

NEW AJP PR7 PROTOTYPE

EMBARGO DATE – 30/09/2014

Off-road adventure at it's best.

AJP, the Portuguese off-road specialist, is proud to present at Intermot it's new prototype, the PR7. This new model creates a market niche that AJP believes it's still not explored.

The trail segment has been one of the most dynamics in the last years, not only in terms of sales growth, but also because the number of models developed and launched in a recent past by the major manufacturers confirmed that the motorcycle community is open to new proposals.

Aware of this market evolution, AJP decided that it's new model should gather the best of both worlds, giving the travelers and adventurers an alternative that represents all the DNA and know-how of the brand in the off-road, a bike capable of a great handling and riding pleasure in the toughest terrains, but also able to provide comfort, good mileage and versatility.

This is possible because AJP developed for the PR7 the new generation of the proved hybrid frame made of aluminium and steel, now even lighter, compact and rigid, using two lightweight twin spars bolted to the compact steering head that is used also as an oil reservoir.

With 1532mm of wheelbase, 300mm of ground clearance and 26,5 degrees of rake, the AJP PR7 is a must in terms of suspensions, showing a sturdy Marzocchi inverted front fork with full adjustability, 48mm inner tubes and a generous stroke of 300mm. That's why we say this is a real trail bike with real off-road heritage. On the rear, the cast aluminium swinging arm is another trademark of the brand and it's progressive linkage takes full advantage of the piggy-back rear Ohlins shock, giving 280mm of travel to the axel.

Brakes are well dimensioned with a 300mm front disc operated by a two piston caliper, and a 240mm rear rotor, allowing for a good power on the tarmac, but specially ease of use and a great feel on the dirt.

Overall dimensions are compact and everybody knows how important is to have a bike where you feel at home when riding on your foot. This is possible because like in all other AJP models, the fuel tank is located under the seat, creating a narrow line but also mass centralization and not reducing the tank capacity, with a total of 17 liters of the precious liquid. The fuel cap will be located under the seat.

Estimated dry weight will be under 155kg, on a bike designed to conquer mountains or deserts all over the world, using the traditional wheels of a mid-size trail (90/90-21 and 140/80-18 tires, front and rear respectively), built with the very best materials in terms of spokes, rims and hubs.

The engine used to power the PR7 is the proved Minarelli single cylinder four stroke with a capacity of 659,7cc, liquid cooled and electronic fuel injection via a 44mm Mikuni throttle body. Peak power of 48hp is obtained @ 6000rpm and with 58Nm of torque @ 5500rpm this is a power unit capable of good acceleration from low to middle rpm, an immediate punch that transforms all obstacles into amusement but without compromising traction or the overall balance of the bike.

The AJP PR7 will be available in the end of 2015.