker (the comic strip character from which the Ducati Style Center drew inspiration for this new Bologna-built naked). Already featured on the Panigale V4 and SuperSport, the V-shaped DRL is another clear Ducati hallmark.

The compact headlight is embedded in a meticulously designed dual-layer fairing that incorporates the air-box and LED cooling intakes; a rear deflector, instead, stops flows impacting the tank directly. The headlight is surmounted by a 5" TFT screen (the same as the one on the Panigale V4) and features a smartly styled front cover that hides connectors and wiring.

The low, lunging front end flows out from the tank, giving the Streetfighter V4 the look of a predator coiled for the pounce.

The Front Frame and Desmosedici Stradale engine have been made as evident as possible. Partially screened by superstructures that have stripped to a minimum, their sharp lines and sculptural styling create a clean, essential whole. Behind the radiator, F1-inspired hot air vents combine practicality and style. These also have a structural function as they're attached directly to the frame and merge with the dual, overlapping wings that - in addition to adding an evident MotoGP element - generate the downforce needed to maximise stability at high speeds. A colour scheme that sandwiches the black vent between two red panels makes the side-on view even more dynamic.

## Ergonomics

Compared to the Panigale V4, the riding position - with an above-ground height of 845 mm - has been redefined as per the specifications of a naked model. In keeping with streetfighter culture, the semi-handlebars have been replaced by a high, wide bar that, together with a seat with 60 mm of foam thickness and moderated footpeg position, ensures sports-style comfort during inner city rides and the control needed to tackle country roads or racetracks.

While maintaining many of the Panigale's stylistic features, the tail is supported by a steel subframe and has been redesigned to enhance passenger comfort and give the rider more lengthways space.



## Ducati Corse biplane wings

Fast, agile mixed-road performance demands maximum stability at high speed and when braking, reduced wheel-up during acceleration and minimised electronic control of the suspension set-up: that's why Ducati Corse specialists have, together with the Ducati Style Centre, developed biplane wings for the Streetfighter V4.

The aerodynamics were developed using CFD (Computational Fluid Dynamics) simulation. The calculation method involved stationary simulation of flow and pressure to achieve increased downforce, especially on the front wheel.

To reduce lateral protrusion as much as possible, the aerodynamics team decided to adopt a 'biplane' configuration of limited 'wingspan' with upper and lower wings working independently. Each appendage can be described as a square-plan mono-wing with a winglet on its outer tip. Moreover, the wings have been positioned as close as possible to the front wheel (near the radiator side panels) to maximise the anti wheel-up effect.

These aerodynamic appendages generate 28 kg of downforce at 270 kph (20 kg on the front wheel, 8 kg on the rear). The wings also help draw heat off the engine by increasing water and oil radiator throughflow speeds by 2% and 10% respectively.

Wing-generated downforce attenuates front wheel 'floating' at high speed and the tendency to wheel-up. It also improves stability during braking at the turn-in point and through the corner.

The aerodynamics thus instil confidence and limit intervention by electronic controls. This helps the rider keep the throttle open longer and brake later going into the bends, providing significant performance benefits.



## Engine

### High power

The new Streetfighter V4 is powered by a 1103 cm<sup>3</sup> Desmosedici Stradale engine. In this configuration the 90° V4 delivers 208 hp (153 kW) at 12,750 rpm, an unrivalled power level within the naked segment, perfectly in keeping with the all-out character of the new Streetfighter V4. Maximum torque is 123 Nm (12.5 kgm) at 11,500 rpm, practically unchanged with respect to the Panigale V4. Dedicated engine mapping lets riders safely make the most of Streetfighter V4 performance on the road.

The final ratio, shorter than that of the Panigale V4, delivers a wheel torque higher of +10%, which ensures an immediate response to the throttle command.

Power and torque can be raised to 220 hp and 130 Nm by fitting the full-racing Ducati Performance exhaust by Akrapovič.

### MotoGP-derived engine

The Desmosedici Stradale was designed around the core of the V4 MotoGP engine – the cylinder heads. With the same dimensions and geometry as the Desmosedici GP, the Desmosedici Stradale offers the same outstanding fluid dynamics. It also has the same engine configuration: 90° V4, rotated rearward by 42°. This solution makes the engine extremely compact, allowing centralisation of mass and flawless integration with the vehicle.

As on Ducati racing prototypes, the crankshaft is of the counter-rotating type\*. This is to reduce the gyroscopic effect exerted by the wheels and make the bike faster and more agile when changing direction. It also reduces the wheel-up effect when accelerating and rear wheel lift when braking. The crank pins have a 70° offset, giving rise to a 'Twin Pulse' firing sequence that, in addition to producing a unique signature sound, delivers easy-to-handle power and excellent out-of-the-corner traction.

The box-in-box moulded aluminium pistons that slide inside the cylinder liners have two low-attribution oil rings and an 81 mm oil ring (the same as the one on the MotoGP Desmosedici engine). The 53.5 mm stroke takes total engine displacement to 1103 cm<sup>3</sup>. Racing-derived design is also underscored by a high compression ratio of 14:1.

The Desmosedici Stradale is designed around the Desmodromic system which helps make Ducati MotoGP and SBK bikes the fastest in these championships. On this high-revving engine the 'Desmo' system achieves a degree of sophistication, lightness and compactness never before seen on a Ducati. The four camshafts operate the sixteen steel valves: valve diameters are 34 mm on intakes and 27.5 mm on exhausts, values decidedly on the high side given the 81 mm bore. The valve seats are made of sintered steel.

Air intake is entrusted to four oval throttle bodies (52 mm diameter equivalent) connected to fixed 70 mm long intake horns. Each throttle body has two injectors: a sub-butterfly one for low-load use and another above it that comes into play when maximum engine performance is required. The throttle bodies of each cylinder bank are moved by a dedicated electric motor. Thanks to the full Ride by Wire system, this allows complex electronic control strategies and modulation of engine 'feel' according to selected riding mode.



To increase urban riding comfort the rear cylinder bank is deactivated at idle when water temperature exceeds 75°.

*\* However, in racing, there's no such thing as a free lunch: this layout demands, of course, the addition of the so-called 'jackshaft' to transfer crankshaft drive through the gearbox to the rear wheel so it turns the right way. The jackshaft adds an extra transmission element to the crankshaft-wheel connection system. This needs to be taken into consideration when establishing crankshaft power if the latter is obtained from measurements made at the wheel. During both homologation and measurement on acceleration test benches it is, therefore, necessary to consider an efficiency or, in any case, an additional coefficient that is, by law, fixed at 0.98.*

### Long maintenance intervals

Valve play adjustment (Desmo Service) is required every 24,000 km; services are performed every 12,000 km/12 months.



## Chassis

### Front-Frame

The Streetfighter V4 features the Front-Frame - an offshoot of Ducati's extensive experience in MotoGP - which uses the Desmosedici Stradale engine as a load-bearing member.

Compared to traditional perimeter frames the main lay-out difference is that the engine is used as a structural chassis element. Weighing just 4 kg, the compact Front-Frame is attached directly to the upper crankcase of the front cylinder bank and the cylinder head of the rear bank; the V4 crankcase also provides the rear suspension attachment point and the single-sided swingarm pivot mount.

The key advantage of the Ducati Front-Frame is that it uses the Desmosedici Stradale engine to achieve the desired stiffness: this has resulted in significantly lower main frame length and weight and a better stiffness/weight ratio. Moreover, the struts alongside the engine have been shortened, making bike design more compact, especially in the rider's seat area.

Completing the chassis is the under-seat Trellis subframe, attached to the Front-Frame at the top and bolted to the head of the rear cylinder bank below.

The rear suspension linkage mechanism is attached to the Desmosedici Stradale engine via a forged aluminium bracket. The linkage reacts to movements imparted by a cast aluminium high-truss swingarm.

Steering geometry features a 24.5° rake and 100 mm trail.

### Sophisticated suspension

The Streetfighter V4 mounts 43 mm Showa Big Piston Forks (BPF) to provide full adjustability in spring pre-load and compression and rebound damping. The fork bodies house chrome sliders with Brembo radial caliper mountings. A Sachs steering damper completes the front-end package. At the rear there is a fully adjustable Sachs shock absorber, one side of which is attached to the Desmosedici Stradale engine via a forged aluminium bracket.

The Streetfighter V4 S, instead, is equipped with an Öhlins NIX-30 fork, an Öhlins TTX36 rear shock absorber and an Öhlins event-based steering damper. On this version suspension and steering damper are controlled by the second-generation Öhlins Smart EC 2.0 system which, among other things, features the new OBTi (Objective Based Tuning Interface).

### Wheels and tyres

While the Streetfighter V4 mounts cast aluminium 5-spoke wheels, the V4 S is equipped with 3-spoke Marchesini forged aluminium alloy wheels.

The rims mount Pirelli Diablo Rosso Corsa II tyres. Combining track performance with road versatility, they come in the 120/70 ZR17 (front) and 200/60 ZR 17 (rear) sizes, already used extensively for slick tyres in the FIM Superbike World Championship.

The rear tyre compound has been designed by Pirelli specifically for the Streetfighter V4. It ensures the same dynamic behaviour as the Supercorsa SP race replica tyres mounted on the Panigale V4, but has better low temperature performance to ensure the versatility one expects from a naked.



## Braking system with Brembo Stylema® monobloc calipers

The Streetfighter V4 range features powerful Brembo Stylema® monobloc calipers, developed out of the already high performance M50 calipers.

The dual Brembo calipers, each mounting four 30 mm pistons, bite down on 330 mm discs to give exceptional braking power. Rear braking, instead, relies on a single 245 mm disc clamped by a 2-piston caliper. Braking is aided by the ABS Cornering EVO system, which uses the ultra-light 9.1MP control unit.

## Racing tank

As on racing bikes, the 16-litre aluminium tank has a section that extends under the seat. Compared to the Panigale V4, the lower section of the tank has been modified to allow installation of a seat with thicker padding to boost rider comfort.

Up front, the space not occupied by fuel has been used to house all the electronics, battery included.



## Electronics

### MotoGP-derived electronics

The latest-generation electronics package on the Streetfighter V4 is based on a 6-axis Inertial Measurement Unit (6D IMU) which instantly detects the bike's roll, yaw and pitch angles.

The electronics package has controls for every part of the ride: some oversee start, acceleration and braking, others govern traction and others again lend a helping hand on corners and out-of-the-corner stretches.

- › ABS Cornering EVO
- › Ducati Traction Control (DTC) EVO 2
- › Ducati Slide Control (DSC)
- › Ducati Wheelie Control (DWC) EVO
- › Ducati Power Launch (DPL)
- › Ducati Quick Shift up/down (DQS) EVO 2
- › Engine Brake Control (EBC) EVO
- › Ducati Electronic Suspension (DES) EVO

Operational parameters for each of these controls are associated by default with the three Streetfighter V4 Riding Modes. Riders can personalise parameters to suit their riding style or restore Ducati factory settings. DTC, DWC, DSC or EBC control levels can be adjusted quickly via the left switchgear.

### ABS Cornering EVO

The ABS system on the Streetfighter V4 features the cornering function (which keeps the ABS working even with the bike leaned over) and has the same intervention logic and control as the Panigale V4. ABS Cornering EVO can be set at three different levels to fully satisfy the needs of all riders, on racetrack or road, even under critical low-grip conditions.

Level 3 is recommended for road riding or where there is poor grip; it ensures safe and stable braking and keeps rear wheel lift under constant control during hard deceleration. Levels 2 and 1 prioritise braking power and are intended for use on high-grip surfaces or racetracks.

Amateur riders enjoying a track day are advised to use Level 2. The system controls both the rear and front braking systems, keeps the cornering function on but disables lift-up control to allow harder, sportier braking. Selecting Level 2 activates the 'slide by brake' function, letting riders drift into bends spectacularly yet safely.

Level 1 is not the default setting on any Riding Mode: it is recommended for on-track use by expert riders. It ensures racing-standard ABS intervention on the front wheel only. To maximise performance, both the cornering and anti lift-up functions are disabled.

### Ducati Traction Control (DTC) EVO 2

The new Ducati Traction Control (DTC) EVO 2 strategy is an offshoot of the Ducati Desmosedici GP18 and is already employed on the Panigale V4 R and V4 R SBK. In addition to interfacing with the 6-axis Inertial Measurement Unit (IMU) and adapting intervention on the basis of wheelspin and lean angle, the software



significantly improves out-of-the-corner power control thanks to a new 'predictive' strategy. Acting not just on the basis of instantaneous rear wheelspin but also its variation, it intercepts any loss of grip sooner and reduces peak wheelspin, ensuring faster, smoother intervention. All this means augmented out-of-the-corner stability (even in sub-optimal grip conditions), higher acceleration, better lap times and improved long run performance.

In addition to controlling spark advance and injection, the DTC EVO 2 system uses, in all situations not requiring fast intervention, the throttle body valves to maintain optimal combustion parameters and ensure more fluid engine response and control.

DTC EVO 2 can be set to 8 different levels (6 for dry conditions, 2 for wet), letting riders adapt control strategy to their individual riding styles and grip conditions to maximise performance.

### **Ducati Slide Control (DSC)**

The introduction of the 6D IMU has allowed Ducati Slide Control (DSC) - developed jointly with Ducati Corse - to be added to Ducati Traction Control (DTC) EVO. This system assists riders by controlling the torque delivered by the Desmosedici Stradale engine according to slide angle. Its purpose is to improve-out-of-the-bend performance by preventing slide angles that would otherwise be difficult to handle. The DSC relies on the 6D IMU that provides the vehicle control unit with crucial information on bike dynamics (such as lean angle, acceleration and much more).

Like DTC EVO, DSC controls torque reduction by acting on the throttle body valves, decreasing spark advance and reducing injection. In every situation in which fast intervention of the DSC is not required, use of the throttle body valves ensures maintenance of optimal combustion parameters, resulting in more fluid Desmosedici Stradale engine response and intervention.

DSC has two different settings: switching from level 1 to level 2 gives easier control of slide angles that would otherwise be hard to manage. DSC intervention levels can be changed via the menu, which the rider can also use to adjust DTC EVO and DWC EVO settings. It's also possible to set direct DSC control via direct access buttons on the left switchgear. The DSC setting is always shown on the display.

### **Ducati Wheelie Control (DWC) EVO**

The Streetfighter V4 also comes with the latest version of Ducati Wheelie Control (DWC) EVO. Using the data feed from the 6D IMU, this system keeps wheelies in check while maximising acceleration easily and safely. DWC EVO provides more accurate wheelie readings; it thus exerts more precise control to ensure the bike responds faster to rider input.

### **Ducati Power Launch (DPL)**

This 3-level system ensures lightning-fast starts, letting the rider focus on releasing the clutch. Once set, all the rider has to do is engage first gear and open the throttle. During the initial moving-off stage, as the rider modulates clutch release, DPL stabilises the engine at optimal revs according to the selected level. In the second stage, when the clutch has been fully released, DPL controls torque delivery to maximise acceleration on the basis of the selected level.

The DPL makes use of the DWC functions and always keeps DTC active to ensure complete safety at all times. Automatic system disengagement occurs above the end-of-start speed, or once third gear is



selected. To protect the clutch, a specially developed algorithm allows only a limited number of consecutive starts. The number of available starts is reset when the bike is ridden routinely.

The DPL has three different settings and is activated by pressing the specific key. Level 1 favours high-performance starts, level 3 is safe and stable.

## **Ducati Quick Shift up/down (DQS) EVO 2**

DQS EVO 2 with up/down function, developed for the Panigale V4, uses lean angle data to maximise bike stability when shifting gears through the bends.

In addition to minimising shift times, DQS EVO 2 allows clutchless down-changes, making hard braking more effective than ever. The system includes a two-way microswitch built into the shift lever linkage; every time the gear shift is actuated, it sends a signal to the Desmosedici Stradale engine control unit. Thanks to full Ride-by-Wire control, the system works differently for up-changes and down-changes, integrating spark advance and injection adjustment during up-shifts with an auto-blipper function during down-shifts.

Extent and duration of system operation are designed to ensure seamless shifting even during extreme track sessions; during down-shifts the system works in concert with the anti-patter clutch and Engine Brake Control (EBC).

DQS EVO 2 - another Panigale V4 R offshoot - reduces up-shift times, allowing the sportier high-rev gear shifts (over 10,000 rpm) typical of track riding and boosting shift stability during aggressive acceleration and cornering.

## **Engine Brake Control (EBC) EVO**

The EBC (Engine Brake Control) system was developed to help riders optimise bike stability under extreme turn-in conditions; it does so by balancing the forces applied to the rear tyre under severe Desmosedici Stradale engine braking conditions. The Streetfighter V4 EBC EVO system, optimised according to lean angle, monitors the throttle body valve position, selected gear and Desmosedici Stradale crankshaft deceleration during aggressive braking and adjusts throttle aperture to balance out the torque forces applied to the tyre. EBC EVO has three different settings, integrated into the Riding Modes.

## **Ducati Electronic Suspension (DES) EVO**

The S version comes with Öhlins event-based electronic control; this uses the second-generation Öhlins Smart EC (Electronic Control) system that, in addition to exploiting the full potential of the IMU 6D, features the new, more user-friendly OBTi (Objective Based Tuning Interface).

Electronic suspension offers a choice between manual 'Fixed' mode - which allows for 'virtual-click' manual adjustment (32 clicks between fully open and fully closed for the suspension and 10 for the shock absorber) of compression, rebound and steering damping - and automatic 'Dynamic' mode.

When 'Dynamic' mode is selected the system automatically adjusts - on the basis of information received from the IMU 6D and other sensors - compression and rebound damping in response to riding style.



The Öhlins Smart EC 2.0 system has the considerable advantage of letting riders customise the intensity of suspension response to individual ride events (braking, cornering, acceleration) and letting them modify the operating parameters of individual hardware components. This gives the rider access to next-level dynamic bike control, augmenting on-road safety and shortening track lap times.

## Riding Modes

Riding Modes provide users with three different pre-set riding styles so that Streetfighter V4 performance can be adapted to rider, track/route and weather conditions. Changing the Riding Modes instantaneously changes the character of the engine, the electronic control parameters and, on the S version, the suspension set-up too.

**Race Riding Mode** - As the name suggests, Race RM allows riders, including those who are less expert, to enjoy excellent bike performance on high-grip track surfaces. By selecting Race, the rider can count on 208 hp, with direct Ride by Wire throttle response and, on the S version, a firm suspension set-up to optimise performance. Race mode sets the electronics at a low intervention level but without lowering safety, with ABS set to level 2, lift-up control off and the 'slide by brake' function (which lets riders drift the bike into corners safely) on.

**Sport Riding Mode** - Selecting Sport gives the rider 208 hp, with direct sport-style Ride by Wire throttle response and, on the S version, a sport style suspension set-up. Electronic controls are set to give riders perfect dry road ride responsiveness. Rear wheel lift detection during braking is on and the ABS Cornering function is set to maximise cornering performance.

**Street Riding Mode** - Street mode is recommended when riding on surfaces with poor grip. This RM gives the rider 155 hp and progressive Ride by Wire throttle response and, on the S version, a suspension set-up that is well suited to bumpy or pitted roads. Electronic control settings ensure grip and stability to maximise safety.

Riders can personalise settings to suit their riding style and subsequently restore Ducati-set parameters. They can also enable ABS Level 1 (intended for on-track use by highly expert riders) which acts on the front wheel only to allow full-on braking performance.

## Second-generation TFT instrumentation

The Streetfighter V4 features the same 5" full-TFT high resolution colour screen (186.59 PPI - 800xRGBx480) as the Panigale V4. The dashboard is dominated by the round virtual rev counter on the right. Desmosedici Stradale revs are displayed on a needle gauge. Movement of the latter is accompanied by a white trail that acts as a 'shift light', changing colour from white to orange and then red as the rev limit approaches.

The rider can call up two different lay-outs: 'Track' highlights the lap times and the rev counter scale makes the revs typical of track use more clearly visible; 'Road', instead, replaces lap times with info on the Ducati Multimedia System (DMS), where present, and the rev scale is more appropriate for road use.

## Ducati Lap Timer GPS (DLT GPS)

DLT GPS, available as a Ducati Performance accessory, automatically records and saves lap times and displays them directly on the dashboard each time the bike crosses the finish line, the coordinates of which are set by pressing the flasher button. If a lap time is the best of the current track session, the Best



Lap function causes it to flash for 5 seconds. At every lap - for a total of 15 consecutive laps - DLT GPS records lap time, maximum rpm and maximum speed; the information can be called up from the relevant menu. DLT GPS is available as a Ducati Performance plug-and-play accessory.

### **Ducati Data Analyser + GPS (DDA+ GPS)**

The Ducati Data Analyser + GPS (DDA + GPS) allows assessment of bike and rider performance by showing traces for specific data items. DDA + GPS is a vital on-track performance monitoring tool. Not only does it automatically display and record Streetfighter V4 lap times, it also saves other data traces such as throttle opening, bike speed, engine rpm, selected gear, engine temperature, distance travelled, rpm and DTC. DDA + GPS is available as a Ducati Performance plug-and-play accessory.

### **Ducati Multimedia System (DMS)**

Streetfighter V4 versatility is also evident in the fact that it's ready for the Ducati Multimedia System (DMS). This lets riders take incoming calls, select and listen to music tracks or receive text messages via a Bluetooth link.

When the rider mounts the motorcycle the smartphone automatically connects to the bike via Bluetooth, letting the rider control the main multimedia functions. The TFT display shows the track being played, the new text message icon or caller's name. Phone call audio and music are transmitted to the helmet earpieces. DMS is available as a Ducati Performance plug-and-play accessory.