

# RVS

REPARTO VEICOLI SPECIALI



Motorcycle Art



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| THE NEW #1

SCHIRANNA JUNE 2017

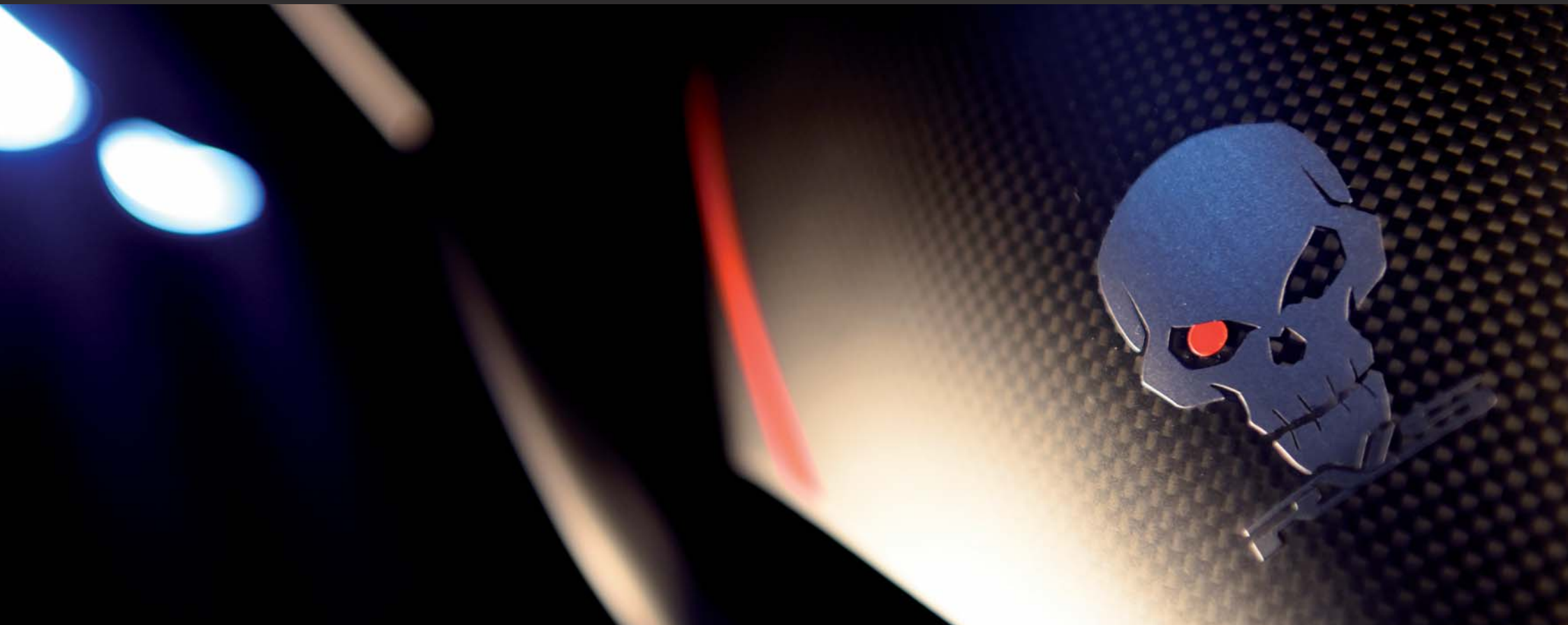
**RVS**  
REPARTO VEICOLI SPECIALI

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| RVS#1





***REPARTO SPECIALE, MV AGUSTA TO THE CORE.***

An idea spawned from the close bond between MV Agusta and CRC (Centro Ricerche Castiglioni). RVS stands for Reparto Veicoli Speciali: short for design and engineering at the very highest level. Not just quality, but perfection. Not just research, but vision. Not just performance, but emotions.

| RVS#1





## RVS#1 - TRULY SPECIAL

MV Agusta presents RVS#1, the very first project created by the Reparto Veicoli Speciali. A debut that is all about uncompromising, extreme content.

Designers in the Reparto Veicoli Speciali took an already iconic, personality-packed model as their starting point and then set about imagining and building a truly unique bike that stands out for its set-up, component quality, overall styling, performance and exclusivity. It will be assembled on the new 'special vehicles' production line at the Schiranna factory.

A limited, hand-built edition, a motorcycle that reflects the "one man, one bike" philosophy. Every single RVS machine has a numbered, lightweight titanium badge applied to the splendid steering head, itself a masterpiece of CNC machining.

## | RVS#1

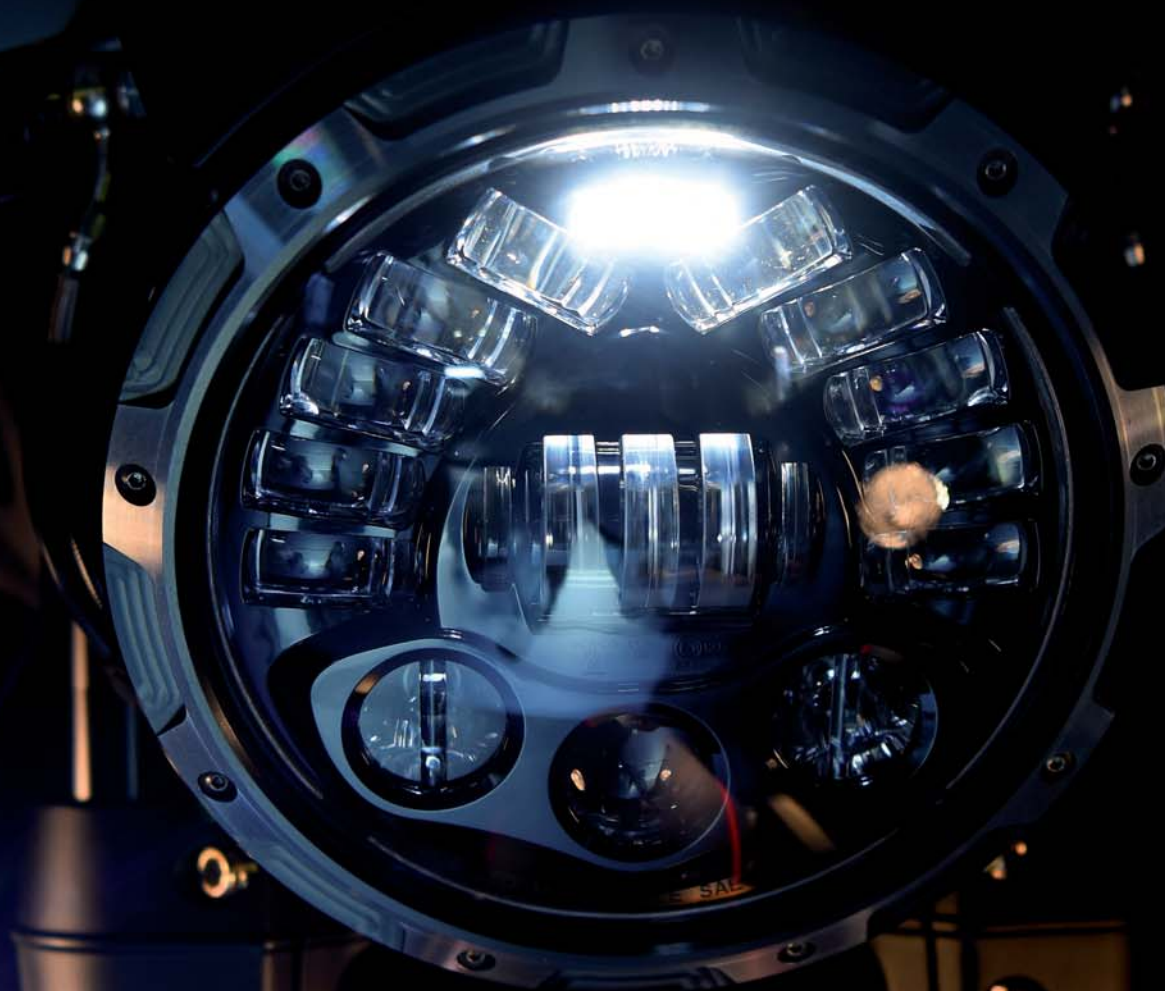
- The frame side plate is the result of refined machine tooling and sports the number that identifies it as the first model created by the Reparto Veicoli Speciali.



| RVS#1



| RVS#1



• The exceptional front light cluster stands out not just in terms of its styling and careful construction; LED segments are activated according to the dynamic parameters defined by the inertial platform, ensuring perfect just where it's needed.

| RVS#1



| RVS#1



- Titanium is just one of the top-drawer materials selected for this truly special bike.

**RVS**  
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## ENGINE

The heart of the RVS#1 is MV Agusta's powerful, in-line three-cylinder 800 cc engine: 150 hp at 12,800 rpm and unbeatable in terms of its compactness and power-to-weight ratio. A technological icon that combines outstanding thermodynamic efficiency with supersport performance.

Carefully selected components that combine lightness and practicality have drastically reduced bike weight to just 160 kg - eight less than the standard Dragster 800 RR (weight-power 0.93 kg per hp in the kit configuration). Numbers like these speak for themselves. As does the powerful three-cylinder engine, with its eye-watering acceleration (0-100 kph in 3.72 sec.). Featuring two injectors per cylinder and the renowned counter-rotating crankshaft configuration (that reduces inertia when changing direction), the engine is now further refined thanks to upgraded compo-

nents such as the chain tensioner, starter motor, camshafts and valve guides; combustion chamber flows have also been optimised. The outcome is a more efficient, quieter Euro 4 engine that boasts unparalleled power and finesse, as seen, for example, in the removable gearbox. With redesigned gears, the latter increases the available shift time by 47%, ensuring smoother, more precise shifting. What's more, the RVS#1 incorporates specially developed engine strategies for an even more exciting, exclusive riding experience.

| RVS#1



• An exclusive kit supplied to RVS#1 customers includes the SC-Project silencer.

## FRAME AND CHASSIS SET-UP

The RVS#1 **frame** is essential in that it is lightweight and exceptional in that it is designed with dynamic performance in mind. The main tubular steel trellis frame features the traditional aeronautical-grade aluminium alloy side plates, the model name elegantly engraved on the right-hand side.

Details highlight the quest for excellence: the **instrument** panel is mounted on a metal support, designed and built directly by CRC, the Research Center in San Marino. **Brake and clutch lines** are model-specific, as are the stunningly styled Braking Sunstar Batfly **front discs**. The brake and clutch fluid reservoir plugs are made of billet aluminium. Rigorously wire-spoked, the Kineo **wheels** have a striking machined profile. They also stand out on account of the one red-coloured **nipple** - a real touch of flair. That same hint of colour, evocative of the racing world, is seen at the edge of the side stand. Because nothing on the MV Agusta RVS#1 has been left to chance. **Grips**, for example, are now 'grippier' thanks to special relief moulding and are decorated with another flash of red in the form of a diagonal stripe.

Up front, the adaptive **headlight** is a masterpiece of style and performance. A carefully crafted outer ring reproduces a part of the MV Agusta logo. The inner area is simply astounding: LED segments, in fact, are switched on according to the dynamic parameters defined by the inertial platform incorporated in the headlight. That means the LEDs come on/go out depending on the speed and tilt of the bike, their powerful beams lighting up the appropriate section of road. Just one example of how cutting-edge technology and attention to detail come together perfectly on the new MV Agusta RVS#1.



The rear LED light cluster ensures optimal vehicle visibility and features a new 'smoked' cover.

Tank and seat provide further evidence of craftsmanship: the former has been machined so that titanium strips can be set in it, making an already original design inimitable. Redesigned to enhance ergonomics and comfort, the seat has an exclusive eye-catching honeycomb pattern.

The right-hand side of the bike features a powerful pair of LED spotlights, exclusive to the RVS#1. Mounted on a light carbon fibre support, the two LED lights are controlled by a dedicated handlebar switch and are connected to a pair of on-off status indicators. Machined-from-solid rear view mirrors are perfectly consistent with the RVS#1 project, as the evocative red-eyed skull graphic clearly indicates.

The titanium exhaust included in the kit was designed and built by SC-Project together with MV Agusta: this racing-derived model significantly improves performance while providing a clear weight saving. It gives the rear of the RVS#1 rugged personality, bringing out the bike's refined yet muscled design. Designed for use on race tracks or areas not open to public traffic, this exhaust is not road-legal. The rider footpegs - anodized and then CNC machine-finished - take their cue from the MV Agusta cogwheel logo.

That characterisation extends to the Pirelli MT 60 RS tyres, which bring out the full aesthetic and practical potential of the RVS#1, extending its scope beyond the traditional horizons of road bikes.

| RVS#1



| RVS#1



| RVS#1

- *Bike design is made even more unique by this pair of LED lights mounted on a carbon fibre support.*



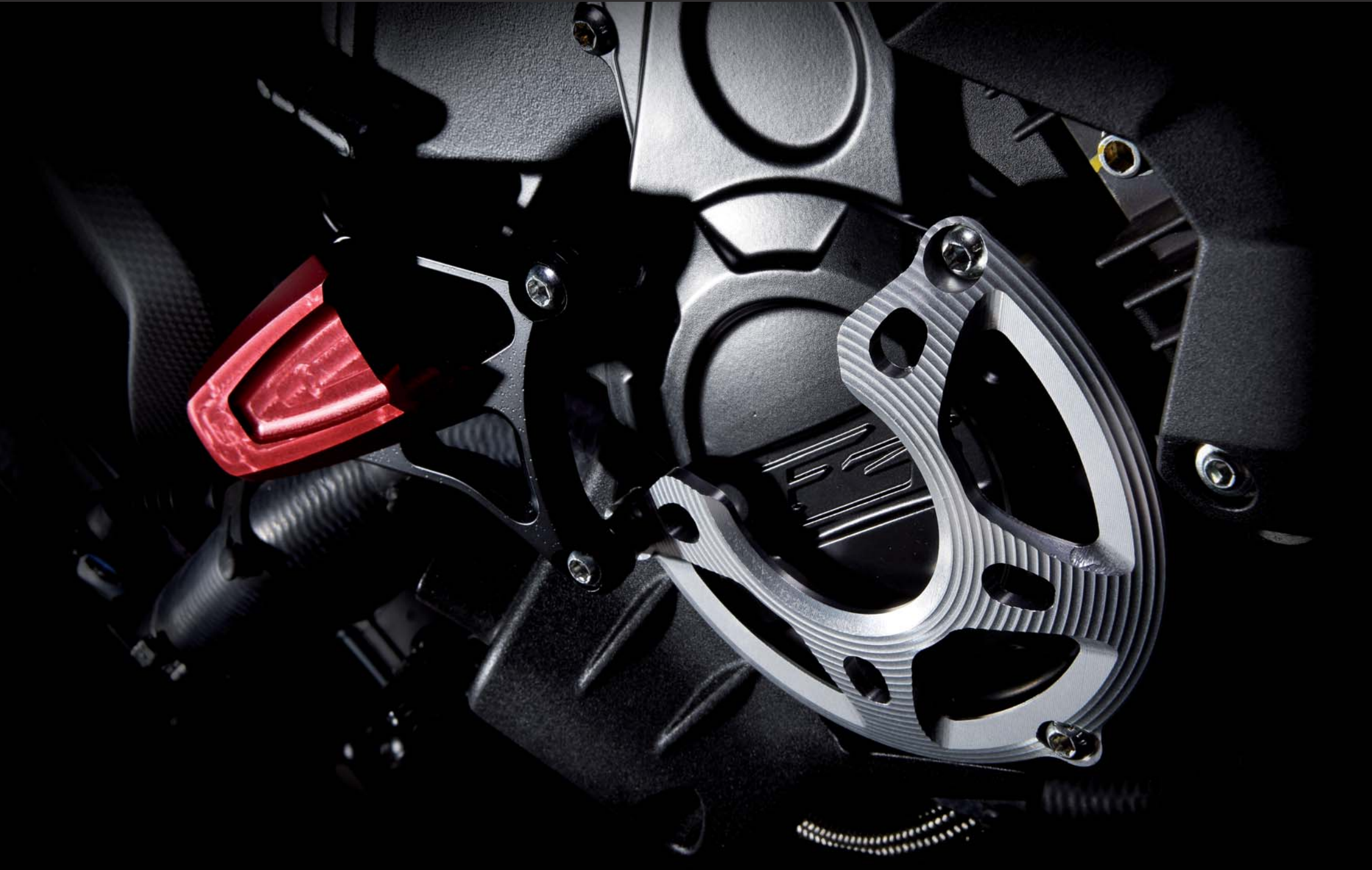
| RVS#1



| RVS#1



| RVS#1



| RVS#1



- Each RSV#1 bike has a titanium plate certifying the serial number.

| RVS#1



- The striking spoked wheels are made even more unique with a specially machined profile. The red nipple can't fail to catch the eye.

| RVS#1



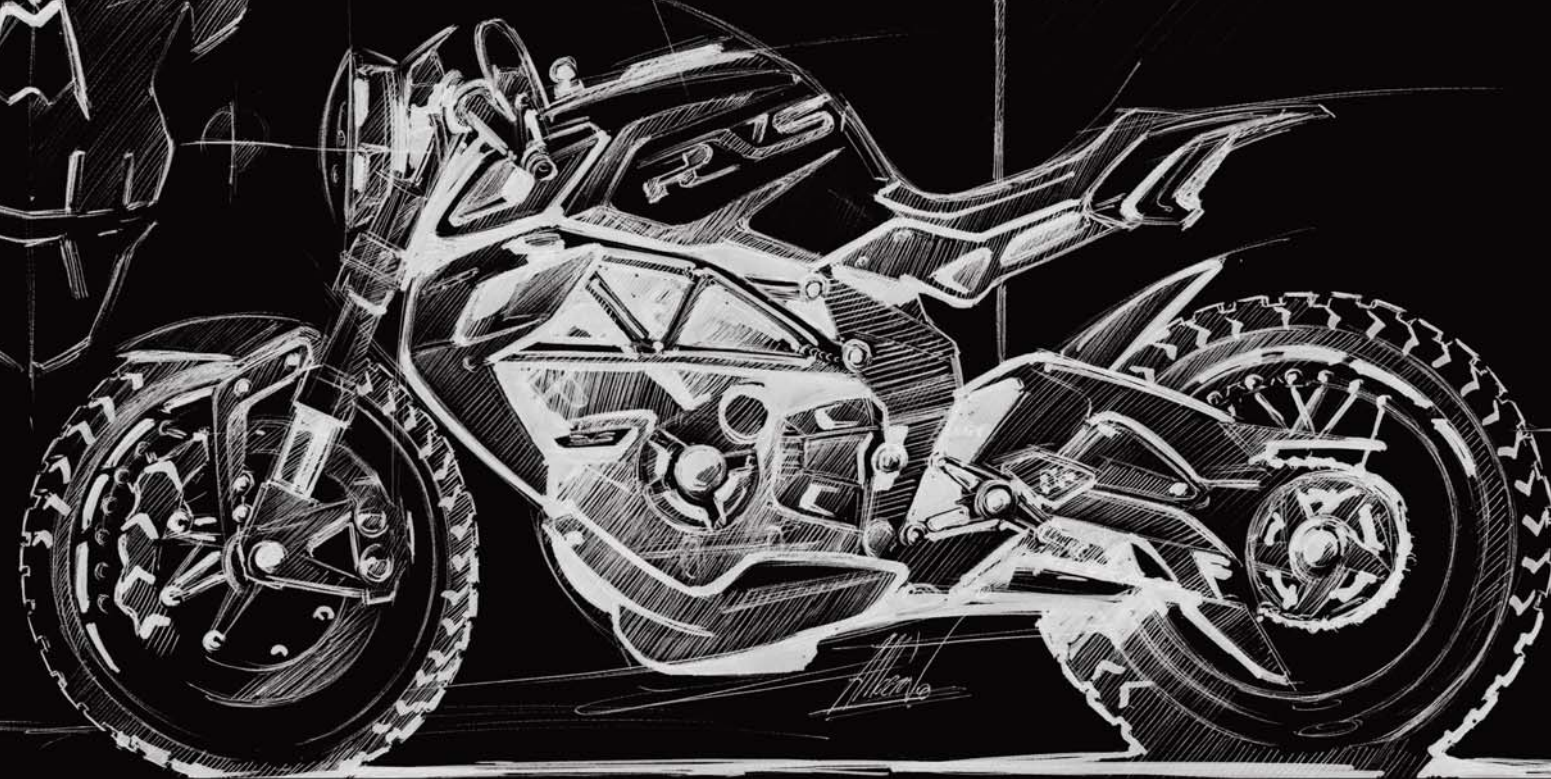
- The red-eyed skull adds a touch of personality to the seat.

| RVS#1



- RVS - INITIAL CONCEPT IDEAS - UNUSUAL MV.

- Ti INSERTS IN FUEL TANK - MACHINED FUEL TANK?
- EXPRESSION OF CRC'S CAPABILITIES - GRAPHICS/MACHINING/COMPONENT DESIGN.
- L.E.D HEADLIGHT TECHNOLOGY - PERSONALISED REAR CASING PRESSED "IN HOUSE."
- SPECIFIC DESIGNED SEAT - DEVELOP "RVS" PATTERN FOR UPPER SURFACE
- MACHINED SIDE PLATES - #1 LOGO ENGRAVED
- AUX LIGHTING ASYMMETRIC?
- RVS LOGO MACHINED INTO EXISTING ALUMINIUM
- DISTINCTIVE "BRAKING" DISCS FRONT & REAR..





METAL CARBON BLACK / METAL ANTHRACITE

| ENGINE                                    |   |
|---|---|
| Type                                      | Three cylinder, 4 stroke, 12 valve                                      |
| Timing system                             | "D.O.H.C" with mechanical chain tensioner                               |
| Total displacement                        | 798 cm <sup>3</sup> (48.68 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)** | 103 kW (140 hp) at 12.500 r.p.m.<br>110 kW (150 hp) at 12.800 r.p.m.*** |

|                          |   |
|--------------------------|---|
| Max. torque - r.p.m.     | 87 Nm (8.87 kgm) at 10.100 r.p.m.   |
| Cooling system           | Cooling with separated liquid and oil radiators   |
| Engine management system | Integrated ignition - injection system MVICS 2.0 (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 2.0 (Electronically Assisted Shift up & down) |
|------------------------|--|

|        |  |
|--------|--|
| Clutch | Multi-disk wet clutch with hydraulic actuation |
|--------|--|

|                   |  |
|-------------------|--|
| 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 | 16/41                                    |

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

| DIMENSIONS AND WEIGHT |  |
|-----------------------|--|
| Wheelbase             | 1380 mm (54.30 in.)                          |
| Overall length        | 2060 mm (81.06 in.)                          |
| Overall width         | 815 mm (32.09 in.)                           |
| Saddle height         | 820 mm (32.28 in.)                           |
| Min. ground clearance | 149 mm (5.86 in.)                            |
| Trail                 | 95 mm (3.74 in.)                             |
| Dry weight            | 168 kg (370.4 lbs.) - 160 kg (352.7 lbs.)*** |
| Fuel tank capacity    | 16.5 l (4.36 U.S. gal.)                      |

| PERFORMANCE    |                        |
|----------------|------------------------|
| Maximum speed* | 245.0 km/h (153.1 mph) |

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

| FRONT SUSPENSION |  |
|------------------|--|
| Type             | Marzocchi "UPSIDE DOWN" telescopic hydraulic fork in DLC treated aluminium, with anodized fork legs and having 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                    | 125 mm (4.92 in.)   |

| BRAKES              |  |
|---------------------|--|
| Front brake         | Double floating disc with Ø 320 mm (Ø 12.6 in.) diameter, with steel Braking Bat Fly disks |
| Front brake caliper | Brembo radial-type, with 4 pistons Ø 32 mm (Ø 1.26 in.)                                    |
| Rear brake          | Single Wave steel disc with Ø 220 mm (Ø 8.66 in.)  |
| Rear brake caliper  | Brembo with 2 pistons - Ø 34 mm (Ø 1.34 in.)   |
| ABS System          | Bosch 9 Plus with RLM (Rear wheel Lift-up Mitigation)                                      |

| WHEELS               |   |
|----------------------|---|
| Front: Material/size | With aluminium alloy spokes 3.50" x 17" |
| Rear: Material/size  | With aluminium alloy spokes 6.00" x 17" |

| TYRES |   |
|-------|---|
| Front | Pirelli MT 60 RS WF 120/70 - ZR 17 M/C (58 W) |
| Rear  | Pirelli MT 60 RS WR 180/55 - ZR 17 M/C (73 W) |

| FAIRING  |                                |
|----------|--------------------------------|
| Material | Carbon fiber and thermoplastic |

| EMISSIONS                 |              |
|---------------------------|--------------|
| Environmental Standard    | Euro 4       |
| Combined fuel consumption | 6,8 l/100 km |
| CO <sub>2</sub> Emissions | 163 g/km     |

\* Top speed attained on closed course.

\*\* Limited power versions available on demand.

\*\*\* Kit SC Exhaust and ECU Map version

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

## RSV #1 RACING PARTS KIT:

- MOTORCYCLE COVER
- WELCOME KIT WITH CERTIFICATE OF ORIGIN
- "QUICK RELEASE" FUEL TANK CAP
- ENGINE OIL CAP BLACK ERGAL
- RACING EXHAUST SILENCER with MOUNTING KIT
- ECU WITH RACING MAP
- RH TITANIUM FOOTREST PROTECTION
- RH AIR SCOOP WITH LAMPS AND DEDICATED FIXING KIT
- ERGAL CLUTCH COVER PROTECTION
- COMPLETE SUPPORT FOR ERGAL FRAME PROTECTION (RH/LH SIDE)
- ENGINE PICK-UP PROTECTION
- ERGAL REARVIEW MIRROR
- ERGAL REARVIEW MIRROR CONNECTION BUSHING
- TITANIUM AND ERGAL FRONT BRAKE LEVER PROTECTION
- TITANIUM AND ERGAL CLUTCH LEVER PROTECTION



## CONTENTS

|                 |                                     |
|-----------------|-------------------------------------|
| Steering damper | Manually adjustable with 8 settings |
| Headlight       | Adaptive full LED                   |

## TITANIUM COMPONENTS

Upper triple clamp plate - Footrest support protection - Front brake and clutch levers protections - Inserts for fuel tank - SC Project exhaust silencer

## CARBON FIBER COMPONENTS

Rear swingarm protection cover - Painted rear mudguard - Airbox side fairings - RH/LH radiator air scoops and RH air scoop with lamps - Upper and lower chain guards  
Fuel tank protection cover - Complete front mudguard

## SPECIAL COMPONENTS

Adaptive full LED headlight - Headlight support - Dashboard support - Braking front and rear brake disk - Special handgrips - CNC rearview mirrors (by CRC) - RH/LH lever protections - CNC rear license plate holder arm  
CNC license plate light - CNC rear swingarm protection - CNC clutch lever - CNC front brake lever - LED turn indicators - Seat personalized with hexagonal graphic stitching - Frame side plates and tail piece with surface aluminum machining - CNC adjustable footrest supports  
CNC special footrests - Special semi-handlebars - Special upper triple clamp - Clutch crankcase protection cover - CNC wheel nut and crown wheel nut - Generator crankcase protection cover, clutch protection cover  
RH/LH engine side protections obtained by CNC - Front and rear wheels with milling on channel - Rear lights with smoke-grey colour lens - Special painting

## EQUIPMENT COMPONENTS

SC Project exhaust silencer - Power unit for SC exhaust silencer (with special mapping)  
Motorcycle cover - Welcome kit with RVS certificate of origin - Carbon fiber RH radiator LED side lamps - RH footrest support protection - Racing fuel tank cap - Wooden container case