

www.mv-agusta-club-schweiz.ch

Men have always admired the stars...



www.mv-agusta-club-schweiz.ch



www.mv-agusta-club-schweiz.ch

Dreaming of shining like them.



www.mv-agusta-club-schweiz.ch



www.mv-agusta-club-schweiz.ch

BRUTALE 910

The new 910cc engine

quite simply outshines all other machines in this category. The massive 9.8kgm of torque and 136 HP are echoed in the incredible exhaust note from the four-cylinder, radial-valved engine. The proverbial lightness, manoeuvrability and style remain unchanged. The Brutale is a defiant combination of technical design and artistry. 910: magic in motion.



One of the numerous innovative characteristics of the MV AGUSTA BRUTALE is its distinctive front headlight inspired by the best designs from the automotive industry. CRC designers have coupled advanced lighting research with their own superior design aesthetic, resulting in unsurpassed style and performance. Incorporating double parabolic curves, the lens of the headlight provides superior horizontal light distribution in addition to offering greater depth of field from the high beam.



There are several small details that distinguish the 750 version from the 910. These include the new rev counter display and the saddle covering. The saddle is now made of more resistant, very high quality materials. The BRUTALE 910 is available in classic red livery with an anthracite frame or with an extremely elegant fire-red frame. This version is completed with gloss black or metallic silver panels and a red stripe along the tank.



MV AGUSTA's four cylinder engine is the heart of the Brutale, the only engine in the world to have radial valves. The engine has been subject to numerous modifications to enable it to give the right amount of power to the BRUTALE's use and personality.

The focused redistribution of the BRUTALE's low end power guarantees stunning acceleration and control, capably addressing the most challenging conditions.

The 910 BRUTALE logo is positioned on the tank where it identifies the source of the unforgettable exhaust note of the new engine. The engine has been completely reworked and produces an ever more seductive snarl that highlights the consistent increase in power delivery in the low to medium rev bands. On the road, the 910 is astounding in its pick up, yet the breathtaking acceleration is always perfectly manageable thanks to the excellence of the frame.



Manufactured in a satin matte-finish stainless steel with engraved MV AGUSTA logo, the dual diameter slash cut silencers reinforce the unmistakable character of the BRUTALE.

The revolutionary adaptation and positioning, both elevated and inclined, provides for tremendous ground clearance as well as ease of access and maintenance of the rear wheel.



The adjustable rider's footpegs are no longer exclusive to the F4 1000 and are now standard on the new BRUTALE 910. Made from hot-pressed aluminium, they are light, hardwearing and easily adjusted to provide the rider with the perfect riding position. Another new component is the rear sprocket that allows the final drive ratio to be changed without having to remove the wheel. This is the same system as used on the F4 1000.



www.mv-agusta-club-schweiz.ch



www.mv-agusta-club-schweiz.ch

ENGINE TYPE: FOUR CYLINDER, 4 STROKE, 16 VALVE - TIMING SYSTEM: "D.O.H.C." RADIAL VALVE - TOTAL DISPLACEMENT: 55.4 CU. IN. - COMPRESSION RATIO: 13:1
STARTING: ELECTRIC - BORE X STROKE: 2.99 IN. X 1.97 IN. - MAX. HORSE POWER - R.P.M. (AT THE CRANKSHAFT): 100.0 KW (136 HP) AT 11000 R.P.M. - LIM. 12000 R.P.M.
MAX. TORQUE - R.P.M.: 96.0 NM (9.8 KGM) AT 7900 - COOLING SYSTEM: LIQUID COOLED, OIL COOLER - ENGINE MANAGEMENT SYSTEM: "WEBER MARELLI" 1.6 M IGNITION
INJECTION INTEGRATED SYSTEM; INDUCTION DISCHARGE ELECTRONIC IGNITION, "MULTIPOINT" ELECTRONIC INJECTION - CLUTCH: WET, MULTI - DISC
GEAR BOX: CASSETTE GEARBOX; SIX SPEED, CONSTANT MESH - PRIMARY DRIVE: 50/79 - FIRST GEAR: SPEED: 13/38 65.5 MPH AT 12000 R.P.M. - SECOND GEAR:
SPEED (TOP SPEED ATTAINED ON CLOSED COURSE): 16/34 90.1 MPH AT 12000 R.P.M. - THIRD GEAR: SPEED (TOP SPEED ATTAINED ON CLOSED COURSE): 18/32
107.7 MPH AT 12000 R.P.M. - FOURTH GEAR: SPEED (TOP SPEED ATTAINED ON CLOSED COURSE): 20/30 127.6 MPH AT 12000 R.P.M. - FIFTH GEAR: SPEED
(TOP SPEED ATTAINED ON CLOSED COURSE): 22/29 145.2 MPH AT 12000 R.P.M. - SIXTH GEAR: SPEED (TOP SPEED ATTAINED ON CLOSED COURSE): 19/23
159.6 MPH AT 12000 R.P.M. - FINAL VELOCITY RATIO: 15x43 **ELECTRICAL EQUIPMENT** VOLTAGE: 12 V - ALTERNATOR: 650 W AT 5000 R.P.M.
BATTERY: 12 V - 9 AH **DIMENSIONS AND WEIGHT** WHEELBASE: 55.55 IN. - OVERALL LENGTH: 79.59 IN. - OVERALL WIDTH: 29.94 IN.
SADDLE HEIGHT: 31.72 IN. - MIN. GROUND CLEARANCE: 5.32 IN. - TRAIL: 4.00 IN. - DRY WEIGHT: 407.9 LBS - FUEL TANK CAPACITY: 4.16 BRIT. GAL.
(RESERVE FUEL: 0.88 BRIT. GAL.) **PERFORMANCE** MAXIMUM SPEED. (TOP SPEED ATTAINED ON CLOSED COURSE): 159.6 MPH **FRAME** TYPE:
CrMo STEEL TUBULAR TRELLIS (TIG WELDED) REAR SWING ARM PIVOT PLATES: MATERIAL ALUMINIUM ALLOY **FRONT SUSPENSION** TYPE: "UPSIDE DOWN"
TELESCOPIC HYDRAULIC FORK WITH REBOUND - COMPRESSION DAMPING AND SPRING PRELOAD ADJUSTMENT - ROD DIA: 1.97 IN. - TRAVEL ON LEG AXIS: 4.96 IN.
REAR SUSPENSION TYPE: PROGRESSIVE, SINGLE SHOCK ABSORBER WITH REBOUND - COMPRESSION DAMPING AND SPRING PRELOAD - SINGLE SIDED SWING
ARM MATERIAL: ALUMINIUM ALLOY - WHEEL TRAVEL: 4.72 IN. **BRAKE** FRONT BRAKE: DOUBLE STEEL FLOATING DISC - FLANGE MATERIAL: STEEL - DISC DIA.: 12.2
IN. - CALIPER PISTON NUMBER AND DIA: 6, Ø 0.89 IN.; Ø 1.00 IN.; Ø 1.19 IN. - REAR BRAKE: SINGLE STEEL DISC - DISC DIA.: 8.27 IN. - CALIPER PISTON NUMBER
AND DIA: 4 WITH Ø 1.00 IN. **RIM** FRONT: MATERIAL/SIZE: ALUMINIUM ALLOY 3.50" X 17" - REAR: MATERIAL/SIZE: ALUMINIUM ALLOY 6.00" X 17" **TYRE** FRONT:
120/65 - ZR 17 (56 W) OR 120/70 - ZR 17 (56 W - 58 W) - REAR: 190/50 - ZR 17 (73 W) OR 190/55 - ZR 17 (75 W) **FAIRING** MATERIAL: THERMOPLASTIC



Via G. Macchi, 144 (Schiranna) 21100 Varese - Italy - www.mvagusta.it