

DIAVEL V4





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## Dare to be Bold

Muscular, sporty, exaggerated and elegant at the same time, able to magnetize attention in any context, Diavel V4 synthesizes seemingly distant technical, dynamic and stylistic features, such as those of sport naked and muscle cruisers.

The exhilarating performances of the V4 Granturismo engine are combined with surprising agility and dynamics for such a motorcycle.





## DESIGN

# Unmistakable design. Unique personality.

Muscular, gritty, with its broad “shoulders” and proudly visible four-exit exhaust, the Diavel V4 is designed to not go unnoticed. Starting with the new front and rear light cluster, to the retractable passenger footpegs and the retractable rear grab bar are the details that make the difference and make the design of this bike even more unique and unmistakable.

The front view also replicates the proportions of a lean and athletic physique, with broad shoulders giving way to a slim and tapered waistline with the classic sporty V-shaped tip. The air intakes, an element of rupture in side view, communicate the power of the V4 Granturismo, amplifying the scenic effect of its presence in front view.

The engine has always been at the heart of the Diavel concept, and in this third generation it is confirmed as a distinctive element of both style and character and performance.

Ducati designers therefore started from the V4 Granturismo, enhancing it and making it the protagonist, then developed all the other elements that contribute to the design of the Diavel to keep its uniqueness and recognizability intact and amaze once again.









# The muscle-cruiser for those who don't want to go unnoticed

The Diavel V4 draws inspiration from muscle cars, from the aesthetics of superheroes, and reproduces the images an athlete ready to sprint to the starting blocks.

## Redesigned full-led DRL

The DRL, obviously full-LED, changes shape at the front\*, moving from the Omega of previous versions to a double C that will become a recurring stylistic feature on Borgo Panigale's naked bikes. The rear light cluster consists of a matrix of punctiform LEDs positioned under the tail, also with an unmistakably Diavel optical signature: a unique, unprecedented and spectacular solution that makes the bike instantly recognizable.

Dynamic turn indicators\* are integrated into the handlebars, in front of the brake and clutch control reservoirs.

\* Bike specifications and equipment may vary from market to market.







#### Passenger seat cover

The passenger seat cover is supplied as standard and easily removable, making it possible to transform the Diavel V4 from a two-seater to a single-seater with just a few gestures.

#### Retractable handle and passenger footrests

The passenger can count on a spacious and comfortable seat, folding footrests that retract under the tail and a telescopic rear grab bar. Footpegs and grab bar are effectively invisible in the closed position, and together with the passenger seat cover, supplied as standard and easily installed, allow the Diavel V4 to be transformed from a two-seater to a single-seater with just a few gestures.

#### Exposed exhaust

The exhaust returns to prominence in the side view and ends with a four-outlet muffler that immediately tells of the 4-cylinder architecture of the V4 Granturismo engine.



## ENGINE

# Designed around the V4 Granturismo

The V4 Granturismo takes center stage on this muscle bike and allows it to express its personality to the fullest. Ducati's four-cylinder engine guarantees high performance, combined with smoothness and regularity, at every rpm.

## Power, smoothness and lightness

The Diavel adopts the 1,158 cc V4 Granturismo engine, a central element of the bike's design and at the same time a technical choice that improves performance, dynamics and riding pleasure.

Powerful (168 hp), rich in torque at every rpm (with a peak value of 12.8 kgm at 7,500 rpm) but also extremely light and compact, the V4 Granturismo (which derives from the Desmosedici Stradale of Panigale V4 and Streetfighter V4) is at the same time smooth, regular and enjoyable from the lowest revs.

## The extended deactivation system for the rear cylinders

The development of the V4 Granturismo also took into consideration fuel consumption and comfort: the extended deactivation system of the rear bank acts both during stops with the engine running, in order to reduce consumption and improve the thermal comfort of the rider and passenger.

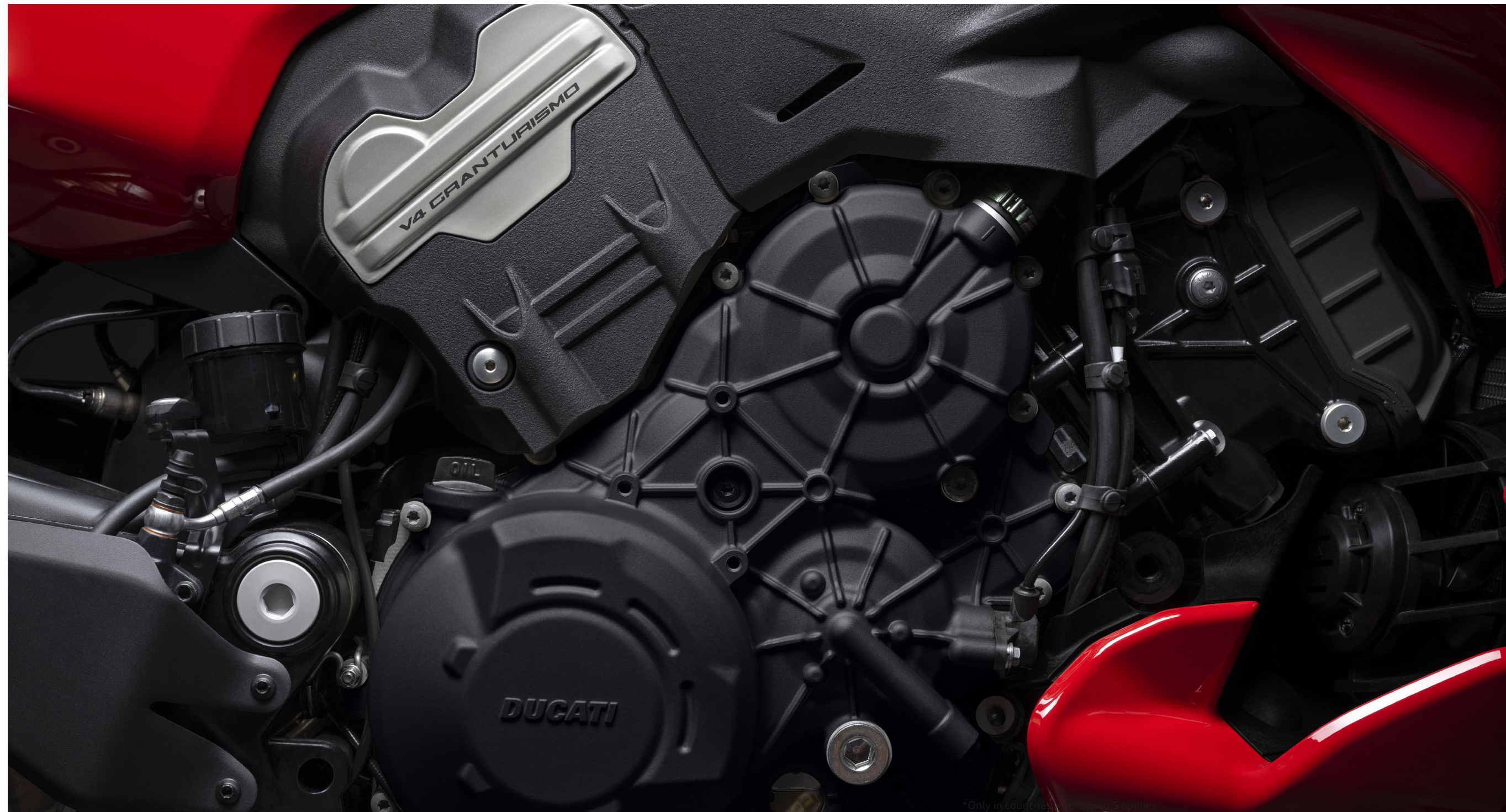
## An exciting and unmistakable sound

The Twin Pulse firing order, together with the dedicated exhaust system developed with great attention to "sound quality", unmistakably characterizes the stamp of the V4 Granturismo. The extended deactivation system for the rear cylinders, which allows the engine to operate as a twin-cylinder or as a four-cylinder with an imperceptible transition due to its gradualness, generates a change in the tone of the exhaust noise as it switches from one mode to the other. A deeper sound, with

lower frequencies, characterizes the V4 Granturismo when only the two front cylinders are active. The frequencies, on the other hand, become higher when all four cylinders are operating.

## Designed to go far

The record valve adjustment check interval at 60,000 km (36,000 miles) and the scheduled oil change every 15,000 km (9,000 miles) or 2 years mean only one thing: more time to drive and enjoy the ride.



\*Only in countries where Euro 5 applies



# Chassis and ergonomics

The Diavel V4 features a chassis with a monocoque frame and single-sided swingarm, both made of aluminum, which combined with the lightness of the V4 Granturismo results in a kerb weight without fuel of 223 kg, for a saving of more than 13 kg compared to the Diavel 1260 S. The significant weight reduction, 5kg engine and 8kg vehicle, allows for a well-perceived improvement in agility and handling.

The rider—who can enjoy a handlebar that is 20 mm closer, more comfortably reachable, and the low seat, 790 mm above the ground—is at the center, with a riding position that also visually conveys a feeling of control and self-confidence, and plays a central role in the bike's image. The new chassis combines ideally with what have always been the Diavel's strengths, such as its characteristic riding position and comfort in medium-range touring.

## 01. Suspension

The fully adjustable Diavel V4 suspension consists of 50 mm diameter upside-down forks (with compression and preload adjustment on the left tube, and rebound on the right tube) and a single shock absorber with a separate piggyback reservoir. The wheel travel is 120 mm at the front and 145 mm at the rear, 15 more than Diavel 1260, with positive



effects on the comfort of both the rider and the passenger.

## 02. Brakes

At the front, the braking performance of the Diavel V4 is guaranteed by Brembo brakes with Stylema® radial monobloc calipers operated by a PR16/19 radial brake master cylinder with integrated aluminium reservoir acting on two 330 mm diameter floating discs. At the rear, on the other hand, the 265 mm diameter disc is braked by a two-piston caliper, also produced by Brembo.

## 03. Tyres and rims

The Diavel V4 is fitted with five-spoke wheels featuring an exclusive design with machined surfaces.

At the front, the wheel rim is 3.5" x 17", while at the rear there is an 8.0" x 17" rim. A 120/70 ZR17 tyre is mounted on the front rim, while the rear tyre is 240/45 ZR17. The tyres are Pirelli Diablo Rosso III.

## 04. Ergonomics

The riding position of the Diavel V4 continues to be sporty but comfortable and accessible, with a saddle positioned at 790 mm from the ground and completely redesigned to offer greater longitudinal space, support in strong acceleration and ample freedom of lateral movement of the body when leaning, thanks also to the excellent connection with the tank and to the footpegs located in a central position. On the Diavel V4 the wide and raised handlebars have been brought 20 mm closer to the



## ELECTRONICS

# State-of-the-art electronic equipment

The latest generation electronic package of the Diavel V4 is based on the use of a 6-axis inertial platform capable of instantly detecting the roll, yaw and pitch angle of the motorcycle.

The operating parameters of each control are associated by default with the four Riding Modes with which the Diavel V4 is equipped: Sport, Touring, Urban and the new Wet mode, designed specifically for low-grip surfaces. Each riding mode includes a power mode, which defines the maximum level of power that can be delivered and engine response, and the intervention levels of the electronic riding aid systems.





**Sport Riding Mode**

The Sport Riding Mode is the best performing one. The Diavel V4, with this Riding Mode, delivers its 168 hp with a direct and gutsy response. The intervention of Ducati Traction Control and Ducati Wheelie Control is reduced to a minimum and the ABS is set to level 2 which allows controlled lifting of the rear wheel in order to maximize braking performance, while maintaining Cornering functionality. It is the ideal choice for experienced riders who want to enjoy the maximum performance of the Diavel V4.

**Touring Riding Mode**

In Touring Riding Mode, the maximum power of the Diavel V4 remains 168 hp, but the delivery is softer and more progressive and the level of intervention of DTC and DWC is raised for greater vehicle controllability. The ABS is set to level 3, the safest and most prudent one thanks to the limitation of rear wheel lift, the optimization of combined braking and the active Cornering function.



**Urban Riding Mode**

The power delivery of the Urban Riding Mode is reduced to 115 hp (Low Power Mode) with a particularly softened and progressive response to better manage the continuous changes of surface. DTC and DWC move to a very high level of intervention. The ABS is set to level 3.

**Wet Riding Mode**

The Wet Riding Mode is designed for riding on low-grip surfaces, or more precisely in wet conditions. The RM limits maximum power to 115 hp with a particularly gentle throttle response (Low Power Mode) and the default level of electronic controls is set to offer maximum stability ensuring better grip and steadiness.



**5" TFT colour display****Ducati Multimedia System**

The rider can manage all the electronic systems through backlit controls on the handlebars and the new 5-inch color TFT dashboard, which also offers Bluetooth connectivity to pair your smartphone and use it for calls, text messages and music, or use the Turn-by-turn navigation system (available as an accessory) via the Ducati Link App.

**Turn By Turn Navigator (accessory)**

If the accessory Turn-by-turn navigation system is installed, the display provides a dedicated display, in which half is devoted to standard information (speed, engaged gear, tachometer, etc.) and the other half is reserved for Turn-by-turn navigator instructions, implemented through the Ducati Link App installed on the smartphone. The destination is set on the latter; by activating the start of navigation, the instructions will then be displayed on the dashboard.

**ABS Cornering EVO**

The ABS system of the Diavel V4 includes the "cornering" function, which extends the ABS intervention even when



the bike is leaning.

The ABS Cornering appropriately uses the signals of the Bosch IMU inertial platform to optimally dose the braking power of the front and rear wheels even in critical situations and with the bike at an angle.

By interacting with the Riding Modes, the system is able to offer solutions suitable for every situation and riding condition as well as rider preference. The system acts with three different levels of intervention. Level 1 offers maximum performance for sporty riding, does not have the Cornering function, the rear lift detection (lift-up) activated and allows the rear to yaw when braking with ABS applied to the front only.

Level 2 ensures a balance between front and rear without rear wheel lift detection but with Cornering functionality active and calibrated for sporty riding. Level 3 allows the optimization of the braking action with detection of rear wheel lift and the Cornering function activated and calibrated for maximum safety (safe &



**Ducati Traction Control EVO 2**

The new Ducati Traction Control EVO 2 strategy derives from the Ducati Desmosedici GP18 and is already used on the Panigale V4 and Streetfighter V4 families. In addition to interfacing with the 6-axis Inertial Measurement Unit (IMU) and adapting the intervention and slide to the lean angle of the bike, the software significantly improves power management out of corners thanks to the new “predictive” control strategy. Acting not only on the instantaneous value of the rear spin, but also on its variation, it intercepts the loss of grip more quickly and reduces slippage peaks, thus ensuring a quicker and more regular intervention. All this translates into greater vehicle stability when exiting corners, even in less-than-optimal grip conditions, greater acceleration and improved performance. Furthermore, the DTC EVO 2, in addition to management of the ignition and injection advance, provides for the intervention of the valves of the throttle bodies when a rapid intervention of the control is not necessary, allowing

to maintain optimal combustion parameters and obtain smoother engine response and intervention. The DTC EVO 2 can be set on 4 different levels (3 in dry conditions and 1 in wet conditions), allowing the rider to adapt the control strategy to his or her riding style and grip conditions, obtaining maximum performance.

**Ducati Wheelie Control EVO**

The Diavel V4 is also equipped with the latest version of Ducati Wheelie Control EVO, adjustable on 4 levels. This system, using information from the Bosch 6D IMU, controls wheelie and allows for maximum acceleration performance with ease and safety. The DWC EVO more accurately detects the presence and extent of wheelies and intervenes to control them with a greater level of precision, so as to satisfy the rider's requests even more accurately.







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

This system, adjustable on three levels, is able to guarantee lightning-fast starts, allowing the rider to concentrate only on the management of the clutch release, allowing the "Dragster" soul of the Diavel V4 to express itself fully. Once set, it will be sufficient to engage first gear and open the throttle: the DPL during the first phase of the start, while the driver modulates the clutch release, will keep the V4 Granturismo stable around an optimal speed according to the selected DPL level; in the second phase, when the clutch is fully released, the DPL will control the torque delivered to ensure the maximum possible acceleration based on the predefined level. For its operation, the DPL exploits the functions of the DWC and always keeps the DTC active, to guarantee the highest level of safety in every situation. The system is automatically disengaged above the speed at the end of the manoeuvre, or once the third gear is engaged. To preserve the clutch, the system uses an algorithm that allows only a limited number of consecutive starts. The number of starts available is restored when the rider uses the bike normally. The DPL is adjustable on 3 levels.

Level 1 is the one that privileges starting performance, level 3 is the most "safe and stable".

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

The DQS EVO 2 with up / down function, developed for the Panigale V4, makes use of the information on the lean angle to maximize the stability of the bike during the shifting phase when cornering. The DQS EVO 2, in addition to minimizing shift times, allows you to downshift without using the clutch, ensuring even more effective braking. The system includes a bi-directional microswitch integrated in the kinematics of the lever which, at each gearshift operation, sends a signal to the control unit of the V4 Granturismo. The system acts separately for shifting and downshifting, integrating the action on ignition advance and injection, already present on the up-shift system, with the controlled opening of the throttle valve for down-shift operation thanks to the full Ride by Wire system management..

#### **Cruise Control**

Cruise Control, as standard, makes highway transfers more relaxed.



# Servicing and maintenance

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, for the Diavel V4, in the case of ABS Cornering, cornering traction control and wheelie control.

## 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](https://www.ducati.com).

## Endless excitement

In designing each bike, Ducati always sets itself the goal of ensuring maximum reliability while reducing maintenance costs. A commitment that has seen it extend the main service interval to 60,000 km (36,000 miles), during which a valve clearance check and registration is carried out as required. Even the simplest operations, like the Oil Service, are now scheduled at 15,000 km (9,000 miles) or 24 months.

An interval that is unbeatable in the two-wheeled world and that only confirms the very high quality standards Ducati applies to its material selection and R&D processes. Ducati continuously invests in the technical training of its dealers. The specific knowledge of official Ducati Service network members means that all operations needed to keep every Ducati in perfect working order are meticulously carried out. Advanced equipment such as the Ducati Diagnosis System ensures every Ducati will always have the latest software updates so that the electronic systems continue to perform at the highest 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 36,000 miles.



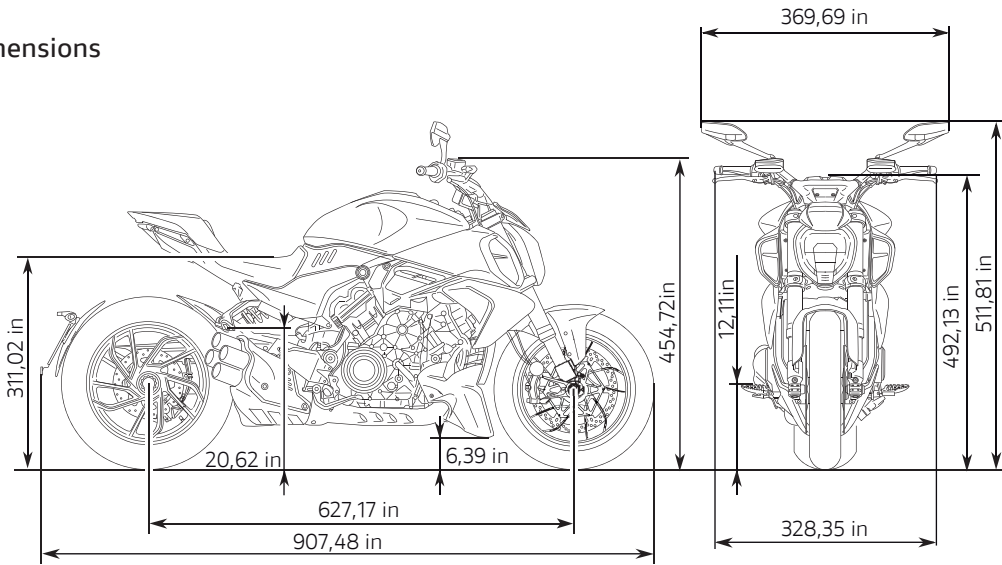




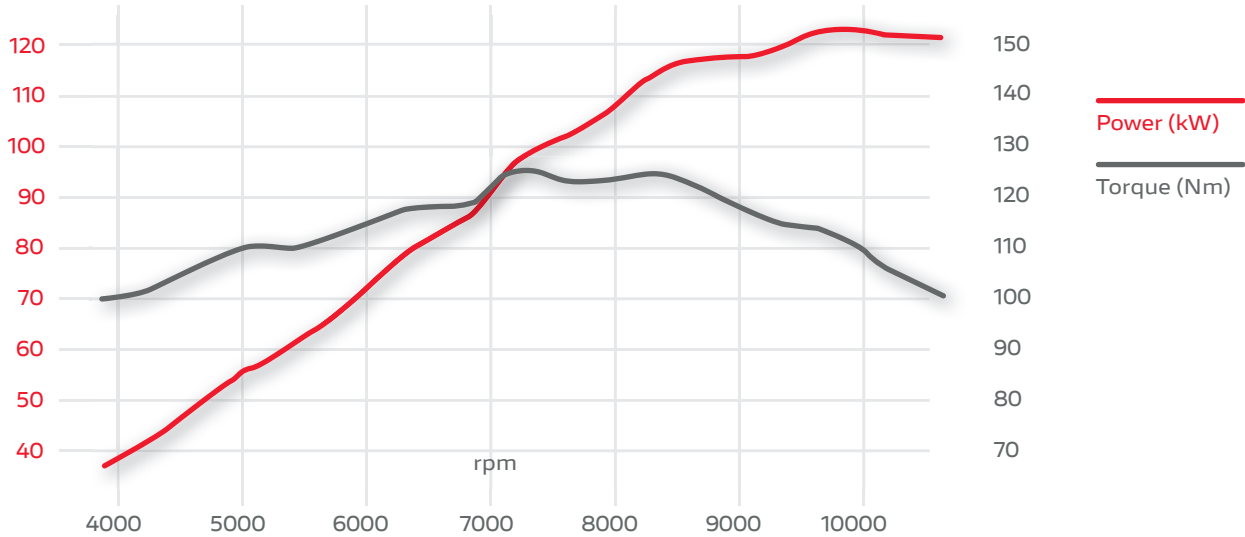
## Technical data and equipment



Dimensions



Power and torque



Engine	
Engine	V4 Granturismo, V4 - 90°, 4 valves per cylinder, counter-rotating crankshaft, Twin Pulse firing order, liquid cooled
Displacement	1,158 cc (71 cu in)
Bore X stroke	83 mm x 53.5 mm
Compression ratio	14.0:1
Maximum power	168 hp (124 kW) @ 10,750 rpm
Maximum torque	12.8 kgm (126 Nm, 93 lb ft) @ 7,500 rpm
Fuel injection	Electronic fuel injection system, Øeq 46 mm elliptical throttle bodies with Ride-by-Wire system
Exhaust	Stainless steel exhaust muffler with 4 exit pipes, 2 catalytic converters and 4 lambda probes
Transmission	
Gearbox	6 speed with Ducati Quick Shift up/down
Primary drive	Ratio 1.80:1
Ratio	1=40/13, 2=36/16, 3=34/19, 4=31/21, 5=29/23, 6=27/25
Final drive	Chain, front sprocket Z16, rear sprocket Z43
Clutch	Hydraulically controlled slipper and self-servo wet multiplate clutch

Chassis	
Frame	Aluminum monocoque frame
Front suspension	Ø 50 mm fully adjustable usd fork
Front wheel	Light alloy cast, 3.5" x 17"
Front tyre	Pirelli Diablo Rosso III, 120/70 ZR17
Rear suspension	Fully adjustable monoshock, aluminium single-sided swingarm
Rear wheel	Light alloy cast 8.0"x17"
Rear tyre	Pirelli Diablo Rosso III, 240/45 ZR17
Wheel travel (front/rear)	120 mm / 145 mm (4.7 in / 5.7 in)
Front brake	2 x Ø 330 mm semi-floating discs, radially mounted Brembo Stylema monobloc 4-piston callipers, radial master cylinder PR16/19, Cornering ABS
Rear brake	Ø 265 mm disc, Brembo 2-piston floating calliper, Cornering ABS
Instrumentation	5" TFT colour display

Dimensions and Weights	
Dry weight	211 kg (465 lb)
Kerb weight	236 kg (520 lb)
Seat height	790 mm (31.1 in)
Wheelbase	1,593 mm (62.7 in)
Rake	26°
Front wheel wtrail	112 mm (4.4 in)
Fuel tank capacity	20 l (5.3 US gal)
Number of seats	2
Safety Equipment	
Riding Modes, Power Modes, Cornering ABS, Ducati Traction Control, Ducati Wheelie Control, Daytime Running Light*, Ducati Brake Light	
Standard Equipment	
Ducati Quick Shift, Ducati Power Launch, Cruise control, Hands-Free, 5" TFT colour display, Ducati Multimedia System, Backlit handlebar switches, Full-LED lighting system, Dynamic turn indicators*	
Ready for	
Turn-by-Turn navigation system	

Warranty and Maintenance	
Warranty	24 months, unlimited mileage
Maintenance service intervals	15,000 km (9,000 miles) / 24 months
Valve clearance check	60,000 km (36,000 miles)
Emissions & Consumption**	
Standard	Euro 5
CO <sub>2</sub> Emissions	154 g/km
Consumption	6.4 l/100 km



Equal to 36,000 miles.

Indication of the mileage during which it is carried out the control and eventual adjustment of the valve clearance.

\*Please check with your dealer product availability

\*\*Only for countries where Euro 5 standard applies



# DIAVEL V4

Ducati Red



Thrilling Black









## ACCESSORIES

# Configure the Ducati of your dreams.

Enthusiasts who wish to enhance the touring capabilities of their Diavel V4 will find many options in the Ducati Performance catalogue, starting from the semi-rigid cases with a total capacity of 48 liters for which Diavel V4 is ready (no frames needed) which along with the passenger backrest and the touring plexi allow comfortable trips even with a passenger.

The sportier side of the Diavel V4, on the other hand, is amplified by the street-legal exhaust silencer with a cover and four titanium end caps. Billet parts, carbon parts, dry clutch (for racing use only), forged wheels and brake calipers in red or black color further expand the possibility of customizing the new Diavel V4.

## Racing exhaust

Accessory designed to unleash the sporty character of the Diavel V4. Its titanium silencer and carbon cover guarantee excellent resistance and maximise performance. The lightening of this part and the increase in power further enhance riding pleasure, while the distinctly racing design embellishes the rear of the bike with an additional bold touch.

## Configure.

Choose the ideal Diavel 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!



[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](https://www.ducati.com)





# Apparel



Check out the Apparel collection  
dedicated to this bike



Ducati Apparel Collection designed by **Drudi Performance**











# Ducati Digital Experience

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

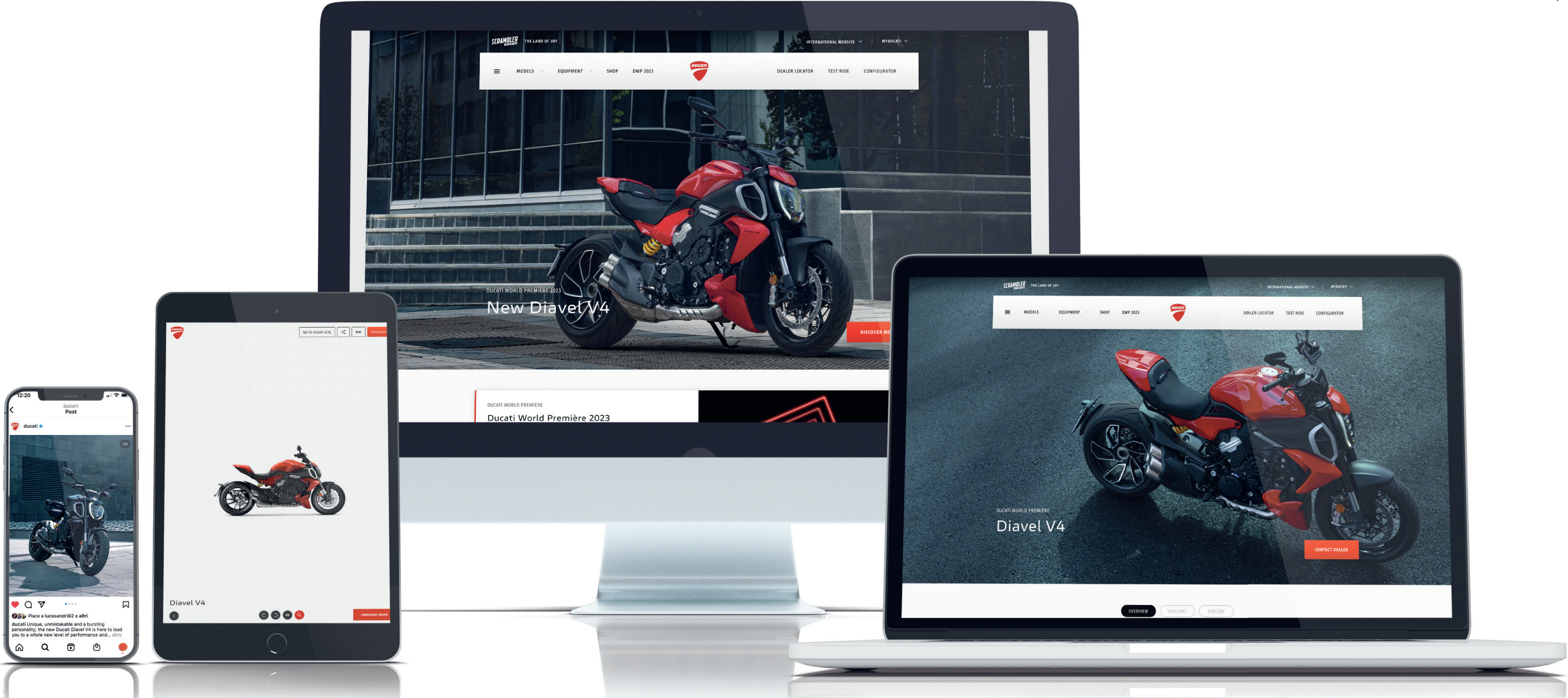
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### MyDucati App

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.





Guidare una moto è il modo più entusiasmante per godere la strada, offrire il massimo della sicurezza al motociclista è l'impegno di Ducati. Le Ducati sono sempre più maneggevoli, affidabili ed equipaggiate per garantire la massima sicurezza attiva ed esaltare il piacere di guida. L'abbigliamento tecnico è realizzato con materiali sempre più evoluti per un'adeguata protezione ed una maggiore visibilità. La sicurezza di chi va in moto è l'impegno di Ducati. Per maggiori informazioni visita la sezione sicurezza del sito [www.ducati.it](http://www.ducati.it)

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Dicembre 2022.



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