

Date: April 18, 2012

DORSODURO 750 FACTORY GAINS ABS IN 2012

Arriving in June, 2012 and developed in collaboration with the **Aprilia Racing Division**, the **Dorsoduro 750 ABS** has been created by fusing **the best characteristics of a sports bike with the best that a racing super-motard has to offer**. Light, agile and powerful, along with the **latest generation engine, Aprilia's compact 90° V-twin** delivers blistering performance unmatched by any of its rivals with an incredible **specific power output of 122.6 hp/litre** and a **maximum torque of 82 Nm at just 4500 rpm**.

True to **Aprilia** tradition, the **Dorsoduro 750 ABS** boasts **only the best in technical specifications and finish**, featuring **four-piston radial callipers, wave discs, a hydraulic wet clutch, adjustable suspension rear, "Tri-Map" ride by wire, and now 2-channel Continental ABS (Anti Lock Braking System)** which all contribute to making the **Dorsoduro** a truly unique product.



front and rear,

Key characteristics of the **Aprilia 750 Dorsoduro** in detail:

- **90° V2 engine**, four valves, double overhead camshaft, liquid cooling;
- **second generation "Tri-Map" Ride by Wire technology;**
- **electronic fuel injection** with state of the art injectors;
- **Mixed gear/chain timing system;**
- ultralight **modular trellis/aluminium frame** with superlative torsional stiffness;
- **aluminium swingarm** with lateral shock absorber;
- **fully adjustable 43mm upside down fork;**
- **radial front brake callipers working in conjunction with 320 mm Wave discs;**
- **25 kW version for newly qualified riders;**
- **latest generation 2-channel Continental ABS;**
- **Hydraulically operated clutch**
- **Anodised aluminium tapered handlebar**

DORSODURO 750 ABS TECHNICAL SPECIFICATIONS

Engine type	Aprilia V90 four-stroke longitudinal 90° V-twin engine, with liquid cooling, double overhead camshafts driven by mixed gear/chain timing system, four valves per cylinder and Ride by Wire throttle control.
Fuel	Unleaded petrol
Bore and stroke	92 x 56.4 mm
Total engine capacity	749.9 cc
Compression ratio	11: 1
Maximum power at crankshaft	67.3 kW (92 hp) at 8,750 rpm
Maximum torque at crankshaft	8.4 kgm (82 Nm) at 4,500 rpm
Fuel system	Integrated engine management system. Injection with Ride by Wire throttle valve opening management and 3 maps (Sport, Touring, Rain)
Ignition	Digital electronic ignition integrated with injection system
Start up	Electric
Exhaust system	2 into 1 exhaust system in 100% stainless steel with three-way catalytic converter and lambda probe
Alternator	450 W at 6,000 rpm
Lubrication	Wet sump
Gearbox	6 speeds, drive ratio: 1st 14/36 (2.57) 2nd 17/32 (1.88) 3rd 20/30 (1.5) 4th 22/28 (1.27) 5th 23/26 (1.13) 6th 24/25 (1.04)
Clutch	Multiplate wet clutch, hydraulically operated
Primary drive	Straight cut gears, drive ratio: 38/71 (1.87)
Secondary drive	Chain. Drive ratio: 16/46
Chassis	Modular tubular steel frame fastened to aluminium side plates by high strength bolts. Removable rear subframe
Front suspension	Upside-down fork with 43 mm stanchions, with adjustable hydraulic rebound damping and spring preload. Wheel travel 160 mm.
Rear suspension	Aluminium alloy swingarm Hydraulic shock absorber with adjustable rebound and preload. Wheel travel 160 mm.
Brakes	Front: Dual 320 mm diam. stainless steel floating wave discs. Four piston radial callipers. Metal braided brake pipe.

	Rear: 240 mm stainless steel wave disc. Single piston calliper. Metal braided brake pipe. Two-channel Continental ABS system (specific version)
Wheel rims	Aluminium alloy Front: 3.50 X 17" Rear: 6.00 x 17"
Tyres	Radial tubeless tyres; front: 120/70 ZR 17 rear: 180/55 ZR 17
Dimensions	Max. length 2,216 mm Max. width 905 mm (at handlebar) Max. height 1,185 mm (at instrument panel) Saddle height 870 mm Wheelbase 1,505 mm Trail 108 mm Steering angle 26°
Tank	12 lt (range > 200 km)