

# Diavel V4

**168 hp, 223 kg, valve checks every 60,000 km. Ducati's muscle roadster, three ways.**

Three bikes, one signature. The Diavel V4 pairs the 1,158 cc V4 Granturismo with an aluminium monocoque frame, a single-sided swingarm and a 240 mm rear tyre: cruiser presence, sport naked agility. The Diavel V4 RS puts the race-derived Desmosedici Stradale engine in the same platform, in a numbered edition. The XDiavel V4 keeps the V4 Granturismo and moves the footpegs forward for the feet-forward sport cruiser stance. These are the six things worth knowing.

## WHAT'S WORTH KNOWING

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| <p><b>V4 Granturismo with a counter-rotating crankshaft</b></p> <p><b>1,158 cc, 168 hp at 10,750 rpm, 126 Nm at 7,500 rpm (Diavel V4, XDiavel V4). The crankshaft rotates opposite to the wheels, a solution taken from Ducati's MotoGP bikes.</b></p> <p>Spinning wheels are gyroscopes and resist every steering input. Reverse the crank and the engine subtracts its share of that resistance, so 223 kg tips in like a far lighter bike. The rear cylinders switch off at stops, for rider comfort and lower fuel consumption.</p>                                                                                         | <p><b>Service intervals built for distance</b></p> <p><b>Oil service every 15,000 km or 2 years. Valve clearance check every 60,000 km on the V4 Granturismo (Diavel V4, XDiavel V4) and every 30,000 km on the Diavel V4 RS.</b></p> <p>Ducati calls the 60,000 km valve interval a record. At 10,000 km a year, a Diavel V4 reaches its first valve clearance check after six years. More riding, less workshop.</p>                                                                                                                                        |
| <p><b>240 mm rear tyre on a single-sided swingarm</b></p> <p><b>A 240/45 ZR17 rear tyre on an 8-inch rim, carried by an aluminium single-sided swingarm. Brembo Stylema monobloc calipers on twin 330 mm discs up front, Cornering ABS standard on all three.</b></p> <p>Nothing covers the wheel: from the right side, the tyre is fully on show. A tyre this wide resists tipping in, so Ducati built the chassis around it, with the monocoque frame bolted straight to the cylinder heads and the crank working against the gyroscopic effect. The drama doesn't cost you the corner. Red Dot "Best of the Best", 2024.</p> | <p><b>Diavel V4 RS: Desmosedici Stradale, numbered edition</b></p> <p><b>1,103 cc, 182 hp at 11,750 rpm, 120 Nm at 9,500 rpm, 220 kg. 0-100 km/h in 2.5 seconds. STM-EVO SBK dry clutch, Öhlins suspension, forged wheels, carbon fibre bodywork.</b></p> <p>Desmodromic timing closes the valves mechanically, no springs, exact all the way to the 13,500 rpm limiter. The dry clutch rattle at idle is a Ducati racing signature. Each RS carries its series number on an aluminium plate on the rear cylinder head, and Race Riding Mode debuts here.</p> |
| <p><b>XDiavel V4: the feet-forward Ducati</b></p> <p><b>Forward footpegs, wide handlebar, 770 mm spoon-shaped seat, 6.9-inch TFT display. 229 kg, 6 kg lighter than the XDiavel 1260. Same 168 hp</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                       | <p><b>Full rider-aid suite and Ducati Power Launch on every Diavel</b></p> <p><b>Cornering ABS, Ducati Traction Control, Ducati Wheelie Control, Ducati Quick Shift up/down, cruise control and Ducati Power Launch, all</b></p>                                                                                                                                                                                                                                                                                                                              |

### **V4 Granturismo, same Brembo Stylema brakes as the Diavel V4.**

How you sit is how you ride. The Diavel V4 puts the pegs under your hips for body-weight cornering; the XDiavel V4 stretches you out for relaxed kilometres and boulevard presence. Rear wheel travel grows to 145 mm, the passenger seat is 30% wider, and Ducati Quick Shift 2.0 up/down is standard.

### **standard. Riding Modes: Sport, Touring, Urban, Wet; the Diavel V4 RS swaps Urban for Race.**

Ducati Power Launch handles the start: pick a level, first gear, full throttle, and your only job is the clutch release. Wet mode limits the V4 Granturismo to 115 hp with a gentle throttle for low-grip days. On the RS, the dash stores your last 20 launches, timed 0-100 and 0-200 km/h.

## **TWO POSTURES, THREE SEAT HEIGHTS**

**Diavel V4: 790 mm, mid-mount footpegs**

**Diavel V4 RS: 790 mm (770 or 810 with accessory seats)**

**XDiavel V4: 770 mm, forward footpegs**

**XDiavel V4 Comfort seat: +15 mm foam**

From 770 to 810 mm, mid-mount or feet-forward: pick the posture first, then the seat. Ride both back to back and you'll know in five minutes.

## **MAKE IT YOURS**

Diavel V4: Touring, Sport or Style accessory packs

XDiavel V4 Open Road: comfort seats, passenger backrest, two 24-litre semi-rigid side cases

XDiavel V4 mid footpeg kit for a sportier position and more lean angle

Turn-by-turn navigation via the Ducati Link App: standard on the RS, accessory on Diavel V4 and XDiavel V4

**The Diavel makes its case in one corner. Book a test ride: twenty minutes of twisty road is where 240 mm of rear tyre stops being a figure and starts being a feeling.**

**BOOK A TEST RIDE**

**EXPLORE THE BIKE**