



## 2012 DUCATI STREETFIGHTER

### **Confident contender – Supreme fighter**

2012 sees the excellent new Streetfighter 848 take its place alongside the awesome firepower of the Streetfighter S to broaden the stylish and exciting, high-performance naked family.

The Streetfighter 848 delivers pure motorcycle enjoyment with the sophisticated combination of a brand new and brilliantly engineered 848 Testastretta 11° engine and the enhanced geometry of a frame that ensures optimum agility with confidence-inspiring “feel”. With user-friendliness now enriched by a smooth and flexible power delivery, revised ergonomics and DTC, Ducati’s unique fighter style is set to create more excitement than ever.

The Streetfighter S takes its 155hp 1098 Superbike soul and mixes fighter attitude with naked sophistication to create a cocktail of Desmo adrenaline. Stripped to the bare essentials, its race technology, skeletal 368lb (167kg) styling, and 85lb-ft (11.7kgm) of torque takes Ducati’s big naked concept to the very top of the fighter food chain.

The Ducati Streetfighter S scored a round one knock-out when it entered the ring for the first time at the Milan show back in November 2008. Its supreme elegance stole the ‘Most Beautiful Bike’ award and raised the bar for extreme naked. Its asphalt-ripping reputation became the desire of sport naked connoisseurs throughout the world and the Streetfighter 848 now widens that desire with everyday accessibility.

The new 848 fighter is dressed in red with a red frame for Ducati traditionalists, while yellow makes a comeback and the stunning dark stealth scheme underlines the Streetfighter’s aggressive image, both with frames finished in racing black. The Streetfighter S comes to the fight in Ducati red and the brand new for 2012 “race titanium matte”. Both schemes have red frames and black wheels.



## **Streetfighter reborn**

The Streetfighter culture was born on the backstreets of Northern Europe during the late 70s and 80s. If the Café racer movement had taken traditional bikes and transformed them to establish out-and-out sportbikes, then Streetfighters were definitely anti-establishment. They evolved by removing the fairings from sport bikes, fitting higher bars and customising to create high-performance, over-the-top naked. Ducati took that concept and applied their own Italian sophistication to a stunning, factory-prepared Streetfighter.

The Ducati Streetfighter is equipped with everything that made the Superbike a legend: Awesome L-Twin muscle with brutal, big-bore torque, thoroughbred chassis technology, beautiful single-sided swingarm, race-bred brakes and pure, sophisticated class.

While the tank and seat shapes leave no doubt as to the Streetfighter's roots, it is the upright and commanding riding position that really starts to shape the character of this ultimate naked. Minimalistic controls, instrumentation and headlight design leave the front looking clean and mean, while twin-stacked right-side mufflers at the rear leave the tail-end high and sharp. No other Ducati has ever achieved such an aggressive stance while providing a comfortable, empowering, controllable and enjoyable ride.

Add the awesome street-going Ducati Traction Control as standard equipment and Ducati Data Analysis-ready electronics and it's clear that the Streetfighter perfectly balances the essential DNA of an exciting naked motorcycle with the latest race-derived electronic technology.

## **Ducati passion**

Ducati's original Streetfighter project was inevitable. The passion to build the most successful Superbikes ever, mixed with the desire to create iconic, naked motorcycles was a rush of adrenaline just waiting to happen. Who else would create a bike for out-and-out purists to celebrate naked power in all its forms? A bike with muscle-engine performance, aggressive chassis engineering and intelligent electronics all laid bare to appreciate, respect and enjoy? Ducati build bikes for enthusiasts – for bikers who appreciate the details that come together to make an awesome bike, for perfectionists who instantly recognise excellence when they see it.

Ducati motorcycles are not just a means of transport, they are the realisation of dreams that set their riders apart from the rest of the world. They are an extension of character and the ultimate personal statement. The Streetfighter is built with pure Ducati passion and it's ready to impress.

## **Naked Ducati detail**

More attention to detail than ever before went into creating the Ducati Streetfighter. Repositioning many of the components usually hidden by bodywork and continuing to keep them out of sight was a major challenge for the design and engineering teams, but they pulled it off with impressive results. Add details such as the perfectly formed passenger seat cover, a rear hugger fitted as standard equipment and the pre-minimalised licence plate holder, and it's plain to see that Ducati have gone that extra step to achieve the highest level of finish.



## STREETFIGHTER FAMILY FEATURES

### Taking control

The Streetfighter 848 and Streetfighter S riding positions are now even more empowering, with 20mm higher handlebars enhancing the overall ergonomic triangle and, for the 848, 10mm wider foot-pegs improving foot positioning. This continuous study on seat, footpeg and handlebar relationship has maximised comfort without losing the desired feeling of an extreme naked Ducati.

Showing attention to detail typical of all new Ducatis, the handlebars are gripped by beautifully shaped clamps that flow sleekly into the bar-risers. Even the switchgear presents minimalism at its best. The slim-line bodies house easy-to-use switches and buttons and feature a unique weapons-like 'trigger catch' that slides down to cover the starter button when activating the kill-switch. Symmetrically mounted, remote brake and clutch reservoirs are small, low and compact and feed slim, radial master-cylinders with adjustable levers by Brembo to complete the clean and uncluttered controls arrangement.

The Streetfighter's instrumentation continues that same clean look with a compact shape that blends into the aggressive line of the headlight. Information additional to the default read-outs is managed from the left-hand handlebar-mounted switch gear, allowing the rider to scroll through and select from various menus. The display presents rpm and speed, with the former displayed across the screen in a progressive bar graph. Additionally, the instruments display DTC status and level selected, lap times, time, air temperature, coolant temperature, battery voltage, two trips and a trip that automatically starts as the fuel system goes onto reserve. Warning lights illuminate to signify neutral, turn signals, high beam, rev-limit, low oil pressure, fuel reserve, DTC intervention and scheduled maintenance.

The instrument display can also be used to manage Ducati Traction Control settings, list lap times recorded by using the high-beam flash button as a stopwatch and additionally as a control panel for the activation of the Ducati Data Analyser (DDA) system, which is available as an accessory from Ducati Performance for the Streetfighter 848 and supplied as standard equipment on the Streetfighter S. It consists of a special DDA software and memory key that slots into a plug under the seat, which also doubles as the connection for a handy battery charger also available as an accessory from Ducati Performance.



## **Intelligent muscle**

The Streetfighter S was Ducati's first ever naked sportbike to be fitted with the awesome Ducati Traction Control (DTC) system and now the Streetfighter 848 inherits the same full eight-level DTC as standard equipment. In developing its World Championship-winning traction control system for road use, Ducati continue to demonstrate their strategy of transferring technologies from their race bikes into the production environment, and show how solutions developed for performance on the track really can be applied to enhance safety on the road.

Accessible from the left-hand switchgear and displayed on the digital instrumentation, the system offers a choice of eight profiles, or 'sensitivity levels', each one programmed with a wheel-spin tolerance matched to progressive riding levels of skill, graded from one to eight.

While level eight administers a confidence-building, high level of interaction from the system by activating upon the slightest amount of wheel-spin, level one offers a much higher tolerance, resulting in less intervention for highly competent riders. Once the level is selected and DTC activated, both are displayed on the Streetfighter's instrumentation. The system then analyses data sent from front and rear wheel speed sensors to detect wheel-spin. Should the system recognise wheel-spin above a certain threshold, the DTC ECU instantly evaluates the many possible wheel-spin scenarios before administering two types of interaction in varying amounts.

DTC is able to sense the exact use that the Streetfighter is being put to. From slow mid-corner acceleration with considerable vehicle inclination to high speed corner exits while almost upright, DTC is intelligent enough to react according to each and every situation. It's even smart enough not to intervene during a burnout or a wheelie.

The first 'soft' stage of system interaction is executed by high speed software that instantly makes electronic adjustment to the ignition by administering varying amounts of retardation to reduce the engine's torque output. During this initial stage of DTC interaction, both outer warning lights on the Streetfighter instruments – normally used to signify over-rev – illuminate to signify that DTC is being applied.

If the DTC software detects that the first 'soft' stage of system interaction is inadequate to control the wheel-spin, it continues to administer ignition retardation and instructs the engine ECU to initiate a pattern of constantly increasing injection cuts until, if necessary, full injection cut. During this second stage of system interaction, both outer and central warning lights fully illuminate to signify that DTC has also initiated injection cuts.

After either stage one (ignition retardation) or stage two (pattern of injection cuts or full cut), the system incrementally returns to the original ignition and injection mapping as the wheel speeds approach equalisation. This carefully programmed return to full power delivery is the real key to DTC's smooth and efficient operation.



### **Exhaust system**

The stylish Streetfighter 2-1-2 exhaust system is made from weight-saving 1mm thick steel and flows from 58mm to 63.5mm diameter pipes. The system uses two lambda probes to ensure precise fuel mapping for optimum performance and an electronic valve in the mid-section to achieve a wide spread of power. The cannon-style, vertically stacked mufflers sport a brushed steel for the Streetfighter 848 and black brushed steel for the Streetfighter S, both delivering the famous Ducati L-Twin sound synonymous with raw, Desmo power.

### **Single-sided swingarm**

At the rear-end of both Streetfighters is a brand new, black-finished, single-sided swingarm beautifully cast in aluminium. 35mm longer than the Superbike it brings the total wheelbase to 1,475mm (58in) and ensures the Streetfighter's acceleration is never compromised.

### **Lighting**

The aggressive looking headlight is the 'face' of the Streetfighter and it leaves little doubt as to its character. While the main lighting source and multi-reflector design provides powerful illumination to cut through the night, its two evil eye strips of LED positioning lights give a striking and unmistakable identity to the bike.

Preserving the clean and stylish design, the directional indicators remain unobtrusive with clear lenses and coloured bulbs, while the rear light is integral to the shape of the tailpiece, providing unobscured illumination while maintaining the smooth and elegant look to the high and sharp rear-end.



## 2012 DUCATI STREETFIGHTER 848

### Streetfighter-style excitement

The 848 Testastretta 11° engine is a masterpiece of Desmodromic engineering. 132hp and an exhilarating 69lb-ft of torque is delivered with silky smooth precision by using innovative cam timing solutions proven on the now legendary Multistrada and Diavel power plants. The new engine lives and breathes Streetfighter-style excitement, while revised chassis ergonomics and race-derived, eight-level electronic Ducati Traction Control ensure enhanced rider comfort and a confident ride.

### A chassis born to fight

At a class-leading 169kg (373lb) dry weight, the Streetfighter 848 boasts an incredible power-to-weight ratio. The beautifully built Trellis frame uses the same 24.5° of rake as the Superbike 848<sup>EVO</sup> to provide optimum agility, while 103mm of trail gives the confidence-inspiring "feel" of a well-planted front-end.

The Streetfighter 848 is armed with fully adjustable 43mm Marzocchi forks up front and a fully adjustable Sachs monoshock at the rear, giving the bike high performance handling and the rider absolute confidence and a comfortable ride. The matte champagne coloured fork bodies house natural chrome finished sliders, are fully adjustable in spring preload and compression and rebound damping and feature radial mounts for the Brembo brake callipers. The lower triple-clamp is formed in a strength-enhancing gull-wing shape for increased rigidity, it maintains a vice-like grip on the fork legs, giving a precise and solid feeling through the bars on fast direction changes.

On the rear, the single Sachs unit operates through a progressive linkage and single-sided swingarm and is also fully adjustable in spring preload and damping in both compression and rebound. The new Streetfighter uses Brembo's powerful four-piston radial callipers gripping twin 320mm discs on the front and a two-piston calliper on the rear with a 245mm disc to provide user-friendly and dependable braking performance.

10-spoke wheels with a rear rim width of 5.5in and 3.5in on the front are made in black-finished, lightweight aluminium to help keep the overall motorcycle weight down and maintain an all-important control on unsprung weight. This weight is made up of all the components between the suspension and the road and includes tyres, brake discs and callipers etc, but when rotating at high speed, it is the wheels that store most of the kinetic energy and offer the most resistance when steering, accelerating or braking. Their weight saving, therefore, is a serious contribution to both the handling and performance of the motorcycle and the Streetfighter pulls out all the stops achieve the best results.



## **New tyre technology**

The Streetfighter 848 confidently relies on Pirelli Diablo Rosso Corsa tyres created using technologies developed in the Superbike World Championship and perfected for street use - the ideal methodology for bringing race technology to performance street products. The construction and profiles ensure optimum agility and control by providing enhanced support during vehicle inclination.

The 120/70ZR17 front tyre uses a 0° steel belted construction that guarantees maximum support under heavy braking and corner entry. The new 180/60ZR17 sized rear tyre is constructed with three compound zones, featuring a softer compound on the shoulders (25% on each side) for performance in cornering and a harder compound on the centre section for longer tyre life.

The 180/60ZR17 rear tyre implements an aspect ratio used in World and National Supersport competition and offers a larger contact patch compared with the 180/55, further enhanced with an increased "slick" area when at maximum lean angle. The higher and slightly wider profile improves riding comfort and the larger contact patch spreads road stresses throughout the contact area for reduced wear of both rear compounds. Transversal grooves between the rear tyre's central and side shoulder sections quickly disperse residual water, providing excellent grip in wet conditions, while the central non-grooved rib ensures maximum rubber on the ground for traction under acceleration and improved straight line stability.



## 848 Testastretta 11°

Ducati's 848 mid-range Superbike engine has been a massive success since its first introduction in 2008. Enhanced to "EVO" spec for 2011, its thrilling, flexible and user-friendly power delivery made it a popular Superbike choice. Now, combined with the factory's latest Testastretta 11° technology, it is transformed into what many consider to be Ducati's perfect engine and provides the Streetfighter 848 with a power-to-weight ratio to be proud of.

With 132hp @ 10,000rpm and a colossal 69lb-ft (93.5Nm) of torque @ 9,500rpm, the 848 Testastretta 11° engine is all about authentic Ducati Desmodromic performance. Radical cam timing adjustment enabled Ducati to achieve strong torque through a wider rev-range, considerably enhancing the 848 Streetfighter's rideability, while ensuring plenty of power remains on tap for high-rpm fun.

For an engine with brute power on tap when needed and smooth, user-friendliness available for an effortless and comfortable ride, Ducati revised the configuration of the cam timing with particular focus on the valve overlap angle. The overlap angle is defined as the interval of crankshaft rotation, measured in degrees, during which both the intake and exhaust valves are open at the same time. This overlap occurs between the end of the exhaust stroke and the start of the intake stroke. High performance engines, which are subject to compromising smoothness for extreme power delivery, use high values of this parameter in order to benefit from the pressure waves to improve engine performance by maximising volumetric efficiency.

On the 848 Testastretta 11° engine, this angle has been reduced from 37°, used in the Testastretta Evoluzione engine which powers the 848<sup>EVO</sup> Superbike, to 11°. As a result, the fresh inlet charge from the MotoGP-derived elliptical throttle bodies is less compromised by the exiting exhaust gases, producing a much smoother combustion, improved fuel economy and lower exhaust emissions.

The valves are controlled by Ducati's signature Desmodromic system, which activates valve closure mechanically instead of relying upon normal valve springs to follow the steep closure profile of high-performance cam profiles. This system, which closes the valves mechanically with the same level of accuracy that they are opened, is used on every single Ducati motorcycle including the world-beating Superbike and Desmosedici MotoGP power plants.

Ducati's Streetfighter 848 engine harnesses the track-ready power of the Superbike and makes it smooth and tractable, while a high performance six-speed box with user-friendly wet clutch ensures a smooth riding experience in all conditions. Everything about the 848 Testastretta 11° engine is a direct result of Ducati's engineers making massive advances in balancing high-performance with an enjoyable ride.

Decades of experience combined with constant investment in advanced materials and precision engineering techniques has enabled the distance between the major service intervals (valve clearance check) to double from 12,000 to 24,000 kilometres (15,000 miles). This continual attention to detail and development of twin-cylinder technology makes Ducati ownership even more accessible and enjoyable than ever.



### **Streetfighter 848 colours**

While the Streetfighter looks stunning in traditional Ducati red with red frame, yellow makes its return set against a racing black frame and dark stealth underlines the Streetfighter's aggressive image also with racing black frame. All three options roll on 10-spoke wheels finished in black.



## 2012 DUCATI STREETFIGHTER S

### Power and precision

Ducati's 'S' treatment of the Streetfighter pushes its tech spec to the red line. Öhlins suspension front and rear and lightweight Marchesini forged wheels stack up serious credibility, while the front fender and cam belt covers in super-light carbon fibre help reduce the dry weight to an extreme 167kg (368lb).

The true Ducati spirit is captured with a powerful Desmodromic L-Twin 1098 "Testastretta Evoluzione" engine producing 155hp with an incredibly wide spread of power thanks to 85lb-ft (11.7kgm) of torque. The Streetfighter's power and precision is further maximised by weighing in at just 368lb (167kg) and further benefits from technology derived directly from Ducati's MotoGP and Superbike projects. Ducati Traction Control and Data Analysis, racing-style braking system, fully adjustable suspension and forged wheels all come as standard equipment on the 'S' to complete the battle-ready package.

### 1098 power

The world-beating 1098 Testastretta Evoluzione needs little introduction. Debuting in 2007, it went on to form the basis of a motor that powered Ducati to Superstock and Superbike World titles and now its incredible torque powers Ducati's most extreme naked and the results are mind-blowing.

Producing a ballistic 85lb-ft (11.7kgm) of torque and 155hp (114kW), the Streetfighter's awesome 1098 engine fears nothing of the naked sports competition. The L-Twin, Testastretta Evoluzione engine gives both the best power-to-weight and the best torque-to-weight ratios in its class.

Using the Testastretta narrow valve angle, super-straight intake ducts and specially shaped combustion chambers, the Desmodromic motor continues to breathe through MotoGP-derived elliptical throttle bodies and four large diameter valves per cylinder to achieve its incredible spread of torque.

A high performance six-speed box and racing-style dry clutch makes sure the transmission package delivers 155hp as efficiently as possible. Engine surface features include enhanced detailing on the cam belt covers as well as a new black finish for the magnesium dry clutch cover and main outer casings and carbon-grey finish for the crankcases

The Streetfighter's power is protected by twin coolant radiators, carefully curved in pure naked style for optimum performance and stunning with visual effect. The upper radiator is assisted by lightweight, high flow electric fan assemblies while the lower sits in the front of the belly pan, which also houses a highly efficient oil heat exchanger.



### **S-spec precision**

At a class-leading 167kg (368lb) dry weight, the Streetfighter S also comes to the fight with the highest power-to-weight ratio in its class. The purpose-built Trellis frame, which uses 25.6° of rake compared with the Superbike's 24.5°, ensures a well-planted front-end, while a fully cast aluminium single-sided swingarm at the rear is new for 2012. The rake, longer wheelbase and cross-mounted steering damper ensure stability even under the extreme acceleration of Ducati's incredible L-Twin torque.

The Streetfighter S pushes the spec way up with 43mm Superbike-spec Öhlins forks that have sliders treated in low-friction TiN. Fully adjustable in spring preload and precisely adjustable in compression and rebound damping, they ensure 'S' feeling and finesse when the fight gets rough.

Taking care of the rear of the 'S' is a single high-spec Öhlins unit fully adjustable in spring preload with full adjustment and highly engineered control of compression and rebound damping. The unit is also fitted with a ride enhancing top-out spring which helps maintain rear tyre contact under extreme conditions. Important attention to performance detail is inherited from its Superbike bloodline with Streetfighter S having rear ride-height adjusters that allow fine correction after setting personalised spring preload.

Part of the weight saving of the Streetfighter S over the 848 is down to the incredible Y-shaped, 5-spoke wheels by Marchesini, forged and then machined in lightweight aluminium. Reducing the unsprung weight for enhanced performance, the wheels are finished in black, and roll into 2012 fitted with the new Pirelli Diablo Rosso Corsa tyres.

The Streetfighter S uses Brembo's powerful Monobloc calliper race technology. Machined from a single piece of alloy, the callipers achieve higher rigidity and resistance to distortion during extreme braking. The result not only delivers planet-stopping brake power, but also gives an enhanced and precise 'feel' at the brake lever. The twin Monobloc callipers each have four 34mm pistons that grip huge 330mm discs to achieve their spectacular performance. The weight of the discs has been kept to a minimum by using racing-style narrow braking surfaces.

### **Streetfighter S colours**

The Streetfighter S continues to be dressed in Ducati red and now introduces the stunning "race titanium matte" into the colour range, with both schemes using red frames and black wheels with red pin-striping.