

**aprilia**

# Tuono V4: Dealer Sales Guide



**aprilia**  
TUONO V4  
R APRC

APRILIAUSA.COM  
APRILIA-CANADA.CA

**ONE HEART**  
TWO SOULS

- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info

## Tuono: the thunderstorm is back

2002: The first was the Tuono Fighter



2006: Tuono 1000 R, new generation



*TUONO – born on the racetrack to adapt to the road –  
the **HIGH-HANDLEBAR SBK***

**2012**



## Tuono V4 R

The next generation  
**HYPER-AGGRESSIVE  
NAKED BIKE**

Tuono V4 R  
Unique strengths  
Positioning  
Target customer  
Product content  
Technical specifications  
Versions  
Colours  
Comparison  
Accessories  
Info

<b>Tuono V4 R</b>	<b>4</b>
<b>Unique strengths</b>	<b>5</b>
<b>Positioning</b>	<b>6</b>
<b>Target Customer</b>	<b>7</b>
<b>Product content</b>	<b>8</b>
- <i>Aggressive naked look</i>	9
- <i>SBK soul</i>	16
<b>APRC version</b>	<b>23</b>
<b>Technical specifications</b>	<b>31</b>
<b>Colors</b>	<b>34</b>
<b>Technical Comparison</b>	<b>36</b>
<b>Accessories</b>	<b>38</b>
<b>Dealer Info</b>	<b>40</b>

# Tuono V4 R: bred from two legendary bloodlines



**Tuono 1000 R**



**RSV4**

*The naked bike with the highest performance*

*The naked SBK*

*The most powerful **naked sport bike** in the market with **superior chassis performance***



*Derived from the 2010 SBK world champion sports bike*

***The sport naked that EATS UP THE ROAD***

- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info

## Unique strengths

### SPORT EFFICIENCY

- The most powerful naked sport bike on the market (167.3 hp)
- The only one with a 65° V4 engine
- Aluminium frame and swingarm
- Fixed windshield for stability and accuracy

### THE NAKED THAT HANDLES LIKE A DREAM

- Light (183 kg dry weight)
- SBK chassis combined with the great handling of a naked bike

### WINNER DNA

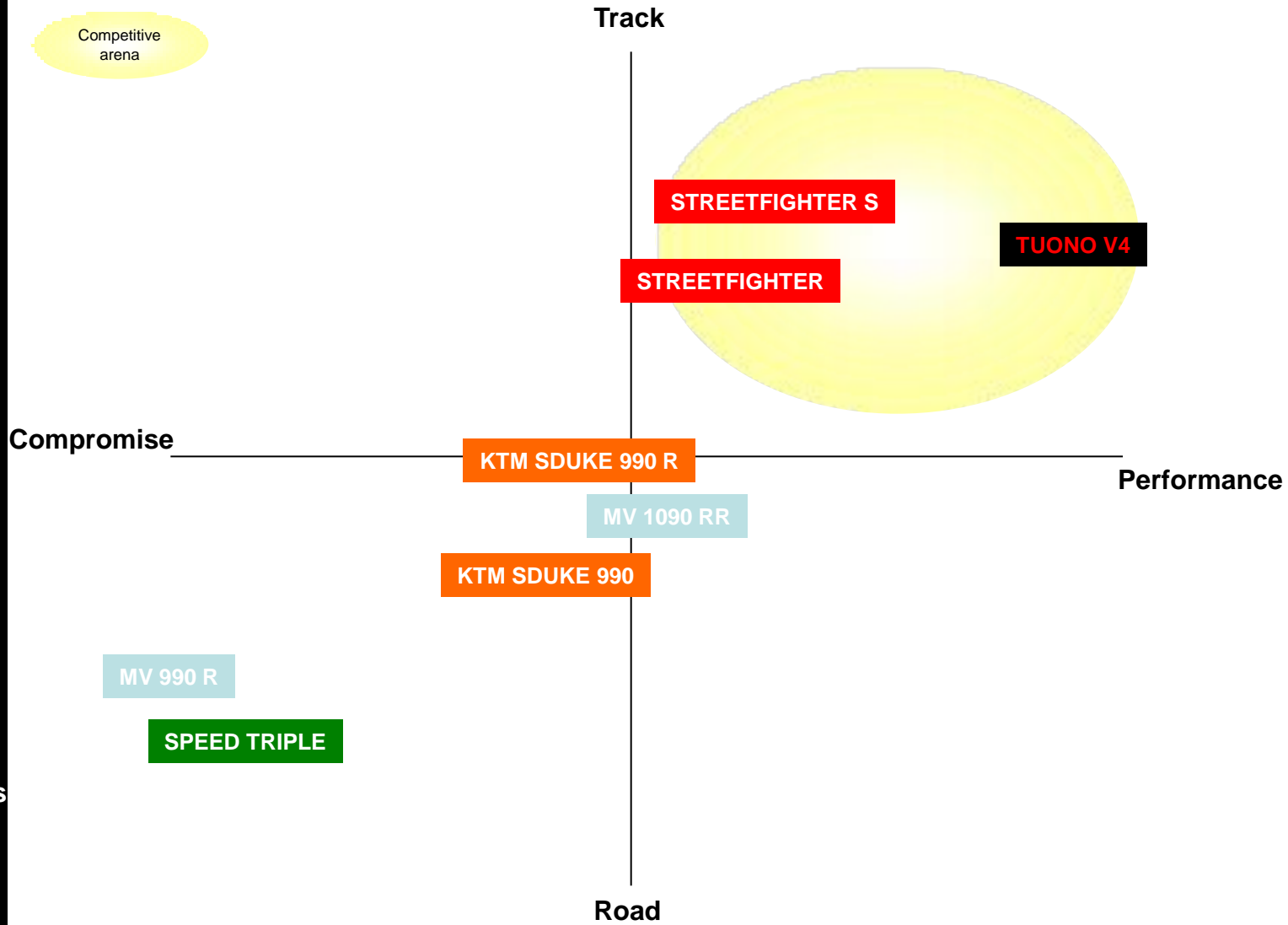
- Derived from the RSV4, the 2010 SBK world champion sports bike
- It must uphold the Tuono 1000 R's excellent performance in comparative tests and competitions
- Aprilia's hallmark chassis

### 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

### PERFORMANCE, OVER THE TOP, DIFFERENT

# Positioning



- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info

- **Age:** 35-55 year old
- **Social/marital status:** Single, engaged, married
- **Use:** leisure and fun on weekends out of town, track
- **Number of bikes owned:** > 3, expert
- **Miles / Km per year:** 3,100 / 5,000
- **Community:** Yes, they discuss with other fans in forums
- **Hobby:** They go out with friends, very social and adventure oriented

## ***HOW THEY SEE THE BIKE: to transmit “bragging rights”***

- Passion** - the bike must be a “wild beast to tame” for performance and handling
- Style** - technological café racer
- Show off** - distinctive look, adrenaline in complete motorcycling style – acceleration, emotion, show off, challenge
- Profile** – wants all the technology, power and Italian style of the RSV4, with a more comfortable riding position / tall handlebar

# Naked to the bone



**Manoeuvrability and Design**  
*of an aggressive naked bike*



**Unrivalled performance and utmost precision**  
*of a true superbike*

- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info



**aprilia**

# Tuono V4 R

*The most aggressive naked bike*



Comfortable saddle

Unequalled agility

Ride by Wire with 3 maps

Two dual-function polyelliptical headlights with LED daylight running light



Innovative wheel rim design

167.3 hp maximum power

V4 65° engine

Unique and aggressive design

Tuono V4 R  
Unique strengths  
Positioning  
Target customer  
Product content  
Technical specifications  
Versions  
Colours  
Comparison  
Accessories  
Info

## 65° V4 engine

*The most powerful naked sport bike on the market*



### TONS OF POWER

With **167.3 hp** maximum power at 11,500 rpm, this bike eats up the road.

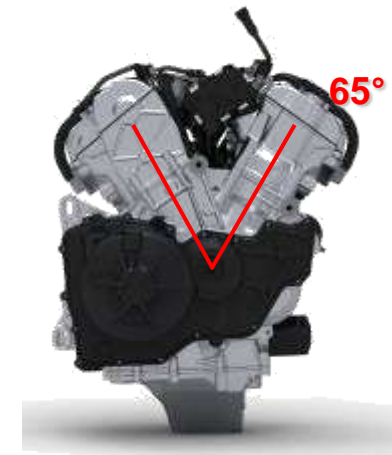
No other naked sport bike on the market can unleash such stunning power.

*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.*



- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info

## 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 first 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.*

#### DEEP ROARING SOUND

The **advanced control system for the butterfly valve** in the exhaust enables the use of a lower back pressure silencer while *complying with noise emissions legislation.*



#### EURO 4 READY

The technical solutions adopted on the Tuono V4 R **meet the new Euro 4 requirements** that will enter into force as of 2014.

*Tuono V4 R, ahead of the rest, also in terms of environmental friendliness.*

# aprilia

## 65° V4 engine *It adapts to any condition*

### LATEST GENERATION RIDE BY WIRE

No direct connection between the throttle grip and the throttle valves.  
Torque output is controlled through air, fuel and ignition.

### 3 ENGINE MAPS

*selected from the handlebar:*



#### T - TRACK

**no compromise on the circuit**  
167 HP of power 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 to 25 HP in all gears.  
Greater usability in all conditions

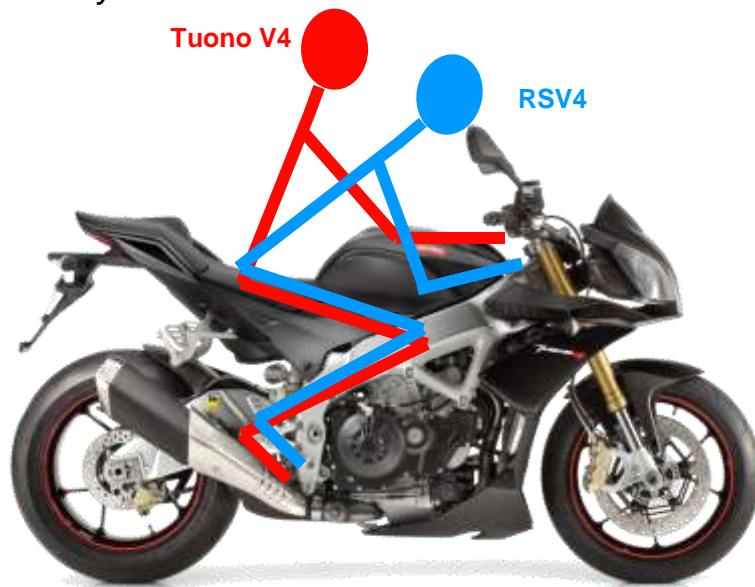
Tuono V4 R  
Unique strengths  
Positioning  
Target customer  
Product content  
Technical specifications  
Versions  
Colours  
Comparison  
Accessories  
Info

## Benchmark chassis

### Accurate manoeuvrability

#### ERGONOMICS

**Race-like ergonomic triangle**, with set-back footrests and a tank that provides a firm grip *for improved control of the front end*, the footrest position - lower than on the RSV4 - the 10 mm 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*.

## Valuable chassis *Lightness and feeling*

### LIGHTNESS AND STIFFNESS

The **aluminium frame and swingarm** reduce weight while providing the necessary stiffness to *transfer all the power of the 65° V4 engine to the ground.*

The frame weighs as little as 10 kg, the swingarm only 5 kg.



### REDUCED UNSPRUNG MASS

The aluminium swingarm and **innovative three-spoke wheel rims** with their lightweight design (-2 kg vs 5 kg of light alloy spokes) allow improved feedback from the suspension and *improved steering accuracy in bends.*



## True streetfighter design *Original and aggressive*



### FAMILY FEELING WITH RSV4

The Tuono looks like its sibling, but the **shape is entirely different**: aggressive top fairing, fairing stripped away and a more comfortable - yet likewise race-like - tail section. The saddle has been specifically redesigned for *improved riding comfort and to provide more room for the passenger*



### CAT-LIKE LOOK

The aerodynamic new top fairing tipped with two **dual-function polyelliptical headlights** with **LED daylight running light** gives the bike the *unequivocally mean, daunting stare* that you'd expect from a motorcycle with an incredible horsepower.

### COMPACT DIMENSIONS AND ESSENTIAL DESIGN

The compact size of the engine and doing **away with superfluous parts** make the bike extremely compact and light, *easy to ride into turns, yet accurate and stable at higher speeds*

Essential design involves **care for detail and superior finish quality**, the hallmarks of Italian design

# Tuono V4 R

## Superbike soul



Sachs piggy back totally adjustable monoshock absorber

Aluminium frame and swingarm

Fixed windshield

Fully adjustable Sachs 43 mm USD fork



Cassette type gearbox

Brembo radial braking system

Sachs steering damper (only on APRC version)

- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info



## V4 65° engine SBK technology



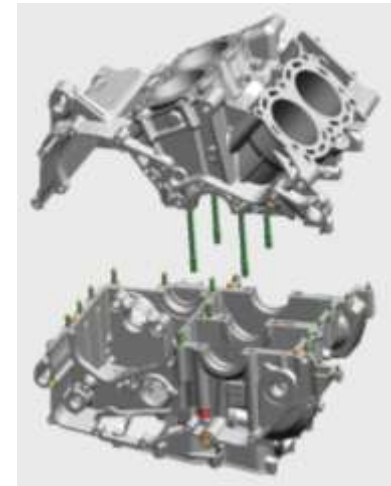
### INNOVATIVE TIMING SYSTEM

**Double overhead camshaft** driven by side chain and central gears for 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*.



## V4 65° engine Track-ready solutions

### CASSETTE TYPE GEARBOX

The **cassette type gearbox** is a solution used in race prototypes to allow *rapid gear ratio replacement and reduce gearbox maintenance times*.

The **short first three ratios** *enhance engine response and the aggressive character* of the bike, a true racer.



### SLIPPER CLUTCH

The multiplate wet clutch features a **mechanical slipper clutch system** for *maximum engine braking torque control and motorcycle stability under hard braking, and for greater precision in setting the bike up for corners and maintaining trajectories*.



# Benchmark frame

## Prototype-like accuracy

### NEW FRAME

**Pressed and cast sheet elements** lend the frame optimised torsional and flexional rigidity for *perfect feeling and control and to allow the rider to handle the engine's incredible power.*

The **headstock** is set **10.5 mm forward** compared to the RSV4 R and **the angle is half a degree wider (25°)** so as to **increase trail (107 mm)** and lend the Tuono V4 R the *best chassis behaviour even at high speeds.*



### ASYMMETRICAL SWINGARM

The same technology has also been used for the **aluminium swingarm**, creating an extremely stiff yet very light box structure.

The resulting minimised moving masses enhance the *bike's responsiveness and sensitivity to adjustments to the suspension settings.*



### PREMIUM FINISH

The unique construction technology allows both the frame and the swingarm to proudly **flaunt the naturally gleaming colour of aluminium**, meaning that *the bike even looks like a race prototype. This is unique selling proposition of Aprilia.*

**aprilia**

# Benchmark chassis

## *Sport-like accuracy*



**New Ø43 fully adjustable Sachs Upside Down front fork.** Wheel travel is 120 mm.

Like on the most powerful supersport bikes, the fork allows precision adjustment for hydraulic compression, rebound damping and spring preload.

*For optimal feedback from the road at all times.*

**Sachs steering damper** (on APRC version)

Impeccable high speed stability

*Millimetre precision in setting the bike up for turns*

Piggy-back design **fully adjustable Sachs shock absorber** with adjustable spring preload, compression and rebound damping.

Wheel travel is 130 mm.

*For tailoring the setup to different riding styles and obtaining the utmost race-track performance*



Tuono V4 R  
Unique strengths  
Positioning  
Target customer  
Product content  
Technical specifications  
Versions  
Colours  
Comparison  
Accessories  
Info

## Benchmark chassis

### *Top power and modular features*



#### BREMBO BRAKING SYSTEM

Brembo **radial brake callipers** up front for *maximum power, modular performance and high fatigue strength.*

**Double 320-mm steel floating disc** with low profile steel rotor and asymmetric cross-drilling makes for *improved modularity.*



A Brembo **two-piston calliper** grips a **220 mm** stainless steel rear brake **disc**. The master cylinder has an incorporated reservoir.

*The result is optimal feeling even under hard braking.*



## Design

### *Racing-derived solutions*



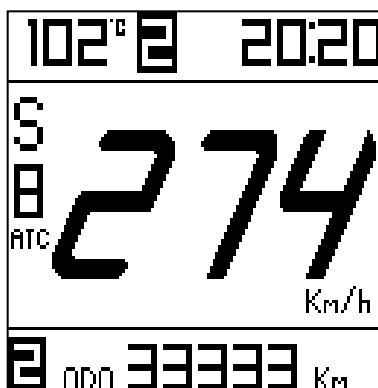
#### MOULDED FUEL TANK

The **sides** are **recessed** for improved ergonomics and to afford a better grip on the bike when banking.

*Intuitive feel right from the first lap.*

#### NEW SILENCER

Not even the **design** of the silencer has been left to chance: *the system makes full use of the space between the bike and the asphalt, even while banking hard on the racetrack.*



#### MINI ON-BOARD COMPUTER

The instrument panel of mixed, digital and analogue type, receives all the information from the CAN line thus becoming an **actual on-board computer** featuring a modern minimalist, compact design.

It provides the rider with all the information necessary, and includes a gear indicator, current engine mapping indicator and chronometer with lap time memory.

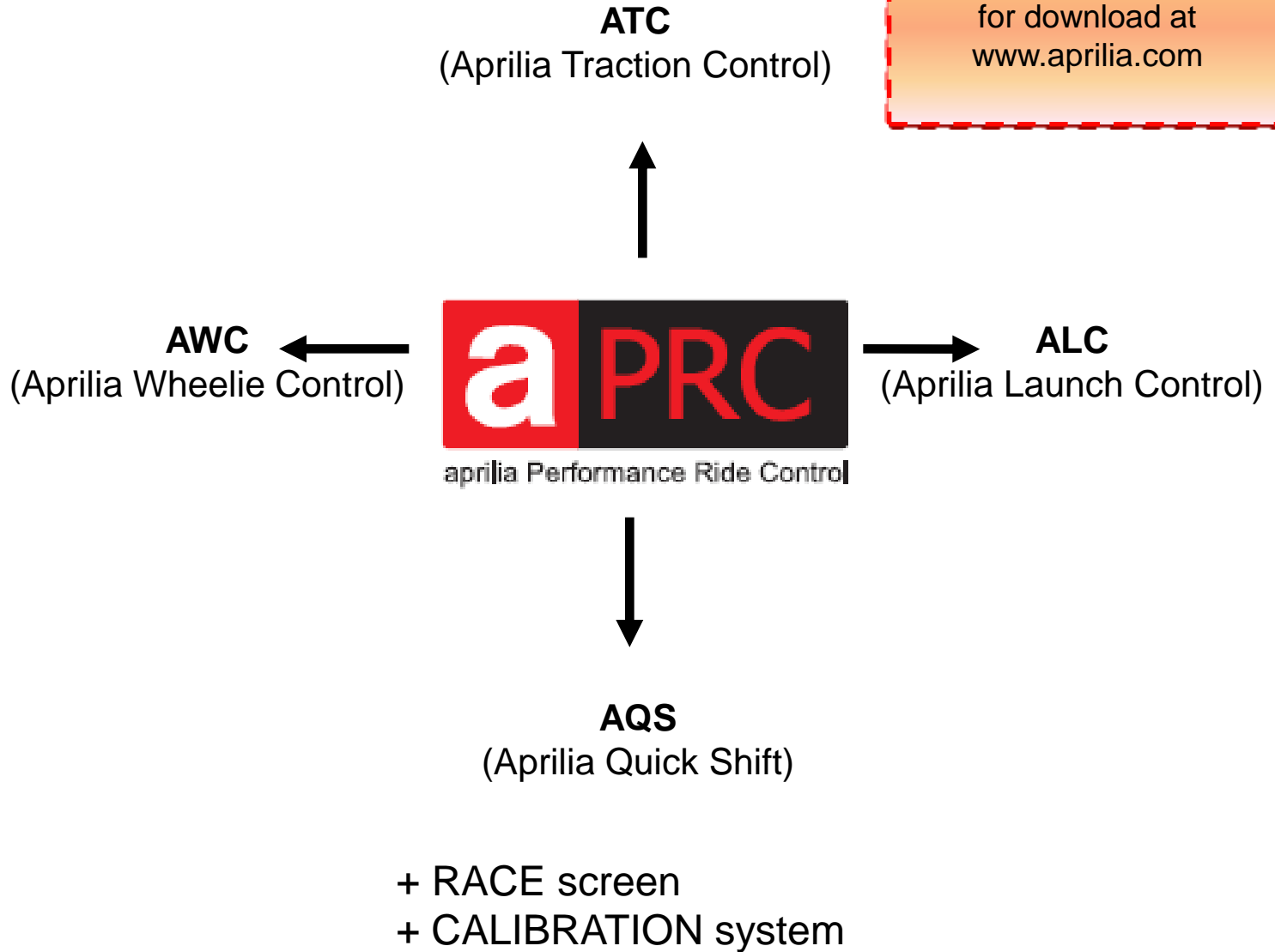
All functions are controlled by a Mode button on the left hand switchgear unit, so that the rider never needs to lift his hands from the handlebar



- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info

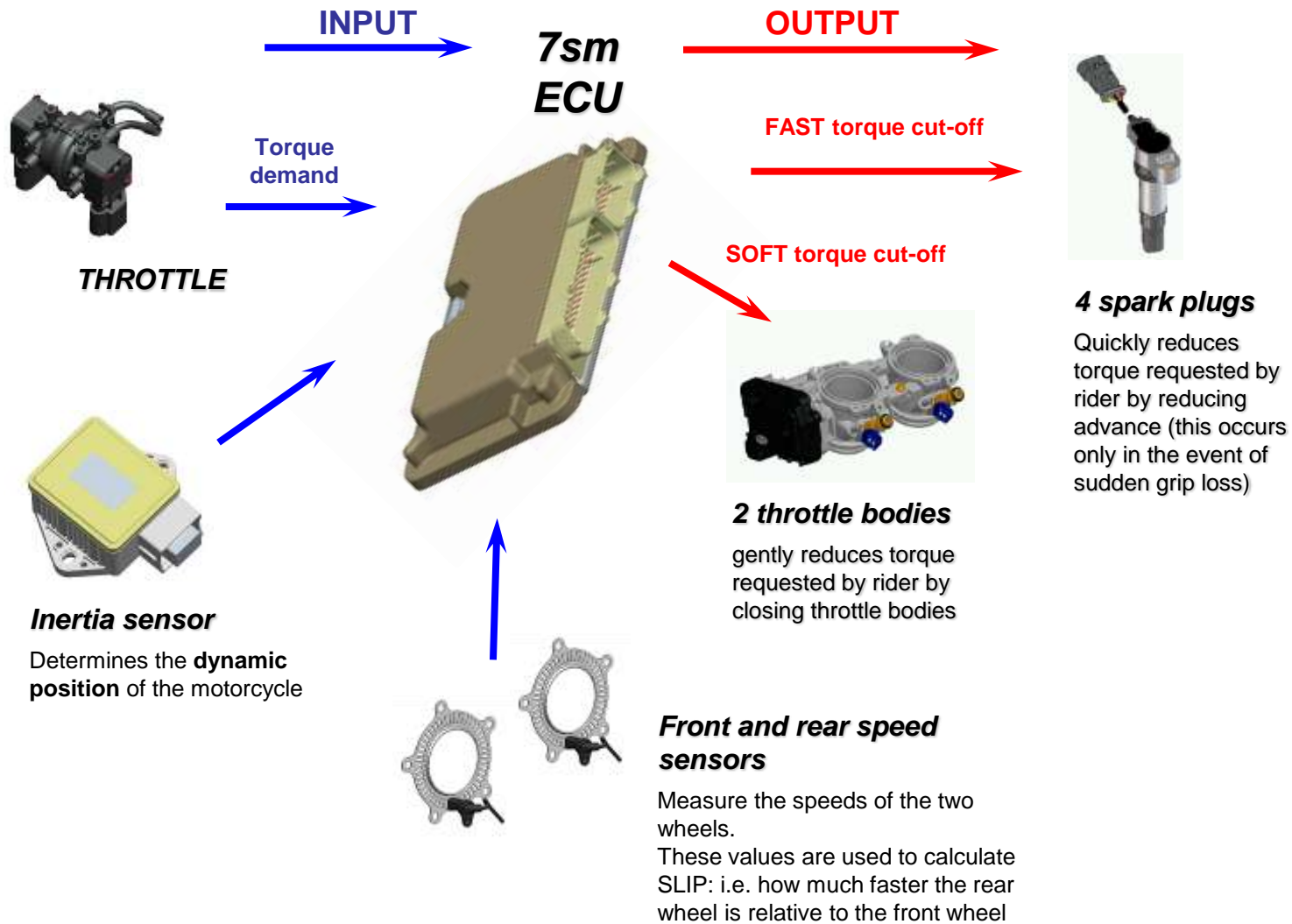
# APRC Version Components

5 video clips explaining APRC system operation are available for download at [www.aprilia.com](http://www.aprilia.com)



- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info

## APRC version *How it works*



- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info



## 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**<sup>®</sup> system modulates driving wheel slip when exiting a curve between a maximum and a minimum SLIP threshold in all 8 available settings



➤ **Dedicated joystick** enables rider to change setting even with throttle open

**8 settings**



# 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

## 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

**A** ..... **B** ..... **C**

100%

- Frizione rilasciata
- Gas pieno

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



If offers

**3 settings**

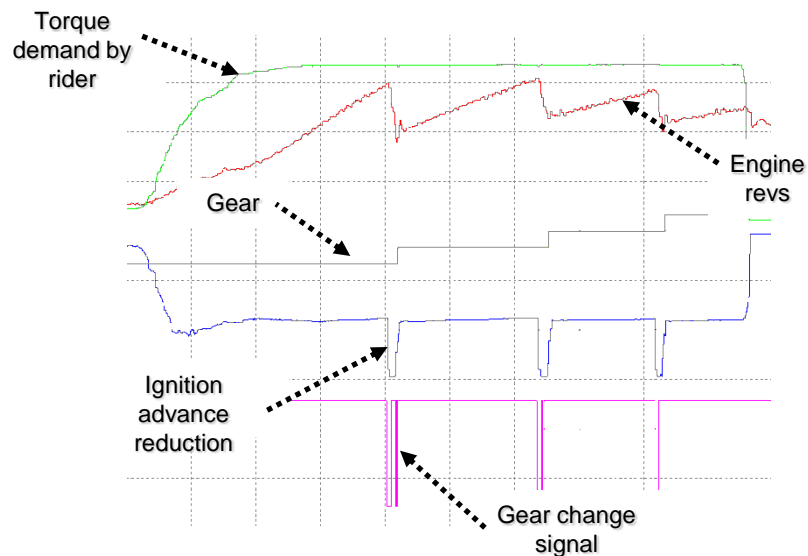
selectable from  
instrument panel  
with motorcycle  
at rest



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

## APRC version AQS – Aprilia Quick Shift

Enables faster gearshifts 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

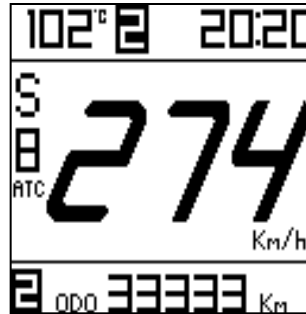
Shift times are **shorter** than with conventional gearboxes

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

## APRC version

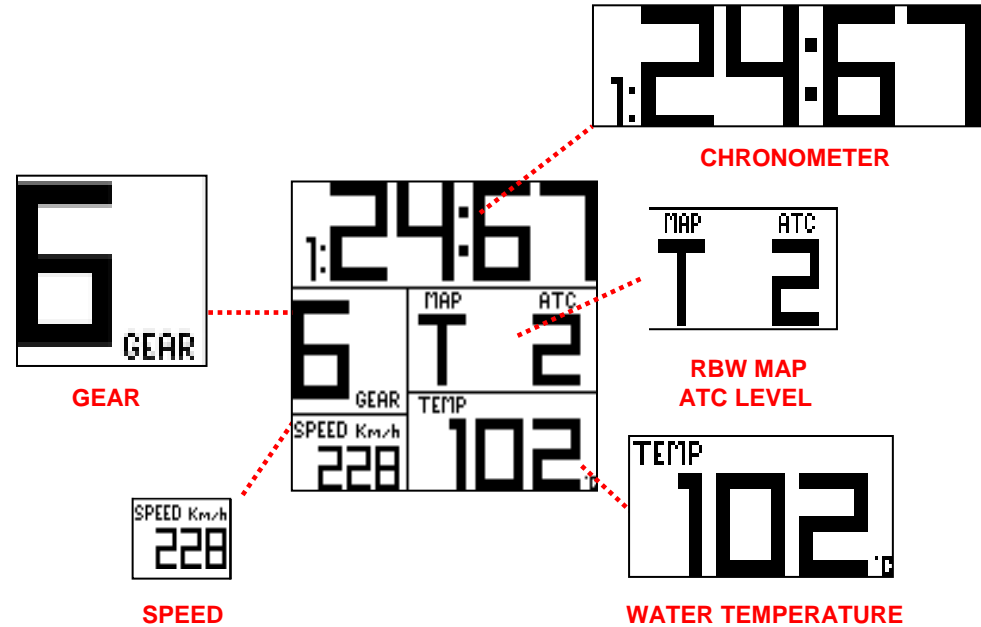
### Display – Dual display mode

#### Road



- Average & maximum speed
- Engine map
- ATC level
- Gear engaged
- Clock
- Odometer
- Water temperature

#### Race



Compatible with optical finish line markers

- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info

## 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 40 Km/h for some seconds until CALIBRATING disappears from the display. If the procedure is completed successfully, the message CALIBRATING disappears from the display when the bike is started again

# 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)	167.3 CV (123 kW) at 11,500 rpm
Max torque (at crankshaft)	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)

# Technical specifications

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) on APRC version
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 on specific version (APRC)	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 $\square$ 43 mm stanchions. Forged aluminium calliper mountings for radial callipers. Completely adjustable spring preload and hydraulic rebound and compression damping. 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 lightweight stainless steel rotor with 6 studs. Brembo radial callipers with 4 $\square$ 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 $\square$ 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"
Tyres	Radial tubeless. Front: 120/70 ZR 17 Rear: 190/55 ZR 17 (alternative: 190/50 ZR 17; 200/55 ZR 17)

**Tuono V4 R**  
**Unique strengths**  
**Positioning**  
**Target customer**  
**Product content**  
**Technical specifications**  
**Versions**  
**Colours**  
**Comparison**  
**Accessories**  
**Info**



# Technical specifications

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 Wheelbase: 1445 mm Trail: 107.5 mm Steering angle: 25°
Dry weight	183 kg *
Tank	17 litres (4-litre reserve included)

\*Kerb weight, without battery and fluids.

- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info

## COMPETITION BLACK



- Tuono V4 R
- Unique strengths
- Positioning
- Target customer
- Product content
- Technical specifications
- Versions
- Colours
- Comparison
- Accessories
- Info

## SUNLIT YELLOW



Tuono V4 R  
Unique strengths  
Positioning  
Target customer  
Product content  
Technical specifications  
Versions  
Colours  
Comparison  
Accessories  
Info

# Technical Comparison

	<b>APRILIA Tuono V4 R</b>	<b>DUCATI Streetfighter</b>	<b>MV AGUSTA Brutale 990 R</b>	<b>KTM Superduke</b>	<b>TRIUMPH Speed Triple</b>
<b>ENGINE</b>					
Engine type	4 cylinders V di 65°	2 cylinders V di 90°	4 cylinder in-line	2 cylinders V 75°	3 cylinder in-line
Total engine capacity	999,6 cc	1099 cc	998 cc	999 cc	1050 cc
Bore and stroke	78 x 52,3 mm	104 x 64,7 mm	76 x 55 mm	101 x 62,4 mm	79 x 71,4 mm
Compression ratio	13:01	12,4:1	13:01	11,5:1	12:01
Induction system	Electronic fuel injection	Electronic fuel injection	Electronic fuel injection	Electronic fuel injection	Electronic fuel injection
Throttle	Ride-by-wire	cable	cable	cable	cable
Clutch	Multi Disc in oil bath with mechanical slipper	Dry multi disc with hydraulic control	Multi Disc in oil bath	Multi Disc in oil bath with hydraulic control	Multi Disc in oil bath with hydraulic control
Transmission	Extractable	Fixed	Extractable	Fixed	Fixed
<b>PERFORMANCE</b>					
Max output (at crankshaft)	167,3CV (123kW) @ 11.500rpm	155CV (114kW) @ 9.500rpm	139CV (102kW) @ 10.600rpm	120CV (88kW) @ 9.000rpm	135CV (99kW) @ 9.400rpm
Max torque (at crankshaft)	11,4kgm (111,5Nm) @ 9.500rpm	11,7kgm (115Nm) @ 9.500rpm	10,6kgm (106Nm) @ 8.000rpm	10,1kgm (100Nm) @ 7.000rpm	11,3kgm (111Nm) @ 7.750rpm
<b>VEHICLE</b>					
Chassis	twin-spar aluminum frame	Tubular steel trellis ALS 450	Steel trellis CrMo	Steel trellis CrMo	twin-spar aluminum frame
Swing arm	aluminium double arm	aluminium single-arm	aluminium single-arm	aluminium double arm	aluminium single-arm
Handlebar shock absorber	Sachs full adj (Vers. APRC)	Showa Full adj	-	Full adj	-
Front suspension	Sachs USD da 43mm full adj	Showa USD da 43mm full adj	USD da 50mm full adj	WP USD da 48mm full adj	Showa USD da 43mm full adj
Rear suspension	Progressive APS with single shock absorber Sachs with piggy back full adj	Progressive with single shock absorber Showa full adj	Progressive with single shock absorber adjustable preload and rebound	single shock absorber WP full adj	single shock absorber Showa full adj
Front Brakes	2 floating 320mm discs. Brembo 4-piston radial	2 semi-floating 330 mm discs. Brembo radial 4-piston monobloc	2 floating 310mm discs. Brembo 4-piston radial	2 floating 310mm discs. Brembo 4-piston radial	2 floating 310mm discs. Brembo 4-piston radial
Rear Brakes	220mm disc. Brembo 2-piston	245mm disc. Brembo 2-piston	210mm disc. Brembo 4-piston	240mm disc. Brembo single-piston	220mm disc. Brembo 2-piston
Front Wheel rims	3-spoke aluminum split. 3,5"x17"	10-spoke aluminum. 3,5"x17"	5-spoke aluminum. 3,5"x17"	5-spoke aluminum. 3,5"x17"	5-spoke aluminum. 3,5"x17"
Rear Wheel rims	3-spoke aluminum split. 6"x17"	10-spoke aluminum. 6"x17"	5-spoke aluminum. 6"x17"	5-spoke aluminum. 5,5"x17"	5-spoke aluminum. 6"x17"
Front Tyres	120/70 ZR17	120/70 ZR17	120/70 ZR17	120/70 ZR17	120/70 ZR 17
Rear Tyres	190/55 ZR17	190/55 ZR17	190/55 ZR17	180/55 ZR17	190/55 ZR 17
Dimensions (length)	2.065 mm	2.120 mm	2.093 mm	-	2.086 mm
Wheelbase	1.445 mm	1.475 mm	1.438 mm	1.450 mm	1.437 mm
Dry weight	183kg	169kg	190kg	186 kg	214 kg
Tank	17l	16,5 l	23 l	18,5 l	17,5 l

Tuono V4 R  
 Unique strengths  
 Positioning  
 Target customer  
 Product content  
 Technical specifications  
 Versions  
 Colours  
 Comparison  
 Accessories  
 Info

# Technical Comparison

	<b>APRILIA Tuono V4 R</b>	DUCATI Streetfighter	MV AGUSTA Brutale 990 R	KTM Superduke	TRIUMPH Speed Triple
<b>PLUS</b>					
Power	167.3 hp	155 hp	139 hp	120 hp	135 hp
Ride by Wire	yes	no	no	no	no
Mapping engine	yes	no	no	no	no
Gear removable	yes	no	yes	no	no
Slipper clutch	yes	no	no	no	no
Adjustments chassis	no	yes	no	no	no
Brushed chassis	yes	no	no	no	no
Brembo	yes	yes	yes	yes	yes
Race display	version	no	no	no	no
Traction Control	version	version	no	no	no
Wheelie Control	version	no	no	no	no
Launch Control	version	no	no	no	no
Automatic calibration	version	no	no	no	no
ABS	no	no	no	no	version

Tuono V4 R  
 Unique strengths  
 Positioning  
 Target customer  
 Product content  
 Technical specifications  
 Versions  
 Colours  
 Comparison  
 Accessories  
 Info



*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*

Tuono V4 R  
Unique strengths  
Positioning  
Target customer  
Product content  
Technical specifications  
Versions  
Colours  
Comparison  
Accessories  
Info

# Accessories



*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*



## ***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](http://www.apriliausa.com.com)

Website Canada: [www.aprilia-canada.ca](http://www.aprilia-canada.ca)

## ***APRILIA CUSTOMER SERVICE***

Email: [CustomerCare@piaggiogroupamericas.com](mailto:CustomerCare@piaggiogroupamericas.com)