MV AGUSTA



F4

Owner's Manual

Il presente Manuale di uso e manutenzione è disponibile nelle edizioni in lingua sotto specificate:
This Owner's Manual is available in the languages listed below:
Le présent livret d'utilisation et d'entretien est disponible dans les éditions rédigées dans les langues spécifiées ci-dessous:
Die vorliegende Bedienungs- und Wartungsanleitung ist in folgenden Sprachen erhältlich:
Las ediciones del presente manual de uso y mantenimiento están disponibles en los siguientes idiomas:

					Codice/Code/Code Bestell-Nr./Código
Edizione Italiana	*Italian Edition*	Edition Italienne	*Italienische Ausgabe*	Edición en Italiano	800092869
Edizione Inglese	*English Edition*	Edition Anglaise	*Englische Ausgabe*	Edición en Inglés	8A0092869
Edizione Francese	*French Edition*	Edition Française	*Französische Ausgabe*	Edición en Francés	8B0092869
Edizione Tedesca	*German Edition*	Edition Allemande	*Deutsche Ausgabe*	Edición en Alemán	8C0092869
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Edizione USA	*USA Edition*	Edition USA	*USA Ausgabe*	Edición USA	8A0089042

Dear Customer,

We wish to thank you for your preference and congratulate you on purchasing your new F4.
Your choice is a reward for the passionate effort our technicians have put into giving the F4 functional and aesthetic characteristics that place it above the finest motorcycles currently available on the market, making it an exclusive and sought-after item.
If, from a purely technical standpoint, the F4 represents an internationally recognized point of reference on account of the innumerable innovations it introduces, its sleek, timeless design wonderfully combines a glorious past with the new millennium.
The combination of these elements, which was made possible by love of detail, passion, and the desire to realize a technically and aesthetically superior motorcycle, allows the F4 to soar above passing fashions, giving it the privilege of being considered a unique item.
This manual has been drawn up with a view to providing you with a clear and practical guide to operating and maintaining your new motorcycle while safeguarding your warranty rights.
The indications contained in the manual will help you make the most of your motorcycle in terms of both performance and operating life. The manual provides useful information on how to take care of your vehicle, and also describes some routine maintenance operations. Fundamental units such as the engine and the transmission are covered in the Workshop Manuals. Operations involving these parts require specific equipment and are reserved for skilled personnel. Your dealer possesses the skills, the equipment and the spare parts that are needed to keep your motorcycle in perfect working order. This manual is to be considered as an integral part of the vehicle, and must be transferred to any new owner together with the vehicle.

CONTENTS

chap.	Subjects covered	page
1	**GENERAL INFORMATION**	**10**
1.1	Purpose of the manual	10
1.2	Symbols	11
1.3	Warranty Booklet and Service Coupons	12
1.4	Identification data	13
1.5	Magnesium parts	15
2	**SAFETY INFORMATION**	**16**
2.1	Safety	16
2.1.1	How to report a safety-related defect	16
2.1.2	Noise emission warranty	16
2.1.3	Note on tampering	16
2.1.4	Information on the emission control system	18
2.1.5	Safety rules	19
2.1.6	Installing accessories	21
2.1.7	Vehicle load	21
2.1.8	Modifications	22
2.1.9	Competitions	22
2.1.10	Recommendations for safe riding	23
2.1.11	Protective clothing	25
2.2	Safety signs - Location	27
2.3	Safety - Visual and acoustic signals	35
3	**CONTROLS AND INSTRUMENTS**	**36**
3.1	Location of controls and instruments	36
3.2	Sidestand	37
3.2.1	Auto return sidestand	37
3.2.2	Non-auto return sidestand	38
3.3	Handlebar controls, left side	39
3.4	Handlebar controls, right side	41
3.5	Ignition switch and steering lock	44
3.6	Gear lever	45
3.7	Instruments and warning lights	46
3.7.1	Warning lights	47
3.7.2	Multifunction display	48
4	**OPERATION**	**49**
4.1	Using the motorcycle	49
4.2	Running-in	50
4.3	Starting the engine	52
4.4	Setting the display functions	53
4.5	Selecting the display functions	58

CONTENTS

chap.	Subjects covered	page
4.6	Refuelling	60
4.7	Glove compartment	61
4.8	Parking the motorcycle	62
4.9	Preriding checks	64
4.10	Riding	65
5	**ADJUSTMENTS**	**66**
5.1	List of adjustments	66
5.2	Table of adjustments	68
5.3	Adjusting the front brake lever	69
5.4	Adjusting the clutch lever	69
5.5	Adjusting the rearview mirrors	70
5.6	Adjusting the steering damper	70
5.7	Adjusting the front suspension	71
5.7.1	Spring preload	72
5.7.2	Rebound damping hydraulic device (front suspension)	72
5.7.3	Compression damping hydraulic device (front suspension)	73
5.8	Adjusting the rear suspension	74
5.8.1	Rebound damping hydraulic device (rear suspension)	75
5.8.2	Compression damping hydraulic device (rear suspension)	75
6	**MAINTENANCE**	**76**
6.1	Tables of scheduled maintenance and checks	76
6.2	Tools and accessories supplied	83
6.3	Table of lubricants and fluids	83
6.4	Removing/fitting the right-hand side fairing	84
6.5	Checking the engine oil level	86
6.5.1	Restoring the engine oil level	87
6.6	Checking the coolant level	88
6.6.1	Restoring the coolant level	89
6.7	Checking the wear of the brake pads	90
6.8	Checking the brake fluid level	91
6.9	Checking the clutch fluid level	92
6.10	Checking the tyres	93
6.11	Checking and lubricating the drive chain	94
6.12	Checking the idle speed	96
6.13	Periodic emission check	97

CONTENTS

chap.	Subjects covered	page
6.14	Emission control system warranty obligations	98
6.14.1	Your warranty rights and obligations	98
6.14.2	Manufacturer's warranty coverage	98
6.14.3	Owner's warranty responsibilities	99
6.15	Limited warranty on emission control system	100
6.15.1	Coverage	100
6.15.2	Limitations	101
6.15.3	Limited liability	102
6.15.4	Legal rights	103
6.15.5	Additional information	103
6.16	Replacing parts - General information	104
6.16.1	Replacing the fuses	104
6.16.2	Replacing the low beam bulb	106
6.16.3	Replacing the high beam bulb	107
6.16.4	Replacing the front turn indicator bulbs	108
6.16.5	Replacing the rear turn indicator bulbs	109
6.16.6	Replacing the rear light and brake light bulb	110
6.16.7	Replacing the number-plate light bulb	111
6.17	Battery	112
6.18	Cleaning the motorcycle	113
6.19	Prolonged inactivity	114
7	**TROUBLESHOOTING**	**115**
7.1	Engine problems	115
7.2	Electrical equipment problems	120
8	**TECHNICAL INFORMATION**	**123**
8.1	Motorcycle overview	123
8.1.1	Front brake circuit	125
8.1.2	Rear brake circuit	126
8.1.3	Clutch circuit	127
8.1.4	Engine lubrication	128
8.1.5	Coolant circuit	129
8.1.6	Fuel system	130
8.2	Specifications	131
8.3	Carbon components	138

A

Accessories, installation	21
Adjustments	
– clutch lever	69
– front brake lever	69
– front suspension	71
– list	66
– rear suspension	74
– rearview mirrors	70
– steering damper	70
– table	68

B

Battery	112
Brakes	
– fluid level, check	91
– front brake circuit	125
– front brake lever, adjustment	69
– pads, wear check	90
– rear brake circuit	126
Bulbs, replacement of	
– front turn indicators	108
– high beam	107
– low beam	106
– number-plate light	111
– rear light and brake light	110
– rear turn indicators	109

C

Carbon components	138
Chain	
– check	94
– lubrication	95
Cleaning the motorcycle	113
Clutch	
– circuit	127
– fluid level, check	92
– lever, adjustment	69
Competitions	22
Controls and instruments, location	36
Coolant	
– level, check	88
– circuit	129
– topping up	89

D

Damping, hydraulic device	
– compression (front suspension)	73
– compression (rear suspension)	75
– rebound (front suspension)	72
– rebound (rear suspension)	75
Display, multifunction	48
– selecting functions	58
– setting functions	53

E

Electrical equipment, troubleshooting	120
Emissions	
– control system	18
– control system warranty	98
– periodic check	97
Engine	
– lubrication	128
– oil level, check	86
– oil level, topping up	87
– starting	52
– troubleshooting	115

F

Fuel system	130
Fuses, replacement	104

G

Gear lever	45
Glove compartment	61

H

Handlebar controls	
– left side	39
– right side	41
Headlight	
– high beam, bulb replacement	107
– low beam, bulb replacement	106

I

Identification data	13
Idle speed, check	96
Ignition switch and steering lock	44
Instruments and warning lights	46

L

Levels	
– brake fluid	91
– clutch fluid	92
– coolant	88
– engine oil	86
Location of controls and instruments	36
Lubricants and fluids, table	83

M

Magnesium components	15
Maintenance and checks, tables	76
Motorcycle overview	123

N

Number-plate light, bulb replacement	111

P

Parking	62
Preriding checks	64
Prolonged inactivity	114
Purpose of manual	10

R

Rear light and brake light, bulb replacement	110
Rearview mirrors, adjustment	70
Refuelling	60
Replacing parts, general information	104
Running-in	50

S

Safety	16
– recommendations for safe riding	23
– reporting a safety-related defect	16
– rules	19
– signs, location	27
– visual and acoustic signals	35
Scheduled maintenance tables	77
Side fairing, right-hand, removal/refitting	84
Sidestand	37
Specifications	131
Spring preload	72
Steering damper, adjustment	70
Suspensions	
– front, adjustment	71
– rear, adjustment	74
Symbols	11

T

Tampering, note	16
Tools and accessories supplied	83
Topping up	
– coolant	89
– engine oil	87
Troubleshooting	
– electrical equipment	120
– engine	115
Turn indicators	
– front, bulb replacement	108
– rear, bulb replacement	109
Tyres, check	93

V

Vehicle	
– load	21
– modifications	22

W

Warning lights	47
Warranty	
– Booklet and Service Coupons	12
– emission control system	98

1

1.1 Purpose of the manual

In addition to providing directions on operation and maintenance, this manual contains important information about general safety. Read the manual over carefully before first using the motorcycle.

The manual describes the model with the maximum equipment at print time.

Information marked with the symbol "★" only refers to the F4 750 ORO model.

1.2 Symbols

Sections of text that are particularly important in terms of personal safety or possible damage to the motorcycle are marked with the following symbols:

Danger - Warning: Failure to observe these prescriptions, even in part, may pose a serious hazard to the rider's and other people's safety.

Caution: Failure to observe these prescriptions, even in part, may result in damage to the motorcycle.

The following symbols give an indication of who is supposed to perform the different adjustments and/or maintenance operations:

Information on operations that can be carried out by the user.

Information on operations that are reserved for authorized personnel.

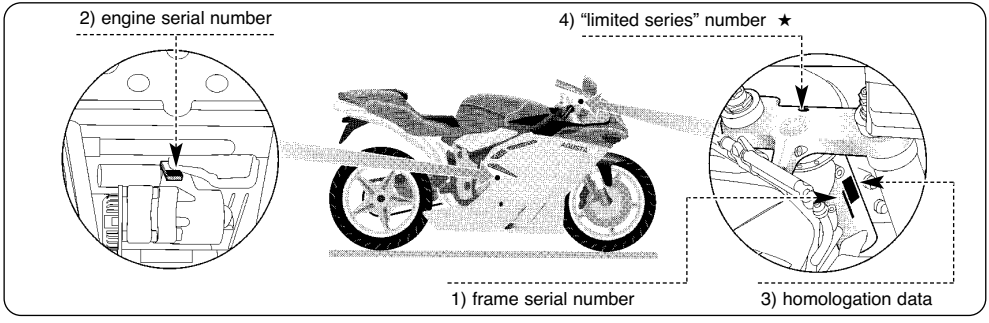
The "§" symbol refers the reader to the chapter identified by the number that follows.

1.3 Warranty Booklet and Service Coupons

Besides this Owner's Manual, the vehicle is accompanied by a Warranty Booklet containing a Warranty and Pre-Delivery Certificate and recommended service coupons.

IMPORTANT
The copy the Warranty and Pre-Delivery Certificate to be sent to MV Agusta Motor must be filled in by the dealer and returned to the factory within 7 days from the date of registration.

Every time the vehicle is serviced by a dealer, the user must produce the Warranty Booklet so that the dealer can fill in the service coupon and return it to the manufacturer within 7 days from the date of the servicing.



1.4 Identification data

1) frame serial number
2) engine serial number
3) homologation data
4) "limited series" number ★

▶ Motorcycle identification

The motorcycle is identified by a frame serial number. When placing orders for spare parts, in addition to this number, you may be required to provide the engine serial number, the colour code and the key identification.

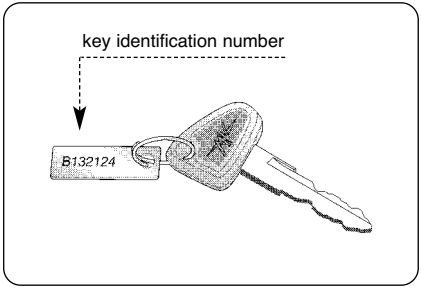
We recommend writing down all these numbers and keep them in a safe place.

★ *This motorcycle has been produced in a limited series. Each vehicle is identified by a serial number stamped on a 24-carat gold plate.*

1

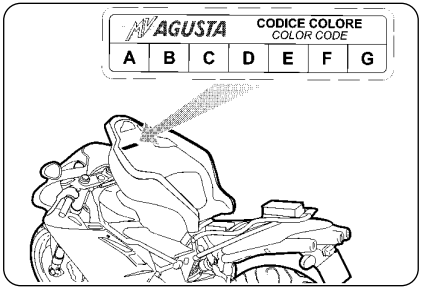
▶ Motorcycle key identification

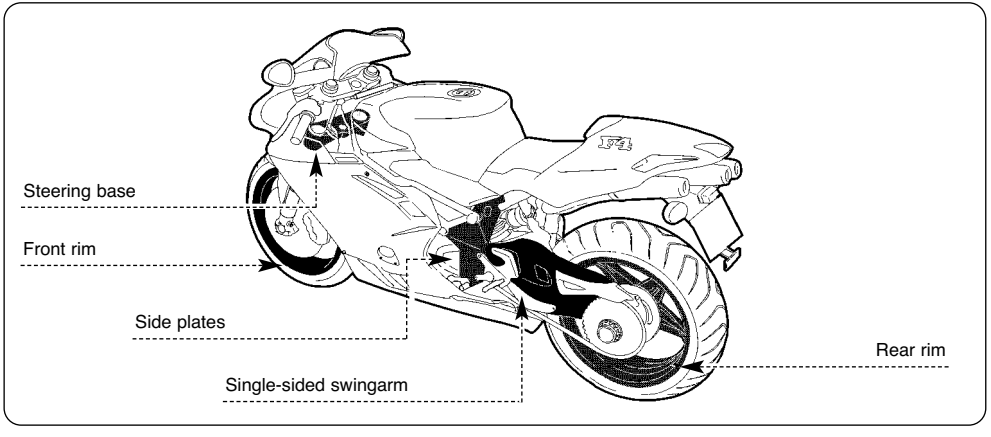
A key is supplied in duplicate for both the ignition and all the locks. Keep the duplicate in a safe place.



▶ Identification of motorcycle colour combination

The colour code must be mentioned when ordering body spares.





★ 1.5 Magnesium components

Check the condition of the surface coating of magnesium components before each ride. If any abraded parts are noted, immediately contact an authorized service centre.

After travelling on roads treated with salt, wash the parts as soon as possible with cold water. Do not use hot water as it enhances the corrosive action of salt.

2.1. Safety

2.1.1 HOW TO REPORT A SAFETY-RELATED DEFECT

If you believe that your vehicle has a defect capable of causing accidents involving the risk of death or injury, immediately contact the National Highway Traffic Safety Administration (NHTSA) as well as MV AGUSTA Motor S.p.A. If the NHTSA receives, or has received, similar complaints, it may order an investigation and, if a safety-related defect is found on a certain number of vehicles, it may arrange for a recall to be conducted. On no account, however, can the NHTSA be involved in any controversy arising between you and your dealer or MV AGUSTA Motor S.p.A. To contact the NHTSA, you may call the toll-free Auto Safety Hotline at 1-800-424-9393 (or 366-0123 in the Washington D.C. area), or send a letter to the following address: NHTSA, U.S. Department of Transportation, Washington, D.C. 20590.
The Hotline may also provide you with additional information on motor vehicle safety.

2.1.2 NOISE EMISSION WARRANTY

MV AGUSTA Motor S.p.A. warrants that, at the time of sale, the exhaust system conformed to all applicable U.S. EPA (Environmental Protection Agency) noise control regulations. The warranty applies to the first retail purchaser of the exhaust system and to all subsequent buyers. Any warranty claims must be addressed to:
Cagiva U.S.A., Davisville Road, Willow Grove, PA 19090-4139.

2.1.3 NOTE ON TAMPERING

Tampering with the noise control system is prohibited. In particular, federal law prohibits the following acts:

1. The removal or rendering inoperative, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use.

2. The use of the vehicle after such device or element of design has been removed or rendered inoperative.

Acts presumed to constitute tampering include:

1. The removal or piercing of the exhaust silencer, the diaphragm, the manifolds, or any other components involved in the transmission of exhaust gases.
2. The removal or piercing of any part of the intake system.
3. Poor maintenance.
4. The replacement of any movable parts of the vehicle or of any intake or exhaust components with parts or components other than those prescribed by the manufacturer.

NOTE

We recommend overhauling and if necessary repairing or replacing the product if a marked increase in noise levels is noted.

Failure to do this may cause the owner to incur the penalties provided for by local and national legislation.

WARNING

Highway Code provisions vary from country to country. Make sure of the content of local regulations before using the vehicle.

2.1.4 INFORMATION ON THE EMISSION CONTROL SYSTEM

The combustion process produces carbon monoxide and hydrocarbons. Hydrocarbon control is particularly important in that, under certain conditions and when exposed to direct sunlight, hydrocarbons undergo reactions which lead to the formation of photochemical smog. Carbon monoxide does not react in the same way, but it is highly toxic. **MV Agusta** uses a sequential multipoint electronic injection system and other methods designed to cut carbon monoxide and hydrocarbon emissions.

Exhaust emission control system

The exhaust emission control system is made up of the sequential multipoint injection (SMPI) system, which requires no adjustment. The exhaust emission control system is distinct from the crankcase emission control system.

Crankcase emission control system

The engine is equipped with a closed-crankcase system designed to prevent the release of crankcase emissions into the atmosphere. Blow-by gases return to the combustion chamber via the air filter and the injection system.

Problems relating to the vehicle's emissions

Should the vehicle show any of the following symptoms, contact your **MV Agusta** dealer to have it checked and if necessary repaired:

1) Engine is difficult to start or stalls after starting.
2) Idle speed is erratic.
3) Misfiring or backfiring during acceleration.
4) Afterburning.
5) Poor performance (driveability) and excessive consumption.

2.1.5 SAFETY RULES

IMPORTANT: READ BEFORE USE

– Before riding, carefully read this manual so as to familiarize yourself with the controls, characteristics, functionalities and limits of the vehicle. The manual is not aimed at providing information on all possible techniques and methods required for safe riding.
– Do not attach a sidecar, a trailer or any other accessory to the motorcycle. Do not modify the vehicle in any way. Failure to observe this prescription may make the vehicle unstable and cause serious accidents.
– To ensure maximum reliability and maintain the vehicle in perfect working order, it is essential to perform the servicing detailed in the Scheduled Maintenance Table and to follow all the prescriptions provided in this manual.
For further information, apply to your dealer, who possesses the necessary technical skills and the workshop manual.
– The introduction of structural improvements and performance enhancements in the production process may cause the structure of the vehicle to depart slightly from the illustrations and texts contained in this manual.

▶ **D**o not use the motorcycle, nor try to service it, if you do not possess the necessary skills.

▶ **F**ull control of the motorcycle is fundamental to safe riding. Concentration and a perfect physical condition are essential requirements for the rider. The road and weather conditions should also be taken into account.

▶ **A**lways wear suitable clothes, especially when travelling by night (e.g. garments with fluorescent bands).

▶ **A**lways wear a helmet, even on short rides.

▶ **W**hen travelling during daylight, keep the low beam on if allowed by local regulations.

▶ **D**o not attach objects or wear garments that could adversely affect control and handling of the motorcycle.

▶ **W**hen refuelling, switch off the engine and refrain from smoking.

▶ **W**hen refuelling, avoid spilling the fuel onto the tank and the exhaust pipes.

▶ **W**hen refuelling, stay away from the vehicle to avoid inhaling harmful fumes. Should the fuel come into contact with the skin or clothes, immediately wash with water and change the contaminated garments.

▶ **S**ome parts of the vehicle become very hot during use. Avoid contact with these parts and keep the motorcycle out of the reach of children.

▶ **A**lways park the motorcycle safely and avoid leaving it unattended while the ignition key is in the dashboard.

▶ **P**ark the vehicle where it is unlikely to be bumped into or damaged.

▶ **T**o prevent the vehicle from tipping over, never park it on soft or uneven ground.

▶ **D**o not start the engine in closed places. Exhaust gases are toxic and can quickly saturate the air and cause fainting or even death.

▶ **B**efore starting the engine in a closed place, ensure that the area is well ventilated.

▶ **W**hile the vehicle is in motion, always rest the feet on the specially designed supports.

▶ **W**hile riding, always keep both hands on the handlebars.

▶ **M**aximum performance of the standard brake pads is obtained on dry roads. Also available on request are pads that ensure optimum performance even on wet roads (for further information contact an authorized service centre).

2.1.6 INSTALLING ACCESSORIES

MV Agusta provides a range of accessories specially designed for your vehicle. It is essential that these accessories are installed by an authorized service centre. The use of non-genuine accessories can make the vehicle unsafe by reducing its handling, stability and the effectiveness of the braking system. For this reason, the installation of any non-genuine accessory makes the warranty null and void and relieves **MV Agusta** of all responsibility.

2.1.7 VEHICLE LOAD

The **F4 S** version is designed for use by the rider only, whereas the **F4 S 1+1** version can also seat a passenger. To use the vehicle in complete safety and in compliance with the Highway Code, it is essential that the following maximum load conditions are never exceeded:

F4 S	325 kg	(717 lbs)
F4 S 1+1	405 kg	(893 lbs)

These values are also shown on the plate fixed to the left side of the steering head tube.

2.1.8 MODIFICATIONS

Any modifications made to the vehicle (e.g. alteration and/or removal of components) can make the vehicle unsafe or unlawful. Modifying the vehicle immediately voids the warranty and relieves MV Agusta of all responsibility.

2.1.9 COMPETITIONS

⚠ **WARNING**
Riding the vehicle in competitions requires considerable skill and experience as well as an accurate setup of the motorcycle.

MV Agusta has designed a number of special components for use in competitions and/or sporting events. The use of such components is strictly limited to areas closed to traffic. Failure to observe this restriction constitutes a breach of the Highway Code for which **MV Agusta** cannot be held responsible.

2.1.10 RECOMMENDATIONS FOR SAFE RIDING

Besides being a means of transport, your motorcycle is a source of recreation and excitement. However, the configuration of the vehicle does not exclude a certain amount of risk. To ensure maximum safety, in addition to scrupulously observing the indications provided in the previous paragraphs, it is essential to take a few additional precautions.
In particular:

Before starting off
Follow all the directions given in the section “PRE-DELIVERY CHECKS”. Conduct an overall check of all safety-related aspects of the motorcycle.

Familiarizing with the vehicle
The rider’s ability and his mechanical skills form the basis of riding safety. It is advisable to practise riding in areas without traffic until you have become familiar with the vehicle and its controls. Remember: practice leads to perfection.

Being aware of one’s limits
When riding, never exceed your limits nor those imposed by law. Being aware of your limits and acting accordingly will help you avoid accidents.

Adverse weather conditions
Be very careful when riding in adverse weather conditions. On wet roads, for example, the braking distance doubles as a result of reduced tyre traction. It is therefore necessary to travel at moderate speed and avoid abrupt braking and acceleration. Pay particular attention when riding on slippery surfaces such as road markings, manholes, level crossings, bridges, gratings, etc. Considering that a motorcycle cannot provide the same degree of shock protection as a motor vehicle, it is essential to adopt a “defensive” riding attitude, particularly in the adverse weather conditions described above.

▶ Before changing lanes, besides using the rearview mirror, turn your head slightly and glance back to make sure that the road is clear.
Relying on the rearview mirror alone puts the rider at risk of misjudging the distance and speed of the vehicles at the back or not seeing them at all.

▶ Change gears as necessary to ensure that the proper gear ratio is chosen in all riding conditions, allowing the engine to revolve at optimum speed at all times.
Avoid high gear ratios when travelling at reduced speed (excessively low rpm) as well as low gear ratios when travelling at high speed (excessively high rpm).

▶ Special attention should be given to the braking system, which plays a key role in ensuring safety. When braking, always take account of the speed of the vehicle and the condition of the road surface.
The braking action should always be applied gently and gradually to both wheels, an ability that can only be learned from experience.
Performing this operation and, more in general, riding the vehicle always requires the utmost care. Therefore, caution should be exercised by all users, and in particular by inexperienced riders.

▶ When covering long distances downhill, reduce the speed of the vehicle by closing the throttle and using a low gear ratio to take advantage of the exhaust brake. The front and rear brakes should also be used with moderation, in order to prevent them from overheating and reduce their effectiveness.

▶ When rapid acceleration is required (e.g. when overtaking), change down to obtain better pickup.

▶ When the engine is running at high speed, gearing down several times in rapid succession can cause the engine to race. As a result, the rear driving wheel may lock, making the vehicle difficult to control and causing damage to the engine.

▶ Keep at a safe distance from the preceding vehicles and adjust the speed to the weather and traffic conditions. Remember that, as the vehicle picks up speed, the stopping distance increases and the motorcycle becomes more difficult to control. In any case, never exceed the speed limits imposed by the Highway Code.

▶ It is strictly forbidden to drink alcoholic beverages or take drugs before riding. Even very small amounts of these substances adversely affect the rider's ability to control the vehicle.

2.1.11 PROTECTIVE CLOTHING

Helmet wearing is compulsory under the Highway Code. The helmet must be securely fastened and, if it is of the open-face type, specially designed glasses are also required.

Suitable protective clothing, though not required by law, is strongly recommended.

In particular, the following items should be worn:

▶ A strong, close-fitting and easy-to-fasten vest.

▶ A collar for protecting the throat from the air flow.

▶ Supple, reinforced gloves providing both sensitivity and protection.

▶ Strong, close-fitting trousers covering the legs completely.

▶ Soft, reinforced boots providing both sensitivity and protection.

The items mentioned above are available from any specialized shop.

We recommend buying brightly coloured clothes, as they make the rider easier to see at night and in the fog.

In any case, the clothes must allow complete freedom of movement and not hamper the rider in any way. In addition, they must have no loose parts capable of catching in the control levers, the footrests, the wheels, the drive chain, etc.

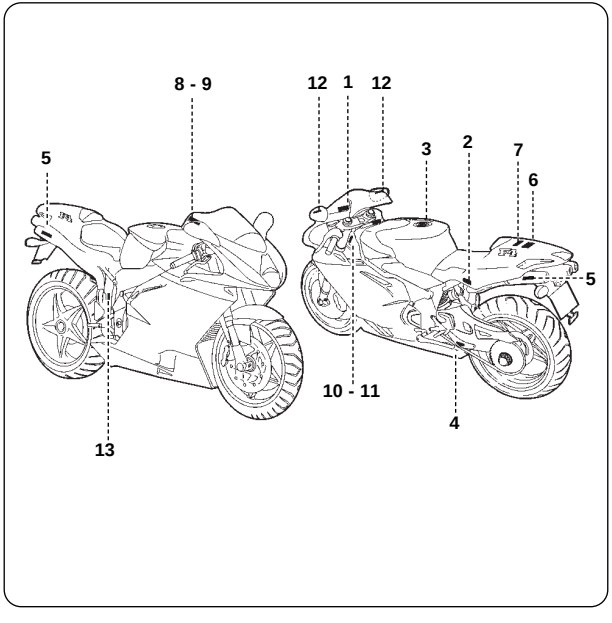
WARNING

Protective clothes do not afford complete protection against the risk of personal injury in case of accident.

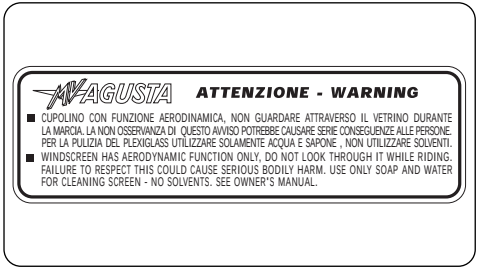
It is therefore essential not to be deceived by the false sense of security that is provided by motorcycle clothing. When riding, always adopt a cautious attitude and follow the recommendations given in the previous paragraphs.

2.2 Safety signs - Location

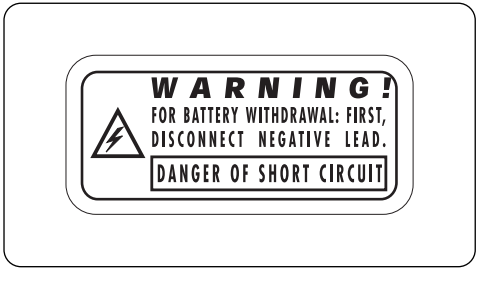
1 - Windscreen function
2 - Battery warning
3 - Unleaded petrol
4 - Chain adjustment
5 - Information on gas emissions, LH and RH exhausts
6 - Information on emission control
7 - Emission control
8 - Tyre pressure, single-seat F4
9 - Tyre pressure, two-seat F4
10 - Manufacturer's data, two-seat F4
11 - Manufacturer's data, single-seat F4
12 - Rearview mirrors
13 - Rear shock absorber



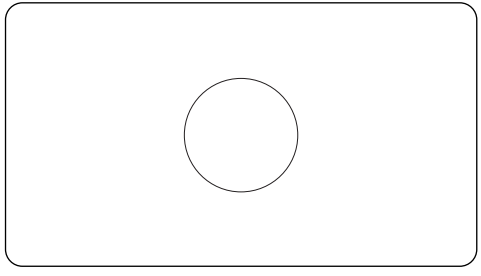
ADHESIVE LABEL – WINDSCREEN WARNING



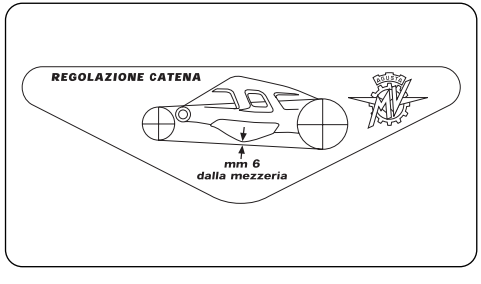
ADHESIVE LABEL – BATTERY WARNING



ADHESIVE LABEL – UNLEADED PETROL



ADHESIVE LABEL – CHAIN ADJUSTMENT



STAMPING ON LH SILENCER – GAS EMISSION INFORMATION, LH EXHAUST

MOTORCYCLE EXHAUST SYSTEM NOISE EMISSION CONTROL INFORMATION
THIS CAGIVA EXHAUST SYSTEM, 800090377 MEETS US EPA NOISE EMISSION REQUIREMENT OF 80 dBA FOR THE FOLLOWING
MOTORCYCLES: CAG44F0750.INSTALLATION OF THIS EXHAUST SYSTEM ON MOTORCYCLE MODELS NOT SPECIFIED MAY VIOLATE FEDERAL LAW

STAMPING ON RH SILENCER – GAS EMISSION INFORMATION, RH EXHAUST

MOTORCYCLE EXHAUST SYSTEM NOISE EMISSION CONTROL INFORMATION
THIS CAGIVA EXHAUST SYSTEM, 800090376 MEETS US EPA NOISE EMISSION REQUIREMENT OF 80 dBA FOR THE FOLLOWING
MOTORCYCLES: CAG44F0750.INSTALLATION OF THIS EXHAUST SYSTEM ON MOTORCYCLE MODELS NOT SPECIFIED MAY VIOLATE FEDERAL LAW

ADHESIVE LABEL – EMISSION CONTROL

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

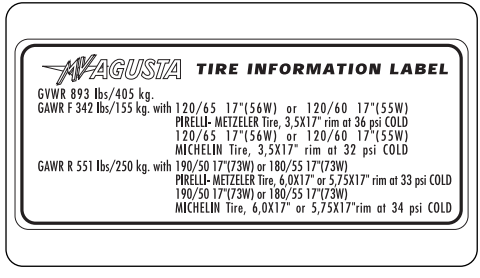
THIS 2000 CAG44F0750 MOTORCYCLE, 800090376 - 800090377 MEETS US EPA NOISE EMISSION REQUIREMENT OF 80 dBA AT 6875 RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL.

ADHESIVE LABEL – TYRE PRESSURE, SINGLE-SEAT F4

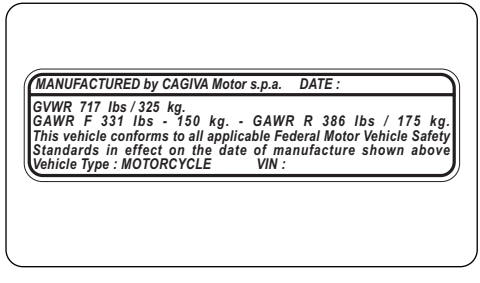
MV AGUSTA **TIRE INFORMATION LABEL**

GVWR 717 lbs/325 kg.
GAWR F 331 lbs/150 kg. with 120/65 17"(56W) or 120/60 17"(55W)
PIRELLI- METZELER Tire, 3,5X17" rim at 36 psi COLD
120/65 17"(56W) or 120/60 17"(55W)
MICHELIN Tire, 3,5X17" rim at 32 psi COLD
GAWR R 386 lbs/175 kg. with 190/50 17"(73W) or 180/55 17"(73W)
PIRELLI- METZELER Tire, 6,0X17" or 5,75X17" rim at 33 psi COLD
190/50 17"(73W) or 180/55 17"(73W)
MICHELIN Tire, 6,0X17" or 5,75X17"rim at 34 psi COLD

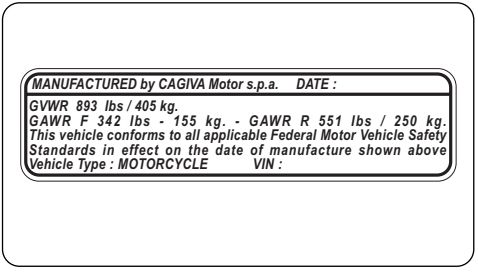
ADHESIVE LABEL – TYRE PRESSURE, TWO-SEAT F4



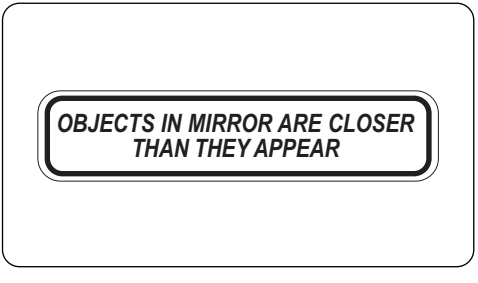
ADHESIVE LABEL – MANUFACTURER'S DATA, SINGLE-SEAT F4



ADHESIVE LABEL – MANUFACTURER'S DATA, TWO-SEAT F4 S

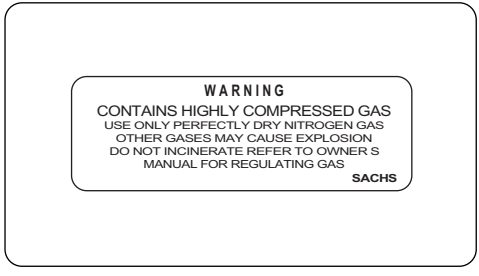


ADHESIVE LABEL – REARVIEW MIRRORS



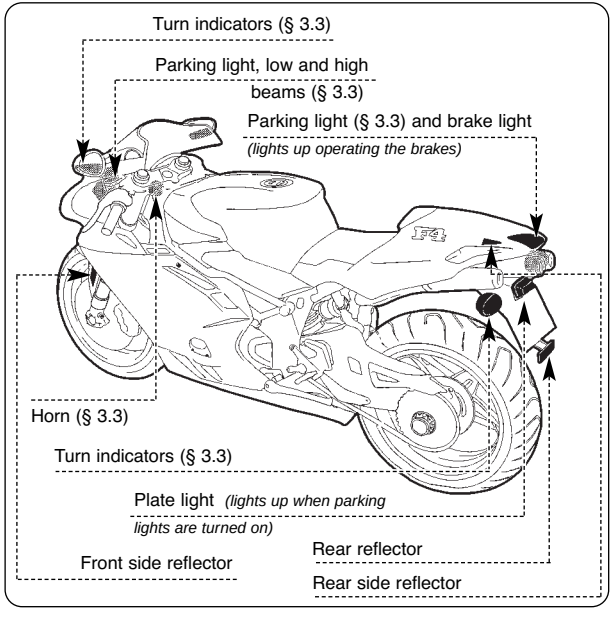
ADHESIVE LABEL – REAR SHOCK ABSORBER

2

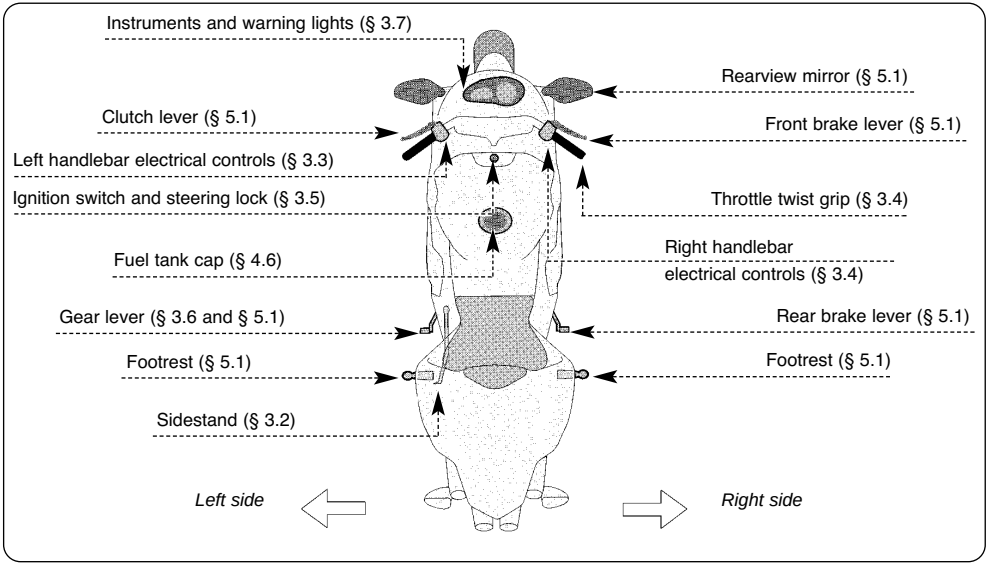


2.3 Safety - Visual and acoustic signals

Before each ride, it is essential to verify the operation of the visual and acoustic signals.



3.1 Location of controls and instruments



3.2 Sidestand

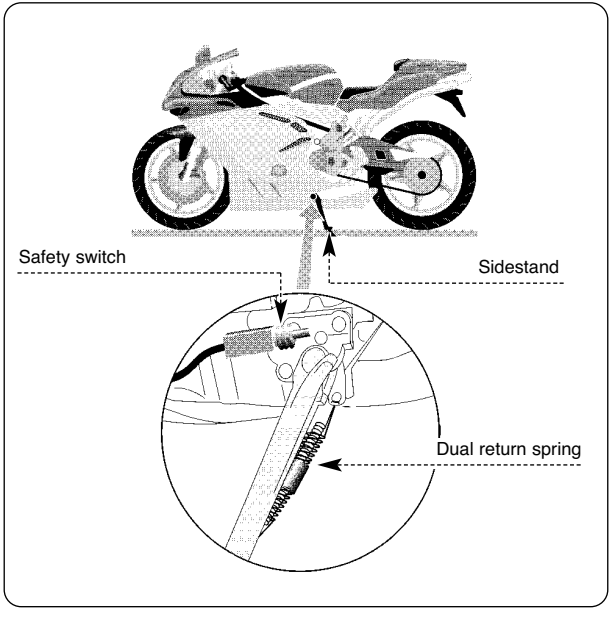
3.2.1 AUTO RETURN SIDESTAND

The sidestand is equipped with a safety switch that prevents the motorcycle from moving off while the stand is down.

If the rider attempts to engage the gears while the engine is running and the stand is down, the switch automatically turns off the engine by cutting the current supply.

If the motorcycle is parked (sidestand down) and the gears are engaged, the switch prevents the engine from being started, thereby avoiding the risk of accidentally toppling the vehicle.

Some versions of the motorcycle fit a device that automatically pulls up the sidestand as soon as the vehicle is lifted from the parking position.

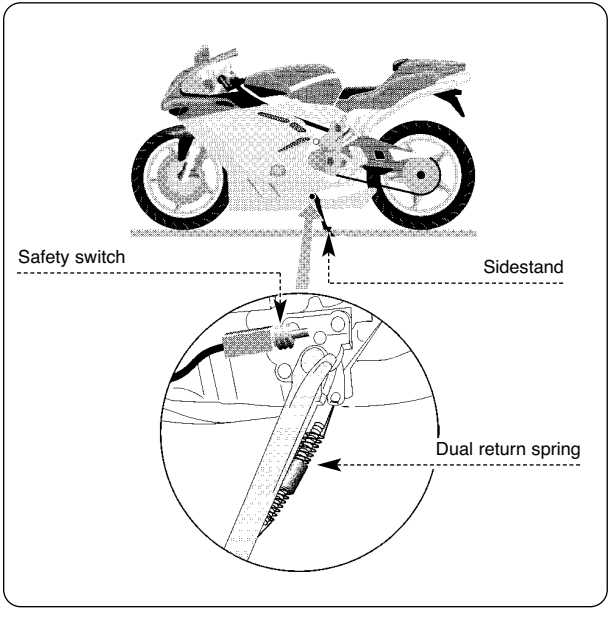


This system is specially designed to save the rider having to lift the sidestand with the foot before starting off.
In any case, the automatic return device does not exclude the function of the safety switch mentioned above.

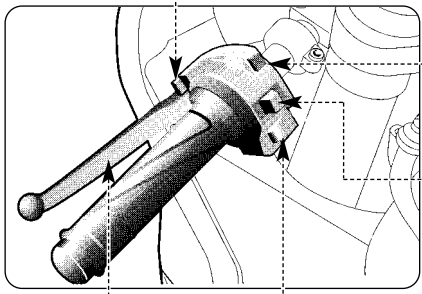
3

3.2.2 NON-AUTO RETURN SIDESTAND

Some versions of the motorcycle do not fit an automatic return device for the sidestand, which must then be lifted with the foot before starting off. These versions, however, fit the same sidestand safety switch that makes it necessary to follow the starting procedures described in paragraph 3.2.1.



3.3 Handlebar controls, left side



High beam flasher button
Press the button repeatedly

Low/high beam button
Button not pressed in ■ : low beam
Button pressed in ▬ : high beam

Turn indicator switch
Shifting the lever to the left or right switches on the left or right turn indicators. The switch then returns to the central position. Press to turn off the indicators.

Horn button
Press to operate the warning horn.

Clutch lever
Move towards/away from the handgrip to release/engage the clutch.

High beam flasher button
It is used to attract the attention of other road users in case of danger. When the high beam is on, the function is inactive.

Low/high beam button
Under normal conditions, the low beam is on. The high beam can be switched on by pressing the button when allowed by the traffic and road conditions.

Turn indicator switch
It is used to show the rider's intention to change direction or lane.

WARNING
Failure to switch the turn indicators on or off at the right time may cause an accident in that the other road users may draw incorrect conclusions as to direction of motion the vehicle. Always switch on the indicators before turning or changing lanes. Then be sure to switch off the indicators after completing the operation.

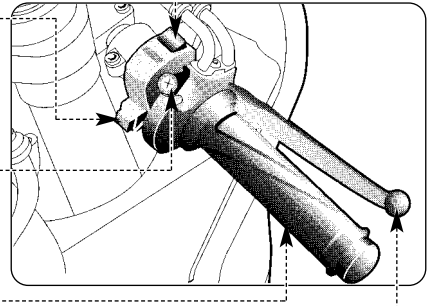
Horn button
It is used to attract the attention of other road users in case of danger.

Clutch lever
It engages/disengages the clutch through a hydraulically controlled device.

3.4 Handlebar controls, right side

Engine stop switch
Stops the engine and prevents it from being restarted.

Engine start button
Starts the engine. To be released as soon as the engine starts. When the engine is running, pressing the button selects the display functions.



Cold start (choke) lever
Rotate clockwise when cold starting. After a few seconds, bring the lever back to the home position.

Throttle twist grip
Rotate to control the engine fuel supply.

Front brake lever
Pull to the handgrip to operate the front brake.

Engine stop switch
It is used to switch off the engine in an emergency. The ignition circuit is disabled, preventing the engine from being restarted. To be able to restart the engine, bring the switch back to the home position.

NOTE
Under normal conditions, do not use this switch to shut off the engine.

Engine start button
It is used to start the engine and, when the engine is running, to select the different functions of the display installed on the instrument panel.

⚠ **DANGER**
To avoid damaging the electrical equipment, be sure not to hold down the button for longer than 5 consecutive seconds.
If, after several attempts, the engine does not start, refer to the chapter "TROUBLESHOOTING" later in this manual.

Cold start (choke) lever
It facilitates cold starts by acting on the fuel supply.

NOTE

This function must remain active only for a short time depending on the engine and outside temperatures. As soon as the idle speed keeps the engine running, it is advisable to disable the control.

Throttle twist grip

It controls the fuel supply, making it possible to change the speed of the engine. To operate the device, rotate the handgrip from the home position, corresponding to the idle speed.

When cold starting (choke on), rotating the handgrip towards the throttle closing position brings the choke lever back to the home position.

Front brake lever

It controls a hydraulic circuit that operates the front wheel braking system.

3.5 Ignition switch and steering lock

Danger - Warning: Do not attach a ring or any other object to the ignition key as they may hinder the steering action.

The ignition switch enables and disables the electrical circuit and the steering lock. The four positions of the switch are described below.

OFF position

All electrical circuits are deactivated. The key can be extracted.

ON position

All electrical circuits are activated. The instruments and warning lights perform the self-diagnostic cycle. The engine can be started. The key cannot be extracted.

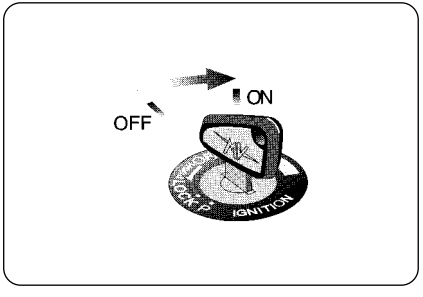
WARNING

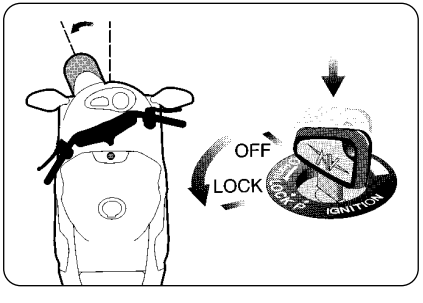
Never attempt to change the switch functions while riding, as you may lose control of the vehicle.

LOCK position

Turn the handlebar to the left or right. Press the key in gently while rotating it to the LOCK position.

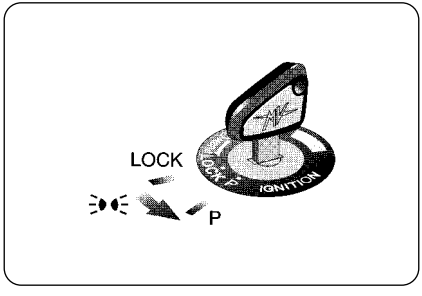
All electrical circuits are deactivated and the steering is locked. The key can be extracted.





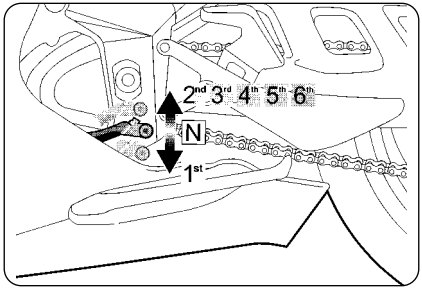
P (PARKING) position

Turn the key from the LOCK position to the P position. All electrical circuits are deactivated except the parking lights. The steering is locked. The key can be extracted.



3.6 Gear lever

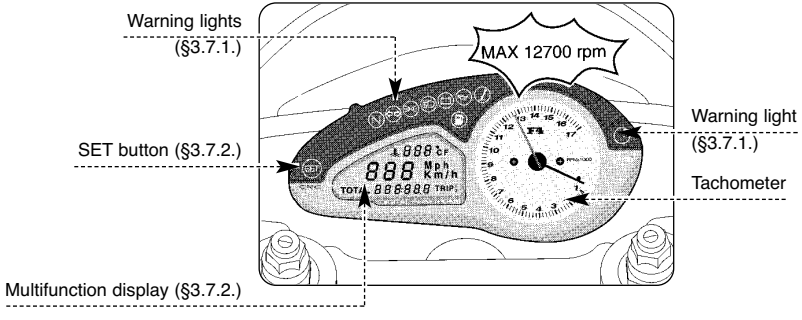
The **N** (neutral) position is indicated by the related warning light on the instrument panel.
To change into first gear, shift the lever down.
To change into second gear, shift the lever up. Shifting the lever up repeatedly engages all the other gears in succession up to the sixth speed.



3.7 Instruments and warning lights

The instruments and warning lights are activated by turning the ignition switch to the ON position. After a preliminary check (approx. 7 seconds) the displayed information reflects the current general condition of the motorcycle.

3



3.7.1 Warning lights

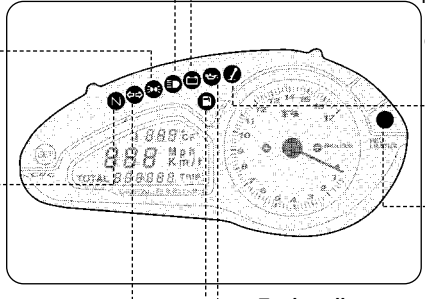
High beam warning light (blue)
Lights up when the high beam is activated.

Low beam warning light (green)
Comes on when the low beam is activated.

Neutral indicator (green)
Lights up when the gears are in neutral.

Turn indicator light (green)
Lights up when the turn indicators are activated.

Reserve fuel indicator (amber)
Comes on when approximately 4 litres of fuel are left..



Battery charge indicator (red)
Lights up when the alternator does not supply enough current to charge the battery.
If the indicator comes on while riding, contact an authorized service centre.

Sidestand down warning light (red)
Lights up when the sidestand is down.

Rev limiter warning light (red)
Lights up when the engine speed exceeds 12,700 rpm. The rev limiter trips at 13,100 rpm.

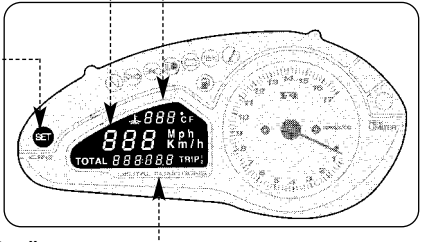
Engine oil pressure warning light (red)
Lights up when the oil pressure is insufficient.

Danger - Warning: If the warning light comes on while riding, stop the motorcycle immediately. Check and if necessary restore the oil level. If the warning light comes on even if the oil level is correct, do not resume riding and contact an authorized service centre.

3.7.2 Multifunction display

Speedometer
Measures the speed of the vehicle. The speed can be displayed in kilometres per hour (km/h) or miles per hour (mph). The full-scale value is 320 km/h (200 mph).

SET button
Pressing the button allows the setting of the different display functions. Pressing the button again confirms the entered values.



TOTAL mileage counter
Displays the total distance covered: from 0 to 999,000 (km or mi)

TRIP 1 mileage counter
Displays a first trip mileage count: from 0 to 9,999.9 (km or mi)

TRIP 2 mileage counter
Displays a second trip mileage count: from 0 to 9,999.9 (km or mi)

Clock
Displays the time (0÷24)

Thermometer
Displays the coolant temperature in degrees centigrade (° C) or Fahrenheit (° F).
The display range is 40° to 140° C (104° to 284° F):

- Below 40° C (104° F) no temperature is displayed but three blinking lines denote a very low temperature.
- Between 40° and 49° C (104° and 120° F) the temperature reading blinks to indicate a low temperature.
- Between 50° and 105° C (122° and 221° F) the temperature reading is fixed.
- Between 106° and 140° C (223° and 284° F) the temperature reading blinks to indicate a high temperature.

Danger - Warning: If the temperature exceeds 115° C (239° F), stop the motorcycle, check and if necessary restore the coolant level. If the high temperature indication is given even when the coolant level is correct, do not resume riding and contact an authorized service centre.

4.1 Using the motorcycle

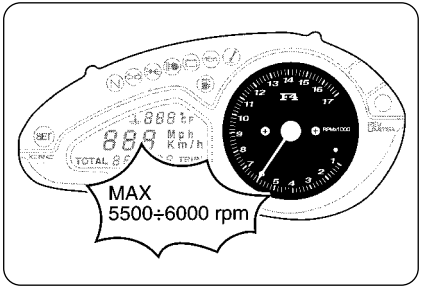
This section provides the basic information needed to correctly operate the motorcycle:

- Running-in (§ 4.2)
- Starting the engine (§ 4.3)
- Setting the display functions (§ 4.4)
- Selecting the display functions (§ 4.5)
- Refuelling (§ 4.6)
- Glove compartment (§ 4.7)
- Parking the motorcycle (§ 4.8)
- Preriding checks (§ 4.9)
- Riding (§ 4.10)

4.2 Running-in

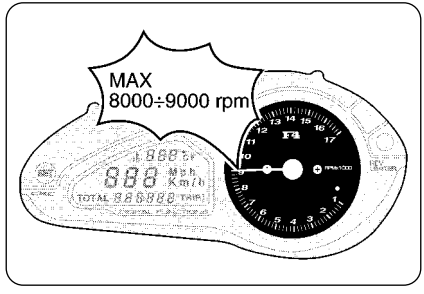
Caution: Failure to observe the indications provided below can reduce performance and shorten the life of the motorcycle.

Running-in is generally considered to apply only to the engine. In fact, it should be regarded as an essential phase for other important parts such as the tyres, the brakes and the drive chain. During the very first kilometres, adopt a relaxed riding style.

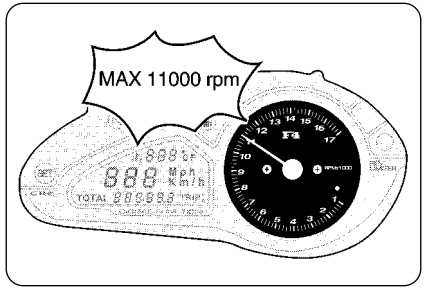


❑ 0 to 500 km (0 to 300 mi) (A)
Frequently change the engine speed. If possible, prefer hilly routes with gentle slopes and many bends. Avoid long straight stretches.

❑ 500 to 1000 km (300 to 600 mi)
Avoid subjecting the engine to prolonged strain.



❑ 1000 to 2500 km (600 to 1600 mi)
Higher engine performance can be demanded, but it is advisable not to exceed the engine speed shown in the figure..



4.3 Starting the engine

Caution: Avoid warming up the engine while the vehicle is stationary. It is advisable to bring the engine to the working temperature by riding at reduced speed.

▶ Turn the ignition switch to the ON position. The instruments and the warning lights will go through the self-diagnostic cycle. Make sure the gears are in neutral.

4

❑ **Cold starting**

▶ Rotate the CHOKE lever without turning the throttle twist grip and then press the start button.

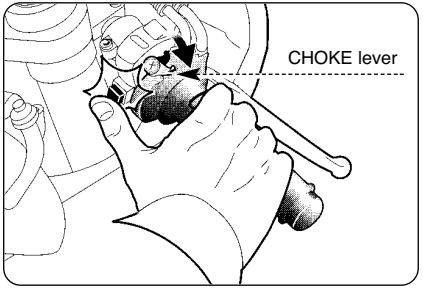
▶ As soon as the engine starts, release the button and, after warming up the engine for a short time, bring back the CHOKE lever to the home position.

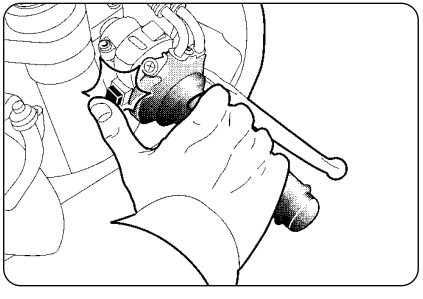
❑ **Hot starting**

▶ Press the start button without turning the throttle twist grip.

▶ As soon as the engine starts, release the button.

Caution: Do not press the start button for longer than 5 consecutive seconds.



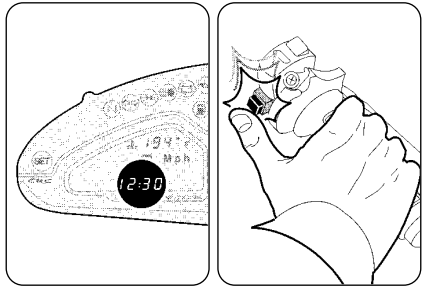


4.4 Setting the display functions

The following functions can be set: clock, speedometer and thermometer units.

WARNING

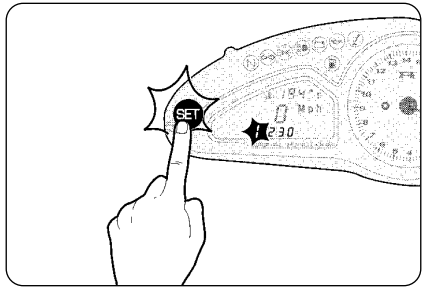
The operation must be performed while the engine is running, the gears are in neutral, the motorcycle is stationary, and with the feet on the ground. Do not set the display functions while riding.



❑ **Clock (hours and minutes)**

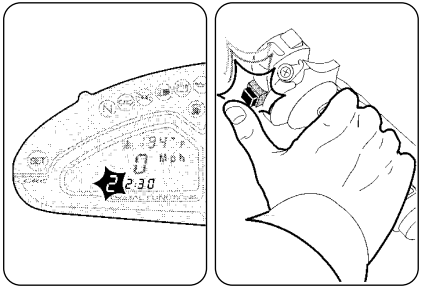
▶ Repeatedly press the button until the time is displayed.

▶ Press the SET button – the first hour digit will start blinking.



▶ Hold down the button and release it as soon as the desired figure is displayed.

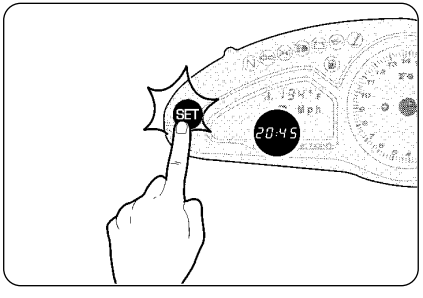
▶ Repeat the procedure to set the second hour digit and the first and second minute digits.



NOTE
To quickly cycle through the selected digit, hold the start button depressed for longer than two seconds.

4

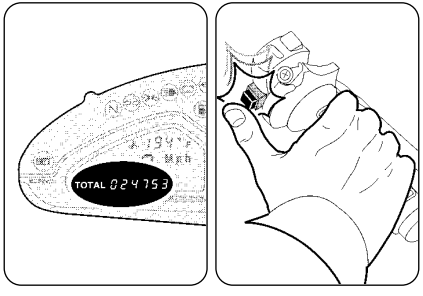
NOTE
The instrument panel has an integrated memory which retains all the parameters even when the engine is not running. Except for the clock, which is reset, all the parameters are retained even when the battery is disconnected.



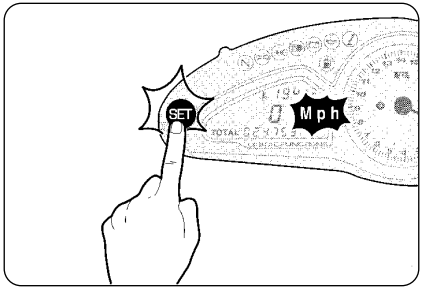
▶ Press SET to confirm the time and exit the set (blinking) mode.

❑ **Speedometer (km/h - mph)**

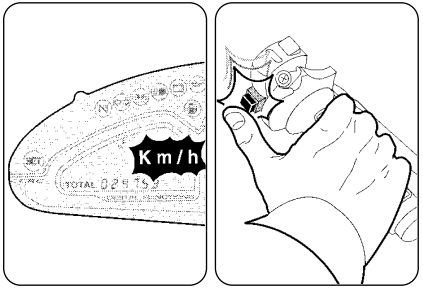
▶ Repeatedly press the button until the TOTAL counter function is displayed.



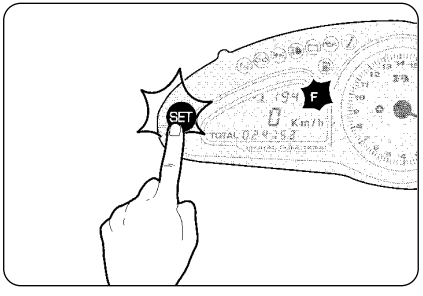
▶ Press the SET button. The speedometer unit will start blinking.



▶ Press the button to toggle between km/h and mph. Changing the speedometer unit also changes the units for the total and trip mileage counters.

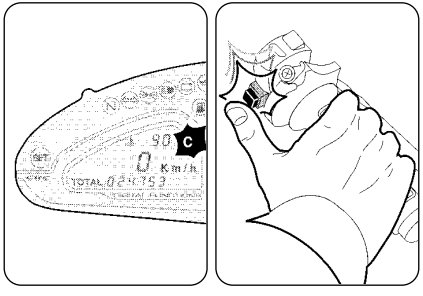


▶ Press SET to confirm the speedometer unit. The thermometer unit will start blinking, indicating that the display is ready for the next setting.

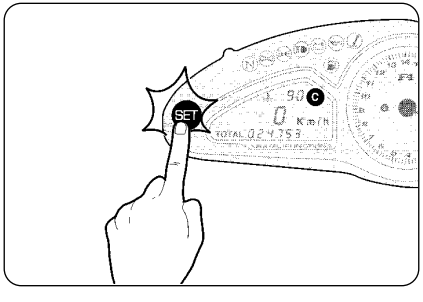


❑ **Thermometer (° C - ° F)**

▶ Press the button to toggle between ° C and ° F.



▶ Press SET to confirm the temperature unit.

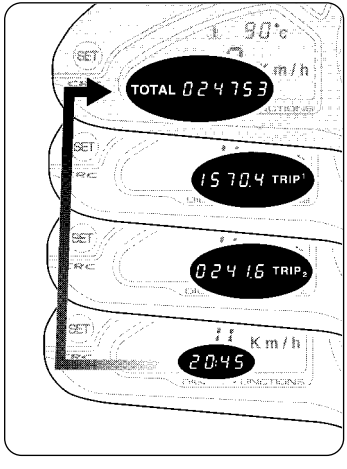


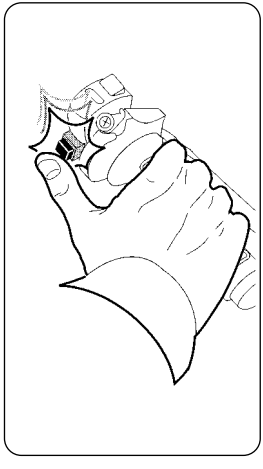
4.5 Selecting the display functions

Selectable functions include the TOTAL, TRIP 1 and TRIP 2 mileage counters, and the clock.
The selection must be performed while the engine is running.

4

▶ Pressing the button repeatedly cycles through the different functions.

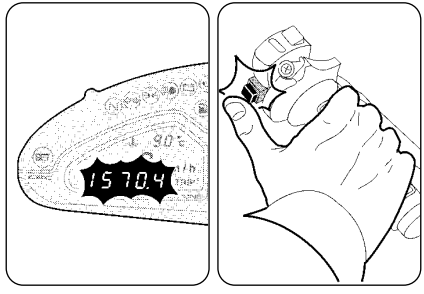




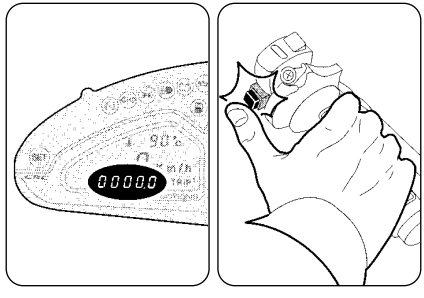
❑ Resetting the trip mileage counters

The TRIP 1 and TRIP 2 counters can be reset as follows:

▶ Press the button for longer than four seconds. The mileage will start blinking.



▶ Pressing the button for less than four seconds sets the mileage to zero. If, on the other hand, the button is pressed for longer than four seconds the entire resetting procedure is cancelled.

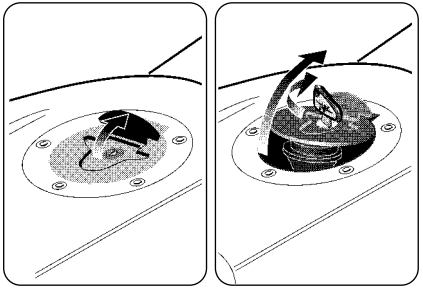


4.6 Refuelling

Danger - Warning: When refuelling, switch off the engine, avoid smoking, and keep away from flames, sparks and heat sources.

WARNING
Petrol and its fumes are highly toxic and flammable. Avoid contact and inhalation.

Caution: Only use high-octane unleaded petrol. A green dot on the lower side of the tank cap serves as a reminder of this.



▶ Lift the dust cover.

▶ Insert the key into the lock, rotate it clockwise and lift the tank cap.

▶ After refuelling, press down the tank cap while rotating the key clockwise to facilitate the locking. Then release the key and extract it.

WARNING

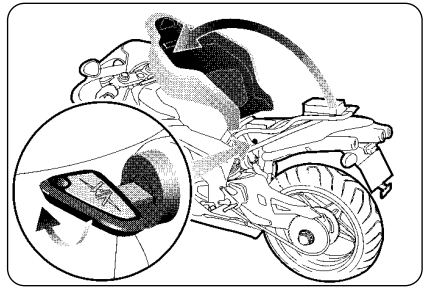
Overfilling the tank may cause the fuel to overflow as a result of the expansion due to the heat from the engine or to exposure to sunlight. Fuel spills can catch fire. The level of the fuel in the tank must never be higher than the base of the filler.

4.7 Glove compartment

▶ Insert the key into the lock.

▶ Press down the tail section end while turning the key clockwise.

▶ Slightly lift the tail section off the rear end. Slide the tail section backwards and overturn it onto the fuel tank .



4.8 Parking the motorcycle

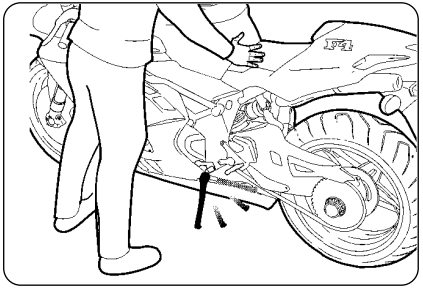
❑ **Using the sidestand**

Care - Caution: Park the motorcycle safely on solid ground.
On slopes, engage the bottom gear and park the vehicle so that the front wheel faces uphill. Remember to put the gear lever in the neutral position before restarting the engine. Never leave the vehicle unattended while the ignition key is in the dashboard.
In versions equipped with an auto return sidestand, even a light blow can accidentally operate the return device and cause the vehicle to topple over.

4

▶ Using a foot, lower the sidestand to travel end and then slowly tip the motorcycle to bring the stand support foot into contact with the ground.

NOTE
When parking a vehicle equipped with an auto return sidestand, be sure to bring the stand all the way down with the foot and to keep it in position until the vehicle is stable.

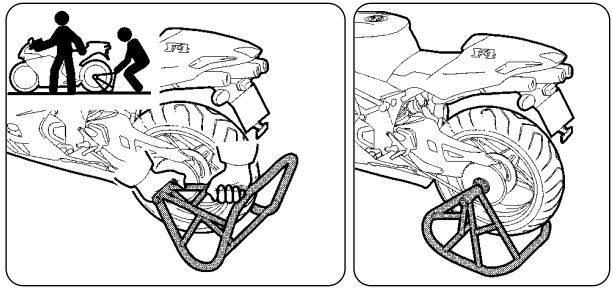


WARNING
Do not sit on the vehicle when it is parked on the sidestand, as your full weight would rest on the vehicle's only support.

WARNING
Before moving off, ensure that the sidestand warning light on the instrument panel goes out. In any case, make sure that the stand has been retracted.

❑ **Using the rear stand**

Insert the stand pin into the rear wheel axle hole on the left side of the motorcycle. Rest the stand on the ground and, pressing down on the stand, lift the vehicle until it reaches a stable condition.



4.9 Preriding checks

A motorcycle can be in good running order and then become unexpectedly unreliable even if unused (e.g. deflation of the tyres). It is therefore important to carry out the checks described in the table below before each ride. A few moments taken to carry out these checks will help you maintain your motorcycle safe and in perfect working order.

Brakes
Check fluid level (§ 6.8). Check for fluid leakages. Pull lever and press pedal to check brake operation. Check pads for wear (§ 6.7)
Clutch lever
Check fluid level (§ 6.9). Check for fluid leakages. Pull lever and check that it moves smoothly and gradually.
Throttle twist grip
Check that grip rotates smoothly and returns to closed position when released.
Steering damper
Always check adjustment (§ 5.6).
Engine start button / stop switch
Check operation (§ 3.4).
Lights, visual and acoustic signals
Check operation.
Tyres
Check inflating pressure and wear (§ 6.10).
Suspensions
Check adjustment (§ 5.7 and § 5.8).
Drive chain
Check adjustment and lubrication (§ 6.11).
Coolant
Check level (§6.6). Check for leakages.
Engine oil
Check level (§ 6.5). Check for leakages.
Sidestand
Check return to home position.
★ Magnesium components
Check condition of surface coating (§ 1.5).

4.10 Riding

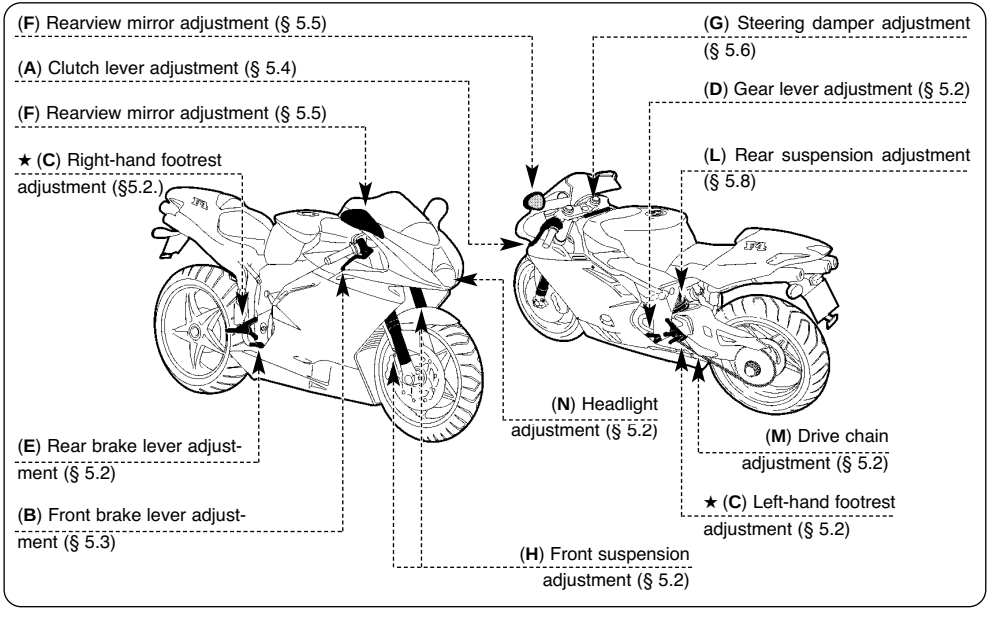
Riding a motorcycle requires experience and concentration.
Inexperienced riders should undergo a period of training and attend an introductory course consisting of theoretical lessons as well as practical riding sessions in areas closed to traffic.
The instructor's advice will help the novice rider become familiar with the basics of riding safety.
Relying on the advice of persons other than a qualified riding instructor, even if possessing specific knowledge, may prove to be useless or even dangerous, especially if the practical training takes place in an area open to traffic.

⚠ **WARNING**
While riding, always observe the safety prescriptions described in paragraph 2.1.10 of this manual.

5.1 List of adjustments

There are many adjustments that can significantly improve the ergonomics, geometry and safety of the motorcycle.
Some of these can only be performed by skilled personnel at authorized service centres.

WARNING
To avoid losing control of the vehicle while riding, be sure to always keep both hands on the handlebars. All adjustments must be performed when the vehicle is stationary.


(F) Rearview mirror adjustment (§ 5.5)
(A) Clutch lever adjustment (§ 5.4)
(F) Rearview mirror adjustment (§ 5.5)
★ (C) Right-hand footrest adjustment (§5.2.)
(E) Rear brake lever adjustment (§ 5.2)
(B) Front brake lever adjustment (§ 5.3)
(G) Steering damper adjustment (§ 5.6)
(D) Gear lever adjustment (§ 5.2)
(L) Rear suspension adjustment (§ 5.8)
(N) Headlight adjustment (§ 5.2)
(M) Drive chain adjustment (§ 5.2)
★ (C) Left-hand footrest adjustment (§ 5.2)
(H) Front suspension adjustment (§ 5.2)

5.2 Table of adjustments



A - Clutch lever adjustment: Optimizes the grip to suit the rider's needs (§ 5.4).



B - Front brake lever adjustment: Optimizes the grip to suit the rider's needs (§ 5.3).



C - LH and RH footrest adjustment: Optimizes the position of the feet to suit the rider's needs ★.



D - Gear lever adjustment: Optimizes the movement of the lever to suit the rider's needs.



E - Rear brake lever adjustment: Optimizes the movement of the lever to suit the rider's needs.



F - Rearview mirror adjustment: Optimizes the orientation of the rearview mirrors (§ 5.5).



G - Steering damper adjustment: Adjusts the steering stiffness to the rider's preference (§ 5.6).

H - Front suspension adjustment: The following can be adjusted to adapt the response of the suspension to the rider's preference:
- spring preload (§ 5.7)
- rebound damping hydraulic device (§ 5.7)
- compression damping hydraulic device (§ 5.7)

L - Rear suspension adjustment: The following can be adjusted to adapt the response of the suspension to the rider's preference:



- spring preload
- geometry height



- rebound damping hydraulic device (§ 5.8)
- compression damping hydraulic device (§ 5.8)



M - Drive chain adjustment: To ensure safe and effective transmission of power.

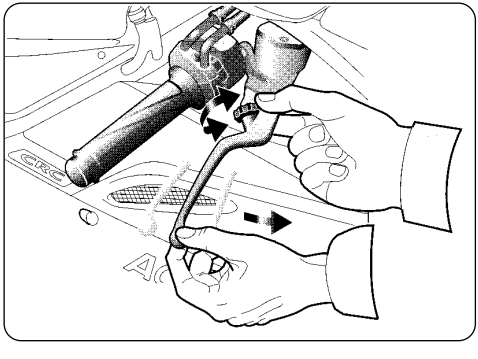


N - Headlight adjustment: To adjust the range of the light beam to the geometry of the motorcycle.

5.3 Adjusting the front brake lever

Danger - Warning: Never perform the adjustment while riding.

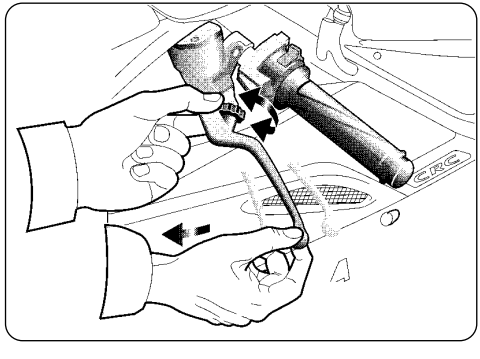
While pulling the lever to counter the action of the spring, turn the ring clockwise or anticlockwise to move the lever away or towards the handgrip respectively.



5.4 Adjusting the clutch lever

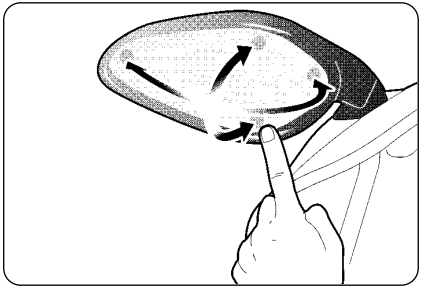
Danger - Warning: Never perform the adjustment while riding.

While pulling the lever to counter the action of the spring, turn the ring clockwise or anticlockwise to move the lever away or towards the handgrip respectively.



5.5 Adjusting the rearview mirrors

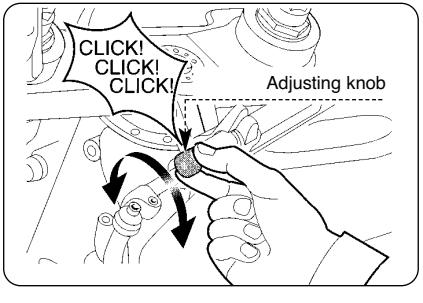
Press the mirror at the points shown in the figure to adjust its position in the four directions.



5.6 Adjusting the steering damper

Danger - Warning: Never perform the adjustment while riding.

The standard adjustment is obtained by fully rotating the knob anticlockwise. In this position the damper offers the least resistance to the rotation of the steering.
To suit the rider's needs, the action of the damper can be gradually increased by rotating the knob clockwise.

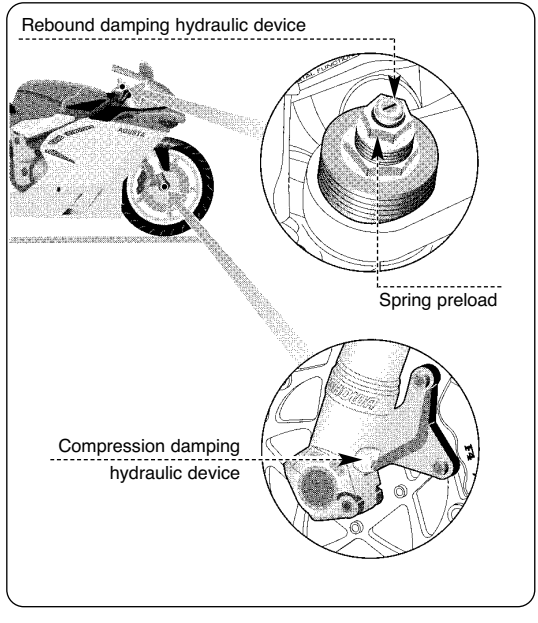


WARNING
The knob should never be rotated more than 10 clicks from the end position. Beyond that limit, the action of the steering damper becomes very strong, making the steering stiff at low speeds, which could cause the rider to lose control of the vehicle.

5.7 Adjusting the front suspension

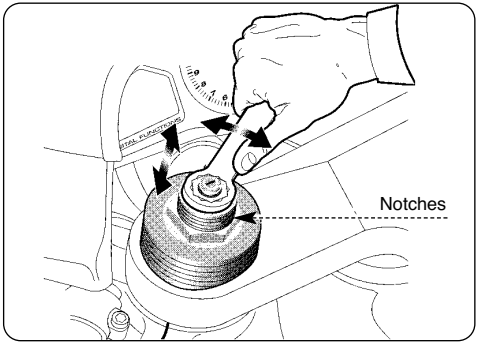
WARNING
It is essential that the adjusters of both fork rods are adjusted to the same position.

	Type of geometry		
	Soft	*Standard*	*Stiff*
Spring preload	6 notches	5 notches	4 notches
Rebound damping	7 clicks	5 clicks	3 clicks
Compression damping	7 clicks	5 clicks	3 clicks



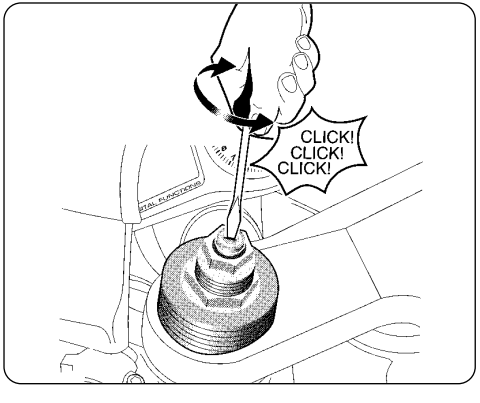
5.7.1 Spring preload

The adjustment is performed by referring to the notches. The minimum preload corresponds to the position where seven notches are in view. The maximum preload is obtained when one notch is visible.



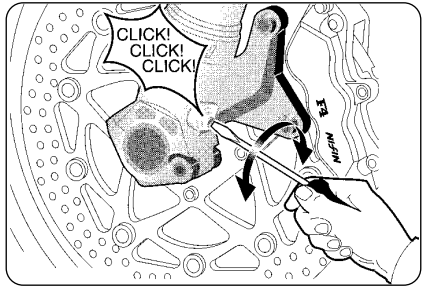
5.7.2 Rebound damping hydraulic device (front suspension)

The adjustment is obtained from the standard position, which is found by fully turning clockwise and then anticlockwise (see table). Rotate clockwise to increase the damping action or anticlockwise to decrease it.



5.7.3 Compression damping hydraulic device (front suspension)

The adjustment is obtained from the standard position, which is found by fully turning the screw clockwise and then anticlockwise (see table). Rotate clockwise to increase the damping action or anticlockwise to decrease it.



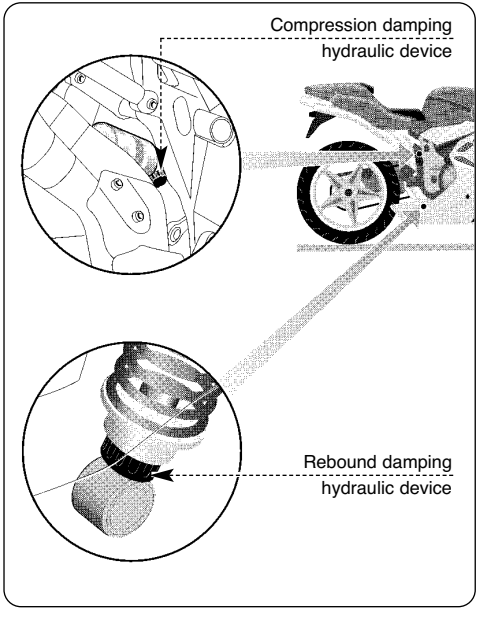
5.8 Adjusting the rear suspension

Danger - Warning: The high temperature of the exhaust pipes can cause burns.

F4 750 ORO-S	*Type of geometry*		
	Soft	*Standard*	*Stiff*
Rebound damping (§ 5.8.1)	18 clicks	16 clicks	14 clicks
Compression damping (§ 5.8.2)	16 clicks	14 clicks	12 clicks

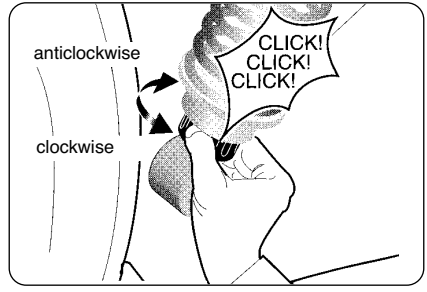
F4 750 S 1+1 (rider only)	*Type of geometry*		
	Soft	*Standard*	*Stiff*
Rebound damping (§ 5.8.1)	20 clicks	18 clicks	12 clicks
Compression damping (§ 5.8.2)	22 clicks	20 clicks	15 clicks

F4 750 S 1+1 (with passenger)	*Type of geometry*		
	Soft	*Standard*	*Stiff*
Rebound damping (§ 5.8.1)	14 clicks	12 clicks	9 clicks
Compression damping (§ 5.8.2)	17 clicks	15 clicks	12 clicks



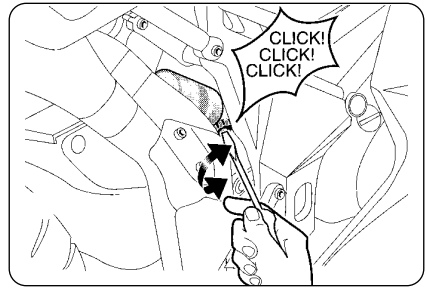
5.8.1 Rebound damping hydraulic device (rear suspension)

The adjustment is obtained from the standard position, which is found by fully rotating the ring clockwise and then anticlockwise (see table). Rotate clockwise to increase the damping action or anticlockwise to decrease it.



5.8.2 Compression damping hydraulic device (rear suspension)

The adjustment is obtained from the standard position, which is found by fully rotating the screw clockwise and then anticlockwise (see table). Rotate clockwise to increase the damping action or anticlockwise to decrease it.



6.1 Tables of scheduled maintenance and checks

The main periodic checks and maintenance operations are shown in the following tables. These operations are necessary to keep the motorcycle safe and in perfect running order.

Some of the operations can be carried out by the user, providing he or she possesses the requisite skills. If unskilled, have the operations performed by an authorized service centre.

Failure to perform the recommended operations makes the warranty null and void.

As a rule maintenance operations must be performed while the motorcycle is on the rear stand after switching off the engine and setting the start switch to OFF. This does not apply to the verification of the fluid levels.

When necessary, top up or renew the lubricants and the fluids using the prescribed products (see § 6.3).

After the first 36,000 km (22,400 mi) the operations must be performed at the same intervals shown in the tables.

Tables of scheduled maintenance

km (mi) covered			*0*	*1000 (600)*	*6000 (3800)*	*12000 (7500)*	*18000 (11200)*	*24000 (14900)*	*30000 (18600)*	*36000 (22400)*
Service coupon			*Pre-delivery*	*A*	*B*	*C*	*D*	*E*	*F*	*G*
Description		*Operation*								
Engine oil		Check level	●	Every 1000 km (600 mi)						
		Renew		●	●	●	●	●	●	●
			At least once a year							
Engine oil filter		Replace		●	●	●	●	●	●	●
			Every time engine oil is changed							
Magnet on oil drain screw		Clean	Every time engine oil is changed							
Oil pipes		Verify fitting and check for leakages	●	●	●	●	●	●	●	●
Coolant		Check level	●	Every 1000 km (600 mi)						
		Renew	Every two years							
Cooling system		Check for leakages	●	●	●	●	●	●	●	●
Electric fans		Check	●	●	●	●	●	●	●	●

Tables of scheduled maintenance

km (mi) covered			*0*	*1000 (600)*	*6000 (3800)*	*12000 (7500)*	*18000 (11200)*	*24000 (14900)*	*30000 (18600)*	*36000 (22400)*
Service coupon			*Pre-delivery*	*A*	*B*	*C*	*D*	*E*	*F*	*G*
Description		*Operation*								
Valves		Check/Adjust		●		●		●		●
Timing chain		Replace								●
Timing movable shoe		Check/Replace				●		●		●
Timing chain stretcher		Check/Replace				●		●		●
Spark plugs		Check/Replace				●		●		●
Fuel filter		Check/Replace			●	●	●	●	●	●
Fuel lines and connections		Check for leakages	●	●	●	●	●	●	●	●
Throttle body		Check idle speed Timing Check CO concentration		●	●	●	●	●	●	●
Air filter		Check/Replace			●	●	●	●	●	●
Brakes/clutch		Check fluid level	Every 1000 km (600 mi)							
		Check for leakages	●	●	●	●	●	●	●	●
		Renew fluid						●		
			At least every two years							
		Check controls	●	●	●	●	●	●	●	●

Tables of scheduled maintenance

km (mi) covered			*0*	*1000 (600)*	*6000 (3800)*	*12000 (7500)*	*18000 (11200)*	*24000 (14900)*	*30000 (18600)*	*36000 (22400)*
Service coupon			*Pre-delivery*	*A*	*B*	*C*	*D*	*E*	*F*	*G*
Description		*Operation*								
Brake pads		Check wear	Every 1000 km (600 mi)							
Brake caliper pins/dust rings		Check				●		●		●
Throttle control		Check operation Check play Lubricate		●	●	●	●	●	●	●
Locks		Check	●	●	●	●	●	●	●	●
Steering bearings		Check/Adjust		●		●		●		●
Steering head tube ring		Check		●		●		●		●
Drive chain		Check	Every time vehicle is used							
		Lubricate	Every 500 km (300 mi)							
		Adjust Lubricate	●	●	●	●	●	●	●	●
		Replace				●		●		●
Front sprocket/tab washer		Replace				●		●		●
Rear sprocket		Replace				●		●		●
Chain guide shoe		Check wear				●		●		●

Tables of scheduled maintenance

km (mi) covered			*0*	*1000 (600)*	*6000 (3800)*	*12000 (7500)*	*18000 (11200)*	*24000 (14900)*	*30000 (18600)*	*36000 (22400)*
Service coupon			*Pre-delivery*	*A*	*B*	*C*	*D*	*E*	*F*	*G*
Description		*Operation*								
Tyres		Check pressure	●	Every 10 days						
		Check wear	Every 500 km (300 mi)							
Front wheel bearings		Check	Every time tyre is replaced							
		Replace								●
Wheel rims		Inspect visually		★●	★●	★●	★●	★●	★●	★●
			★In any case, every time tyres are replaced							
Magnesium parts		Inspect visually		★●	★●	★●	★●	★●	★●	★●
			★At least every six months							
Rear wheel hub		Check bearings Lubricate				●		●		●
		Replace								●
Swingarm bearings		Check					●			●
Rear shock absorber		Check		●	●	●	●	●	●	●
Sidestand		Check operation	●	●	●	●	●	●	●	●
Front fork		Renew oil				●		●		●

Tables of scheduled maintenance

km (mi) covered			*0*	*1000 (600)*	*6000 (3800)*	*12000 (7500)*	*18000 (11200)*	*24000 (14900)*	*30000 (18600)*	*36000 (22400)*
Service coupon			*Pre-delivery*	*A*	*B*	*C*	*D*	*E*	*F*	*G*
Description		*Operation*								
Fork seal rings		Check for leakages			●	●	●	●	●	●
Screws and nuts		Check tightening	●	●	●	●	●	●	●	●
Manifold and cylinder head bolts		Check	●	●	●	●	●	●	●	●
Hose clamps		Check		●	●	●	●	●	●	●
Electrical equipment		Check operation	●	●	●	●	●	●	●	●
Battery		Check connections	●	●	●	●	●	●	●	●
Instrument panel		Check	●	●	●	●	●	●	●	●
Lights/Visual signals		Check	Every time vehicle is used							
Headlight		Check/Adjust	●	Every time geometry is changed						
Horn		Check	Every time vehicle is used							
Ignition switch		Check	●	●	●	●	●	●	●	●
Choke		Check	●	●	●	●	●	●	●	●
Exhaust system		Check noise level				●		●		●

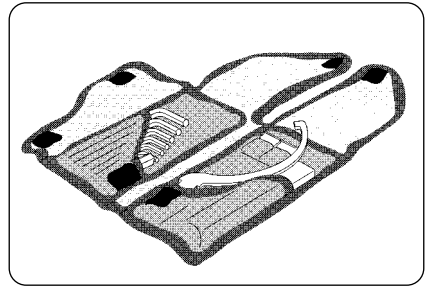
Tables of scheduled maintenance

km (mi) covered			*0*	*1000 (600)*	*6000 (3800)*	*12000 (7500)*	*18000 (11200)*	*24000 (14900)*	*30000 (18600)*	*36000 (22400)*
Service coupon			*Pre-delivery*	*A*	*B*	*C*	*D*	*E*	*F*	*G*
Description		*Operation*								
Silencer brackets		Check tightening		●	●	●	●	●	●	●
General cleaning				●	●	●	●	●	●	●
General lubrication				●	●	●	●	●	●	●
General test			●	●	●	●	●	●	●	●

6.2 Tools and accessories supplied

A bag in the glove compartment contains the following tools:

- 1 hexagonal bar (10 mm hexagon);
- 6 Allen keys (2.5 - 3 - 4 - 5 - 6 - 8 mm hexagons);
- 1 spanner for rear wheel eccentric with extension;
- 2 fuses (7.5 A and 15 A).



The following accessories are also supplied:

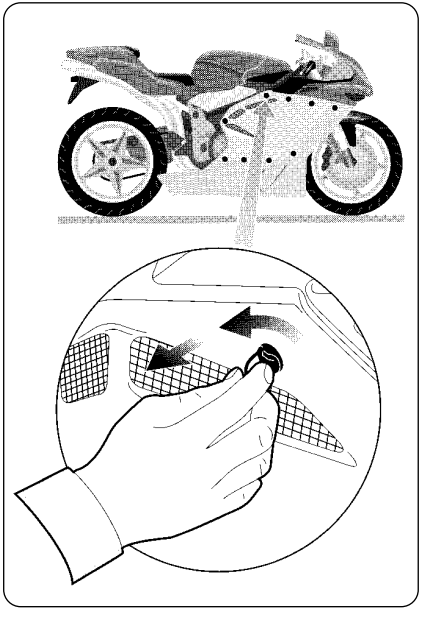
- 1 rear stand;
- 1 ignition spanner (16 mm hexagon);
★ 1 motorcycle canvas cover;
★ 2 handgrip covers;
- 1 document holder.

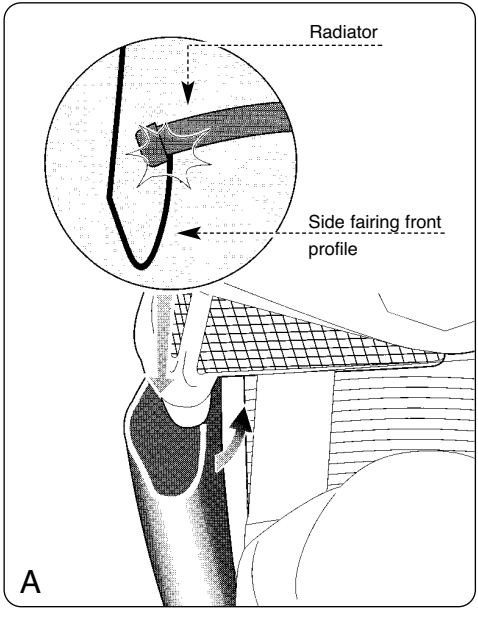
6.3 Table of lubricants and fluids

Description	*Specifications*	*Recommended product*
Engine lubrication oil	API SJ SAE 10W/60	AGIP RACING 4T 10W/60
Coolant	Ethylene glycol diluted with 40 percent distilled water	AGIP ECO - PERMANENT
Brake and clutch fluid	DOT4	AGIP BRAKE FLUID DOT4
Drive chain lubrication oil		AGIP CHAIN AND DRIVE SPRAY

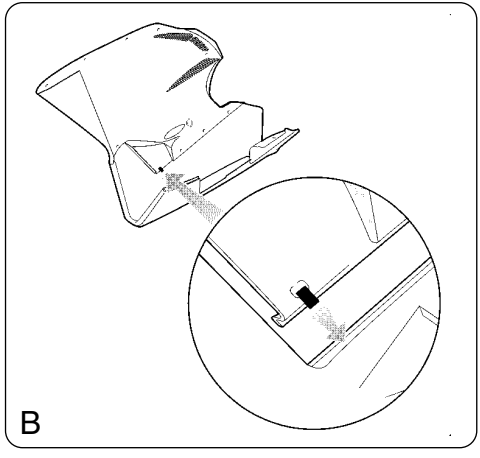
6.4 Removing/fitting the right-hand side fairing

Pull off the quick fastenings and then remove the side fairing.





Fit the side fairing, taking care to position the front profile as shown in figure A.
Fasten the panel by positioning the tab in the lower part of the fairing as shown in figure B.



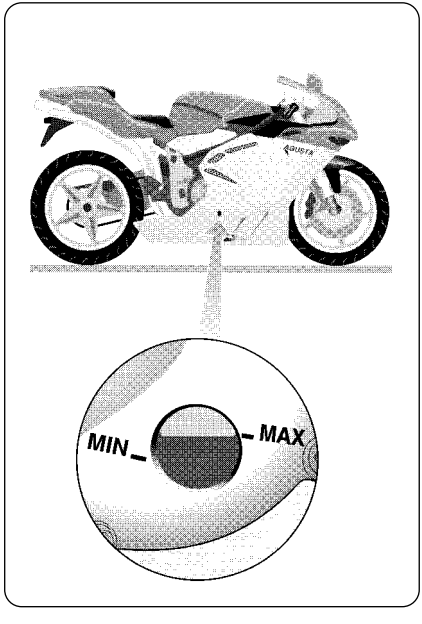
6.5 Checking the engine oil level

Check the oil level while the engine is off and cold. In any case, the engine must have been off for at least ten minutes.

The check must be performed after placing the motorcycle in an upright position on a horizontal surface.

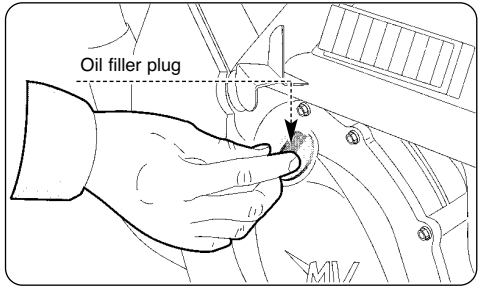
The level must be between the MAX and MIN marks on the crankcase.
If the oil level is below the MIN mark, top up as described in § 6.5.1. Never exceed the MAX level.

⚠ **Danger - Warning: Do not start the engine if the oil level is below the MIN mark.**



6.5.1 Restoring the engine oil level

To restore the engine oil level, first remove the right-hand side fairing (see § 6.4) to expose the oil filler plug.

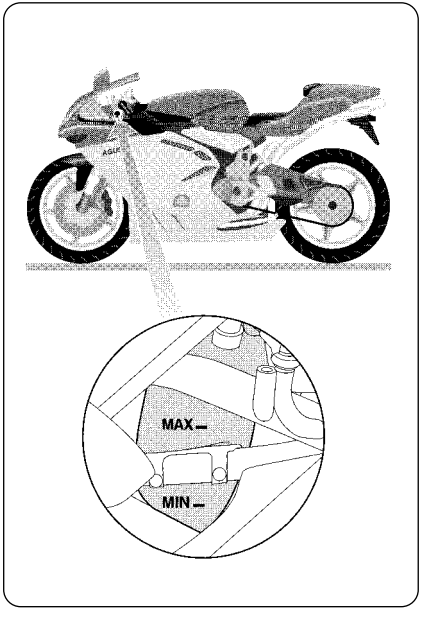


6.6 Checking the coolant level

Check the coolant level while the engine is off and cold.

The check must be performed after placing the motorcycle in an upright position on a horizontal surface.

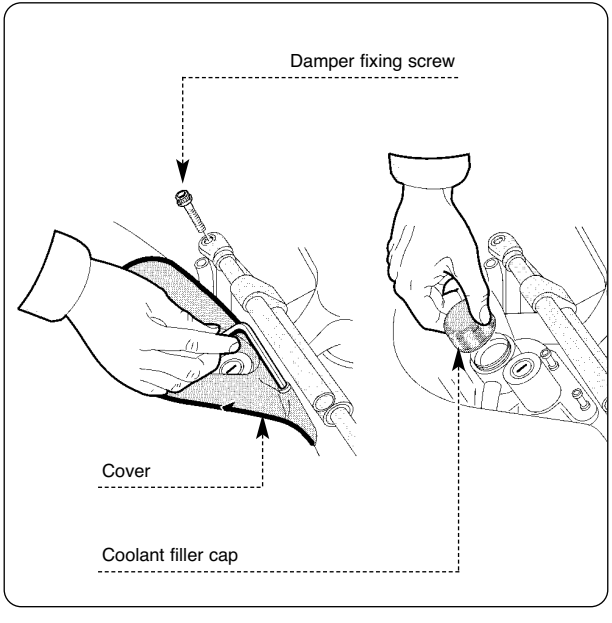
The coolant level must be between the MAX and MIN marks.

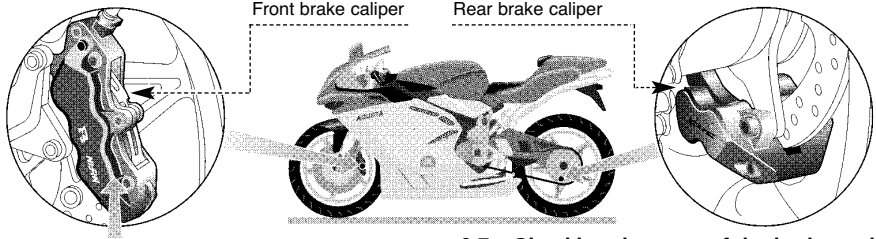


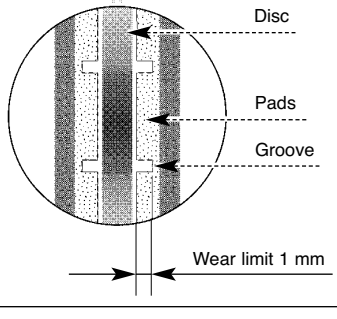
6.6.1 Restoring the coolant level

To gain access to the coolant filler cap, remove the left steering damper screw and the cover.
Use the product specified in the table in § 6.3.
Water can be used in case of need, taking care to replace it with the recommended product as soon as possible.
After topping up, carefully replace the previously removed parts.

⚠ **Danger - Warning: The coolant circuit is under pressure. To avoid the risk of burns, top up when the engine is cold.**



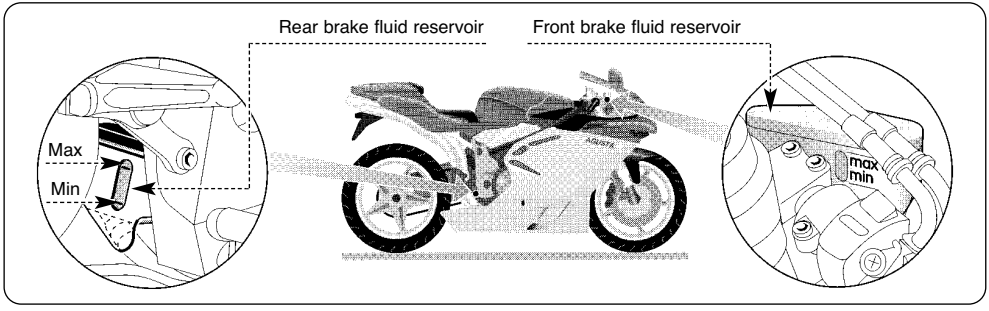




6.7 Checking the wear of the brake pads

The brake pads have grooves that provide an indication of the wear condition. Periodically check the width of the grooves, making sure it never falls below the wear limit (1 mm).

⚠ **Danger - Warning: If the pads have almost worn down to the wear limit, have them replaced by an authorized service centre.**
Allow the new pads a suitable period of running-in (see § 4.2).



6.8 Checking the brake fluid level

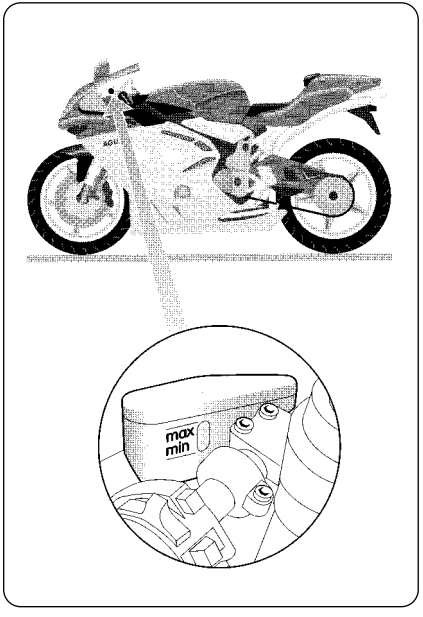
The level of the brake fluid decreases as the brake pads wear down. Ensure that the fluid level is always between the MAX and MIN marks. If the level falls below the MIN mark, contact an authorized service centre and have the braking system overhauled.

⚠ **Danger - Warning: Do not use the motorcycle if the fluid level is below the MIN mark because the brakes may fail to operate properly.**

6.9 Checking the clutch fluid level

The fluid level must be between the MAX and MIN marks.
If the level falls below the MIN mark, contact an authorized service centre and have the clutch control system overhauled.

⚠ **Danger - Warning: Do not use the motorcycle if the fluid level is below the MIN mark because the clutch may fail to operate properly.**

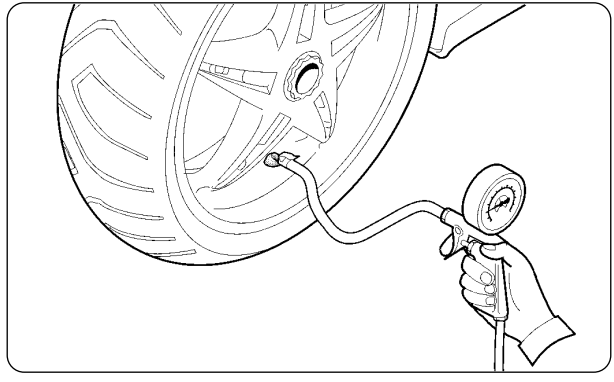


6.10 Checking the tyres

Danger - Warning: Before using the motorcycle, always check the pressure and wear of the tyres.

Measure the tyre pressure at room temperature. Refer to the pressures given in § 8.2 or on the label applied to the steering head tube.

Check the wear of the tyres. The tread depth must not be less than specified in the Highway Code.

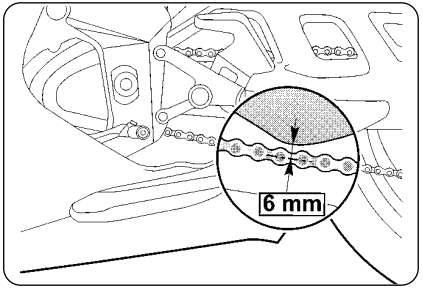


Danger - Attention: When necessary, replace the tyres only with others of the type specified in § 8.2. New tyres require a short running-in period before attaining their full performance. During this period exercise extreme caution.

6.11 Checking and lubricating the drive chain

Put the motorcycle on the rear stand.

Checking the chain adjustment
The axis of the chain lower portion must be 6 mm from the lower chain guard. Manually turn the rear wheel and carry out the check at several points along the chain.
If necessary, have the chain adjusted by an authorized service centre.



Lubrication

To ensure proper operation, the drive chain needs to be properly lubricated.

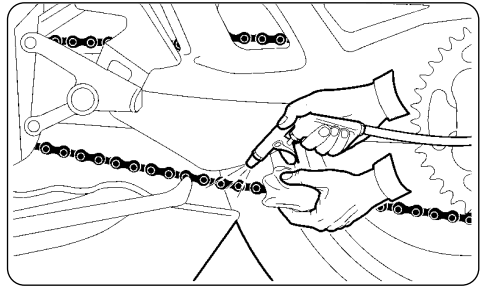
▶ Preliminary cleaning - Before lubrication the dirt accumulated on the chain must be dissolved using specific products. The dirt must then be removed with a clean rag and/or an air jet.

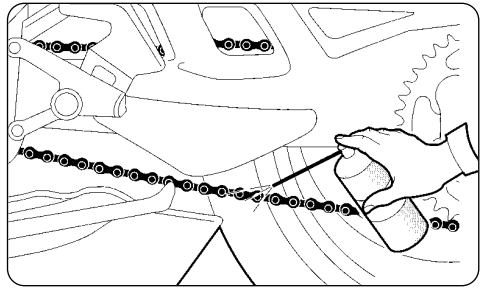
Caution - The chain is of the O-ring type. Be sure to use cleaning products specifically designed for chains of this type.

▶ Lubrication - Apply a film of lubricant over the whole of the drive chain, taking care not to smear the surrounding parts, and in particular the tyres.

Caution - Only use the recommended lubricant or an equivalent product (see § 6.3).

WARNING
Riding when the drive chain is in poor condition or improperly adjusted can cause accidents.



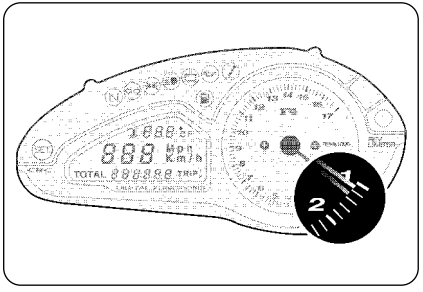


6.12 Checking the idle speed

Check the idle speed when the engine has reached the operating temperature. Ensure that the choke control has not been activated.

The idle speed should range from 1,150 to 1,250 rpm.

If a tune-up is necessary, contact an authorized service centre.



6.13 Periodic emission check

To ensure that your new **MV Agusta F4** maintains compliance with emission regulations, have the following operations performed by an authorized service centre at the specified intervals.

1.000 km **Check and if necessary adjust:**
Idle speed
Injection system throttle body
Renew
Engine oil
Oil filter

6.000 km **Check and if necessary adjust:**
Injection system throttle body
Renew
Engine oil
Oil filter

12.000 km **Check and if necessary adjust (or renew):**
Injection system throttle body
Play of valves
Timing chain slide
Idle speed
Timing chain tension adjuster
Air filter
Spark plugs
Renew
Engine oil
Oil filter
Fuel filter

The operations mentioned for 6,000 km and 12,000 km should then be performed every 12,000 km.

NOTE

Failure to observe the maintenance program indicated voids the emission control system warranty.

6.14 EMISSION CONTROL SYSTEM WARRANTY OBLIGATIONS

6.14.1 YOUR WARRANTY RIGHTS AND OBLIGATIONS

The *California Air Resources Board* and MV Agusta Motor S.p.A., (hereinafter “MV Agusta”); are pleased to explain the emission control system warranty on your 2000 and later motorcycle. In California new motor vehicles must be designed, built and equipped to meet the State's stringent anti-smog standards. MV Agusta must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

Your emission control system may include parts such as the carburetor or fuel-injection system, the ignition system, catalytic converter and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies.

Where a warrantable condition exists, MV Agusta will repair your motorcycle at no cost to you, including diagnosis, parts and labour.

6.14.2 MANUFACTURER'S WARRANTY COVERAGE

Class I motorcycles (50-169 cc): for a period of use of five (5) years or 12,000 kilometers (7,456 miles),

whichever first occurs.
Class II motorcycles (170 to 279 cc): for a period of use of five (5) years or 18,000 kilometers (11,185 miles), whichever first occurs.
Class III motorcycles (280 cc and larger): for a period of use of five (5) years or 30,000 kilometers (18,641 miles), whichever first occurs.
If an emission-related part on your motorcycle is defective, the part will be repaired or replaced by MV Agusta. This is your emission control system DEFECTS WARRANTY.

6.14.3 OWNER'S WARRANTY RESPONSIBILITIES

As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your owner's manual. MV Agusta recommends that you retain all receipts covering maintenance on your motorcycle, but MV Agusta cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.
You are responsible for presenting your motorcycle to an MV Agusta dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.
As the motorcycle owner, you should be aware that MV Agusta may deny your warranty coverage if your motorcycle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.
If you have any question regarding your warranty rights and responsibilities, you should contact Cagiva U.S.A., 1901 Davisville Road, Willow Grove, PA 19090-4193 (215) 830-3300, or the California Air Resources Board at P.O. Box 8001, 9528 Telstar Avenue, El Monte, CA 91734-8001.

6.15 LIMITED WARRANTY ON EMISSION CONTROL SYSTEM

MV Agusta Motor S.p.A. Via G. Macchi 144 - 21100 Varese, Italy (hereinafter MV Agusta) warrants that each new 2000 and later MV Agusta motorcycle, which includes as standard equipment a headlight, taillight and stoplight, and is street legal:

A. is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and

B. is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use, depending on the engine displacement, of 12,000 kilometers (7,456 miles), if the motorcycle's engine displacement is less than 170 cubic centimeters; of 18,000 kilometers (11,185 miles), if the motorcycle's engine displacement is equal to or greater than 170 cubic centimeters but less than 280 cubic centimeters; or of 30,000 kilometers (18,641 miles), if the motorcycle's engine displacement is 280 cubic centimeters or greater; or 5 (five) years from the date of initial retail delivery, whichever first occurs.

6.15.1 COVERAGE

Warranty defects shall be remedied during customary business hours at any authorized MV Agusta motorcycle dealer located within the United States of America in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and the California Air Resources Board. Any part or parts replaced under this warranty shall become the property of MV Agusta.

In the State of California only, emission related warranted parts are specifically defined by the state's Emission Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank; fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapour separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points; condensers, and spark plugs if failure occurs prior to the first scheduled replacement; and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts. In the State of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized MV Agusta dealer. An emergency situation occurs when authorized MV Agusta dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. MV Agusta will reimburse the owner for the expenses, including diagnosis, not exceeding MV Agusta's suggested retail price for all warranted parts replaced and labour charges based on MV Agusta's recommended time allowance for the warranty repair and the geographically appropriate hourly labour rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

6.15.2 LIMITATIONS

This Emission Control System warranty shall not cover any of the following:

A. Repair or replacement required as a result of

(1) accident

(2) misuse,
(3) repairs improperly performed or replacements improperly installed
(4) use of replacement parts or accessories not conforming to MV Agusta specifications which adversely affect performance and/or
(5) use in competitive racing or related events.

B. Inspections, replacement of parts and other services and adjustments needed for required maintenance.
C. Any motorcycle on which the odometer mileage has been changed so that actual mileage cannot be readily determined.

6.15.3 LIMITED LIABILITY

A. The liability of MV Agusta under this Emission Control System Warranty is limited solely to the remedying of defects in material or workmanship by an authorized MV Agusta motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the MV Agusta dealer. MV Agusta shall not be liable for any other expenses, loss or damage, whether direct, incidental, consequential or exemplary arising in connection with the sale or use of or inability to use the MV Agusta motorcycle for any purpose. Some states do not allow the exclusion or limitation of any incidental or consequential damages, so the above limitations may not apply to you.
B. No express emission control system warranty is given by MV Agusta except as specifically set forth herein. Any emission control system warranty implied by law, including any warranty of merchantability or fitness for a particular purpose, is limited to the express emission control system war-

ranty terms stated in this warranty.
The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow limitations on how long an implied warranty lasts so the above limitations may not apply to you.

C. No dealer is authorized to modify this MV Agusta Limited Emission Control System Warranty.

6.15.4 LEGAL RIGHTS

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.
This warranty is in addition to the MV Agusta limited motorcycle warranty.

6.15.5 ADDITIONAL INFORMATION

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, MV Agusta is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

MV Agusta Motor S.p.A.
Via G. Macchi, 144
21100 Varese, Italy

Cagiva U.S.A.
1901 Davisville Road
Willow Grove, PA 19090-4193

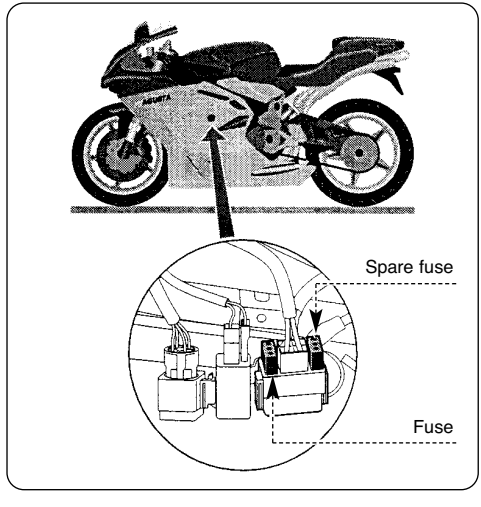
6.16 Replacing parts - General information

The replacement of the fuses (except for the battery recharge fuse) and the light bulbs (excepting the front parking light bulbs) can be carried out by the user according to the indications provided below.

	Battery recharge fuse - Replacement (§ 6.16.1)
	Service fuses - Replacement (§ 6.16.1)
	Low beam bulb - Replacement (§6.16.2.)
	High beam bulb - Replacement (§6.16.3.)
	Front parking light bulbs - Replacement
	Front turn indicator bulbs - Replacement (§ 6.16.4)
	Rear turn indicator bulbs - Replacement (§ 6.16.5)
	Rear light and brake light bulb - Replacement (§ 6.16.6)
	Number-plate light bulb - Replacement (§ 6.16.7)

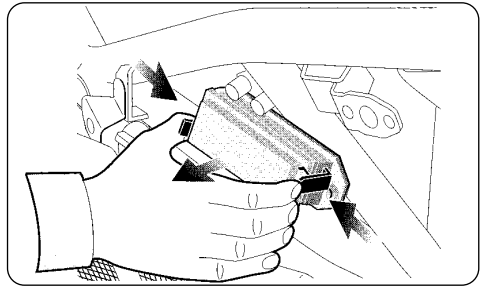
6.16.1. Replacing the fuses

▶ The recharge fuse is located on the left side of the motorcycle, in the position shown in the figure.



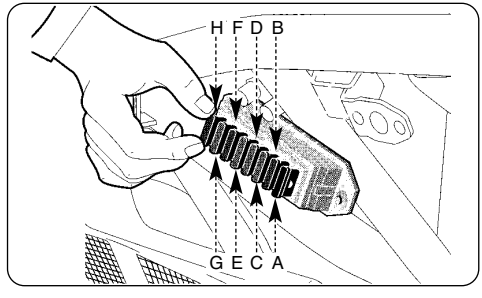
▶ The service fuses are located on the right side. To expose them, remove the side fairing (see § 6.4).

▶ Remove the fuse box cover.

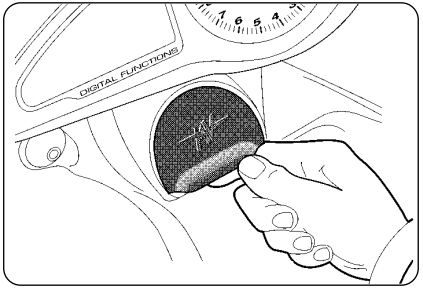


▶ Replace the blown fuse and refit the cover. To identify the position and function of the fuses, refer to the information shown on the adhesive label and in the enclosed electrical diagram. The reference letters in the figure correspond to those shown in the diagram.

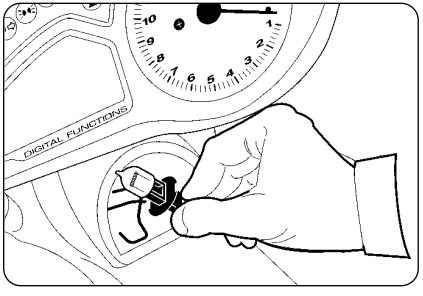
Remember that the tool bag contains two spare fuses.



6.16.2 Replacing the low beam bulb



- Remove the cover.



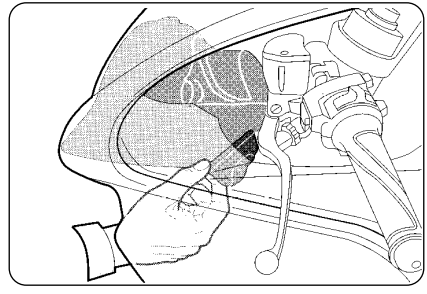
- Release the retaining spring.
- Extract the bulb.
- Detach the connector.

Caution: Do not touch the bulb glass with bare hands. If necessary, clean the bulb with a degreasing product.

- Attach the connector.
- Fit the new bulb.
- Reattach the spring.
- Replace the cover.

6.16.3 Replacing the high beam bulb

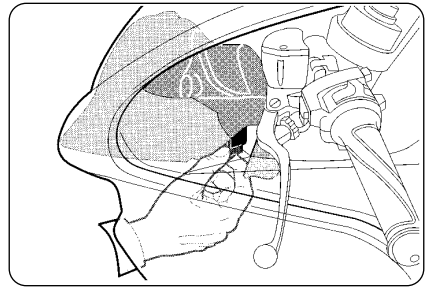
▶ Remove the cover.



▶ Detach the connector.
▶ To remove the bulb, rotate it anticlockwise.

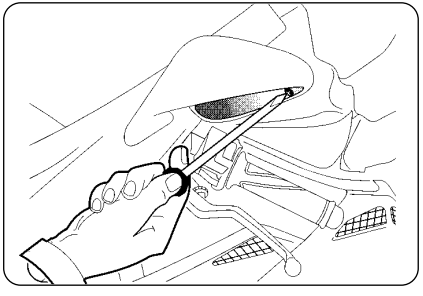
Caution: Do not touch the bulb glass with bare hands. If necessary, clean the bulb with a degreasing product.

▶ Insert and lock the new bulb in place by rotating it clockwise.
▶ Reattach the connector.
▶ Replace the cover.

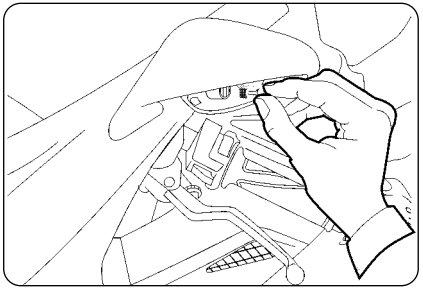


6.16.4 Replacing the front turn indicator bulbs

- Remove the lens.

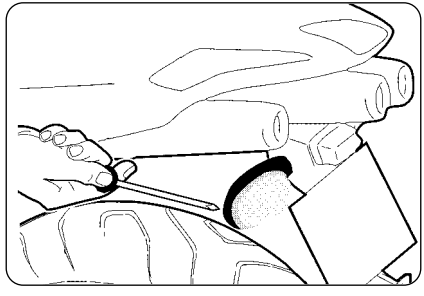


- Pull out the burnt-out bulb.
- Insert the new bulb.
- Replace the lens.

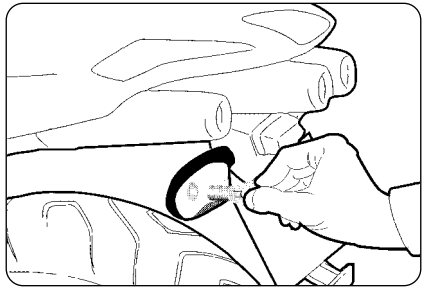


6.16.5 Replacing the rear turn indicator bulbs

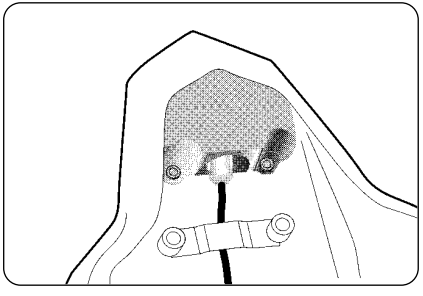
▶ Remove the lens.



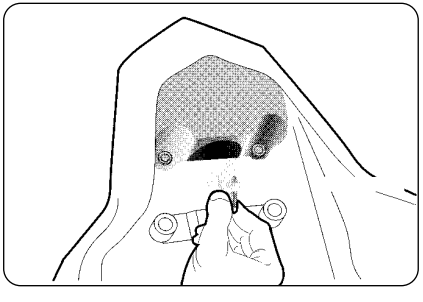
▶ To remove the burnt-out bulb, press it and rotate it anticlockwise.
▶ To fit the new bulb, press it and rotate it clockwise.
▶ Replace the lens.



6.16.6 Replacing the rear light and brake light bulb



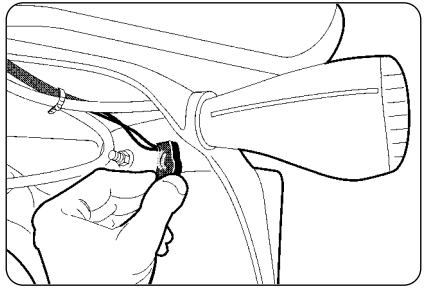
▶ Lift the seat (§ 4.7).
▶ Remove the bulb holder by turning it anticlockwise.



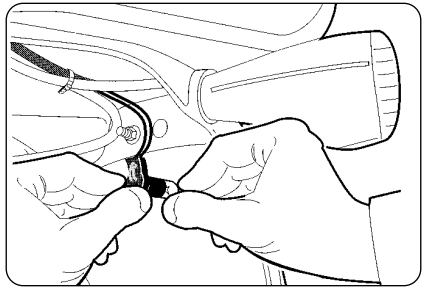
▶ To remove the bulb, press it and rotate it anticlockwise.
▶ To fit the new bulb, press it and rotate it clockwise.
▶ Replace the bulb holder and lock it in place by rotating it clockwise.

6.16.7 Replacing the number-plate light bulb

▶ Pull out the bulb holder.



▶ Extract the burnt-out bulb.
▶ Fit the new bulb.
▶ Replace the bulb holder.



6.17 Battery

The battery is of the maintenance-free type and is installed under the tail section.

WARNING
If the battery casing is damaged, there may be a leakage of sulphuric acid, a HIGHLY CORROSIVE substance.
This would result in the formation of hydrogen gas which, if ignited by a spark or a flame, would cause an explosion.
To replace the battery, wear protective clothes and a face shield, or have the operation performed by an authorized service centre.

Prolonged inactivity

If the motorcycle is to remain unused for a long time (a month or longer), it is advisable to remove the battery or disconnect the battery cables. In case of prolonged inactivity, to avoid shortening the life of the battery, it is essential to recharge it every 4-5 months.

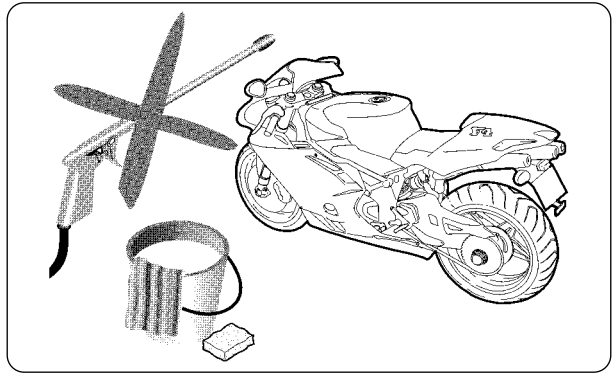
DANGER
When removing the battery, disconnect the negative terminal FIRST and then the positive terminal. When reinstalling the battery, use the reverse procedure.

6.18 Cleaning the motorcycle

Periodic careful cleaning is a key factor in preserving the value of the motorcycle.

Caution: Before washing the vehicle, stop up the exhaust pipes and protect the electrical parts. After completing the washing, run the engine for a few minutes and start off at reduced speed. Carefully apply the brakes a few times so as to dry the brake pads and discs.

Wash the motorcycle with water, a mild detergent and a sponge. Wipe the vehicle with a soft cloth. Use an air jet to dry difficult-to-reach areas. Periodically treat the paintwork with specific products. After riding on roads treated with corrosive substances (salt), wash the vehicle as soon as possible with cold water. Do not use hot water as it enhances the corrosive action.



DANGER

To avoid irreparable damage to the windscreen, never use alkaline or strongly acid detergents, petrol, brake fluid or other solvents. Clean the windscreen only with a soft cloth, warm water and a neutral detergent.

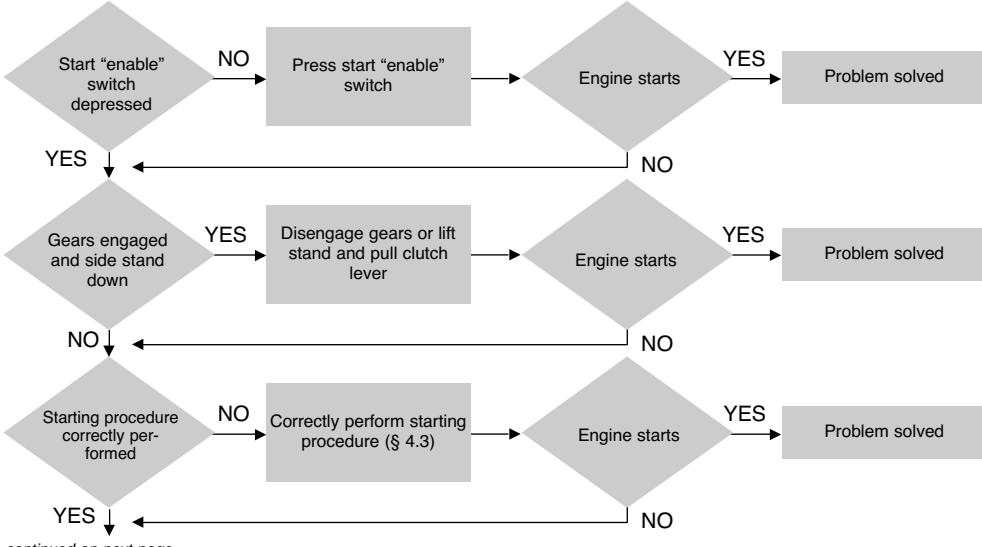
6.19 Prolonged inactivity

If the motorcycle is to remain unused for a long time, it is advisable to carry out the following operations:

	Clean the motorcycle and treat the paintwork with specific products (§ 6.18).
	Park the motorcycle in a suitable place and place it on the rear stand (§ 4.8).
	Empty the fuel tank.
	Remove the battery and store it in a suitable place.
	★ Cover the vehicle with the canvas cover supplied.

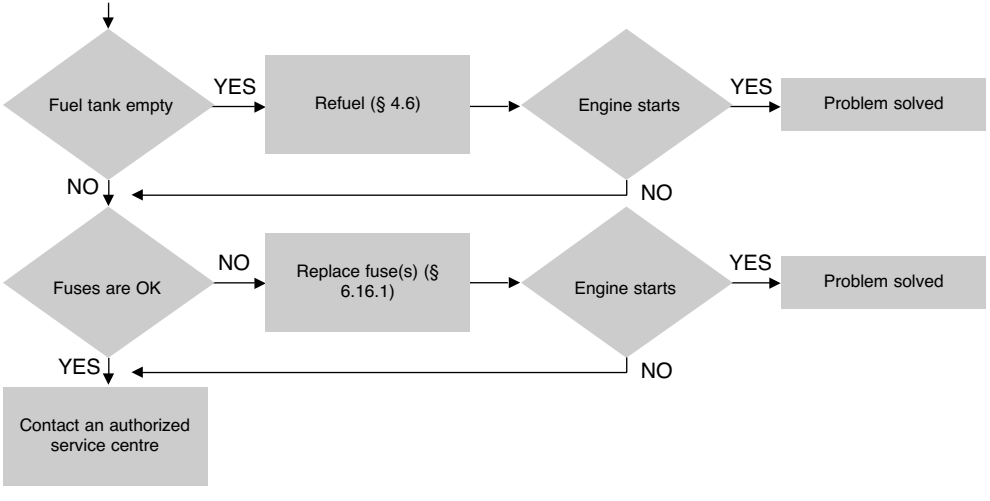
When first reusing the motorcycle, remember to carry out a comprehensive check (§ 4.9) and, if necessary, to have the vehicle serviced (§ 6.1).

7.1. Engine problems: ENGINE DOES NOT START

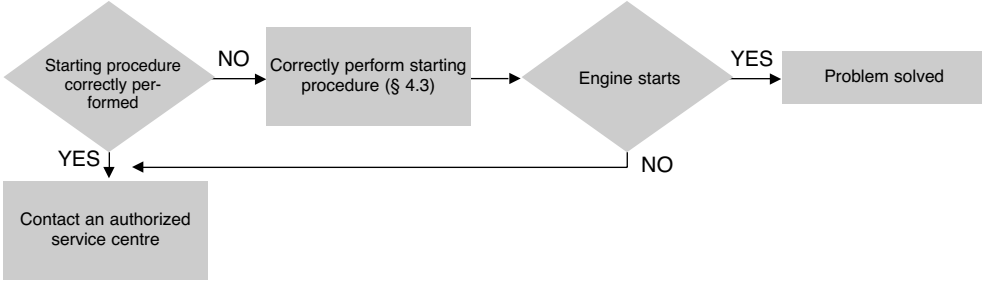


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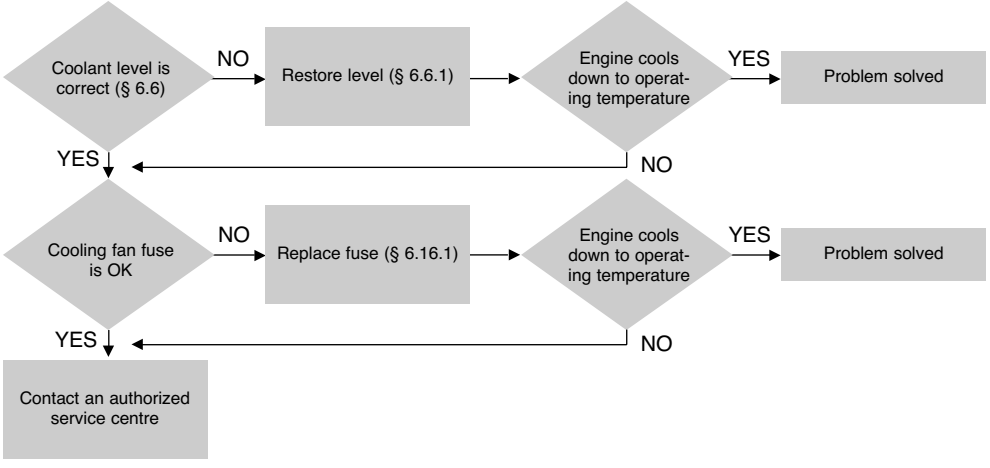
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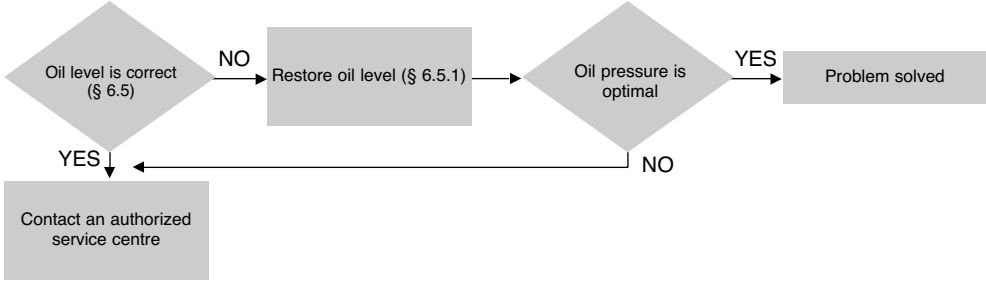
ENGINE IS DIFFICULT TO START



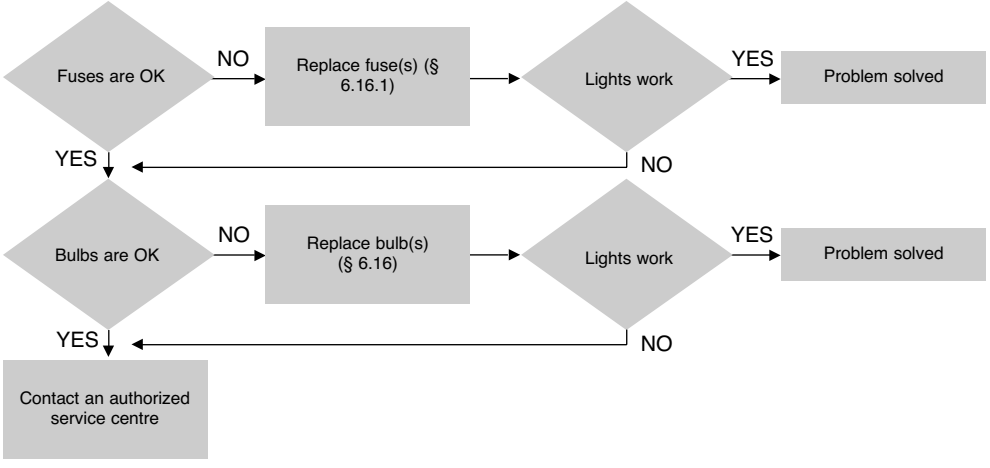
ENGINE OVERHEATS



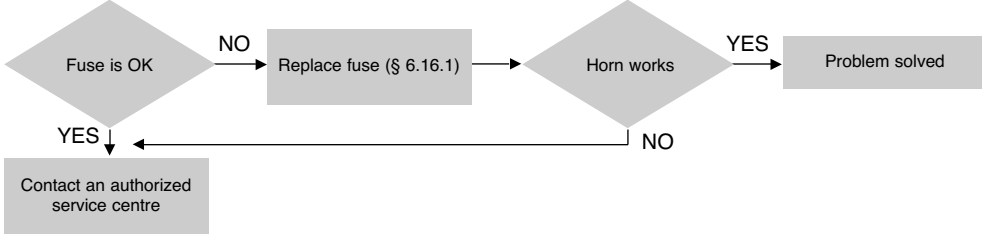
OIL PRESSURE IS TOO LOW



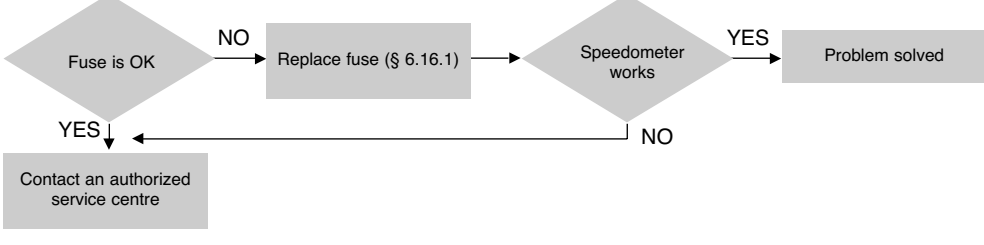
7.2 Electrical equipment problems: LIGHTS DO NOT WORK



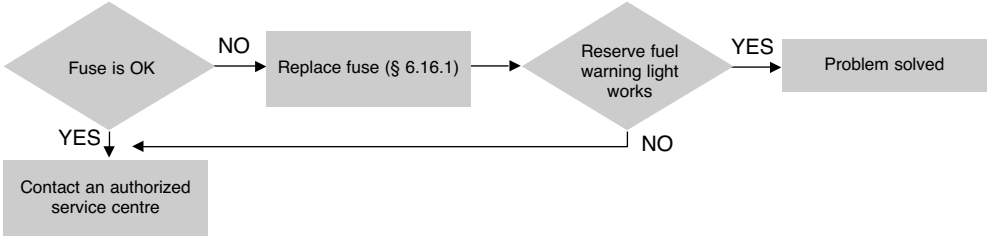
HORN DOES NOT WORK



SPEEDOMETER DOES NOT WORK



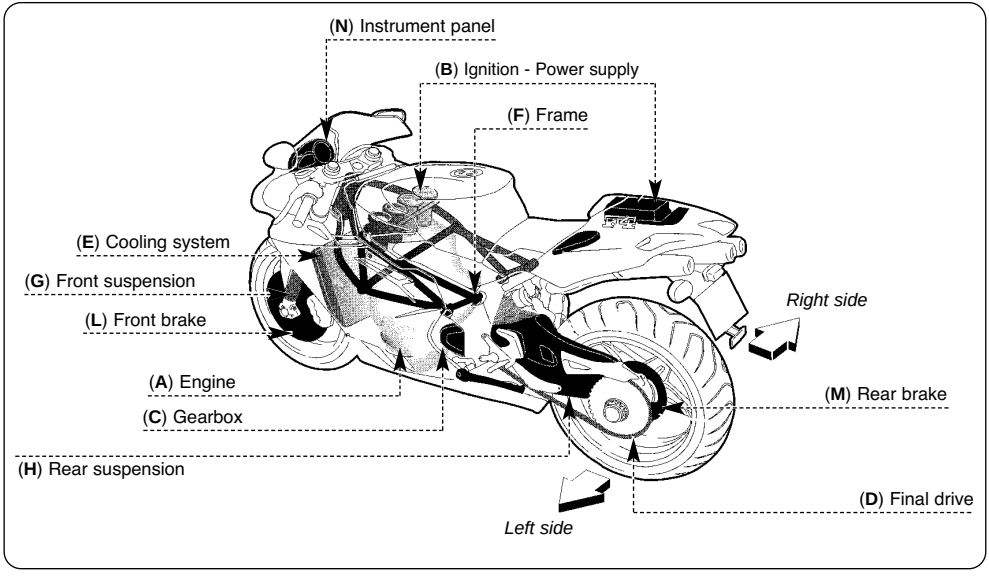
RESERVE FUEL WARNING LIGHT DOES NOT WORK



ALTERNATOR DOES NOT CHARGE BATTERY

Contact an authorized service centre

8.1. Motorcycle overview



A - Engine: four-stroke, inline four-cylinder. Double-overhead camshaft valve train with radial valves. Wet sump lubrication.

B - Ignition - Power supply: integrated ignition-injection system. Inductive-discharge electronic ignition. “Multipoint” electronic injection.

C - Gearbox: removable, six-speed, with constant-mesh gears.

D - Final drive: consisting of drive sprocket, rear sprocket and chain.

E - Cooling system: liquid cooling with water-oil heat exchanger.

F - Frame: tubular steel trellis with aluminum (magnesium ★) side plates.

G - Front suspension: inverted hydraulic fork with external adjusting system.

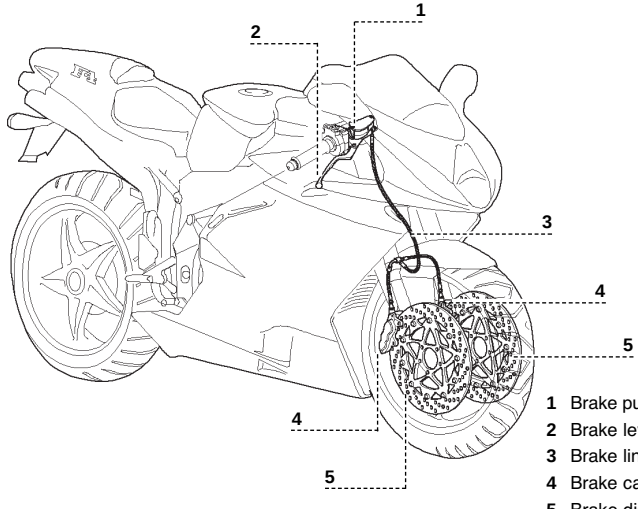
H - Rear suspension: progressive, with single-sided swingarm and single shock absorber with external adjusting system.

L - Front brake: dual semi-floating disc with six-piston calipers.

M - Rear brake: single disc with four-piston caliper.

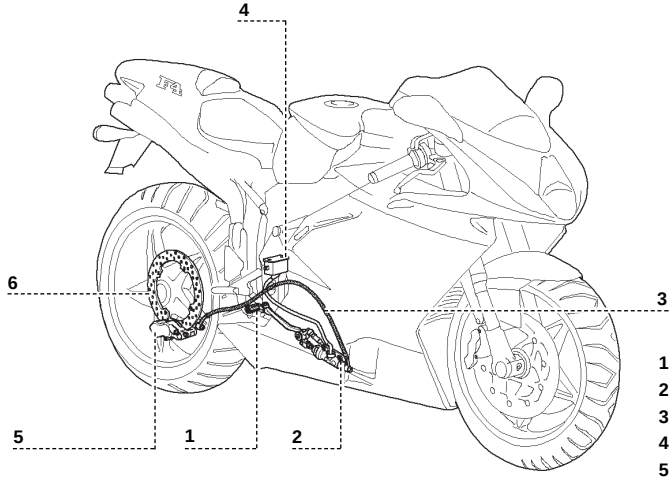
N - Instrument panel: with warning lights and analogue and digital instruments.

8.1.1 Front brake circuit



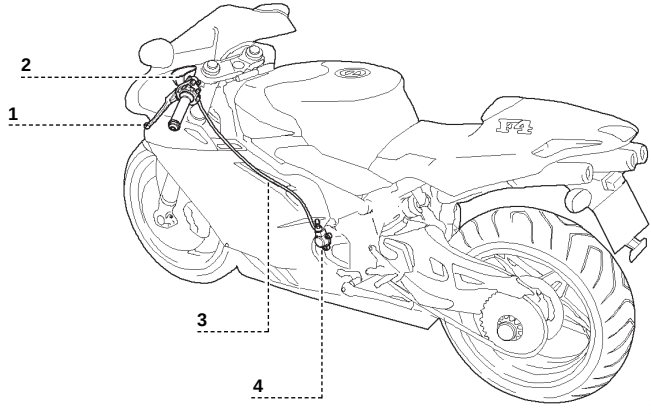
1 Brake pump assembly
2 Brake lever
3 Brake line
4 Brake caliper
5 Brake discs

8.1.2. Rear brake circuit



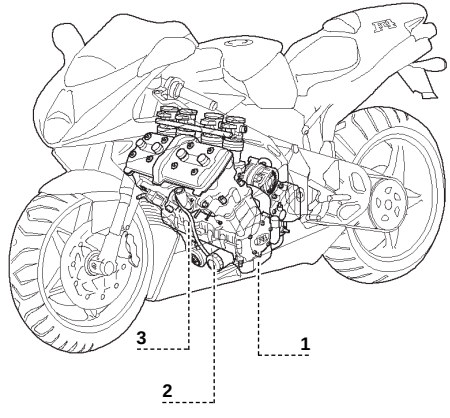
1 Brake lever
2 Brake pump
3 Brake line
4 Brake fluid reservoir
5 Brake caliper
6 Brake disc

8.1.3. Clutch circuit



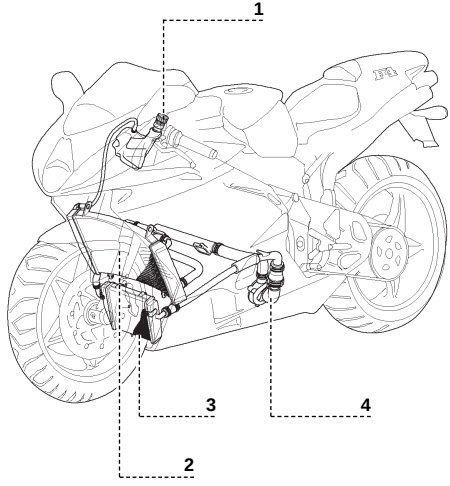
1 Clutch lever
2 Clutch pump assembly
3 Clutch line
4 Clutch cylinder assembly

8.1.4. Engine lubrication



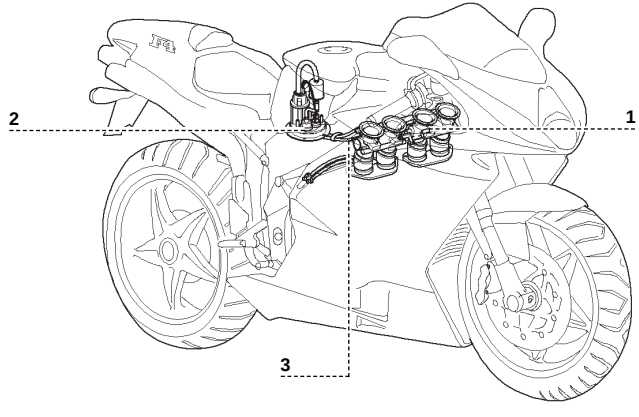
1 Oil sump
2 Oil filter
3 Cylinder head oil feed pipe

8.1.5. Coolant circuit

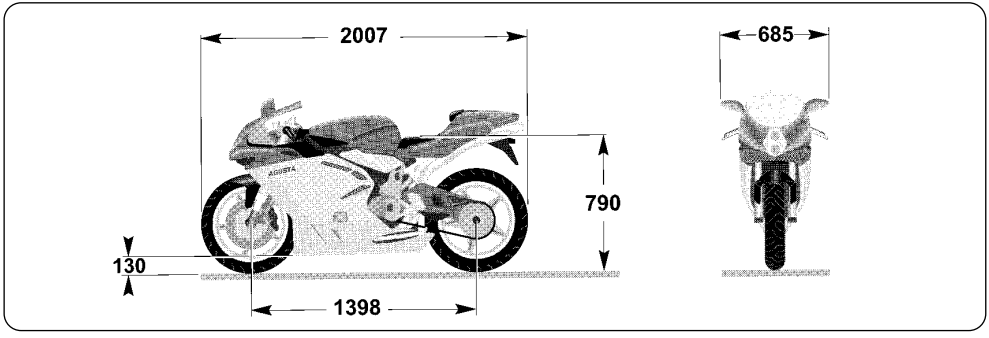


1 Expansion tank
2 Upper radiator
3 Lower radiator
4 Coolant pump

8.1.6. Fuel system



1 Throttle bodies
2 Fuel pump
3 Fuel line



8.2. Specifications

Description	F4 750 ORO	F4 750 S	F4 750 S (1+1)
SPECIFICATIONS			
Wheelbase (mm)	1398	1398	1398
Overall length (mm)	2007	2007	2007
Max. width (mm)	685	685	685
Seat height (mm)	790	790	790
Min. ground clearance (mm)	130	130	130
Trail (mm)	98.5	98.5	98.5

Specifications

Description	F4 750 ORO	F4 750 S	F4 750 S (1+1)
Dry weight (kg)	184	191	192
Fuel tank capacity (l)	20	20	20
Reserve fuel (l)	4	4	4
Oil in crankcase (kg)	3.5	3.5	3.5
PERFORMANCE			
Top speed (km/h), over	281	281	281
Average fuel consumption (km/l)	13	13	13
Max. horsepower at rpm (on shaft)	kW 93/12,500 cv 126/12,500	kW 93/12,500 cv 126/12,500	kW 93/12,500 cv 126/12,500
Max. torque at rpm	Nm 74/10,500 Kgm 7.5/10,500 ft lb 54.5/10,500	Nm 74/10,500 Kgm 7.5/10,500 ft lb 54.5/10,500	Nm 74/10,500 Kgm 7.5/10,500 ft lb 54.5/10,500
ENGINE			
Type	Four-cylinder, four-stroke		
Bore (mm)	73.8	73.8	73.8
Stroke (mm)	43.8	43.8	43.8
Total displacement (cm^3)	749.4	749.4	749.4
Compression ratio	12 : 1	12 : 1	12 : 1
Starting	Electric starter		
Cooling system	Liquid cooling with water-oil heat exchanger		

Specifications

Description	F4 750 ORO	F4 750 S	F4 750 S (1+1)
Crankcase and covers	sand-cast	die-cast	die-cast
Head and cylinders	sand-cast	chill-cast	chill-cast
Valves	bimetal - Nimonic head	bimetal/ single-metal	bimetal/ single-metal
VALVE TRAIN			
Type	Double-overhead camshaft, radial valves		
LUBRICATION			
Type	Wet sump		
IGNITION - POWER SUPPLY			
Type	"Weber-Marelli" 1.6 M integrated ignition-injection system Inductive-discharge electronic ignition, "Multipoint" electronic injection		
Spark plugs	Champion G59C or NGK CR8E	Champion G59C or NGK CR8E	Champion G59C or NGK CR8E
Spark gap (mm)	0.5 ÷ 0.6	0.5 ÷ 0.6	0.5 ÷ 0.6
CLUTCH			
Type	Multiple-disc in oil bath		
PRIMARY DRIVE			
Number of teeth on crankshaft gear	Z = 50	Z = 50	Z = 50
Number of teeth on clutch gear	Z = 79	Z = 79	Z = 79
Transmission ratio	1.58	1.58	1.58

Specifications

Description	F4 750 ORO	F4 750 S	F4 750 S (1+1)
SECONDARY DRIVE			
Number of teeth on front sprocket	Z = 14	Z = 14	Z = 14
Number of teeth on rear sprocket	Z = 41	Z = 41	Z = 41
Transmission ratio	2.93	2.93	2.93
TRANSMISSION			
Type	Removable, six-speed gearbox with constant-mesh gears		
Gear ratios (overall ratios)			
First gear	2.92 (13.53)	2.92 (13.53)	2.92 (13.53)
Second gear	2.21 (10.25)	2.21 (10.25)	2.21 (10.25)
Third gear	1.78 (8.23)	1.78 (8.23)	1.78 (8.23)
Fourth gear	1.50 (6.94)	1.50 (6.94)	1.50 (6.94)
Fifth gear	1.32 (6.10)	1.32 (6.10)	1.32 (6.10)
Sixth gear	1.19 (5.51)	1.19 (5.51)	1.19 (5.51)
FRAME			
Type	Trellis made up of drawn CrMo 25 steel tubes		
Swingarm pivot plates	Magnesium alloy	Aluminum alloy	Aluminum alloy
FRONT SUSPENSION			
Type	Hydraulic fork with inverted rods and external adjustment of rebound and compression damping and of spring preload		
Ø Rod (mm)	49	49	49
Travel on leg axis (mm)	118	118	118

Specifications

Description	F4 750 ORO	F4 750 S	F4 750 S (1+1)
REAR SUSPENSION			
Type	Progressive, with single-sided swingarm and single shock absorber adjustable for rebound, compression and spring preload		
Swingarm	Magnesium alloy	Aluminum alloy	Aluminum alloy
Wheel travel (mm)	120	120	120
FRONT BRAKE			
Type	Dual floating disc with steel braking band		
Ø Disc (mm)	310	310	310
Disc flange	Aluminium	Steel	Steel
Calipers, piston diameters (mm)	6-piston, Ø 22.65; Ø 25.4; Ø 30.23		
REAR BRAKE			
Type	Steel disc		
Ø Disc (mm)	210	210	210
Caliper, piston diameter (mm)	4-piston, Ø 25.4 mm		
FRONT RIM			
Material	Magnesium alloy	Aluminum alloy	Aluminum alloy
Dimensions	3.50” x 17”	3.50” x 17”	3.50” x 17”
REAR RIM			
Material	Magnesium alloy	Aluminum alloy	Aluminum alloy

Specifications

Description	F4 750 ORO		F4 750 S	F4 750 S (1+1)
Dimensions	Standard	Optional		
	6.00" x 17"	5.75" x 17"	6.00" x 17"	6.00" x 17"
TYRES				
Front	120/65-ZR 17		120/65-ZR 17	120/65-ZR 17
Rear	190/50-ZR 17 o 180/50-ZR 17		190/50-ZR 17 o 180/50-ZR 17	190/50-ZR 17 o 180/50-ZR 17
Brand and type	PIRELLI - Dragon Evo MTR21 Corsa METZELER - MEZ3 Racing MICHELIN - Pilot Sport		PIRELLI - Dragon Evo MTR21 Corsa METZELER - MEZ3 Racing MICHELIN - Pilot Sport	PIRELLI - Dragon Evo MTR21 Corsa METZELER - MEZ3 Racing MICHELIN - Pilot Sport
Inflating pressure				
Front	PIRELLI-METZELER 2.5 bar (36 psi), MICHELIN 2.2 bar (32 psi)			
Rear	PIRELLI-METZELER 2.3 bar (33 psi), MICHELIN 2.4 bar (35 psi)			
ELECTRICAL EQUIPMENT				
Equipment voltage	12V		12V	12V
Low beam	12V 55W		12V 55W	12V 55W
High beam	12V 60W		12V 60W	12V 60W
Dual-bulb front parking light	12V 5W		12V 5W	12V 5W
Rear light	12V 5W		12V 5W	12V 5W
Brake light	12V 21W		12V 21W	12V 21W
Turn indicators	12V 10W		12V 10W	12V 10W

Specifications

Description	F4 750 ORO	F4 750 S	F4 750 S (1+1)
Battery	12V - 9Ah	12V - 9Ah	12V - 9Ah
Alternator	650 W at 5000 rpm	650 W at 5000 rpm	650 W at 5000 rpm
BODYWORK			
Fairing	Carbon fibre	Thermoplastic material	Thermoplastic material
Windscreen	Carbon fibre	Thermoplastic material	Thermoplastic material
Tail section	Carbon fibre	Thermoplastic material	Thermoplastic material
Fuel tank	Carbon fibre	Steel	Steel
Air box	Carbon fibre	Thermoplastic material	Thermoplastic material
Air scoops	Carbon fibre	Thermoplastic material	Thermoplastic material
Air box side panels	Carbon fibre	Thermoplastic material	Thermoplastic material
Front mudguard	Carbon fibre	Thermoplastic material	Thermoplastic material
Electrical equipment covers	Carbon fibre	Aluminum	Aluminum
Chain guards	Carbon fibre	Thermoplastic material	Thermoplastic material
Battery support	Carbon fibre	Steel	Steel
Exhaust pipe guard	Carbon fibre	Aluminum	Aluminum
Heat shield	Carbon fibre	Thermoplastic material	Thermoplastic material
Number-plate holder	Carbon fibre	Thermoplastic material	Thermoplastic material

8.3. Carbon components ★

1 - Windscreen
2 - Right-hand side fairing
3 - Left-hand side fairing
4 - Undercowl
5 - Tail section
6 - Fuel tank
7 - Filter box
8 - Right-hand air scoop
9 - Left-hand air scoop
10 - Electrical equipment cover (right side)
11 - Electrical equipment cover (left side)
12 - Right-hand side panel
13 - Left-hand side panel
14 - Ignition switch and steering lock cover
15 - Front mudguard
16 - Cooling fan duct
17 - Exhaust pipe guard
18 - Battery support
19 - Heat shield
20 - Lower chain guard
21 - Upper chain guard
22 - Number-plate holder

