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You can read the recommendations in the user guide, the technical guide or the installation guide for DUCATI STREETFIGHTER S. You'll find the answers to all your questions on the DUCATI STREETFIGHTER S in the user manual (information, specifications, safety advice, size, accessories, etc.). Detailed instructions for use are in the User's Guide.

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Manual abstract:

Un telaio nato per combattere A chassis born to fight At a class-leading 169kg (373lb) dry weight for the Streetfighter and an incredible 167kg (368lb) for the Streetfighter S, both come to the fight with the highest power-to-weight ratio in their class. 5°, ensures a wellplanted front-end, while a 35mm longer single-sided swingarm at the rear ensures the Streetfighter's acceleration need never be compromised. The lower triple-clamp also gets more muscle development. Formed in a strength-enhancing gull-wing shape for even more rigidity, it maintains a vice-like grip on the fork legs, giving a precise and solid feeling through the bars on fast direction changes. The revised rake, longer wheelbase and crossmounted steering damper ensure stability even under the extreme acceleration of Ducati's incredible L-Twin torque. The Streetfighter is armed with fully adjustable 43mm Showa forks up front and a fully adjustable Showa monoshock at the rear, giving the bike high performance agility and the rider absolute ʾfeel' and confidence from sure-footed handling. Important performance details are inherited from the Superbike bloodline with both the Streetfighter and Streetfighter S having rear ride-height adjusters that allow fine correction after setting personalised spring preload. Lightweight aluminium 10-spoke wheels, which are finished in graphite grey, help keep the overall motorcycle weight down and maintain an all - important control on unsprung weight, while Brembo's powerful Monobloc caliper technology achieves higher resistance to distortion during extreme braking by being machined from a single piece of alloy. Each caliper uses four 34mm pistons to grip huge 330mm discs for spectacular performance. Both the Streetfighter and Streetfighter S roll out on Pirelli Diablo Corse III tyres.
7kgm) of torque and 155hp (114kW), the Streetfighter's 1098 power house of massive bore and short stroke 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. Surface features include enhanced detailing on the cam belt covers and the magnesium dry clutch cover as well as a new black finish for the main outer casings and carbon-grey finish for the crankcases, which employ the same weight-saving vacuum die-cast technology used in the 1198. 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. ʿS' treatment of the Streetfighter takes its performance way off the scale.
43mm Öhlins forks with low-friction TiN-treated sliders are precisely adjustable in spring preload and compression and rebound damping, adding street credibility in town and that all-important ʾfeel' when exploring the Streetfighter's sports soul. the rear sits on a high-spec Öhlins unit with adjustable preload and highly engineered control of compression and rebound damping. It also features a ride enhancing top-out spring, helping to maintain rear tyre contact when the fight gets rough. Performance is further increased with Y-shaped, 5-spoke wheels by Marchesini, forged and machined in lightweight aluminium, while the front fender and cam belt covers in super-light carbon fibre help reduce dry weight to an extreme 167kg (368lb). And it's not all about muscle. The awesome Streetfighter S comes pre-loaded with intelligent Ducati Traction Control and Data Analysis systems as standard issue. The Streetfighter S is the first naked sport bike equipped with competition-level traction control as standard equipment. Accessible from the left-hand switchgear and displayed on the digital instrumentation, Ducati Traction Control (DTC) offers a choice of eight ʾsensitivity levels', each one programmed with a wheel-spin tolerance matched to progressive riding levels of skill.


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When activated, the system analyses front and rear wheel speeds to detect the level of wheel-spin, instantly evaluating the Streetfighter's `dynamic situation' before administering two types of interaction in varying amounts: ignition retardation and fuel injection cuts. DTC understands exactly how the Streetfighter is being used. From slow mid-corner acceleration.



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