



BRUTALE 1000

ENGINE

Type
Timing system
Total displacement
Compression ratio
Starting
Bore x stroke
Max. power – rpm (at the crankshaft)
Max. torque – rpm
Cooling system

Engine management system

Electronic quick-shift

Clutch

Transmission
Primary drive
Gear ratio

First gear
Second gear
Third gear
Fourth gear
Fifth gear
Sixth gear

Final drive ratio

ELECTRICAL EQUIPMENT

Voltage
Alternator
Battery

DIMENSIONS AND WEIGHT

Wheelbase
Overall length
Overall width
Saddle height
Min. ground clearance
Trail
Mass in running order (without fuel)
Fuel tank capacity

PERFORMANCE

Maximum speed*
Acceleration*

FRAME

Type
Rear swing arm pivot plates material

Four cylinders, 4 stroke, 16 valves, with countershaft
“D.O.H.C”, radial valve and DLC tappet
998 cm³ (60.9 cu. in.)
13.4:1
Electric
79 mm x 50.9 mm (3.1 in. x 2.0 in.)
148 kW (201 hp) at 13.500 rpm
116 Nm (11,8 kgm) at 11.000 rpm
Cooling with separated liquid and oil radiators

Integrated ignition – injection system MVICS 2.1 (Motor & Vehicle Integrated Control System) with eight injectors (4 lower fuel injectors by Mikuni + 4 upper fuel injectors by Magneti Marelli with increased fuel flow). Engine control unit Eldor Nemo 3.0, throttle body bore 50 mm diameters full ride by wire Mikuni, pencil-coil with ion-sensing technology, control of detonation and misfire Torque control with four maps. Traction control with 8 levels + off and wheelie control with inertial measurement unit (IMU)

MV EAS 4.0 (Electronically Assisted Shift Up & Down)

Wet, 10-disc, assist and slipper clutch with back torque limiting device and Brembo radial master cylinder/lever assembly

Cassette style; six speed, constant mesh
48/82

13/39
16/35
18/32
20/30
22/28
24/27
15/44

12 V
350 W at 5.000 rpm
Li-ion 12 V – 4.0 Ah

1.415 mm (55.71 in.)
2.080 mm (81.89 in.)
805 mm (31.69 in.)
845 mm (33.27 in.)
141 mm (5.55 in.)
97 mm (3.82 in.)
210 kg (462.97 lbs.)
16 l (4.23 U.S. gal.)

over 300 km/h (186 mph)
0–100 km/h in 3.15 s 0–200 km/h in 8.30 s

CrMo Steel tubular trellis
Aluminium alloy – Adjustable swingarm pivot height

FRONT SUSPENSION

Type

Fork dia.
Wheel travel

REAR SUSPENSION

Type

Single sided swing arm material
Wheel travel

BRAKES

Front brake

Front brake caliper

Rear brake

Rear brake caliper

ABS System

WHEELS

Front: Material/size
Rear: Material/size

TYRES

Front
Rear

FAIRING

Material

CONTENTS

Steering damper

Exclusive features

OPTIONAL

EMISSIONS

Environmental Standard
Combined fuel consumption
CO₂ Emissions

Marzocchi “UPSIDE – DOWN” telescopic hydraulic fork with DLC treatment and adjustable rebound-compression damping and external spring preload.
50 mm (1.97 in.)
120 mm (4.72 in.)

Progressive, Sachs single shock absorber with rebound and compression (High speed/Low speed) damping and spring preload adjustment
Aluminium alloy
120 mm (4.72 in.)

Double floating disc with Ø 320 mm (Ø 12.6 in.) diameter, with steel braking disc and aluminium flange – Brembo radial master cylinder/lever assembly
Brembo Stylema radial-type monobloc, single-piece with 4 pistons Ø 30 mm (Ø 1.18 in.)

Single steel disc with Ø 220 mm (Ø 8.66 in.) dia. Brembo PS13 brake master cylinder
Brembo with 2 pistons Ø 34 mm (Ø 1.34 in.)

Continental MK100 with RLM (Rear Wheel Lift-up Mitigation) and with cornering function

Aluminium alloy 3,50” x 17”
Aluminium alloy 6,00” x 17”

120/70 – ZR 17 M/C (58 W)
200/55 – ZR 17 M/C (78 W)

Thermoplastic

Öhlins EC with electronic manual and automatic adjustment modes

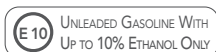
Lighter crankshaft – New combustion chamber
Lighter pistons – Titanium connecting rods
Dashboard TFT 5.5” color display – Cruise control
Bluetooth – GPS – MV Ride App for navigation mirroring, app-controlled engine, suspension and rider aids setup – Launch Control – FLC (Front lift control) – Advanced connectivity device, integrated anti-theft system with geolocation and emergency SMS

The full Special Parts range is available on the MV Agusta website

Euro 5+
5.8 l/100 km
136 g/km



AGO RED/
MATT AGO SILVER



* Speed attained on closed course.
Every country could have a price variation due to local import duties and taxes

MY 26_16/11/25



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_USA MARKET

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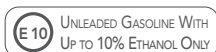
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