

Aprilia Shiver 1200

Expansion of the range in sight for the naked Venetian



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1200 V-twin engine of **90 °** was presented by Aprilia in 2007, some time before the show in Milan. On that occasion I went to equip the prototype of the **FV2 1200**, the concept bike with which the House of Noale traced the lines of technology development which would give life to his sport of the future (the codon any bells?).

This autumn will almost certainly be an opportunity to see formally the first model equipped with the muscular Aprilia **twin-cylinder 1197 cc** engine **from 134 hp** (data declared by the manufacturer). The best hypothesis is that this will be a "**maxi**" **Shiver**. The Venetian naked, now 750 cc, has a cycling oversized compared to 95 hp at its disposal and with a few adjustments to the suspension, brakes and geometric dimensions, is perfectly capable of accommodating the twin 1200.

This is a highly anticipated model, so that we speak now for two years, but this time others have been - and perhaps still are - the **priorities of the Piaggio Group**, which is part Aprilia, which could take precedence a model "plus" the other twin, the **Dorsoduro 1200**, more fortunate in terms of trade, or even the new edition is completely redesigned, the **Caponord**. There are two segments, the maximotard and maxienduro, which are selling record numbers of interest and which may point Aprilia ahead of a third version of Shiver (the second is the GT).

However one **1200** is absolutely **Shiver** Aprilia programs. A naked very powerful, over 130 hp at 9,500 rpm and over 100 Nm at 4,000 rpm, but **less extreme**, although very sporty, forthcoming **Tuono V4**.

The layout of cycling and suspensions will be the same sister's 750-cc, with the top of the **trellis** frame and lower **steel plates** in **aluminum foil**. Same material for which the swingarm on the right side, you pivot the shock. Inverted fork and brakes with radially mounted calipers complete the picture of a naked cycling which will in entering the **segment maxinaked sport** populated by Japanese Honda CB1000R, Kawasaki Z1000 and Yamaha FZ1, and the European SUPERDUKE KTM, Triumph Speed Triple, BMW K1300R, Morini Corsaro and Benelli TNT.

The aesthetic style of the Shiver 750 will resume but the **pencil of Miguel Galluzzi** will certainly tweak a few details to make the line more **muscular** and aggressive without affecting its overall elegance.

The price will follow the philosophy Shiver, with a rate not exceeding 12,500 euros for the basic version.