



rxv aprilia  
Bike me.



ENDURO MOTORCYCLE

## ENDURO MOTORCYCLE

# ENDURO

### GRAPHICS

New, more exclusive racing graphics.



**REAR SUSPENSION**  
New monoshock calibration for improved stability and control over rough ground. New linkage for a more progressive damping action and better traction and control.



**BRAKE PEDAL**  
Reinforced brake pedal to withstand falls and impacts with stones and branches.



**SEAT**  
New, lower seat with more rounded edges to let riders of all statures get a firmer foothold. Built-in time card holder.



### FRONT SUSPENSION

45 mm upside down fork with new calibration, specially developed by Aprilia's official team riders to improve stability at high speed and smooth out the roughest surfaces.

### BRAKES

Front: Ø 270 mm stainless steel disc with floating caliper.  
Rear: Ø 240 mm stainless steel disc with floating caliper

### GEARBOX ENDURO

5 speed with special enduro ratios:  
1° 12/31, 2° 13/25, 3° 15/23, 4° 19/24, 5° 21/22

### CLUTCH

Cable operated multi-plate wet clutch.

### PRIMARY DRIVE

Spur gears. Transmission ratio: 22/56.

### FINAL DRIVE

Chain. Transmission ratio: 15/48.



### FRAME

An uncompromising machine like the RXV demands a unique and effective chassis. The latest perimeter frame for 2007, developed in parallel with the engine, is 500 grams lighter and one of the lightest enduro frames on the market.

### KIT RACING

Supplied with your RXV to make it practically race ready. Includes: lightweight front light with simplified wiring, number holders, LED tail light and rear mini number holder, lightweight no-choke throttle control with a more gradual cam. This kit gives an additional weight saving of 2 kg.

### ENGINE

New, race-developed ECU mapping for improved throttle control and more progressive power delivery. New throttle butterfly control cam profile. New piston rings. New starter motor gearing ratio. Extended service intervals.



**WHEELS**  
Light alloy.  
Front: 1.60 x 21"  
Rear: 2.15 x 18"



### DIMENSIONS

Overall length: 2,222 mm  
Overall width: 800 mm  
Ground clearance: 396 mm  
Seat height: 996 mm  
Wheelbase: 1,495 mm

### TYRES

Front: 90/90 x 21"  
Rear: 140/80 x 18"

### ACCESSORIES: AKRAPOVIC EXHAUST

Available in steel and titanium, both with dedicated mapping. This dedicated racing exhaust reduces weight and boosts power over the entire rev range, especially at low revs. The kit has been developed primarily for use in extreme racing, the most challenging of all enduro specialities though Aprilia's official riders have already used it in conventional enduro competitions too. Now the kit is available for all enduro fans who really want to get the most out of their RXV.

THE APRILIA RXV AND SXV HAVE RACING IN THE BLOOD! THESE DIRECT DESCENDENTS OF THE MOST REVOLUTIONARY MOTORCYCLES OF THE MILLENNIUM ARE THE FIRST EVER PRODUCTION ENDURO AND SUPERMOTARD POWERED BY A SUPERB, HIGH PERFORMANCE V TWIN. ALREADY PROVEN WINNERS ON THE RACETRACK, THESE TECHNOLOGY-PACKED MACHINES ARE NOW READY TO TACKLE ANY CHALLENGE YOU CAN THROW AT THEM.

# OFFROAD REVOLUTION

## THE V2 ENGINE

The amazing V2 engine, and the more powerful 55.2 version, is the natural centrepiece of the RXV and SXV. Aprilia was the first manufacturer in the world to believe in the potential of V twin engines in a market segment where nobody has ever had the courage to try. Impressive results in top level racing in 2005 and 2006 have shown that Aprilia was right. This exceptional engine (made entirely by Aprilia) has now been transferred to Aprilia production motorcycles. Totally reliable on the racetrack, the V2 engine has not been deprived of any of its technology or performance by homologation for road use. Engine development also proceeded hand in hand with chassis development from the word go, to ensure that these bikes handle and perform as totally integrated machines

The 77° V angle between the cylinders is the result of innumerable tests aimed at maximising performance and minimising vibrations. The new engine vibrates far less than any single without even requiring a balancer shaft. The cylinders are integrated in the crankcase and are lined by replaceable wet sleeves. The intelligent design of the V2 has also permitted engine accessories to be arranged in an extremely rational way, keeping the powerplant as compact as possible. The results are amazing: Aprilia's V twin is one of the most compact in the world, smaller than many singles of similar displacement. Design solutions were specially selected for maximum power and a wide power band. Sophisticated electronic engine management, developed by Aprilia Racing, introduces a number of innovations for this type of motorcycle.



# V5.5

549cc V77° TWIN

# V4.5

449cc V77° TWIN

Reduced displacement per cylinder has permitted use of an extremely compact and lightweight single-piece crankshaft. The engine responds instantly to throttle input, making the whole bike faster and more agile.

Valve gear based on a single overhead cam and four titanium valves per cylinder gives the best possible compromise between compactness, light weight and performance. Thanks to its advanced technology the V2 engine is extremely civilised and silent running. And on an Aprilia, technology means reliability as well as performance.

The V2 engine sets new standards in this direction, and also guarantees beautifully easy access to all parts requiring regular service like plugs, oil filter and air filter. The RXV and SXV also boast far longer than average service intervals.

The same sort of effort has gone into weight reduction. The engine sets a new record for a V twin, even with its starter motor fitted! This has been achieved by an abundant use of super-lightweight prestige materials. The central crankcase sections, for example, are made from aluminium silicon alloy. All covers are in magnesium; the valves are in titanium; and the entire gear train has been made lighter than ever before.

### ENGINE TYPE

77° V twin four stroke. Liquid cooled. Single overhead cam with rocker operated exhaust valves, chain timing drive, 4 valve heads, titanium valves.

### BORE X STROKE

76 x 49.5 mm (80 x 55 mm)

### TOTAL DISPLACEMENT

449 cc (549 cc)

### ELECTRONIC FUEL INJECTION

Electronic fuel injection with 38 mm throttle bodies (40 mm on 550).

### COMPRESSION RATIO

12,5 :1 (12:1)

### FUEL SYSTEM

Electronic fuel injection. Throttle body: 38 mm (40 mm).

### STARTING

Electric.

### ALTERNATOR

340 W

[www.aprilia-offroad.com](http://www.aprilia-offroad.com)

The technical specifications, characteristics and colours illustrated in this brochure are liable change without prior notice.



aprilia recommends

off road aprilia

SUPERMOTO MOTORCYCLE

# SUPERMOTO

2006

SUPERMOTO S2  
WORLD CHAMPIONS  
CONSTRUCTOR  
RIDER

## TECHNOLOGY = DESIGN

On the SXV, your gaze is inevitably attracted to superb technology in the form of its V2 engine, mixed trellis and aluminium frame, and sculptured swingarm. The design of the tail and rear side panels abandons traditional enduro styling and is totally innovative, just like the centrally mounted exhaust system with twin tail pipes under the rear mudguard. In fact, innovative design solutions catch your eye whichever way you look at the RSV and SXV, and Aprilia Racing colours confirm that these bikes are born to compete. And as always with Aprilia, good looks are just the outward shell of ingenious design solutions. The fixed air guides for example, allow the fuel tank to pivot upwards, giving easy access to the filter box.

**DIGITAL INSTRUMENTATION**  
Compact, ultra-lightweight digital instrumentation for all the information you could possibly need.

**FUEL TANK**  
Capacity 7.8 litres.

**GEARBOX**  
5 speed. Supermotard gear ratios:  
1° 13/30, 2° 15/27, 3° 16/23, 4° 20/23, 5° 21/21

**CLUTCH**  
Cable operated multi-plate wet clutch.

**PRIMARY DRIVE**  
Spur gears. Transmission ratio: 22/56.

**FINAL DRIVE**  
Chain. Transmission ratio: 15/48 (16/46).

**SWINGARM**  
The variable section aluminium swingarm is the most rigid swingarm on any motorcycle of this type. Rising rate linkages operate a Sachs multi-adjustment monoshock with piggy-back cylinder and double high/low speed settings.

S1V5.5  
549cc V77° TWIN  
S2V4.5  
449cc V77° TWIN

**FRONT SUSPENSION**  
Ø 48 mm upside down hydraulic fork with double adjustment, calibrated differently for the supermotard and enduro. The fork is fully adjustable, so that you can set up your own suspension action exactly as you want it.

**SXV SWINGARM**  
The SXV is equipped with a wider swingarm to allow the bike to fit rear wheels of up to 6.5 inches

**TAIL LIGHT**  
High luminosity LED tail light.

**EXHAUST SYSTEM**  
Twin tail pipes under rear mudguard.

**REAR SUSPENSION**  
Box section aluminium swingarm with cast body. Hydraulic monoshock with compression and rebound adjustment.

**TYRES**  
Front: 120/70 x 17"  
Rear: 180/55 x 17"

**BRAKES**  
The unrivalled technology and performance of the chassis are supported by a fantastic braking system.

**DIMENSIONS**  
Overall length: 2,220 mm  
Overall width: 800 mm  
Ground clearance: 318 mm  
Seat height: 918 mm  
Wheelbase: 1,495 mm

**HANDLEBARS**  
Variable section aluminium handlebars with no cross bar for perfect elasticity and control.

**WHEELS**  
Light alloy.  
Front: 3.50 x 17"  
Rear: 5.50 x 17"

- The brakes on the SXV are designed for sheer power and feature a 320 mm floating disc with a radial caliper for GP-level braking performance.
- The 240 mm rear disc and single piston caliper provide the perfect balance between stopping power and ease of control.

SUPERMOTO MOTORCYCLE



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