



THE ALL-NEW MV AGUSTA RUSH 1000

Created on the basis of the Brutale 1000 RR, the MV Agusta Rush embodies the unique and irreverent appeal associated with drag racing bikes, engineered to offer huge thrills over just a few hundred metres, and strictly controlled by the stopwatch.

The only production bike utilizing radial valves and titanium connecting rods to assist in developing 208 hp in standard road homologation form (over 212 hp with non-homologated exhaust and updated ECU). The boundaries of the maxi-naked bike sector have been shattered, crossing into the exclusive world of the hyper-naked motorcycle, where performance and confidence-inspiring control are paramount.

Born as an exercise in style, celebrating the technical and stylistic evolution that created the new Brutale 1000 RR, production of the Rush 1000 is scheduled to begin in the next few months.

The stylistic and technical choices are consistently aimed at underlining the brief that defined this model, unique in terms of both technology and quality. It is a truly exclusive motorcycle, intended for an audience that does not fear original choices and individuality. There is a specific technical content, which accentuates and emphasizes the technology that is at the center of the design of this bike.

The front headlight unit, inspired by that of the exclusive RVS #1, offers a specific design and is distinguished with the technology implemented: it boasts is a Full LED unit with cornering function, designed to increase active safety and improve driving pleasure. The headlight support and the circular frame are in light CNC machined alloys, to enhance the design and functionality. The back cover of the optical unit is made of carbon fiber, a material also chosen for the minimalist passenger seat cover, as well as for the side panels of the tail. The tank cap is made of aluminum and is also CNC machined.

An exemplary element that defines the inspiration behind this model is the rear enclosed wheel, a typical configuration found on drag strips: the rear rim in forged aluminum is concealed by a carbon fiber cover, designed to obtain the best aerodynamic performance. The fixing nut of the single sided rear wheel is in CNC machined aluminum alloy. To reduce visual weight and contrast the front wheel is spoked.

The rear tailpiece, passenger seat area and integration of the rear light unit have been specially designed for this vehicle. An exclusive specific exhaust system, has been hand-crafted from titanium with a carbon fiber heat shield. The mapping of the control unit is specific for the exhaust system, so as to make the delivery linear and obtain exemplary power values.

More original than ever, the Rush 1000 boasts the technology and driving dynamics of the Brutale 1000 RR. The four-cylinder in-line engine with integrated MVICS ignition-injection system (Motor & Vehicle Integrated Control System) has 8 injectors, 4 lower Mikuni and 4 upper Magneti Marelli with increased flow rate. The Eldor EM2.0 engine control unit intervenes on the throttle body full ride by wire Mikuni; the pencil-coil coils are equipped with "ion-sensing" technology, detonation and mismatch control. There are four engine management maps (Sport, Race, Rain, Custom), while the disengageable traction control has



8 intervention levels and wheelie control with an inertial platform. The MV EAS 2.1 (Electronically Assisted Shift Up & Down) transmission system without friction has been further improved in terms of ease of use and speed of action. Technological features of the four-cylinder in-line, include the new crankshaft and the redesigned and lighter pistons. The completely revised combustion chamber has radial valves and was designed using the technology from Formula 1. The titanium connecting rods, derived from competition experience exploit MotoGP technical parameters and contribute decisively to reducing masses, loads and engine inertia. Again from the World MotoGP comes the choice of the central distribution chain, which is also traditional for MV Agusta: mitigating the effects of the camshaft twist at high rpm.

The suspension (fork, shock absorber and steering damper) utilize the Öhlins EC units with electronic management of the compression and extension hydraulics; this system allows you to choose between predefined configurations and manual settings, so as to enhance the chassis based on the rider's preferences and the course conditions.

The special kit combined with the bike includes a rich package of components that make the Rush 1000 even more precious and exclusive.

Creating, recording and sharing every journey in the seat of your Rush 1000 couldn't be easier with the MV Ride App, which opens up a world of opportunities. For example you can customize the motorcycle's electronics with just a few touches on your smartphone. If you want to share the best riding experiences, all you have to do is click... Navigation functions can also be easily accessed via mirroring on the dash with the MV Ride App.

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