

PANIGALE V4 R





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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 oil * delivers 240.5 hp at 15,500 rpm and confirms the limiter (in sixth gear) at 16,500: truly extraordinary numbers for a motorcycle in series production.

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

Pure racing spirit

The road version of the Panigale V4 R undergoes significant development, upgrading in all areas to be faster on 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 new geometry, a 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.





ENGINE

A heart beating 16,500 rpm

The heart of the Panigale V4 R is the new 998 cc Desmosedici Stradale 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.

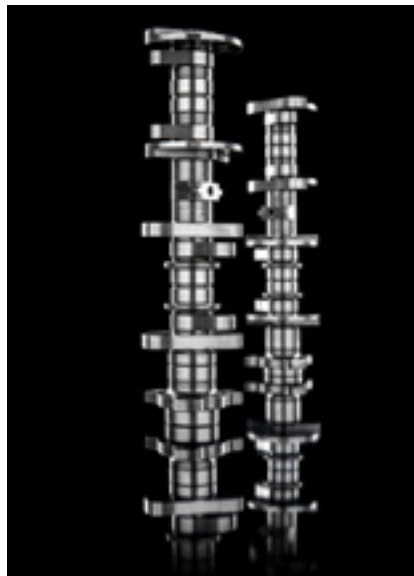
The new Desmosedici Stradale R, despite all the improvements, delivers slightly reduced performance compared to the previous version due to the limitation generated by the exhaust system complying with the strict Euro-5 homologation. The full potential of this engine, however, is expressed on the track 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.

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.

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

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



New inlet camshafts

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.



New pistons with DLC coating

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" connecting rods

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



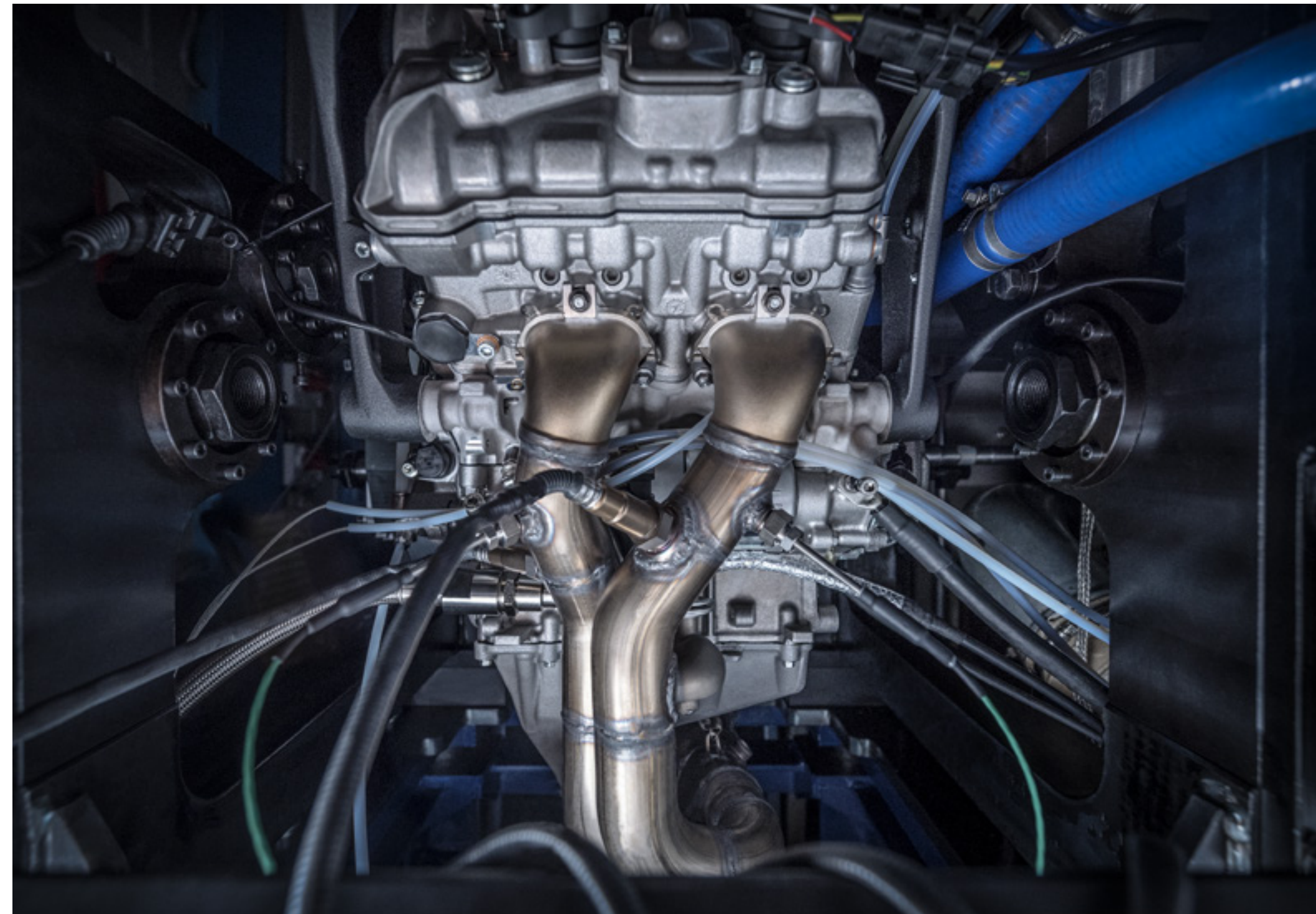
New piston geometry

The pistons also have a new geometry that makes them 5 grams lighter (equal to 2% of their weight) thus reducing the forces of inertia, to the benefit of reliability.



New clutch

New dry clutch with smaller diameter and axial length, lighter by about 800 grams, which reduces the moment of inertia and makes the engine more responsive to the rider's torque demands.



Unmistakable sound

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.





Design

DESIGN

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.







Carbon fiber components

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.

Electronic track setup: the same as Superbikes.

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.





The evolution of Power Modes

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 map 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 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-shift 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 partialized 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.



CHASSIS

Improved track-feeling

To increase nimbleness, rider 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 accentuates load transfers by exploiting the greater negative travel of the suspension, increasing grip and feeling when entering corners





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 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.

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 roadside assistance for the entire period of coverage and does away with mileage limits. This means you can travel as far as you wish, even overseas, enjoying your Ducati with complete 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 (18,000 mi) for 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 those operations needed to keep every Ducati in perfect condition are meticulously 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.

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 92 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



Ever Red
Extended Warranty



*Equal to 18,000 miles.





Technical data and equipment

Engine

Engine Desmosedici Stradale 90° V4, counter-rotating crankshaft, 4 Desmodromic timing, 4 valves per cylinder, liquid-cooled

Displacement 998 cc

Bore X stroke 81 x 48.4 mm

Compression ratio 14.0:1

Power ** 160.4 kW (218 hp) @ 15,500 rpm | 174 kW (237 hp) @ 15,500 rpm with full racing exhaust*

Torque ** 111.3 Nm (82 lb-ft) @ 12,000 rpm | 118 Nm (87 lb-ft) @ 12,250 rpm with full racing exhaust*

Fuel injection Electronic fuel injection system. Twin injectors per cylinder. Full ride-by-wire elliptical throttle bodies with aerodynamic valves. Variable length intake system

Exhaust 4-2-1-2 system, with 2 catalytic converters and 4 lambda probes

Transmission

Gearbox 6 speed with Ducati Quick Shift (DQS) up/down EVO 2

Primary drive Straight cut gears; Ratio 1.80:1

Ratios 1=36/15 2=34/17 3=33/19 4=32/21 5=30/22 6=27/22

Final drive Chain; Front sprocket 15; Rear sprocket 42

Clutch Hydraulically controlled slipper dry clutch. Self bleeding master cylinder.

Chassis

Frame Aluminum alloy "Front Frame" with optimized stiffness

Front suspension Fully adjustable 43 mm Öhlins NPX 25/30 pressurized fork with TiN treatment.

Front wheel 3-spokes forged aluminum alloy 3.50" x 17"

Front tyre Pirelli Diablo Supercorsa SP 120/70 ZR17

Rear suspension Fully adjustable Öhlins TTX 36 unit with hydraulic spring preload adjuster. Aluminium single-sided swingarm. Adjustable pivot position +/- 3 mm

Rear wheel 3-spokes forged aluminum alloy 6.00" x 17"

Rear tyre Pirelli Diablo Supercorsa SP 200/60 ZR17

Wheel travel (front/ rear) 125 mm (4.9 in) - 130 mm (5.1 in)

Front brake 2 x 330 mm semi-floating discs, radially mounted Brembo Monobloc Stylema® (M4.30) 4-piston callipers with Bosch Cornering ABS EVO. Self bleeding master cylinder.

Rear brake 245 mm disc, 2-piston calliper with Bosch Cornering ABS EVO

Instrumentation Last generation digital unit with 5" TFT colour display

Dimensions and weights

Dry weight 172 kg (379 lb) | 167 kg (368 lb) with full racing exhaust*

Weight in running order 193.5 kg (427 lb) | 188.5 kg (415 lb) with full racing exhaust*

Seat height 850 mm (33.5 in)

Wheelbase 1,471mm (57,9 in)

Rake 24.5°

Front wheel trail 100 mm (3,94 in)

Fuel tank capacity 17 l - 4.49 gallon (US)

Number of seats Single seat

Safety equipment

Riding Modes, Power Modes, Cornering ABS EVO, Ducati Traction Control (DTC) EVO 3, Ducati Wheelie Control (DWC) EVO, Ducati Slide Control (DSC), Engine Brake Control (EBC) EVO 2, Auto tyre calibration

Standard equipment

Ducati Power Launch (DPL), Ducati Quick Shift (DQS) up/down EVO 2, Full LED lighting with Daytime Running Light (DRL)***, Öhlins steering damper, Quick adjustment buttons, Lithium-ion battery, Auto-off indicators, Racing style handle grips, Chain guard, Marchesini forged aluminum wheels, Carbon fiber front mudguard, Carbon fiber heatshield, Carbon fiber wings, Billet aluminum steering stem with bike number, High-flow air filter

Provided equipment

Machined mirror block-off plates*, License plate mount removal plug*, Ducati Data Analyser+ (DDA+) with GPS module

Ready for

Ducati Multimedia System (DMS), Anti-theft

Warranty and maintenance

Warranty 24 months unlimited mileage

Maintenance service intervals 12,000 km (7,500 mi) / 12 months

Valve clearance check 24,000 km (15,000 mi)

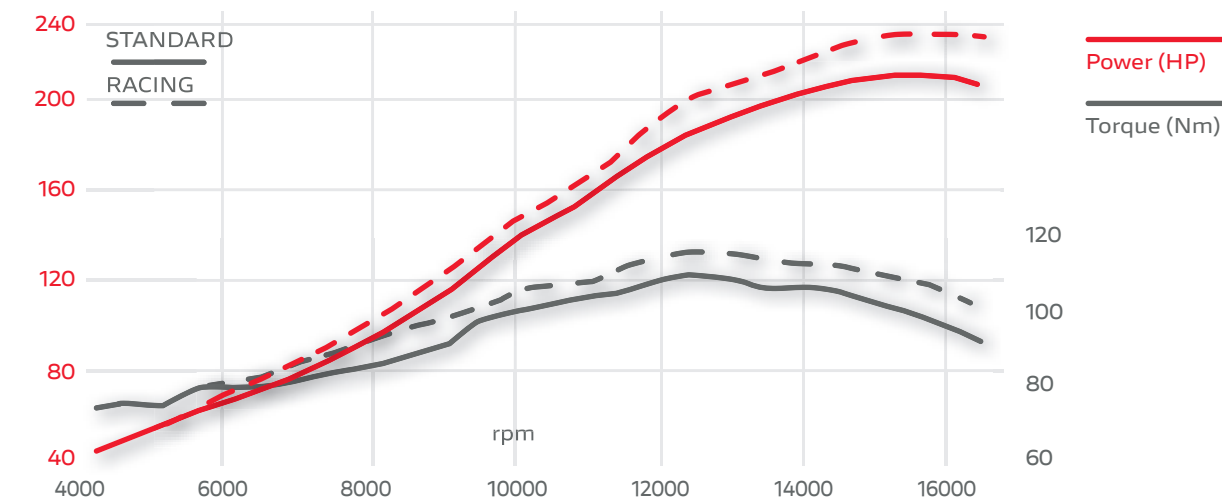
Emissions and Consumption****

Standard Euro 5

CO₂ Emissions 185 g/km

Consumption 8 l/100km

Power and torque



* equal to 18,000 miles.

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

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

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

** Power - With full racing exhaust and performance oil: 240.5 hp @ 15,500 rpm

***Bike specifications and equipment 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



Racing 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.

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 on your specific physique, is available on www.ducatisumisura.com



ACCESSORIES

Configure the Ducati of your dreams.

Sporty 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 marries with the lines of the bike, for 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.



Go to configurator

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

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 dream come true!

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



ACCESSORIES

A magical combination of beauty and technology

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.i.

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 footpegs 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. 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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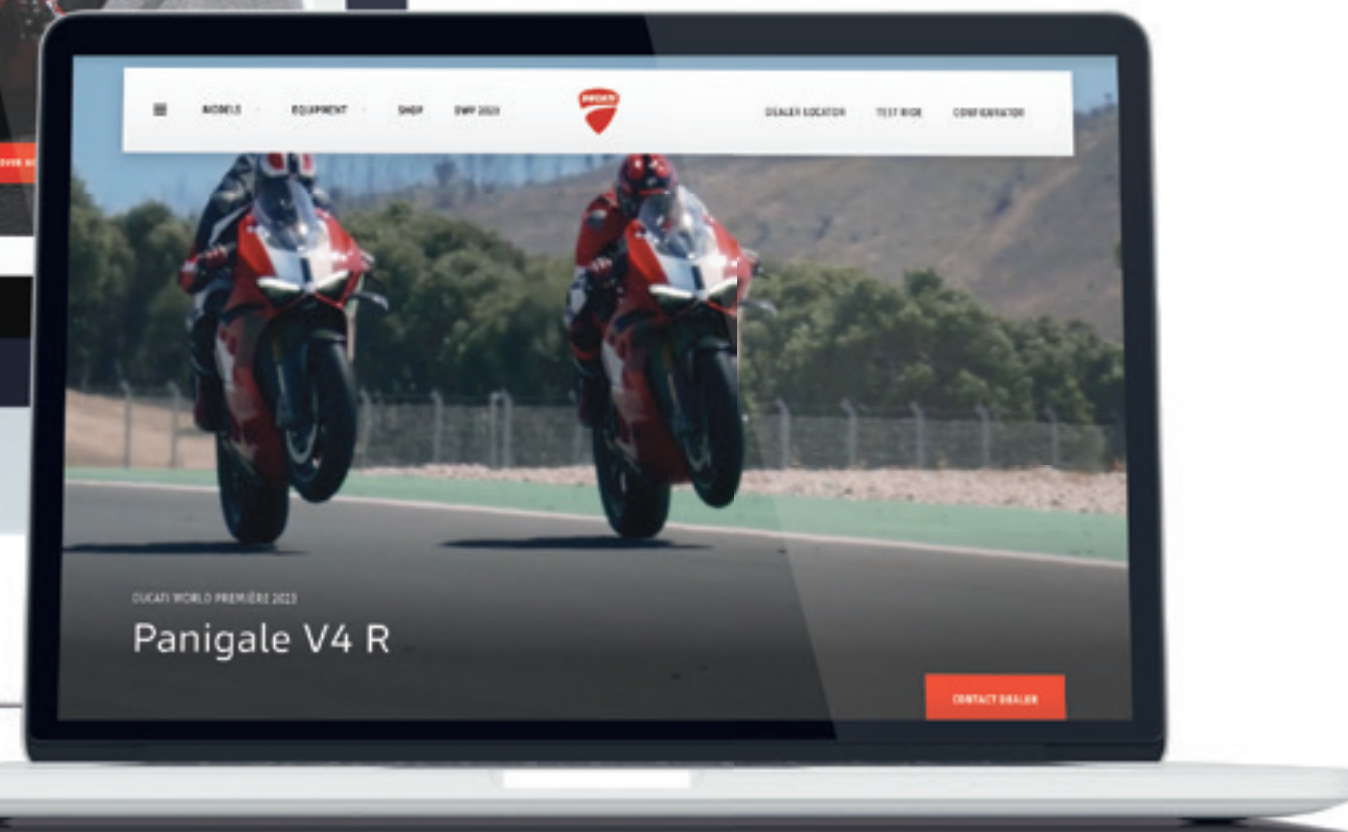
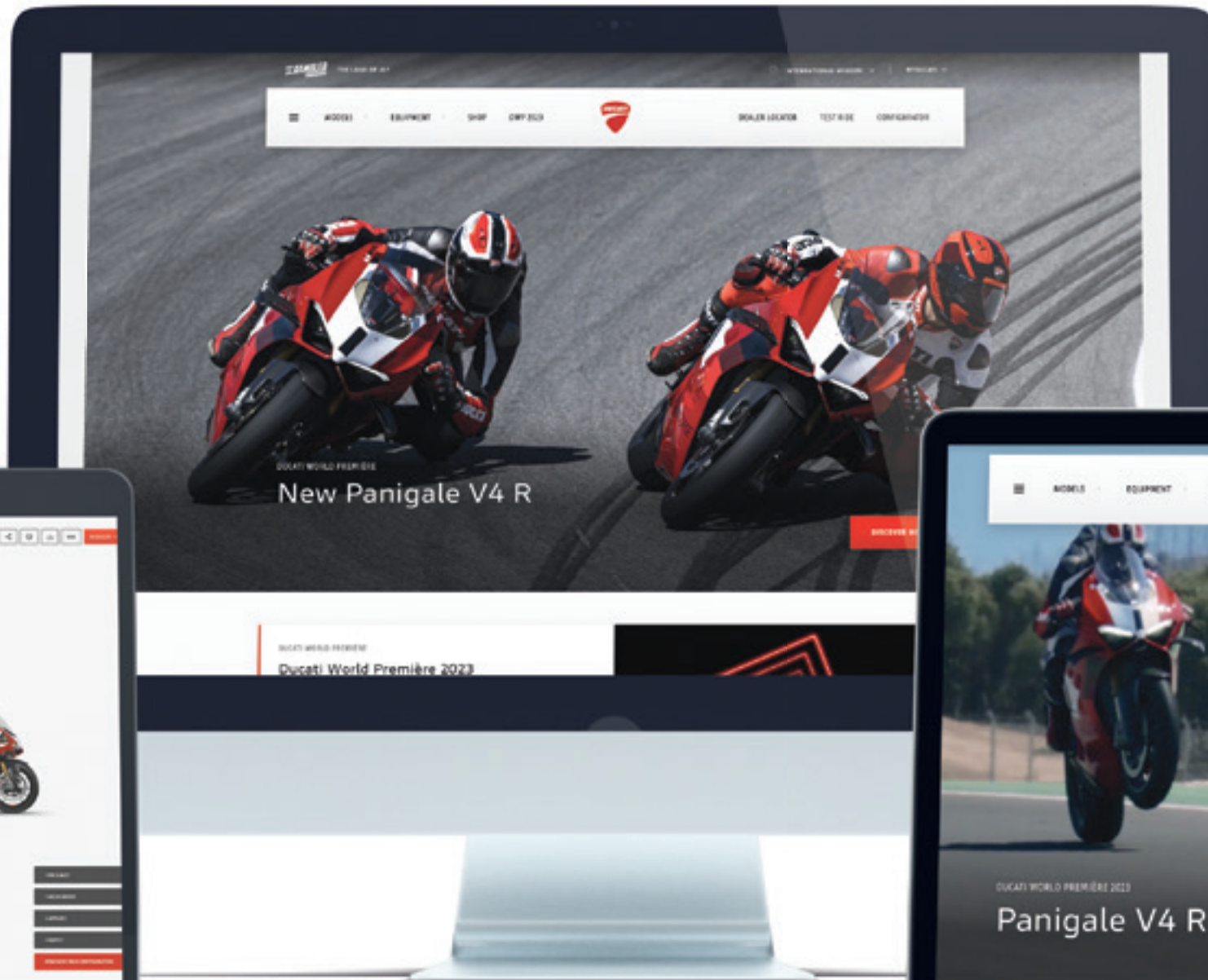
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Ducati Motor Holding

MyDucati App

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 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).

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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 and the fuel tank filled to 100% of its useful capacity (Regulation (EU) no. 168/2013). For more information visit www.ducati.com.

November 2022



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