



MV AGUSTA F3 675

THE NEW LEADER OF THE SUPERSPORT CATEGORY

Varese, 2 November 2011 – After being elected the “Most beautiful 600 in the world”, the MV Agusta F3 675 is now ready to become the new reference both on the street and on the track. A Supersport that boasts an ultra-advanced chassis and vehicle dynamics control that is on par with the most advanced Superbikes thanks to the new system MVICS (Motor & Vehicle Integrated Control System).

The MV Agusta F3 675 is a revolutionary motorcycle offering extreme emotions to the rider on the street and on the track. The three cylinder engine utilizes a revolutionary counter-rotating crankshaft, a solution that has only been previously seen on MotoGP motorcycles, together with the most compact and light weight layout ever seen on a Supersport bike. These are only a few of the characteristics that make the new F3 675 the most sophisticated supersport with the best handling of any sport motorcycle.

The MV Agusta F3 675 engine is the most advanced and powerful middle weight engine ever produced. It is an ultra-compact in-line three cylinder with the perfect balance between advanced mechanical engineering, extremely advanced materials and electronics technology. Thanks to the MVICS system it is the first middle weight motorcycle with Full Ride By Wire engine controls including 4 pre-set maps and one personally tunable map including traction control that can be selected between 8 different levels.

The chassis is also incredibly advanced: studied and designed to obtain the maximum dynamic performance, it was born with the optimum rigidity that offers an unparalleled level of feeling during all riding conditions when compared to the other motorcycles in this category.

The development of the style of the MV Agusta F3 675 was based on the core philosophy that has always characterized all previous MV's: the perfect balance between form and function that meld together to create an object that is unique not only for its beauty but also for its effectiveness.

The new F3 675 will be available from December in the SERIE ORO version and from January in the standard version with the price, in Italy, of 11.990€ (Every country could have a price variation due to local import duties and taxes) in 3 color combinations: red/silver, pastel white and pastel black/metallic anthracite.

ENGINE

The powerplant of the new F3, an inline 675cc three cylinder, plays homage to the most victorious motorcycle brand in the world. With this layout MV raced and won an unprecedented number of races and world championship titles. Today the 3-cylinder engine has returned in the form of a Supersport with the most advanced technical solutions and performance.

This ultra-compact engine which is both incredibly short and narrow due to the unique layout of internal organs that only MV has been able to develop. Utilizing a 79mm bore and a super-short stroke of 45,9mm the MV Agusta 3 cylinder engine is extremely over-square and able to rev the highest levels ever achieved by three cylinder sports bike. Ultra-modern, extremely advanced and capable of 128 cv at 14.500 rpm coupled with 71 Nm of torque at 10.600 rpm. This level of performance has never been available in this category on par with the performance of a number of 4 cylinder engines thanks to a 15.000 rpm limit. For the first time ever, a production motorcycle has utilized a counter-rotating crankshaft that contributes to the perfect dynamic balance as well as increasing the lightning quick handling of the motorcycle.

Ultra-compact dimensions, reduced weight and maximum performance: these are the characteristics that make the engine of the new MV Agusta F3 675 the new reference in the Supersport class, an engine that is destined to become the new benchmark of supersport engines. Contributing to the reduced weight and compact design





is the application of the “closed deck” integration of the cylinders into the crankcase in a single shell mold casting along with the MVICS system and the use of titanium both for the intake and exhaust valves. Another unique feature is the integrate oil and water system: the pump system (water and oil) is placed entirely inside the crankcases and all of the passages are contained internal to the engine castings offering both performance and styling advantages to the most powerful Italian 3 cylinder ever produced.

ELECTRONICS

The most advanced electronic engine control system ever seen on a Supersport has been designed specifically for this extraordinary new three cylinder. A system of fuel injection that is extremely sophisticated using a two fuel injectors per cylinder coupled with a throttle body employing 50mm throttle valves, a new record for a Supersport! The F3 675 introduces for the first time the MVICS system that allows the engine to unleash a record level of power and control in every situation. The rider can select one of the 4 maps available, or customize an additional map to obtain the power delivery desired. With the MVICS system it was possible to generate a perfect harmony between the power delivery and the traction control which offers 8 levels of adjustment and is accessible through the input on the left handlebar and dashboard interface. This system is incredibly advanced and can be custom tailored by the rider with a series of MV Agusta Special Parts optional:

- Vehicle lean sensor capable of reading all of the vehicle inclination data. This interfaces with the traction control and engine control algorithms effectively reading the wheel slip during all angles of lean and then adjusting the throttle opening, spark advance and fuel delivery to ensure the optimal safety and acceleration in all dynamic conditions
- Launch Control which permits the optimum performance during starts from stopped and offering the maximum acceleration possible
- Anti-wheeling which permits the optimization of the vehicle acceleration
- MV Agusta EAS (Electronically Assisted Shift) which allows incredibly rapid shifting without ever having to close the throttle or employ the clutch.

CHASSIS

As always, those who ride MV Agusta's have become accustomed to having the very best components and the maximum performance from the chassis. The new F3 675 follows this tradition with a level of quality that exceeds most of the 1000cc superbikes on the market. As with all previous MV's, the advanced frame design incorporates a mix of steel tubing and aluminum side plates that wrap around the ultra compact engine offering a level of compactness never before seen on a supersport motorcycle. The compact engine dimensions left the maximum liberty to design the most advanced chassis on the market with an exceptionally long single sided swingarm that guarantees traction and feedback to the rider. All of this without penalizing the wheelbase of only 1.380 mm is a new record for the Supersport category as is the 173 kg weight. The components, as always, are of the highest quality. The Marzocchi 43mm front fork is completely adjustable as well as the Sachs piggy-back rear shock. The front brake system consists of a Nissin radial master cylinder and Brembo radial calipers and 320 mm discs and are coupled with ultra-light wheels that contribute to the reduced unsprung mass which allows the F3 675 to offer handling never before experienced on a Supersport motorcycle.

