

FE 800



Motorcycle Art

F3 800



FS 800



F3 800



The exhilaration of a 1000cc Superbike with the handling of a 600cc Supersport. The torque of a v-twin and the rev limit of a four-cylinder. The MV Agusta F3 800 is the new performance frontier, the avant-garde three-cylinder motorcycle proudly Made in Italy.

More power, more torque, more adrenaline. The result is a motorcycle with exceptional handling, an advanced electronics package and the new 800cc engine with 148 HP and 88 Nm of torque. Coupled with the incredibly low weight of 173 Kg, it offers a power to weight ratio that allows it to do battle directly with litre class Sportbikes. The MV Agusta F3 675 redefined the concept of middleweight Supersport bikes with the perfect balance

between engine and chassis. The engine is the epitome of Italian technology and the chassis offers class leading performance both on the road as well as at the track. The MV Agusta F3 800 pushes the boundaries of mid-range Supersport to Superbike replica level, revolutionising the sector with a bike that represents an undisputed technological and performance milestone.



FZ800

F3 800

« CHARACTERISTICS

- Three-cylinder inline, 798 cc engine
- Bore 79.0 mm, stroke 54.3 mm (+8.4 mm more than the F3 675)
- Max. power 148 HP at 13,000 rpm (+20 HP more than the F3 675)
- Max. torque 88Nm at 10,600 rpm
- 13,500 rpm limiter
- Slipper clutch
- Dry weight: 173 kg (same as the F3 675)
- Power-to-weight ratio: 1.17 kg/HP (-13.5% less than the F3 675, with a ratio of 1.35 kg/HP)
- New front brake set up with Brembo monobloc calipers
- Pirelli Diablo Rosso Corsa Tyres



FS 800



F3 800



« ENGINE

The bore diameter remains unaltered at 79.0 mm; the stroke has been increased from 45.9 mm to 54.3 mm resulting in a displacement increase from 675cc to 798 cc. The power output increases an incredible value of 148 HP at 13,000 rpm coupled with a peak torque value of 88 Nm at 10,600 rpm. The rev limiter has been set to intervene at 13,500 rpm. The timing system is double overhead cam with four titanium valves per cylinder to benefit the high RPM performance. The fuel injectors are also new which guarantee a higher flow rate and increased power compared to those of the F3 675. The three-cylinder engine is the pinnacle of motorcycle engineering: it's extremely light and compact (weighing just 52 kg) and uses a "closed-deck" shell mold cast crankcase with integrated cylinders. The water and oil circuits are integrated into the actual crankcase castings and their respective pumps are located inside the engine with obvious advantages in terms of styling as well as compactness. Among the innovations on this three-cylinder

MV Agusta F3 800 is the counter-rotating crankshaft, a technical solution that prior to the F3 675 was only available on MotoGP motorcycles. The objective? To reduce the rotational inertia effect during quick directional changes and to improve the vehicle balance with the resulting ease of handling of the F3. The considerably higher performance is reflected, for the same bike mass, in an increased power-to-weight ratio (1.17 kg/HP) compared to the F3 675. And that's not all; the response to acceleration under all conditions as well as the smoothness of the power delivery at mid range rpm are remarkably improved. These two crucial factors immensely increase the pleasure of riding on the road and decreasing lap times on the track. The 148 HP power output translates into a top speed of around 269 km/h coupled with a modification to the final drive ratio which has been increased from 16/43 to 17/39. Lastly, the mechanical slipper clutch system designed and developed by MV Agusta allows the best performance to be achieved even under hard braking.

FX 800



F3 800



« ELECTRONICS

The three-cylinder MV Agusta project has brought the most advanced electronics ever seen to the middleweight category. The MVICS (Motor & Vehicle Integrated Control System) platform combines total electronic control of the throttle and throttle body with traction control. The Full Ride By Wire is to all intents and purposes the technological basis of the MVICS platform: the system makes it possible for the ideal throttle body aperture to be defined at any moment in time, so it is not dependent on the angular rotation of the twist grip. There are in fact no mechanical constraints between throttle and butterfly: the injection

mapping and ignition are what defines the optimum fuel-air mix to give the best performance at all times and under all load conditions. The MVICS offers a multimap approach, with three maps devised by MV Agusta technicians and one that can be fully customised by the rider, who mixes the parameters available to obtain the closest solution to his needs. Traction control is by now a vital pre-requisite: it uses the same operating criteria as the much admired system employed on the F3 675, with 8 different levels that are easily selected using the handlebar controls and the compact, fully digital, dashboard.

F3 800



F3 800

« CHASSIS

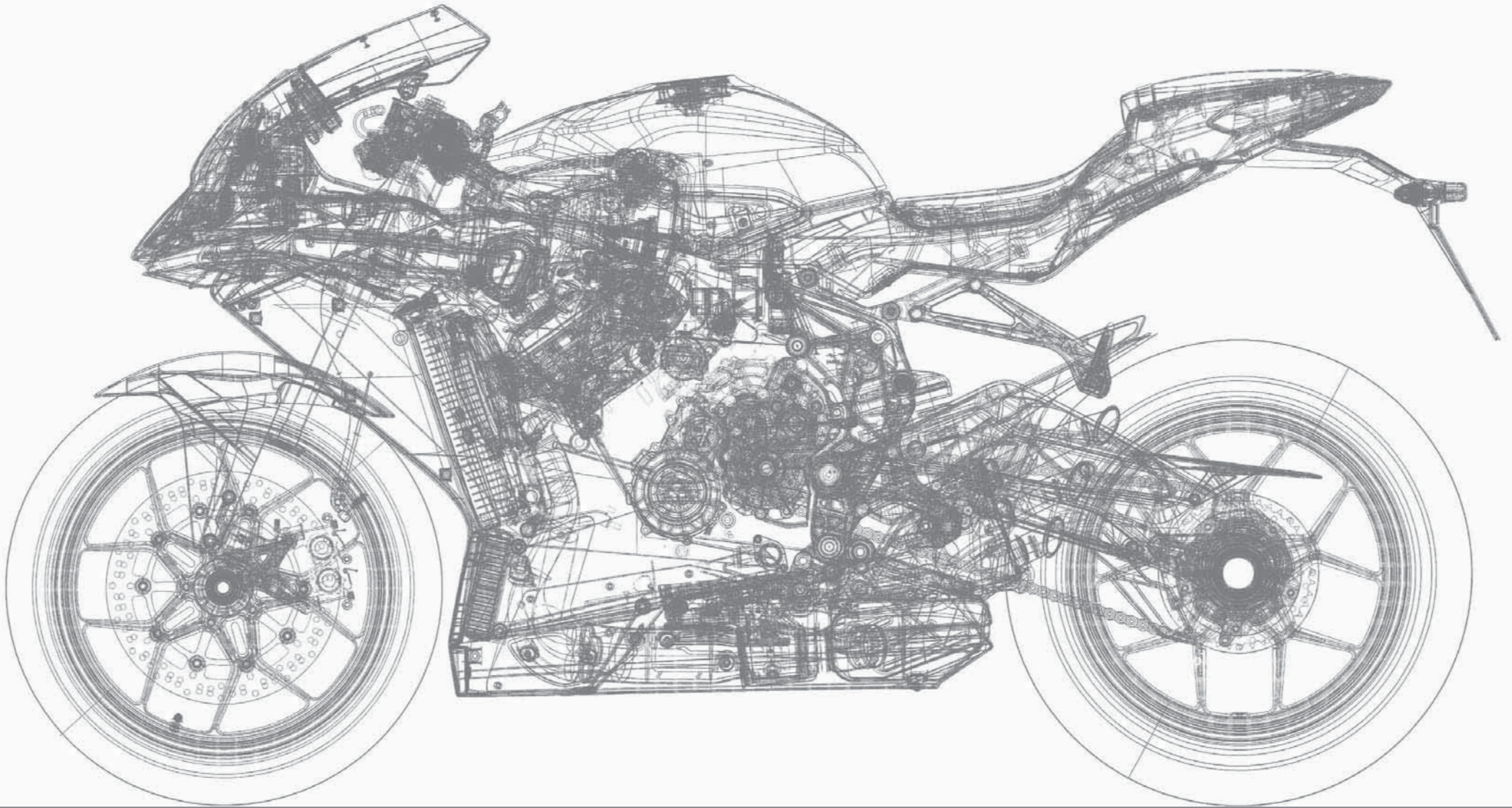
The excellent handling of the F3 675 are present on the MV Agusta F3 800. Beginning with the wheelbase of a mere 1,380 mm which is a record achievement that acts as the basis of the exceptional ease of handling of this revolutionary three-cylinder. The frame is the result of a clever combination of a main structure in ALS tubular steel and a middle section comprised of a pair of cast aluminium side plates, as well as the extended swingarm (576.5 mm) which has been designed to provide maximum traction. The sophisticated Marzocchi front forks with 43 mm diameter legs and 125 mm of stroke offers adjustable spring preload and both compression as well as rebound adjustment. The fork and shock valving is dedicated in order to take full advantage of the higher performance 800cc engine. The Sachs mono-shock absorber with a travel of 123 mm has a separate piggy-back nitrogen reservoir and is fully adjustable for spring preload, compression and rebound. The brake system has been upgraded as well utilizing Brembo monobloc (M4.34a) front calipers to guarantee unrivaled braking performance even under the most severe conditions, especially at the track. There is no change in the diameter of the two front discs (320 mm) and the rear brake system remains a two-piston caliper mated to a single 220 mm diameter disc. The tyres fitted as standard are Pirelli Diablo Rosso Corsa; 120/70-ZR17 on the front and 180/55-ZR17 rear.



FS 800



FX 800



FS 800



FE 800



FS 800



FX 800



F3 800





F3 800

« COLORS AND PRICES

The new F3 800 is available in 3 colour combinations:

- Pearl white/black
- Red/silver
- Matt metallic black

F3 800 EAS [ELECTRONICALLY ASSISTED SHIFT]

13.990€

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

FX 800



FX 800



FS 800



F3 800

MV Agusta is committed to the constant improvement of our products. Therefore the information and technical characteristics of the vehicles are subject to change without notice.

« Technical Data



PEARL WHITE//BLACK



RED/SILVER



METALLIC MATT BLACK

ENGINE

Type	Three cylinder, 4 stroke, 12 valve
Timing system	"D.O.H.C"
Total displacement	798 cm ³ (48.7 cu. in.)
Compression ratio	13.3:1
Starting	Electric
Bore x stroke	79 mm x 54.3 mm (3.1 in. x 2.1 in.)
Max. power - r.p.m. (at the crankshaft)**	108.8 kW (148 hp) at 13.000 r.p.m.

Max. torque - r.p.m.	88 Nm (8.97 kgm) at 10.600 r.p.m.
Cooling system	Cooling with separated liquid and oil radiators

Engine management system	Integrated ignition - injection system MVICS (Motor & Vehicle Integrated Control System) with six injectors. Engine control unit Eldor EM2.0, throttle body full drive by wire Mikuni, pencil-coil with ion-sensing technology, control of detonation and misfire. Torque control with four maps, Traction Control with eight levels of intervention
--------------------------	--

Electronic quick shift	MV EAS (Electronically Assisted Shift)
------------------------	--

Clutch	Wet, multi-disc slipper clutch
Transmission	Cassette style; six speed, constant mesh
Primary drive	19/36
Gear ratio	
First gear:	13/37
Second gear:	16/34
Third gear:	18/32
Fourth gear:	19/30
Fifth gear:	21/30
Sixth gear:	22/29
Final drive ratio	17/39

ELECTRICAL EQUIPMENT

Voltage	12 V
Alternator	350 W at 5000 r.p.m.
Battery	12 V - 8.6 Ah

DIMENSIONS AND WEIGHT

Wheelbase	1.380 mm (54.33 in.)
Overall length	2.060 mm (81.01 in.)
Overall width	725 mm (28.54 in.)
Saddle height	805 mm (31.69 in.)
Min. ground clearance	125 mm (4.92 in.)
Trail	99 mm (3.89 in.)
Dry weight	173 kg (381.4 lbs.)
Fuel tank capacity	16,5 l (4.36 U.S. gal.)

PERFORMANCE

Maximum speed*	269.0 km/h (167.1 mph)
----------------	------------------------

FRAME

Type	ALS Steel tubular trellis
Rear swing arm pivot plates material	Aluminium alloy

FRONT SUSPENSION

Type	Marzocchi "UPSIDE DOWN" telescopic hydraulic fork with rebound-compression damping and spring preload external and separate adjustment
Fork dia.	43 mm (1.69 in.)
Fork travel	125 mm (4.92 in.)

REAR SUSPENSION

Type	Progressive Sachs, single shock absorber with rebound and compression damping and spring preload adjustment
Single sided swing arm material	Aluminium alloy
Wheel travel	123 mm (4.84 in.)

BRAKES

Front brake	Double floating disc with Ø 320 mm (Ø 12.6 in.) diameter, with steel braking disc and flange
Front brake caliper	Brembo radial-type monobloc, with 4 pistons Ø 34 mm (Ø 1.34 in.)
Rear brake	Single steel disc with Ø 220 mm (Ø 8.66 in.) dia.
Rear brake caliper	Brembo with 2 pistons - Ø 34 mm (Ø 1.34 in.)

WHEELS

Front: Material/size	Aluminium alloy 3.50 " x 17 "
Rear: Material/size	Aluminium alloy 5.50 " x 17 "

TYRES

Front	120/70 - ZR 17 M/C (58 W)
Rear	180/55 - ZR 17 M/C (73 W)

FAIRING

Material	Thermoplastic
----------	---------------

* Top speed attained on closed course.

** Limited power versions available on demand.

FS 800

There are a lot of beautiful motorcycles in the world, but MV Agusta is something else.

Alonso Espinosa