



Date: February 10th, 2010

Contact: Technical Services

Subject: NHTSA Recall- 10V-029 RSV4 Engine Recall

Service Communication: 2010-002 USA  Designation- 2010 RSV4 Engine Recall

Affected Models: All US specification 2010 model year RSV4 “R” and RSV4 “Factory” models.

Affected U.S. Model VIN Range: Please refer to page two for detailed instructions concerning VIN identification

RSV4 “R” ZD4RKC013AS000001 to ZD4RKC014AS000220
RSV4 “Factory” ZD4RKC004AS000001 to ZD4RKC00XAS000164

Concern: Within our experimental tests on RSV4 engines, Aprilia identified a batch of connecting rods that due to an unauthorized process used in their production, do not meet quality standards. This batch of connecting rods was immediately intercepted and removed from the engine production line. However, some of these substandard components were used in the production of a limited number of RSV4 vehicles worldwide. However, the VIN range of affected vehicles includes all US specification RSV4s.

Correction: Since this is an issue that may affect rider safety, a complete engine assembly will be replaced on customer bikes as well as bikes in your inventory. In order to expedite the replacement process and to reduce technician error, the replacement engines will arrive completely configured as an “assembly line configuration”. This means the engines will arrive at your dealership with the Wiring harness, Throttle bodies, Airbox and ECU pre-installed. As such, it will be important to identify and install the correct engine in each respective model; RSV4 “R” or RSV4 “FACTORY”.

Roadside Assistance: In respect to safety concerns, Aprilia USA advises that customers refrain from using their RSV4s until the engine replacement has been performed. In the event that customers are unable to transport their RSV4 to their nearest dealer, Aprilia USA is making arrangements through our Roadside Assistance Program to provide a towing service from the owner’s residence to their servicing dealer.

Given the logistical complexity of organising this recall campaign and the complexity of the procedure that you are required to perform, vehicles **MUST** be rectified in accordance with the following order of **PRIORITY**:

PRIORITY	Description
1	SOLD vehicles already delivered to customers
2	Sold vehicles pending delivery to customers
3	UNSOLD vehicles in Dealer stock

Important note: As a dealer, you are advised not to accept customer RSV4s into your service department until the replacement **engine has arrived** at your dealership. Upon receipt of the replacement engine, please open the wooden crate with care so that it may be reused for returning the replaced engine. The engine removed from the vehicle must be returned to Aprilia USA within 45 days. (See pages 4 and 5 for further details)

Owner Notification: Each owner of an affected RSV4 included in this recall will be notified by first class mail. In this letter Aprilia USA will describe the details of the concern, the cause and the correction addressed by this recall. In addition, Aprilia USA asks that each owner contact an authorized Aprilia dealer to arrange an appointment to have the parts and labor required of this recall completed. Please make every effort to accommodate your recall customers within your existing service schedule. In addition, Aprilia USA has provided each recall customer with details of the TREAD Act Reimbursement program. In short, this program provides a plan to reimburse a customer who has already paid for the same repair or update as described in the recall documents. A copy of the Owner Notification and the TREAD Act Reimbursement letters are attached to this bulletin.

Important Note: Under the National Traffic and Safety Act of 1966 as amended, if there has been a recall campaign, dealers must ensure that all new vehicles and new items of replacement equipment are free of safety defects and comply with all applicable Federal Motor Vehicle Safety Standards at the time of delivery to the customer. This means that dealers may not deliver new motor vehicles or new items of replacement equipment to consumers unless the safety defect or noncompliance has been remedied before delivery.

Engine Recall VIN Identification: Log on to www.serviceaprilia.com

1) RSV4 (originally sold to your dealer):

- Select “Warranties” on left side of home page, then “Recall Campaigns” in center of page.
- Under “Search Recall Campaigns”, select “RSV4- Engine Replacement” under the drop down menu
- View the RSV4 VIN numbers sold to your dealer that require the engine replacement.

2) RSV4 (originally sold from your dealer or another dealer):

- Select “GGP” under the heading “Warranties”- on left side of home page. Once the GGP portal opens, select “Warranty”, then “View Vehicle Data”.
- Enter the VIN number next to “Chassis” and select the “Search” button 
- Click on “Campagne” to view the campaigns or recalls that **apply** to the VIN
- Click on “Maintenance jobs” to view campaigns or recalls that **have been completed and already claimed for.**

Procedure for receiving a new engine:

During the **first** phase, engine shipments will be based on Aprilia USA contacts made with the owners of RSV4s. Once the owner has chosen the RSV4 authorized dealer where he/she wants the recall to be performed, an order for an engine is internally generated and will be shipped to the requested dealer. Once customer vehicles have been rectified, engines will then be allocated for use in dealer stock vehicles. In the **second** phase, the engine shipments will be generated from orders placed in the BM ordering system.

Second Phase (Dealer stock RSV4s): Engines must be ordered based on the specific model, "R" or "Factory". Do not refer to the spare parts catalog concerning engine part numbers. **Part numbers will be loaded into the BM ordering system when the 2nd phase is launched.**

VEHICLE	ENGINE TO ORDER	DESTINATION
RSV4 FACTORY	CM2259025	USA
RSV4 R	CM2259055	USA

Warranty Operations: There are two types of operations:

- Non zero-mileage vehicles (**vehicles already delivered to customer**)
- Zero-mileage vehicles (**vehicles in your dealer stock**)

	Customer vehicles	Stock vehicles
Labor for packing engine	30	30
Labor for engine replacement	450	450
Labor for STATIC testing	30	30
Labor for ROAD testing	30	NOT APPLICABLE
Total Labor	540min. (9 hours)	510 min. (8.5 hours)
Engine oil	4 liters	1 liter

ATTENTION!: At the time of launch of this campaign, all sales registered in the SOM system will be extracted and all vehicles in STOCK will be considered as **NOT delivered to customers** and, as a result, are associated with the category that does not entail road testing and reimbursement for the full quantity of engine oil.

Warranty Claim Entry: This operation, using registration data from SOM, automatically determines which type of technical update is necessary for the motorcycle in question, and consequently, the applicable reimbursement.

- 1) Log on to www.serviceaprilia.com using your user name and password. Select "GGP" under the heading "Warranties"- on left side of home page.

- 2) Once the GGP portal opens, select “Tech. Update- Recall Campaign”, then “Enter Recall Campaign Claim”.
- 3) Enter the VIN number under “Frame” and tab down using the TAB key on your keyboard
- 4) Under “Element”- select “**RSV4- Engine Replacement**”
- 5) Under “Coupon Type” select, “Extraordinary”.
- 6) Under “Coupon Number” click the Question mark and a pop-up box will appear. Click on the number of the coupon that applies to the procedure that was performed (1, 2, etc) in the coupon box. **Select Coupon 1.**
- 7) In the “Km / Mls” box, enter the mileage of the bike.
- 8) In “Document No.” enter your in-house repair order number.
- 9) In “Document type” select “invoice”.
- 10) Under the “Date Carried Out”, enter the date in European format (dd/mm/yyyy)

When you are finished, submit the claim by clicking on the “Diskette Icon”  in the upper left hand corner of the screen.

PROCEDURE FOR RETURNING REPLACED ENGINES

After completing the engine installation, enter all the information requested in the “**ENGINE TO BE UPDATED**” form received with the new engine. The following information must be entered on the form: VIN number, total mileage (on customer vehicles), Engine serial number of returned engine (stamped at rear of engine), **Engine number of new engine installed in frame**, your dealer code, dealer name and GGP coupon number (Coupon Prog. Number can be found in GGP under “View/Confirm Recall Coupons”, after claim has been submitted.)

The form must be cut into two parts and compiled in duplicate. One copy must be placed inside the crate, while the other copy must be affixed to the exterior of the crate, over the document already fixed to the crate. (SEE **STEP 4** of “TECHNICAL PROCEDURE”)

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DEALER CODE		DEALER CODE	
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Return Shipping Information:

All engines removed from vehicles **must be** returned to Aprilia USA.

- 1) Follow the Aprilia USA parts department bulletin mass emailed to your dealer on February 3rd, 2010 and also attached at the end of this bulletin. This bulletin describes the engine return process in detail. **Note: Three “Engine to Be Updated” forms are provided on the last pages of this bulletin, in the event the two forms that come with the engine are misplaced. Although two forms come inside the crate, a third form must be faxed to the attention of Iris Henry at the Piaggio Technical Center.**

- One must be packed inside the crate with the engine
- One must be attached to the outside of the crate
- One must be faxed to Piaggio Technical, attn: Iris Henry. Fax: (949) 645-0040

- 2) Follow Step 11 of the technical procedure concerning packing the old engine in the crate (See page 60 of this bulletin). Please be certain a completely filled out form is **placed inside the crate** before closing. **Important note: The engine crate must be secured to a pallet for shipment back to Aprilia USA. Please reuse the original pallet the engine was delivered on.**

The replaced engine must be returned complete with all ancillaries **within 45 days** of registering the campaign coupon in the GGP system. **All returned engines will be inspected for completeness and must not be missing any component. This includes the ECU, Throttle bodies, Airbox, Variable intakes if fitted, wiring harness, sensors, coils, spark plugs, stators/rotors, clutch basket/discs and left & right engine covers. If the replaced engine is not received by Aprilia within 45 days, or if it is received incomplete or damaged as a result of careless packing, Aprilia USA reserves the right to charge you with a penalty fee equivalent to the value of the replaced engine.**



TREAD ACT CUSTOMER REIMBURSEMENT PLAN

Customer Reimbursement for Safety Related Recall Repairs
Effective with Safety related recalls initiated as of January 15, 2003

Aprilia USA is initiating a safety related recall for a range of VINs that includes your vehicle. If you have previously paid to have the repair or update, as described in the recall documentation, completed you are entitled to be reimbursed for that expense.

You are encouraged to request reimbursement from your authorized Aprilia USA dealer. Alternatively, you may submit the request for reimbursement to the following address:

Aprilia USA
Customer Care
140, East 45th Street
New York, NY 10017

In every case:

- Repair expenses pertaining to the subject of the safety recall are reimbursable, not consequential expenses such as towing, rental, accommodations, damage repairs, etc.
- Expenses from repair facilities outside of the Aprilia USA authorized dealer net work will be considered; however, the procedure must meet Aprilia standards and use Aprilia original equipment parts. Consideration will be based on a mandatory inspection of the completed repair by an authorized Aprilia dealer.
- When Aprilia original equipment parts are used, the Manufacturers Suggested Retail Price (MSRP) will be considered as the guideline for reasonable charges.
- Expenses for repairs performed more than 10 days after the date of the last customer notification letter sent by Aprilia USA are not eligible for reimbursement.
- Taxes and hazardous waste disposal, where previously paid, are eligible for reimbursement.
- Aprilia USA will not reimburse for prior repairs that did not use Aprilia original equipment parts.

The Aprilia authorized dealer will request a copy of the customer notification letter, as well as, a copy of the owner's previously paid invoice, and then inspect the vehicle (if still in the possession of the invoice holder) to determine the scope and quality of the previous repair. Claims will be processed within 60 days of receipt.

CUSTOMER LETTER

February 3, 2010

Dear Aprilia Owner:

RE: IMPORTANT SAFETY RECALL INFORMATION REGARDING YOUR APRILIA RSV4 MOTORCYCLE.

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. The identification number of this recall is **10V-029**.

REASON FOR THIS RECALL



Aprilia USA has decided that a defect which relates to motor vehicle safety exists in the Aprilia motorcycle model and model years noted below:

- 2010 Aprilia RSV4 "Factory" and Aprilia RSV4 "R"

Within our experimental tests on RSV4 engines Aprilia identified a batch of connecting rods that due to an unauthorized process used in their production, do not meet quality standards. This batch of connecting rods was immediately intercepted and removed from the engine production line. However, some of these substandard components were used in the production of a limited number of RSV4 vehicles worldwide. According to vehicle registration records, you are the owner of an Aprilia RSV4 motorcycle that falls within this VIN range.

A failure of one of these connecting rods could cause the engine of your RSV4 to fail. While this failure would be preceded by an increase in mechanical noise, vibration and a significant loss of power, the failure of the engine could cause you to lose control of your motorcycle, which could result in a crash, injury or death. It is with this in mind that Aprilia USA advises you not to ride your motorcycle until a replacement engine has been installed.

WHAT WE WILL DO

To address this situation, Aprilia USA will conduct a voluntary recall of all 2010 Aprilia RSV4 "Factory" and RSV4 "R" motorcycles within the affected VIN range. Aprilia USA, through the authorized Aprilia dealer network will replace the engine of your RSV4 to eliminate any potential for safety risk as a result of a potential engine failure caused by this component.

The work required of this recall will be completed by an authorized Aprilia dealer, qualified to work on the RSV4 models, at no charge to you for the required parts or labor. The repair will take approximately 1 day to complete.

WHAT YOU SHOULD DO

With the receipt of this letter, please contact your authorized Aprilia Motorcycle dealer to arrange for an appointment to have the described vehicle updates completed. Instructions for replacing the engine have been sent to your dealer and replacement engines are in stock in the United States. Your Aprilia dealer is best equipped to obtain parts and provide service to ensure that your vehicle is corrected as promptly as possible.

If, however, you take your vehicle to your dealer on the agreed service date, and they do not remedy this condition on that date or within three (3) days, we recommend you contact Aprilia Customer Care by calling (212) 380 4400, option #4.

If, after contacting your dealer and Aprilia Customer Care, you are still unable to have the safety defect remedied without charge and within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Ave, SE, Washington, DC 20590 or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or go to <http://www.safercar.gov>.

In the event that you have sold this vehicle or the vehicle is no longer in your possession, please refer to our website: www.apriliausa.com to complete the notification of ownership information.

If you previously had the work required of this recall completed at your own expense, please refer to the TREAD Act Customer Reimbursement Plan letter included in this mailing. This letter describes the criteria and procedure to request reimbursement.

We are sorry to cause this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our products. Thank you for your prompt attention to this important matter.

Very truly yours,

Aprilia USA.

Aprilia USA Technical Services 1020 W. 17th Street, Costa Mesa, CA 92627 P: 949-645-0030 F: 949-645-0040

TECHNICAL PROCEDURE

The main technical steps in the procedure are as follows:

1. **Vehicle identification**
2. **Specific equipment**
3. **Personnel necessary**
4. **Opening crate with new engine**
5. **Vehicle preparation**
6. **Removal of engine from vehicle inclusive of components still mounted on engine**
7. **Preparation of new and old engines**
8. **Installation of new engine and components on vehicle (without fairings)**
9. **Static testing of vehicle and refitting of fairings**
10. **Road test of vehicle (registered customer vehicles only)**
11. **Closing crate containing old engine being returned**

Important Note: Tables indicating tightening torques are given at the end of the procedure.

Warning: Do not use impact sockets or wrenches for engine mounting bolt removal or installation, as frame damage will occur.

Recommended items to have on hand before beginning:

Chassis hoist/crane (to hoist chassis above engine)

Engine support (special tool- 020864Y)

Scissor jack (to raise and lower engine while on lift)

Rear bike stand

Axone-Navigator

Clamp pliers (Oetiker type)- Very important for removing hose clamps

1/4" drive 10mm flex head socket (for removal of exhaust manifold nuts)

3/8" or 1/2" drive 12mm hex (for adjustment of engine screw bushings)

Torque wrenches (in. lb and ft. lb)

Exhaust spring removal tool

Plastic zip ties (short, medium, long)

Loctite 243

1. Vehicle identification

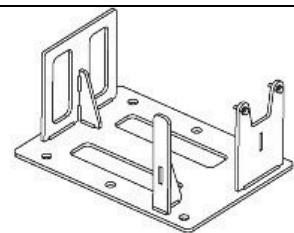
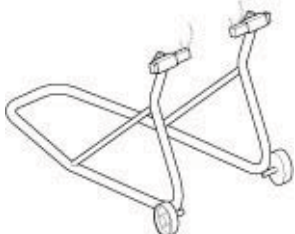
Ensure that the vehicle is effectively one of the vehicles requiring the procedure and check that the new engine to be installed is the correct engine for the vehicle in question.

“Factory” engines have **brown** colored engine side cases, while “R” engines have **black** colored side cases. In addition, “Factory” engines have the variable intake system wire protruding from the top of the airbox, underneath the ECU. “R” engines have a rubber plug covering the hole at the top of the airbox.

VEHICLE	ENGINE CODE	DESTINATION
RSV4 FACTORY	CM2259025	USA
RSV4 R	CM2259055	USA

- Check the map loaded in the ECU: if the message **RACE appears on the dashboard** (map for Akrapovic exhaust system) when the ignition key is turned ON, reuse the **ECU already installed** on the vehicle and not the ECU installed on the new engine.
- Write down the vehicle mileage indicated on the instrument panel.

2. Specific equipment

<i>Engine mounting plate</i> p/n: 020864Y	
Rear stand p/n: AP8705021	

3. Personnel necessary (JOBS REQUIRING MORE THAN 1 PERSON)

Certain steps in the procedure must be carried out by 2 workers:

- Removing the engine laterally from the vehicle and installing new engine
- Placing engine to be returned in wooden crate

4. Opening crate with new engine

Be careful with the crate, as it will be reused again.

- Open the top cover of the crate containing the engine by undoing the two screws at the mid points of the two shorter sides of the cover.



- Undo the screws fastening the panel facing the front of the engine and remove the panel.

WARNING To prevent the engine from falling, have a helper nearby to hold and steady the engine, as it could shift or fall once the crate sides are removed.



- Undo the screws fastening the panel facing the right hand side of the engine and remove the panel.

WARNING

Retrieve the blue protective bag from crate, which must be reused for returning the old engine. If the engine is inside a blue sealed bag and a extra bag is not included, save the bag for later use.



- Secure the engine with two straps, passing the straps through the four front and four rear stud bolts.



- Lift the engine with a hoist



- Set the engine down on the floor, on its rear side



The crate also contains a pack with the following:

- 1 frame - engine combination document
- 2 flywheel cover and clutch cover shields
- 3 left and right hand frame protectors
- 4 miscellaneous spare parts
- 5 AS APPLICABLE: bag for the old engine to be returned



The crate contains the document FRAME – NEW ENGINE COMBINATION (1). This document must be compiled in full, and then one half of the document must be placed inside the crate and the other half affixed to the exterior of the crate, following the instructions given in Step 11

The sealed pack (4) contains the spare parts indicated in the table below.



N.B. the two frame protectors (3), and the flywheel cover and clutch cover shields (2) which must be fitted on the old engine, the four gaskets of the exhaust manifolds and muffler gasket must be used. The other spare parts provided may be used only if necessary.



AS APPLICABLE

Bag (5) to protect the engine, to use as indicated in Chapter 11

TABLE OF SPARE PARTS INCLUDED

QUANTITY	P/N	DESCRIPTION	NOTES
3	895915	STAINLESS TBEI M5X16 SCREW	R VERSION FAIRING SCREWS
3	893838	ERGAL TBCEI M5X12 SCREW	FACTORY VERSION FAIRING SCREWS (the three shorter screws)
2	890931	WATER PIPE CLAMPS	
2	AP8102349	OIL PIPE CLAMPS	
3	AP8120622	WASHERS	FOR FAIRING SCREWS
4	852090	EXHAUST GASKETS	MUST BE USED
1	GU05128230	SILENCER GASKET	MUST BE USED

5. *Vehicle preparation*

Proceed as follows to remove the engine from the frame:

- 5.1 Position the rear stand, the frame protectors and the flywheel cover and clutch cover shield.
- 5.2 Remove the fairings, the fairing lug and the radiator cowl.
- 5.3 Remove the fuel tank and the battery.
- 5.4 Disconnect and remove the throttle grip position sensor and the voltage regulator connectors.
- 5.5 Drain the engine oil and the coolant
- 5.6 Remove the engine coolant and oil radiators
- 5.7 Remove the exhaust manifolds (inclusive of left hand rider footpeg and the exhaust butterfly valve motor, exclusive of rear manifolds)
- 5.8 Remove the side stand and the gear lever

5.1 Position the rear stand, the frame protectors and the flywheel cover and clutch cover shields.

- Set the vehicle on the rear stand.

For an alternate way to raise and support the RSV4- see photos on last pages of this bulletin.



- Fit the right and left hand protectors on the frame.
- Position flywheel cover and clutch protection shields.



5.2 Remove the fairings, the fairing lug and the radiator cowl.

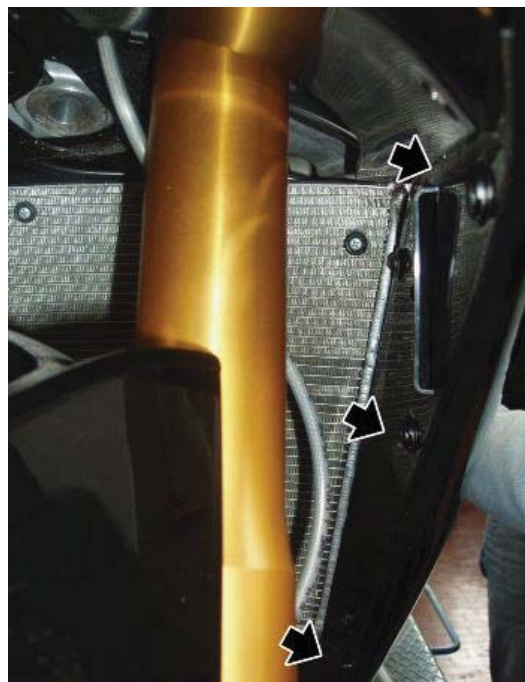
SIDE FAIRINGS

The following procedure is relative to a single fairing, but is applicable to both.

- Remove the lower side fairing.
- Unscrew and remove the three screws.
- Ease off the side fairing, taking particular care not to damage the fitting with the lower side fairing and the tabs fastening the side fairing to the lug.
- Release the insert on the retainer with the duct.



- Release the three inserts on the inner fairing.



- To refit, repeat the above steps in the reverse order, taking particular care not to damage the components involved.

Warning!

HANDLE PAINTED AND PLASTIC COMPONENTS WITH CARE; BE CAREFUL NOT TO SCRATCH OR DAMAGE THEM.

LOWER SIDE FAIRINGS

- The operations described below are valid for both lower side fairings.
- Remove the side fairing.
- Unscrew and remove the screw and remove the lower side fairing.



SIDE UNDERFAIRINGS

- The following procedure is relative to a single lateral underfairing, but is applicable to both, except where specified otherwise.
- After having undone and removed the securing screw from the central underfairing remove the side fairing concerned
- Unscrew and remove the lower screw.



- When working on the left hand side of the vehicle, remove the underfairing taking particular care not to damage the fittings with the central underfairing.
- When working on the left hand side of the vehicle, support the left hand underfairing, unscrew and remove the two nuts, retrieve the screws and lower the regulator.
- Remove the underfairing.



5.3 Remove the fuel tank and the battery.

- Remove both side fairings
- Unscrew and remove the front screw fixing the tank.



- Remove the passenger saddle, rider saddle and the battery, disconnecting the negative terminal (black) first.
- Undo and remove the two rear screws.



FOR ALL VERSIONS EXCEPT USA VERSION

- Release the clamps.
- Remove the two tank breather pipes on the left.



USA VERSION

- Detach the clamp on the forward most spigot and remove the water drain hose from fuel tank.
- Detach the clamp under the check valve and carefully remove the hose from the bottom of the checkvalve. The short hose and Check valve stay on the tank.



- Disconnect the quick connect fuel pipe connection on the right

Warning: Be aware of possible fuel spray



- Disconnect the fuel pump electrical connector.
- Remove the tank.

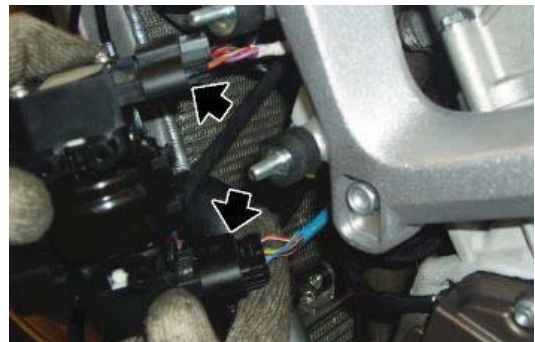


5.4 Disconnect and remove the throttle grip position sensor and the voltage regulator connectors.

- Unscrew and remove the nut and the stud bolt.
- Retrieve the washers.
- **Pay careful attention to the orientation of all wire routing and connectors behind throttle grip position sensor(for reassembly purposes)**



- Move the throttle grip sensor aside, cut the cable ties and disconnect the two connectors, sliding off the two grey retainer locks by depressing the grey tab and then depressing the black tab on the connector (new harness on engine already comes with grey locks in place)
- Remove the throttle grip position sensor.



- Disconnect the alternator connector.



- Disconnect the voltage regulator connector.



5.5 Drain the engine oil and the coolant

Engine oil

- Place a container with a capacity of at least 4 litres under the drainage plug.
- Unscrew and remove the filler cap
- Unscrew and remove the drain plug.
- Drain the oil into the container; allow several minutes for oil to drain out completely.



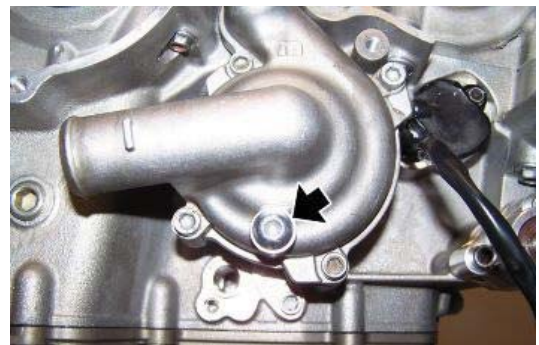
WARNING: For unsold dealer stock vehicles, the oil must be saved and be reused to refill the engine.



Coolant

- Place a container with a capacity of at least 2.2 liters under the coolant pump.
- Remove the radiator cap/valve to help the fluid drain out.
- Unscrew and remove the system drain screw and retrieve the seal washer.
- Wait for the entire circuit to drain (engine+hoses+radiator)
- Refit the system drain screw, complete with washer.

WARNING: The coolant must be reused completely to fill the new engine, sold and unsold vehicles.



5.6 Repositioning the Canister and the coolant and oil radiators

USA VERSION

REPOSITIONING THE CANISTER

- Detach the clamp on the fuel vapor return hose (top left hose on canister) without detaching the hose.
- Use a hot air gun to heat the union and remove the hose. **Maximum of 3 seconds of heat...do not melt nipple.**



- Pull the fuel vapor hose (one that was connected to black/white valve) out through the hose grommet on the left hand side of the vehicle

Note:

Hose does not have to be pulled out of the metal loops at top of radiator. Simply create some slack in the hose so that canister can be moved out of the way to access radiator and headers.



- Remove the canister by removing the two screws fastening the canister to the frame
- Hang or secure the canister (with fuel tank hose attached) out of the way of the radiator.



ALL VERSIONS

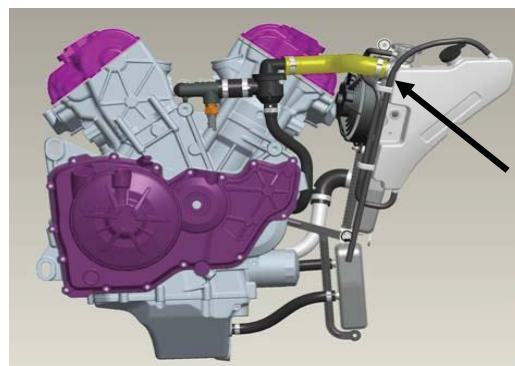
- Undo and remove the 2 screws fastening the radiator mounting bracket to the engine



- Cut the zip ties in the areas around starter

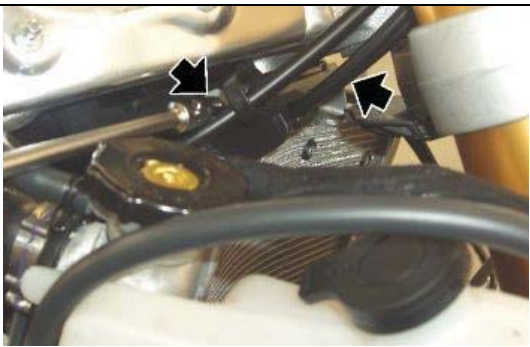


- Disconnect the coolant pipe from the radiator, on the right side



- Disconnect the oil pipes on the left side and right side



Disconnect the coolant pipe from the water pump on the left side (careful! liquid will come out) Note: Not shown in photo Disconnect the bypass coolant hose from the aluminum tube (Save and reuse the click clamp, as it does not come in the kit)	
- Undo and remove both radiator bracket upper fixing screws USA VERSION ONLY: - Pay special attention to the orientation of the metal hose grommets and the routing of the emission hoses running through them on the right and left hand sides ALL VERSIONS - Remove the upper radiator and the lower oil cooler with the support bracket	

5.7 Remove the exhaust manifolds (inclusive of left hand rider footpeg and the exhaust butterfly valve motor, exclusive of rear manifolds)

Removing the muffler

- Loosen the sealing clamp between the muffler and the central manifold.



- Unscrew and remove the front screw fastening the muffler to the chassis bracket.



- Unscrew and remove the upper attachment screw fixing the muffler to the foot peg bracket; retrieve the collar, the washer and the nut.



Warning:

DURING THIS OPERATION SUPPORT THE EXHAUST SO THAT IT DOES NOT FALL.

- Remove the muffler.



2-IN-1 FRONT EXHAUST MANIFOLD

- Release the one spring between the front exhaust manifolds and the central manifold.

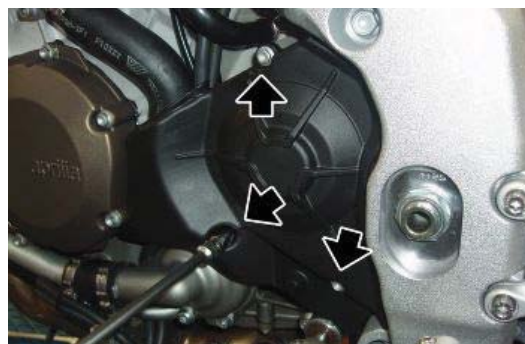


- Unscrew and remove the four nuts fastening the front exhaust manifold and retrieve the washers.
- Remove the front exhaust manifold.



2-in-1 Central exhaust manifold

- Undo and remove the 3 screws and remove the pinion cover.
- Oxygen sensor connector is fastened to the metal support
- Pay special attention to the routing of the oxygen sensor cable, neutral/gear indicator switch cable and the side stand switch cable.



- Remove the screw and metal clamp through which the fuel tank water drain hose goes through.
- Remove the screw holding the metal guard to the engine.



- Remove the Oxygen sensor connector from the metal guard and unplug the connector
- Cut the zip tie.

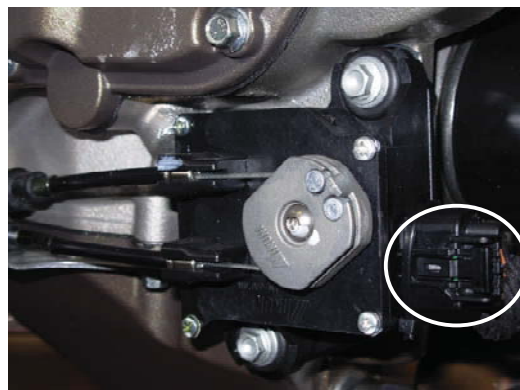


- Release the gear sensor connector



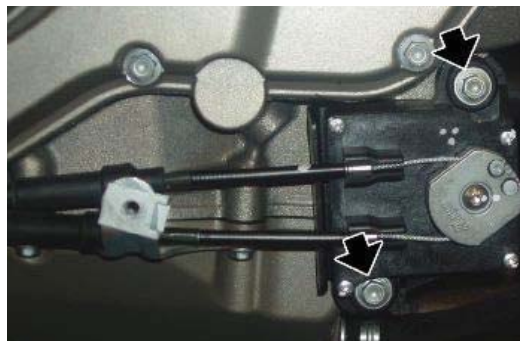
EXHAUST BUTTERFLY VALVE MOTOR

- Disconnect the connector from the valve control starter by cutting the zip tie.



- Unscrew and remove the two valve actuator motor screws
- Remove the valve actuator motor together with the heat shield.

Note: Do not disturb/unscrew the cables between the motor and the butterfly valve, otherwise a calibration procedure must be performed using the Navigator or Axone.



- If installed, unscrew and remove the cable grommet for the two exhaust butterfly valve control cables.



WARNING: Do not refit the cable bracket on the new engine (to reduce risk of damage to the cables due to heat transfer)

- Detach the springs between the rear exhaust manifolds and central manifold.
- Remove the central manifold.



- Remove the left hand rider footpeg.



5.8 Remove the side stand and the gear lever

- Remove the zip tie.



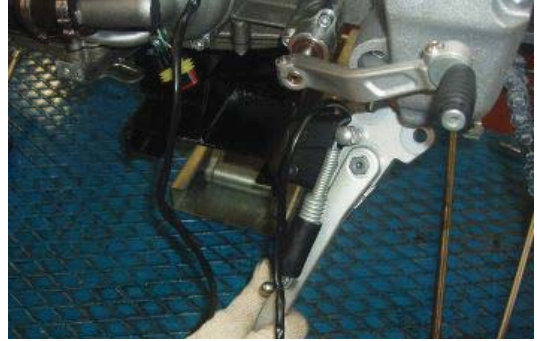
- Disconnect the side stand connector.
- Leave the gear indicator sensor connected, as a new is supplied on the new engine.



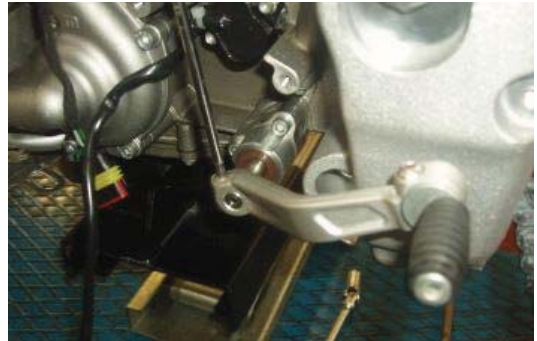
- Unscrew and remove the two screws holding the side stand to the frame (one screw is not visible in this photo)



- Remove the side stand.



- Loosen the pinch screw and ease off the gear shifter lever.



6. Removal of engine from vehicle inclusive of components still mounted on engine

- Detach the clutch cable.
- Observe the routing of the clutch cable towards the clutch lever (in relation to the frame)



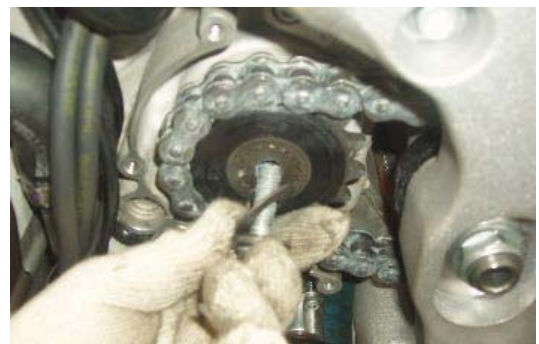
- Remove the engine oil pressure sensor wiring harness.
- Remove the support bracket holding the coolant bypass hose to the block.



- Detach the rubber cap from the starter motor
- Unscrew and retrieve the nut together with the relative washer, and disconnect the starter motor.



- Unscrew and remove the engine ground screw, remove the cable grommet and detach the three ground cables. The terminals are stacked in this order (thick , thick , thin, with the thin terminal against the block)
- Undo and retrieve the chassis ground screw together with the relative washer.
- Detach the ground cable from the chassis.
- Disconnect the vehicle wiring harness/engine wiring harness connector
- Unscrew and remove the front sprocket fixing screw and retrieve the two washers.
- Note the orientation of the countershaft sprocket. The side with the raised shoulder goes toward the gearbox.



- Loosen the drive chain adjuster screws.



- Loosen the rear wheel fixing nut.
- Remove the front sprocket, releasing it from the drive chain.



- Working on the left side of the vehicle, undo and remove the engine support screw and collect the lock washer.



- Unscrew and remove the three engine bracket screws and remove the bracket.

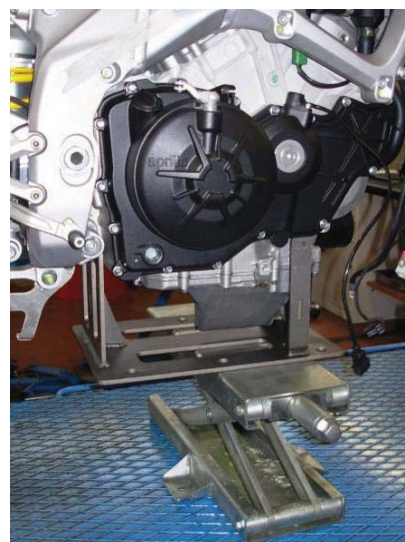


REAR EXHAUST MANIFOLDS

- Unscrew and remove the four nuts fastening the rear exhaust manifolds and retrieve the washers.
- Remove the two rear exhaust manifolds and **mark the left hand manifold** to facilitate reinstallation on the new engine.



- Install the engine support special tool **020864Y**, fastening it to the engine with the two screws at the front of the block.
- Place a scissor jack or similar shop tool underneath the engine stand, to support the weight of the engine.



- Working on the left side of the vehicle, undo and remove the two engine support screws.

Note: For the Factory version only: retrieve the frame inserts. Note the orientation of the inserts(holes toward top)



- Working on the right side of the vehicle, undo and remove the two engine support screws

Note: For the Factory version only: retrieve the frame inserts.

- For both versions, retrieve the two round spacers on the inner side of the right frame rail. (one used for each screw)



- Working on the right side, unscrew and remove the upper rear engine support screw and retrieve the clamping plate.
- Note orientation of the 2 washers on screw (thick washer goes against frame)



- Unscrew the upper adjuster screw bushing until it turns no more. (use a 12 mm allen/hex tool)



- Working on the right side of the vehicle, unscrew the lower engine support nut and retrieve the thick washer.
- Ease off the long bolt from the left hand side of the vehicle. Make sure thin lock washer does not get lost.



- Be sure to unscrew the lower and upper engine adjustment bushes using the 12 mm allen/hex tool. (unscrewing lower bushing in photo)



- Remove the zip ties on the subframe support to release the variable intake control unit wiring

Note: For the Factory version only: disconnect the wiring connector from the variable intake ECU box.



WARNING:

THE FOLLOWING OPERATIONS MUST BE DONE WITH THE AID OF A SECOND PERSON.

- Fasten the *Engine mounting plate* (p/n: 020864Y) to the engine, Support the weight of the engine with a scissor lift or similar equipment.
- Lower the engine using the scissor lift.
- Hook an appropriately sized belt for the weight of the vehicle onto a hoist and fasten the ends of the belt to the semi-handlebars (clip-ons)
- Raise the front wheel of the vehicle by approximately 65 cm (26 in).
- Remove the engine from the vehicle sideways
- Identify and note the engine serial number of the engine removed from the vehicle and the serial number of the new engine being installed.



Important Note: Write these numbers on the two paper forms that come with the engine. A copy of this form must also be faxed to Piaggio Technical- see return procedure described at first section of this bulletin.



7. Preparation of new and old engines

The following components must be removed from the old engine that is to be returned and installed on the new engine:

- Remove the three inserts and install on new engine. (Be certain they are oriented as shown, holes toward the bottom)
- Install support bracket on new engine with the 3 screws (torque to 18.44 ft. lbs.)



- Remove the coolant pipe, complete with thermostat valve by opening the clamp
- Install on new engine.



- Remove the two front airbox unions from the airbox
- Install on new engine. Apply some silicone spray or lube to the front side of the boots, to make their alignment easier during the engine install.



Remove the fairing/engine nut plates on the left and right hand sides of the oilpan. Note the orientation of the nut plates. Transfer them to the new engine.	
Disconnect the ECU from the removed engine (if it is loaded with the RACE (Akrapovic map) and install it on the new engine. Detach the two connectors, pushing the two sliding locks outward. Note: Do NOT remove the ECU if it is loaded with a standard map. Use the ECU that already comes with the new engine.	
USA version only - Working from the front right side, remove the fuel vapor reburn hose complete with brass union (disconnect the upper clamp only and reuse it). - Re-clamp the fuel vapor reburn hose and brass union to the new engine, removing the white plug from the protruding hose.	

The following components must be removed from the new engine and installed on the old engine to be returned.

• From the new engine, remove all protective plugs and the caps from the oil and coolant pipes. • Install them on the removed engine to prevent fluid spillage during transport.	
• Install the New ECU (that came with new engine) on the old engine wiring harness, only if the vehicle had an ECU loaded with the RACE mapping. (Must reuse RACE mapped ECUs) • Detach the two connectors, pushing the two sliding locks outward.	
• Set the old engine down carefully on its rear side to enable removal of the engine support, which must be installed on the new engine.	

NOTE: we recommend not placing the old engine in the crate yet, and waiting until the new engine has been completely installed and final testing has been concluded.

8. Installation of new engine and components on vehicle (without fairings)

FACTORY VERSION

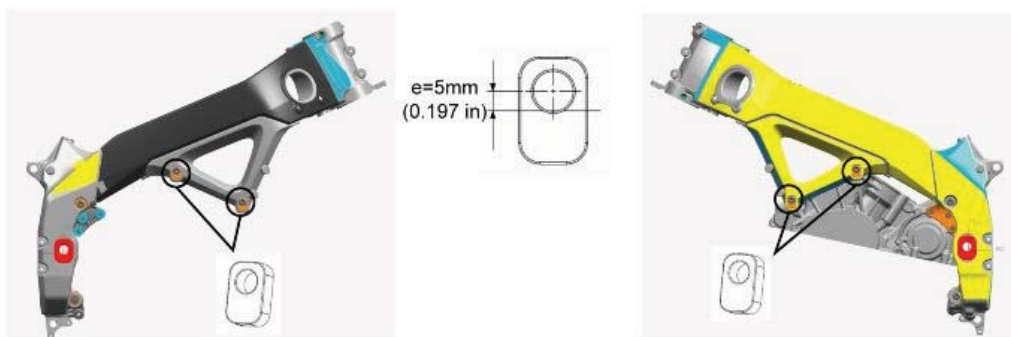
- Before aligning the engine retainers, place on the frame the internal and external right and left inserts, with the precautions described below.

Adjustment of engine height in relation to the chassis is assured by proper inserts placed on the chassis (front position) and on the engine, matching the fixing points of the engine to the chassis.

The hole position relative to the centreline of the insert is $e=+5\text{ mm}$ ($e=+0.197\text{ in}$), therefore, the engine is fixed at maximum height possible.

WARNING

THE FRONT LEFT AND RIGHT INSERTS ARE IDENTICAL AND MUST NOT BE TURNED UPSIDE DOWN.



The height of the swingarm pin in relation to the chassis is adjusted with special inserts housed in the chassis. The hole is offset by +2.5 mm (0.098 in) in relation to the centre line of the insert; as a result the swingarm is in the high position.

There are 4 inserts, subdivided as follows:

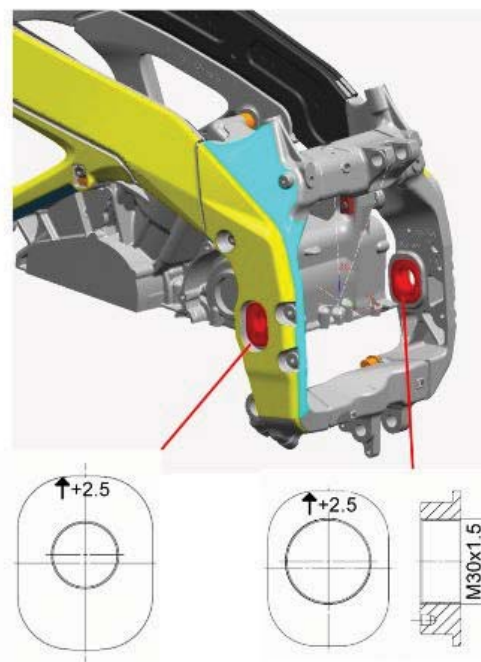
- Inner/outer
- Right/Left

The two right side swingarm pin inserts are different from each other.

The two left side swingarm pin inserts are the same in relation to each other.

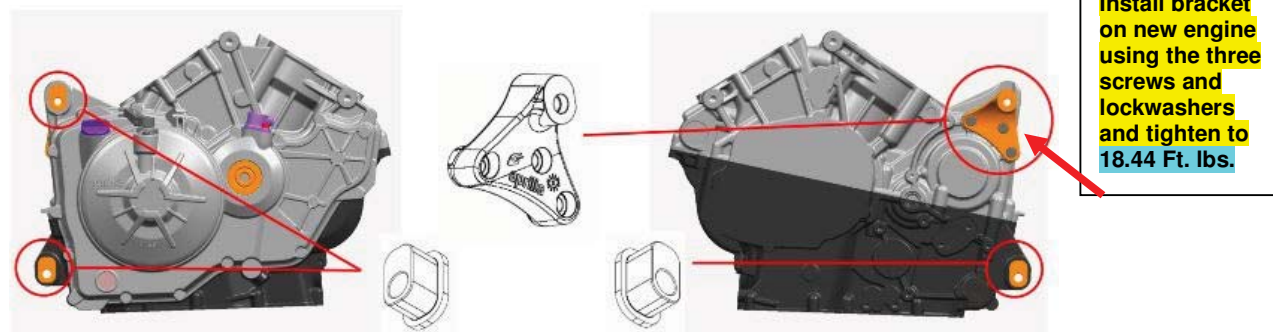
WARNING

THE FOUR INSERTS MUST BE FITTED WITH THE ARROW FACING UPWARDS, OTHERWISE THE VEHICLE WILL BE DAMAGED!



WARNING

THE RIGHT REAR INSERTS (+5mm (+0.19 in)) AND THE LOWER LEFT REAR INSERT (+5mm (+0.19 in)), ARE IDENTICAL.



ALL VERSIONS

WARNING

Observe the tightening torques specified and the indications given for the use of Loctite (see the tables at the end of this document)

- With the help of another worker and with the motorcycle frame secured to a hoist, raise the engine into the installation position using the scissor jack, ensuring that the airbox air intake unions are aligned correctly.

Centering the engine on the chassis

WARNING:

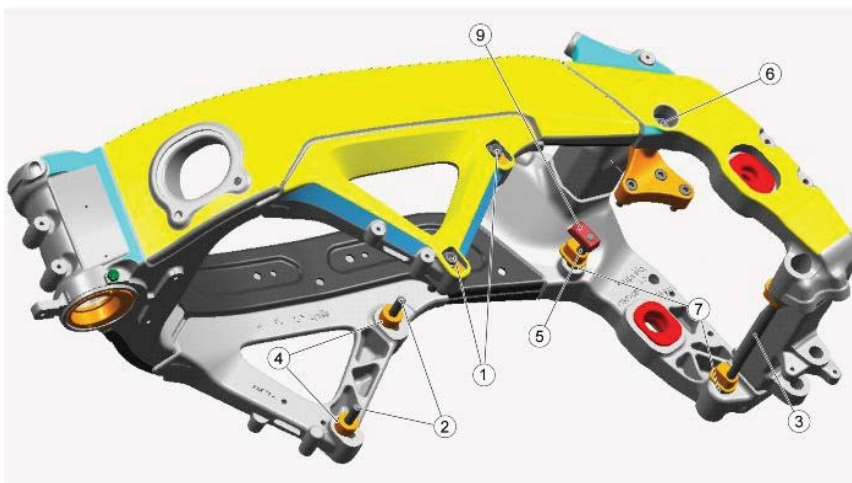
PAY SPECIAL ATTENTION DURING CENTRING PHASE OF THE ENGINE ON THE CHASSIS. SHIMMING MAY BE NECESSARY FRONT TO REAR TO CORRECTLY ALIGN ENGINE MOUNTING TO CHASSIS. OPERATE WITH CAUTION SO AS NOT TO DAMAGE THE SCREWS AND THE CHASSIS INTERNAL AND EXTERNAL SPACERS.

Working on the **left side**, place and screw without tightening:

- the two front fixing screws (1);
- the engine attachment upper fixing screw (6);
- the lower rear fixing pin (3), so as to centre the engine position.

Working on the **right side**, place and screw without tightening:

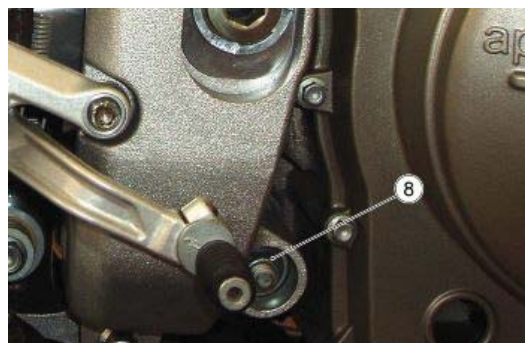
- the two front fixing screws (2) and, from the chassis internal side, the specific spacer bushings (4);
- The upper rear fixing screw (5).



Securing the engine

WARNING

TO MAKE SURE THE ENGINE ALIGNMENT ON THE CHASSIS IS CORRECT TIGHTEN TO THE PRESCRIBED TORQUE ALL THE SCREWS IN THE SPECIFIC ORDER GIVEN BELOW.



Working on the left side:

- Tighten the two front screws (1) to the prescribed torque. (36.88 Ft. lbs)- Loctite 243
- Tighten the engine attachment upper fixing screw (6) to the prescribed torque, after installing the corresponding washer. (36.88 Ft lbs.)
- Slide off the lower rear long bolt, which was temporarily installed earlier (3);

Working on the right side:

- Slide off the upper rear fixing screw (5), which was temporarily installed earlier.
- Place and tighten internally the two set bushings (7) to the prescribed torque (use allen/hex tool) – (8.85 Ft. lbs for each bushing)
- Place again on the left side, the lower rear long bolt (3).
- Tighten the lower rear long bolt nut on right side (8).- (36.88 Ft lbs.)
- Install again the upper rear fixing screw (5) and tighten the lock plate (9) against the internal mount of the engine to the prescribed torque. (36.88 Ft.lbs.)
- Tighten the two front engine screws (2) to the prescribed torque, making sure the two round spacer bushings (4) are in place. (36.88 Ft. lbs)- Loctite 243
- Remove the engine support and scissor jack.

WARNING

As noted on bulletin posted on serviceaprilia.com:

Tighten the screws fastening the clutch cover, flywheel cover and oil sump:

- **clutch cover** screws, correct tightening torque (12 Nm) 8.85 Ft lbs.
- **flywheel cover** screws, correct tightening torque (12 Nm) 8.85 Ft lbs.
- **oil sump** screws, correct tightening torque (12 Nm)) 8.85 Ft lbs.

WARNING

The following vehicle reassembly sequence does not provide detailed instructions for each component. Critical stages in the procedure, however, are indicated.

- Install the ground cables
- Connect the starter motor cable (see page 48 for wire routing)
- Install the oil pressure sensor connector (see page 48 for wire routing)

NOTES FOR THE REINSTALLATION OF THE GROUND CABLES

68. Lug terminal from engine wiring harness
69. Vehicle wiring harness lug terminal
70. Battery - engine ground cable lug terminal.
71. Cable grommet
73. Lug terminal from engine wiring harness (single cable with 68 lug terminal)

To avoid inverting the ground connections, unscrew the screw (67) from the engine; to connect the other ground connections, the frame ground connection (73) can be connected using the screw (72), as shown in the figure.

WARNING

TAKE CARE NOT TO SWAP THE TWO GROUND LUG TERMINALS (68) AND (73).

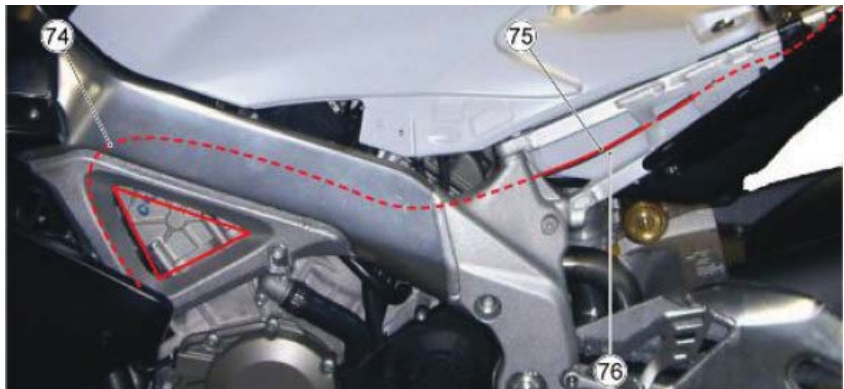


Zip tie the battery-engine ground cable harness to the throttle grip position sensor cable harness as far up as possible.

74. Zip tie

75. Battery - engine ground lead
76. Engine - battery ground cable harness routing

The engine - battery ground cable harness **must not be visible** within the area indicated with a red triangle.



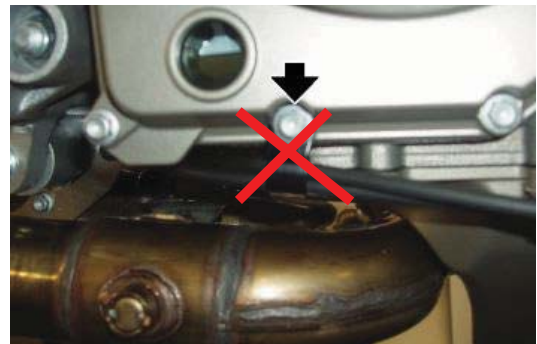
- Install the rear exhaust headers- install nuts loosely
- Install the side stand bolts and connect the side stand switch to harness- torque bolts to 33.19 ft. lbs- Loctite 243
- Install the central midpipe
- Install the exhaust butterfly valve motor with heat shield, without the cable grommet on oil pan (note photo below)
- Install the front headers- install nuts loosely
- Install muffler and tighten the two bolts that support muffler

Once all exhaust springs are installed , tighten the manifold nuts and muffler clamp.

- Refit the chain and the sprocket- torque bolt to spec. 36.88 ft. lbs.- Loctite 243
- Adjust the chain to 30mm freeplay-no load- torque axle nut to 88.5 ft. lbs.
- Install the left hand rider footpeg mount- torque bolts to 18.44 ft.lbs.- Loctite 243

NOTES FOR THE REINSTALLATION OF THE EXHAUST BUTTERFLY VALVE

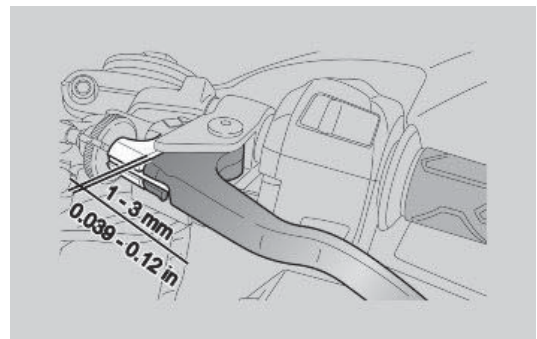
Do not refit the cable grommet (to prevent heat conduction from the engine, which may result in damage to the sheaths).



- Connect the exhaust butterfly valve electrical connector and fit the retainer zip tie.
- Connect the clutch cable

NOTES FOR THE REINSTALLATION OF THE CLUTCH CABLE

- Check and adjust the clutch lever clearance with the adjuster screw.
- The clutch lever clearance should be between 1-3 mm (0.039 - 0.12 in).



NOTES FOR REFITTING THE CANISTER HOSE ONTO THE FUEL TANK

- Fit the canister-fuel tank hose and verify the correct routing under the front of the frame from right to left. (through the right & left hand radiator mounting hose grommets and inserting into the plastic hose grommet on the left hand side of the frame)



- Connect the oxygen sensor to the wiring harness. Fit the connector onto the metal bracket and secure the bracket to the engine.

NOTES FOR THE REINSTALLATION OF THE OXYGEN SENSOR, STAND AND GEAR SENSOR

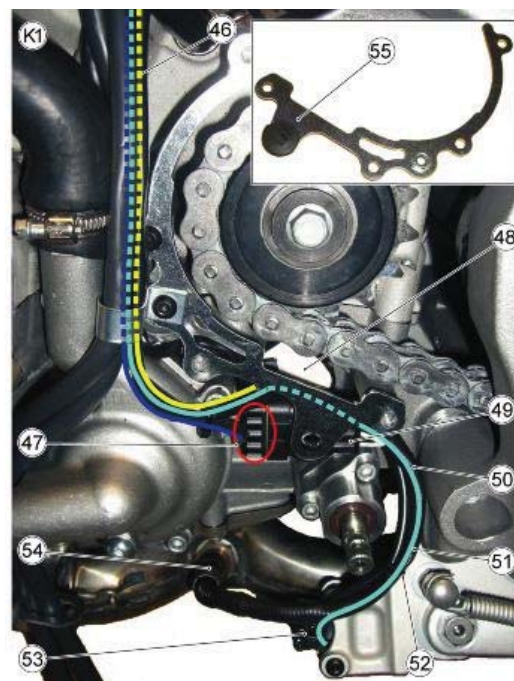
- Route the cables under the slot for the passage of the fuel tank water drain hose
- Fit the metal guide as indicated in the figure

WARNING

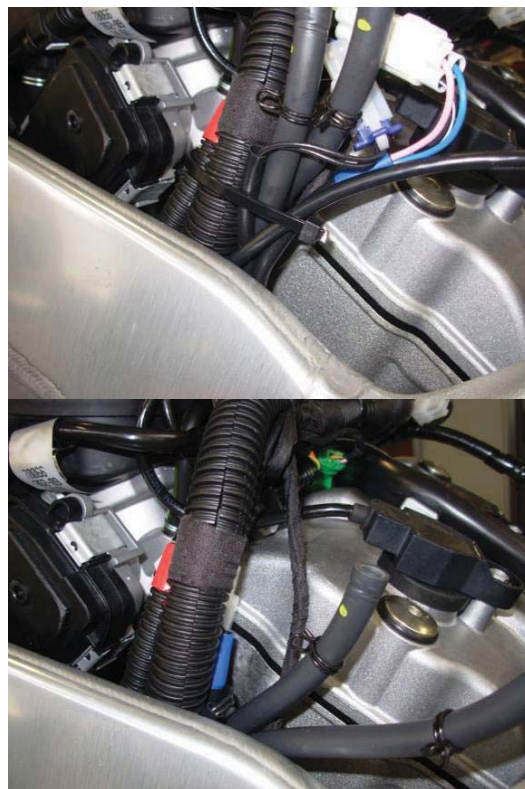
Ensure that there is no interference between the cables and the screws fastening the sprocket cover, which will be installed later.



- 46. Gear sensor wiring harness routing (yellow)
- 47. Oxygen sensor connector, vehicle wiring harness side
- 48. Gear sensor
- 49. Oxygen sensor connector
- 50. Side stand switch wiring harness routing (light blue)
- 51. Oxygen sensor wiring harness routing (dark blue)
- 52. Zip tie
- 53. Stand switch
- 54. Oxygen sensor
- 55. Mounting



Fit a **zip tie** and position the connectors for the side stand switch and the gear sensor underneath the corrugated hose (as indicated in the two figures)



- Install the sprocket cover
- Install the gear change lever

NOTES FOR THE ROUTING OF THE STARTER MOTOR AND OIL PRESSURE SENSOR CONNECTOR WIRES

Right side- note # position in diagram

3. Starter motor (the wire must be routed between the radiator hose and the engine)
4. Zip tie
5. Exhaust valve actuator wire harness routing
6. Oil pressure sensor and wire harness routing



- Fasten the oil pressure sensor wire onto the rubber cap with a zip tie



- Fit and connect the vehicle wiring harness-engine wiring harness connector, ensuring the purple lock slider is pushed fully into the lock position
- Install the water and oil radiator mountings (It may be necessary to remove the black radiator bracket from the radiator assembly and install on the engine)

NOTES FOR THE INSTALLATION OF THE RADIATOR MOUNTINGS

- On the right hand side, install the metal cable grommet on top of the plastic clutch cable grommet. Notice the two emission hoses go through grommet.



- On the left hand side install the cable grommet that holds the throttle grip position sensor cables and the canister hose leading to fuel tank.



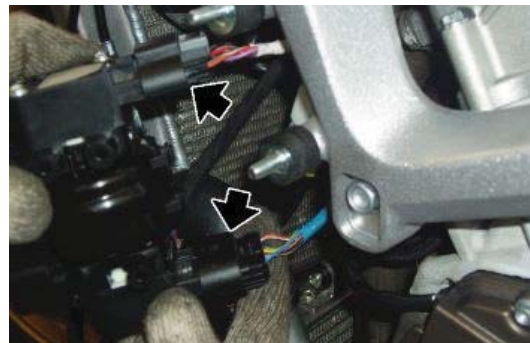
- Fasten the vapor return hose onto the canister with the metal clamp
- Install the canister on the frame



- Connect the oil and coolant hoses and fit the relative metal clamps, with new clamps provided in kit.
- Fit the regulator, stator and throttle grip position sensor wires and connectors.

NOTES FOR THE INSTALLATION OF THE THROTTLE GRIP POSITION SENSOR

- **THE LIGHT BLUE CONNECTOR HAS THE LIGHT BLUE WIRE AND THE WHITE CONNECTOR HAS THE WHITE WIRE.**
- Ensure that the throttle grip position sensor wires are fitted correctly and that the grey safety locks are correctly locked.



WARNING

The following procedure must be carried out correctly to prevent contact between the wires and the front exhaust manifolds

- Connect the regulator (black) and stator (white) wires, routing behind the coolant hose leading to the radiator and between the two throttle grip position sensor wires
- Fasten all wires, except for the stator wires, with a zip tie placed as far up as possible
- Fitting a zip tie approximately 3 cm (1 in) below the previously fitted zip tie, fasten all the wires including the stator connector wire, pushing the connector downwards



- Fit a third zip tie at the same height as the lower connector of the throttle grip position sensor



NOTES FOR ROUTING THE CANISTER-FUEL TANK HOSE ON THE LEFT HAND SIDE

- Route the hose as far up as possible between the wiring installed in the previous step and the frame.



- The hose must **not** be visible from the exterior.
- Do not position as indicated in photo

- Route the wiring for the variable intake duct control unit along the rear subframe

NOTES FOR ROUTING THE INTAKE DUCT CONTROL UNIT CABLE

Refer to # location in diagram

70. Zip tie

71. Intake duct control unit wiring harness routing



- For Factory version: connect the connector to the intake duct control unit
- For R version: fasten the connector with a zip tie

- Fill engine oil system.

NOTES FOR FILLING ENGINE OIL SYSTEM

- If the vehicle is a customer bike, replace the oil, otherwise reuse the oil drained previously and top up as necessary.
- Use AGIP TEC 4T **semi-synthetic** oil or an oil compliant with CCM G-4 A.P.I. SG. SAE 15W-50 standards
- Check and, if necessary, replace the drain plug sealing washer.
- Screw and tighten the drainage plug.



- Add 4 l (0.88 UK gal) of engine oil.
- Screw on the filler cap.



- Fill the cooling system via the filler orifice on the radiator with the quantity of coolant (drained from the old engine) necessary to reach the lip of the orifice (approx. 2.2 liters) and fit the cap/valve.
- Install the fuel tank complete with breather pipes, fuel pipe and fuel pump connector. Check that there is sufficient fuel in the tank (at least 2 liters)

NOTES FOR THE FUEL TANK

- Connect the canister hose to the check valve using a metal clamp (hose coming from the previously installed canister)



- Connect the water drain hose to the front nipple on the tank
- Connect the canister hose to the rear nipple on the tank (if short hose and valve was previously removed from rear nipple)
- The ground cable must be routed between canister hose and frame.



9. Static testing of vehicle and refitting of fairings

- Connect the vehicle battery (with an in stock vehicle , use another appropriate battery temporarily for the purposes of the test and do not activate the vehicle's own battery)
- Connect the diagnostic tool to the vehicle
- Turn the ignition key ON: check that the side stand warning light and neutral indicator function correctly
- Carry out the **"Handle self-learning"** procedure from the Parameter adjustment screen (screwdriver and hammer icon), then check that the status given in the Device states screen (0/1) for "Handle self-learning" is "Completed" or "Done".
- Carry out the **"Throttle self-learning"** procedure from the Parameter adjustment screen (screwdriver and hammer icon), then check that the statuses given in the Device states screen (0/1) for "Front throttle automatic self-learning", "Rear throttle automatic self-learning" and "Throttle self-learning with diagnostics instrument" are "Completed" or "Done".
- Check for the following errors:
If the error MEM (memorised) is shown, select the function "Cancel error memory" from the "Component activation" (injector icon) screen
If the error ATT (current) error is shown, resolve the problem and, once the error status has changed to MEM, select the function "Cancel error memory" from the "Component activation" (injector icon) screen

If using the ECU received with the new engine:

- Check that the correct map is loaded from the ISO/INFO ECU screen:

VEHICLE	ENGINE CODE	MAPPING	DESTINATION
RSV4 FACTORY	CM2259025	4023AB01	USA
RSV4 R	CM2259055	4023AF01	USA

Note:

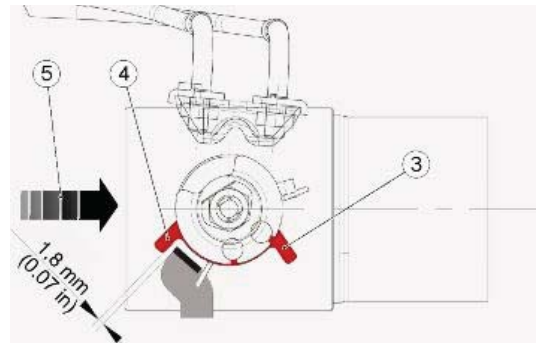
Carry out the **Exhaust butterfly valve calibration** procedure, **only** if the cables were disturbed/loosened between the motor and butterfly valve.

EXHAUST BUTTERFLY VALVE CALIBRATION

- Slacken the exhaust butterfly valve cable tension.
- From the Adjustable parameters screen page, use the diagnostic instrument to select: Acquire exhaust butterfly valve zero position
- Press the enter button to launch zero position acquisition, then switch off the vehicle and leave the ignition key **OFF**.



- Using the specific adjuster screw, tension the upper cable, leaving approx. 1.8 mm (0.07 in) between the retainer and opening travel limit (4) of the valve. Using the specific adjuster screw, tension the lower cable so it has the same tension as the upper cable.
- Tightening the lower cable will probably have caused the travel limit to shift: repeat the procedure until the correct position is obtained.
- Turn the ignition key **ON**,
- Using the diagnostic tool, from the Adjustable parameters screen page, select:



“Exhaust butterfly valve self-acquisition”, which acquires the opening travel limit (4) (valve open) and the closing travel limit (3) (valve closed).

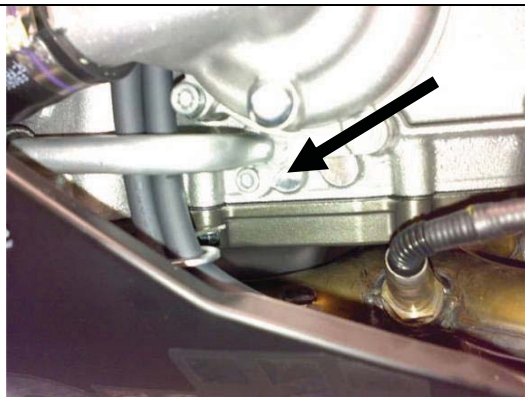
(5) - direction of exhaust gas flow.

- Remove the flywheel cover and clutch cover protective shields
- **Start the engine**, wait for the fans to activate three times and check that the temperature indicated on the instrument panel or the diagnostic tool is correct (fans should activate at 101 °C – 213 °F).
- Check that there are no errors indicated by the instrument panel. If necessary, identify the error with the diagnostic tool, rectify the problem then use the “Cancel error memory” function to cancel the error

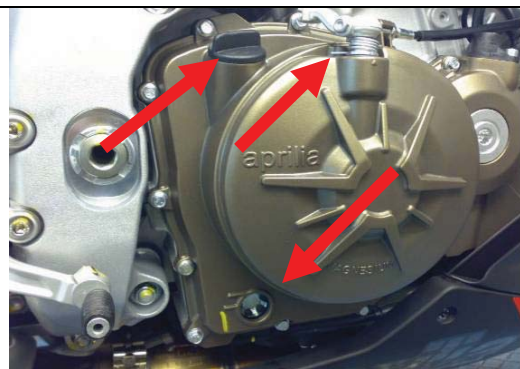
- Checking for leaks: check that there are no engine oil, coolant or fuel leaks.

NOTES FOR CHECKING FOR OIL LEAKS

- Check the following areas in particular
- Oil pipe underneath coolant pump



- Oil level sign glass, filler plug, clutch spindle



- Drainage plug



- Oil pressure sensor



- Front and rear cylinder head covers



NOTES FOR CHECKING FOR COOLANT LEAKS

Check the following areas in particular

- Thermostat connector union
- Coolant outlet pipe from cylinders



WARNING

Wait at least 2 hours before checking the engine oil and coolant levels.

- Checking engine oil level

WARNING

Hold the vehicle in a vertical position, standing on both wheels (not on the side stand)

CHECK THAT THE OIL LEVEL IS BETWEEN THE MINIMUM AND MAXIMUM LEVELS; IF YOU DO NOT COMPLY WITH THE MINIMUM AND MAXIMUM OIL LEVELS THE ENGINE COULD BE SERIOUSLY DAMAGED



- Checking coolant level
Check that the coolant in the expansion tank is between the minimum and maximum levels.
- Refit the fairings on the vehicle

If the vehicle is an in- stock unsold vehicle:

- Remove the battery used for testing and refit the vehicle's own battery
- Install the passenger saddle and rider saddle.
- Go to the step for closing the crate described in Chapter 11

10. Road test of vehicle (Customer vehicles)

- Fit the passenger and rider saddles.
- Set the gear shift indicator LED activation point at 7,500 rpm **and inform the owner that the new engine must be run in and not over-revved.**
- Prepare the vehicle for normal road use in accordance with the applicable terms of the highway code
- Engage all gears from 1st to 6th and vice versa three or four times in succession
- After completing the road test, check for fluid leakage: check that there are no engine oil, coolant or fuel leaks.
- Remove the frame protectors

11. Closing crate containing old engine being returned

- Compile the FRAME - ENGINE COMBINATION document in full, and place the right hand side of the document in the crate.

ENGINE TO BE UPDATED / DA AGGIORNARE		ENGINE TO BE UPDATED / DA AGGIORNARE	
MOTORE RESO NR. RETURNED ENGINE NR. 返却エンジン番号 MOTORE RESO N° MOTOR DEVOLUTO N° ZURÜCKGELEGENER MOTOR NR. KILOMETRI PERCORSI DAL VEICOLO KILOMETRES TRAVELLED BY VEHICLE キロメートル (K X J - I - A) NOMBRE DE KILOMETRES A COMPTER DU VEHICULE KILOMETROS RECORRIDOS POR EL VEHICULO VOM FAHRZEUG ZURÜCKGELEISTETE KILOMETER MIGLIA PERCORSE DAL VEICOLO MILES TRAVELLED BY VEHICLE マイル (M X J - I - A) NOMBRE DE MILES (AU COMPTER) DU VEHICULE MILES RECORRIDAS POR EL VEHICULO VOM FAHRZEUG ZURÜCKGELEISTETE MEILEN CODEE DEALER DEALER CODE ディーラーコード CODE DEALER CONSIGO DEALER DEALER-KENNZIFFER RAZIONE SOCIALE DEALER DEALER TRADING NAME ディーラー名 RAISON SOCIALE DEALER RAISON SOCIAL DEALER FIRMENBEZEICHNUNG DES DEALERS TELAIO VEICOLO NR. VEHICLE CHASSIS NR. 車体フレーム番号 CHASSIS -VEHICULO N° CHASSIS-VEHICULO N° FAHRZEUG-RAMMENNUMMER MOTORE NUOVO MONTATO NR. N° OF NEW ENGINE INSTALLED 新エンジン取り付け番号 MOTEUR NEUF MONTÉ N° MOTOR NEUVU MONTÉ N° NEU ENGASAMTER MOTOR NR. TAQUIMETRO GDP NR. GDP COUNTER N° GDP N° (J - I - I - I - I) DISPOSITIVO GDP N° CONTROL PERIÓDICO GDP N° COUNTER GDP NR.		MOTORE RESO NR. RETURNED ENGINE NR. 返却エンジン番号 MOTORE RESO N° MOTOR DEVOLUTO N° ZURÜCKGELEGENER MOTOR NR. KILOMETRI PERCORSI DAL VEICOLO KILOMETRES TRAVELLED BY VEHICLE キロメートル (K X J - I - A) NOMBRE DE KILOMETRES A COMPTER DU VEHICULE KILOMETROS RECORRIDOS POR EL VEHICULO VOM FAHRZEUG ZURÜCKGELEISTETE KILOMETER MIGLIA PERCORSE DAL VEICOLO MILES TRAVELLED BY VEHICLE マイル (M X J - I - A) NOMBRE DE MILES (AU COMPTER) DU VEHICULE MILES RECORRIDAS POR EL VEHICULO VOM FAHRZEUG ZURÜCKGELEISTETE MEILEN CODEE DEALER DEALER CODE ディーラーコード CODE DEALER CONSIGO DEALER DEALER-KENNZIFFER RAZIONE SOCIALE DEALER DEALER TRADING NAME ディーラー名 RAISON SOCIALE DEALER RAISON SOCIAL DEALER FIRMENBEZEICHNUNG DES DEALERS TELAIO VEICOLO NR. VEHICLE CHASSIS NR. 車体フレーム番号 CHASSIS -VEHICULO N° CHASSIS-VEHICULO N° FAHRZEUG-RAMMENNUMMER MOTORE NUOVO MONTATO NR. N° OF NEW ENGINE INSTALLED 新エンジン取り付け番号 MOTEUR NEUF MONTÉ N° MOTOR NEUVU MONTÉ N° NEU ENGASAMTER MOTOR NR. TAQUIMETRO GDP NR. GDP COUNTER N° GDP N° (J - I - I - I - I) DISPOSITIVO GDP N° CONTROL PERIÓDICO GDP N° COUNTER GDP NR.	
COPIA DA ATTACCARRE ALLA CASBA / COPY TO BE ATTACHED TO CRATE / 貼入 (貼入はJ・N・J 5・I) / COPIE A JONDER A LA CASSE / COPIA PARA PLUAR A LA CAJA / AN DER KISTE ZU BEFESTIGEN KOPPE		COPIA DA INSERIRE DENTRO LA CASBA / COPY TO BE INCLUDED INSIDE CRATE / 貼入 (貼入はJ・N・J 5・I) / COPIE A INTRODUIRE DANS LA CASSE / COPIA PARA INTRODUCIR DENTRO DE LA CAJA / IN DIE KISTE ENZULEGENDE KOPPE	

IF THE NEW ENGINE WAS IN A CLEAR BAG

- Place the engine carefully in the crate, ensuring that it is aligned correctly on the three mounts. Repair or straighten mounts if necessary.



- Use the protective bag of the new engine to cover the old engine to be returned.



IF THE NEW ENGINE WAS IN A BLUE BAG

- Before placing the engine on the three crate supports, place the engine in the blue bag contained in the crate, so that the bag bottom is closed.



- Fold the bag



- Use adhesive tape to seal the bag.



ALL ENGINES • Close the crate, using the screws removed previously.		
• Replace the document shown in the photo above (to be removed) with the left hand side of the filled out FRAME - ENGINE COMBINATION form, protected in a clear bag. • Secure the crate to the pallet that the engine crate was originally received on. (for shipment back to Aprilia USA)		

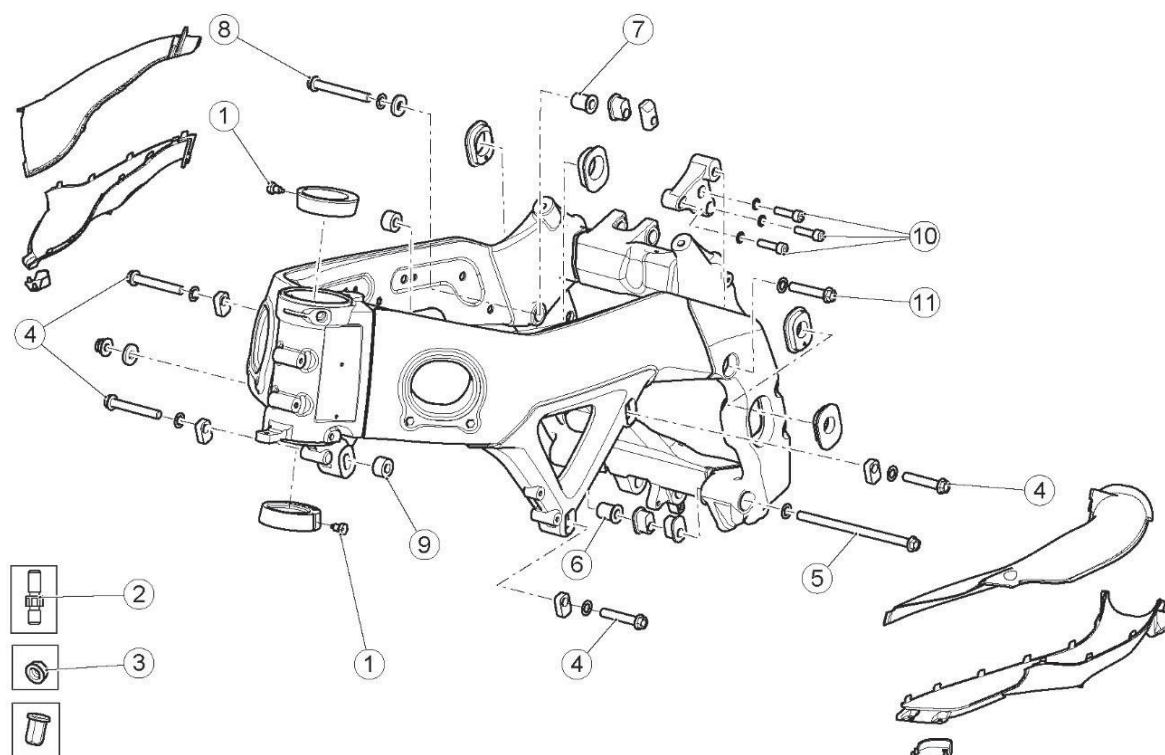
Tightening torques

The following are all the tightening torques for this procedure. Yellow is used to indicate when Loctite must also be applied.

If necessary, please consult the chapter Specifications/Tightening torques in the Workshop Manual.

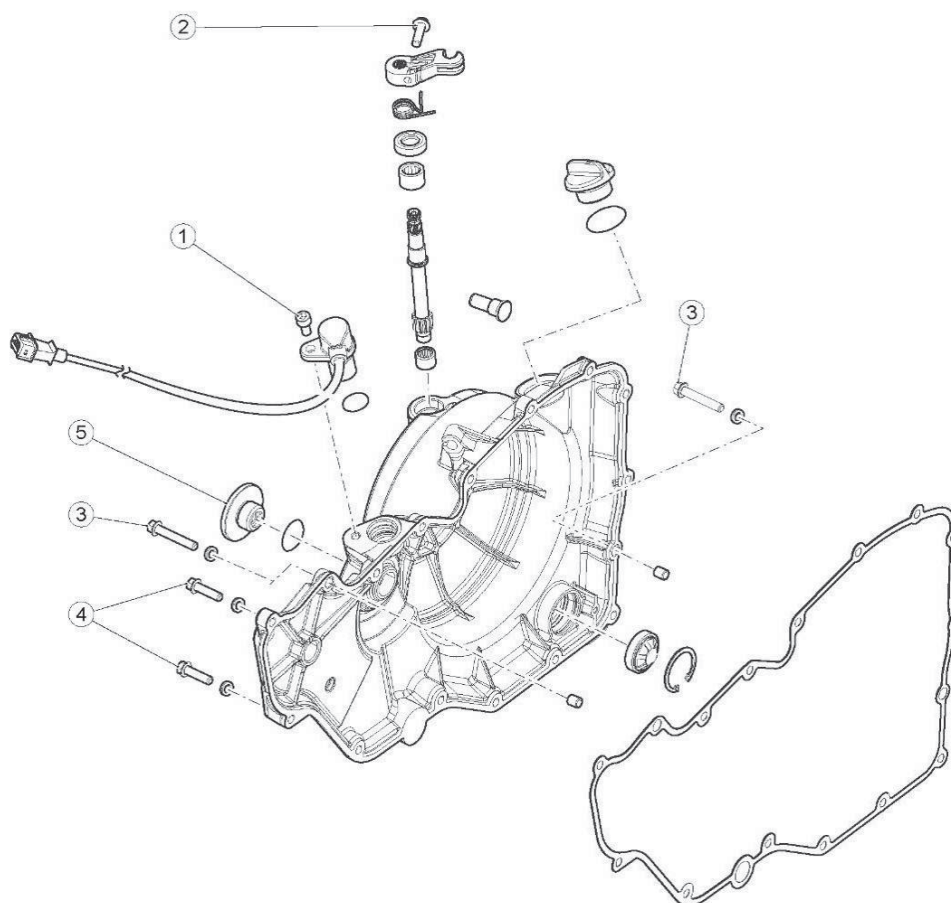
The tables are ordered in accordance with the installation procedure for the new engine.

FRONT CHASSIS



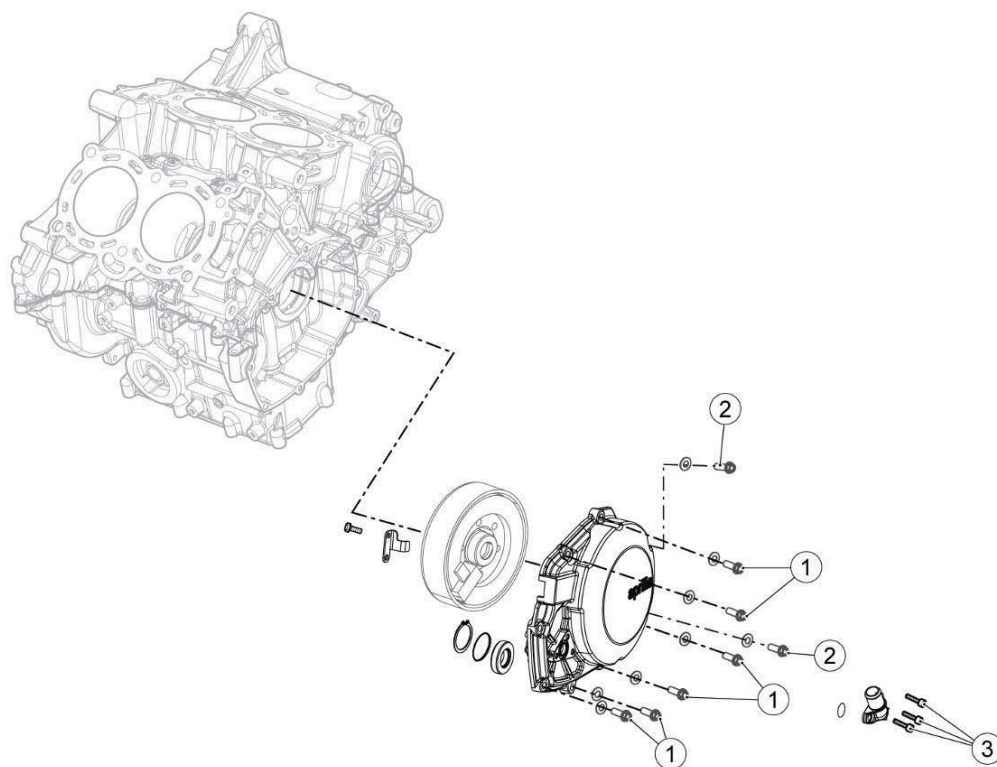
pos.	Description	Type	Quantity	Torque	Notes
3	Intake duct fixing nuts	M6	2 + 2	Manual	
4	Front mounts	M10	2 + 2	50 Nm (36.88 lbf ft)	Loct. 243
5	Lower rear mount	M10	1	50 Nm (36.88 lbf ft)	-
6	Lower rear right hand adjuster screw bushing	M18x1.5	1	12 Nm (8.85 lbf ft)	-
7	Upper rear right hand adjuster screw bushing	M18x1.5	1	12 Nm (8.85 lbf ft)	-
8	Upper rear right hand mount	M10	1	50 Nm (36.88 lbf ft)	-
9	Right fairing spacer	M6	1	10 Nm (7.37 lbf ft)	
10	Upper rear left hand engine mount fastener screws	M8	3	25 Nm (18.44 lbf ft)	-
11	Upper rear mount	M10	1	50 Nm (36.88 lbf ft)	-
-	Screw fastening the ground cable to the left side chassis	M6	1	6 Nm (4.42 lbf ft)	-

CLUTCH COVER



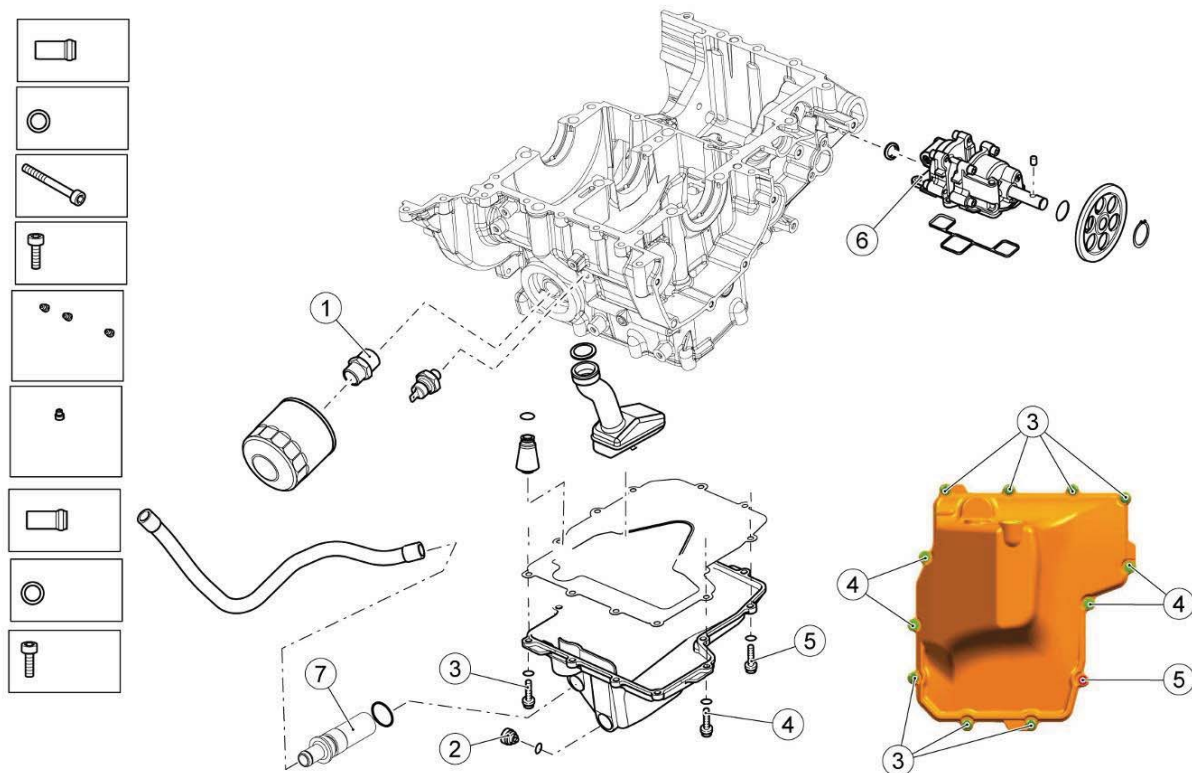
pos.	Description	Type	Quantity	Torque	Notes
2	TE Flanged screw	M6x20	1	12 Nm (8.85 lbf ft)	-
3	Flanged TE screw	M6x35	2	12 Nm (8.85 lbf ft)	-
4	Flanged TE screw	M6x22	16	12 Nm (8.85 lbf ft)	-

ALTERNATOR COVER



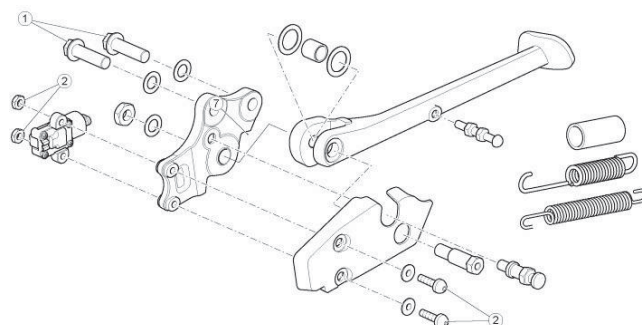
pos.	Description	Type	Quantity	Torque	Notes
1	Screws fastening cover onto centre pins	M6x25	6	12 Nm (8.85 lbf ft)	-
2	Cover fastener screws, alternator side	M6x40	2	12 Nm (8.85 lbf ft)	-

OIL SUMP



pos.	Description	Type	Quantity	Torque	Notes
2	Oil drainage plug	-	1	30 Nm (22.12 lbf ft)	-
3	Oil sump fixing screws	M6x30	7	12 Nm (8.85 lbf ft)	-
4	Oil sump fixing screws	M6x22	4	12 Nm (8.85 lbf ft)	-
5	Oil sump fixing screws	M6x25	1	12 Nm (8.85 lbf ft)	-

SIDE STAND

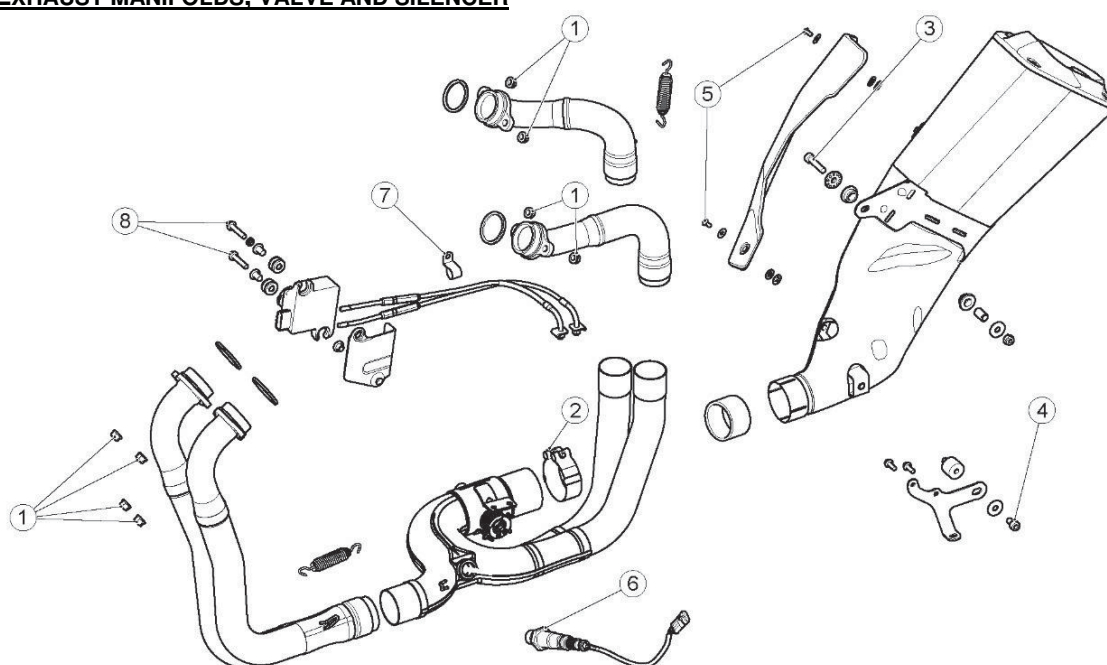


pos.	Description	Type	Quantity	Torque	Notes
1	Screws fastening the stand to the chassis	M10	2	45 Nm (33.19 lbf ft)	Loct. 243

SCREWS FASTENING GROUND CABLE GUIDE SLOTS ON FRONT OF ENGINE AND ON FRAME

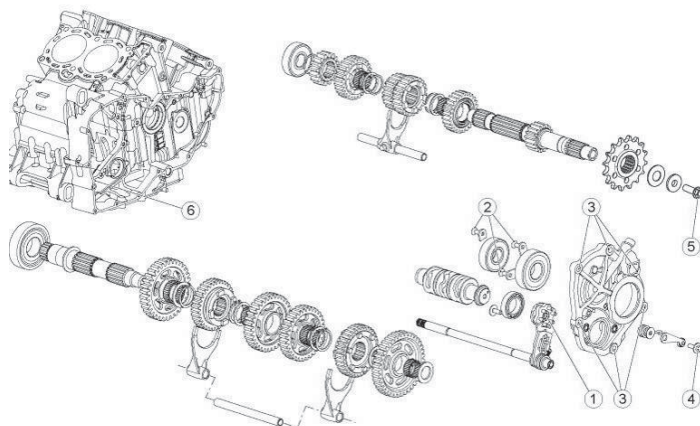
pos.	Description	Type	Quantity	Torque	Notes
	Screws	M6	2	12 Nm (8.85 lbf ft)	

EXHAUST MANIFOLDS, VALVE AND SILENCER



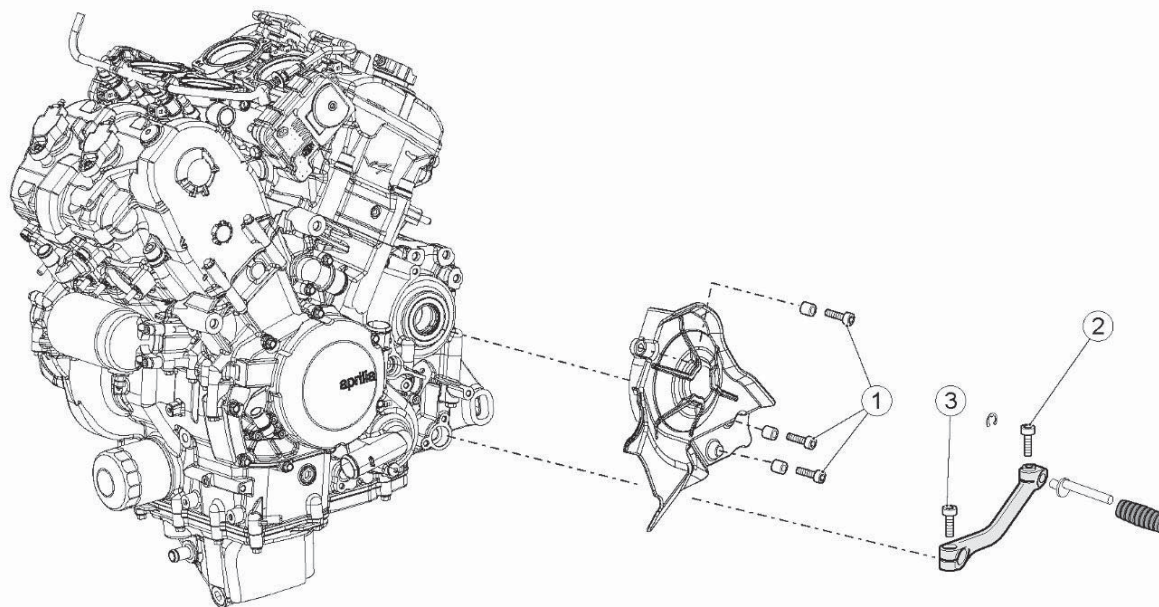
pos.	Description	Type	Quantity	Torque	Notes
1	Exhaust manifold flange fixing nut	M7	8	13 Nm (9.59 lbf ft)	-
2	Silencer clamp fixing screw	M6	1	10 Nm (7.37 lbf ft)	-
3	Screw fastening silencer to right hand footpeg mounting	M8	1	25 Nm (18.44 lbf ft)	-
4	Screw fastening silencer to central lower fairing bracket	M8	1	20 Nm (14.75 lbf ft)	-
5	Cosmetic silencer shield fixing screw	M5	2	5 Nm (3.69 lbf ft)	-
6	Oxygen sensor fastener	M18x1.5	1	38 Nm (28.03 lbf ft)	-
8	Exhaust butterfly valve actuator fixing screws	M6	2	10 Nm (7.37 lbf ft)	-

PINION



pos.	Description	Type	Quantity	Torque	Notes
5	Pinion retainer	-	1	50 Nm (36.88 lbf ft)	Loct. 243

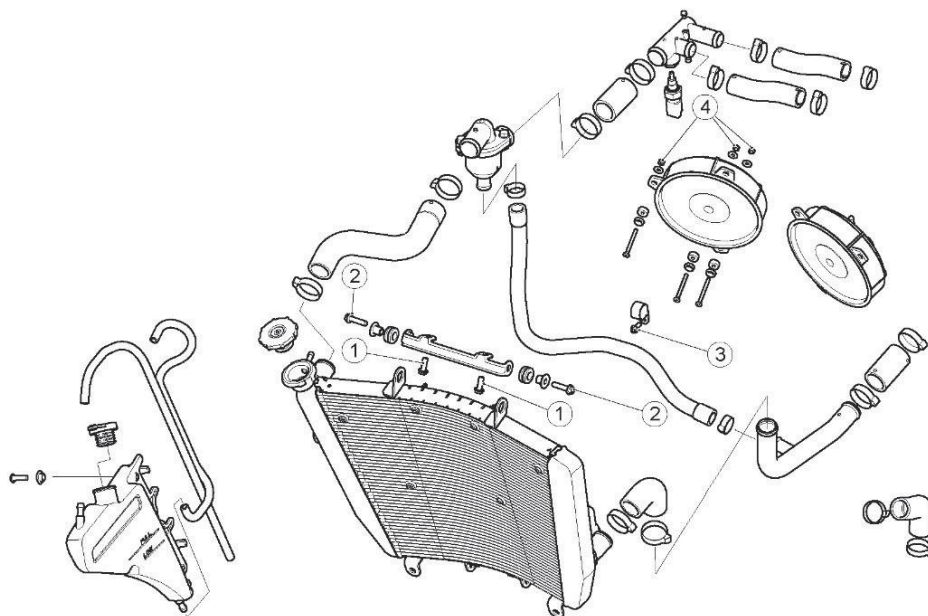
PINION COVER AND GEAR LEVER



pos.	Description	Type	Quantity	Torques	Notes
1	Screws fastening pinion cover	M6	3	8 Nm (5.9 lbf ft)	-
3	Gearbox lever fixing screws	M6	1	10 Nm (7.37 lbf ft)	-

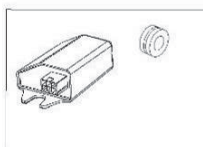
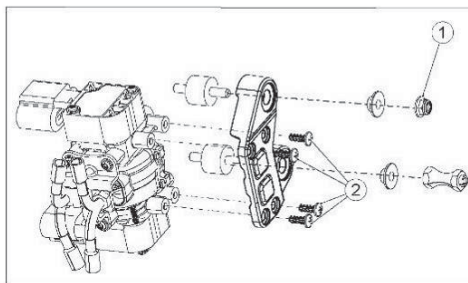
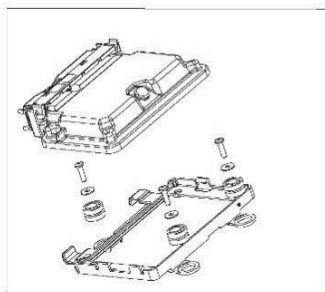
COOLING

Aprilia USA Technical Services 1020 W. 17th Street, Costa Mesa, CA 92627 P: 949-645-0030 F: 949-645-0040



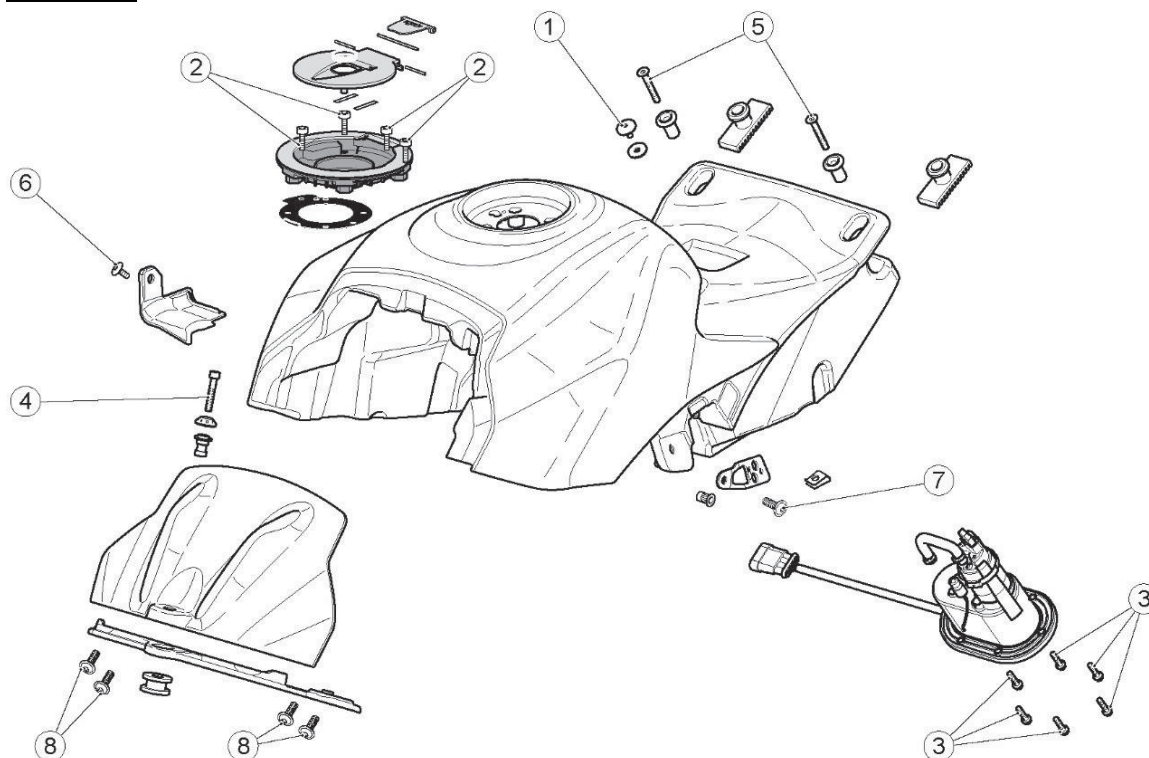
pos.	Description	Type	Quantity	Torque	Notes
1	Screws fastening water radiator mounting bracket to chassis	M6	2	10 Nm (7.37 lbf ft)	-
3	Screw fastening pipe grommet for By-pass water hose	M5	1	6 Nm (4.42 lbf ft)	-

CENTRAL ELECTRICAL SYSTEM



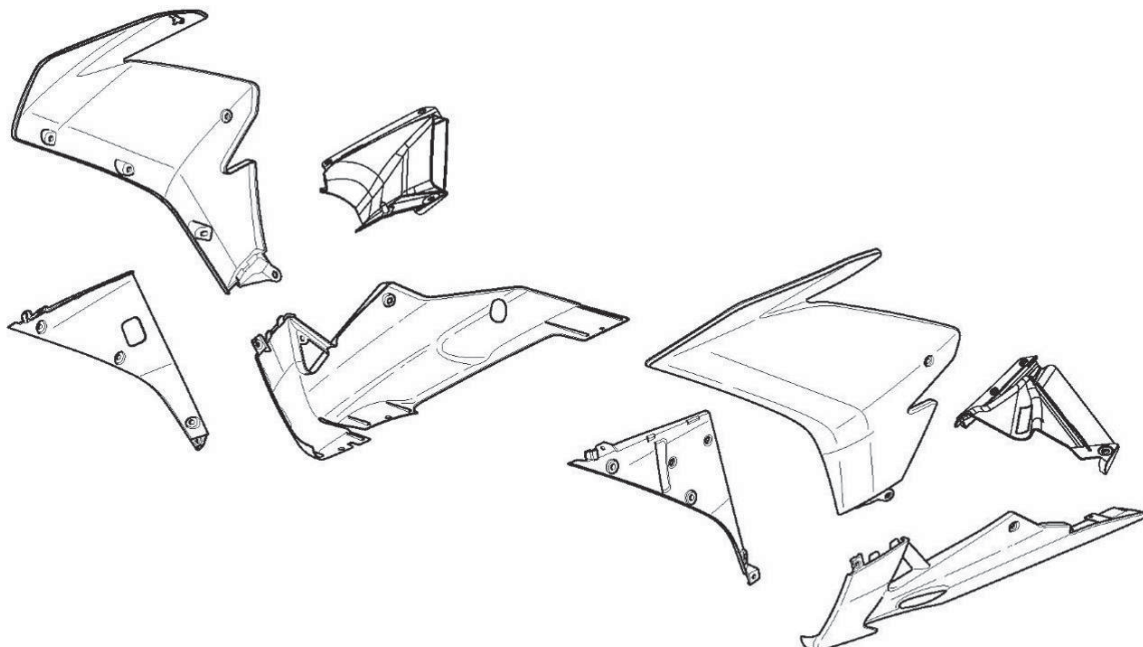
pos.	Description	Type	Quantity	Torque	Notes
1	Nut fastening upper silent block, throttle valve position sensor mounting bracket	M6	1	5 Nm (3.69 lbf ft)	-

FUEL TANK



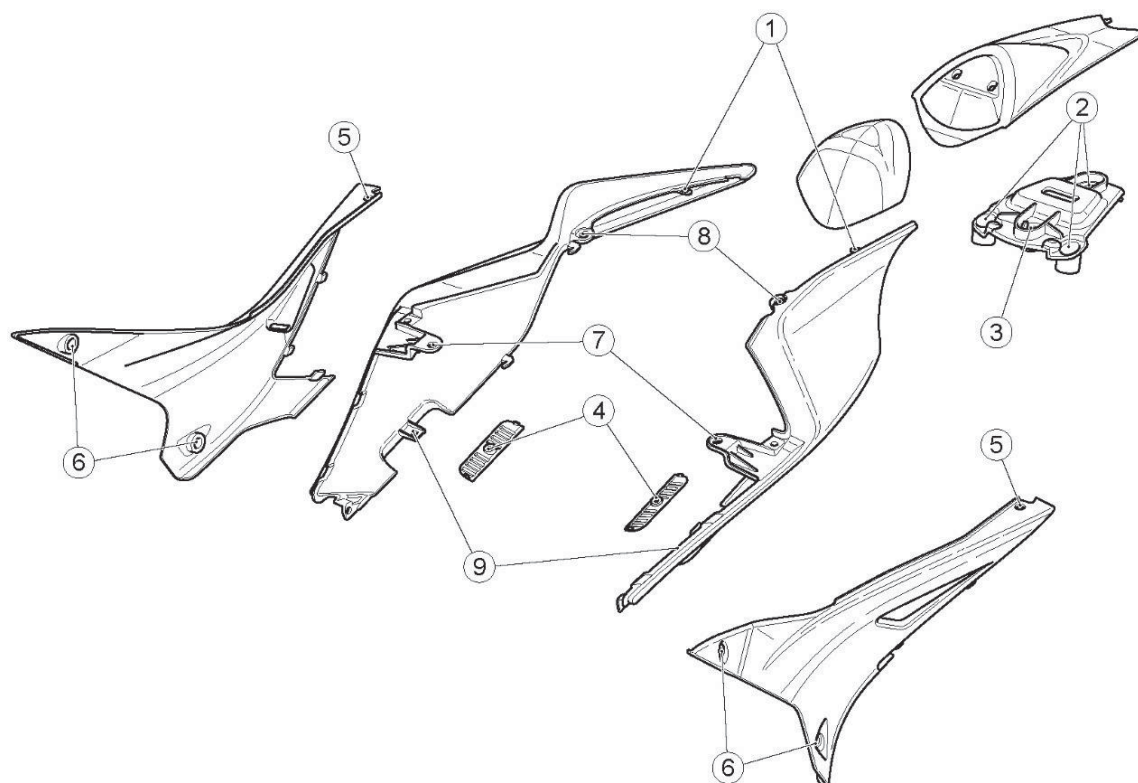
pos.	Description	Type	Quantity	Torque	Notes
1	Special screw fastening rider saddle to the tank	M6	1	4 Nm (2.95 lbf ft)	-
4	Front screws fastening the tank to the chassis	M6	1	8 Nm (5.9 lbf ft)	-
5	Rear screws fastening the tank to the rear chassis	M6	2	7 Nm (5.16 lbf ft)	-
6	Screws fastening plastic fuel pipe mounting	M5	1	2.5 Nm (1.84 lbf ft)	-
7	Left fairing mounting bracket fixing screws	M5	1	3 Nm (2.21 lbf ft)	-
-	Central screw fastening the cover to the tank	M4	1	0.5 Nm (0.37 lbf ft)	-
-	Fuel tank breather pipe unions	M7	2	3 Nm (2.21 lbf ft)	-

FAIRING



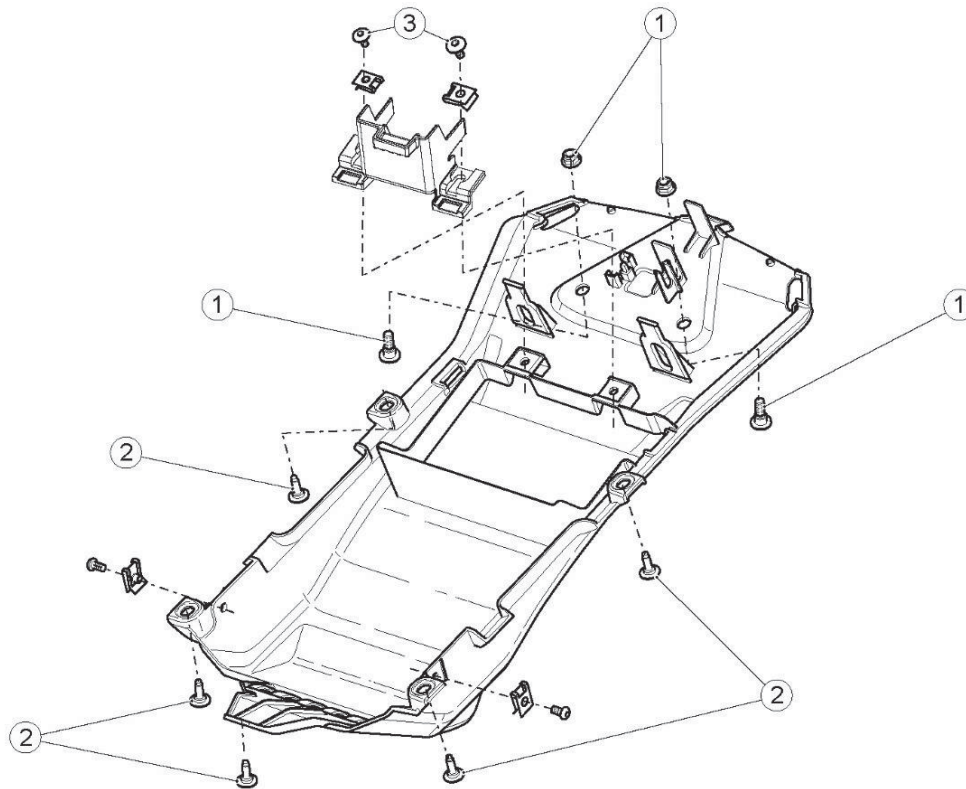
pos.	Description	Type	Quantity	Torque	Notes
-	Centre screws fastening lower fairing	M6	2	10 Nm (7.37 lbf ft)	-
-	Right hand lower fairing mounting bracket	M6	2	10 Nm (7.37 lbf ft)	-
-	Left hand lower fairing mounting bracket	M6	2	10 Nm (7.37 lbf ft)	-
-	Screws fixing the side fairings to the side spacers	M5	2	1.5 Nm (1.11 lbf ft)	-
-	Screws fixing upper fairing fastener to intake duct	M5	2	1.5 Nm (1.11 lbf ft)	-
-	Screws fixing upper fairing fastener to front fairing	M5	2	1.5 Nm (1.11 lbf ft)	-
-	Screws fixing upper fairing fastener to intake duct	self-tapping	2	1 Nm (0.74 lbf ft)	-
-	Screws fixing upper fairing fastener to headlamp	self-tapping	2	1 Nm (0.74 lbf ft)	-
-	Screws fastening the lower fairing to the bracket	M5	2 + 2	1 Nm (0.74 lbf ft)	-
-	Screws fastening the lower fairing to the lug	M5	2	2 Nm (1.47 lbf ft)	-
-	Lower fairing lower fastening screws	M5	2	2 Nm (1.47 lbf ft)	-
-	Lower fork fastener fixing screws	M6	2	8 Nm (5.90 lbf ft)	-
-	Screws fixing lower front fairing fastener to inlet ducts	SWP 3.9	2	1 Nm (0.74 lbf ft)	-
-	Inner screws fixing fairing to the lower front fairing fastener	M4	2	0.5 Nm (0.37 lbf ft)	-
-	Inner screws fastening the fairing to the lug	M5	2	2 Nm (1.47 lbf ft)	-

TAIL FAIRING



pos.	Description	Type	Quantity	Torque	Notes
2	Screws fastening saddle cover base to saddle cover	SWP 2.9	3	1 Nm (0.74 lbf ft)	-
3	Screws fastening saddle cover hinge	M4	1	1.5 Nm (1.11 lbf ft)	-
5	Screws fastening side fairings to tail fairing	M5	2	1 Nm (0.74 lbf ft)	-
6	Screws fixing side fairings to tank	M5	2 + 2	2 Nm (1.47 lbf ft)	-

HELMET COMPARTMENT



pos.	Description	Type	Quantity	Torque	Notes
3	Battery bracket fixing screws	M5	2	2 Nm (1.47 lbf ft)	-



Date: February 3, 2010
Contact: Parts Administrators
Subject: Aprilia RSV4 Engine Recall

Dear Dealer,

As previously announced there is a recall campaign underway for the RSV4 Factory and R models. We are excited to report that the first shipment of replacement engines has started to arrive at our warehouse. We will begin shipping replacement engines on Friday, February 5, 2010. These engines will arrive at your dealerships the following week.

Please remember that this initial shipment of engines is to update the bikes of RSV4 owners who have already taken delivery of their motorcycles, so please stay in contact with Aprilia Technical Representatives to confirm how many of each model engine you will require to complete this priority action.

Part of the completion of the recall process will be to return the original RSV4 engines to Aprilia USA. To make this process as efficient as possible it is important that each dealer read, understand and follow the engine return procedures noted below.

- **How to return the original engine**

The new engine will arrive packed in a wooden engine crate and shipped by ground freight via Roadway. After the new engine is installed in the vehicle, prepare the original engine for return by packing it into the same wooden engine crate that the new engine came in. **It is very important that the original engine be drained of all oil and fluids.**

Attached to this communication you will find three "Engine to be Updated" forms to be used for returning the engine, do not use the normal parts claim Return Authorization forms! The included three forms are identical with the exception of where they go, as noted on the bottom of each form:

- One must be packed inside the crate with the engine
- One must be attached to the outside of the crate
- One must be faxed to Piaggio Technical, attn: Iris Henry. Fax: (949) 645-0040

- **Where to return the original engine and shipping method to use**

Once the original engine is secured in the crate and ready for pickup, **you must contact your parts administrator to schedule the pickup of the original engine. You will also be provided with shipping paperwork (BOL) by e-mail to give Roadway when they pick up the original engine.** Roadway will pick up the engine as scheduled and deliver it to our parts warehouse (UTI Standard Logistic - Lawrenceville, GA). It is important to note that the return freight will be at Aprilia USA's expense, and therefore it is critical that you use Roadway, as scheduled through your parts administrator. Also, since the return of the engine is at Aprilia USA's expense, no credit will be issued to dealers for the returned engine, and the return will be managed through the Aprilia USA GGP Warranty system.

- **If you should have any questions please contact:**

Parts Admin. East: Tasha Woods – Tel: (212) 380-4424 Email: twoods@piaggiogroupusa.com
Parts Admin. West: Roland DeLongoria – Tel: (212) 380-4420 Email: rdelongoria@piaggiogroupusa.com
Parts Help Desk: Jeff Johnson – Tel: (646) 747-6072 Email: jjohnson@piaggiogroupusa.com

Kind regards,

Spare Parts Department
Aprilia USA

ENGINE TO BE UPDATED / DA AGGIORNARE

MOTORE RESO NR.

RETURNED ENGINE No.

返品されたエンジンの番号

MOTEUR RENDU N°

MOTOR DEVUELTO N°

ZURÜCKGEGEBENER MOTOR NR.

KILOMETRI PERCORSI DAL VEICOLO

KILOMETRES TRAVELLED BY VEHICLE

車両の走行距離 (キロメートル)

NOMBRE DE KILOMÈTRES (AU COMPTEUR) DU
VÉHICULE

KILOMETROS RECORRIDOS POR EL VEHÍCULO
VOM FAHRZEUG ZURÜCKGELEGTE KILOMETER

MIGLIA PERCORSI DAL VEICOLO

MILES TRAVELLED BY VEHICLE

車両の走行距離 (マイル)

NOMBRE DE MILLES (AU COMPTEUR) DU
VÉHICULE

MILLAS RECORRIDAS POR EL VEHÍCULO
VOM FAHRZEUG ZURÜCKGELEGTE MEILEN

CODICE DEALER

DEALER CODE

ディーラーコード

CODE DEALER

CÓDIGO DEALER

DEALER-KENNZIFFER

RAGIONE SOCIALE DEALER

DEALER TRADING NAME

ディーラーの社名

RAISON SOCIALE DEALER

RAZÓN SOCIAL DEALER

FIRMENBEZEICHNUNG DES DEALERS

TELAIO VEICOLO NR.

VEHICLE CHASSIS No.

車両のシャシー番号

CHASSIS VÉHICULE N°

CHASIS VEHÍCULO N°

FAHRZEUG-RAHMENNUMMER

MOTORE NUOVO MONTATO NR.

No. OF NEW ENGINE INSTALLED

車両に取り付けた新しいエンジンの番号

MOTEUR NEUF MONTÉ N°

MOTOR NUEVO MONTADO N°

NEU EINGEBAUTER MOTOR NR.

TAGLIANDO GGP NR.

GGP COUPON No.

GGPクーポンの番号

COUPONS GGP N°

CONTROL PERIÓDICO GGP N°

COUPON GGP NR.

Copy to be included inside Crate

ENGINE TO BE UPDATED / DA AGGIORNARE

MOTORE RESO NR.
RETURNED ENGINE No.

返品されたエンジンの番号

MOTEUR RENDU N°

MOTOR DEVUELTO N°

ZURÜCKGEBENER MOTOR NR.

KILOMETRI PERCORSI DAL VEICOLO
KILOMETRES TRAVELLED BY VEHICLE

車両の走行距離 (キロメートル)

NOMBRE DE KILOMÈTRES (AU

COMPTEUR) DU VÉHICULE

KILÓMETROS RECORRIDOS POR EL
VEHÍCULO

VOM FAHRZEUG ZURÜCKGELEGTE

KILOMETER

MIGLIA PERCORSI DAL VEICOLO
MILES TRAVELLED BY VEHICLE

車両の走行距離 (マイル)

NOMBRE DE MILLES (AU COMPTEUR) DU

VÉHICULE

MILLAS RECORRIDAS POR EL VEHÍCULO

VOM FAHRZEUG ZURÜCKGELEGTE

MEILEN

CODICE DEALER
DEALER CODE

ディーラーコード

CODE DEALER

CÓDIGO DEALER

DEALER-KENNZIFFER

RAGIONE SOCIALE DEALER
DEALER TRADING NAME

ディーラーの社名

RAISON SOCIALE DEALER

RAZÓN SOCIAL DEALER

FIRMENBEZEICHNUNG DES DEALERS

TELAIO VEICOLO NR.
VEHICLE CHASSIS No.

車両のシャシー番号

CHASSIS VÉHICULE N°

CHASIS VEHÍCULO N°

FAHRZEUG-RAHMENNUMMER

MOTORE NUOVO MONTATO NR.
No. OF NEW ENGINE INSTALLED

車両に取り付けた新しいエンジンの番号

MOTEUR NEUF MONTÉ N°

MOTOR NUEVO MONTADO N°

NEU EINGEBAUTER MOTOR NR.

TAGLIANDO GGP NR.
GGP COUPON No.

GGPクーポンの番号

COUPONS GGP N°

CONTROL PERIÓDICO GGP N°

COUPON GGP NR.

Copy to be attached to outside of Crate

ENGINE TO BE UPDATED / DA AGGIORNARE

MOTORE RESO NR.

RETURNED ENGINE No.

返品されたエンジンの番号

MOTEUR RENDU N°

MOTOR DEVUELTO Nº

ZURÜCKGEGEBENER MOTOR NR.

KILOMETRI PERCORSI DAL VEICOLO

KILOMETRES TRAVELLED BY VEHICLE

車両の走行距離 (キロメートル)

NOMBRE DE KILOMÈTRES (AU COMPTEUR) DU VÉHICULE

KILÓMETROS RECORRIDOS POR EL VEHÍCULO

VOM FAHRZEUG ZURÜCKGELEGTE KILOMETER

MIGLIA PERCORSI DAL VEICOLO

MILES TRAVELLED BY VEHICLE

車両の走行距離 (マイル)

NOMBRE DE MILLES (AU COMPTEUR) DU VÉHICULE

MILLAS RECORRIDAS POR EL VEHÍCULO

VOM FAHRZEUG ZURÜCKGELEGTE MEILEN

CODICE DEALER

DEALER CODE

ディーラーコード

CODE DEALER

CÓDIGO DEALER

DEALER-KENNZIFFER

RAGIONE SOCIALE DEALER

DEALER TRADING NAME

ディーラーの社名

RAISON SOCIALE DEALER

RAZÓN SOCIAL DEALER

FIRMENBEZEICHNUNG DES DEALERS

TELAIO VEICOLO NR.

VEHICLE CHASSIS No.

車両のシャシー番号

CHASSIS VÉHICULE N°

CHASIS VEHÍCULO Nº

FAHRZEUG-RAHMENNUMMER

MOTORE NUOVO MONTATO NR.

No. OF NEW ENGINE INSTALLED

車両に取り付けた新しいエンジンの番号

MOTEUR NEUF MONTÉ N°

MOTOR NUEVO MONTADO Nº

NEU EINGEBAUTER MOTOR NR.

TAGLIANDO GGP NR.

GGP COUPON No.

GGPクーポンの番号

COUPONS GGP N°

CONTROL PERIÓDICO GGP Nº

COUPON GGP NR.

Copy to be faxed to Piaggio Technical- Attn: Iris Henry Fax: (949)-645-0040

Alternate procedure to raise and support the RSV4 (can be used if the lifting equipment cannot raise the front wheel atleast 26 inches)

- RSV4 placed backwards on lift - rear wheel chocked and strapped in wheel vise
- Support strap through front axle tube and attached to lifting triangle
- Front of bike hoisted and engine slid off /on lift

Caution: -Be sure support straps are of sufficient strength to support the lifting weight
-Front fairing must be properly protected from damage by lifting equipment



