



## TECHNICAL SPECIFICATIONS

ENGINE TYPE	Aprilia longitudinal 65° V-4 cylinder, 4-stroke, liquid cooling system, double overhead camshafts (DOHC), four valves per cylinder
FUEL	Unleaded petrol
BORE AND STROKE	78 x 52.3 mm
TOTAL ENGINE CAPACITY	999.6 cc
COMPRESSION RATIO	13.6:1
MAX. POWER AT CRANKSHAFT	201 HP (148 kW) at 13,000 rpm
MAX. TORQUE AT CRANKSHAFT	115 Nm at 10,500 rpm
FUEL SYSTEM	Airbox with front dynamic air intakes. Variable length intake ducts controlled via the engine control unit. 4 Marelli 48-mm throttle bodies with 8 injectors and latest generation Ride-By-Wire engine management. Multiple engine maps selectable by the rider with bike in motion: T (Track), S (Sport), R (Race)
IGNITION	Magneti Marelli digital electronic ignition system integrated in engine control system, with one spark plug per cylinder and "stick-coil" type coils
STARTER	Electric
EXHAUST	4 into 2 into 1 layout, two oxygen sensors, lateral single silencer with ECU-controlled bypass valve and integrated trivalent catalytic converter (Euro 3)
ALTERNATOR	Flywheel mounted 450W alternator with rare earth magnets
LUBRICATION	Wet sump lubrication system with oil radiator and two oil pumps (lubrication and cooling)
TRANSMISSION	6-speed cassette type gearbox 1st: 39/15 (2.600); 2nd: 33/16 (2.063); 3rd: 34/20 (1.700); 4th: 31/21 (1.476) 5th: 31/23 (1.348); 6th: 34/27 (1.259) Gear lever with Aprilia Quick Shift electronic system (AQS)
CLUTCH	Multi plate wet clutch with mechanical slipper system
PRIMARY DRIVE	Straight cut gears and integrated flexible coupling, drive ratio: 73/44 (1,659)
SECONDARY DRIVE	Chain: Drive ratio: 41/16 (2.562)
TRACTION MANAGEMENT	APRC System (Aprilia Performance Ride Control), which includes Traction Control (ATC), Wheelie Control (AWC), Launch Control (ALC), all of which can be configured and deactivated independently.
CHASSIS	Aluminium dual beam chassis with pressed and cast sheet elements. Adjustments foreseen: headstock position and rake, engine height, swingarm pin height Adjustable Öhlins steering damper
FRONT SUSPENSION	Öhlins fork with TIN surface treatment. Low profile forged aluminium radial calliper mountings. Adjustable spring preload and hydraulic compression and rebound damping. Wheel travel: 120 mm
REAR SUSPENSION	Double braced aluminium swingarm; mixed low thickness and sheet casting technology. Öhlins Racing monoshock with piggy-back, fully adjustable in: spring preload, wheelbase and hydraulic compression and rebound damping. APS progressive linkage. Wheel travel 130 mm.
BRAKES	Front: Dual 320-mm diameter floating stainless steel disc with lightweight stainless steel rotor and aluminium flange with 6 pins. Brembo M430 monobloc radial callipers with 4 Ø 30 mm opposing pistons. Sintered pads. Radial pump and metal braided brake hose Rear: 220 mm diameter disc; Brembo calliper with two Ø 32 mm separate pistons. Sintered pads. Pump with integrated tank and metal braided hose ABS Bosch 9MP, adjustable to 3 maps, equipped with RLM (Rear wheel Lift-up Mitigation) strategy which can be disengaged.
WHEEL RIMS	Forged aluminium alloy, completely machined, 5 split spokes. Front: 3.5"X17" Rear: 6"X17"
TYRES	Radial tubeless. Front: 120/70 ZR 17 Rear: 200/55 ZR 17 (alternative: 190/50 ZR 17; 190/55 ZR 17)
DRY WEIGHT	180 kg*
TANK	18.5 litres (4-litre reserve included)  *Kerb weight, without battery and fluids.