



## NEW APRILIA RSV4 AND RSV4 FACTORY

APRILIA UNVEILS THE NEW RSV4, THE EVOLUTION OF AN EXTRAORDINARY AND SUCCESSFUL PROJECT, UNRIVALLED IN THE WORLD

‘HER MAJESTY’ BOASTS A NEW DESIGN WITH INTEGRATED WINGLETS DERIVED FROM MOTOGP

INTRODUCING A PREDICTIVE ELECTRONIC CONTROL MANAGEMENT SYSTEM FOR UNPARALLELED TRACK PERFORMANCE

WITH ITS 220 HP, THE APRILIA RSV4 IS THE WORLD’S MOST POWERFUL HOMOLOGATED PRODUCTION SUPERBIKE.

### Highlights:

- New design with advanced aerodynamics
- New APRC electronic control package with predictive logic
- 220 hp V4 engine
- New equipment for RSV4 and RSV4 Factory

The Aprilia RSV4’s story is one of the most fascinating in motorcycling. Created to win on the track, it dominated for a decade, earning critical acclaim and racing victories across every category it entered. In its most extreme iteration, it even competed in the MotoGP World Championship. No other superbike can boast such a pedigree.

In a sector where motorcycles represent the pinnacle of available technology, Aprilia has demonstrated exceptional design foresight by creating and continuously evolving an innovative and winning project that remains the benchmark for racing pedigree and performance. The RSV4 exemplifies the extraordinary potential derived from the invaluable experience of Aprilia’s Reparto Corse. Reparto Corse has claimed 54 world titles in its relatively brief history, with the RSV4 securing seven of these in the World Superbike Championship.

This extraordinary model’s evolution has continued with an update primarily focusing on styling, closely intertwined with function. The **new design** emerges from extensive work on applied aerodynamics, confirming Aprilia’s commitment to pioneering increasingly complex and innovative solutions. Aprilia led the way in introducing aerodynamic appendages to superbikes (with the 2018 RSV4 RF LE).

Given the racing performance now delivered by the RSV4, aerodynamic development has become more critical than ever—ensuring maximum stability on the tarmac, optimising tyre grip and harnessing every bit of power generated by the Noale V4. The new RSV4’s bodywork has been completely redesigned with two primary aims: to improve rider protection and reduce drag. **Two stacked wing surfaces** have been introduced in the area beneath the windshield. This new winglet configuration, derived from Aprilia’s MotoGP experience and refined in the wind tunnel, increases downforce, thus enhancing cornering precision and high-speed stability—areas in which previous RSV4 models already excelled. The new aerodynamics also help to reduce the heat directed towards the rider, partly because of the introduction of new, more powerful



radiator fans. Overall, the new fairing reduces the aerodynamic drag coefficient (CX) by 6% and the tendency to wheelie by 8% compared to the previous version of the RSV4, delivering increased acceleration with less physical effort required. New side panels integrate seamlessly with the redesigned tail section. The lighter, minimalist rear light cluster is integrated into the numberplate holder. The indicators handle all lighting functions. Therefore, the bike can be prepared for track use by removing the numberplate holder.

The new RSV4 has a 5" TFT colour **instrument cluster** featuring revised graphics, a fuel level indicator, and new **backlit control switches** on the handlebars. The upper triple clamp is also new and made from lighter aluminium, while the top-spec Brembo braking system has been further enhanced with new front **Hypure** callipers, which are lighter and more efficient than the previous Stylema callipers.

Aprilia's V4 engine powers the RSV4 and RSV4 Factory. It is the world's first mass-produced high-performance narrow-angle V4, and the most revolutionary and powerful engine Aprilia has ever built. Despite complying with Euro 5+ regulations, it delivers increased torque and power: **220 hp at 13,100 rpm and 125 Nm at 10,800 rpm**, making the RSV4 the world's most powerful homologated production superbike. These benchmark figures result from refinement work on Noale's exceptional V4 engine, which now features a set of 52 mm throttle bodies and a new exhaust system. The catalytic converter has been repositioned to reduce heat emissions towards the rider and simplify the fitting of the homologated slip-on exhaust from Aprilia's comprehensive accessories range. A new chapter has opened for the onboard electronics in all new Aprilia V4 models, which control the active rider assistance systems. Aprilia has introduced a **new generation of control systems**, available as in-app purchases, enabling riders to optimise electronic settings according to their riding style and requirements without needing to visit a dealer. Aprilia's new electronics packages balance performance and safety, adding fresh functions and adjustments to the RSV4's already comprehensive setup. The system helps riders explore their limits safely whilst enabling gradual improvement. This enhancement comes through new adaptive and predictive components for the wheelie, traction and yaw controls.

The algorithm's predictive component processes vehicle parameters in real time (including speed, lean angle, gear, throttle position and more) to anticipate intervention, ensuring smooth and precise control. Moreover, the sophisticated software continuously analyses the motorcycle's dynamic responses and the rider's style, delivering more refined and precise control.

Both models come equipped as standard with a six-axis inertial platform, a Ride-by-Wire electronic throttle, and three riding modes that manage the three levels of Cornering ABS and the controls in the **APRC (Aprilia Performance Ride Control)**, the renowned suite of racing-derived systems, which includes:

- **ATC: Aprilia Traction Control:** adjustable on the fly without closing the throttle, with eight levels. It offers more effective intervention logic and now works in synergy with the new ASC (Aprilia Slide Control), which is adjustable to three independent levels.
- **(New) AWC, Aprilia Wheelie Control:** the new wheelie control system, adjustable to three levels, features predictive strategies. The system doesn't intervene abruptly to mitigate a wheelie in progress but acts smoothly before the



event occurs, enhancing performance. This adaptive feature, designed for track sessions, learns the rider's characteristics and adjusts the intervention level to ensure optimal performance.

- **AEM, Aprilia Engine Map:** three different mappings available to modify the engine's character and power delivery.
- **AEB, Aprilia Engine Brake:** the three-level adjustable engine brake control system with a specific algorithm that optimises operation by considering the lean angle.
- **AQS, Aprilia Quick Shift:** the electronic gearbox for lightning-fast gear changes without closing the throttle or using the clutch. It comes with a downshift function, enabling downshifting without engaging the clutch. It also allows downshifting with an open throttle.

The **Track Pack**, standard on the RSV4 Factory, includes:

- **Race Dashboard:** the track-focused instrument cluster configuration.
- **ALC, Aprilia Launch Control:** the track-only starting assist system, adjustable to three levels for track-only use, featuring highly effective operating strategies.
- **APL, Aprilia Pit Limiter:** the system that allows the rider to select and limit maximum speed in the pit lane or easily comply with road speed limits.
- **(New) ASC, Aprilia Slide Control:** the new three-level adjustable function to prevent and limit rear wheel side slip. Like the new AWC, ASC also features predictive functionality.

The **Comfort Pack**, standard on the RSV4 Factory, includes:

- **Bending lights:** a pair of auxiliary headlights within the headlight housings illuminate the inside of corners, improving visibility whilst leaning.
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- **ACC, Aprilia Cruise Control:** convenient during longer journeys, allowing the rider to maintain a set speed without using the throttle.

The **Race Pack**: standard on the RSV4 Factory, it includes the **GPS Module**, which enables automatic lap time recording on the track, just like on race bikes. The Race Pack enables:

- **Corner-by-corner functionality.** As with the most advanced race bikes, this system automatically adjusts ATC and AWC electronic settings according to the preferences set by the rider before going out on track. This is the latest evolution of the corner-by-corner management system, which Aprilia first introduced in 2015.

The **corner-by-corner suspension function** is also standard on the RSV4 Factory. This system automatically adjusts the electronic settings of the **semi-active Öhlins Smart EC 2.0** suspension according to the preferences set by the rider before going out on track.



The Race Pack and corner-by-corner management of the **semi-active Öhlins** suspension operate through the new **fourth-generation Aprilia MIA** multimedia platform (standard on the RSV4 Factory). This allows riders to connect their smartphones to the bike, extending the instrument cluster functions and enabling data download for analysis.

Aprilia has designed and developed a comprehensive range of accessories for customising the RSV4 and RSV4 Factory. These premium items include various carbon-fibre components, TPMS tyre pressure sensors, many CNC-machined aluminium parts, and SC Project's homologated slip-on exhaust.

The partnership between Aprilia and Alpinestars continues, creating a complete clothing line dedicated to Aprilia V4 bikes. The Throttle Leather Suit, made from full-grain leather, ensures top performance and fit. It combines perfectly with the Throttle Gloves, also made from full-grain goatskin. The new collection also includes a line of gear for road use, featuring the Twisties Tex Jacket, with removable winter lining, and the Throttle Leather Jacket, made from leather and equipped with Nucleon Flex Plus protection, designed to accommodate an airbag. New items include the Twisties Gloves, which feature a leather palm and a multi-layer construction with carbon fibre protection.

### **Versions and colours**

Two versions are available: The RSV4 offers a premium technical platform delivering the same performance as the Factory model, powered by the identical 220hp V4 engine. It offers two colour schemes: **Poison Yellow**, featuring a predominantly grey finish with many yellow accents highlighting its racing spirit, and **Stingray Blue**, a striking electric blue complemented by red details.

Following tradition, the Aprilia RSV4 Factory features premium equipment, including forged aluminium wheels and the Öhlins Smart EC 2.0 semi-active suspension system, replacing the RSV4's fully adjustable Sachs mechanical suspension trio. All electronic packages come as standard, including the new Slide Control function, the corner-by-corner suspension and engine power delivery calibration. It is available in a single colour scheme - **Dark Kraken** - making the Factory instantly recognisable, also thanks to its combination with the two-tone saddle.