Plaque de bridage

Rubber Airbox Inlet Derestricted *(8138555)*

Replace the stock restrictive rubber airbox inlet found on the '02-'03 Mille, '02-'04 Tuono and all Futuras.

This item was a standard OEM part on the '99-'01 USA Mille and '98-'00 World Mille, and therefore, is not needed on these models

Rubber Airbox Inlet Derestricted Stock on the 99-2001 mille, this boot replaces the restricted intake in the 2002-2003 mille, Tuono, and Futura. **$69.99**

Evoluzione Low Temperature Fan Switch

Turn your cooling fans on earlier for a cooler running bike. Fits 98-03 RSV Mille, all Tuono, and all Falco.

Our Price: $35.99

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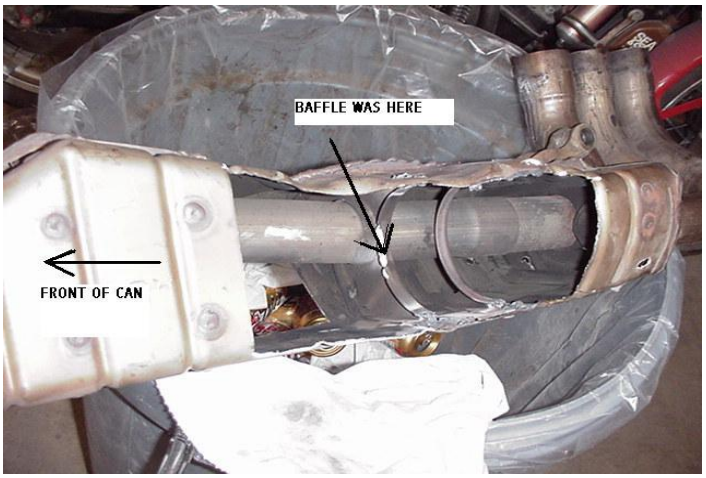
A ten Celsius degree colder thermostat for cooler cruising temperatures
This 65C degree thermostat was standard in the 1999 (2000 USA model) Mille and Mille SP
The factory changed to a 75C degree thermostat in the 2000.5 and later RSV Mille (base and "R")
All Falcos came standard with a 75C thermostat

Easy install, no new hose clamps required

Aprilia Futura Primary exaust Can Deconstruction



by Duane Hazen

Well, I've been waiting for someone to tell us all that they finally got the gumption to open up the under bike can..... got tired of waiting any longer. So, I pulled the "primary muffler" off and lopped it open. Well, I'm happy to report that it was a task worth performing. Not only did it improve sound quality by removing the baffle canister, but this bike now pulls much harder than before through the entire rpm range right up to 10K.

Now I am forced to manage my acceleration in 1st gear to keep the front end near the ground, and when I hit second gear, the front end still manages to lift. This was never the case with the RST before the mods. In stock form the bike would power wheelie in 1st at about 7 k rpm, if I kept the throttle wide open. Now it happens almost too easily, and I don't need to hold the throttle wide open to make it happen. A good feeling.

I'm running, derestricted air box, Evo filter, Stain tunes, RST staintune map using the Tunedit software. I'm scheduling dyno time next week.... will advise.

I still like the idea of eliminating the primary muffler, the engine would breathe even better. With the baffling canister removed, the primary canister is nothing but a large collection box for exhaust gases...two tubes going in and two going out to the rear cans.

The sound of this bike will never be as deep as a Ducati, or a RC 51(which you may have seen me comment to in the past as I have one with a full Micron system that has a great tone) .... I've slowly come to accept this, and the final determining factor was after I decided to start the bike without the primary can connect. Totally Briggs and Stratton. Perhaps larger diameter pipes that run from the engine heads to the slip on would make a

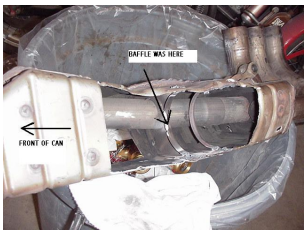
difference. Anyhow, as for the resulting sound "quality" achieved after removing the baffle, I would comment that the tone has deepened, and the amplitude is a tad higher, yep, meaning it's a little louder.

Once the baffle is removed, the primary can is just a big metal box that has two inputs and two outputs, with no restrictions in between. The performance gain is what I found to be more surprising. Again, I haven't dyno'd the bike yet, but having just returned from a 4 day trip to TN & NC to ride Deals Gap, the feel of the bike before removing the baffle was very fresh in my mind. (By the way, I was riding with my buddy on his RC51 we passed a pair of riders 1 -BMW and 1 - red Futura on Rte 311 on the W VA and Virginia border.....was that any of your guys?) Anyhow, a couple days after returning to Cleveland, I removed the baffle, and immediately, I noticed increased power throughout the rev range on my test run. So my internal dyno approves.

I like big booming sound from big twins, admittedly, so my concept of a great sounding bike will probably never be met with the Futura motor..... but a hard pulling motor is also important as I need to keep my buddy on his RC51 in check..... glad I pulled the baffle.

By the way, if you're thinking you’re afraid of leaning the bike out too much, I wouldn't be too concerned. True I have the tune that Wayne Mc Donald generated in my ECU. Per Wayne, his tune is leaner than the original Aprilia tune, and my bike still runs rich. He said it would. Evidence of this is in the plug readings, and carbon deposits on the slip on...also, since I pulled the baffle, I can hear an occasional backfire after running the bike up to 8-9 k and closing the throttle....still have some unburned fuel in the exhaust. I'll probably be leaning it out a bit more.

Click on any image for a larger version...



View of primary can after removal of baffle


Baffle in place


front side of baffle


Side view of baffle

Aprilia RSV1000 Mille

Sealing the Air Ducts

Supplies:
Adhesive-backed 1/4" or 5/16" weather stripping from a hardware store

There has been much debate as to the value of this mod, but I see no way that it can do harm. It should, at the very least, be worth a couple of horsepower at very high speed.

On stock 99 and newer Milles, the ram air ducts are not sealed to the outside of the frame, but rather have a small gap at the point where they join to the frame. For reference, look down the front of the air ducts, while shining a flashlight at the air ducts. These gaps allow pressurized air to escape instead of being forced through the air filter and into the airbox. Quite simply, what you are sealing is the ram air ducts to the frame. There is about a 3mm-8mm gap there right now. The air box is already sealed to the inside of the frame quite well.

All you have to do is remove the mid fairings, and then the inner and outer ram air ducts. You have to use a small Phillips to separate the two halves of each tube prior to removal, and remove three 8mm hex head bolts for the inner air duct half (remember all the bolts). Then, you cut to length a strip of adhesive weather stripping (Lowe's or Home Depot) about 1/4" or 5mm thick and wrap it around the intake air opening on the frame. You should not see the weather-stripping from the outside when you are done. Assembly is the reverse of removal, but may be more difficult due to the added thickness of the weather stripping. For the really bored, you can actually seal the two halves of each air duct with non- drying silicone for the maximum benefit.

What you are trying to do is expand the effective total volume of the air box, and provide the potential for an infinitesimal amount of boost at very elevated speeds. This will definitely not cause any problems in 99-02 bikes as my 1999 Mille is now at nearly 25K miles with this mod in place

Mille, Falco, and Tuono De-restriction
What bike needs what??

1999-2001 USA Mille Models
Three things:
1. Airbox de-restriction
2. Exhaust baffle removal
3. Wire cutting to access second map on stock EPROM

2002-2003 USA Mille and Tuono Models
Four things:
1. Airbox de-restriction
2 Remove ram-air duct snorkels (not applicable on Tuono since it does not have true Mille ram air ducts)
3. Exhaust baffle removal
4. No wire cutting....seriously advised to get a new EPROM. European owners can still cut the wire, as their EPROM has a de-restricted map still on the stock EPROM.

All 2000-2003 USA Falcos
Only two things:
1. Airbox de-restriction

The Falco does not have the exhaust baffles restrictors

How do I do each procedure, if my bike calls for it??

Airbox de-restriction
Click here. The link is for a Falco, but the procedure is exactly the same for the Mille and Tuono of any year. The restrictor did change inlet hole size in the 2001 USA Mille, but it still looks the same, and is found in the same exact spot.

Remove ram-air duct snorkels
There are intake runner snorkels or restrictors in the air ducts. These are located inside the air ducts that feed the airbox, one on each side. Remove middle side fairings with large Phillips. Then, with a Phillips screwdriver, remove the small screws that separate the air duct into halves. Remove the outer half of the air duct. You will now see a long skinny black snorkel tube. A single Phillips screw holds in the intake snorkel. Remove snorkel from inside the air duct, and replace outer air duct, and screws attaching it. Repeat procedure for other side.

Exhaust baffle removal

Remove the one spring holding the mid-pipe to the collector, just behind your right foot (as if you are seated on the bike). Remove the single exhaust canister bolt holding it to the rear sub-frame bracket (passenger peg). The baffle is located in the mid-pipe of the canister section. Look in the end, and just a few millimeters down you'll see some spot welds. Grind them down with whatever you can. A drill and a grinding stone will work just

fine. Grab the baffle with a set of pliers or something similar. We actually use a spring hook puller. Using force, pull the baffle out of the mid-pipe. It takes force, and requires that the welds are broken. You can use a screwdriver to help you out with breaking the welds. Again, it takes FORCE and determination.....or you could just dump that whole heavy boat anchor and get yourself a slip-on from AF1 Racing.