

E3 675



Motorcycle Art

F3, the new
frontier.



Three cylinders. Pure supersport. The MV Agusta F3 675 is the new benchmark in its class. It is three times unique with: innovative electronics, revolutionary engine and a superior chassis. Compact, light weight and powerful. Essential and refined. Beautiful and effective both on the road and track. Four personalized engine management maps and eight levels of traction control: the most advanced MV Agusta ever.



F3 675

Exceeding your dreams.

The new frontier of the supersport category by the numbers: 128 hp at peak power and a maximum engine speed of 15,000 rpm. The fully electronic engine management system utilizes a full ride-by-wire throttle control, unique technology to the supersport class.

The frame is unmistakably MV Agusta: steel and aluminum are combined to achieve perfection. Pure driving pleasure coupled with exhilarating performance: the tubular steel trellis frame coupled to the cast aluminum side plates offers the maximum in handling efficiency. The dynamics are further enhanced by the incredibly short 1,380 mm wheelbase. As is the norm with MV Agusta, the rear swing arm is single sided and is coupled with Marzocchi forks and a Sachs shock absorber together with Brembo radial calipers and ultra light wheels. Every single component is considered an essential part of the project.



MVICS (Motor & Vehicle Integrated Control System): fully electronic engine and traction control, the most advanced in the world on a motorcycle in this category. The Ride-by-Wire throttle is connected to three 50 mm diameter throttle bodies and two fuel injectors per cylinder, another record for the 675 F3. The ECU offers the opportunity to choose between 4 engine maps, three standard and one custom. This adjustability has been engineered to get the optimum performance in all driving conditions from the only three-cylinder engine utilizing a counter-rotating crankshaft, a solution that until now has only been used in MotoGP.



Mass centralization and low center of gravity: the core objectives of the project become a reality thanks to unique solutions such as placing part of the fuel tank under the seat. This translates into absolute driving pleasure with immediate response to the rider inputs. Additional solutions that were applied without compromise was the use titanium for the intake and exhaust valves. The F3 675 is the only supersport to offer technology of a superbike.

F3 675





The art of personalization.

Your F3, unique in every detail. Visit the site and find out www.mvagusta.it MV Agusta Special Parts. Aesthetics or electronics? Carbon fiber components or the electronic quick shifter MV Agusta EAS (Electronically Assisted Shift)? There are no limits to the level of customization, there are no limits to your desire.



« Technical Data

ENGINE

Type	Three cylinder, 4 stroke, 12 valve
Timing system	"D.O.H.C"
Total displacement	675 cm ³ (41.2 cu. in.)
Compression ratio	13:1
Starting	Electric
Bore x stroke	79 mm x 45,9 mm (3.1 in. x 1.8 in.)
Max. horse power - r.p.m. (at the crankshaft)**	94.2 kW (126 HP) at 14400 r.p.m.
Max. torque - r.p.m.	71 Nm (7.24 kgm) at 10600 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 Wet, multi-disc with mechanical drive
Clutch	Cassette style; six speed, constant mesh
Transmission	19/36
Primary drive	
Gear ratio	

First gear*	1/14,493
Second gear*	1/10,821
Third gear*	1/9,053
Fourth gear*	1/8,040
Fifth gear*	1/7,274
Sixth gear*	1/6,712
Final drive ratio	16/43

ELECTRICAL EQUIPMENT

Voltage	12 V
Alternator	350 W a 5000 r.p.m.
Battery	12 V - 8,6 Ah

DIMENSIONS AND WEIGHT

Wheelbase	1380 mm (54.230 in.)
Overall length	2060 mm (81.06 in.)
Overall width	725 mm (28.53 in.)
Saddle height	812 mm (31.96 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 l (4.22 U.S. gal.) - 5 l (1.32 U.S. gal.) reserve

PERFORMANCE

Maximum speed*	260,0 km/h (161.5 mph)
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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
Rod dia.	43 mm (1.69 in.)
Travel on leg axis	125 mm (4.92 in.)

REAR SUSPENSION

Type	Progressive Sachs, single shock absorber with rebound and compression (High speed/Low speed) 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, with 4 pistons Ø 32 mm (Ø 1.26 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
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PASTEL WHITE

RED/SILVER

PASTEL BLACK/METALLIC ANTHRACITE