

aprilia

SR 50 DITECH
sport racing scooter

www.aprilia.com



aprilia*
direct injection technology

I live on my SR!

GOING TO SCHOOL, OUT WITH FRIENDS, TO PLAY SPORT, OR OUT WITH MY GIRLFRIEND, MY SR IS ALWAYS WITH ME. WHEREVER I GO, I GO ON MY SR!



"SR: GETTING AROUND IN MY WORLD." NO JOKING! THE SR IS NOT JUST A SCOOTER. IF YOU KNOW ANYTHING ABOUT SCOOTERS AND KNOW WHAT YOU WANT, THE SR IS THE SCOOTER! IT'S GOT BAGS OF APPEAL! SEE IT ONCE AND YOU'LL FALL IN LOVE WITH IT. THEN, WHEN IT'S YOURS, YOU JUST CAN'T HELP GETTING NOTICED. THE SR DOESN'T JUST LOOK FANTASTIC WITH ITS RACE DERIVED STYLING ... IT'S GOT PERFORMANCE TO MATCH, FROM APRILIA'S RACING TECHNOLOGY AND PASSION FOR SPEED. THE SECRET IS IN THE DITECH ENGINE, WITH ITS ELECTRONIC DIRECT INJECTION TECHNOLOGY AND LIQUID COOLING. THIS ENGINE IS WHAT MAKES THE SR50 A REALLY DIFFERENT SCOOTER, ONE YOU CAN FEEL FREE TO DEMAND MORE FROM. THE SR JUST GIVES YOU MORE CONTROL, MORE ACCELERATION, AND MORE RIDING PLEASURE. RIDE AN SR AND LIVE IN A WHOLE NEW WORLD OF FREEDOM AND FUN RIDING.

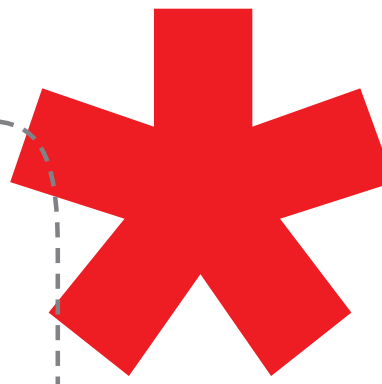


REPLICATUONO





**in the
saddle of a
legend,
I feel just
great!**

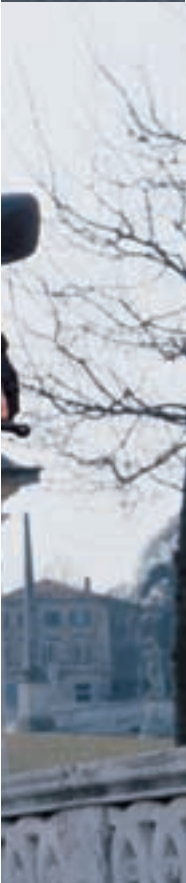






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DITECH MAKES THE DIFFERENCE. IF YOU LIKE GETTING ABOUT, WHY NOT ENJOY YOURSELF IN THE PROCESS? THAT'S WHAT THE SR50 DITECH IS ALL ABOUT: MAKING RIDING A PLEASURE EVERY INCH OF THE WAY, EVEN ON ROADS YOU DO EVERY DAY. ITS 13" WHEELS WITH WIDE, LOW PROFILE TYRES REALLY GLUE YOU TO THE ROAD AND MAKE THE BIKE FEEL AN EXTENSION OF YOUR BODY. AND THE FRONT AND REAR DISK BRAKES GIVE YOU NEEDLE-SHARP STOPPING POWER UNDER ALL CONDITIONS. NO-COMPROMISE POWER AND SAFETY IS THE NAME OF THE GAME.







MEAN ON FUEL, NOT ON FUN. THE SR GIVES YOU THE SATISFACTION OF GETTING MORE MILES FOR YOUR MONEY. THE MATHS IS EASY: LESS MONEY ON FUEL = MORE MILES TRAVELLED. ALL THANKS TO AN ELECTRONIC INJECTION SYSTEM THAT GIVES YOU SMOOTHER, MORE POWERFUL ACCELERATION BUT REDUCES CONSUMPTION AT THE SAME TIME (50% LESS FUEL AND 60% LESS OIL). THE SR CAN GIVE YOU 50 KM AND MORE FROM ONE LITRE OF FUEL. QUITE A RECORD! THE SR50 DITECH ALSO RESPECTS THE ENVIRONMENT LIKE NO OTHER ENGINE. EMISSIONS ARE DOWN AN INCREDIBLE 80%, SO THERE'S NO NEED FOR A CATALYTIC EXHAUST. THIS MEANS YOU CAN GET EVEN BETTER PERFORMANCE AND STILL STAY WITHIN THE LATEST EMISSION LAWS.



DITECH TECHNOLOGY ©
INSIDE
APRILIA ENGINE RESEARCH AND DEVELOPMENT

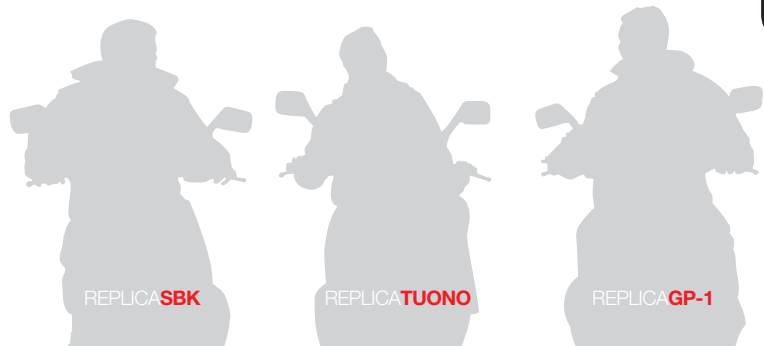
50% less fuel consumption

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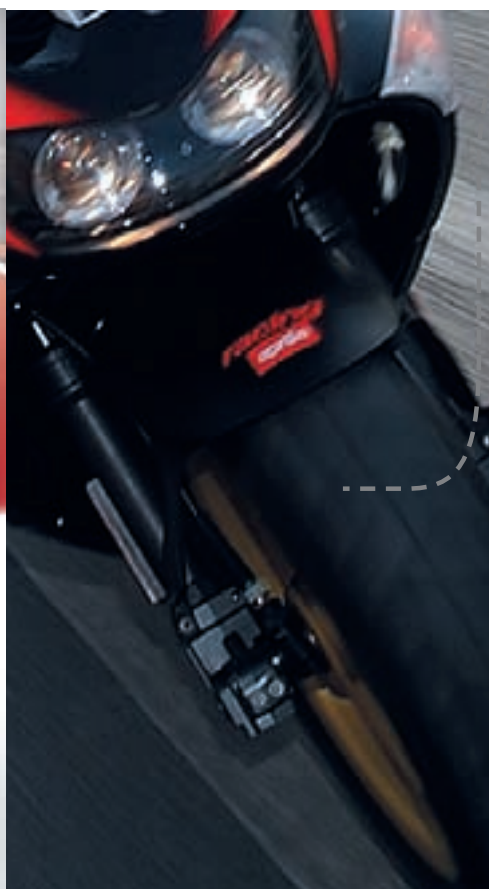
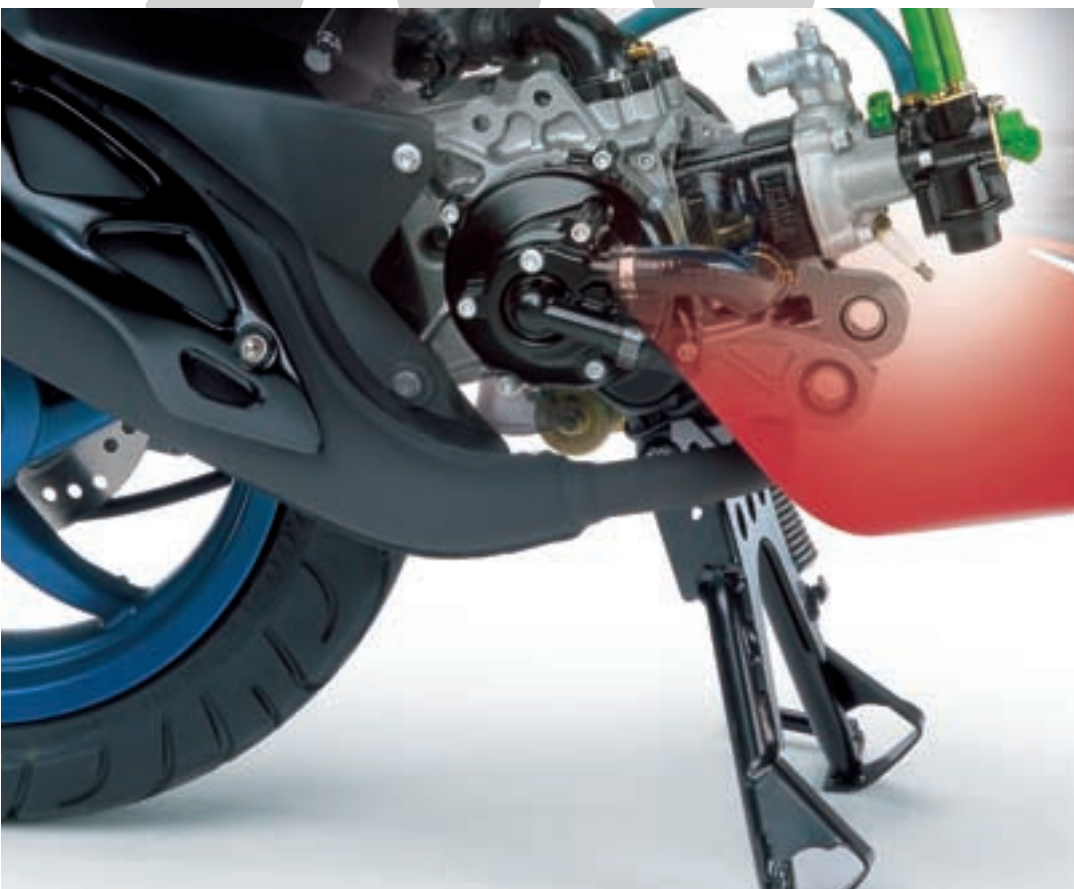
I've a DITECH under the saddle



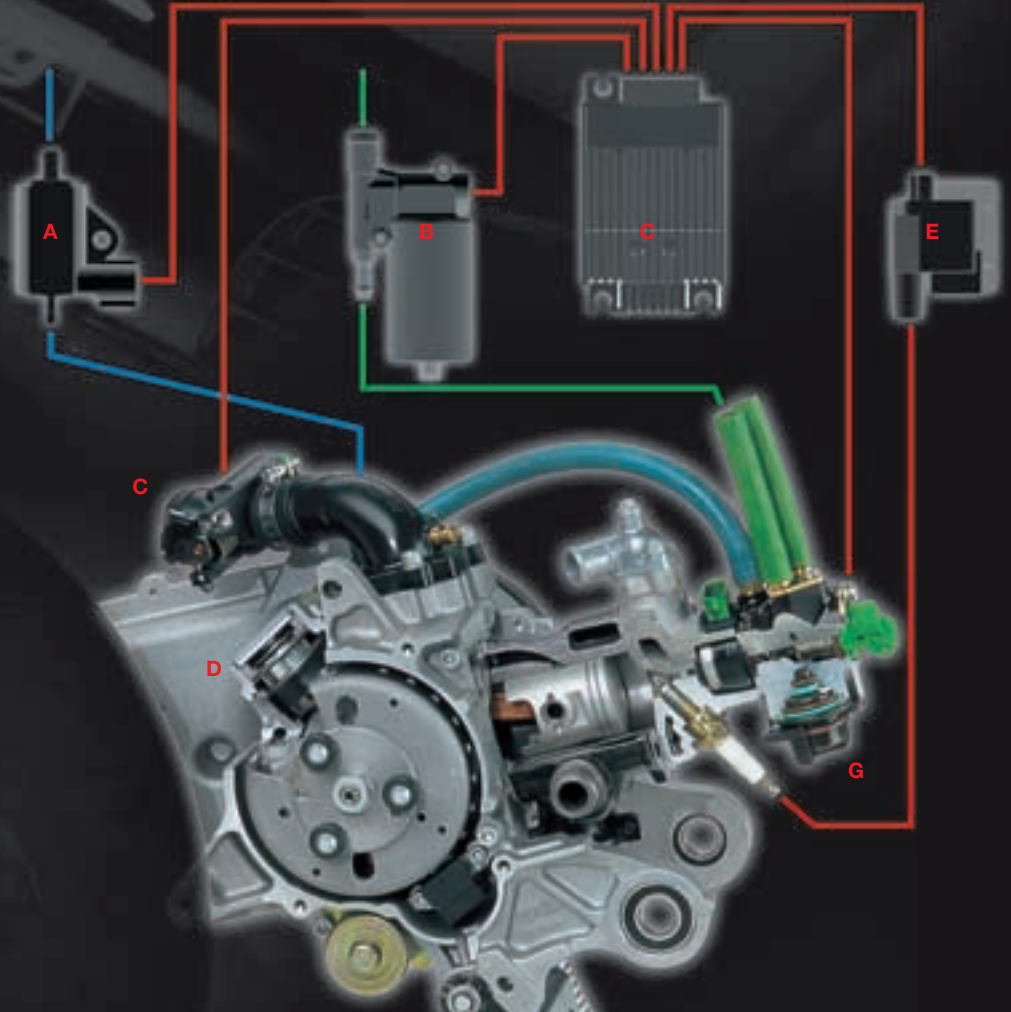
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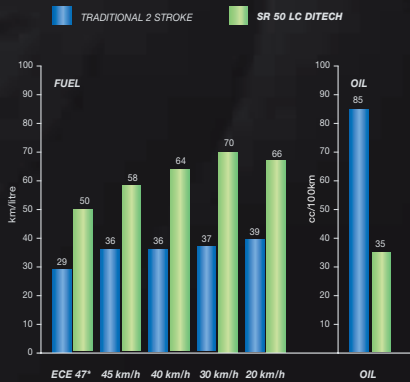
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BUT HOW DOES THE DITECH ENGINE WORK? UNLIKE TRADITIONAL TWO-STROKE ENGINES, THE PETROL IS INJECTED DIRECTLY INTO THE COMBUSTION CHAMBER BY A SOPHISTICATED INJECTOR REGULATED BY AN ELECTRONIC CONTROL UNIT. THE "HEART" OF THE DITECH TECHNOLOGY IS THE AIR-FUEL-RAIL CONSISTING OF A FUEL INJECTOR MEASURING THE PRECISE QUANTITY OF FUEL AND A DIRECT INJECTOR WHICH MIXES THE FUEL AND AIR SENT TO THE COMPRESSOR AND INJECTS IT INTO THE COMBUSTION CHAMBER. THE FUEL/AIR MIXTURE IS NEBULISED AND ELECTRONICALLY CONTROLLED TO ENSURE PERFECT COMBUSTION, DRASTICALLY REDUCING FUEL CONSUMPTION AND FURTHER IMPROVING PERFORMANCE. THIS IS WHY THE SR 50 DITECH CONSUMES AND POLLUTES LESS, WHILE THE OUTPUT OF THE ENGINE IS EXPLOITED TO THE FULL. AS WELL AS OPTIMISING THE FUNCTIONING AND PERFORMANCE OF THE ENGINE, THE ELECTRONIC CONTROL UNIT ALSO SIGNALS MALFUNCTIONS IN REAL TIME. THIS ALSO MEANS SIMPLER AND CHEAPER MAINTENANCE.



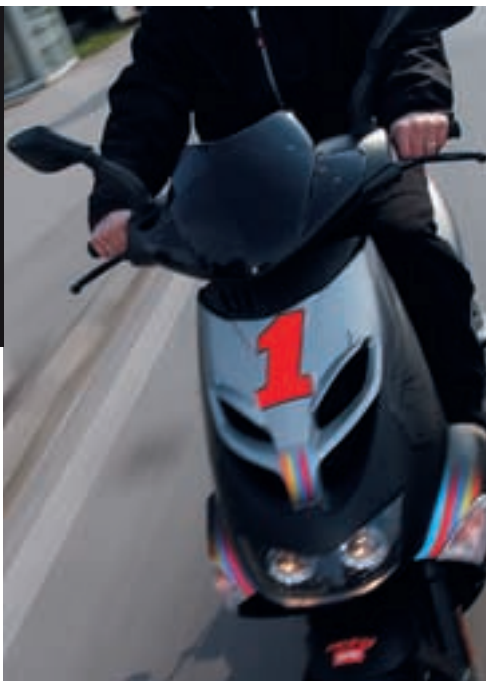
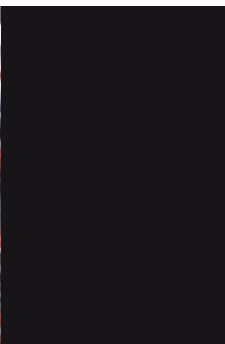
- A_ ELECTRONIC OIL PUMP:** injects just the right quantity of oil required by the engine into the intake pipe according to the information from the electronic control unit.
- B_ ELECTRONIC FUEL PUMP:** high pressure, brings the fuel from the tank to the Air-Fuel-Rail.
- C_ TPS-THROTTLE POSITION SENSOR:** special electronic sensor transmitting information on throttle opening in real time.
- D_ AIR COMPRESSOR:** sends compressed air to the Direct Injector.
- E_ IGNITION COIL:** guarantees powerful, precise and reliable ignition.
- F_ ELECTRONIC CONTROL UNIT:** super compact, regulates all engine functions and carries out continuous automatic diagnosis of all components.
- G_ AIR/FUEL RAIL:** consists of a Fuel Injector controlling the quantity of petrol and a Direct Injector which injects the fuel/air mixture into the combustion chamber at a pressure of 5 bars.



*European standard test for fuel consumption

ONLY THE SR50 DITECH TRANSFORMS TECHNOLOGY INTO A DESIGN WITH SO MUCH STYLE. THE SR COMES OUT TOPS IN SHEER LOOKS AS WELL AS PERFORMANCE. ITS AGGRESSIVE, AERODYNAMIC FRONT, RACE STYLE, BACK-LIT INSTRUMENTS, AND WIND-TUNNEL DESIGNED WRAP-AROUND BODY ARE ALL RACE TECHNOLOGY INSPIRED. THE STYLING AND COMPONENTS OF THE SR50 DITECH SIMPLY SET IT APART FROM THE REST. THE SR'S SPORT-APPEAL MAKES IT THE WORLD'S FIRST REAL SPORTS SCOOTER.

THE SR50 DITECH IS AVAILABLE IN SBK REPLICA, GP-1 REPLICA, LIMITED, SPORT PRO AND TUONO REPLICA VERSIONS.



CHOOSE AND WEAR A FULL-FACE HELMET FROM THE **APRILIA HELMETS** RANGE FOR MAXIMUM PROTECTION AND THE SAME SPORTING STYLE AS THE CHAMPIONS. AND FOR A REALLY GP LOOK, CHOOSE FROM THE EXCLUSIVE **APRILIA RACING CLOTHING COLLECTION**. ASK YOUR DEALER FOR MORE INFORMATION.



SUMMER**JACKET**



REPLICA**T-SHIRT**



CAP



BLU**MAGNETO**

JUNGLE**FLASH**



REPLICASBK



REPLICAGP-1



LIMITED



**So go
and
choose
your SR**



SPORTPRO



REPLICATUONO





Engine	Single cylinder, liquid cooled with electronic air assisted direct injection (DITECH)	Primary transmission	with V belt
Bore and stroke	41 x 37,4 mm	End transmission	Adapter with gears
Capacity	49,38 cm ³	Clutch	automatic centrifugal
Compression ratio	12,5:1	Frame	split single-cradle in high tensile tubular steel
Intake	Reed valve	Front suspension	hydraulic telescopic fork mounted on offset steering sleeve, travel 90 mm
Fuel system	Direct into combustion chamber	Rear suspension	engine functions as swingarm, linked to the frame by connecting rods supported by two radial silent blocks, travel 70 mm
Fuel injector	Automotive (EFI) type	Brakes	front: 190 mm dia. stainless steel disk brake, racing caliper with two opposite 32 mm dia. pistons rear: 190 mm dia. stainless steel disk brake, racing caliper with two opposed 30 mm. dia. pistons 5 spoke, light alloy
Direct injector	Outward opening, mean spray droplet diameter; 8 micron (SMD)	Rings	front and rear: 3.50 x 13"
Pressure Regulator	Automotive type. 2.5 bar	Tires	130/60 x 13" front and rear
Throttle body	Throat Ø 18 mm, intergral TPS (Trottle Position Sensor)	Dimensions	max length: 1885 mm; max width: 720 mm; max height: 1200 mm saddle height: 820 mm; wheel base: 1265 mm
Air compressor	Driven by crank web mounted cam. Lubricated by air/oil mix present in crankcase	Fuel tank capacity	8 litres (2 litres reserve)
Fuel pump	High Pressure type (6.5 – 8 Bar). Current consumption < 0.5 A	Accessories	large windscreen, sport windscreen, minirobot for top case, top case New Concept, armoured cable Body Guard
Electronic Control Unit (ECU)	22pin, Clock Speed 8 Hz		
Ignition	High energy inductive coil		
Starter	Electric		
Generator	DC gnerator 140W - 12V		
Lubrication	Electronic oil pump directly into crankcase		
Oil tank capacity	1,6 (0,5 litres reserve)		
Gearbox	Automatic convertor		

AWS - UK Branch

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Drive safely always wearing a helmet and protective clothing. Observe the laws of the road and respect the environment. Carefully read the owners' handbook. Photographs, technical data, specifications and colours shown in this brochure refer to the Italian market version and may be subject to change without prior notice. Ask your official Aprilia dealers for full details. In order to maintain your machine in a safe and efficient manner, always demand official Aprilia Spare Parts, which are guaranteed by Aprilia Quality Service in respect of current legislation. E & O E.