



MV AGUSTA SUPERVELOCE 800 & SUPERVELOCE 800 SERIE ORO

After outstanding success at EICMA 2018, the MV Agusta Superverloce 800 and Superverloce 800 Serie Oro have gone into standard production. Destined to become a milestone in the history of the company from Varese, Italy, this model celebrates the glorious sporting heritage of the brand with a modern twist. The combination of elements from the past and cutting-edge technology is extreme, so much as to revolutionize the very idea of retro-inspired bikes. Every detail brings to memory the 37 world titles won, whilst also representing a link to the present, all with an audacious yet futuristic approach.

Design and details

The CRC designers, led by Adrian Morton, have once again drawn exclusive lines, innovating in the retro motorcycle segment that has seen the same styles returning for a long time now. The shapes of the fairing are very streamlined, fulfilling their purpose of protecting the rider, without indulging in aesthetic form for its own sake. The design is so precise that it completely hides all screws and fixing points to the frame, without altering the harmony of the surfaces. The appeal of the elongated top fairing, the long and almost hidden tail fairing, and of the large side panels in the characteristic metallic silver (only on Superverloce 800 Serie Oro version) is clear from any angle, creating a three-dimensional, sculptural quality, reminiscent of past models.

The Superverloce 800 Serie Oro uses superstructures primarily created in carbon fibre and thermoplastic. Specifically, the side sections of the top fairing, the front and rear mudguard, the right and left belly pan, the under-seat shield, the cover of the intake ducts, the top fairing support, the windshield support, the upper and lower chain guards, the sides of the tail fairing, and the inner attachment of the fairing, are all in carbon fibre. Meanwhile, the standard version has fairings in thermoplastic material.

The front light cluster is composed of an elegant poly-ellipsoidal, full LED twin-function element. The LED day running light is effectively inserted into the instrumentation support. The rear circular light cluster also uses LEDs, and this too has been specially designed for the Superverloce 800.

Stand-out features of the Superverloce 800 Serie Oro include the components created by CNC processing, such as the original and specially produced fuel cap with leather strap, and the aluminium ring around the front and rear headlights.



The instrumentation is derived from that of the Brutale 1000 Serie Oro, composed of a second generation compact 5" TFT colour display, in this case featuring special graphics. The menu can be immediately accessed via a multi-function joystick on the left controls and selectors. The instrumentation manages incoming calls, messages and music thanks to a Bluetooth smartphone connection. Via mirroring, it is possible to use navigation functions thanks to the MV Ride App, which also allows smartphone access to data regarding bike use and routes that can then be shared. And there is more: the bike's electronic settings can also be modified directly from the app (maps, traction control and electronic quick-shift). The Serie Oro is equipped with anti-theft and tracking.

Engine and electronics

The in-line, three-cylinder engine of the Superveloce 800 continues to be an example of excellence in motors of this type thanks to performance, thermodynamic efficiency, low weight and general compactness, as well as a counter-rotating crankshaft. The dual overhead camshaft manages 12 titanium intake and exhaust valves. The characteristic bore and stroke specs (79x54.3 mm) allow 798 cc displacement, with power and torque values equal to those of the F3 800: 148 hp (108 kW) at 13,000 rpm and 88 Nm (8.97 kgm) at 10,600 rpm. In the triple exit exhaust for track use configuration, with two exhaust pipes on the right and one on the left, the 800 Serie Oro reaches 153 hp at 13,250 rpm. The standard exhaust configuration has three exhaust pipes overlapping on the right side.

For use on the Superveloce 800, the engine has been completely remapped, enhancing the flexibility of output, and guaranteeing the usual responsiveness to the throttle without the extreme nature of a supersport model such as the F3 800.

The electronic set-up refreshes the already rich package offered with the F3 800: in addition to four engine settings, including one that is widely customisable. The Superveloce 800 standard and Serie Oro includes the MV EAS 2.1 Up&Down electronic gearbox and traction control with eight different settings as well as deactivation option.

Chassis, suspension and brakes

The technical basis for the Superveloce 800 and Superveloce 800 Serie Oro is the F3 800, of which the main dimensions are replicated. The side plates and central lattice are also the same as those on the F3, while the front and rear subframe are unique to this model. The riding position has been slightly revised, making it more comfortable and less restrictive compared to the F3 800, which is designed primarily for



track use. The rider and passenger seats on the Superveloce 800 Serie Oro are covered in Alcantara, for a further touch of class.

Another distinctive visual and functional element compared to the F3 800 are the wheel rims, which are inevitably spoked on the Superveloce 800, with a 5.5" rear channel and 3.5" front channel. In addition, the rear suspension features an optimized link, common to the F3 and designed to guarantee increased comfort when the wheel begins to move. The shock absorber is also different, specially selected for this model.

The kit provided to purchasers of the Superveloce 800 Serie Oro includes truly unique components. Starting with the open "three-exit" exhaust, to be combined with dedicated control unit, also included in the kit. Cruise control offers comfort for a more relaxed driving experience. The DID Gold chain, specialised bike cover and GPS sensor complete this kit. Special parts, available for both versions, include a locator and anti-theft system.

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