

# BRUTALE 8000RR

PRESS LAUNCH - Casole d'Elsa - 20<sup>th</sup>/24<sup>th</sup> October 2014



Motorcycle Art

**BRUTALE**  
**BOOR**

PURE ADRENALINE

**BRUTALE**  
**800RR**



**BRUTALE**  
**800R**



# BRUTALE 800RR

## B3 800 RR, EVOLUTION AND PERFORMANCE

The revolutionary MV Agusta three-cylinder project has reached a new pinnacle of technical development and performance. It has done so with the Brutale 800 RR, completing the path taken by another Brutale, the 675, the first model in what would become a wide range of naked, super sport, touring and crossover bikes.

The Brutale 675 established a new technical and styling concept, showing for the first time how outstanding performance, exemplary design and extraordinary handling could be combined with race-grade size and weight. The Brutale 800 RR reaffirms the winning intuition that lies at the core of the

project. This version, in fact, boosts performance even further to achieve 140 hp at 13,100 rpm and 86 Nm of torque at 10,100 rpm in a package that includes a refined chassis set-up and an improvement on the already rich set of standard features.



**BRUTALE**  
**800RR**



## « SPECIFICATIONS

In detail, the main features of MV Agusta Brutale 800 RR:

- **In-line three cylinder engine** with counter rotating **crankshaft** and removable 6-speed **gearbox**
- **Maximum power** of 140 HP at 13,100 rpm
- **Maximum torque** of 86 Nm (8.77 kgm) at 10,100 rpm
- **MVICS 2.0** (Motor & Vehicle Integrated Control System) platform and **EAS 2.0** technology
- Adjustable 8-level **traction control**
- Mixed-structure **frame**: tubular steel trellis and high torsional rigidity aluminium plate
- **Single-sided swingarm** with adjustable shock absorber
- 43 mm adjustable upside-down **fork** with **aluminium stanchions** and **DLC coating**
- **Racing brakes** with front radial callipers and **ABS** as standard



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# BRUTALE 800RR

## « DESIGN AND OUTFITTING

Faithfulness to the original lines shows just how relevant the Brutale project is today: the compact, smoothly integrated volumes, the perfect proportions, the attention to the tiniest details and consistency with renowned MV Agusta brand styling make this naked an unsurpassed example of Italian creativity.

Some features make the **Brutale 800 RR** instantly recognisable from an aesthetic viewpoint too, such as the red-painted cylinder head which contrasts beautifully with the solid black of the compact, in-line three cylinder engine. Or the new finish of the Marzocchi fork, which has also benefited from functional upgrades, and now sports an "aged gold" colour.

The look and shape of the seat have been changed to improve comfort and ergonomics for both rider and passenger while the eye-catching stitching emphasises the attention to detail that is so fundamental to MV Agusta corporate culture. The LED tail light has a brand new diffusion system that suffuses the light evenly, achieving the dual goal of enhanced bike visibility - and, consequently, improved passive safety - and even better rear-end styling. The wheels, made of cast aluminium alloy, now feature a new five-spoke design.

The colour schemes are specific: the Rosso Shock Perlato/Bianco Ice Perlato (Pearl Shock Red/Pearl Ice White) combination is reminiscent of traditional MV Agusta colours, while the elegant Grigio Avio Metallizzato/Nero Carbonio Metallizzato (Metallic Aviation Grey/Metallic Carbon Black) provides an alternative for those with 'darker' tastes. The graphics are consistent with those of the Brutale family but in this case they highlight the fact that this model belongs to the exclusive RR group (i.e. the flagship versions of the Italian manufacturer's models).



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# BRUTALE 800RR



## « ELECTRONICS

MVICS 2.0: this abbreviation embodies and encapsulates, just like the RR tag, the superb outcome of the ambitious development route taken by MV Agusta right from the beginning of the 3-cylinder project. The initial choice of a technological partner just breaking into the motorcycle segment but with extensive experience in the automotive world was daring and required additional effort; the outcome, though, was the unmatched performance the 2.0 configuration of the on-board electronics now gives MV Agusta customers.

In fact, the MVICS 2.0 (Motor&Vehicle Integrated Control System) platform takes an approach based on precision, flexibility and personalisation. Precision, because the three standard factory-set mappings (Sport, Normal and Rain) allow the rider to manage torque precisely and consequently ensure smooth output at low revs, essential, for example, in the city or on slippery surfaces.

At the same time they let the rider unleash the feisty sports spirit of the three-cylinder, especially in the 140 hp RR configuration. Flexibility: the use of models with very different characteristics - from the versatile Turismo Veloce to the supersport F3 800, through to the vivacious **Dragster 800 RR** - demonstrates just how the system was designed to provide a modular

combination of characteristics. Personalisation: the Custom mapping allows the rider to adjust fundamental parameters such as engine response, rev limiter, engine torque response, throttle sensitivity and engine braking. All easily done in just a few seconds via the handlebar controls and without any need for specialised know-how.

Rapid upshifting on hills, without the clutch? No problem, thanks to the new Quickshifter EAS 2.0 that caters to the Brutale 800 RR's sports vocation. Alongside the **Dragster 800 RR**, this is the first model in the segment to feature the electronically assisted downshifter, offering yet further evidence of MV Agusta's constant technological progress.

Completing this picture of excellence is the mechanical slipper clutch, highly useful when downshifting as you go into a bend on the road or during last-second braking on the track. Last but not least comes traction control with 8-level sensitivity (which can also be disengaged). This system, which acts on throttle body opening, ignition advance and injection has now been developed even further and features functional logic specifically designed for the **Brutale 800 RR**.

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# BRUTALE 800RR



## « CHASSIS

### FRAME

With a 1,830 mm wheelbase and 95 mm trail, the Brutale 800 RR allows for fast, agile changes of direction. The main structure of the frame consists of ALS tubular steel with outstanding metallurgical qualities, welded in such a way as to obtain excellent bending and torsion strength while keeping the weight low. Two aluminium alloy plates complete the frame: they constitute the pivotal point of the single-sided swingarm, also in aluminium alloy, another characterising element of the chassis.

### SUSPENSION

The quality of the suspension has a decisive impact on effective performance and riding pleasure: this is why MV Agusta chose shock absorption equipment of unrivalled smoothness and adjustment potential for its Brutale 800 RR. On the front end the enhanced performance meant that a steering damper had to be fitted; designed by CRC, it features adjustable response.

The new aluminium 43 mm diameter Marzocchi upside-down fork is lighter than the unit fitted on previous Brutale models and is easily recognisable on account of the "aged gold" anodizing: other features deserving of mention include the DLC (Diamond Like Carbon) coating which increases surface hardness - and, therefore, the life of the part - while making stanchion travel

even smoother. The fork features an external adjustment mechanism that is separate from the hydraulic brake in rebound and compression; it is also possible to modify the pre-load. The Sachs monoshock provides the same adjustments. Wheel travel is 125 mm on both axles.

### BRAKES

ABS as standard and exceptional slowing power: these were the foundations on which the braking system was developed, a system that employs a pair of large-diameter (320 mm) steel discs at the front, gripped by Brembo 4-piston callipers (diameter 32 mm ) mounted radially on the fork bottom. The rear steel disc has a diameter of 220 mm and is coupled with a Brembo 2-piston calliper (diameter 34 mm). The characteristics of the Bosch 9 Plus ABS system with RLM (Rear wheel Lift-Up Mitigation) are evident in its name; the operating logic, working alongside the refined anti-locking system, limits the risk of the rear end lifting up during braking.

### RIMS

The rims, specifically designed for this model, feature a vortex look, with five spokes modelled from cast aluminium alloy. The 3.5" front wheel channel mounts the Pirelli DIABLO ROSSO II 120/70-ZR17 tyre; on the rear the channel measures 5.5" and mounts a 180/55-ZR17.



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## « ENGINE

Considered the most advanced in-line three-cylinder in production anywhere in the world, the engine mounted on the MV Agusta **Brutale 800 RR** is a concentrate of performance, compactness, low weight (52 kg) and cutting-edge technological solutions that strengthen its standing as segment leader. Contrary to what one might think looking at the technical data, this version of the MV Agusta is not derived from the power unit mounted on the F3 800 (148 hp maximum power), but from the Brutale 800 three-cylinder engine with the added benefit of some important refinements.

More specifically, this, the most powerful configuration manufactured to date (140 hp at 13,100 rpm) - a set-up shared with the Brutale 800 Dragster RR - is partially the result of the new airbox design which required a modification to the fuel tank (without affecting its 16.6 litre fuel capacity): imperceptible from the outside, the new shape enhanced performance and provided the housing for the bank of "high" injectors that have throttle bodies with a diameter of 50 mm. These new features, in fact, extend to the electronic injection system, centred on the Eldor EM2.0 engine ECU and the Mikuni Full Ride-By-Wire throttle body: there are now two injectors per cylinder, as opposed to the single one on the other Brutale models (with the exception of the Brutale 800 Dragster RR), making a total of six injectors.

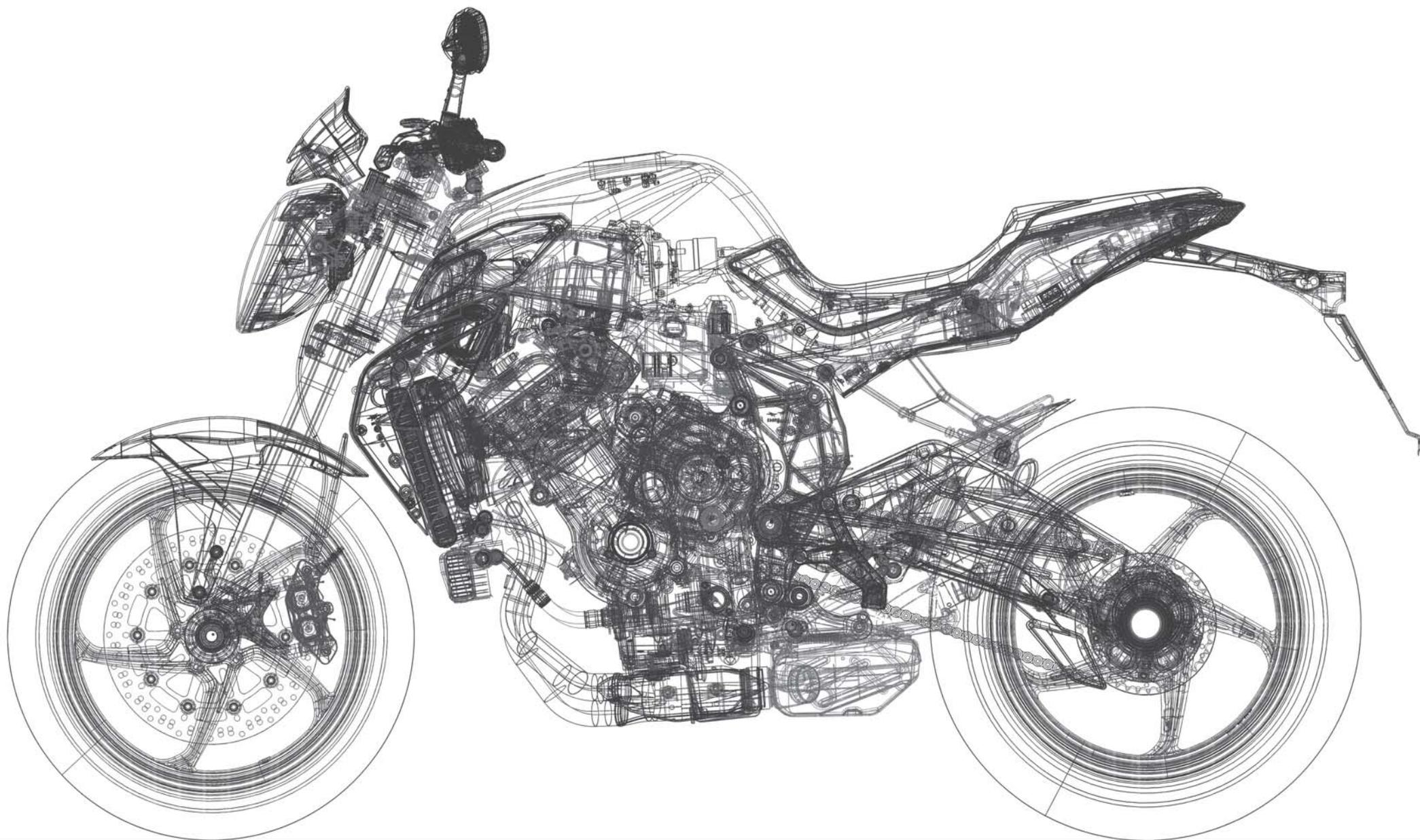
The goal? To provide smooth, progressive output at low and medium rpm without sacrificing power at peak revs. With 140 hp at 13,100 rpm and 86 Nm (8.77 kgm) of torque at 10,100 rpm, this engine allows the **Brutale 800 RR** to compete even with larger-displacement power units, thanks also to its exceptional power-to-weight ratio. The new hydraulic chain tensioner, which simultaneously improves both noise and engine reliability, works alongside exclusive and refined technical solutions such as the racing style counter-rotating crankshaft, ideal for reducing inertia during changes of direction, and the removable 6-speed gearbox - designed for those who want to use the bike on the track and adapt it to the characteristics of the different circuits.



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# BRUTALE 800RR

## « COLORS AND PRICES

The new **Brutale 800 RR** is available in two different colours:

- Pearl Shock Red/Pearl Ice White
- Metallic Avio Grey/Carbon Metallic Black

WITH ABS BOSCH 9 PLUS + RLM (REAR WHEEL LIFT-UP MITIGATION) AND EAS 2.0  
AT 13.980 € F.C.

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# BRUTALE 800RR

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.



PEARL SHOCK RED/PEARL ICE WHITE



METALLIC AVIO GREY/CARBON METALLIC BLACK

## ENGINE

Type	Three cylinder, 4 stroke, 12 valve
Timing system	"D.O.H.C"
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 13100 r.p.m.
Max. torque - r.p.m.	86 Nm (8.77 kgm) at 10100 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	Wet, multi plate with 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	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 (54.33 in.)
Overall length	2085 mm (82.09 in.)
Overall width	725 mm (28.54 in.)
Saddle height	810 mm (31.89 in.)
Min. ground clearance	160 mm (6.30 in.)
Trail	95 mm (3.74 in.)
Dry weight	168 kg (370.4 lbs.)
Fuel tank capacity	16.6 l (4.39 U.S. gal.)

## PERFORMANCE

Maximum speed*	245.0 km/h (153.1 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 in DLC treated aluminium, with gold colour 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 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.)
ABS System	Bosch 9 Plus with RLM (Rear wheel Lift-up Mitigation)

## 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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## CONTENTS

Steering damper	Manually adjustable with 8 settings
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\* Top speed attained on closed course.

\*\* Limited power versions available on demand.

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

# **BRUTALE** **800RR**

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

*about cyrus*