



**DESIGNED
FOR RACERS**
**BUILT FOR
RIDERS**



RSV4 RF
RSV4 RR

aprilia®



ALEIX ESPARGARÓ
APRILIA RACING MOTOGP RIDER

#be a racer

CLUB

BEING A RACER IS NOT A PROFESSION
BUT A WAY OF BEING,
something that is inside us, in our DNA.
If you love to get on your bike, feel the wind
glide along the fairing and watch the world go by
through your visor, we understand you. We feel
like that from our very first roar.

ARE YOU A REAL RACER?
Visit our website bearacerclub.aprilia.com
and join the club.

#BEARACER CLUB is identity. it's the pride
of owning an aprilia. it's looking into another
person's eyes and discovering someone
of your own kind. it's what makes
a motorcyclist a true racer.

#BEARACER CLUB is someone who rides the same
bike as you. It's someone who arranges
a date to notch up one bend after another.
It's someone who shares the adrenalin
of riding on a race track.

#BEARACER CLUB is "Ride Different". It's every
wanderer bewitched by the horizon
on the saddle of an Aprilia.

#BEARACER CLUB is friendship, every time you open
the throttle. It's sharing the "perfect setting" for your
favourite track. It's someone to show your "worn out"
knee slider, bend after bend.

#BEARACER CLUB is a pitlane where you can share news,
photos, emotions. Where you can chat about racetracks,
accessories, journeys, experiences and memories on your
bike, technology, races. Where you can share your identity
and the pride of being an Aprilia Racer.

Like Max Biaggi, Valentino Rossi, Jorge Lorenzo, Loris
Capirossi and all the other champions who have won on the
saddle of an Aprilia bike. A Club of Racers that has been
World Champion 54 times.



WINNING TECHNOLOGY FROM RACE TO ROAD

WITH 294 GRAND PRIX RACES WON IN WORLD CHAMPIONSHIP GP MOTORCYCLE RACING, APRILIA HOLDS THE RECORD FOR THE MOST WINS OF ANY EUROPEAN MANUFACTURER IN THE HISTORY OF MAXIMUM MOTORCYCLE COMPETITION. THESE ARE JOINED BY AN IMPRESSIVE 54 WORLD TITLES: 38 IN WORLD CHAMPIONSHIP GP MOTORCYCLE RACING (20 IN 125 AND 18 IN 250), 7 IN SUPERBIKE (RIDER AND MANUFACTURER DOUBLE WIN IN 2010, 2012 AND 2014 AND MANUFACTURER IN 2013) AND 9 IN OFF ROAD DISCIPLINES (7 IN SUPERMOTO AND 2 IN TRIAL).

**TECHNOLOGY, INNOVATION:
APRILIA HAS RACING IN ITS BLOOD,
IN ITS HEAD, IN ITS DNA.**



RSV4 RF



SUPERBIKE

APRILIA INTRODUCES THE EXCLUSIVE RSV4 RF
VERSION THAT COMES STANDARD WITH:

- WHEEL RIMS IN FORGED ALUMINIUM
- ÖHLINS NIX FORK
- FULLY ADJUSTABLE ÖHLINS TTX MONOSHOCK
- ÖHLINS ADJUSTABLE STEERING DAMPER
- V4-MP: RACING TELEMETRY
- SPECIAL "SUPERPOLE" GRAPHIC
- SINGLE SEAT TAIL



RSV4 RR

SUPERTECH

APRILIA RSV4 RR IS AVAILABLE IN TWO ATTRACTIVE COLOUR SCHEMES, BOTH MATTE, ON A BLACK AND GREY BASE (ASCARI BLACK AND BUCINE GREY).

POWER

Euro4

THE RSV4 REVOLUTION BEGINS FROM THE HEART OF THE BIKE. YOU CAN HEAR THE OVERWHELMING ROAR OF THE 65° V4 ENGINE. IT IS MEASURED BY THE FANTASTIC PERFORMANCE ON THE TRACK. THE RSV4'S 65° V 4-CYLINDER ENGINE IS INDEED THE MOST REVOLUTIONARY AND, AT THE SAME TIME, THE MOST POWERFUL EVER BUILT BY APRILIA.

NEW FIXED LENGTH
INTAKE DUCTS
REDUCED WEIGHT (-550 G)

OPTIMISED
VALVE TIMING
LONGER LASTING
PERFORMANCE

LINEAR GEAR
SENSOR
QUICKER AND
MORE PRECISE
GEARBOX

NEW 7SM MM ECU
64 MHZ OVERCLOCK
ROM MEMORY EXPANSION
REV LIMITER AT +300 RPM

NEW PISTONS
REDUCED WEIGHT
(30 G) NEW SEGMENTS
(REDUCED BLOW-BY)

CONNECTING ROD
BIG END SMOOTHING
TREATMENT
LESS FRICTION,
LONGER LASTING

SOLO 225 MM

NARROW V

Its "narrow" V architecture has allowed the creation of an engine that is as compact as a twin cylinder and perfectly mounted in the chassis architecture. The bore is extremely "driven", all to the advantage of performance: power and torque. Minimum vibrations thanks to a layshaft.

"RACE-READY" ENGINE (01)

Intake system with ducts at 2 heights, to optimise the level of torque requested at every moment and at every speed. Ultra-light materials, such as titanium and magnesium: to reduce engine weight.

DUAL INJECTION (02)

Advanced fuel feed solutions Two injectors per cylinder: - one after the throttle valve for excellent speed tractability - the other, a fan pattern injector, in the airbox, which comes into play at higher loads and engine speeds and vaporises the fuel efficiently with increased power output. The 65° V4 ensures the right torque and ideal power delivery in all situations.

CASSETTE TYPE GEARBOX (03)

The cassette type gearbox is a typical racing solution that allows optimal engine management on any track, thanks to rapid gear ratio replacement and short gearbox maintenance times. The three lowest gears are spaced closer for extra speed on the straight. The clutch equipped with mechanical slipper system improves control over the engine brake and the bike's stability during any hard braking phase.

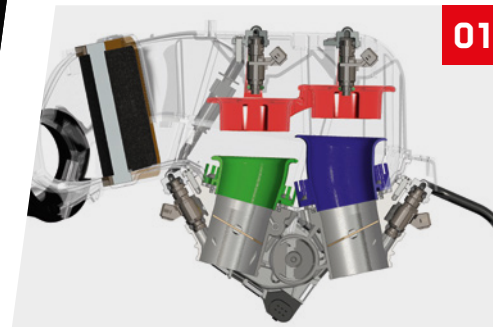
ADVANCED ELECTRONICS (04)

NEW RBW ACCELERATOR: no accelerator cables and a completely integrated, compact and lightweight (-590 g) design. In the V4 65°, the most refined motor engineering is combined with cutting-edge electronics. New MM 7SM ECU with overclock at 64 MHz. The Ride-by-Wire Multimap Technology offers practically endless possibilities in controlling power delivery, with the possibility to change the "character" of the bike with the selection of one of the three mappings on the handlebars:

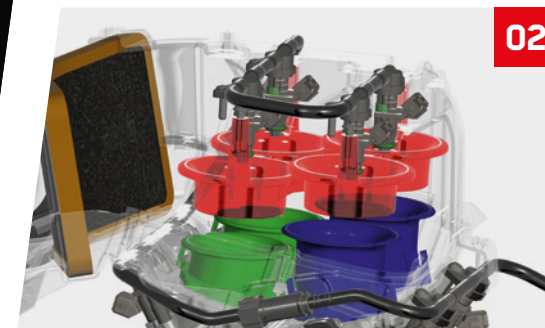
T - TRACK For Top Riders. Optimum power at all times and extremely gradual opening of the throttle

S - SPORT Lightning fast engine response with minimum throttle opening. For those who want to feel a direct connection with the engine

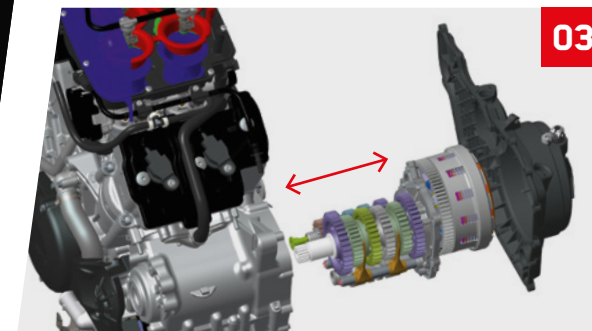
R - RACE Derived from Aprilia's experience in SBK. Minimum engine braking in deceleration and optimal throttle response at each opening, for the best lap time



01



02



03



04 NEW

201 HP V4 65°

CONTROL

a PRC

THE DIGITAL DISPLAY OFFERS TWO DIFFERENT SCREENS THAT HOLD THE MOST SIGNIFICANT INFORMATION FOR ROAD AND TRACK USE, RESPECTIVELY:

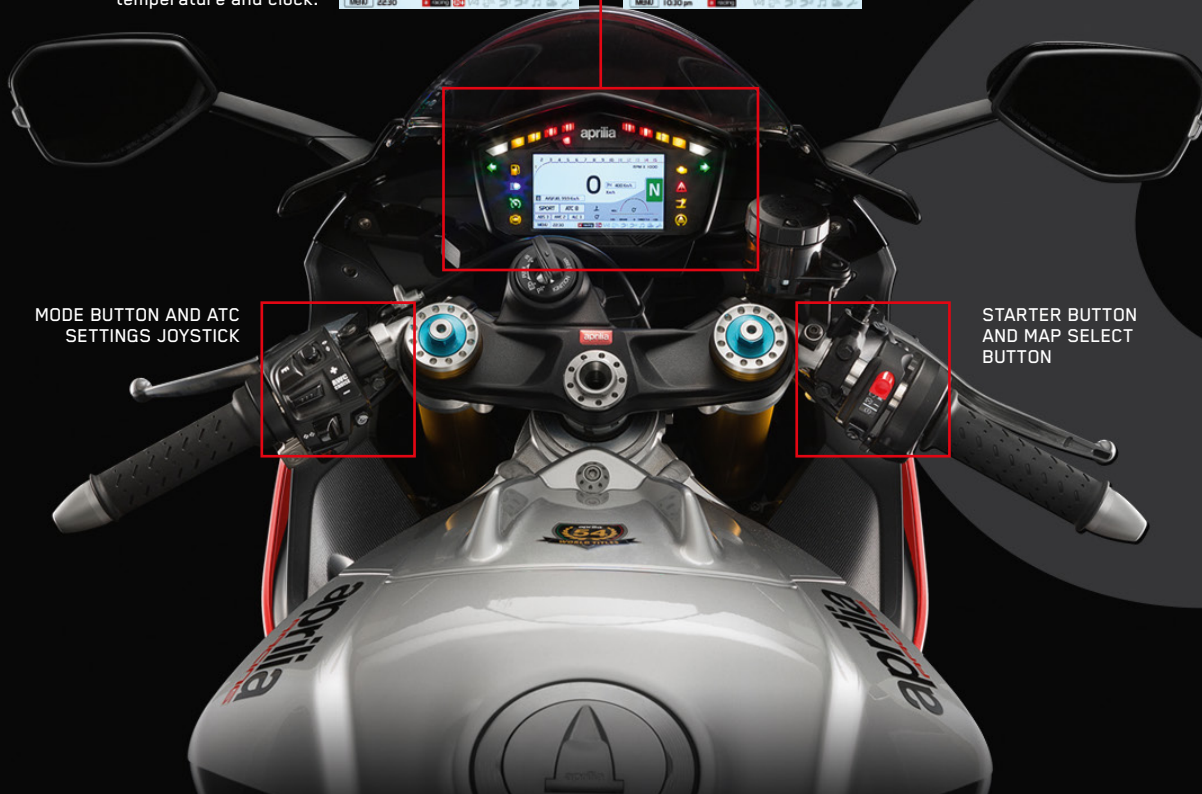
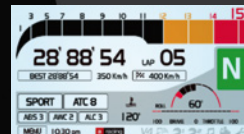
ROAD

Shows the speed in the foreground, the indication of the engine map, and the ATC level, shift position, trip counter, temperature and clock.



RACE

Highlights lap timer, shift position, engine mapping and ATC setting, plus the speed and temperature.



MODE BUTTON AND ATC SETTINGS JOYSTICK

STARTER BUTTON AND MAP SELECT BUTTON

ALC (APRILIA LAUNCH CONTROL)

LIGHTNING-FAST STARTS. It provides optimal power delivery when setting off from a standing start, works hand in hand with the wheelie control system and maximises start-off acceleration. It has three settings that can be selected at standstill from the instrument panel menu, and then must be "armed" at the time of using it.

AWC (APRILIA WHEELIE CONTROL)

TOTAL CONTROL UNDER ACCELERATION. Optimal acceleration control is achieved by a patented "wheelie detection" control system that keeps the wheel on the asphalt. The system has three settings that can be selected at standstill independently of the other systems.

RSV4 RF AND RSV4 RR ARE A GENERATION AHEAD OF THE REST, BOTH ON THE TRACK AND ON THE ROAD. THEY HAVE BEEN CONFIRMED AS STATE OF THE ART THE NEW AND EXCLUSIVE PACKAGE OF FEATURES, BUILT INTO THE RIDE-BY-WIRE SYSTEM, IS THE FRUIT OF SUCCESS IN THE WORLD SBK CHAMPIONSHIP A RELIABLE, CUSTOMISABLE ASSISTANT TO HELP YOU CONTROL THE POWER OUTPUT AND TRACTION OF THE RSV4. ALWAYS AT THE SERVICE OF PERFORMANCE FOR NEVER BEFORE ATTAINED RIDING THRILLS.

The APRC system self calibrates to adapt traction control reaction to new tyres different from the original equipment

ATC (APRILIA TRACTION CONTROL)

MAXIMUM TRACTION IN TURNS. Helps to achieve better grip and optimises power delivery also based on the lean angle. Offers a better feeling with the rear wheel thanks to its smooth intervention. ATC can be adjusted to 8 levels, even on the fly, without backing off the throttle.

AQS (APRILIA QUICK SHIFT)

GEAR CHANGE IN MILLISECONDS With the new AQS with electronic up/down gearbox, you can shift gears more quickly without using the clutch or releasing the throttle, a particularly useful feature when you need to overtake unexpectedly. With the 2017 model the electronic gearbox DOWNSHIFT feature was introduced, even with the throttle wide open, thanks to a new linear gear sensor and a bi-directional gearbox sensor. An exclusive Aprilia characteristic. For UPSHIFTING, the system engagement time varies based on three different engine rpm thresholds: slower at lower rpm and faster and higher rpm.



NEW PIT LIMITER FEATURE

PIT LIMITER: limits the vehicle speed to within the threshold established by the rider. The system can be activated or deactivated on the fly with the switch on the left-hand grip.

NEW CRUISE CONTROL FEATURE

The new APRC includes electronic cruise control to ensure maximum comfort on the motorway. Cruise control can be used from third to sixth gear. The selected cruising speed can be increased or decreased with a simple touch of the selector. When the throttle grip is released, after acceleration, the bike automatically returns to the set cruising speed. The rider can reactivate the system at any time to either resume the last speed selected or set a new cruising speed.

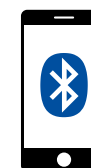
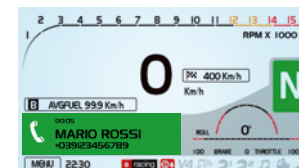
INFOTAINMENT

As standard equipment on the RSV4 RF (optional for the RR) the built-in infotainment system is available:

RIDER/BIKE INTERFACE - TFT dashboard with 4.3" full colour monitor and controls built-in on the handlebar;

PMP 2.0 CONNECTIVITY - for communication with smartphones and/or other Bluetooth devices;

SMARTPHONE MANAGEMENT - with on-screen display of the incoming and missed calls (number and name), as well as the possibility to answer or reject incoming calls. Rider/passenger communication management through handlebar controls. Streaming music from your smartphone or helmet intercom. Smartphone voice command management.





CORNERING **ABS**

NEW ABS FOR MULTIMAP CORNERING CORNERING ABS

NEW ABS FOR MULTIMAP CORNERING
The ABS system on the RSV4 has been completely revamped. It is based on the new BOSCH 9.1 MP unit with extremely contained dimensions and weight. The RSV4 is now safer and even higher performance:

- more stability
- better deceleration without locking of the wheels
- reduced braking distance in critical situations

The CORNERING function makes its début on the RSV4. The system is capable of recognising when the rider brakes hard going into corners and even in this critical situation prevents the wheels from locking up. This way the rider maintains total control over the bike in any braking conditions. The new cornering ABS system works in unison with the Aprilia RLM (Rear Liftup Mitigation) system that limits the lift of the rear wheel during more abrupt braking and provides maximum safety on the road, but also the best possible performance on the track. Cornering ABS, fine tuned in accordance with Aprilia's specific indications, is adjustable to 3 levels of sensibility and can be switched off.

BALANCE

THE CHASSIS ARCHITECTURE WAS DESIGNED AROUND THE 65° V4 ENGINE FOR THE PERFECT CENTRALISATION OF THE MASSES. THE POSITION OF THE TANK, WITH FUEL MOSTLY UNDERNEATH THE SADDLE, REDUCES THE BALANCE DIFFERENCES BETWEEN FULL AND EMPTY.

RACING SUSPENSION

Fully adjustable suspension to adapt to any type of route, whether track or road.

STEERING DAMPER

The steering damper guarantees impeccable high speed stability and millimetre precision in setting the bike up for turns.

RACING BRAKES

The braking system on the RSV4 confirms its status as an absolute benchmark: powerful, precise and modular.

TRACK READY

The only standard factory bike that any rider can tune for a "tailor fit". The RSV4 is the first standard factory four-cylinder that is truly "track ready". This is thanks to the revolutionary design philosophy, the most refined components, the most advanced racing technology and the possibility of practically infinite adjustments. The RSV4 adapts to fit any riding style like a glove as well as any type of circuit.

ALUMINIUM FRAME (01)

The frame is a masterpiece of technology and racing aesthetics. It is made with cast and pressed elements, in true Aprilia tradition. A high level of torsional and bending rigidity for impeccable control and feeling when entering and riding through a corner. The swingarm is also a result of Aprilia's racing experience. It is a rigid and ultralight "mix" of elements: the reaction to suspension settings is extreme.

TRACK-READY ADJUSTMENTS (02)

The Aprilia RSV4 is the first fully adjustable standard factory bike:

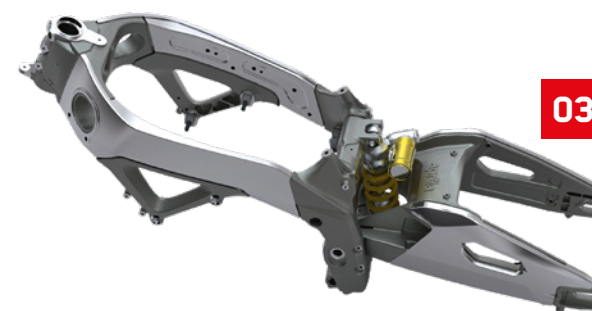
- rake and position of the headstock
- height of the rear end and swingarm pivot
- position of the engine

No other bike on the market provides, with this ease, such a high level of customisation.

With Aprilia RSV4, you go on the track and do your best lap straight away!

ALUMINIUM SWINGARM (03)

The double braced aluminium swingarm ensures excellent traction coming out of corners at full throttle.



ACCESSORIES



CUSTOMISED ACCESSORIES. PERSONALISE AND ENHANCE YOUR RSV4 WITH ORIGINAL ACCESSORIES BORN FROM THE EXPERIENCE OF APRILIA RACING: THE ÖHLINS SHOCK ABSORBERS, THE CARBON ELEMENTS, THE FORGED WHEEL RIMS, THE BILLET ALUMINIUM PARTS, THE AKRAPOVIC RACING EXHAUST. MAKE YOUR RSV4 EVEN MORE TECHNOLOGICAL AND HIGH PERFORMANCE. DISCOVER THE ENTIRE RANGE OF APRILIA ACCESSORIES AT WWW.APRILIA.COM



V4-MP TELEMETRIA

With V4-MP on your bike, you have racing telemetry! STANDARD EQUIPMENT ON THE RSV4 RF AND AVAILABLE AS AN OPTIONAL ACCESSORY ON RSV4 RR, V4-MP is the future of bike/ rider interaction. Turn your smartphone into an active device for adjusting Aprilia electronic systems. A new and useful tool that enhances the extensive catalogue of dedicated accessories



With this dedicated application, your smartphone becomes a sophisticated on-board multifunctional computer. Communication between vehicle and rider becomes active: from your smartphone you can change the bike's settings and safely receive tips in real time on how to improve your performance on the track.



- ACTIVE ELECTRONIC SETUP
- ADAPTIVE RACE ASSISTANT
- ADVANCED TELEMETRY DASHBOARD



ACCESSORIO RACING: è destinato esclusivamente a motocicli impiegati su circuiti chiusi al di fuori della rete stradale pubblica e non deve essere utilizzato per nessun altro fine.

INFO



SUPERPOLE

ENGINE	Aprilia longitudinal 65° V-4 cylinder, 4-stroke, liquid cooled, double overhead camshafts (DOHC), four valves per cylinder, Ride By Wire with 3 engine maps (Sport, Race, Track)
DISPLACEMENT	999.6 cc
MAXIMUM POWER AT CRANKSHAFT	201 HP (148 kW) at 13,000 rpm
MAXIMUM TORQUE AT CRANKSHAFT	115 Nm at 10,500 rpm
FRONT SUSPENSION	Öhlins NIX upside-down fork, Ø 43 mm stanchions. Completely adjustable spring preload and hydraulic compression and rebound damping. Wheel travel: 120 mm Double braced aluminium swingarm. Öhlins TTX monoshock with piggy-back adjustable in preload, length, hydraulic in compression and rebound damping. M10 progressive linkage. Wheel travel: 120 mm
REAR SUSPENSION	Ø 330 mm floating double disc with aluminium flange. Brembo M50 monoblock radial callipers. Radial pump and metal braided brake hose Ø 220 mm disc. Brembo calliper with two 32 mm separate pistons. Pump with integrated tank and metal braided hose
FRONT BRAKE	Bosch 9.1MP ABS, adjustable to 3 maps (can be disabled) equipped with RLM (Rear wheel Lift-up Mitigation).
REAR BRAKE	Aluminium alloy forged 3.5"x17" wheel rims, completely machined, 5 split spoke design. Tyre: 120/70 ZR 17"
ABS SYSTEM	Aluminium alloy forged 6"x17" wheel rims, completely machined, 5 split spoke design. Tyres 200/55 ZR 17"
FRONT WHEEL	840 mm
REAR WHEEL	18.5 litre - 4 litre reserve included
SADDLE HEIGHT	180 kg
FUEL TANK CAPACITY	204 kg
KERB WEIGHT	6.67 litres/100 km (156 g/km)
WEIGHT WITH FULL FUEL TANK	APRC System (Aprilia Performance Ride Control), which includes Traction Control (ATC), Wheelie Control (AWC), Launch Control (ALC), electronic up and down gearbox (AQ5), cruise control (ACC), pit limiter (APL), cornering ABS, all of which can be configured and deactivated independently
FUEL USE (CO ₂ EMISSIONS)	V4-MP as standard equipment
ELECTRONICS MANAGEMENT	



ASCARI BLACK

BUCINE GREY

ENGINE	Aprilia longitudinal 65° V-4 cylinder, 4-strokes, liquid cooling system, double overhead camshafts (DOHC), four valves per cylinder Ride By Wire with 3 engine maps (Sport, Race, Track)
DISPLACEMENT	999.6 cc
MAXIMUM POWER AT CRANKSHAFT	201 HP (148 kW) at 13,000 rpm
MAXIMUM TORQUE AT CRANKSHAFT	115 Nm at 10,500 rpm
FRONT SUSPENSION	Sachs upside-down, Ø 43 mm stanchions. Completely adjustable spring preload and hydraulic compression and rebound damping. Wheel travel: 120 mm Double braced aluminium swingarm. Sachs monoshock with piggy-back adjustable in preload, length, hydraulic in compression and rebound damping. APS progressive linkages. Wheel travel: 130 mm
REAR SUSPENSION	Ø 330 mm floating double disc with aluminium flange. Brembo M50 monoblock radial callipers. Radial pump and metal braided brake hose Ø 220 mm disc. Brembo calliper with two 32 mm separate pistons. Pump with integrated tank and metal braided hose
FRONT BRAKE	Bosch 9.1MP ABS, adjustable to 3 maps (can be disabled) equipped with RLM (Rear wheel Lift-up Mitigation).
REAR BRAKE	3.5"x17" aluminium alloy 3 spoke wheel rim. Tyre: 120/70 ZR 17"
ABS SYSTEM	6"x17" aluminium alloy 3 spoke wheel rim. Tyre: 200/55 ZR 17"
FRONT WHEEL	840 mm
REAR WHEEL	18.5 litre - 4 litre reserve included
SADDLE HEIGHT	180 kg
FUEL TANK CAPACITY	204 kg
KERB WEIGHT	6.67 litres/100 km (156 g/km)
WEIGHT WITH FULL FUEL TANK	APRC System (Aprilia Performance Ride Control), which includes Traction Control (ATC), Wheelie Control (AWC), Launch Control (ALC), electronic up and down gearbox (AQ5), cruise control (ACC), pit limiter (APL), cornering ABS, all of which can be configured and deactivated independently
FUEL USE (CO ₂ EMISSIONS)	V4-MP ready
ELECTRONICS MANAGEMENT	

Euro4

RSV4 is an environmentally friendly vehicle compliant with Euro 4 regulations for exhaust and noise emissions.

Drive safely always wearing a helmet and protective clothing. Observe the laws of the road and respect the environment. Carefully read the owners' handbook. Photographs, technical data, specifications and colours shown in this brochure refer to the Italian market version and may be subject to change without prior notice. Ask your official Aprilia dealers for full details. In order to maintain your machine in a safe and efficient manner, always demand official Aprilia Spare Parts, which are guaranteed by Aprilia Quality Service in respect of current legislation. Aprilia reserves the right to change colour/specification without prior notice.

The brand **aprilia** is the property of Piaggio & C. S.p.A.

COMPANY WITH
ENVIRONMENTAL SYSTEM
CERTIFIED BY DNV
= ISO 14001 =

COMPANY WITH
QUALITY SYSTEM
CERTIFIED BY DNV
= ISO 9001 =

COMPANY WITH
SAFETY SYSTEM
CERTIFIED BY DNV
= OHSAS 18001 =