Motion ducati

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The color range of the Panigale V2 consists of the classic, sporty monochrome Ducati Red and the new White Rosso livery where the purity of Star White Silk is interrupted by the energy of Ducati Red on the rims, the front air inlets and the deflector on the upper half fairing. The twin-cylinder Panigale has a completely new look and refined electronics thanks to the use of the Inertial Platform , and is even better performing and safer on the track , not to mention fully exploitable and enjoyable on the road thanks to a more comfortable seat and revised suspension setup. Its name lets the lovers of Borgo Panigale twin-cylinders know that the model is powered by the cc Superquadro. The Panigale V2 replaces the previous Panigale as the entry model for the Panigale supersport bike family. The exclusive Ducati accessories underscore the driving pleasure of your Panigale V2, both on the track and on the road. Many dealers are operating with contact-less purchase and service. Have an authorized Ducati dealer reach out to you about the Panigale V2. The new Panigale V2 Is a beefy yet compact bike of essential design with clear-cut lines that convey power without compromising classic Ducati superbike flair. The Panigale V2 features the single-sided aluminum swingarm, the hallmark of every high-end sports Ducati. The extensive fairing highlights the more compact twin-cylinder Superquadro engine smaller in comparison to the Desmosedici Stradale , creating a bike that is visibly leaner and less intimidating than the Panigale V4. The predominance of the white highlights the bike's shapes and strips it down to its purest, perfect self. The more aggressive side of the Panigale V2 becomes even more energetic , boosted by the red on the rims, the front air inlets and the air deflector of the upper half fairing. These latter two red accents accompany the air inside the motorcycle, air flows that power the engine and cool the radiator. Dominating the front end are the two large air intakes , the upper parts of which incorporate the full-LED headlight. The new intakes merge with the existing air feed layout via newly designed ducts that, delivery rates remaining equal, lose less pressure than the previous ones, thus boosting intake efficiency. The headlight has been compacted with the express intent of giving the intakes themselves - especially with the bike at standstill - a more menacing air. Two specially shaped rims on the undersides of the air intakes speed up air inflow. The fairing has a 'dual layer' configuration: a main layer that extends upwards and merges into the tank via two sturdy struts, and a secondary layer that also acts as an air vent. This 'dual layer' solution revives the clean lines typical of Ducati sports bikes, famed for their full-fairing look. The fairing underside merges visually with the under-engine silencer, which terminates in an extremely compact right-side-only end pipe. The tail is built on a steel Trellis subframe lined with plastic covers that runs from the vertical cylinder to the tailpiece, of winged, spoiler-like design. The tailpiece incorporates the full-LED tail light, also wing-shaped: while a one-piece assembly, the light has two distinct parts as per Ducati sports bike tradition. The cc twin cylinder Superquadro engine complies with Euro 5 standards. Compared to the engine on the Panigale it delivers an additional 5 hp and 2 Nm more of torque. With a maximum power of hp at 10, rpm and a torque of Nm at 9, rpm , this twin cylinder engine delivers power

smoothly and enjoyably on the road while remaining forceful - yet always under control - on the track. Performance enhancement largely stems from the new injectors two per cylinder, one above and one below the butterfly, larger, and re-angled and the new inlet ducts which, delivery rates remaining equal, lose less pressure than their predecessors, thus boosting intake efficiency. Oval throttle body dimensions remain unchanged with an equivalent diameter of 62 mm. Throttle bodies are controlled independently of each other via a full Ride by Wire system. The new silencer has a new internal layout and, back pressure remaining equal, abates noise spikes more easily. This has led to a considerable reduction in silencer bulk. The new silencer also houses two larger. On the Panigale V2 the engine acts as a stressed member of the frame. The two cylinder heads and aluminum top covers feature a ribbed design to reduce mechanical noise. Crankcase cover, clutch cover and sump are all made of die-cast aluminum. The Superquadro engine uses brass bushings for the crankshaft, lubricated with pressurized oil via ducting inside the crankcase. This ensures efficient lubrication of the crankshaft and rapid oil recovery thanks to a lobe pump that - as on MotoGP racing engines - lowers the pressure in the connecting rod casing. Operated by a shaft, in turn driven by a gear train, the pump keeps the casing zone underneath the pistons in a controlled, constant low pressure state, thus reducing the resistance encountered by connecting rod rotation at high engine speeds and ensuring efficient oil recovery at all engine speeds. The compression ratio is The cc displacement is obtained with a A mm bore allows for large valve diameters: The valves are controlled by a Desmodromic system with racing-derived rocker arms, 'super-finished' and with a special DLC Diamond-Like Carbon facing for reduced friction and increased fatigue strength. The latter has an anti-patter and progressive self-servo mechanism that compresses the friction plates when under drive from the engine without any extra effort required from the rider to release the clutch. The Panigale V2 has revised ergonomics aimed at improving comfort. The new seat allows for greater longitudinal movement of the rider and greater comfort thanks to the new foam that raises it by 5 mm. The position of the footpegs remains the same. The Panigale V2 frame consists of a compact, enhanced-strength die-cast aluminum monocoque structure that uses the Superquadro engine as a stressed member. Attached directly to the cylinder heads, the monocoque frame protrudes forward to house the steering head bearings, contained in two aluminum bushes. In addition to working as a frame, the monocoque also acts as an air-box; it contains not just the air filter but also the throttle bodies and the fuel circuit, complete with injectors, and is sealed off by the steel fuel tank bottom. At the rear, instead, the double-sided swingarm has been replaced with a sophisticated, fully die-cast aluminum single-sided swingarm. The Panigale V2 features the 43 mm Showa BPF fork at the front, which provide full adjustability in spring pre-load, compression and rebound damping. The Showa Big Piston Fork BPF considerably improves damping control at low speed, ensuring lower-pressure oil feed and reducing the amount of fluid needed for compression and rebound adjustment. This results in improved suspension performance and significant weight savings compared to traditional fork types. A Sachs steering damper completes the front-end package. The rear suspension features a fully adjustable, Sachs monoshock, which reacts to the motion imparted by the die-cast single-sided aluminum swingarm via progressive-rate linkage. The shock absorber is side mounted to make the unit fully accessible for rebound and compression damping and spring pre-load adjustments. The Panigale V2 has fork slide out by 2 mm and a new shock absorber 2 mm longer that together with the new Pirelli Diablo Rosso Corsa II tires make the bike more intuitive, agile and fun to ride, moreover a fine-tuning of the suspension hydraulic setting improve comfort in road use. The Panigale V2 has a 5-spoke, 3. Pirelli's first multi-compound bike tire, the Diablo Rosso Corsa II combines racetrack performance with road versatility, making it just perfect for the Panigale V2. Multi-compound technology was developed out of Pirelli's experience in the World Superbike Championship. The result: dual-compound front tires, with three different application zones, and tri-compound rear tires with five application zones to optimize the contact patch and achieve top road and track grip under all surface conditions, dry or wet, at any lean angle. A new tread pattern with a slick shoulder zone optimizes the contact patch and ensures more even wear. Aspect ratio and structure are also racing-derived and designed to maximize cornering agility and 'feel'. The Panigale V2 features modern electronics based on a 6-axis inertial platform which instantly detects the bike's roll, yaw and pitch angles. The new electronics package raises active safety and dynamic control standards by adding the cornering function to the ABS, upgrading the quickshift so it now covers down-changes and including traction control, engine brake control and wheelie control. As you'd expect, all controls are incorporated in the three Riding Modes Race, Sport, Street and can be adjusted via the new 4. Featuring a user-friendly graphic interface browsing menus, adjusting settings and identifying the selected Riding Mode couldn't be easier. The ABS system on the Panigale V2 features the cornering function which keeps the ABS working even with the

bike leaned over and has the same intervention logic and control as on the V4. ABS Cornering EVO can be set at three different levels to fully satisfy the needs of all riders, on road or racetrack, even under critical low-grip conditions. Level 3 is intended for road use or in circumstances where there is little grip, ensuring safe, stable braking and keeping rear wheel lift under constant control during hard deceleration. Levels 2 and 1, instead, prioritize braking power and are better suited to sports riding on high-grip surfaces and racetracks. Level 2 is recommended for amateur track riding; the system controls both the front and rear brakes, keeps the cornering function on but disables lift-up control to allow harder, sportier braking. Selecting Level 2 also enables the 'slide by brake' function, letting riders drift into the bends spectacularly, effectively and safely. Level 1 is not the default setting on any of the Riding Modes: it must be deliberately selected as it is intended for on-track use by expert riders. It provides racing-standard ABS intervention on the front wheel only. Both the cornering and anti lift-up functions are disabled to generate maximum performance. 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 maximize performance. Using the data feed from the 6D IMU, this system keeps wheelies in check while maximizing 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. In addition to minimizing shift times, DQS EVO 2 allows clutchless down-shifts, 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 Superquadro engine control unit. Thanks to full Ride by Wire control, the system works differently for up-shifts and down-shifts, 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 ofishoot - reduces up-shift times, allowing the sportier high-rev gear shifts over 9, rpm typical of track riding and boosting shift stability during aggressive acceleration and cornering. The EBC Engine Brake Control system was developed to help riders optimize bike stability under extreme turn-in conditions; it does so by balancing the forces applied to the rear tire under severe engine-braking conditions. The Panigale V2 EBC EVO system, optimized according to lean angle, monitors throttle valve position, selected gear and Superquadro crankshaft deceleration during aggressive braking and adjusts throttle aperture to balance out the torque forces applied to the tire. Each Riding Mode is associated with a different control parameter set-up: selecting a different Riding Mode, then, instantly alters the 'character' of the engine and electronic controls. Selecting Race gives the rider hp, with direct Ride by Wire throttle response. Race mode sets the electronics at a low intervention level but without compromising safety, with ABS set to level 2, lift-up control off and the 'slide by brake' function which lets riders drift the bike into the corners safely on. Electronic controls are set to give riders perfect dry road ride responsiveness. As with the Sport RM, this mode provides riders with hp and progressive Ride by Wire throttle response. Electronic control settings ensure grip and stability to maximize safety. Riders can, of course, personalize 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 and disables the cornering and lift-up functions to allow full-on braking performance. Instrumentation on the Panigale V2 features a 4, Graphics and interface make menu browsing and adjustments easy while allowing more immediate identification of the selected Riding Mode. The Riding Mode interface clearly and immediately shows any changes being made to the settings. The Daytime Running Light and the upper rim of the dual headlight assembly create a 'browed' look, the modern hallmark of Ducati sports bikes. At the rear, instead, the full-LED tail light features a two-part design as per Ducati sports tradition. The dual red arch of the side light makes the Panigale V2 both unique and assertive. Front and rear LED indicators complete the lighting system. The DLT GPS feature 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. The information can be displayed on the screen via the relative menu. This lets riders take incoming calls, select and listen to music or receive text messages via Bluetooth. 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 music 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. Not only does it automatically display and record Panigale V2 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. By entering your email address you will always be up to date with the latest Ducati news and promotions. At any time you can complete your registration and create your profile on Ducati. United States. MyDucati Login Sign Up. Profile Logout. Diavel Diavel S. Diavel Lamborghini. XDiavel Dark. Configure Discover more. XDiavel S. Black Star. Configure Discover it. Hypermotard RVE. Configure Discover More. Hypermotard Hypermotard SP. Discover more. Monster Monster stealth. Monster S. Streetfighter V4. Streetfighter V4 S. Multistrada S Spoked Wheels. Multistrada V4. Multistrada V4 S. Configure Discover it. V4 S Sport. Discover it. Multistrada Enduro. Panigale V2. Panigale V4. Panigale V4 S. Panigale V4 SP. Panigale V4 R. Superleggera V4. Discover More. SuperSport SuperSport S. Configure Discover. Full Throttle. Desert Sled. See Selected Dealers Discover More. Special offers Ducati Delivers Dealer Locator. MyDucati Profile Logout. Models Diavel. New Superleggera V4. A record power to weight ratio completed by the GP16 extreme aerodynamic design. Discover the new Superleggera V4. Equipment Configurators. Shop Online. Racing Racing. United States Racing. Experience Magazine. Ducati Club. Riding Courses. Ducati Life. Ducati Worlds. Borgo Panigale. Dealers and Service Dealer Network. Financial Services. Spare Parts. Company Ducati Museum. Ducati History. Configure Contact Dealer. Power hp hp. Torque Dry Weight lb lb. On Track Design. Despite having a very strong and decisive character it allows you to go fast, in safety and without excessive effort". Enjoyment on the Road. Essential and sporty design. Confidence on racetrack. White Rosso livery Ducati red. Colors The color range of the Panigale V2 consists of the classic, sporty monochrome Ducati Red and the new White Red livery where the purity of Star White Silk is interrupted by the energy of Ducati Red on the rims, the front air inlets and the deflector on the upper half fairing. White Rosso livery Ducati red Configure. Tech Specs. Superquadro: L-twin cylinder, 4 valve per cylinder, Desmodromic, liquid cooled. Electronic fuel injection system. Twin injectors per cylinder. Full ride-by-wire elliptical throttle bodies. Straight cut gears; Ratio 1. Chain; Front sprocket 15; Rear sprocket Hydraulically controlled slipper and self-servo wet multiplate clutch. Monocoque Aluminum. Fully adjustable Showa BPF fork. Fully adjustable Sachs unit. Aluminum single-sided swingarm. Digital unit with 4,3" TFT color display. Dimensions and Weight. Dual seat. Emissions and Consumptions. Configure the Panigale V2 The exclusive Ducati accessories underscore the driving pleasure of your Panigale V2, both on the track and on the road. Get in touch with a dealer Many dealers are operating with contact-less purchase and service. The perfect fusion of power and elegance The new Panigale V2 is a beefy yet compact bike of essential design with clear-cut lines that convey power without compromising classic Ducati superbike flair. Perfect Ducati Style The tail is built on a steel Trellis subframe lined with plastic covers that runs from the vertical cylinder to the tailpiece, of winged, spoiler-like design. Superquadro: The Ducati twin-cylinder The cc twin cylinder Superquadro engine complies with Euro 5 standards. Higher Performance: New injectors and inlet ducts Performance enhancement largely stems from the new injectors two per cylinder, one above and one below the butterfly, larger, and re-angled and the new inlet ducts which, delivery rates remaining equal, lose less pressure than their predecessors, thus boosting intake efficiency. Silencer The new silencer has a new internal layout and, back pressure remaining equal, abates noise spikes more easily. More confortable and safe The Panigale V2 has revised ergonomics aimed at improving comfort. Monocoque frame The Panigale V2 frame consists of a compact, enhanced-strength die-cast aluminum monocoque structure that uses the Superquadro engine as a stressed member. Suspensions The Panigale V2 features the 43 mm Showa BPF fork at the front, which provide full adjustability in spring pre-load, compression and rebound damping. Showa BPF fork. Sachs steering damper. The Panigale V2 front brakes use twin M4. The front calipers grip mm discs, while a single mm disc at the rear is gripped by a single Brembo calliper. Wheels and tires The Panigale V2 has a 5-spoke, 3. The best technology and electronics The Panigale V2 features modern electronics based on a 6-axis inertial platform which instantly detects the bike's roll, yaw and pitch angles. Riding Mode. Headlight, tail light and indicators. Fari e indicatori. Instrumentation

Instrumentation on the Panigale V2 features a 4. Accessories by Ducati Performance. Exhaust Seat mudguard. Every single section of the system is produced in a special Titanium alloy, with TIG Tungste Inert Gas weld joints, extremely light and resistant to high temperatures and allowing a weight reduction. Once fitted to the bike, the Evolution exhaust significantly increases the already impressive weight-power ratio of the Panigale, for breath-taking acceleration. Features denser foam and thicker padding when compared to the OE seat. These attributes provide maximum support while minimizing rider fatigue. The exotic material further enhances the sport demeanor of this new Superbike. Ready to get on track? Racing Suit helmet boots Gloves. Ducati Corse K1 racing suit is available in both standard and custom sizes, is specifically designed for sports use. Designed by Aldo Drudi and produced by Dainese exclusively for Ducati, it is made of durable and lightweight kangaroo leather with large ventilated areas. The new Speed Evo helmet produced by X-Lite is the full-face racing helmet with high levels of carbon content, dedicated to the Ducatista who loves sports riding and accepts no less than the best. The durable and lightweight external fiber shell is available in 3 sizes. The light, durable partially mesh Microfiber upper is equipped with the Double Flex Control System, a protective structure in polyurethane with a slim profile designed to adhere to the boot shaft. Ducati Corse C3 leather gloves, dedicated to sport use, feature excellent fit, great sensitivity on the controls, and elevated levels of protection. In the event of a fall, the hand is further protected by a Keramide lining resistant to abrasion and heat, and by the presence of fiber double stitched seams in the areas most subject to stress. Available in two color versions, the Ducati Corse C3 are CE-certified according to the latest standards. Ducati Corse K1 Racing Suit. Ducati Corse C4 Racing Suit. DC Power T-Shirt. Cappellino Ducati Corse Power. Subscribe to the Ducati newsletter By entering your email address you will always be up to date with the latest Ducati news and promotions. I declare that I have read the privacy policy drafted pursuant to art. Subscribe now. Thank you for subscribing. All rights reserved. VAT Choose your country or region. International website. Canada en Canada fr. Luxembourg nl Luxembourg fr. Schweiz de Suisse fr Svizzera it. Sweden Norway. United Kingdom. Maintaining your motorcycle is an important job. Not only so that your bike will live a long life, but also so that it works at its optimum. If your motorcycle or ATV is water cooled, you know how important it is to make sure you have enough coolant in your bike. But did you know that just checking the reservoir on occasion is not all that it takes? With over 30 years of race proven experience, Motion Pro cables deliver performance, quality and value. We work directly with the best professional riders and mechanics to develop and test our cables. Race proven is not just our slogan; it's our guarantee that Motion Pro cables deliver the performance and quality champions demand. Motion Pro offers a full line of black vinyl OEM replacement cables, braided stainless steel Armor Coat cables, and Blackout cables for American V-twin bikes that feature black fittings on black vinyl housing for the complete "blacked out" look. Motion Pro cables provide smooth and precise control of your clutch and throttle. Building a custom bike? The Motion Pro Custom Cable Shop can meet all your custom cable needs and carries a full line of housing styles, fittings and inner wires. Attractive stainless steel weave with performance and attitude Clear Armor Coat protects chrome and painted surfaces Premium chrome fittings Images are for reference only. Standard black vinyl coil-wound housing Meets or exceeds O. Black vinyl housing Black fittings Image is for reference only, actual product may vary Uniform black color throughout the entire cable. There was a problem Added to your cart. Part No. Quantity: 1 Edit. Blackout Cables Black vinyl housing Black fittings Image is for reference only, actual product may vary Uniform black color throughout the entire cable. View Blackout Cables. Email Us We will respond as quickly as we can. About Motion Pro. Catalogs Articles Videos Instructions. Continental US Shipping Only. All rights reserved. Three things typically come to mind when people think of Ducati : speed, timeless design, and the color red. None of those screams practicality, though, and neither does a V4 engine. Notoriously thirsty, frequently high-strung, and expensive to produce, modern V4s are more synonymous with power and performance than pragmatism. In actuality, the company went to great lengths to make the latest Multi more utilitarian with added comfort, technology, off-road capability, and a new V4 powerplant. A dual-sided swingarm eases rear wheel repairs and adjustments. A monocoque chassis steps in for the traditional trellis frame. The spring valvetrain relaxes services to 9, miles and 36, miles for valve checks. All logical moves for Ducati, all transformative steps for the Multistrada. On top of those revisions, the House of Borgo Panigale debuts adaptive cruise control and blind spot detection with the V4 S. Developed in partnership with Bosch, the new radar technology takes motorcycle safety to even greater heights. However, with all that safety and practicality, can it still feel like a Ducati? To answer that question, we hopped aboard the Multistrada V4 S for a day of exploring in Borrego Springs, California. Over the past decade, the four-valve, liquid-cooled powerplant continued evolving, earning variable valve timing in before moving up

to 1,cc in This time, the new mill came with two more cylinders. To temper the valve V4 for touring and off-road use, a model-specific tune nets horsepower at 10, rpm and All those changes resulted in a completely different engine, prompting a new name: the V4 Grandturismo. Compared to its L-twin successor, the Grandturismo is 2. Aside from increasing peak power to horsepower, the Grandturismo improves torque over the Testastretta by 16 percent at 50 mph and 25 percent at both 62 mph and 75 mph in third gear. Up to 5, rpm, the power delivery was smooth and linear. Thereafter, mid-range power rushes up to 8, rpm. Even with that power surge, I never felt out of control on the big adventurer. Its four ride modes and impeccable road manners probably had something to do with that. On the open road, Touring mode was a no-brainer. It also proved useful in tight canyons where reduced horsepower helped negotiate technical turns. Predictably, Sport mode brought the ruckus, lightening the front wheel under hard acceleration. While each ride mode imbued the Multistrada with distinct characteristics, the V4 was even more forgiving in other situations. At one point in the ride, I failed to downshift from third gear on approach to a mph corner. I assumed the V4 would bog mid-turn and stutter out of the exit. Instead, the almighty mill picked up instantly, compensating for my absentminded mistake. The Multi was just as merciful at the other end of the spectrum as well. In sixth gear, the Granturismo hummed along at 70 mph with just 4, rpm, but it was never too docile to overtake traffic or pull away from potential hazards. Surprisingly, the V4 was ready to play nice at all speeds and the lenient maintenance schedule should help Multistrada owners cover even more ground. Since adventure bikes frequently double as tourers, Ducati equipped the Multistrada V4 S as such. The plush seat suits all-day riding for both the rider and passenger. It also helps that Ducati designed the V4 S to move heat on those sweltering days while also delivering heat during chilly rides. While most modern superbikes adopt bi-plane winglets to minimize high-speed wheelies, the Mulitstrada utilizes them to redirect air into the cockpit. The circulating breeze simultaneously cools the rider and shuttles hot air off the V4 engine. A series of gills and thermal tunnels near the radiators also amplify the temperature-regulating properties and the wind stream was easily detectable when I placed my hand over the slits. In the early afternoon, when the temperature reached 82 degrees F , the left side of the Granturismo radiated a notable amount of heat. With one quick motion, the system instantly reduced buffeting or increased airflow. After peeling off the highway and onto a secluded canyon road, the bike in front of me started kicking up loose pebbles. As we swiftly approached a corner, I was still able to shift the windshield into the high position without spoiling my line. Aside from the aerodynamics, heated doodads, and intuitive windshield, the designers improved ergonomics by increasing the distance between the seat and footpeg. On that note, Ducati lists stock seat height as A high position on the stock saddle also lifts seat height to With a inch inseam, I easily flat-footed the Multistrada V4 S, which is especially valuable when you take the premium motorcycle of its stature into unknown territory. The large-displacement ADV opts for a inch front wheel this time around, making off-road exploration more feasible. Catalog upgrades also include tubeless spoked wheels and crash protection for the off-road-inclined. A dedicated Enduro mode and center stand cater to the trailblazers and Skyhook suspension should adapt to all varieties of terrain. For the dirt portion of the day, Ducati hooked us up with wire-spoked wheels shod in Scorpion Rally rubber, engine guards, and a skid plate. I just wanted to get it back to the trailhead without testing the crash bars. With the Enduro ride mode activated, our off-road guide suggested stiffening the rear suspension to the hard setting, the front to the hardest option, and the preload to auto. I didn't use the improved responsiveness to push the pace, though. Instead, the accurate feedback signaled when to let the bike do the work. When the back end broke loose, I eased up on the bars. As the front started to tuck, I leaned back to hook up the rear. Like following a lead dancer, I took cues from the Multistrada, not the other way around. At times, I was just along for the ride. The active suspension even adjusted to endlessly changing conditions without my input. By the end of the day, I was more confident than ever, even catching modest air from a second-gear jump. Last but not least, Ducati takes safety to uncharted territory with new radar technology. The system allows users to dial following distance to near, medium, far, or farther, but even in the closest setting, it's never too close for comfort. The cushion provided ensures enough time to react to traffic or disengage the cruise control altogether. To do so, users simply brush the brakes, roll the throttle forward, or turn off the system with the designated buttons. Along with the distance options, one very useful ACC feature was assisted overtaking. With the system activated and the cruise control speed set higher than your current speed, the Multistrada applies throttle when the blinkers are initiated and the IMU detects lean. Acceleration only occurs when those criteria are met, but the assisted overtake worked seamlessly each time. Whether we were trailing a line of cars or pulling ahead of the pack, the adaptive cruise control introduced speed or braking immediately yet gradually. None of the

autonomous inputs felt jarring or out of control. The switchgear was also easy to use and offered ample adjustability on the fly. Though the near setting provided more than enough stopping room, the system extended following distances with just the touch of a button. Overall, the ACC was gentler and more nuanced than I anticipated and I look forward to other iterations coming to market soon. Arguably more useful than adaptive cruise control, the blind spot detection proved its worth throughout the day. Connected to the rear-mounted radar, blinking LED at the top of each mirror alerted me each time a vehicle moved alongside the Multistrada. The strobe increased as the vehicle approached or if the IMU detected me leaning in that direction. Linked to the IMU, the bi-directional quickshifter takes lean angle into account to ensure smooth transitions. At one point, I shifted in the middle of a turn and the system lengthened the gear engagement as not to upset the cranked over chassis. By improving the engine, comfort, off-road ability, and technology, Ducati armed the new Multistrada to take on all competitors. The Bologna brand has always positioned its ADV platform as a four-in-one bike, capturing touring, sport riding, off-roading, and urban in one bike. With the latest update, Ducati shores up the things the Multistrada already did well while addressing key areas of improvement. Aside from the aforementioned engine heat and trouble finding neutral throughout the day, my time with the Multistrada V4 S was thoroughly enjoyable. Before hopping aboard, I anticipated multiple tip-overs in the dirt and the power pulling my shoulders out of socket. Practicality will too. Home Ducati Multistrada Reviews Reviews. Feb 15, at pm ET. By : Dustin Wheelen. Powerful, provocative, potent, and practical? Gallery: Ducati Multistrada V4 S. Commenting Guidelines. Ducati Multistrada. Sign In or Sign Up. The values presented on this site are for estimation purposes only. Your actual payment may vary based on several factors such as down payment, credit history, final price, available promotional programs and incentives. Applicable tag, title, destination charges, taxes and other fees and incentives are not included in this estimate. Dealer Spike is not responsible for any payment data presented on this site. The color range of the Panigale V2 consists of the classic, sporty monochrome Ducati Red and the new White Rosso livery where the purity of Star White Silk is interrupted by the energy of Ducati Red on the rims, the front air inlets and the deflector on the upper half fairing. The twin-cylinder Panigale has a completely new look and refined electronics thanks to the use of the Inertial Platform, and is even better performing and safer on the track, not to mention fully exploitable and enjoyable on the road thanks to a more comfortable seat and revised suspension setup. The new Panigale V2 Is a beefy yet compact bike of essential design with clear-cut lines that convey power without compromising classic Ducati superbike flair. The Panigale V2 features the single-sided aluminum swingarm, the hallmark of every high-end sports Ducati. The extensive fairing highlights the more compact twin-cylinder Superquadro engine smaller in comparison to the Desmosedici Stradale , creating a bike that is visibly leaner and less intimidating than the Panigale V4. The cc twin cylinder Superquadro engine complies with Euro 5 standards. Compared to the engine on the Panigale it delivers an additional 5 hp and 2 Nm more of torque. The Panigale V2 has revised ergonomics aimed at improving comfort. The new seat allows for greater longitudinal movement of the rider and greater comfort thanks to the new foam that raises it by 5 mm. The position of the footpegs remains the same. The Panigale V2 features modern electronics based on a 6-axis inertial platform which instantly detects the bike's roll, yaw and pitch angles. The new electronics package raises active safety and dynamic control standards by adding the cornering function to the ABS, upgrading the quickshift so it now covers down-changes and including traction control, engine brake control and wheelie control. As you'd expect, all controls are incorporated in the three Riding Modes Race, Sport, Street and can be adjusted via the new 4. Featuring a user-friendly graphic interface browsing menus, adjusting settings and identifying the selected Riding Mode couldn't be easier. Advertised pricing excludes applicable taxes title and licensing, dealer set up, destination, reconditioning and are subject to change without notice. Pricing may exclude any added parts, accessories or installation unless otherwise noted. Sale prices include all applicable offers. Not all options l

ac relay wiring diagram
2002 subaru forester interior
wiring diagram 1980 chevy c30 pick up

listed available on pre-owned models. Contact dealer for details. Share Close. Copy Link. Monthly Payment Disclaimer Close. In White The color range of the Panigale V2 consists of the classic, sporty monochrome Ducati Red and the new White Rosso livery where the purity of Star White Silk is interrupted by the energy of Ducati Red on the rims, the front air inlets and the deflector on the upper half fairing The twin-cylinder Panigale has a completely new look and refined electronics thanks to the use of the Inertial Platform, and is even better performing and

safer on the track, not to mention fully exploitable and enjoyable on the road thanks to a more comfortable seat and revised suspension setup. Features may include: DESIGN The perfect fusion of power and elegance The new Panigale V2 Is a beefy yet compact bike of essential design with clear-cut lines that convey power without compromising classic Ducati superbike flair. Get an Estimate for Your Payment. Calculation is estimate only.