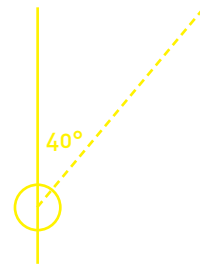


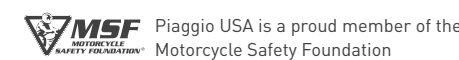
RANGE 250 400 500



WELCOME TO THE THREE-WHEEL REVOLUTION. TIMES 3.

The Piaggio MP3 provides safety and performance levels that no two-wheeler can match, and its power and ease of use make for a very entertaining ride. The two independent, tilting front wheels provide increased stability and braking performance, with leaning capabilities of up to 40 degrees, all while remaining safely glued to the road. Parking is a breeze with an electro-hydraulic front suspension locking system that keeps the MP3 upright without a central stand. These technical innovations are now featured on three different MP3 models with different engine sizes: 250cc, 400cc and 500cc.

	MP3 250	MP3 400	MP3 500
Engine	Single-cylinder QUASAR, four-stroke, four-valve, electronic injection, catalysed	Single-cylinder MASTER, four-stroke, four-valve, electronic injection, catalysed	Single-cylinder MASTER, four-stroke, four-valve, electronic injection
Displacement	244.3cc	398.9cc	492.7cc
Bore / Stroke	72 mm / 60 mm	85.8 mm / 69 mm	94 mm / 71 mm
Fuel / Tank capacity	Unleaded / 3.2 gallons (12 liters)	Unleaded / 3.2 gallons (12 liters)	Unleaded / 3.2 gallons (12 liters)
Max power	22.5 hp [16.5 Kw] @ 8,250 rpm	34 hp [25 kW] @ 7,550 rpm	40 hp [29.4 kW] @ 7,250 rpm
Max torque	21 Nm at 6,750 rpm	37 Nm at 5,000 rpm	42.23 Nm at 5,550 rpm
Max speed	77 mph (125 km/h)	88 mph (142 km/h)	89 mph (143 km/h)
Cooling	Liquid	Liquid	Liquid
Gearbox	'Twist and go' automatic CVT	'Twist and go' automatic CVT	'Twist and go' automatic CVT
Ignition	Port Injected Alfa/n type with closed loop system, Lambda sensor in exhaust pipe and three-way double catalytic converter	Electronic inductive discharge and integrated variable timing	Electronic inductive discharge and integrated variable timing
Start	Electric freewheel with torque limiter	Electric freewheel with torque limiter	Electric freewheel with torque limiter
Frame	Twin cradle made of high-strength steel tubes	Twin cradle made of high-strength steel tubes	Twin cradle made of high-strength steel tubes
Front suspension	Parallelogram composed of four aluminum arms supporting two steering tubes, cantilevered suspension. Travel: 85 mm. Electro-hydraulic suspension locking system.	Parallelogram composed of four aluminum arms supporting two steering tubes, cantilevered suspension. Travel: 85 mm. Electro-hydraulic suspension locking system.	Parallelogram composed of four aluminum arms supporting two steering tubes, cantilevered suspension. Travel: 85 mm. Electro-hydraulic suspension locking system.
Rear suspension	Two dual effect hydraulic shock absorbers and adjustable spring preload - Travel: 110 mm	Two dual effect hydraulic shocks, four-position spring preload. Travel: 110 mm	Two dual effect hydraulic shock absorbers with four-position spring preload. Travel: 110 mm
Front brake	Two stainless steel disks, 240 mm and floating caliper with two pistons, 30 mm	Two stainless steel disks, 240 mm and floating caliper with two pistons, 30 mm	Two stainless steel disks, 240 mm and floating caliper with two pistons, 30 mm
Rear brake	Stainless steel disk, 240 mm and caliper with opposite pistons, 30 mm	240 mm stainless steel disk, large-piston floating caliper with two pistons 22 mm	Stainless steel disk, 280 mm, floating two-piston caliper
Front wheel rim	Die-cast aluminium alloy, 12" x 3.00	Die-cast aluminium alloy, 12" x 3.00	Die-cast aluminium alloy, 12" x 3.00
Rear wheel rim	Die-cast aluminium alloy, 12" x 3.50	Die-cast aluminium alloy, 14" x 4.50	Die-cast aluminium alloy, 14" x 4.50
Front tires	Tubeless 120 / 70 - 12"	Tubeless 120 / 70 - 12"	Tubeless 120 / 70 - 12"
Rear tire	Tubeless 130 / 70 - 12"	Tubeless 140 / 70 - 14"	Tubeless 140 / 70 - 14"
Length / Width	84" (2,130 mm) / 29.3" (745 mm)	85.8" (2,180 mm) / 29.3" (745 mm)	85" (2,160 mm) / 30.5" (775 mm)
Wheelbase	58.6" (1,490 mm)	61" (1,550 mm)	61" (1,550 mm)
Seat height	30.7" (780 mm)	30.9" (785 mm)	30.9" (785 mm)
Dry weight	449.7 lbs (204 kg)	538 lbs (244 kg)	538 lbs (244 kg)

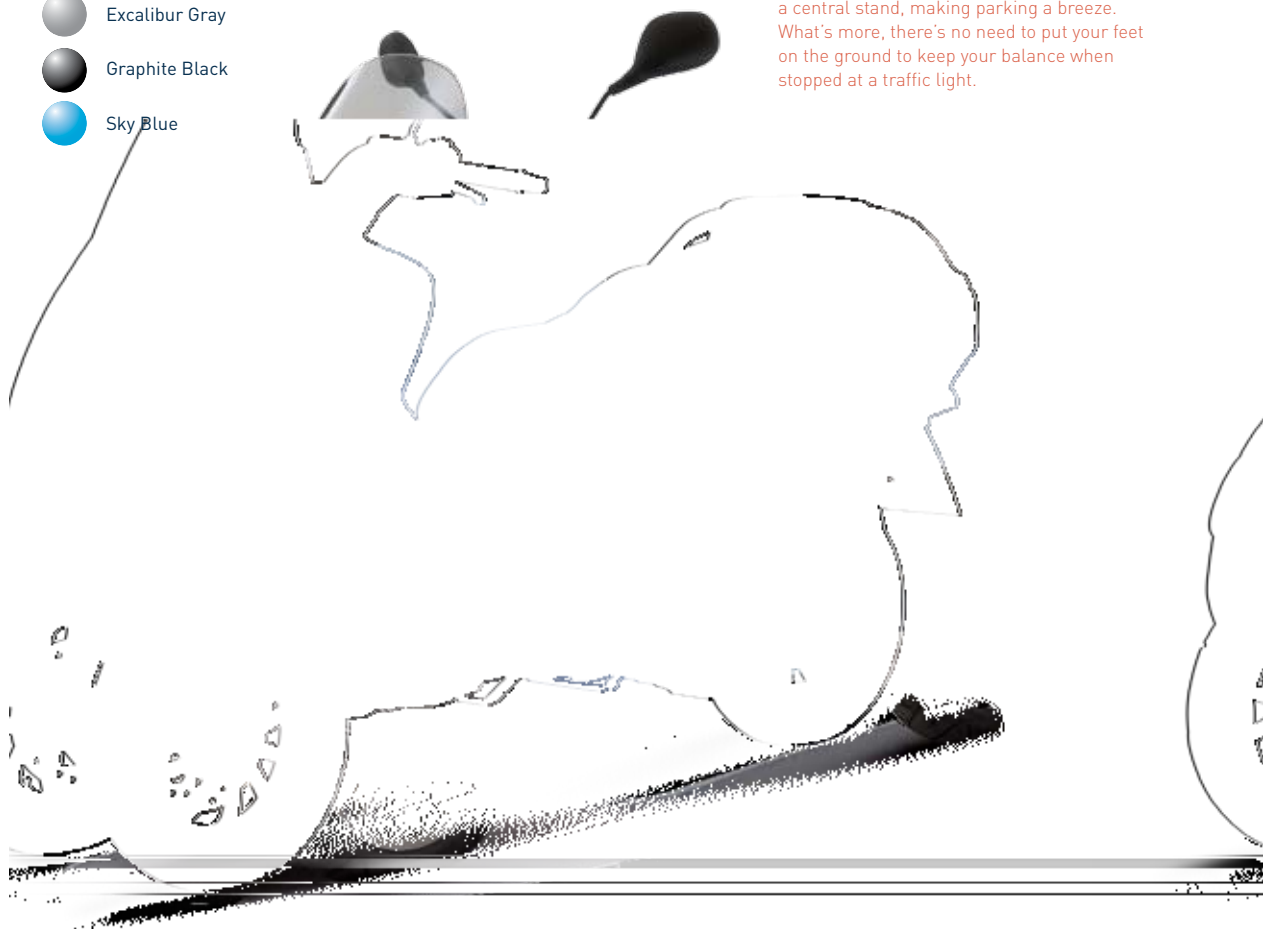


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- Black Cherry Red
- Excalibur Gray
- Graphite Black
- Sky Blue

An electro-hydraulic front suspension locking system keeps the MP3 upright without a central stand, making parking a breeze. What's more, there's no need to put your feet on the ground to keep your balance when stopped at a traffic light.



MP3 250

The MP3 250 redefines the entire concept of ride stability offering unprecedented agility and stability. With three ground contact points and a shock absorber on each wheel, the MP3 250 swallows bumps with incredible efficiency. Three wheels also means three disc brakes, allowing for a stopping distance more than 20% shorter than that of traditional two-wheeled scooters.

- Excalibur Gray
- Graphite Black
- Midnight Blue

Need storage? The spacious underseat compartment is easily accessible by lifting the seat and from the rear "trunk", both of which can be opened with the ignition key.



MP3 400

The new Master 400 engine—a four-stroke, four-valve unit with liquid cooling and electronic injection, provides increased power and full-bodied torque at low engine rpm. This makes it possible for the Piaggio MP3 400 i.e. to handle all kinds of riding, from town traffic to city bypass roads and tougher out-of-town roads in total comfort and safety even when riding with a passenger and a full load.

- Passion Red
- Demon Black

MP3 500's unique look gets the rider noticed. The two-wheel front end is marked by a steel tube bumper with metal mesh inserts for a rugged look. Other touches include a sleek 'naked' metal handlebar and black ten-spoke wheel rims. The two large front lights are equipped with off-road-style shock-proof covers.



MP3 500

Innovation goes extreme in this MP3, with its 500cc, electronic injection Master engine. The MP3 500 is the ultimate when it comes to aggressive scooter riding. It streaks away from traffic lights and takes all kinds of terrain in stride, handling tough city streets just as well as twisty mountain roads. 500cc's of power combined with MP3's revolutionary parallelogram front suspension ensures impeccable road holding in all riding conditions, with stability and braking power that no conventional scooter can provide.