



The Aprilia RXV and SXV have racing in their blood! These direct descendants 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.



offroad **aprilia**

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SUPERMOTO MOTORCYCLE

ENDURO MOTORCYCLE

SXV 4.5 + 5.5
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02
03
04
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06
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12



SUPERMOTO MOTORCYCLE

TAIL LIGHT
High luminosity LED tail light.

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

EXHAUST SYSTEM
Exhaust system with twin tail pipes under the rear mudguard.

FUEL TANK
Capacity 7.8 litres.

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

FRONT SUSPENSION
Ø 48 mm upside down fork, double adjustment.

GEARBOX
5 speed. Supermotard gear ratios: 1st 13/30, 2nd 15/27, 3rd 16/23, 4th 20/23, 5th 21/21.

CLUTCH
Multiple discs in oil bath, cable operated.

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

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

TECHNOLOGY = DESIGN
Your gaze is inevitably attracted to their superb technology in the form of the 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. As always with Aprilia, goods 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.

V2 ENGINE
The amazing V2 engine is the natural centrepiece of the SXV and RXV. 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. The 77° V angle means that 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 V2 is one of the most compact in the world, smaller than many singles of similar displacement. The sophisticated electronic engine management, developed by Aprilia Racing, introduces a number of innovations for this type of motorcycle. The fuel injection system features 38 mm throttle bodies (40 mm on the 550) and is controlled by a programmable ECU. Another market first is the fact that the SXV engine features an extended drive shaft to allow the sprocket to be placed further out. This intelligent solution allows racing tyres to be fitted without risking contact with the chain.

Reduced displacement per cylinder has permitted use of an extremely compact and lightweight single-piece crankshaft. The gyroscopic effect of the crank is therefore dramatically reduced. The engine responds instantly to throttle input, making the whole bike faster and more agile. The inertia under acceleration and deceleration typical of large bore engines has also been reduced, permitting engine speeds never before seen on this type of motorcycle. The 450 supermotard red-lines at an amazing 13,000 rpm!

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

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

DIMENSIONS
Overall length: 2,220 mm
Overall width: 800 mm
Ground clearance: 318 mm
Seat height: 918 mm
Wheelbase: 1495 mm

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 easily conforms to Euro 2 standards even without a catalytic converter.

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.

The gear ratios are also precisely calculated for supermotard use in the case of the SXV or enduro use on the RXV. Even the injection and ignition mapping have been modified to give the two engines the right character and performance for the bike; higher revving on the supermotard, smoother and torquier at low to medium revs on the enduro.

BRAKES
Front: Ø 320 mm stainless steel disc with radial caliper.
Rear: Ø 240 mm stainless steel disc with floating caliper.

FORK
The upside down fork (45 mm on the RXV, 48 mm on the SXV) is 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.

V5.5

549cc V77° V TWIN

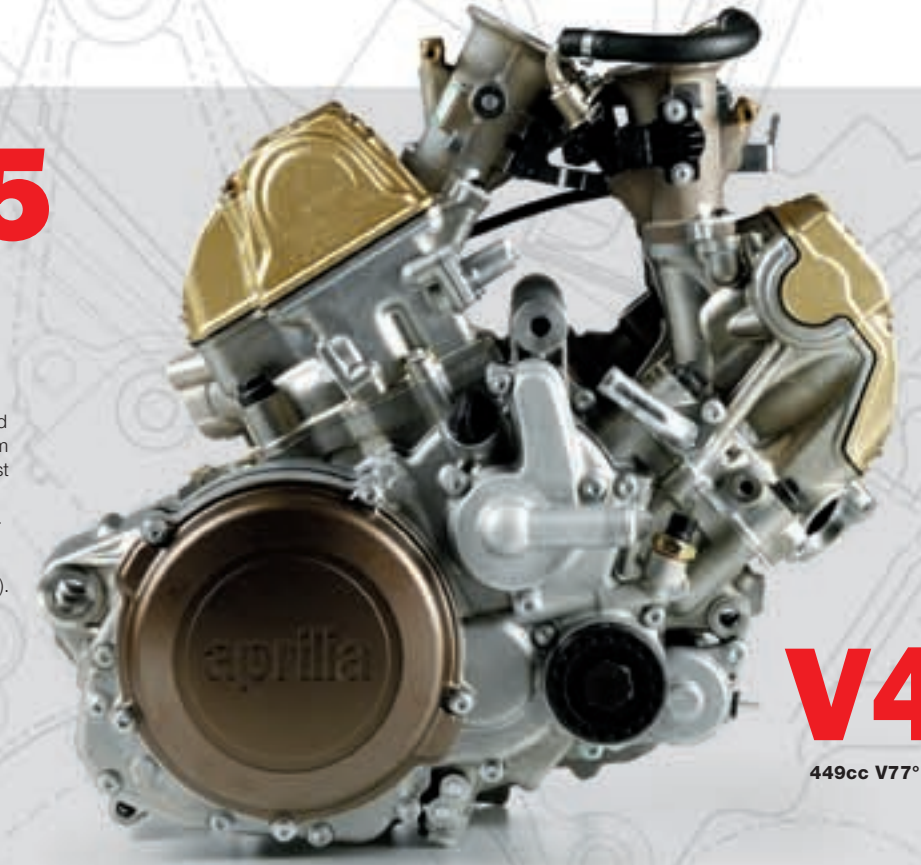
ENGINE
77° V twin four stroke. Liquid cooled. Single overhead cam with rocker operated exhaust valves, chain timing drive, 4 valve heads, titanium valves.

BORE X STROKE
76 x 49.5 mm (80 x 55 mm).

TOTAL DISPLACEMENT
449 cc (549 cc).



FUEL INJECTION
The fuel injection system features 38 mm throttle bodies (40 mm on the 550).



COMPRESSION RATIO
12.5:1 (12:1).

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

STARTING Electric starting.
ALTERNATOR 340 W.

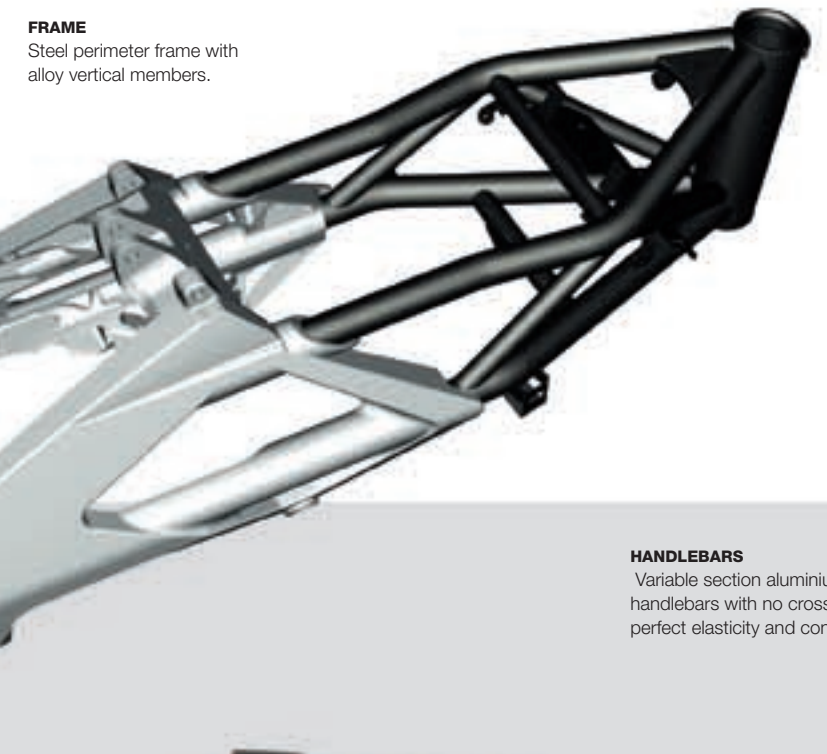
V4.5

449cc V77° V TWIN

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

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

SWINGARM SXV
The swingarm on the SXV is wider than on the RXV to move the chain further out and allow the bike to fit rear wheels of up to 6.5 inches.



FRAME
Steel perimeter frame with alloy vertical members.

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

FUEL TANK
Capacity 7.8 litres.

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

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

DIMENSIONS
Overall length: 2,222 mm
Overall width: 800 mm
Ground clearance: 396 mm
Seat height: 996 mm
Wheelbase: 1495 mm

FRONT SUSPENSION
Ø 45 mm upside down fork, double adjustment.

GEARBOX
5 speed. Enduro gear ratios: 1st 12/31, 2nd 13/25, 3rd 15/23, 4th 19/24, 5th 21/22.

CLUTCH
Multiple discs in oil bath, cable operated.

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

FINAL DRIVE
Chain. Transmission ratio: 15/48.

BRAKES
The unrivalled technology and performance of the chassis are supported by a fantastic braking system. The RXV boasts advanced calipers with lightweight wavy discs (270 mm at the front) for unrivalled braking control in even the most challenging conditions. 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.

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



ENDURO MOTORCYCLE

RXV 4.5 + 5.5
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