INSTALLATION MANUAL

Streetfighter V4 Intake Kit

2G airbox lid + 2G high-performance air filter · Ducati Streetfighter V4 / V4 S · earlier and latest versions: same procedure

Time **about 30 min** Difficulty **Easy** ECU remap **Not required**



KIT CONTENTS

1 × 2G airbox lid (two half-shells)
1 × 2G dry air filter
2 × M5 screws to join the half-shells

TOOLS REQUIRED

13 mm socket or spanner
Set of Allen keys
Sharp cutter or fine saw (option A)
Damp microfibre cloth or vacuum cleaner

BEFORE YOU START

Engine cold, ignition OFF.
Bike stable on a stand, handlebar straight.
With the airbox open, never let screws or dirt fall into the throttle bodies: it can seriously damage the engine.

PHASE 1 · STEPS 1–3

Remove the stock airbox lid

01 Free the headlight

Undo the two 13 mm bolts at the bottom of the headlight, then release it from the two rubber mounts at the top. **Leave it wired to the bike: it is only freed mechanically.** Support it so it never hangs from its cables.

02 Undo the four lid screws

Remove the four screws that hold the stock lid, beside the steering head towards the tank: two on the right, two on the left. Keep them: you will reuse them.



The stock lid with the headlight freed: two of its four screws are

03 Take the stock lid out

The lid is now free, but it wraps around the steering head and passes between the head tube and the fork legs on both sides, so it cannot come out as it is. Choose one of two options:

OPTION A · CUT THE JOINT (RECOMMENDED)

Cut the rubber section that joins the two half-shells of the stock lid. The lid comes out at once, with nothing else to remove.

The stock lid stays reusable: its interlocking joint keeps the two halves together and, once the four screws are in, it sits as before. The cut is hidden behind the headlight.

OPTION B · KEEP THE LID INTACT

Slide the fork legs out of the triple clamps to let the lid pass. Much longer: support the front of the bike securely and refit the forks following the Ducati workshop manual.

CONTINUES OVERLEAF →

PHASE 2 · STEPS 4–7

Fit the 2G kit

04 Remove the stock filter and clean

Pull out the stock filter. Remove dust and insects from the edges of the airbox with a damp microfibre cloth or a vacuum cleaner.

05 Fit the 2G filter

Fit the 2G filter in place of the stock one, the same way round. It must seat perfectly, with no gaps for unfiltered air. It is a dry filter: fit it as supplied, without oil.

06 Position and join the 2G lid

The 2G lid is also made of two half-shells, but they are joined by two M5 screws instead of an interlock. Place both halves on the bike first, around the steering head and between the head tube and the fork legs. Then fit the two M5 screws, **one at the top and one at the bottom**, and tighten them.

SNUG, NOT FORCED: YOU RISK DAMAGING THE LID.

07 Fix the lid to the bike

Secure the joined lid with the four original screws, fitted from the front towards the tank: two on the right, two on the left. **Do not overtighten.**

PHASE 3 · STEPS 8–9

Reassembly and final checks

08 Refit the headlight

Work in reverse: engage the headlight in the two rubber mounts at the top, then refit the two 13 mm bolts at the bottom. **Make sure no cable is pinched.**

09 Final checks

Turn the handlebar from lock to lock: the steering must move freely and nothing may catch on the lid. Turn the key to ON and check that the headlight and all lights work and there are no warning lights on the dashboard.



Step 05 · 2G filter in place.



Step 07 · 2G lid fitted.

FILTER CARE

Dry filter: take it off the bike and clean it with compressed air only. No water, no solvents, never oil it.

BACK TO STOCK

Nothing on the bike is cut or drilled. Even if cut (option A), the stock lid refits: its interlock holds the two halves and the four screws secure it.

15-DAY RETURNS

Full refund within 15 days, even if fitted, if the kit comes back intact, complete and resaleable. Return shipping at the customer's cost.

NEED A HAND? Talk directly to the engineer who designed your kit: WhatsApp **+39 351 649 4542**.