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Tuono V4 R aPRC ABS

MY14 Product Guide

Unique strengths

SPORT EFFICIENCY

- The most powerful naked sport bike on the market (167 hp)
- The only one with a 65° V4 engine
- Aluminium frame and swingarm
- Fixed windshield for stability and accuracy

THE NAKED WITH THE BEST HANDLING PERFORMANCE

- Light (185 kg dry weight)
- SBK chassis combined with the great handling of a naked bike

WINNING DNA

- Derived from the RSV4, the 2010 - 2012 SBK world champion sports bike
- unbeaten in all the comparative tests and competitions
- Aprilia's trade-mark chassis

INNOVATION

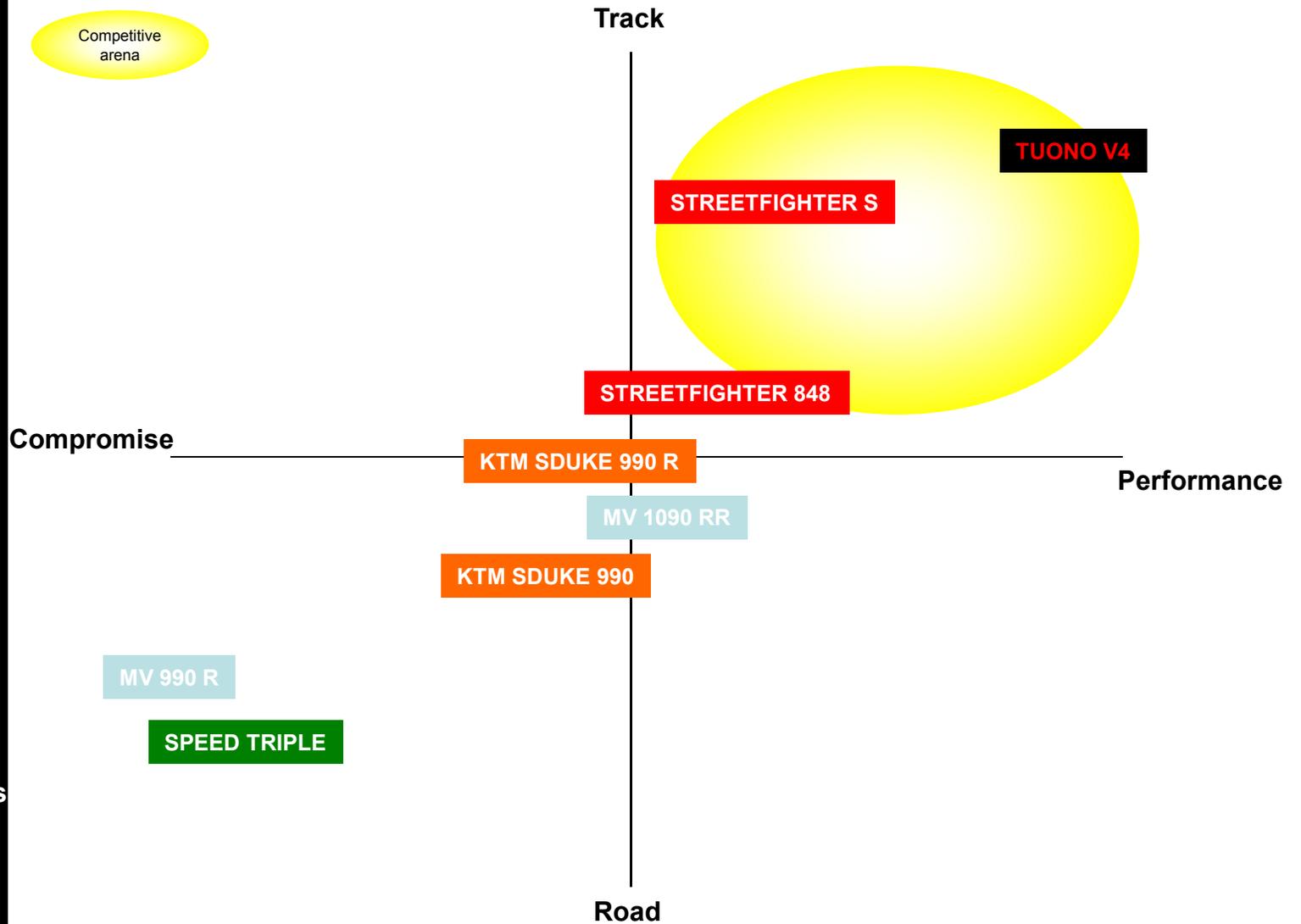
- RBW 3 maps (Track, Sport, Road)
- APRC version
 - ATC (Aprilia Traction Control)
 - AWC (Aprilia Wheelie Control)
 - ALC (Aprilia Launch Control)
 - AQS (Aprilia Quick Shift)
 - RACE screen page
 - Self-calibration
 - Multi-map racing ABS

NEW
MY14

PERFORMANCE, OVER THE TOP, DIFFERENT, SAFE

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Positioning



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Tuono V4 R APRC ABS

The most aggressive and safe naked bike

New 18,5 lt fuel tank

More comfortable seat

New comfort-oriented suspension setting



New Sachs fork with one-by-one separated hydraulic adjustments

Multimap racing ABS, (3 settings + off)

Updated APRC

New Brembo M432 monobloc calipers

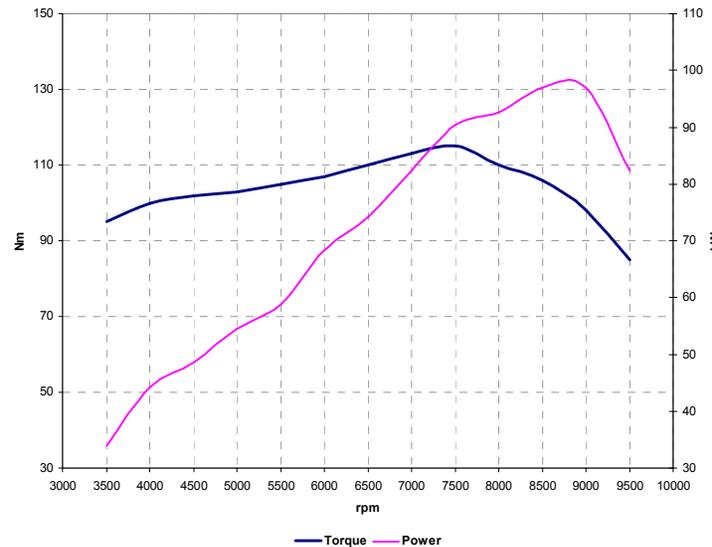


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65° V4 engine

The most powerful naked sport bike on the market



TONS OF POWER

With **167 hp** maximum power at 11,500 rpm, this bike eats up the road.

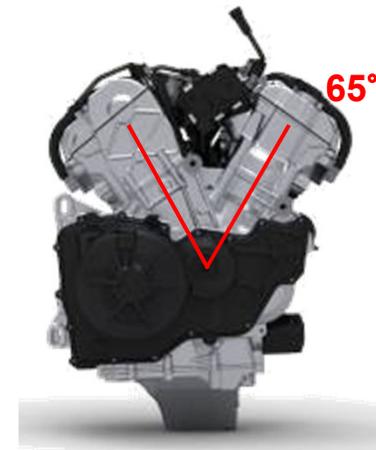
No other naked sport bike on the market can unleash such stunning power.

Exactly what it takes to experience over-the-top emotions, and the thrill of blasting out of bends.

THE ONLY ONE WITH A V4 ENGINE

The **65° V engine** architecture has been derived from racing experience and makes the bike very compact and well balanced.

This greatly benefits handling and speed into the curves.



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65° V4 engine

Road riding comfort and sports performance



REDUCED VIBRATION

Vibrations mitigated by a **balancing countershaft**. The countershaft rotates at the same speed as the engine to cancel 1st order moments and significantly reduce 2nd order moments.

Riding comfort at all speeds.

Greater crankshaft inertia compared to RSV4 R for *increased smoothness and overall balance.*

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DEEP ROARING SOUND

Thanks to the compact silencer and an advanced exhaust butterfly valve management, it is possible to maintain a low pressure, while respecting the regulations on noise emissions.



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65° V4 engine

It adapts to any condition

LATEST GENERATION RIDE BY WIRE

Electronically managed connection between the throttle grip and the throttle valves. Torque output is controlled through air, fuel and ignition.

3 ENGINE MAPS



T - TRACK

no compromise on the circuit
167HP available at the slightest twist of the throttle.
Recommended for expert riders in ideal weather conditions



S - SPORT

maximum fun on the open road
Smooth power delivery. Torque limited in the first 3 gears.
For an exciting but less challenging ride



R - ROAD

for stress-free use in the city
Power reined in 25 HP in all gears.
Greater usability in all conditions

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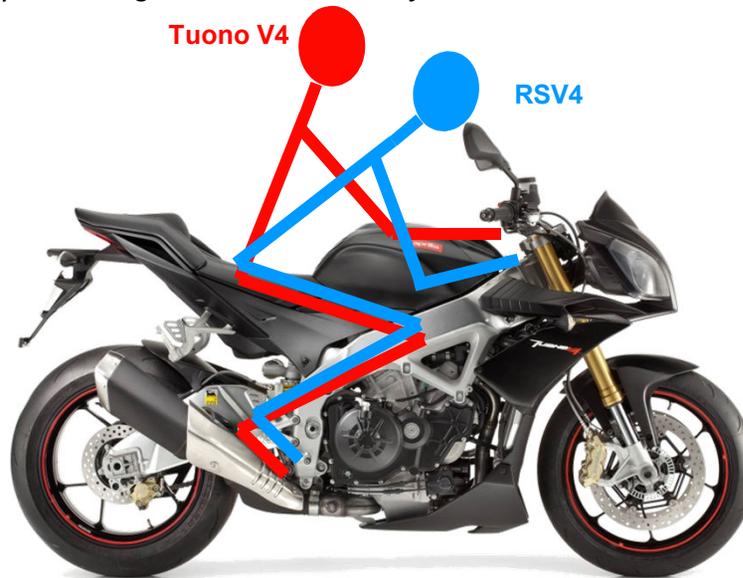
Benchmark chassis

Accurate maneuverability



ERGONOMICS

Race-like ergonomic triangle, with set-back footrests and a **new larger fuel tank** that provides a firm grip *for improved control of the front end*. **A lower footrest position than on the RSV4 and the 10mm lower saddle and high handlebar make for a comfortable riding position**. This makes the bike *even easier to ride and push faster into turns, while preserving the utmost efficacy*.



MASS CONCENTRATION

The Tuono V4 has been built around the V4 engine with its compact front end so as to bring the centre of gravity of the engine itself as close as possible to the centre of gravity of the vehicle.

The tank is located under the saddle so that the bike has the same feel with a full or an empty tank.

The result: unparalleled handling, stability and speed through the curves.

PRECISION AND STABILITY

The **fixed windshield** provides the appropriate aerodynamic load at the front end *to give the rider a good feel for the bike and keep it stable at high speeds*.

It also offers a minimum of *aerodynamic protection for the trunk*.



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Racing derived chassis

Lightness and feeling

LIGHTNESS AND STIFFNESS

Aluminium frame and swingarm, to reduce weight still maintaining the correct stiffness to handle the *V4 65° engine roaring power*.

The frame weights only 10 kg, and the swingarm only 5 kg.



REDUCED UNSPRUNG WEIGHT

The aluminium swingarm and the **three spoke reduced-weight wheels** (-2 kg vs 5 spoke) allow a *better feeling of the suspension behavior and improved handling of the bike between corners*.

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Streetfighter design

Mean and distinctive

FAMILY FEELING WITH RSV4

The features are similar, but **Tuono changes in almost all its forms**: the aggressive fairing, skimpy dress and a tail more comfortable but equally sporty. The padding of the seat is now softer, to offer greater driving comfort.



FELINE LOOK

The penetrating sharp fairing features two **double-function polyellipsoidal headlights** with **LED position light**, faithfully interpreting the ruthless and authoritarian look expected by the most adrenaline sport's naked on the market.

COMPACTNESS AND ESSENTIALITY

The small size of the engine and the **minimalist design** make it a bike extremely compact and lightweight; *easy between the curves but precise and stable at higher speeds.*

Attention to detail and quality of finishes are evident in the Tuono V4 clearly identifying its Italian design.

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V4 65° engine SBK technology



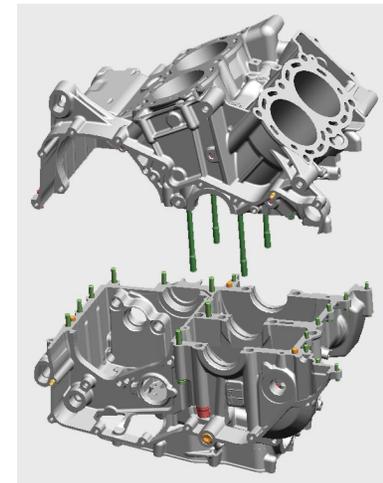
INNOVATIVE TIMING SYSTEM

Double overhead camshaft driven by side chain and central gears for a compact head design. This make the bike *more compact and agile than ever before*.

Fixed-height **intake ducts** are **25 mm longer** than on the RSV4 R to *improve delivery in the low-to-mid range*.

ALUMINIUM MONOBLOC CRANKCASE

The monobloc aluminium crankcase with integrated hardened cylinder liners provides *maximum lightness and rigidity and consistent efficiency*.



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65° V4 Engine

Track-ready solutions

CASSETTE-TYPE GEARBOX

The **cassette gearbox** is a solution adopted in the competition prototypes, allowing the *rapid replacement of the gear ratios and speeds maintenance*.

The **first three short gears** emphasize the *readiness of the engine and the aggressive nature of a true sport bike*.



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Best in class chassis *Sportsbike's precision*



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New Ø43mm Sachs Upside Down fork, with 'one-by-one' separate hydraulic adjustments. Wheel travel: 120 mm.

As the most powerful super sports, the fork allows precision adjustments for hydraulic rebound and compression damping and spring preload. **The basic setting has been defined with a greater focus on ride comfort.**

Always optimal feeling with the tarmac.

Sachs steering damper

Perfect stability at high speeds.

Millimetric turning control.

Full adjustable Sachs rear shock with piggy back: adjustable spring preload, compression and rebound damping. Wheel travel: 130 mm.

The basic setting has been re-defined with a greater focus on ride comfort.

To adapt the setting to different driving styles and also get the most out of track use.

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Best in class chassis

Top braking power and feeling

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BREMBO BRAKING SYSTEM

Multimap Racing ABS

New Brembo M432 monobloc radial front calipers, for maximum power, feeling and fade resistance.

Double Ø 320 mm stainless steel floating discs, with reduced height braking surface and asymmetrical holes that allowed *more modular braking power*.



At the rear, a **dual-piston Brembo caliper bites a Ø220 mm** stainless steel disc.

The rear master cylinder has integrated reservoir.

Best feeling even when hard braking.

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Design

Racing derived solutions



NEW 18,5 lt FUEL TANK

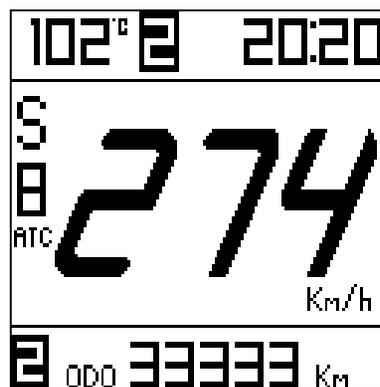
Higher capacity and new shape to improve rider feeling while braking and allow a better position and control in extreme bends.

From 17l to 18.5 l = +.40 US gallon

Best feeling starting from first lap.

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MINI COMPUTER

Mixed dashboard (digital-analog) that receives the information from the CAN line. A real on-board computer with a minimalist design, modern and compact. It provides all the information including gear indication, engine map in use, timing stopwatch with memory. All functions are controlled by the "Mode" button located on the left switchgear so you never have to remove your hands from the handlebars.

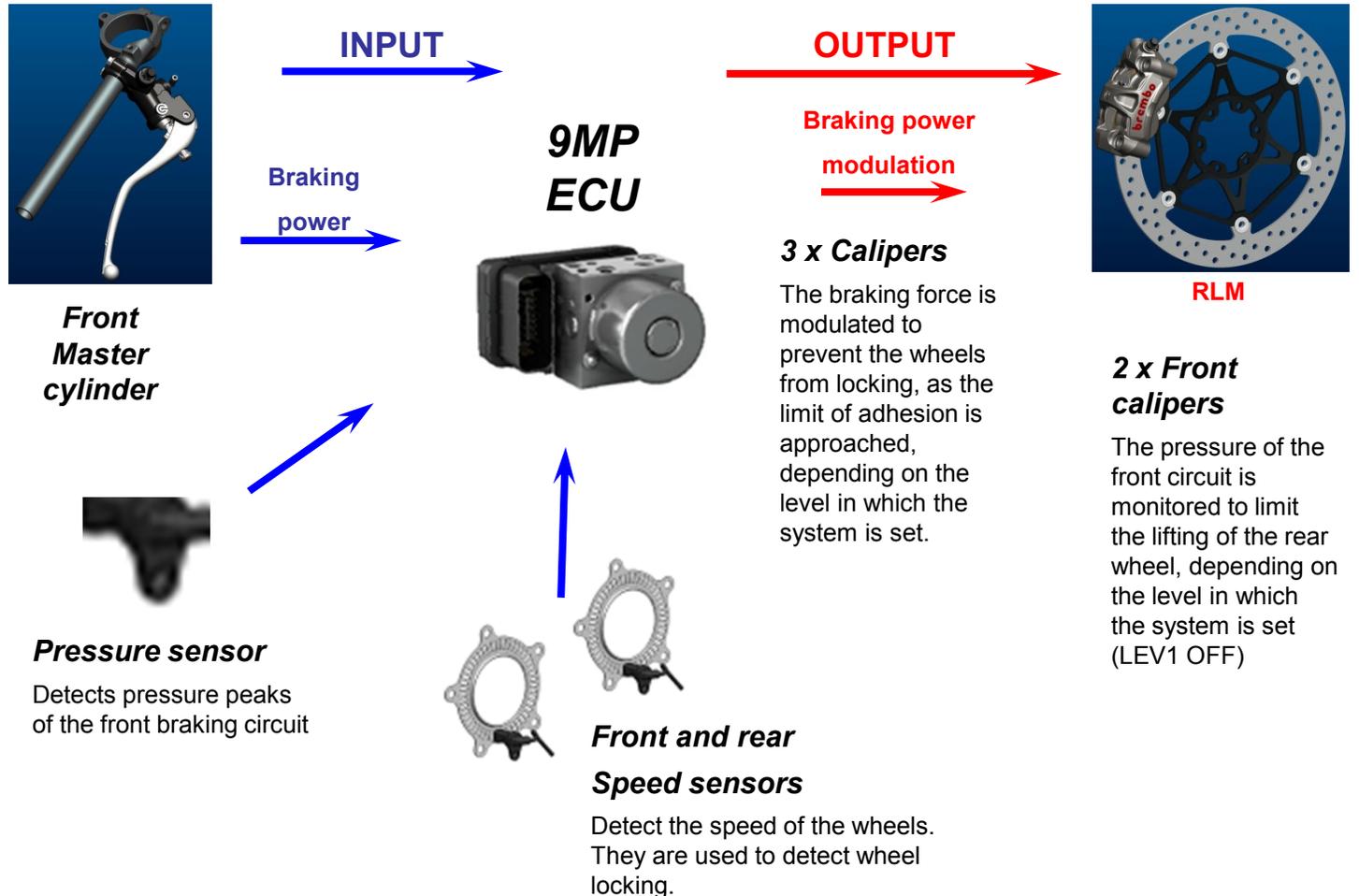
Racing *ABS* ABS by aprilia

ABS main advantages on motorcycles:

- Higher stability
- Higher deceleration, without wheel locking
- Lower braking distance in critical situations

Aprilia has pushed further, developing an ABS system that is not simply limited to prevent the wheels from locking during braking. Depending on which of the 3 different maps is selected, the ABS system is able to recognize the type of situation in which braking occurs (tour guide, sporty driving, track, bumpy road, "panic stop") and adapt its operation accordingly, with the target of maximizing the performance of the braking itself.

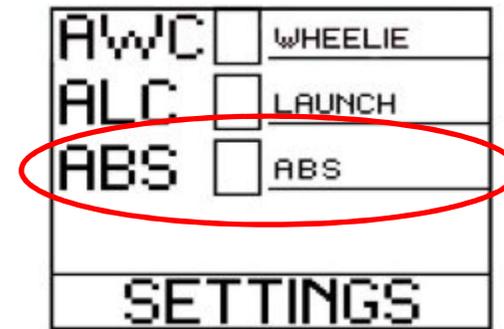
Racing *ABS* How it works



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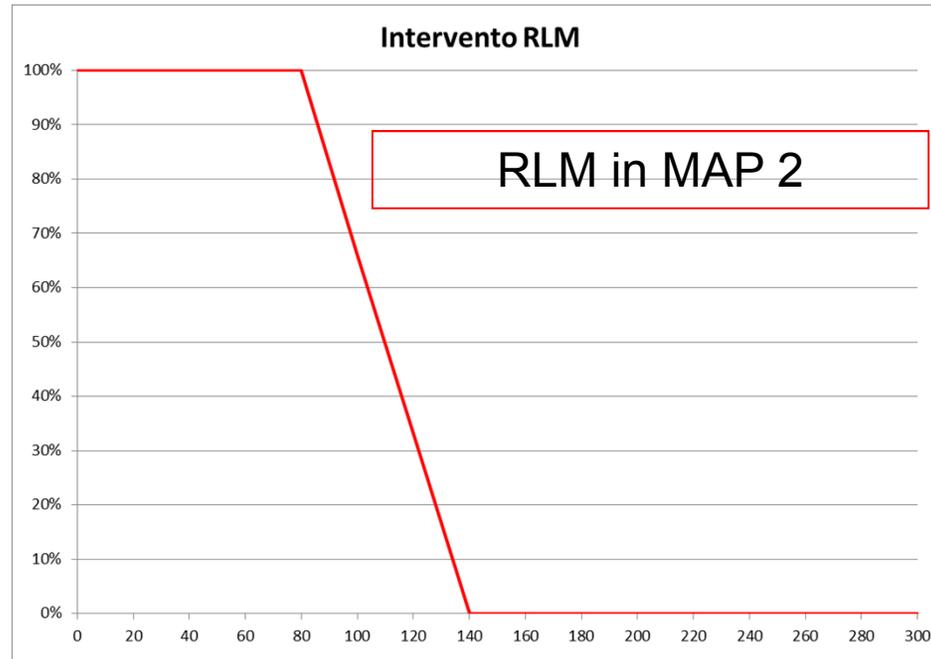
Racing *ABS* Settings

The rider can select **3 different levels** of the ABS system, as well as to **disable it** altogether.



ABS MAP	DESCRIPTION	ACTIVE CHANNELS
--	OFF	not active
1	TRACK best hard-braking performances RLM disabled road homologated	front & rear
2	SPORT for sport-riding purpose speed > 140 km/h RLM disabled 80 km/h < speed < 140 km/h progressive RLM speed < 80km/h full RLM	front & rear
3	RAIN maximum safety in low grip conditions full RLM	front & rear

Racing *ABS* RLM strategy

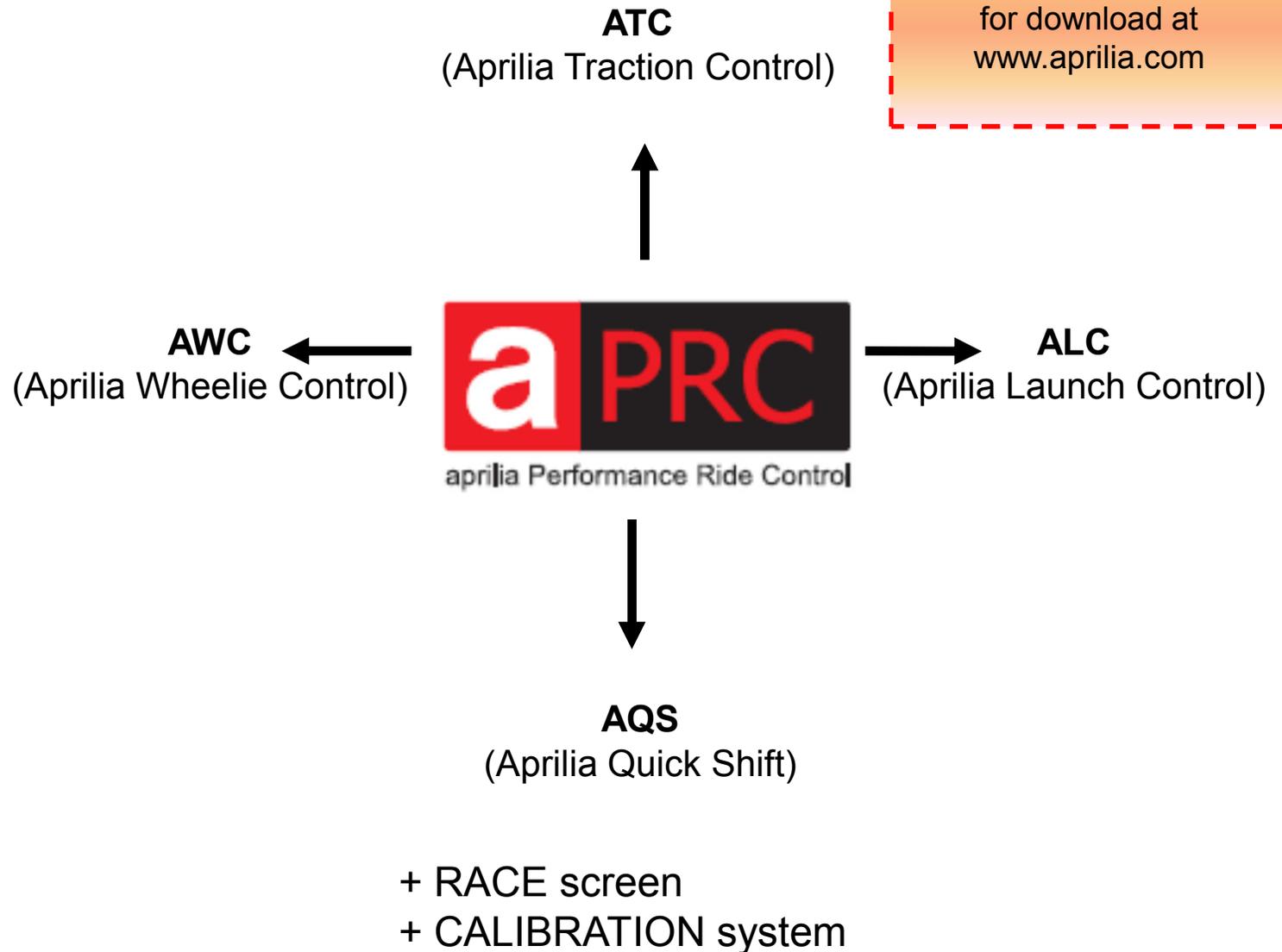


RLM (**R**ear wheel **L**ift-up **M**itigation) is a strategy of the ABS system, which limits the lifting of the rear wheel when hard braking. Aprilia, for the first time on a motorcycle as standard, has defined and developed a progressive intervention of the strategy (MAP 2).

- Speed > 140 km/h (87mph) → RLM disabled;
- 80 km/h (50mph) < Speed < 140 km/h (87mph) → progressive RLM;
- Speed < 80 km/h (50mph) → RLM fully active.

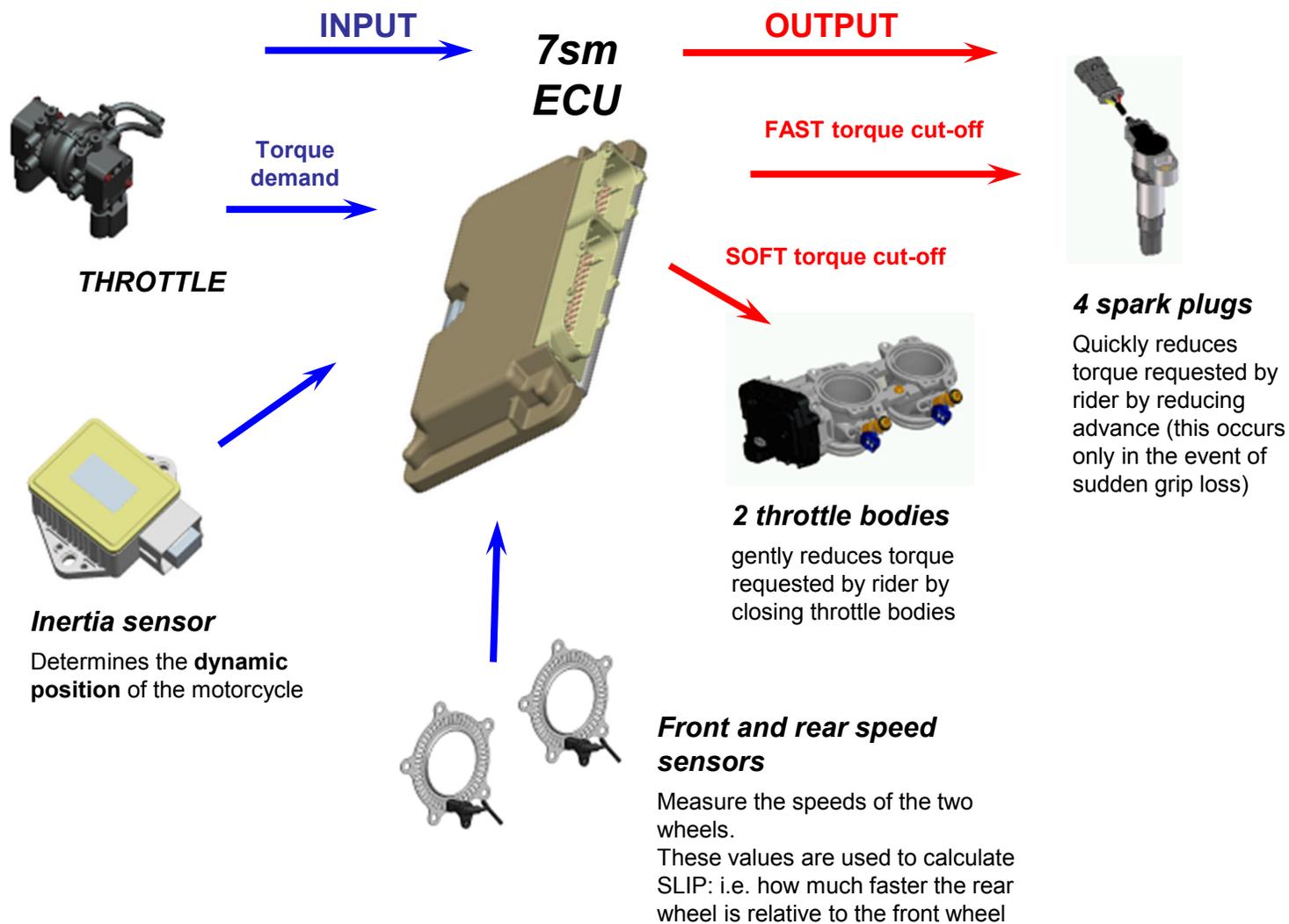
APRC Version Components

5 video clips explaining APRC system operation are available for download at www.aprilia.com



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APRC version *How it works*



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APRC version ATC – Aprilia Traction Control

Increases control in the event of sliding when exiting a curve

Controls wheelspin (SLIP) under acceleration (uses the bank angle and other parameters)

The patented Aprilia **SLIP CONTROL**® system modulates driving wheel slip when exiting a curve between a maximum and a minimum SLIP threshold in all 8 available settings

SYSTEM RESPONSE IMPROVED.

The behavior of the system has been made more consistent by ensuring high support in the corners at high speeds without sacrificing traction while exiting slow corners.

Now the slip percentage allowed also differs depending on speed and the type of curve.



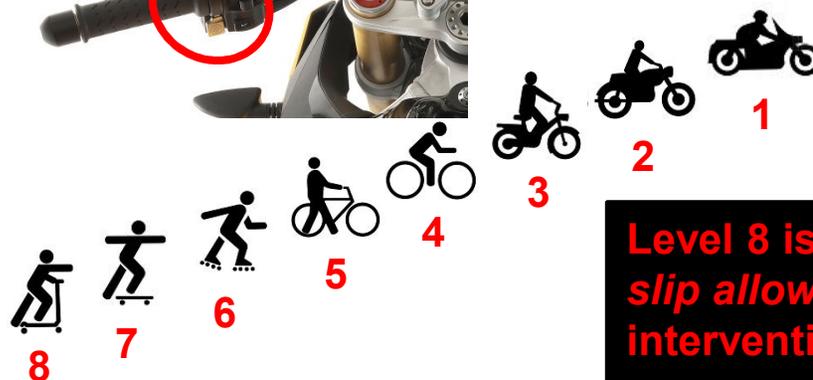
➔ **Dedicated switches** enables rider to change setting even with throttle open

8 settings



Especially useful in event of:

- loss of grip of the tyres
- changing weather conditions



Level 8 is the most intervention (less slip allowed) and level 1 is the least intervention (more slip allowed)

APRC version AWC – Aprilia Wheelie Control

Helps the rider **control wheelieing** by lowering the front wheel **gently** to the ground

The
WHEELIE DETECTION®
system patented by Aprilia
identifies the START and END of a wheelie



During a wheelie, AWC prevents the
motorcycle from exceeding a predetermined
longitudinal acceleration limit



The system gently lowers the front
wheel to the ground



If offers **3 settings**

(i.e. longitudinal acceleration limits)

Selectable from instrument panel with
motorcycle at rest

When AWC is disabled, wheelies are allowed even when ATC is
active thanks to the patented **WHEELIE DETECTION®** system

**Even more racing AWC map 1: allows longer wheelies
(with ATC still active)**

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APRC version ALC – Aprilia Launch Control

Optimises acceleration from a standing start for track use.
Rider has to concentrate solely on letting in the clutch



PRIMA PARTE =
aiuta a mantenere la
ruota anteriore a terra

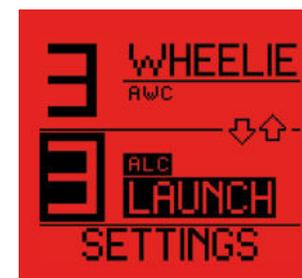
SECONDA PARTE = massimizza
l'accelerazione longitudinale permettendo
il sollevamento della ruota anteriore



- ALC ON
- Frizione tirata
- Gas pieno
- Limitatore giri ≈ 10.000 rpm decrescente con la velocità

- Frizione rilasciata
- Gas pieno

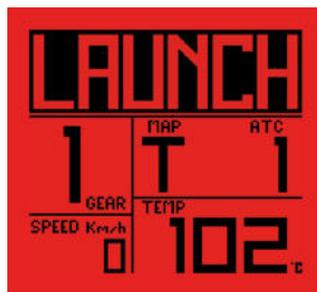
- ALC OFF quando la velocità > 160km/h o in 3ª marcia



It offers

3 settings

selectable from
instrument panel
with motorcycle
at rest

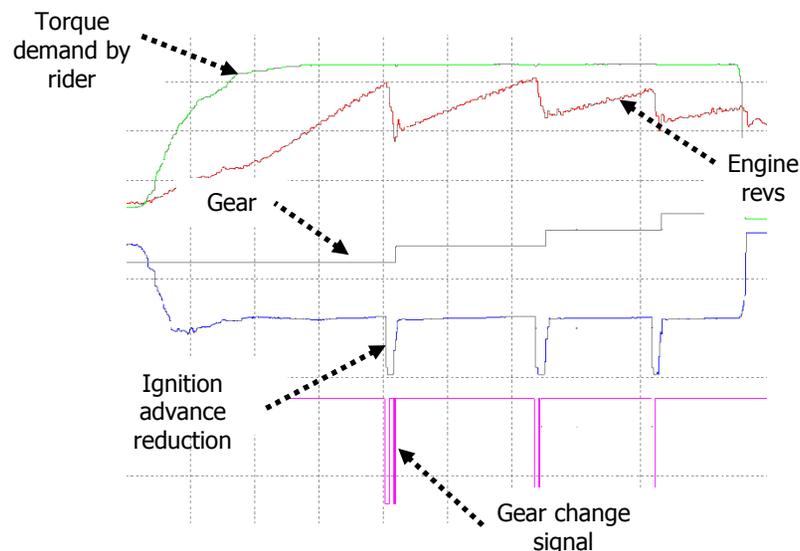


System is armed by simultaneously pressing both
+ / - buttons and the wording **LAUNCH** appears
on the instrument panel

APRC version

AQS – Aprilia Quick Shift

Enables faster upshifts without using the clutch or closing the throttle



Gear shift lever input path:

Sensor > engine control unit > ignition and fuel injection management > torque reduced > gear shift > torque progressively restored

Shift times are **shorter** than with conventional gearboxes

System **kick-in time** varies according to three different engine rpm thresholds, i.e. is slower at low rpm and faster at high rpm

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APRC version

Self calibration procedure

It makes **APRC** compatible with different types, sizes and brands of tyre

Exclusive **calibration** procedure detects wheel rolling diameter and automatically calibrates the system. Selectable from instrument panel with motorcycle at rest
 → Fundamental when **changing tyre type** or **final drive ratio**



All it takes is riding the motorcycle on a level stretch of road at 25 mph (40 Km/h) for 8 seconds until CALIBRATING disappears from the display.

Technical specifications

ENGINE

Engine type	Aprilia 4 longitudinal 65° V4 cylinder, 4-strokes, liquid cooling system, double overhead camshaft (DOHC), four valves per cylinder
Fuel	Unleaded petrol
Bore and stroke	78 x 52.3 mm
Total engine capacity	999.6 cc
Compression ratio	13:1
Max output (at crankshaft)	167 HP (123 kW) at 11,500 rpm
Max torque (at crankshaft)	82 lb/ft (111.5 Nm) at 9,500 rpm
Induction system	Airbox with front dynamic air intakes. 4 Weber-Marelli 48-mm throttle bodies with 4 injectors and latest generation Ride-by-Wire engine management. Choice of three different engine maps selectable by the rider with bike in motion: T (Track), S (Sport), R (Road)
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, single lambda probe, lateral single silencer with butterfly valve controlled by engine ECU and integrated trivalent catalytic converter (Euro 3) (Euro 4 ready)
Alternator	Flywheel mounted 420W alternator with rare earth magnets
Lubrication	Wet sump lubrication system with oil radiator and two oil pumps (lubrication and cooling)

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TRANSMISSION

Transmission	6-speed cassette type gearbox: 1st: 39/15 (2.600); 2nd: 33/16 (2.063); 3rd: 34/20 (1.700); 4th: 32/22 (1.455); 5th: 34/26 (1.308); 6th: 33/27 (1.222) Gear lever with Aprilia Quick Shift electronic system (AQS).
Clutch	Multiplate 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: 42/16 (2,625)
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

Chassis	Aluminium dual beam chassis with pressed and cast sheet elements. Sachs steering damper (on APRC version)
Front suspension	Sachs upside down front fork with \varnothing 43 mm stanchions. Forged aluminium calliper mountings for radial callipers. One-by-one adjustable hydraulic rebound and compression damping and spring preload. Wheel travel: 120 mm
Rear suspension	Double braced aluminium swingarm; mixed low thickness and sheet casting technology. Sachs piggy back monoshock with completely adjustable: spring preload and hydraulic compression and rebound damping. APS progressive linkage. Wheel travel 130mm
Brakes	Front: Dual 320 mm floating stainless steel discs with 6 studs. Brembo M432 monobloc radial callipers with 4 \varnothing horizontally opposed 32 mm pistons. Sintered pads. Axial pump master cylinder and metal braided brake hoses. Rear: 220-mm diameter disc; Brembo floating calliper with two \varnothing 32 mm isolated pistons. Pump with integrated tank and metal braided hose
Wheel rims	Cast aluminium wheels with 3 split spoke design. Front:3.5"X17" Rear: 6.00"X17"
Tires	Radial tubeless. Front: 120/70 ZR 17 Rear: 190/55 ZR 17 (alternative: 190/50 ZR 17; 200/55 ZR 17)

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VEHICLE

Dimensions (default settings)	Max. length: 2065 mm Max. width: 800 mm (at the handlebar) Max. height: 1090 mm Min. height from the ground: 125 mm Saddle height: 835 mm / 32.9 in. Wheelbase: 1445 mm Trail: 107.5 mm Steering angle: 25°
Dry weight	409 lbs. (185 kg) *
Tank	4.9 gallons / 18,5 litres (1.05 gal. / 4-litre reserve)

*Dry weight, without battery and fluids.

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COMPETITION MATT BLACK MY14



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MATTE WHITE
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Technical Comparison

					
	Tuono V4 APRC ABS	DUCATI STREETFIGHTER	MV-AGUSTA BRUTALE 1090 MY13	KTM SUPERDUKE 990 R	TRIUMPH SPEED TRIPLE MY11
ENGINE AND TRANSMISSION					
type	65° V4 , 4x4 valves	2L 2x4 valves	4L 4x4 valves radial	75° V2, 2x4 valves	3L 3x4 valves
displacement	998,9	1099	1078,37	999,8	1050
cycle	4T	4T	4T	4T	4T
bore x stroke	78x52,3	104x64,7	79x55	101x62,4	79x71,4
compression ratio	12,5:1	12,4:1	13,0:1	11,5:1	13,0:1
cooling	liquid	liquid	liquid	liquid	liquid
max power @ crankshaft	167 HP	155 HP	144 HP	132 HP	135 HP
rpm max power	11500	9500	10400	10000	9400
max torque @ crankshaft	11,36 [kgm]	11,7 [kgm]	11,4 [kgm]	10,4 [kgm]	11,3 [kgm]
rpm max torque	9500	9500	8100	8000	7750
twistgrip	RBW	mechanic	mechanic	mechanic	mechanic
lubrication	wet sump	wet sump	wet sump	carter secco	wet sump
oil radiator	yes	exchanger	yes	yes	yes
slipper clutch	yes	accessory	mechanic	accessory	no
FUEL DELIVERY					
injection	injection 4i.	injection 2i.	injection 4i.	injection 2i.	injection 3i.
throttle bodies	R by W Ø48	2 throttle bodies elliptical	4 throttle bodies	2 throttle bodies	3 throttle bodies
fuel tank capacity	18,5 l	16,5 l	23 l	18,5 l	17,5 l
FRAME					
type	Al twin spar	steel trellis	steel trellis + Al cat plates	steel trellis	Al perimetral

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	Tuono V4 APRC ABS	DUCATI STREETFIGHTER	MV-AGUSTA BRUTALE 1090 MY13	KTM SUPERDUKE 990 R	TRIUMPH SPEED TRIPLE MY11
FRONT SUSPENSION					
type	USD Sachs, Ø43, rebound, compression and preload adjustable	USD Ø43 , fully adjustable	USD Ø50, fully adjustable	USD Ø43, fully adjustable	USD Ø43, fully adjustable
wheel travel	120	127	130	135	120
REAR SUSPENSION					
swingarm	Al double arm	Al single arm	Al single arm	Al double arm	Al single arm
shock absorber	with Piggy back; fully adjustable	with Piggy back; fully adjustable	with Piggy back; fully adjustable	with Piggy back; fully adjustable	fully adjustable
wheel travel	130	127	120	150	141
FRONT WHEEL					
rim	3,5"x17"	3,5"x17"	3,5"x17"	3,5"x17"	3,5"x17"
tire	120/70-ZR17"	120/70-ZR17"	120/70-ZR17"	120/70-ZR17"	120/70-ZR17"
REAR WHEEL					
rim	6"x17"	6"x17"	6"x17"	5,5"x17"	5,5"x17"
tire	190/55-ZR17"	190/55-ZR17"	190/55-ZR17"	180/55-ZR17"	180/55-ZR17"
BRAKING SYSTEM					
front	double disc Ø320; radial 4 piston calipers with 2 pads	double disc Ø330; radial 4 piston calipers with 2 pads	double disc Ø310; radial 4 piston calipers	double disc Ø320; radial 4 piston calipers with 4 pads	double disc Ø320; radial 4 piston calipers
rear	disc Ø220; 2 piston caliper	disc Ø220; 2 piston caliper	disc Ø210; 4 piston caliper	disc Ø240; floating single piston caliper	disc Ø255; 2 piston caliper

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Technical Comparison

					
	Tuono V4 APRC ABS	DUCATI STREETFIGHTER	MV-AGUSTA BRUTALE 1090 MY13	KTM SUPERDUKE 990 R	TRIUMPH SPEED TRIPLE MY11
ABS					
maps	3	/	2	/	1
all deactivable	YES	/	YES	/	-
rear deactivable	NO	/	NO	/	NO
combined braking	NO	/	NO	/	NO
front calipers pressure sensor	YES	/	YES	/	NO
rear caliper pressure sensor	NO	/	NO	/	NO
ECU datas					
bank angle sensor	NO	/	NO	/	NO
ABS system weight	1,5 kg	/	n.a.	/	n.d.

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PLUS					
Ride by Wire					
Cassette type gearbox					
Ohlins	OPT				
Brembo					
Forged rims	OPT		OPT	OPT	
Carbon parts	OPT		OPT	OPT	
Traction Control					
Wheelie control					
Launch control					
Quick Shift					
RACE display					
Calibrating procedure					
Multi-map ABS					1 MAP

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*Complete racing exhaust
(titanium/carbon)*



Adjustable license plate mount



*E3 slip-on exhaust
(titanium/carbon)*



Racing transmission kit



Racing ECU



Tank cover



*CNC-machined
adjustable footrest kit
with quick shift*



*Small tank
bag*



Öhlins TTX shock absorber



*Large tank
bag*

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Factory forged wheel rims



Carbon heelrests



*Öhlins fork kit
Factory*



Roadlok disc lock



*Öhlins shock absorber
Factory*



*Steering damper kit
Öhlins Factory*



*Mudguards and side body panels
Carbon*



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APRILIA DEALER EXTRANET

Website: <http://www.apriliausadealers.com/Login/index.cfm>

Canada: <http://dealers.pgacanada.com>

PRODUCT INFORMATION MATERIAL

Website USA: www.apriliausa.com.com

Website Canada: www.aprilia-canada.ca

APRILIA CUSTOMER SERVICE

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