



NEW MV AGUSTA STRADALE 800

Varese, 4 November 2014 - Breathtaking braking, awesome acceleration. City streets. Country roads. Motorways. Different situations that used to require different bikes - but not any more. The Stradale 800 rewrites the rules. Because it's the right bike every time, whatever the road.

The new Stradale 800 combines the MV Agusta experience on various types of models to offer an original approach to riding. The ALS steel trellis frame is completed, in the single-sided swingarm pivot area, with lightweight aluminium alloy plates. To ensure the Stradale 800 keeps going no matter what the obstacle, great attention has gone into the design of the suspension: the upside-down Marzocchi fork - adjustable in compression, rebound and spring pre-load - guarantees 150 mm of travel; the single-sided swingarm, connected to the fully adjustable monoshock, provides 150 mm of travel. The chassis has been developed specifically for the Stradale 800. The 1,460 mm wheelbase has been extended by 30 mm; consequently, the single-sided swingarm is also longer, improving traction. The riding position is completely new: the 870 mm high seat (-10 mm) makes the bike easier to handle and improves the rider's stance on the vehicle to provide enhanced control and comfort. In fact, the front end has been equipped with a protective Plexiglas screen (featuring on-the-go one-handed adjustment) that merges perfectly with the unique Stradale 800 style. The fuel tank is now larger: its 16 litres (+ 4 litres of reserve), together with outstanding thermodynamic engine performance, ensure you'll put in plenty of miles between refuelling stops. The hydraulic clutch makes gear shifts fluid and even. For completely carefree riding. Always.

The standard equipment includes two side panniers: perfectly in keeping with the Stradale 800 style, they also feature built-in turn indicators. This solution, which required specific type approval, gives an immediate advantage: even from behind, the entire width of the bike is clearly visible, exactly as it is from the front and side, where turn indicators on the hand guards serve the same purpose.

The 798 cc three cylinder in-line engine was specially developed for this model: the maximum power and torque ratings, 115 hp at 11,000 rpm and 78.5 Nm at 9,000 rpm respectively, only partially describe a power unit that combines elasticity with outstanding acceleration. Exclusive solutions abound, such as the counter-rotating crankshaft, which reduces inertia during directional changes and thus makes for a more agile, gratifying ride, the bike also has an integrated cooling and oil circuit to keep it compact, lightweight and appealing.

Electronic MVICS (Motor & Vehicle Integrated Control System) control is comprehensive: from the Ride By Wire accelerator to the Mikuni throttle bodies, from knock control to the availability of 4 engine maps. These latter features offer specific logic and dedicated power-torque curves: the Sport map provides 115 hp, maximising performance and generating the classic buzz typical of any true MV Agusta. The Normal map offers 90 hp of power and a smoother throttle response, ideal for short range touring and commuting. Rain means safety first and foremost: The Stradale 800 puts the torque and power down on the tarmac as progressively as possible. The as-standard ABS has a Bosch 9 Plus unit equipped with RLM (Rear wheel Lift-up Mitigation): this technology prevents the rear wheel from lifting off the ground, effectively preventing one of the most dangerous riding situations. Also as



standard is the EAS 2.0, the most complete quickshifter on the market: this provides the rider with electronic assistance and therefore eliminates the need to operate the clutch when up and down-shifting. Comfort and sports performance, back together again.

Price: €13,990

Every country could have a price variation due to local import duties and taxes.

Colour schemes: Red/Silver, Pearl White/Aviation Grey, Bronze/Pearl White