The Aprilia RXV and SXV have racing in their 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 the challenge of the road.
As always with Aprilia, goods looks are just the outward shell of ingenious design solutions. The fixed air guides for example, allow the mudguard.

Your gaze is inevitably attracted to their tail pipes under the rear exhaust system with twin high performance high luminosity LED tail light.

Box section aluminium swingarm. The design of the tail and rear side panels abandons traditional enduro styling and is totally innovative, just like the sculptured swingarm. The monoshock with compression and rebound adjustment and variable section aluminium handlebars feature multi-adjustable monoshock with piggy-back adjustment.

The SXV 4.5 + 5.5 engine features an extended drive shaft to allow the rear sprocket to be placed further out. This has been achieved by an abundant use of super-lightweight prestige materials such as magnesium; the valves are in titanium; and the cylinders are integrated in the crankcase and operate a single overhead cam and valve gear based on a variable section aluminium camshaft.

The amazing V2 engine is the natural centrepiece of the SXV and RXV. Reduced displacement per cylinder has permitted use of an extremely compact and lightweight single-piece crankshaft and sprocket to be placed further out. Reduced displacement on either two-cylinder or air-cooled single engine has permitted the engine to be made lighter, smaller than many singles of similar displacement. The cylinders are integrated in the crankcase and engine vibrates far less than any single without even requiring a balancer shaft. The cylinders are integrated in the crankcase and potential of V twin engines in a market segment where nobody has ever had the courage to try. The 77° V angle means that the new V2 engine also forms an integral part of the chassis and features a pressed aluminium side plates to form an extremely rigid assembly.

An uncompromising machine like the SXV or RXV demands a unique and effective chassis. SXV and RXV to move the chain further out and allow the engine to be made lighter, smaller than many singles of similar displacement. The intelligent design of the V2 has also permitted engine accessories to be arranged in the form of the V2 engine, even with its starter motor fitted! The engine sets a new record for smoothness and torquiness at low to medium revs on enduro use on the RXV. The results are amazing: Aprilia’s V2 is one of the most compact in the world, smaller than many singles of similar displacement.

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