The new Brutale 675 may look like a little bike, but it’s got plenty of bargain-priced bite.

MV’s new baby Brutale has got a damn lot going for it. It’s Italian, it has style and loads of credibility, plus it handles like a sportbike. And what does all this set you back? It’s only $14,990 ride-away!

No matter what style of bike flicks your switch, it’s very hard not to admire the work of the man who designed this sexy bike, Fabio Orlandi from MV Agusta. Fabio has created a bike that looks tougher than you would expect for one in this class. MV Agusta has taken on Triumph’s 675 Street Triple head to head and the result is what you would expect from a company renowned for building world championship-winning motorcycles.

I have been riding the B3 for over a week in peak-hour traffic as well as some great twisty roads and in my mind it covers all bases. You can ride it slow and you can ride it fast; it just cuts its way through quick corners with all the ease of a sportsbike. As far as a commuter goes, it does the job but you are always left feeling it just wants to get into some wide open space.

I was able to spend some time on the MV Agusta F3 at the recent AMCN Motorcycle of the Year test. The F3 and the B3 are very easy to ride and a blast if you find yourself on a quiet country road. Both give you confidence-inspiring feel through the chassis and I’m still blown away at how planted the front end of these bikes are through off-camber corners when you need to hold a tight line. Whether you’re a novice or an experienced rider, you will make friends quickly with both bikes.
The MV B3 takes on many contenders in the middleweight class around its price point. The main ones are the slightly heavier four-cylinder – KTM’s 270 at 12,490 plus on-road costs, the Suzuki GSX750 for 12,415 plus on-road costs and Triumph’s 950 at 12,380 plus on-road costs – as well as the Triumph 875 Street Triple R for 13,490 plus on-road costs. The MV Brutale as mentioned is $14,590 including on-road costs, making it much the same as the Triumph and slightly dearer than its Japanese competitors. The B3 brings a bit to the table, though, with a newly designed lightweight engine, advanced electronics not seen before in this class and a competitive price point considering what you’re getting. It’s definitely a good time to be a buying a bike.

VALUE FOR MONEY

The MV Brutale has one of the sweetest engines available. Power (kW)   Torque (Nm)
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100

The engine is derived from the F3 supersport. The B3 doesn’t come with the F3’s titanium valves and the compression ratio is reduced from 13.0:1 to 12.3:1. The B3’s camshaft is a little milder with less lift and duration than the F3’s, too. Still, this compact, lightweight 675cc engine creates 76.9kW @ 12,500rpm – it’s tiny! This is one of the major reasons why the bike is so light. The engine is very obedient. Braking and turning into a corner is where this bike is hard to beat – it’s very deceiving.

COUNTER ROTATION

The counter-rotating crankshaft is very cool; this is the first time a production bike has gone down this road. The idea has been used in GP before and the theory sounds great. It means the crankshaft is spinning anticlockwise, towards the back of the bike, if you like. This helps reduce the forward momentum which is caused by a heavy forward-spinning crankshaft. The theory then is the bike will turn into the corner’s easier with less forward momentum and less vibration, as the movement of the crankshaft is pointing towards the road. Under heavy braking the B3 plays a part, too, helping the bike remain steady and even helping to prevent it from running in too deep. In GP racing it was claimed this would also assist in the way the bike changed direction.

Riding the bike through twisty bits, you can’t help but think it’s heavier than the claimed weight suggests. Braking and turning into a corner is where this bike is hard to beat – it’s very deceiving.

MV’s Brutale has one of the sweetest engines available.
Both the B3 and the F3 share a uniquely designed engine: besides the weight of the engine being light and the whole unit being narrow, they both have a crankshaft that runs backwards. This means that instead of the weight of the crankshaft spinning towards the front of the bike, it spins towards the back. This has a great effect on the feeling of the bike, reducing the forward inertia created by a conventional engine. The raspy sound of this three-cylinder 675 needs a special mention as it’s very cool. It’s hard to put into words, but the growl that comes from those three pipes when the tacho hits 6000rpm gets your interest, then at 12,000rpm upwards it’s insane. It really sounds like a cross between a 500GP bike and a 450 motocross bike – it’s the bollocks and you never get sick of it. Well done, MV.

The six-speed gearbox is very impressive. First gear has a good ratio for traffic and the rest of the ‘box is well-spaced; the shifting is very smooth and precise for a European unit. The B3 is currently only available with a retro-fitted quickshifter (Electronic Assisted Shift) for $1577, but it will be available as an optional extra soon. If you’re intending on using this bike for general commuting and decide it’s not necessary to flat change through the gearbox on the way to work, then it’s probably a silly option, but if you’re going to do trackdays and enjoy the ability to shift faster then it’s good value.

The suspension is firm and you don’t have too many options to make a change. In my mind, the standard set-up is too harsh for the road; it might be a different case for European roads but I found it tends to not like bumpy, slower corners. The rear Sachs unit has a spring preload adjuster, and there’s no adjustment on the 43mm Marzocchi upside-down forks. It would be great to have compression and rebound adjustment on the front and back, and a spring preload on the front, too, but remember this bike is only $14,990 ride away – and more adjustment means more money.

In saying that, having a firm suspension package has its upside, too. It’s very stable when the pace picks up and through smooth, fast corners the combination of the brilliant chassis, backward rotating crankshaft, light weight and wide bars lets you change lines at will – it’s brilliant.

B3 VS F3

I’ve spent some time on both the F3 and the B3, which really are two very different bikes. One reason is because of how you sit on them, but they also have two different roles to fill in the market.

The F3 is aimed right at the Triumph Daytona 675R and the other Japanese 600cc supersports bikes. Its role in life is to get MV back on the podium around the world. As we have all heard countless times, what wins on Sunday sells on Monday – allegedly.

The B3, on the other hand, is aimed at people who are interested in a midsize bike built with more than one type of usage in mind. It’s designed to attract people to the brand with its all-round riding approach.

Both bikes surprised me, for different reasons. The B3 feels quicker to me on the road, probably because of the sitting position – I know that’s weird but you’re not tucked up behind the screen of the F3 looking for blistering sportsbike acceleration. Instead you’re out in the elements being pushed around by the wind. The faster you go, the more you get buffeted, which makes it feel like you’re travelling at greater speeds than you actually are. However, both bikes have their place in the market and it’s obvious MV is serious about taking on the mighty Japanese four.

The backward spinning crankshaft reduces the forward inertia created by a conventional engine.
MV has gone with Pirelli Angel ST tyres as standard fitment in a 120/70/17 for the front and a 180/55/17 rear. These tyres are more than capable in most if not all road conditions, though if you’re regularly heading off to ridedays you might want to look for something a bit softer.

The dash on the B3 opens up another world. It’s packed with electronic features for a bike in this category and this price point. You have MVICS (Motor Vehicle Integrated Control System) meaning four engine-tuning maps available on the right handlebar: Rain, Sport, Normal and Custom. The map you’re in appears on the dash and there’s the option to change engine maps on the fly. I rode in Sport for most of the time and it felt very strong. Normal is normal and custom means you can create a new map to suit whatever you have planned for the little Brutale.

You also have eight different traction-control settings and the ability to turn it off all together. The tacho on the dash has the right idea, though it’s very hard to see the numbers in day light. You have a gear indicator to tell you which gear you’re in, which is handy in top where you find yourself looking for the next gear. The speedometer is digital and easy to read day or night. The electronic shifter can be switched on or off using the menu button, too, and the dash lets you know whether you have it on or off.

The B3 has been designed by Italians with a passion for all things fast and sexy. That shows in the style of the bodywork and the attention to detail and, of course, that wonderful engine. The build quality is apparent and it can be ridden slow or fast with relative ease, however it favours going fast.

MV Agusta has started with a competitive supersport bike in the F3 with its small, powerful lightweight power plant, detuned it slightly, knocked a bit off the pricetag and the result is a class-leading middleweight nakedbike – one that’s sure to leave a mark around the world and especially here in Australia.

**ENGINE**

- **Configuration**: In-line three-cylinder
- **Capacity**: 675cc
- **Bore/stroke**: 79 x 45.9mm
- **Compression ratio**: 12:1
- **Cooling**: Liquid
- **Fueling**: EFI, 3 x 47mm Mikuni throttle bodies
- **Power**: 80.9kW @ 12,600rpm (claimed)
- **Torque**: 63.6Nm @ 8,600rpm (claimed)

**TRANSMISSION**

- **Type**: Six-speed
- **Clutch**: Wet
- **Final drive**: Chain

**CHASSIS**

- **Frame material**: Tubular steel
- **Frame layout**: Trellis
- **Rake**: 24.5˚
- **Trail**: 95mm

**SUSPENSION**

Marzocchi/Sachs
- Front: 43mm fork, spring and preload adjustment, 125mm travel
- Rear: Monoshock, spring and preload adjustment, 123mm travel

**WHEELS/TYRES**

- **Wheels**: Aluminium alloy
  - Front: 17 x 3.5
  - Rear: 17 x 5.5
- **Tyres**: Pirelli Angel ST
  - Front: 120/70ZR17 (58W)
  - Rear: 180/55ZR17 (73W)

**BRAKES**

Brembo
- Front: Twin 320mm discs, four-piston calipers
- Rear: 220mm disc, two-piston caliper

**CONTROL**: Optional ABS

**DIMENSIONS**

- **Weight**: 163kg (dry, claimed)
- **Seat height**: 805mm
- **Max width**: 900mm
- **Max height**: Not given
- **Wheelbase**: 1380mm
- **Fuel capacity**: 17.5L

**PERFORMANCE**

- **Fuel consumption**: Not given
- **Top speed**: 225km/h (claimed)

**CONTACT & SALE INFO**

- **Testbike**: MV Agusta Imports
- **Contact**: www.mvagustaimports.com.au
- **Contact**: (03) 9364 4000
- **Colour options**: Red/Silver, Pearl White/Matt Gold, Matt Magno Grey/Matt Anthracite
- **Warranty**: 24 months, unlimited km
- **Price**: $14,990 (ride away)