

## REGULAR SERVICE INTERVALS CHART

OPERATIONS TO BE CARRIED OUT BY THE **aprilia** Official Dealer (WHICH CAN BE CARRIED OUT EVEN BY THE USER)

Component	After running-in [1000 km (625 mi)]	Every 7500 km (4687 mi) or 8 months	Every 15000 km (9375 mi) or 16 months
Spark plugs		C (*)	S (*)
Air filter		C	S
Engine oil filter	S	S (*)	
Engine oil filter (on oil tank)	P		P
Light operation/direction		C	
Fork		C	
Light system	C	C	
Safety switches	C	C	
Clutch fluid		C	
Brake fluid		C	
Coolant			C
Engine oil	S	S (*)	
Tyres	C	every 1000 km (625 mi): C	
Tyre pressure	R	every month: R	
Engine idling rpm	R	R	
Engine oil pressure warning light LED	at every start: C		
Drive chain tension and lubrication	every 1000 km (625 mi): C		
Brake pad wear	before every trip and every 7500 km (4687 mi): C		
<b>C</b> = check and clean, adjust, lubricate or change, if necessary; <b>P</b> = clean; <b>S</b> = change; <b>R</b> = adjust. <b>Carry out the maintenance operations more frequently if you use the vehicle in rainy and dusty areas, on uneven ground or on racetracks.</b>			

(\*) = In case of use on racetracks, change every 3750 km (2343 mi).

**OPERATIONS TO BE CARRIED OUT BY THE *aprilia* Official Dealer**

Component	After running-in [1000 km (625 mi)]	Every 7500 km (4687 mi) or 8 months	Every 15000 km (9375 mi) or 16 months
Rear suspension linkage bearings			C
Steering bearings and steering	C	C	
Wheel bearings		C	
Tappet clearance	R		R
Braking systems	C	C	
Cooling system		C	
Clutch fluid	every 2 years: S		
Brake fluid	every 2 years: S		
Coolant	every 2 years: S		
Fork oil	After the first 7500 km (4687 mi): S / every 22500 km (14000 mi): S		
Brake pads	if worn: S		
Nut, bolt, screw tightening	C	C	
Suspensions and attitude	C		C
Fuel pipes		C	every 4 years: S
<p><b>C</b> = check and clean, adjust, lubricate or change, if necessary; <b>P</b> = clean; <b>S</b> = change; <b>R</b> = adjust.  <b>Carry out the maintenance operations more frequently if you use the vehicle in rainy and dusty areas, on uneven ground or on racetracks.</b></p>			

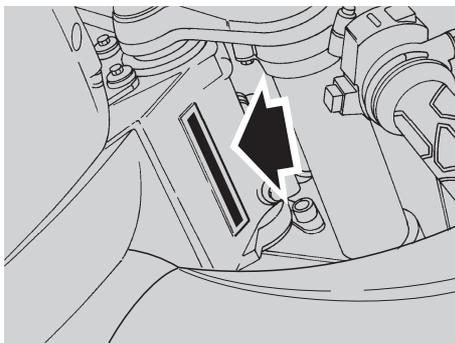


## IDENTIFICATION DATA

It is a good rule to write down the frame and engine numbers in the space provided in this manual.

The frame number can be used for the purchase of spare parts.

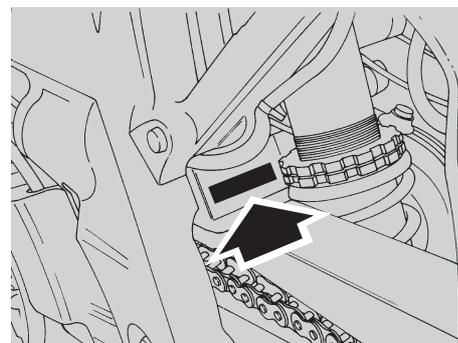
**NOTE** Do not alter the identification numbers if you do not want to incur severe penal and administrative sanctions. In particular, the alteration of the frame number results in the immediate invalidity of the guarantee.



## FRAME NUMBER

The frame number is stamped on the right side of the steering column.

Frame no. \_\_\_\_\_



## ENGINE NUMBER

The engine number is stamped on the rear part of the engine, near the pinion.

Engine no. \_\_\_\_\_

## CHECKING THE ENGINE OIL LEVEL AND TOPPING UP

Carefully read p. 39 (ENGINE OIL) and p. 51 (MAINTENANCE).

Periodically check the engine oil level, change the oil after the first 1000 km (625 mi) and successively every 7500 km (4687 mi), see p. 56 (CHANGING THE ENGINE OIL AND THE OIL FILTER).

In case of use on racetracks, change every 3750 km (2343 mi).

### TO CARRY OUT THE CHECKING:

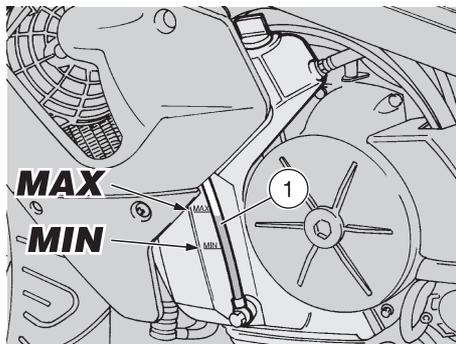
#### **⚠ CAUTION**

The engine oil level must be checked with warm engine.

If the check is carried out with cold engine, the oil level may temporarily lower below the “MIN” mark.

This is not a problem, provided that the engine oil pressure warning light LED “

- ◆ Start the engine, see p. 43 (STARTING).
- ◆ Allow the engine to idle for about 15-20 minutes, or ride the vehicle on a country road for approximately 15 km (9.5 mi).



- ◆ Stop the engine.
- ◆ Keep the vehicle in vertical position, with the two wheels resting on the ground.
- ◆ Check the oil level in the transparent pipe (1) through the appropriate slot provided on the left fairing.

**MAX** = maximum level

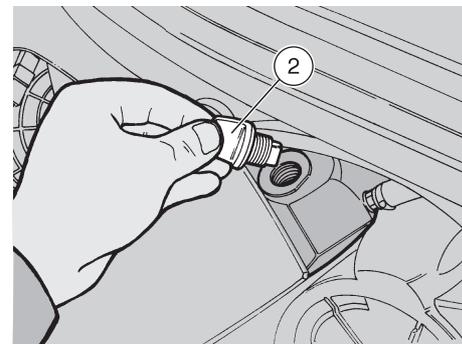
**MIN** = minimum level.

The difference between “MAX” and “MIN” amounts to approximately 460 cm<sup>3</sup>.

- ◆ The level is correct when the oil almost reaches the “MAX” mark.

#### **⚠ CAUTION**

**Never exceed the “MAX” mark, nor leave the oil below the “MIN” mark, in order to avoid serious damage to the engine.**



If necessary, top up the engine oil by proceeding as follows:

- ◆ Position the vehicle on the side stand on firm and level ground.
- ◆ Unscrew and remove the filling cap (2).

#### **⚠ CAUTION**

**Do not put additives or other substances into the oil.**

**If you use a funnel or other similar items, make sure that they are perfectly clean.**

**NOTE** Use high-quality 15W-50 oil, see p. 90 (LUBRICANT CHART).

- ◆ Top up the tank and restore the correct level, see p. 90 (LUBRICANT CHART).

## CHANGING THE ENGINE OIL AND THE OIL FILTER

### ⚠ CAUTION

The engine oil and the oil filter change operations may be difficult for unskilled operators.

If necessary, contact an **aprilia** Official Dealer.

If you want to carry them out personally, follow the instructions given below.

Carefully read p. 39 (ENGINE OIL) and p. 51 (MAINTENANCE) carefully.

Periodically check the engine oil level, see p. 55 (CHECKING THE ENGINE OIL LEVEL AND TOPPING UP) change the oil after the first 1000 km (625 mi) and successively every 7500 km (4687 mi).

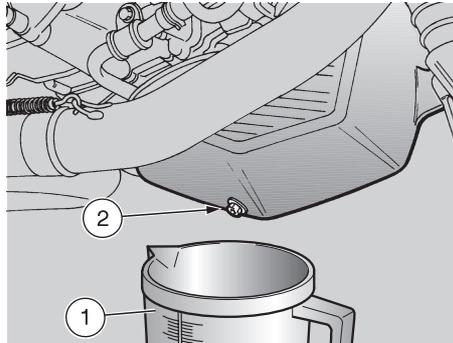
### ⚠ CAUTION

In case of use on racetracks, change every 3750 km (2343 mi).

If the vehicle is used in dusty areas, change the oil more frequently.

### CHANGING THE ENGINE OIL:

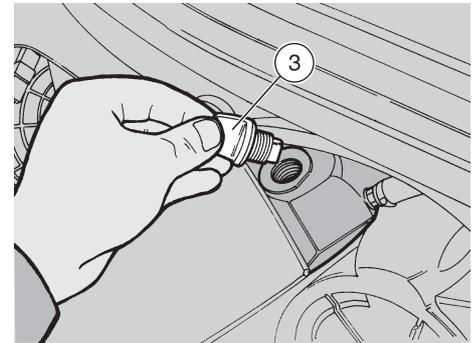
**NOTE** The oil flows out completely and without problems when it is warm and therefore more fluid: to achieve this condition, the engine should run for approximately twenty minutes.



### ⚠ CAUTION

**When warmed up, the engine contains hot oil; therefore, while carrying out the operations described here below be particularly careful, in order to avoid burns.**

- ◆ Position the vehicle on the side stand on firm and level ground.
- ◆ Position a container (1) with more than 4000 cm<sup>3</sup> capacity in correspondence with the drain plug (2) positioned on the tank.
- ◆ Unscrew and remove the drain plug (2) positioned on the tank.
- ◆ Unscrew and remove the filling cap (3).
- ◆ Drain the oil and let it drop for a few minutes inside the container (1).
- ◆ Check and if necessary replace the sealing washer of the drain plug (2) positioned on the tank.



- ◆ Screw and tighten the drain plug (2) on the tank.

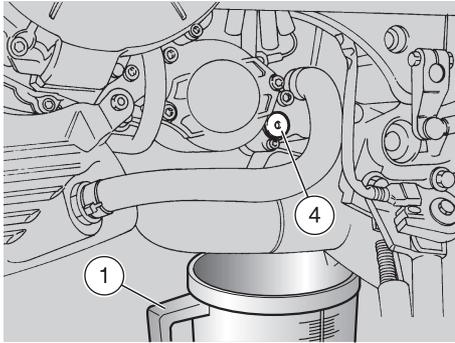
**Drain plug (2) driving torque: 15 Nm (1.5 kgm).**

- ◆ Move the container (1) and position it under the engine base, in correspondence with the drain plug positioned on the engine (4).
- ◆ Unscrew and remove the drain plug positioned on the engine (4).
- ◆ Drain the oil and let it drip inside the container (1) for a few minutes.

### ⚠ CAUTION

**Do not dispose of the oil in the environment. Put it in a sealed container and take it to the filling station where you usually buy it or to an oil salvage center.**

- ◆ Remove the metal residues from the drain plug (4) magnet.



- ◆ Screw and tighten the drain plug (4).

**Driving torque of the drain plug (4) positioned on the engine: 12 Nm (1,2 kgm).**

### CHANGING THE ENGINE OIL FILTER

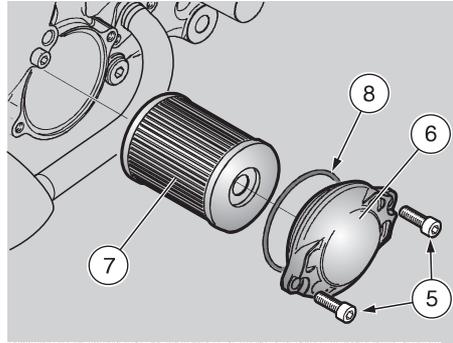
Change the engine oil filter after the first 1000 km (625 mi) and successively every 7500 km (4687 mi) (or every time you change the oil).

- ◆ Unscrew the two screws (5) and remove the cover (6).
- ◆ Remove the engine oil filter (7).

### **⚠ CAUTION**

**Do not use filters that have already been used.**

- ◆ Spread an oil film on the sealing ring (8) of the new engine oil filter.
- ◆ Fit the new engine oil filter.



- ◆ Put back the cover (6), screw and tighten the two screws (5).

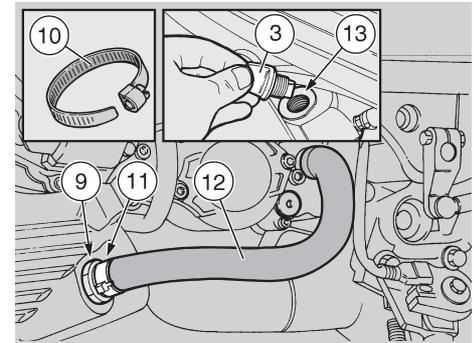
### CLEANING THE ENGINE OIL FILTER ON THE TANK

Clean the engine oil filter (9) on the tank after the first 1000 km (625 mi) and successively every 15000 km (9375 mi) (or every two engine oil changes).

**NOTE** Prepare a pipe clamp (10) to replace the original one (special type).

- ◆ Loosen the clamp (11) and disconnect the pipe (12).
- ◆ Unscrew and remove the engine oil filter (9) positioned on the tank and clean it with a jet of compressed air.
- ◆ Check the seal of the engine oil filter (9) positioned on the tank; screw and tighten it.

**Engine oil filter (9) driving torque: 30 Nm (3.0 kgm).**



- ◆ Connect the pipe (12) and tighten the new clamp (10).

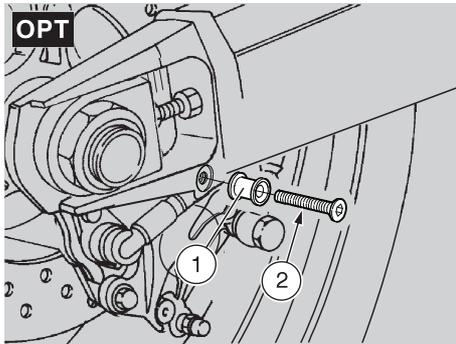
### **⚠ CAUTION**

**Do not put additives or other substances into the oil.**

**If you use a funnel or other similar items, make sure that they are perfectly clean.**

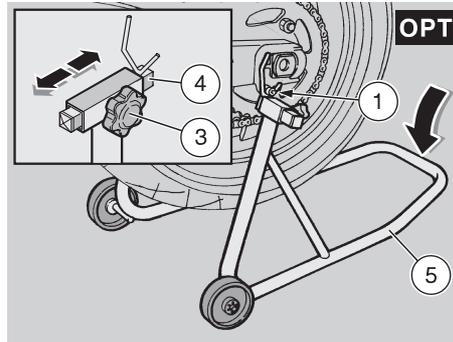
**NOTE** Use high-quality 15W-50 oil, see p. 90 (LUBRICANT CHART).

- ◆ Pour about 3500 cm<sup>3</sup> of engine oil through the filling opening (13), see p. 90 (LUBRICANT CHART).
- ◆ Tighten the filling cap (3).
- ◆ Start the engine, see p. 43 (STARTING) and let it idle for about one minute, in order to ensure the filling up of the engine oil circuit.
- ◆ Check the oil level and top up if necessary, see p. 55 (CHECKING THE ENGINE OIL LEVEL AND TOPPING UP).



### ASSEMBLING THE PINS FOR THE REAR SUPPORT STAND **OPT**

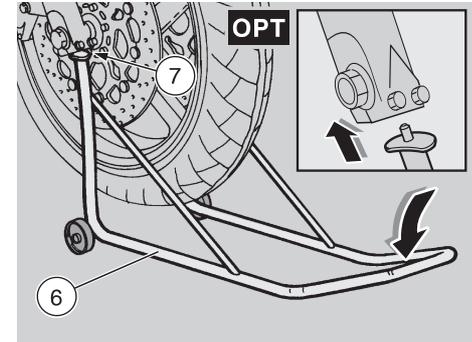
- ◆ Position the vehicle on the side stand on firm and level ground.
- ◆ ★ Position the pin (1) on the appropriate seat on the rear fork.
- ◆ ★ Screw and tighten the screw (2) in the appropriate threaded hole in the rear fork.



### POSITIONING THE VEHICLE ON THE REAR SUPPORT STAND **OPT**

**NOTE** Have someone help you keep the vehicle in vertical position with the two wheels on the ground.

- ◆ ★ Loosen the knob (3).
- ◆ ★ Move the fork support (4), positioning it so that the width corresponds to the distance between the two pins (1) on the rear fork.
- ◆ ★ Tighten the knob (3).
- ◆ ★ Make the two housings on the stand (4) coincide with the two pins (1) provided on the vehicle.
- ◆ Rest one foot on the rear part of the stand (5).
- ◆ Push the stand (5) downwards until it reaches the end of its stroke.



### POSITIONING THE VEHICLE ON THE FRONT SUPPORT STAND **OPT**

- ◆ Position the vehicle on the appropriate rear support stand, see beside (POSITIONING THE VEHICLE ON THE REAR SUPPORT STAND **OPT**).
- ◆ Insert the two ends of the stand (6) in the two holes (7) positioned on the lower ends of the front fork.
- ◆ Rest one foot on the front part of the stand (6).
- ◆ Push the stand (6) downwards until it reaches the end of its stroke.

## AIR CLEANER

Check the air cleaner every 7500 (4687 mi)km or 8 months, change it every 15000 km (9375 mi) or more frequently if the vehicle is used on dusty or wet roads.

It is possible to clean the air cleaner partially after using the vehicle on this kind of roads.

### ⚠ CAUTION

The partial cleaning of the filter does not exclude or postpone the replacement of the filter itself.

Do not start the engine if the air cleaner has been removed.

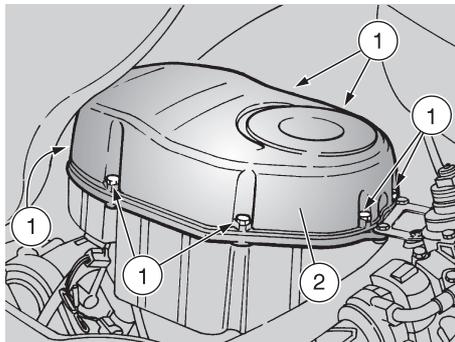
Do not clean the filtering element with petrol or solvents, since they may cause a fire in the fuel supply system, with serious danger for the persons in the vicinity and for the vehicle.

## REMOVAL

- ◆ Lift the fuel tank, see p. 66 (LIFTING THE FUEL TANK).
- ◆ Unscrew and remove the seven screws (1) that fasten the filter case cover (2).
- ◆ Remove the filter case cover (2).
- ◆ Extract the air cleaner (3).

### ⚠ CAUTION

Plug the opening with a clean cloth, in order to prevent any foreign matter to get into the suction ducts.



## PARTIAL CLEANING

### ⚠ CAUTION

Do not press or strike the metal net of the air cleaner (3).

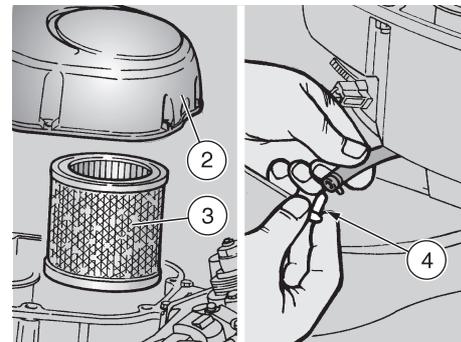
Do not use screwdrivers or alike.

- ◆ Seize the air cleaner (3) vertically and strike it more than once on a clean surface.
- ◆ If necessary, clean the air cleaner (3) with a compressed air jet (directing it from the inside towards the outside of the filter).
- ◆ Clean the outer part of the air cleaner, (3) with a cloth.

## CHANGING

### ⚠ CAUTION

Do not use filters that have already been used.



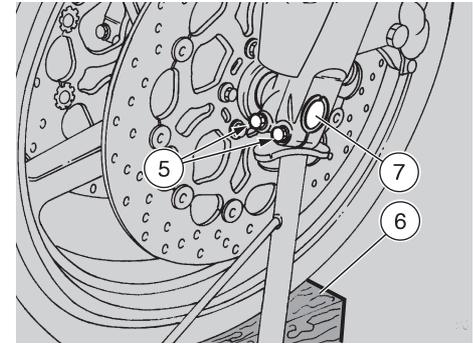
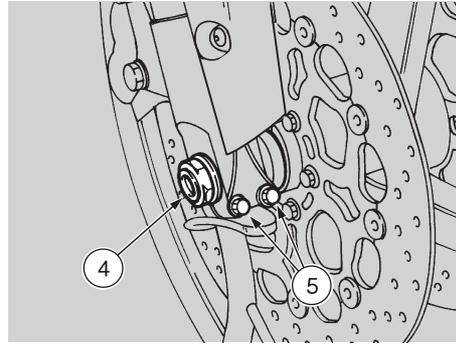
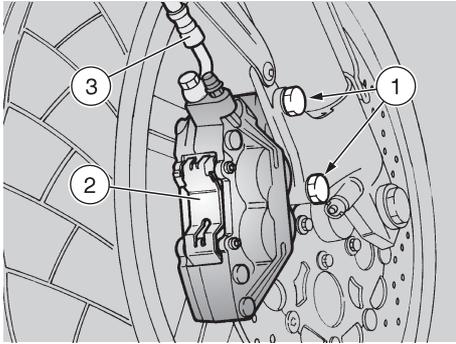
- ◆ Replace the air cleaner (3) with a new one of the same type.
- ◆ Every 7500 km (4687 mi), remove the plug (4).
- ◆ Empty its content into a container and deliver it to a salvage centre.

### ⚠ CAUTION

When cleaning the filtering element, make sure that there are no tears.

Otherwise, change the filtering element. Make sure that the filtering element is positioned correctly, in such a way as to prevent non-filtered air from entering.

Remember that the untimely wear of the piston segments and the cylinder may be caused by a faulty or incorrectly positioned filtering element.



## FRONT WHEEL

### ⚠ CAUTION

The disassembly and reassembly of the front wheel may be difficult for unskilled operators. If necessary, contact an **aprilia** Official Dealer.

If you want to perform these operations personally, keep to the following instructions.

Carefully read p. 51 (MAINTENANCE).

While disassembling and reassembling the wheel, be careful not to damage the brake pipes, the discs and the pads.

**NOTE** To remove the front wheel it is necessary to use the appropriate front and rear support stands **OPT**.

## DISASSEMBLY

- ◆ Position the vehicle on the appropriate rear support stand, see p. 58 (POSITIONING THE VEHICLE ON THE REAR SUPPORT STAND **OPT**).
- ◆ Position the vehicle on the appropriate front support stand, see p. 58 (POSITIONING THE VEHICLE ON THE FRONT SUPPORT STAND **OPT**).

### ⚠ CAUTION

Make sure that the vehicle is stable.

- ◆ Have someone keep the handlebar steady in running position, so that the steering is locked.

**Brake caliper screw (1) driving torque: 50 Nm (5 kgm).**

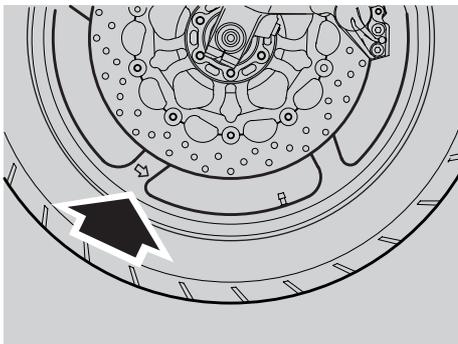
- ◆ ★ Unscrew and remove the two screws (1) that fasten the front brake caliper (2).
- ◆ ★ Withdraw the brake caliper (2) from the disc, leaving it attached to the pipe (3).

### ⚠ CAUTION

Never pull the front brake lever after removing the calipers, otherwise the pistons may go out of their seats, thus causing the outflow of the brake fluid. In this case consult your **aprilia** Official Dealer, who will carry out the proper maintenance operation.

**Wheel nut (4) driving torque: 80 Nm (8 kgm).**

- ◆ Loosen and remove the nut (4), taking the washer.
- ◆ ★ Partially unscrew the two screws (5) from the wheel pin clamp.
- ◆ Put a support (6) under the tyre, in such a way as to keep the wheel in its position after loosening it.
- ◆ Withdraw the wheel pin (7) from the left side.
- ◆ Remove the wheel withdrawing it from the front and take the left spacer ring (8) if it has come out of its seat.



## REASSEMBLY

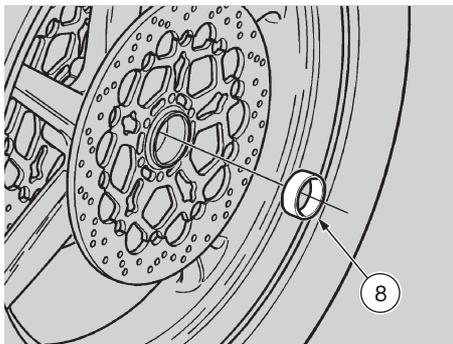
Carefully read p. 51 (MAINTENANCE).

### ⚠ CAUTION

While reassembling the wheel, be careful not to damage the brake pipes, discs and pads.

The arrow on the wheel side indicates the rotation direction. Upon reassembly, make sure that the wheel is positioned correctly: the arrow must be visible on the left side of the vehicle.

- ◆ Spread a film of lubricating grease on the whole length of the wheel pin (7), see p. 90 (LUBRICANT CHART).
- ◆ If the left spacer ring (8) has come out of its seat on the wheel during disassembly, correctly position it there.
- ◆ Position the wheel between the fork rods on the support (6).



### ⚠ WARNING

**Danger of injury.**

Do not introduce your fingers to align the holes.

- ◆ Move the wheel until its central hole and the holes on the fork are aligned.
- ◆ Introduce the wheel pin (7) completely.
- ◆ Position the washer and tighten the nut (4) manually.
- ◆ Lock the rotation of the wheel pin (7).
- ◆ Tighten the nut (4) completely.

**Wheel nut (4) driving torque:**  
80 Nm (8 kgm).

### ⚠ CAUTION

Proceed with care, in order not to damage the brake pads.

- ◆ ★ Insert the brake caliper (2) on the disc and position it so that its fastening holes and the holes on the support are aligned.

### ⚠ WARNING

Upon reassembly of the brake caliper, replace the caliper fastening screws (1) with two new screws of the same type.

- ◆ ★ Screw and tighten the two screws (1) that fasten the brake caliper.

**Brake caliper screw (1) driving torque:**  
50 Nm (5 kgm).

- ◆ With pulled front brake lever, press the handlebar repeatedly, thrusting the fork downwards. In this way the fork rods will settle properly.
- ◆ ★ Tighten the two screws (5) of the wheel pin clamp.

**Wheel pin clamp screw (5) driving torque:** 22 Nm (2,2 kgm).

- ◆ Make sure that the following components are not dirty:
  - tyre;
  - wheel;
  - brake discs.

### ⚠ WARNING

After reassembly, pull the front brake lever repeatedly and check the correct functioning of the braking system.

Check the wheel centering.

Have the driving torques, centering and balancing of the wheel checked by your **aprilia** Official Dealer, in order to avoid accidents that may be harmful for you and/or other people.



## REAR WHEEL

### ⚠ CAUTION

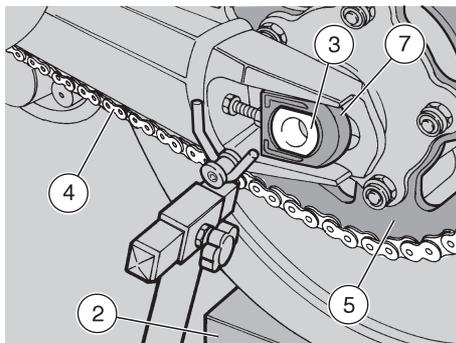
The disassembly and reassembly of the rear wheel may be difficult for unskilled operators. If necessary, contact an **aprilia** Official Dealer.

If you want to perform these operations personally, keep to the following instructions.

Carefully read p. 51 (MAINTENANCE).

Before carrying out the following operations, let the engine and the silencer cool down until they reach room temperature, in order to avoid burns.

While disassembling and reassembling the wheel, be careful not to damage the brake pipe, the disc and the pads.



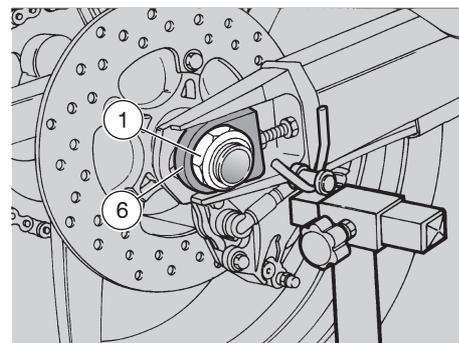
**NOTE** To remove the rear wheel it is necessary to use the appropriate rear support stand **OPT**.

### DISASSEMBLY

- ◆ Position the vehicle on the appropriate rear support stand, see p. 58 (POSITIONING THE VEHICLE ON THE REAR SUPPORT STAND **OPT**).

Wheel nut (1) driving torque:  
120 Nm (12 kgm).

- ◆ Loosen and remove the nut (1), taking the washer.
- ◆ Put a support (2) under the tyre, in such a way as to keep the wheel in its position after loosening it.
- ◆ Withdraw the wheel pin (3) from the left side.



- ◆ Make the wheel advance and release the drive chain (4) from the crown gear (5).

### ⚠ CAUTION

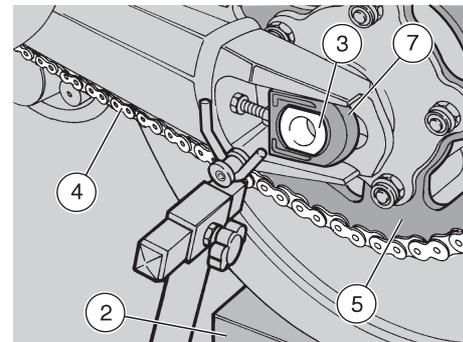
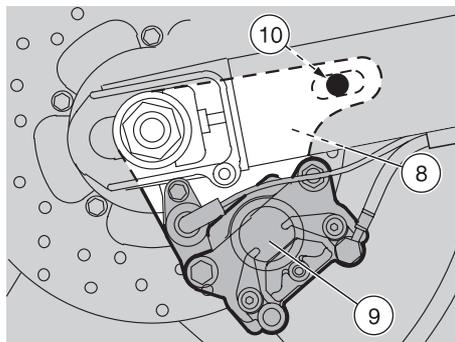
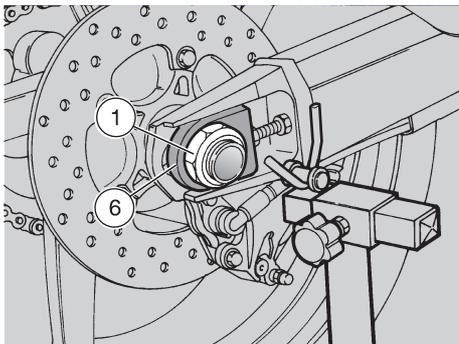
Check the position of the chain tighteners (6-7), in order to be able to reassemble them correctly.

- ◆ Remove the right (6) and left (7) chain tighteners.
- ◆ Remove the entire wheel withdrawing it from behind.

### ⚠ CAUTION

Do not operate the rear brake lever after removing the wheel, since the pins may go out of their seats and cause brake fluid leakages.

In this case consult your **aprilia** Official Dealer, who will carry out the proper maintenance operation.



## REASSEMBLY

### ⚠ CAUTION

Before proceeding with the reassembly, make sure that support plate (8) of the brake caliper (9) is positioned correctly; the plate slot must be inserted in the appropriate stop pin (10) in the inner part of the rear fork right rod.

Insert the disc in the brake caliper carefully.

- ◆ Spread a film of lubricating grease on the whole length of the wheel pin (3), see p. 90 (LUBRICANT CHART).
- ◆ Position the right (6) and left (7) chain tighteners in their seats on the rear fork arms.
- ◆ Position the wheel between the rear fork rods on the support (2).

- ◆ Make the wheel advance and position the drive chain (4) on the crown gear (5).

### ⚠ WARNING

**Danger of injury.**

Do not introduce your fingers to align the holes.

- ◆ Move the wheel backwards, until its central hole and the holes on the rear fork are aligned.
- ◆ Rotate the support plate (8), complete with brake caliper (9) and with fulcrum on the stop pin (10), until it is aligned with the holes.
- ◆ Introduce the wheel pin (3) completely from the left side.

### ⚠ CAUTION

Make sure that the wheel pin (3) is inserted completely, with the head in the appropriate seat on the left chain tightener (7).

- ◆ Position the washer and tighten the nut (1) manually.
- ◆ Check the chain tension, see p. 64 (DRIVE CHAIN).
- ◆ Tighten the nut (1).

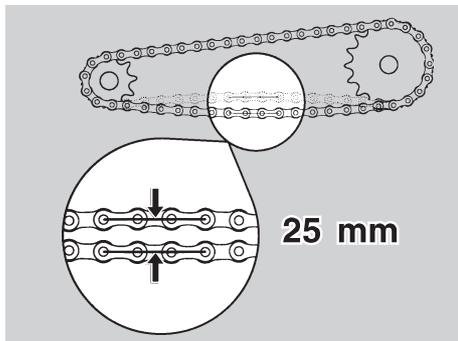
**Wheel nut (1) driving torque:  
120 Nm (12 kgm).**

- ◆ Make sure that the following components are not dirty:
  - tyre;
  - wheel;
  - brake discs.

### ⚠ CAUTION

**Check the wheel centering.**

Have the driving torques, centering and balancing of the wheel checked by your **aprilia** Official Dealer, in order to avoid accidents that may be harmful for you and/or other people.



## DRIVE CHAIN

Carefully read p. 51 (MAINTENANCE).

The vehicle is equipped with an endless chain, in which a ring link joint is not used.

### ⚠ CAUTION

An excessive slackening of the chain may cause noise or make the chain rattle, with consequent wear of the shoe and of the chain guide plate.

Periodically check the slack and adjust it if necessary, see beside (ADJUSTMENT).

To change the chain, contact an **aprilia** Official Dealer, who will ensure you prompt and accurate servicing.

Incorrect maintenance may cause the untimely wear of the chain and/or damages to the pinion and/or the crown.

### ⚠ CAUTION

Carry out the maintenance operations more frequently if you use the vehicle in difficult conditions or on dusty and/or muddy roads.

## CHECKING THE SLACK

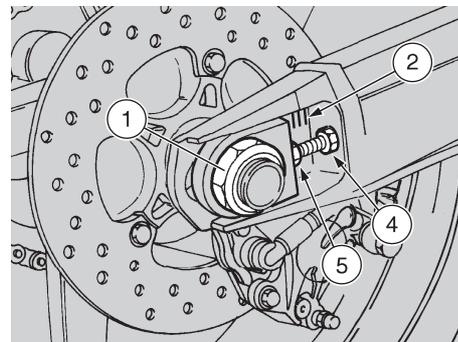
To check the slack, proceed as follows:

- ◆ Stop the engine.
- ◆ Position the vehicle on the side stand on firm and level ground.
- ◆ Position the shifting lever in neutral.
- ◆ Make sure that the vertical oscillation, in an intermediate point between pinion and crown in the lower part of the chain, is about **25 mm**.
- ◆ Move the vehicle forwards, or turn the wheel, in order to be able to check the vertical oscillation of the chain even when the wheel turns; the slack must be constant in all the rotation phases of the wheel.

### ⚠ CAUTION

If in some positions the slack is higher than in others, this means that there are crushed or seized links; in this case, contact an **aprilia** Official Dealer. To prevent the risk of seizures, lubricate the chain frequently, see p. 65 (CLEANING AND LUBRICATION).

If the slack is uniform, but higher or lower than **25 mm**, adjust it, see beside (ADJUSTMENT).



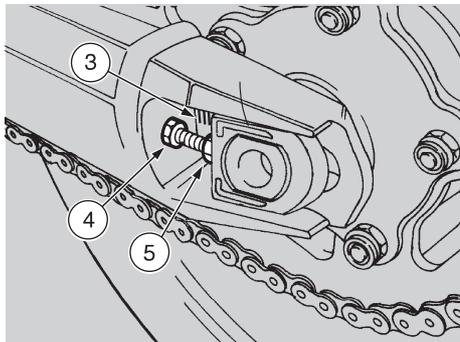
## ADJUSTMENT

**NOTE** To adjust the chain it is necessary to use the appropriate rear support stand **OPT**.

If after the check it is necessary to adjust the chain tension, proceed as follows:

- ◆ Position the vehicle on the appropriate rear support stand, see p. 58 (POSITIONING THE VEHICLE ON THE REAR SUPPORT STAND **OPT**).
- ◆ Loosen the nut (1) completely.

**NOTE** For the wheel centering fixed reference marks (2-3) are provided, which can be seen inside the chain tightener seats on the rear fork arms, before the wheel pin.



- ◆ Loosen the two lock nuts (4).
- ◆ Act on the adjusters (5) and adjust the chain slack, making sure that the reference marks (2-3) are correctly positioned on both sides of the vehicle.
- ◆ Tighten the two lock nuts (4).
- ◆ Tighten the nut (1).

**Wheel nut driving torque (1):  
120 Nm (12 kgm).**

- ◆ Check the chain slack, see p. 64 (CHECKING THE SLACK).

### CHECKING THE WEAR OF CHAIN, PINION AND CROWN

Further, check the chain and sprockets and make sure that they do not present:

- damaged rollers;
- loose pins;
- dry, rusty, crushed or seized links;
- excessive wear;
- lacking O rings;
- sprocket or teeth excessively worn or damaged.

### ⚠ CAUTION

**If the chain rollers are damaged, the pins are loose and/or the O rings are damaged or lacking, it is necessary to change the whole chain unit (both sprockets and chain).**

**Lubricate the chain frequently, especially if there are dry or rusty parts. The crushed or seized links must be lubricated and made work again.**

**If this is not possible, contact an **aprilia** Official Dealer, who will provide for changing the chain.**

- ◆ Finally, check the wear of the rear fork protection shoe.

### CLEANING AND LUBRICATION

### ⚠ CAUTION

**The drive chain is provided with O rings among the links, in order to keep the grease inside them.**

**Carry out the adjustment, lubrication, cleaning and change of the chain with great care.**

Never wash the chain with water jets, steam jets, high-pressure water jets and highly inflammable solvents.

- ◆ Wash the chain with naphtha or kerosene. If it tends to rust quickly, intensify the maintenance intervals.

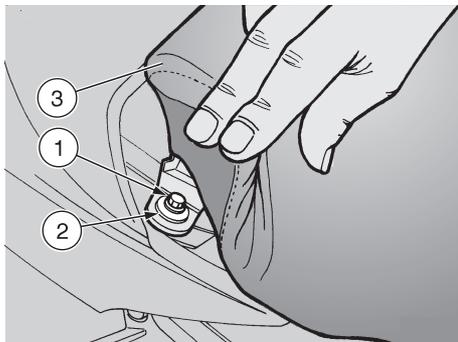
Lubricate the chain every 1000 km (625 mi) or whenever necessary.

- ◆ After washing the chain and letting it dry, lubricate it with spray grease for chains provided with sealing rings, see p. 90 (LUBRICANT CHART).

### ⚠ CAUTION

**The lubricants for chains available on the market can contain substances that are dangerous for the rubber sealing rings of the chain.**

**NOTE** Do not use the vehicle soon after lubricating the chain, since due to the centrifugal force the lubricant would be sprayed outwards and dirty the surrounding areas.



## REMOVING THE RIDER SADDLE

- ◆ Position the vehicle on the side stand on firm and level ground.
- ◆ ★ Partially raise the rear side edge of the saddle.
- ◆ ★ Unscrew and remove the screw (1) and take the bushing (2).

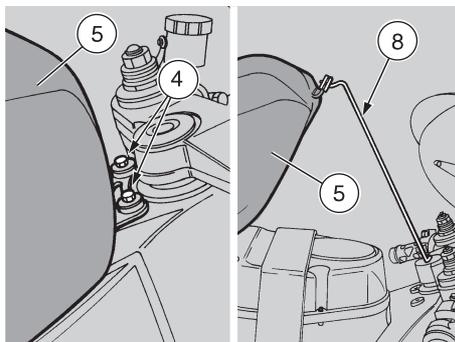
**Screw (1) driving torque:**  
12 Nm (1.2 kgm).

- ◆ Raise and remove the saddle (3).

**NOTE** Upon reassembly, insert the front tang of the saddle in the appropriate seat.

## ⚠ CAUTION

Before leaving, make sure that the saddle (3) is properly positioned and locked.



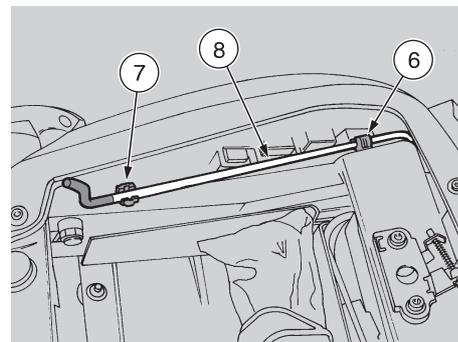
## LIFTING THE FUEL TANK

Carefully read p. 30 (FUEL) and p. 51 (MAINTENANCE).

## ⚠ WARNING

**Risk of fire.**  
Wait until the engine and the exhaust silencer have completely cooled down. Fuel vapours are noxious for your health.  
Before proceeding, make sure that the room in which you are working is properly ventilated.  
Do not inhale fuel vapours.  
Do not smoke and do not use naked flames.

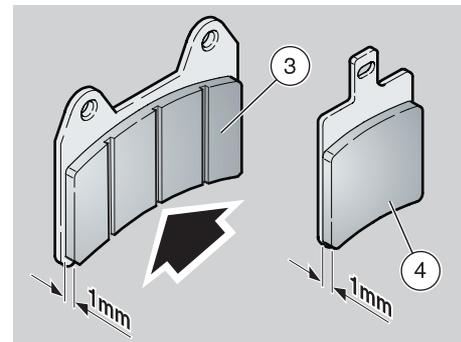
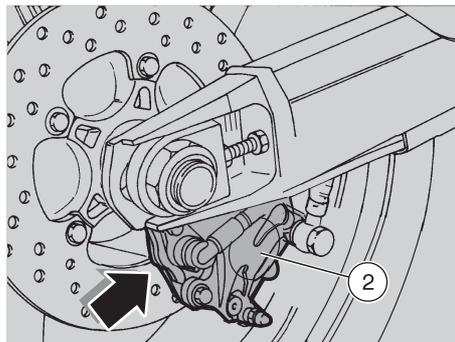
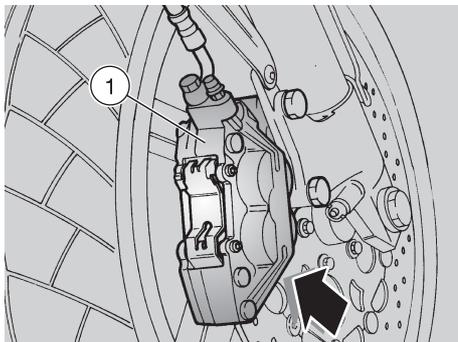
**DO NOT DISPOSE OF FUEL IN THE ENVIRONMENT.**



- ◆ Remove the passenger seat, see p. 27 (UNLOCKING / LOCKING THE PASSENGER SEAT).
- ◆ Remove the rider saddle, see beside (REMOVING THE RIDER SADDLE).
- ◆ Turn the handlebar in such a way as to position the front wheel straight, in the travel direction.
- ◆ Unscrew and remove the two screws (4) that fasten the front part of the fuel tank (5).
- ◆ Remove the fuel tank support rod (8) from the relevant anchorage seats (6-7).

**NOTE** The rubber-covered end of the stick (8) must be introduced in the central hole of the steering pin.

- ◆ Lift the front part of the fuel tank (5) and introduce the rod (8) as indicated in the figure.



## CHECKING THE BRAKE PAD WEAR

Carefully read p. 31 (BRAKE FLUID - recommendations), (DISC BRAKES) and p. 51 (MAINTENANCE).

**NOTE** The following information refer to a single braking system, but are valid for both.

Check the brake pad wear every 7500 km (4687 mi) and before every trip.

The wear of the disc brake pads depends on the use, on the kind of drive and on the road.

### **⚠ WARNING**

Check the wear of the brake pads, especially before every trip.

To carry out a rapid checking of the wear of the pads, proceed as follows:

- ◆ Position the vehicle on the side stand on firm and level ground.
- ◆ Carry out a visual check between the disc and the pads, proceeding:
  - from below, on the front part, for the front brake calipers (1);
  - from below, on the rear part, for the rear brake caliper (2).

### **⚠ CAUTION**

The excessive wear of the friction material would cause the contact of the pad metal support with the disc, with consequent metallic noise and production of sparks from the caliper; braking efficiency, safety and soundness of the disc would thus be negatively affected.

- ◆ If the thickness of the friction material (even of one pad only) has reduced to about 1 mm (or if even only one of the wear indicators is not visible any longer), change both pads.
  - Front pad (3).
  - Rear pad (4).

**NOTE** Have the pads changed by your **aprilia** Official Dealer.

## INSPECTING THE FRONT AND REAR SUSPENSIONS

Carefully read p. 51 (MAINTENANCE).

**NOTE** Have the front fork oil changed by an **aprilia** Official Dealer, who will ensure you prompt and accurate servicing.

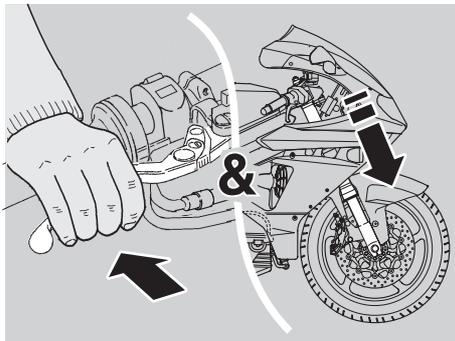
Have the front fork oil changed after the first 7500 km (4687 mi) and successively every 22500 km (14000 mi).

Every 7500 km (4687 mi), carry out the following checking operations:

- ◆ With pulled front brake lever, press the handlebar repeatedly, thrusting the fork downwards.  
The stroke must be gentle and there must be no trace of oil on the rods.
- ◆ Check the fastening of all the components and the functionality of the front and rear suspension joints.

### **⚠ CAUTION**

If you notice irregularities in the operation or if the help of a qualified technician is necessary, contact your **aprilia** Official Dealer.



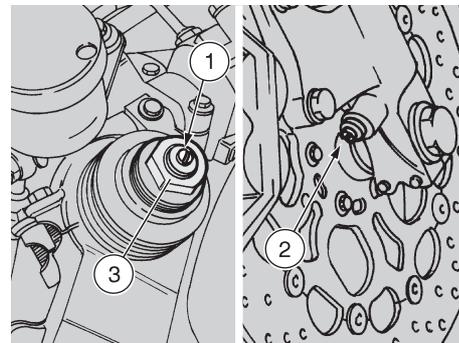
## FRONT SUSPENSION

The front suspension consists of an hydraulic fork connected to the steering column by means of two plates.

For the setting of the vehicle attitude, each rod of the fork is provided with an upper screw (1) for the adjustment of the hydraulic braking with extended shock absorber, a lower screw (2) for the adjustment of the hydraulic braking with compressed shock absorber and an upper nut (3) for the adjustment of the spring preload.

**NOTE** It is possible to adjust the attitude of the vehicle, by changing the height of its front part.

For this type of adjustment, contact an **aprilia** Official Dealer.



## ADJUSTING THE FRONT FORK

The standard setting of the front fork is such as to satisfy most driving conditions at low and high speed, either with reduced load and full load.

However, it is also possible to adjust the setting according to the intended use of the vehicle.

## **⚠ CAUTION**

For the adjustment, always start from the most rigid setting (adjuster completely rotated clockwise).

Do not force the rotation of the adjusters (1-2) beyond the end of stroke in both directions, in order to avoid any damage.

Use the notches (1-2) provided on the adjusters as reference marks for the adjustment of the hydraulic braking with compressed and extended shock absorber.

Give the adjusters (1-2) 1/8 turn at a time and turn the adjusting nut (3) one notch at a time. Test the vehicle repeatedly on the road, until obtaining the optimal adjustment.

Set the same spring preload and hydraulic braking for both rods: a different setting of the rods decreases the stability of the vehicle while riding.

When the spring preload is increased, it is necessary to increase also the hydraulic braking, in order to avoid sudden jerks while riding.

<b>Upper screw adjusters (1) (2.25 turns in total)</b>	<b>By rotating them clockwise (H)</b>	<b>By rotating them anticlockwise (S)</b>
<b>Function</b>	Increase of the hydraulic braking with extended shock absorber	Decrease of the hydraulic braking with extended shock absorber
<b>Recommended kind of road</b>	Smooth or normal roads	Roads with uneven surface
<b>Notes</b>	Rider and passenger	Solo rider
<b>Standard adjustment</b>	From end of stroke (completely closed), give 1.5 anticlockwise turns (opening).	

<b>Lower screw adjusters (2) (2 turns in total)</b>	<b>By rotating them clockwise (H)</b>	<b>By rotating them anticlockwise (S)</b>
<b>Function</b>	Increase of the hydraulic braking with compressed shock absorber	Decrease of the hydraulic braking with compressed shock absorber
<b>Recommended kind of road</b>	Smooth or normal roads	Roads with uneven surface
<b>Notes</b>	Rider and passenger	Solo rider
<b>Standard adjustment</b>	From end of stroke (completely closed), give 1.5 anticlockwise turns (opening).	

<b>Upper adjusting nuts (3) (8 notches in total)</b>	<b>By rotating them clockwise (screwing)</b>	<b>By rotating them anticlockwise (unscrewing)</b>
<b>Function</b>	Spring preload increase	Spring preload decrease
<b>Attitude</b>	The vehicle is more rigid	The vehicle is less rigid
<b>Recommended kind of road</b>	Smooth or normal roads	Roads with uneven surface
<b>Notes</b>	Rider and passenger	Solo rider
<b>Standard adjustment</b>	From end of stroke (completely closed), turn the adjusting nut 5 notches anticlockwise (opening).	

## REAR SUSPENSION

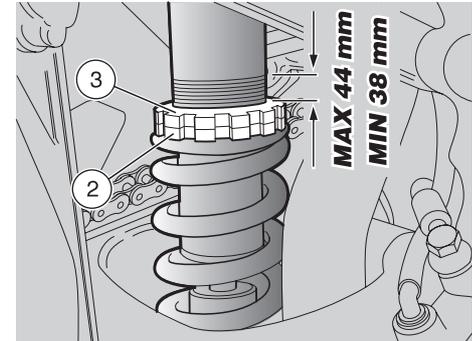
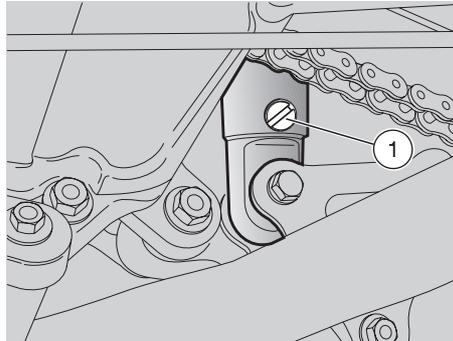
The rear suspension consists of a spring-shock absorber unit, fixed to the frame by means of silent-blocks and to the rear fork by means of lever systems.

For the setting of the vehicle attitude, the shock absorber is provided with a screw adjuster (1) for the adjustment of the hydraulic braking with extended shock absorber, a ring nut for the adjustment of the spring preload (2) and a locking ring nut (3).

### ADJUSTING THE REAR SHOCK ABSORBER

The standard setting of the rear shock absorber is such as to satisfy most driving conditions at low and high speed, either with reduced load and full load.

However, it is also possible to adjust the setting according to the intended use of the vehicle.



### ⚠ CAUTION

**For the adjustment, always start from the most rigid setting. Do not rotate the screw adjuster (1) beyond its limit position, to avoid damaging the thread.**

**Make sure that the screw adjuster (1) always snaps and is not in any intermediate position.**

**The adjusting ring nut must not be screwed for more than 44 mm from the beginning of the thread (see figure).**

**MIN = 38 mm  
MAX = 44 mm**

**If this measure is exceeded, even the slightest unevenness on the road surface will cause sudden jerks and it will be useless to adjust the screw (1).**

- ◆ Slightly unscrew the locking ring nut (3) by means of the appropriate spanner.
- ◆ Act on the adjusting ring nut (2) (shock absorber spring preload adjustment) (see figure).
- ◆ If necessary, adjust the screw (1) (adjustment of the hydraulic braking with extended shock absorber) (see table).
- ◆ Once the optimal attitude has been obtained, tighten the locking ring nut (3) completely.

## CAUTION

Adjust the spring preload and the hydraulic braking with extended shock absorber according to the conditions of use of the vehicle.

When the spring preload is increased, it is necessary to increase also the hydraulic braking with extended shock absorber, in order to avoid sudden jerks while riding.

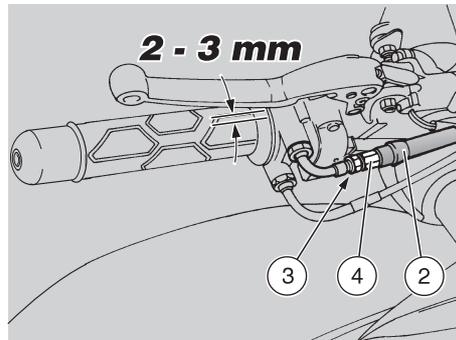
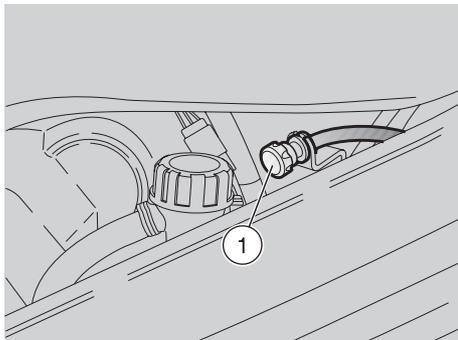
If the vehicle attitude is set for full-load riding, it is advisable not to rotate the screw (1) leftwards (anticlockwise), in order to avoid sudden jerks while riding. If necessary, contact an **aprilia** Official Dealer.

Gradually turn the screw (1) adjuster giving 2-3 clicks per time, and the adjusting ring (2) giving one turn per time.

Test the vehicle repeatedly on the road, until obtaining the optimal adjustment.

Screw adjuster (1) (27 clicks)	By rotating it clockwise (H)	By rotating it anticlockwise (S)
Function	Increase of the hydraulic braking with extended shock absorber	Decrease of the hydraulic braking with extended shock absorber
Recommended kind of road	Smooth or normal roads	Roads with uneven surface
Notes	Rider and passenger	Solo rider
Standard adjustment	From end of stroke (completely closed), turn the screw adjuster 15 clicks anticlockwise (opening).	

Adjusting ring nut (2)	By screwing it	By unscrewing it
Function	Spring preload increase	Spring preload decrease
Attitude	The vehicle is more rigid	The vehicle is less rigid
Recommended kind of road	Smooth or normal roads	Roads with uneven surface
Notes	Rider and passenger	Solo rider



## IDLING ADJUSTMENT

### Carefully read p. 51 (MAINTENANCE).

Adjust the idling every time it is irregular.

To carry out this operation, proceed as follows:

- ◆ Ride for a few miles until reaching the normal running temperature, see p. 17 (Coolant temperature indicator “ $\text{H}$ ”).
- ◆ Position the gear lever in neutral (green warning light “N” on).
- ◆ Check the engine idling rpm on the revolution counter.

The engine idling speed must be about  $1250 \pm 100$  rpm.

If necessary:

- ◆ Turn the adjusting knob (1).  
BY SCREWING IT (clockwise), you increase the rpm.  
BY UNSCREWING IT (anticlockwise), you decrease the rpm.
- ◆ Twist the throttle grip, accelerating and decelerating a few times to make sure that it functions correctly and to check if the idling speed is constant.

**NOTE** If necessary, contact your **aprilia** Official Dealer.

## ADJUSTING THE ACCELERATOR CONTROL

Carefully read p. 51 (MAINTENANCE).

The idle stroke of the throttle grip must be **2 – 3 mm**, measured on the edge of the grip itself.

If this is not the case, proceed as follows:

- ◆ Position the vehicle on the side stand on firm and level ground.
- ◆ Withdraw the protection element (2).
- ◆ Loosen the lock nut (3).
- ◆ Rotate the adjuster (4) in such a way as to restore the prescribed value.
- ◆ After the adjustment, tighten the lock nut (3) and check the idle stroke again.
- ◆ Put back the protection element (2).

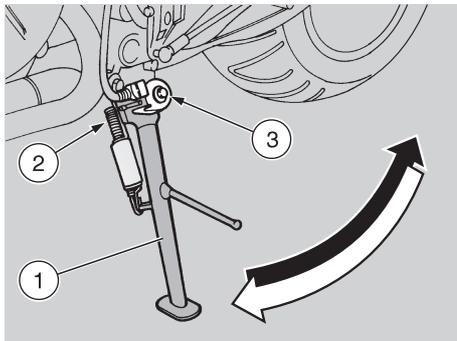
### ⚠ CAUTION

After the adjustment, make sure that the rotation of the handlebar does not modify the engine idling rpm and that the throttle grip returns smoothly and automatically to its original position after being released.

## ADJUSTING THE COLD START CONTROL (| \ |)

### ⚠ CAUTION

The operations necessary to adjust the cold start control “| \ |” require specific skills and therefore should be carried out by an **aprilia** Official Dealer.



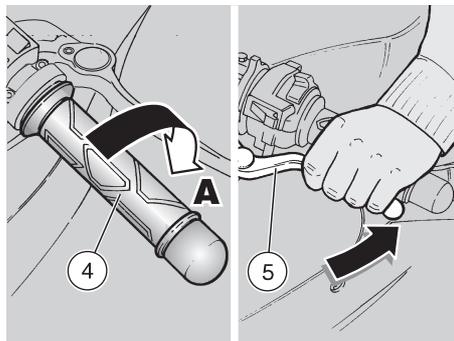
## CHECKING THE SIDE STAND AND THE SAFETY SWITCH

Carefully read p. 51 (MAINTENANCE) and p. 78 (CHECKING THE SWITCHES).

The side stand (1) must rotate without hindrances.

Carry out the following checks:

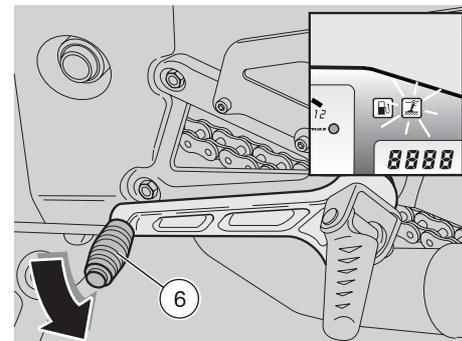
- ◆ The springs (2) must not be damaged, worn, rusty or weakened.
- ◆ The side stand must rotate freely, if necessary grease the joint, see p. 90 (LUBRICANT CHART).



The side stand (1) is provided with a safety switch (3) that has the function to prevent or interrupt the operation of the engine with the gears on and the side stand (1) down.

To check the proper functioning of the safety switch (3), proceed as follows:

- ◆ Seat on the vehicle in driving position.
- ◆ Fold the side stand (1).
- ◆ Start the engine, see p. 43 (STARTING).
- ◆ With released throttle grip (4) (Pos. A) and engine idling, pull the clutch lever (5) completely.



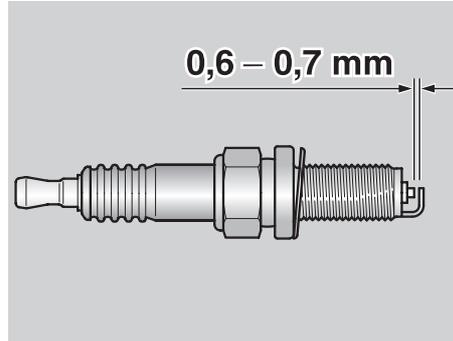
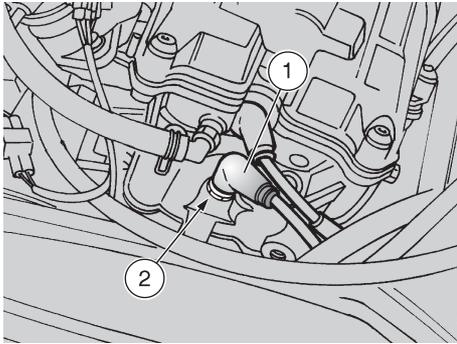
- ◆ Engage the first gear, pushing the shifting lever (6) downwards.
- ◆ Lower the side stand (1), thus operating the safety switch (3).

At this point:

- the engine must stop;
- the “side stand down” warning light  must come on.

## CAUTION

**If the engine does not stop, contact an Aprilia Official Dealer.**



## SPARK PLUGS

### Carefully read p. 51 (MAINTENANCE).

Check the spark plugs every 7500 km (4687 mi), change them every 15000 km (9375 mi).

In case of use on racetracks, change the spark plugs every 3750 km (2343 mi).

Periodically remove the spark plugs and clean them carefully, removing carbon deposits; change them if necessary.

To reach the spark plugs:

- ◆ Lift the fuel tank, see p. 66 (LIFTING THE FUEL TANK).

**NOTE** The vehicle is equipped with two spark plugs per cylinder. The following operations refer to one spark plug only, but are valid for both.

To remove and clean the spark plug, proceed as follows:

- ◆ Remove the cap (1) of the spark plug (2).
- ◆ Remove any trace of dirt from the spark plug base.
- ◆ Introduce the special spanner provided in the tool kit on the spark plug.
- ◆ Insert the 13 mm fork spanner provided in the tool kit in the hexagonal seat of the spark plug spanner.
- ◆ Unscrew the spark plug and extract it from its seat, taking care to prevent dust or other substances from getting inside the cylinder.
- ◆ Make sure that there are neither carbon deposits, nor corrosion marks on the electrode and on the central porcelain part; if necessary, clean them with the special cleaners for spark plugs, with an iron wire and/or a metal brush.
- ◆ Energetically blow some air, in order to prevent the removed residues from getting into the engine.

If the spark plug has crackings on the insulating material, corroded electrodes or excessive deposits, it must be changed.

- ◆ Check the spark plug gap with a thickness gauge.  
The gap must be **0.6 – 0.7 mm**; if necessary adjust it, carefully bending the earth electrode.
- ◆ Make sure that the washer is in good conditions.
- ◆ Position the spark plug in its seat.
- ◆ Screw the spark plug manually, using the spanner provided in the tool kit.
- ◆ Tighten the spark plug by means of the spanner you will find in the tool kit, giving it half a turn to compress the washer.

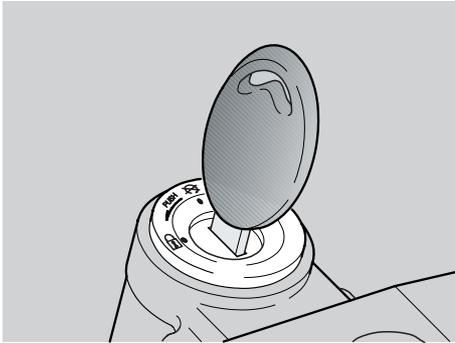
**Spark plug driving torque:**  
**20 Nm (2 kgm).**

## ⚠ CAUTION

**The spark plug must be well tightened, otherwise the engine may overheat and be seriously damaged.**

**Use the recommended type of spark plugs only, see p. 87 (TECHNICAL DATA), in order not to compromise the life and performance of the engine.**

- ◆ Position the spark plug cap (1) properly, so that it does not come off due to the vibrations of the engine.
- ◆ Put back the fuel tank, see p. 66 (LIFTING THE FUEL TANK).



## BATTERY

Carefully read p. 51 (MAINTENANCE).

### WARNING

Risk of fire.

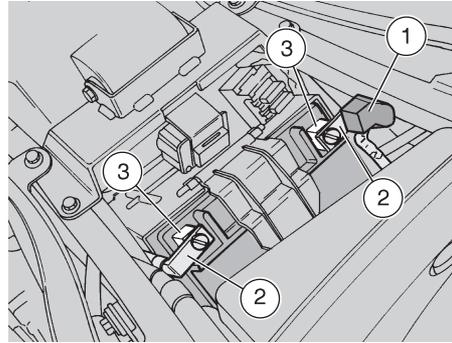
Keep fuel and other flammable substances away from the electrical components.

Never invert the connection of the battery cables.

Connect and disconnect the battery with the ignition switch in position “”, otherwise some components may be damaged.

Connect first the positive cable (+) and then the negative cable (-).

Disconnect following the reverse order.

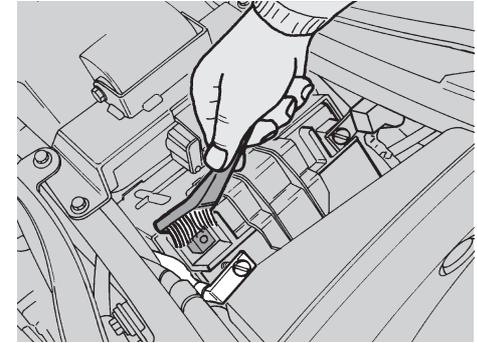


**NOTE** This vehicle is provided with a maintenance-free battery and no operation is necessary, excepting occasional checks and the recharge when required.

## CHECKING AND CLEANING THE TERMINALS

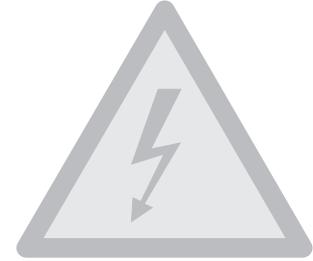
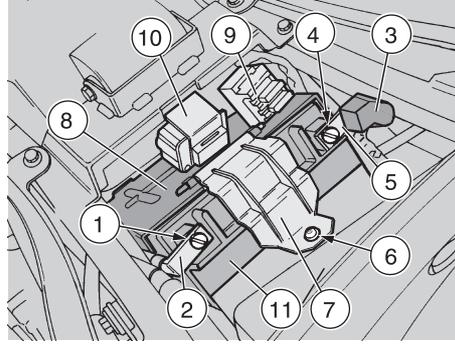
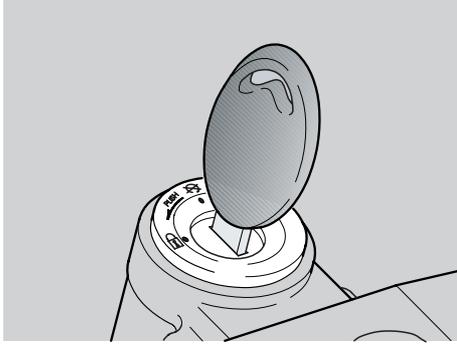
Carefully read beside (BATTERY).

- ◆ Make sure that the ignition switch is in position “”.
- ◆ Remove the rider saddle, see p. 66 (REMOVING THE RIDER SADDLE).
- ◆ Remove the red protection element (1).
- ◆ Make sure that the cable terminals (2) and the battery terminals (3) are:
  - in good conditions (and not corroded or covered with deposits);
  - covered with neutral grease or Vaseline.



If necessary:

- ◆ Disconnect first the negative (-) and then the positive cable (+).
- ◆ Brush with a wire brush to eliminate any sign of corrosion.
- ◆ Reconnect first the positive (+) and then the negative cable (-).
- ◆ Cover the terminals of the cables and of the battery with neutral grease or Vaseline.
- ◆ Put back the saddle, see p. 66 (REMOVING THE RIDER SADDLE).



## REMOVING THE BATTERY

### ⚠ CAUTION

To remove the battery it is necessary to set to zero the digital clock and the red line setting. To reset these functions, see p. 18 (MULTIFUNCTION COMPUTER).

Carefully read p. 75 (BATTERY).

- ◆ Make sure that the ignition switch is in position "⊗".
- ◆ Remove the rider saddle, see p. 66 (REMOVING THE RIDER SADDLE).
- ◆ Unscrew and remove the screw (1) on the negative terminal (-).
- ◆ Move the negative cable (2) sideways.
- ◆ Remove the red protection element (3).
- ◆ Unscrew and remove the screw (4) on the positive terminal (+).

- ◆ Move the positive cable (5) sideways.
- ◆ Unscrew and remove the screw (6).
- ◆ Rotate the bracket (7) that locks the battery upwards.

**NOTE** To remove the battery cover (8) it is not necessary to remove the fuses (9) and the fall sensor (10) or to disconnect the relevant electric connectors.

### ⚠ CAUTION

**Upon removal of the battery cover (8), proceed with care without forcing the electric cables; the fuses (9) and the fall sensor (10) remain connected to the electric cables.**

- ◆ Move the battery cover (8), complete with bracket (7), fuses (9) and fall sensor (10), forward and withdraw it from above.

- ◆ Fold the battery cover (8) and position it laterally.
- ◆ Seize the battery (11) firmly and remove it from its compartment by lifting it.

### ⚠ WARNING

**Once it has been removed, the battery must be stored in a safe place and kept away from children.**

- ◆ Position the battery on a flat surface, in a cool and dry place.

### ⚠ WARNING

**Upon reassembly, connect first the positive cable (+) and then the negative cable (-).**

- ◆ Put back the rider saddle, see p. 66 (REMOVING THE RIDER SADDLE).

## RECHARGING THE BATTERY

Carefully read p. 75 (BATTERY).

### ⚠ CAUTION

Do not remove the battery plugs: without plugs the battery may be damaged.

- ◆ Remove the battery, see p. 76 (REMOVING THE BATTERY).
- ◆ Prepare an appropriate battery charger.
- ◆ Set the charger for the desired type of recharge (see table)
- ◆ Connect the battery with a battery charger.

### ⚠ WARNING

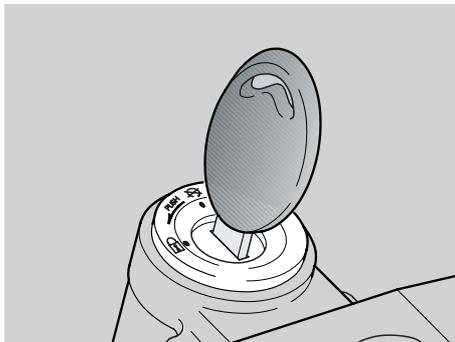
During the recharging or the use, make sure that the room is properly ventilated and avoid inhaling the gases released during the recharging.

- ◆ Switch on the battery charger.

Recharge	Voltage (amp)	Time (hours)
Normal	1.2	8 – 10
Quick	12	0.5

### ⚠ WARNING

Reassemble the battery only 5/10 minutes after disconnecting the recharge apparatus, since the battery continues to produce gas for a short lapse of time.



## INSTALLING THE BATTERY

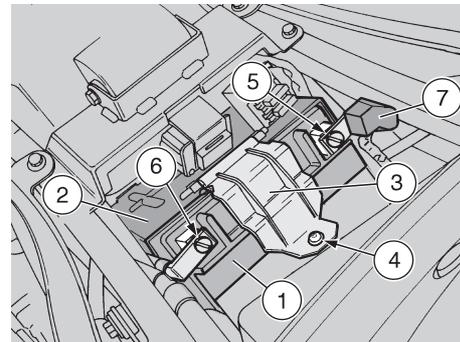
Carefully read p. 75 (BATTERY).

- ◆ Make sure that the ignition switch is in position "⊗".
- ◆ Remove the rider saddle, see p. 66 (REMOVING THE RIDER SADDLE).

**NOTE** The battery (1) must be positioned in its compartment with the terminals facing upwards.

- ◆ Put the battery (1) in its compartment.

**NOTE** Upon reassembly of the battery cover (2), correctly insert the two lower tangs in the appropriate seats; connectors and electric cables must be positioned in such a way as to avoid any crushing.



- ◆ Put back the battery cover.
- ◆ Put back the bracket (3) that locks the battery.
- ◆ Screw and tighten the screw (4).

### ⚠ WARNING

Upon reassembly, connect first the positive cable (+) and then the negative cable (-).

- ◆ Connect the positive terminal (+) by means of the screw (5).
- ◆ Connect the negative terminal (-) by means of the screw (6).
- ◆ Put back the red protection element (7).

## LONG INACTIVITY OF THE BATTERY

### ⚠ CAUTION

If the vehicle remains unused for more than twenty days, disconnect the 30A fuses, in order to avoid the deterioration of the battery caused by the current consumption due to the multifunction computer.

**NOTE** The removal of the 30A fuses requires the setting to zero of the following functions: digital clock and red line setting. To reset these functions, see p. 18 (MULTIFUNCTION COMPUTER).

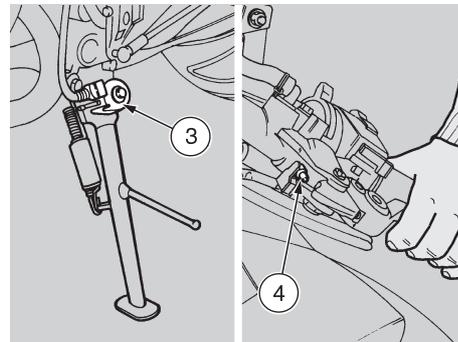
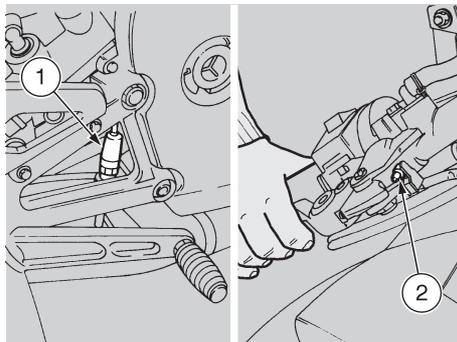
If the vehicle remains unused for more than fifteen days, it is necessary to recharge the battery, in order to prevent its sulphation, see p. 77 (RECHARGING THE BATTERY).

◆ Remove the battery, see p. 76 (REMOVING THE BATTERY) and put it in a cool and dry place.

It is important to check the charge periodically (about once a month), during the winter or when the vehicle remains unused, in order to prevent the deterioration of the battery.

◆ Recharge it completely with a normal charge, see p. 77 (RECHARGING THE BATTERY).

If the battery remains on the vehicle, disconnect the cables from the terminals.



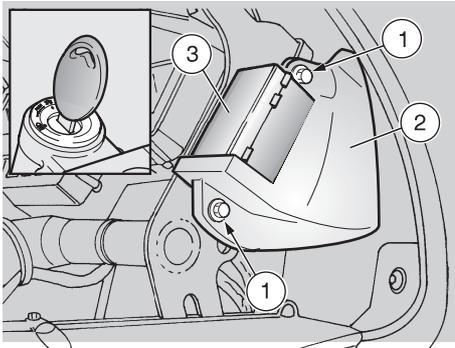
## CHECKING THE SWITCHES

Carefully read p. 51 (MAINTENANCE).

The vehicle is provided with four switches:

- 1) Stoplight switch on the rear brake control lever;
- 2) Stoplight switch on the front brake control lever;
- 3) Safety switch on the side stand;
- 4) Switch on the clutch control lever.

- ◆ Make sure that there are no dirt or mud deposits on the switch; the pin must be able to move without interferences, returning automatically to its initial position.
- ◆ Make sure that the cables are connected correctly.



## CHANGING THE FUSES

Carefully read p. 51 (MAINTENANCE).

### ⚠ CAUTION

Do not repair faulty fuses.

Never use fuses different from the recommended ones.

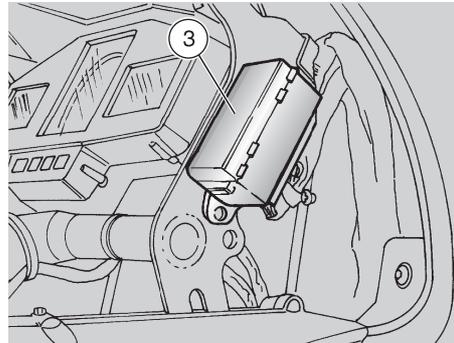
The use of unsuitable fuses may cause damages to the electric system or, in case of short circuit, even a fire.

**NOTE** If a fuse blows frequently, there probably is a short circuit or an overload in the electric system.

In this case it is advisable to consult an **aprilia** Official Dealer.

If an electric component does not work or works irregularly, or if the vehicle fails to start, it is necessary to check the fuses.

Check first the 15A secondary fuses and then the 30A primary fuses.



For the check:

- ◆ Turn the ignition switch to position "⊗", to avoid any accidental short circuit.

**NOTE** The screws (1) fasten the wiring guard (2) and also the secondary fuse casing (3).

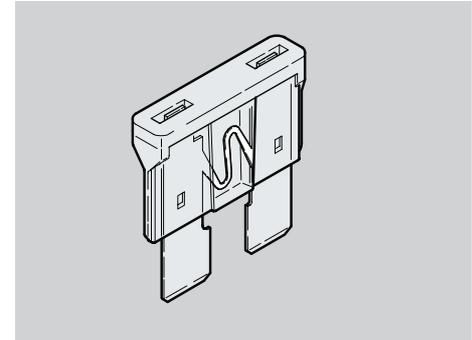
Upon reassembly, make sure that the components are positioned correctly.

- ◆ Unscrew and remove the screws (1).
- ◆ Remove the wiring guard (2).
- ◆ Keep the secondary fuse casing (3) in the correct position.

### ⚠ CAUTION

Upon reassembly, correctly position the electric cables inside the wiring guard (2), in such a way as to avoid any crushing.

- ◆ Open the cover of the box (3) containing the secondary fuses.

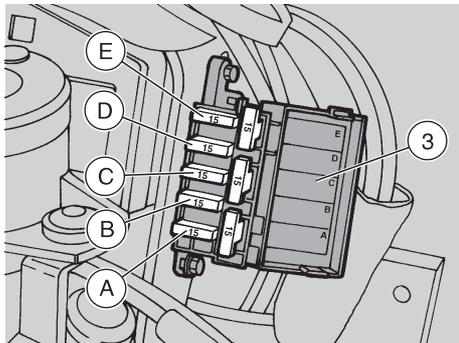


- ◆ Extract the fuses one by one and check if the filament is broken, (see figure).
- ◆ Before replacing a fuse, try to find out the cause of the trouble, if possible.
- ◆ Replace the damaged fuse with a new one having the same amperage.

**NOTE** If you use one of the spare fuses, put a new fuse in the proper seat.

- ◆ Remove the rider saddle, see p. 66 (REMOVING THE RIDER SADDLE).
- ◆ Carry out the operations previously described for the secondary fuses also for the main fuses.

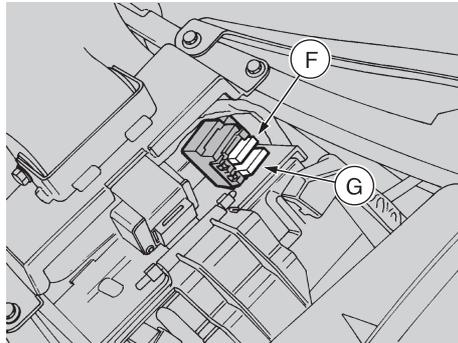
**NOTE** By removing the 30A fuse, you set the digital clock and the red line to zero. To reset these functions, see p. 18 (MULTI-FUNCTION COMPUTER).



### ARRANGEMENT OF THE 15A SECONDARY FUSES

- A) From voltage regulator to:  
high beam relay, low beam relay.
- B) From voltage regulator to:  
coils, engine stop relay, fuel pump.
- C) From ignition switch to:  
electric fans, clock.
- D) From ignition switch to:  
parking lights, rear stoplights, horn,  
dashboard lights, direction indicators.
- E) From ignition switch to:  
electronic unit, fuel pump relay, engine  
stop relay.

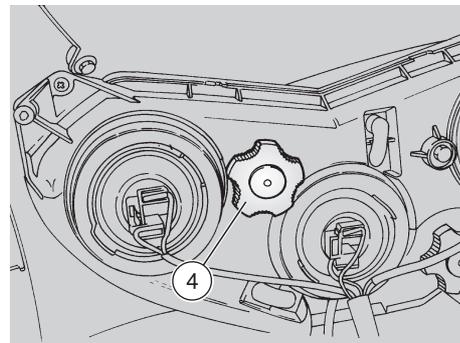
**NOTE** Three fuses are spare fuses.



### ARRANGEMENT OF THE 30A MAIN FUSES

- F) From battery to: ignition.
- G) From battery to: ignition.

**NOTE** One fuse is a spare fuse.

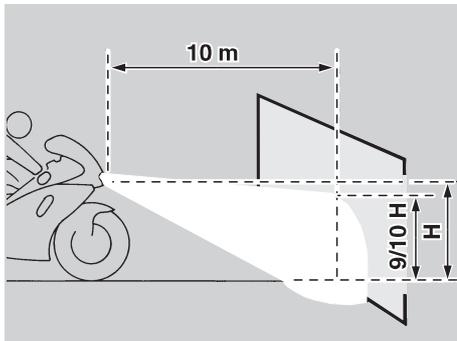


### HORIZONTAL ADJUSTMENT OF THE HEADLIGHT BEAM

**NOTE** To check the direction of the headlight beam, specific procedures must be adopted, in accordance with the regulations in force in the country where the vehicle is used.

To adjust the headlight beam:

- ◆ Position the vehicle on the side stand on firm and level ground.
- ◆ Turn the handlebar completely leftwards.
- ◆ Working on the rear left side of the front part of the fairing, adjust the appropriate knob (4).  
BY TURNING IT CLOCKWISE, you turn the beam to the left.  
BY TURNING IT ANTICLOCKWISE, you turn the beam to the right.



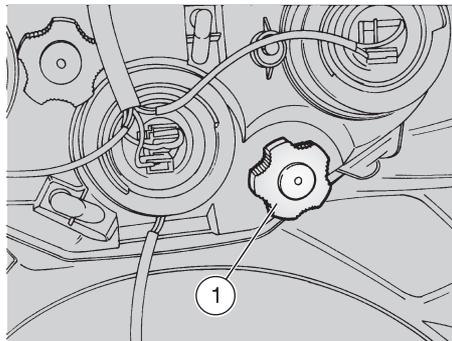
## ADJUSTING THE VERTICAL HEADLIGHT BEAM

**NOTE** To check the direction of the headlight beam, specific procedures must be adopted, in accordance with the regulations in force in the country where the vehicle is used.



To rapidly check the correct direction of the beam, place the vehicle on flat ground, 10 m away from a wall.

Turn on the low beam, sit on the vehicle and make sure that the beam projected on the wall is slightly under the horizontal line of the headlight (about 9/10th of the total height).



To adjust the headlight beam:

- ◆ Position the vehicle on the side stand on firm and level ground.
- ◆ Turn the handlebar completely rightwards.
- ◆ Working on the rear right side of the front part of the fairing, adjust the appropriate knob (1).  
BY TURNING IT CLOCKWISE, you set the beam downwards.  
BY TURNING IT ANTICLOCKWISE, you set the beam upwards.

## BULBS

Carefully read p. 51 (MAINTENANCE).

### ⚠ WARNING

Risk of fire.

Keep fuel and other flammable substances away from the electrical components.

### ⚠ CAUTION

Before changing a bulb, move the ignition switch to position “” and wait a few minutes, so that the bulb cools down.

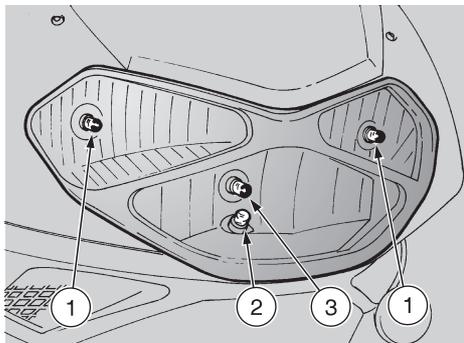
Change the bulb wearing clean gloves or using a clean and dry cloth.

Do not leave fingerprints on the bulb, since these may cause its overheating and consequent breakage.

If you touch the bulb with bare hands, remove any fingerprint with alcohol, in order to avoid any damage.

**DO NOT FORCE THE ELECTRIC CABLES.**

**NOTE** Before changing a bulb, check the fuses, see p. 79 (CHANGING THE FUSES).



## CHANGING THE HEADLIGHT BULBS

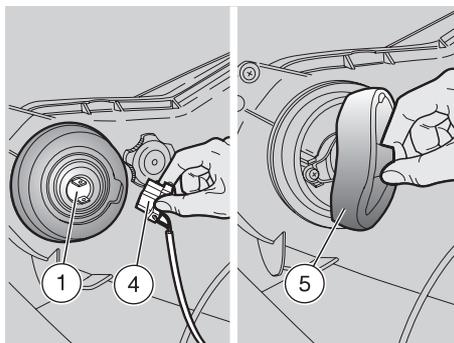
Carefully read p. 81 (BULBS).

The headlight contains:

- two high beam bulbs (1) (side).
- one parking light bulb (2) (lower).
- one low beam bulb (3) (lower).

To change the bulbs, proceed as follows:

- ◆ Position the vehicle on the side stand, on firm and level ground.
- ◆ For the left and lower bulbs, turn the handlebar completely leftwards and work on the rear left side of the front part of the fairing.
- ◆ For the right bulb, turn the handlebar completely rightwards and work on the rear right side of the front part of the fairing.



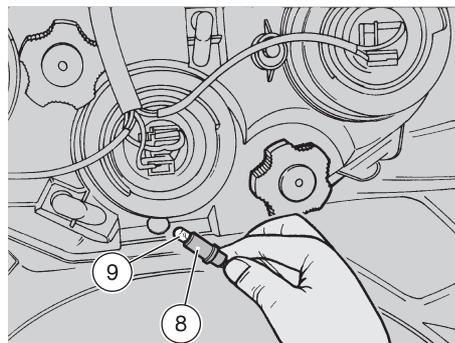
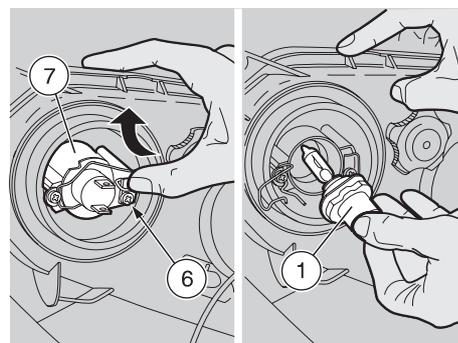
## HIGH BEAM BULBS

### ⚠ CAUTION

To extract the bulb electric connector, do not pull its electric wires.

- ◆ Grasp the electric connector of the bulb to be replaced (4), pull it and disconnect it from the bulb (1).
- ◆ Move the protection element (5) of the bulb to be changed with your hands.
- ◆ Release the check spring (6) positioned at the rear of the bulb socket (7).
- ◆ Extract the bulb (1) from its seat and replace it with a new one of the same type.

**NOTE** Insert the bulb in the bulb socket, making the relevant positioning seats coincide.

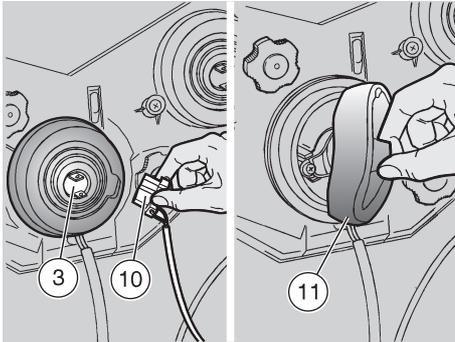


## PARKING LIGHT BULB

### ⚠ CAUTION

To extract the bulb socket, do not pull the electric wires.

- ◆ Grasp the parking light bulb socket (8), pull it and remove it from its seat.
- ◆ Withdraw the bulb (9) and replace it with one of the same type.



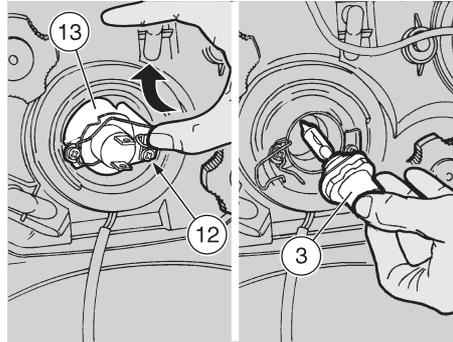
## LOW BEAM BULB

### ⚠ CAUTION

To extract the bulb electric connector, do not pull its electric wires.

- ◆ Grasp the bulb electric connector (10), pull it and disconnect it from the bulb (3).
- ◆ Move the protection element (11) with your hands.
- ◆ Release the check spring (12) positioned at the rear of the bulb socket (13).
- ◆ Extract the bulb (3) from its seat and replace it with a new one of the same type.

**NOTE** Insert the bulb in the bulb socket, making the relevant positioning seats coincide.



## CHANGING THE FRONT AND REAR DIRECTION INDICATOR BULBS

Carefully read p. 81 (BULBS).

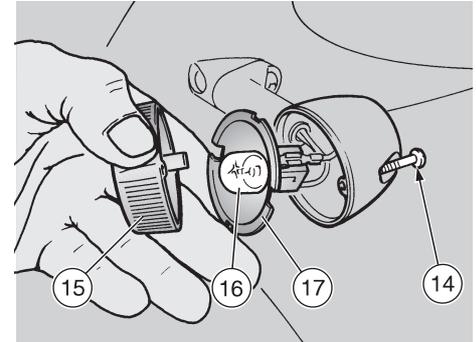
- ◆ Position the vehicle on the side stand on firm and level ground.
- ◆ Unscrew and remove the screw (14).

**NOTE** While removing the protection screen, proceed carefully in order not to break the cog.

- ◆ Remove the protection screen (15).

### ⚠ WARNING

Upon reassembly, correctly position the protection screen in its seat. Tighten the screw (14) moderately and carefully, to avoid damaging the protection screen.



- ◆ Press the bulb (16) slightly and rotate it anticlockwise.
- ◆ Extract the bulb (16) from its seat.

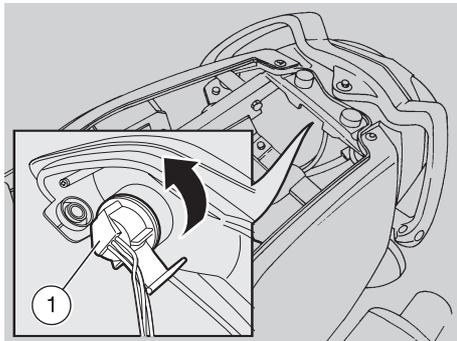
### ⚠ CAUTION

Insert the bulb in the bulb socket, making the two bulb pins coincide with the relevant guides on the socket.

- ◆ Correctly install a new bulb of the same type.

### ⚠ CAUTION

If the bulb socket (17) goes out of its seat, insert it correctly, making the bulb socket opening coincide with the screw seat.



## CHANGING THE REAR LIGHT BULB

Carefully read p. 81 (BULBS).

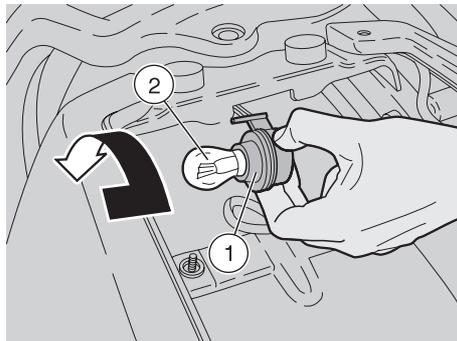
**NOTE** The rear light houses two parking light/stoptlight bulbs. The following operations refer to a single bulb, but are valid for both.

Before changing a bulb, check the efficiency of the stoplight switches, see p. 78 (CHECKING THE SWITCHES).

- ◆ Remove the passenger seat, see p. 27 (UNLOCKING / LOCKING THE PASSENGER SEAT).

### ⚠ CAUTION

To extract the bulb socket, do not pull the electric wires.



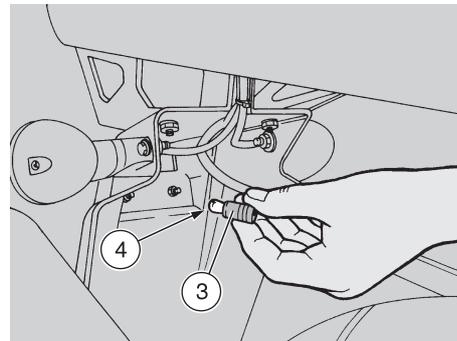
**NOTE** The bulb socket (1) is provided with an appropriate wing to facilitate the rotation of the bulb socket itself.

- ◆ Working in the glove/tool kit compartment, grasp the bulb socket in question (1) and rotate it anticlockwise.
- ◆ Withdraw the bulb socket (1).
- ◆ Press the bulb (2) slightly and rotate it anticlockwise.
- ◆ Extract the bulb (2) from its seat.

### ⚠ CAUTION

Insert the bulb in the bulb socket, making the two bulb pins coincide with the relevant guides on the socket.

- ◆ Correctly install a new bulb of the same type.



## CHANGING THE NUMBER PLATE BULB

Carefully read p. 81 (BULBS).

### ⚠ CAUTION

To extract the bulb socket, do not pull the electric wires.

- ◆ Working on the inner lower side of the number plate holder, grasp the bulb socket (3), pull it and extract it from its seat.
- ◆ Withdraw the bulb (4) and replace it with a new one of the same type.

## CLEANING

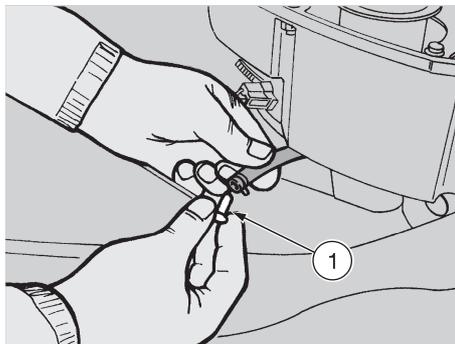
Clean the vehicle frequently if it used in particular areas or conditions, such as:

- ◆ Polluted areas (cities and industrial areas).
- ◆ Areas characterized by an high percentage of salinity and humidity (sea areas, hot and humid climates).
- ◆ Particular conditions (use of salt and anti-ice chemical products on the roads during the winter).
- ◆ Avoid leaving deposits of industrial and polluting powders, tar spots, dead insects, bird droppings, etc. on the body.
- ◆ Avoid parking the vehicle under trees, since in some seasons residues, resins, fruits or leaves fall down, which contain substances that may damage the paint.

### ⚠ WARNING

**After the vehicle has been washed, its braking functions could be temporarily impaired because of the presence of water on the grip surfaces. Calculate long braking distances to avoid accidents. Brake repeatedly to restore normal conditions.**

**Carry out the preliminary checking operations, see p. 42 (PRELIMINARY CHECKING OPERATIONS).**



To remove dirt and mud from the painted surfaces use a low- pressure water jet, carefully wet the dirty parts, remove mud and filth with a soft car sponge impregnated with a lot of water and shampoo (2 – 4% parts of shampoo in water). Then rinse with plenty of water and dry with chamois leather.

To clean the outer parts of the engine use a degreaser, brushes and wipers.

After washing the vehicle, always:

- ◆ Lift the fuel tank, see p. 66 (LIFTING THE FUEL TANK)
- ◆ Remove the cap (1).
- ◆ Empty its content into a container and deliver it to a salvage centre.

### ⚠ CAUTION

To clean the lights, use a sponge soaked with water and a neutral detergent, rubbing the surfaces delicately and rinsing frequently with plenty of water. Polish with silicone wax only after having carefully washed the vehicle. Do not wash the vehicle under the sun, especially during the summer, when the body is still warm, since if the shampoo dries before being rinsed away, it can damage the paint.

Do not use liquids at a temperature exceeding 40°C to clean the plastic components of the vehicle.

Do not direct high-pressure water or air jets or steam jets on to the following components: wheel hubs, controls on the right and left side of the handlebar, bearings, brake pumps, instruments and indicators, exhaust pipes, glove/tool kit compartment, ignition switch/steering lock, radiator wings, fuel cap, lights and electric connections.

Do not use alcohol or solvents to clean the rubber and plastic parts, the saddle and the headlight: use water and mild soap.

### ⚠ WARNING

Do not apply protection waxes onto the saddle, in order not to make it too slippery.

## LONG PERIODS OF INACTIVITY

### CAUTION

If the vehicle remains unused for more than twenty days, disconnect the 30A fuses, in order to avoid the deterioration of the battery caused by the current consumption due to the multifunction computer.

**NOTE** The removal of the 30A fuses requires the setting to zero of the following functions: digital clock and red line setting. To reset these functions, see p. 18 (MULTIFUNCTION COMPUTER).

After a long period of inactivity of the vehicle some precautions are necessary to avoid any problem.

Further, it is important to carry out the necessary repairs and a general check up before the period of inactivity, since you could forget to carry them out later.

Proceed as follows:

- ◆ Remove the battery, see p. 76 (REMOVING THE BATTERY) and p. 78 (LONG INACTIVITY OF THE BATTERY).
- ◆ Wash and dry the vehicle, see p. 85 (CLEANING).
- ◆ Polish the painted surfaces with wax.
- ◆ Inflate the tyres, see p. 38 (TYRES).
- ◆ By means of a suitable support, position the vehicle so that both tyres are raised from the ground.

- ◆ Place the vehicle in an unheated, not-humid room, away from sunlight, with minimum temperature variations.
- ◆ Position and tie a plastic bag on the final pipe of the exhaust silencer, in order to prevent moisture from getting into it.
- ◆ Cover the vehicle avoiding the use of plastic or waterproof materials.

### AFTER A PERIOD OF INACTIVITY

- ◆ Uncover and clean the vehicle, see p. 85 (CLEANING).
- ◆ Check the charge of the battery, see p. 77 (RECHARGING THE BATTERY) and install it, and p. 77 (INSTALLING THE BATTERY).
- ◆ Refill the fuel tank, see p. 30 (FUEL).
- ◆ Carry out the preliminary checking operations, see p. 42 (PRELIMINARY CHECKING OPERATIONS).

### WARNING

**Have a test ride at moderate speed in a low-traffic area.**

## TRANSPORT

**NOTE** During transport, the vehicle must be kept in vertical position, it must be firmly anchored and the 1st gear must be engaged, in order to avoid any leak of fuel, oil, coolant.

### CAUTION

**In case of failure, do not tow the vehicle, but ask for assistance.**

## TECHNICAL DATA

DIMENSIONS	Max. length .....	2065 mm
	Max. length (rear mudguard extension included) .....	2170 mm
	Max. width .....	750 mm
	Max. height (front part of the fairing included) .....	1180 mm
	Seat height .....	820 mm
	Distance between centres .....	1425 mm
	Min. ground clearance .....	140 mm
	Weight ready for starting .....	222 kg
ENGINE	Model .....	V990
	Type .....	60° longitudinal V-type, two-cylinder, 4-stroke, with 4 valves per cylinder, DOHC.
	Number of cylinders .....	2
	Total displacement .....	997.6 cm <sup>3</sup>
	Bore / stroke .....	97 mm / 67.5 mm
	Compression ratio .....	11.4 ± 0.5 : 1
	Starting .....	electric
	Engine idling rpm .....	1250 ± 100 rpm
Clutch .....	multidisc in oil bath, with hydraulic control on the left side of the handlebar and PPC device.	
	Lubrication system .....	dry pan with separate oil tank and cooling radiator
	Air cleaner .....	with dry filter cartridge.
	Cooling .....	liquid-cooled
TRANSMISSION	Type .....	mechanical, 6 gears with foot control on the left side of the engine
CAPACITY	Fuel (reserve included) .....	19 ℓ
	Fuel reserve .....	4.5 ± 1 ℓ
	Engine oil .....	oil change 3700 cm <sup>3</sup> - oil and oil filter change 3900 cm <sup>3</sup>
	Fork oil (per rod) .....	520 ± 2.5 cm <sup>3</sup>
	Coolant .....	2.5 ℓ (50% water + 50% antifreeze with ethylene glycol)
	Seats .....	2
Vehicle max. load (driver + passenger + luggage) .....	182 kg	

GEAR RATIOS	Ratio	Primary	Secondary	Final ratio	Total ratio
	1st	31/60 = 1 : 1.935	14/35 = 1 : 2.500	16 / 41 = 1 : 2.563	12.399
	2nd		16/28 = 1 : 1.750		8.679
	3rd		19/26 = 1 : 1.368		6.787
	4th		22/24 = 1 : 1.090		5.411
	5th		23/22 = 1 : 0.956		4.744
	6th		27/23 = 1 : 0.851		4.225
DRIVE CHAIN	Type .....	endless (with no connection link) with sealed links			
	Model .....	525			
FUEL SUPPLY SYSTEM	Type .....	electronic injection (Multipoint)			
	Choke.....	Ø 51 mm			
FUEL SUPPLY	Fuel .....	premium grade unleaded petrol, min. O.N. 95 (N.O.R.M.) and 85 (N.O.M.M.).			
FRAME	Type .....	double two-beam frame with light alloy cast elements and extruded elements			
	Steering inclination angle.....	25°			
	Fore stroke.....	97 mm			
SUSPENSIONS	Front.....	upside-down telescopic adjustable fork with hydraulic operation, rod Ø 43 mm			
	Stroke.....	127 mm			
	Rear .....	light-alloy, oscillating rear fork with extruded arms and hydropneumatic adjustable mono-shock absorber			
	Wheel stroke .....	135 mm			
BRAKES	Front.....	with double floating disc - Ø 320 mm, calipers with four pins with differentiated diameter			
	Rear .....	disc brake - Ø 220 mm, caliper with double pin			
WHEEL RIMS	Type .....	in light alloy with withdrawable pin			
	Front.....	3.50 x 17"			
	Rear .....	6.00 x 17"			
FRONT TYRE	Type .....	120 / 70 ZR - 17"			
	Model .....	PIRELLI MTR 21 - DRAGON EVO E3 75 R 0053584			
	Alternative .....	BRIDGESTONE BT56F - BATTLAX E4 75 R 0000680 METZELER STEEL MEZ3 E3 75 R 0053906 MICHELIN PILOT SPORT E2 75 R 006549			
	Inflation pressure solo rider.....	240 kPa (2.4 bar)			
	Inflation pressure rider with passenger .....	250 ± 10 kPa (2.5 ± 0.1 bar)			

REAR TYRE	Type .....	180 / 55 ZR - 17"
	Model .....	PIRELLI MTR 22 - DRAGON EVO E3 75 R 0053585
	Alternative .....	BRIDGESTONE PT56R - BATTLAX E4 75 R 0000664
		METZELER STEEL MEZ3 E3 75 R 0053918
		MICHELIN PILOT SPORT E2 75 R 006566
	Inflation pressure solo rider.....	250 kPa (2.5 bar)
	Inflation pressure rider with passenger .....	280 ± 10 kPa (2.8 ± 0.1 bar)
SPARK PLUGS	Standard .....	NGK R DCPR9E
	Alternative .....	NGK R DCPR8E
	Spark plug gap .....	0.6 – 0.7 mm
	Resistance .....	5 kΩ
ELECTRIC SYSTEM	Battery.....	12 V - 12 Ah
	Main fuses.....	30 A
	Secondary fuses .....	15 A
	Generator (with permanent magnet) .....	12 V - 400 W
BULBS	Low beam (halogen) .....	12 V - 55 W
	High beam (halogen) .....	12 V - 60 W
	Front parking light .....	12 V - 5 W
	Direction indicators .....	12 V - 10 W
	Rear parking light/stoptlight .....	12 V - 5 / 21 W
	Number plate light .....	12 V - 3 W
	Revolution counter .....	12 V - 2 W
	Left multifunction display.....	12 V - 2 W
	Right multifunction display .....	12 V - 2 W
WARNING LIGHTS	Neutral .....	12 V - 3 W
	Direction indicators .....	12 V - 3 W
	Fuel reserve .....	12 V - 3 W
	High beam.....	12 V - 3 W
	Stand down .....	12 V - 3 W
	Engine oil pressure .....	LED
	Red line .....	LED

## LUBRICANT CHART

**Engine oil (recommended):**  EXTRA RAID 4, SAE 15W - 50 or  Agip TEC 4T SAE 15W - 50.

As an alternative to the recommended oil, it is possible to use high-quality oils with characteristics in compliance with or superior to the CCMC G-4, A.P.I. SG specifications.

**Fork oil (recommended):**  F.A. 5W or  F.A. 20 W fork oil;

an alternative  Agip FORK 5W or  Agip FORK 20W fork oil.

If you need an oil with intermediate characteristics in comparison with the  F.A. 5W and  F.A. 20 W or  Agip FORK 5W and  Agip FORK 20W, these can be mixed as indicated below:

SAE 10W =  F.A. 5W 67% of the volume, +  F.A. 20W 33% of the volume or  
 Agip FORK 5W 67% of the volume +  Agip FORK 20W 33% of the volume.

SAE 15W =  F.A. 5W 33% of the volume, +  F.A. 20W 67% of the volume or  
 Agip FORK 5W 33% of the volume +  Agip FORK 20W 67% of the volume.

**Bearings and other lubrication points (recommended):**  AUTOGREASE MP or  Agip GREASE 30.

As an alternative to the recommended product, use high-quality grease for rolling bearings, working temperature range -30 °C...+140 °C, dripping point 150 °C...230 °C, high protection against corrosion, good resistance to water and oxidation.

**Protection of the battery poles:** neutral grease or vaseline.

**Spray grease for chains (recommended):**  CHAIN SPRAY or  Agip CHAIN LUBE.

### WARNING

**Use new brake fluid only.**

**Brake fluid (recommended):**  F.F., DOT 5 (DOT 4 compatible) or  Agip BRAKE 5.1, DOT 5 (DOT 4 compatible).

### WARNING

**Use new clutch fluid only.**

**Clutch fluid (recommended):**  F.F., DOT 5 (DOT 4 compatible) or  Agip BRAKE 5.1, DOT 5 (DOT 4 compatible).

### WARNING

**Use only antifreeze and anticorrosive without nitrite, ensuring protection at -35 °C at least.**

**Engine coolant (recommended):**  ECOBLU -40 °C or  Agip COOL.

**NOTE**

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**aprilia**

**ASK FOR GENUINE SPARE PARTS ONLY**

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## WIRING DIAGRAM KEY SL mille

- 1) Electronic unit
- 2) Cam position sensor
- 3) Throttle valve position sensor
- 4) Suction pressure sensor
- 5) Coolant thermistor
- 6) Air thermistor
- 7) Fall sensor
- 8) Diode module
- 9) Clutch control lever switch
- 10) Neutral switch
- 11) Arrangement for the installation of the anti-theft device
- 12) Right dimmer switch
- 13) Left dimmer switch
- 14) Engine stop relay
- 15) Fuel pump relay
- 16) Start relay
- 17) Starter
- 18) Battery
- 19) Main fuses (30A) (ignition)
- 20) Generator
- 21) Pick up
- 22) Voltage regulator
- 23) Rear cylinder coil
- 24) Rear cylinder coil
- 25) Front cylinder coil
- 26) Front cylinder coil
- 27) Spark plugs
- 28) -
- 29) Secondary fuses (15A)
  - A - High beam, low beam
  - B - ISC, coils, fuel pump.
  - C - Electric fans, clock.
  - D - Parking lights, stoplights, horn, dashboard lights, direction indicators.

- E - Electronic unit, fuel pump relay, engine stop relay.
- 30) Ignition switch
  - 31) Low beam relay
  - 32) High beam relay
  - 33) Cooling fan relay
  - 34) Front parking light bulb
  - 35) High beam bulbs
  - 36) Low beam bulb
  - 37) Front right direction indicator
  - 38) Front left direction indicator
  - 39) Thermal switch
  - 40) Cooling fans
  - 41) Rear light
  - 42) Dashboard
  - 43) Rear left direction indicator
  - 44) Front cylinder injector
  - 45) Rear cylinder injector
  - 46) Front stoplight switch
  - 47) Rear stoplight switch
  - 48) Rear right direction indicator
  - 49) Horn
  - 50) Multiple connectors
  - 51) Blinking
  - 52) Fuel pump
  - 53) Low fuel sensor
  - 54) Engine oil pressure switch
  - 55) Coolant temperature thermistor
  - 56) Speed sensor
  - 57) Low fuel warning light
  - 58) Side stand down warning light
  - 59) Neutral warning light
  - 60) Direction indicator warning light
  - 61) Engine oil pressure warning light LED

- 62) High beam warning light
- 63) Dashboard bulbs
- 64) Revolution counter
- 65) Multifunction display (right side)
- 66) Multifunction display (left side)
- 67) Light diode / LAP
- 68) TEST connectors
- 69) Headlight
- 70) Side stand switch
- 71) Red line warning light LED
- 72) Rear parking light/stoplight bulbs
- 73) Number plate

- X) Dashboard connector (20-way)  
Y) Electronic unit connector (26-way)  
Z) Electronic unit connector (16-way)

## CABLE COLOURS

- Ar** Orange  
**Az** Light blue  
**B** Blue  
**Bi** White  
**G** Yellow  
**Gr** Grey  
**M** Brown  
**N** Black  
**R** Red  
**V** Green  
**Vi** Violet  
**Ro** Pink

**aprilia s.p.a.** wishes to thank its customers for the purchase of this vehicle.

- Do not dispose of oil, fuel, polluting substances and components in the environment.
- Do not keep the engine running if it isn't necessary.
- Avoid disturbing noises.
- Respect nature.