

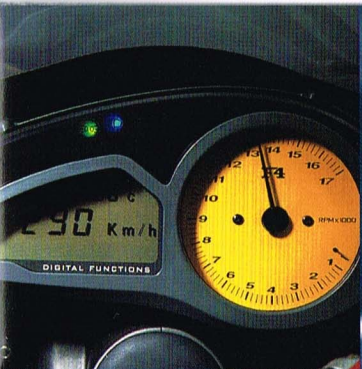
AGUSTA

MV AGUSTA



The legends of the past
are alive in the present.

During my professional road racing career I was always considered a very fortunate rider. Certainly, winning 15 world titles, 18 Italian championships and scoring hundreds of race victories came about thanks to a combination of circumstances in which an element of luck played its part. But in achieving my sporting ambitions the greater part of my good fortune was being a member of the great MV Agusta race team. Thanks to profound technical expertise and professional commitment this was a winning marque that cleverly anticipated revolutionary and effective designs that sustained its success over many years. Jewels of technical excellence were borne out of this innovation that has continued, many years on, to create the MV Agusta F4. As a passionate enthusiast for MV, it has thrilled me to discover that the superlative F4 is a thoroughly modern example of the finest mechanical art and not a nostalgic talisman to recall a glorious past. Once again I am enjoying the unique experience of belonging to the MV team and of sharing that honour with everyone who has the good fortune to ride the F4 and Brutale.



Power you can depend on.



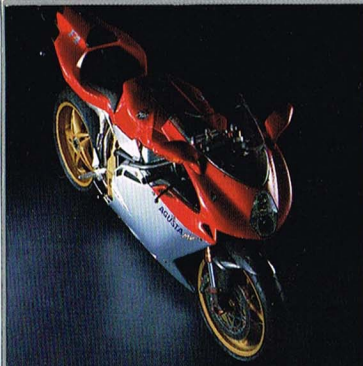
The heart has its reasons,
which reason does not understand.

Blaise Pascal

What is emotion? How do we feel it? Why does it ignite such a powerful reaction within us? Why does the heart beat faster? Why are our senses stimulated so much? When there are rational answers to such questions

then we will no longer be able to enjoy the mystery of emotion. And maybe then there will be no place for a pure sports motorcycle like the MV F4.

Massimo Tamburini



Red, silver and
3.027 times gold.

F4

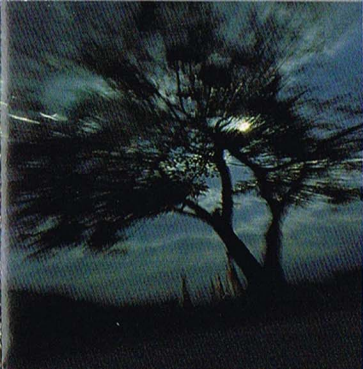


F4 S

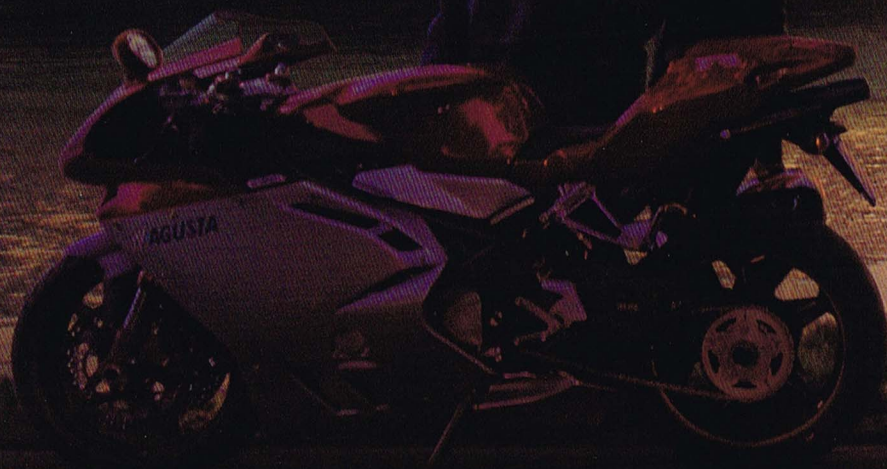


After winning 75 World Championships, 270 Grands Prix and 3027 races, the traditional MV Agusta team livery returns to colour the dreams of motorcycle race enthusiasts around the world.

The message is compelling, calling you to enjoy the emotion that is MV Agusta. On the road.

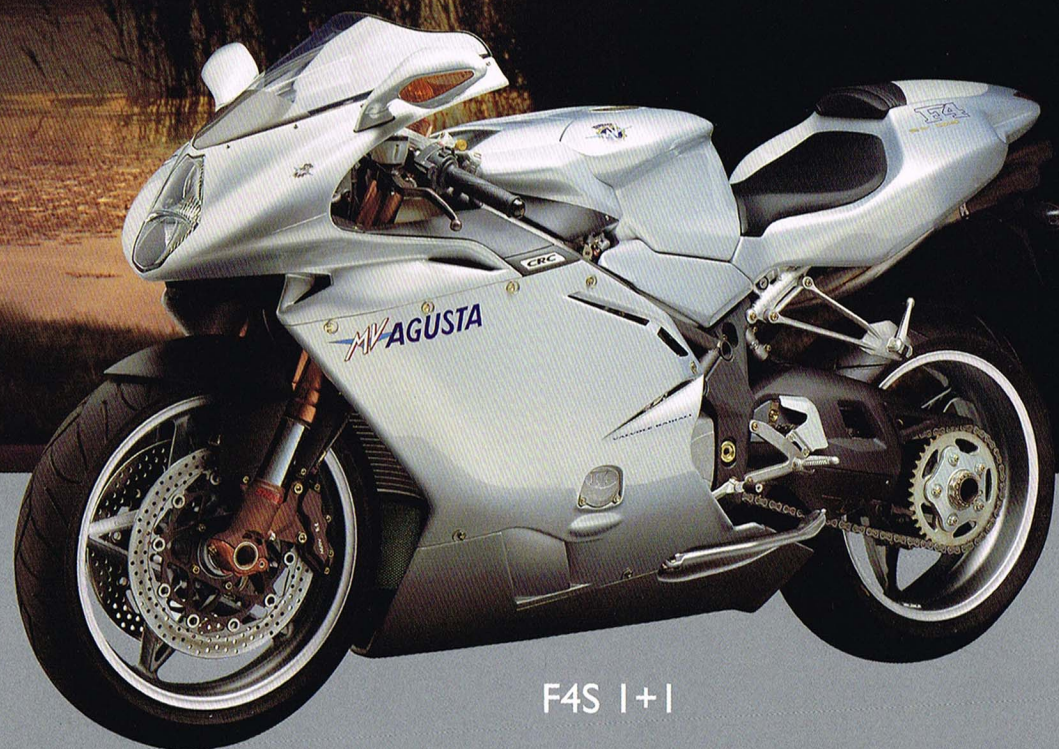


Freedom,
a feeling to be shared.



No freedom can be true unless
it is earned, no pleasure
can be so intense if not obtained
by exceeding a limit.
Only yesterday it seemed

impossible that motorcycling's
purest emotions could be shared
between two.
But with the MV F4S I+I
even two can share in the ideal.



F4S I+I



Thoughts are nothing but dreams,
until their effects are put to the test.

Blaise Pascal



F4 SPR



There are many beautiful bikes in the world
but the F4 stands apart.

Claudio Castiglioni



F4 AGO

F4 AGO

The legend becomes bike.






100% brute force.

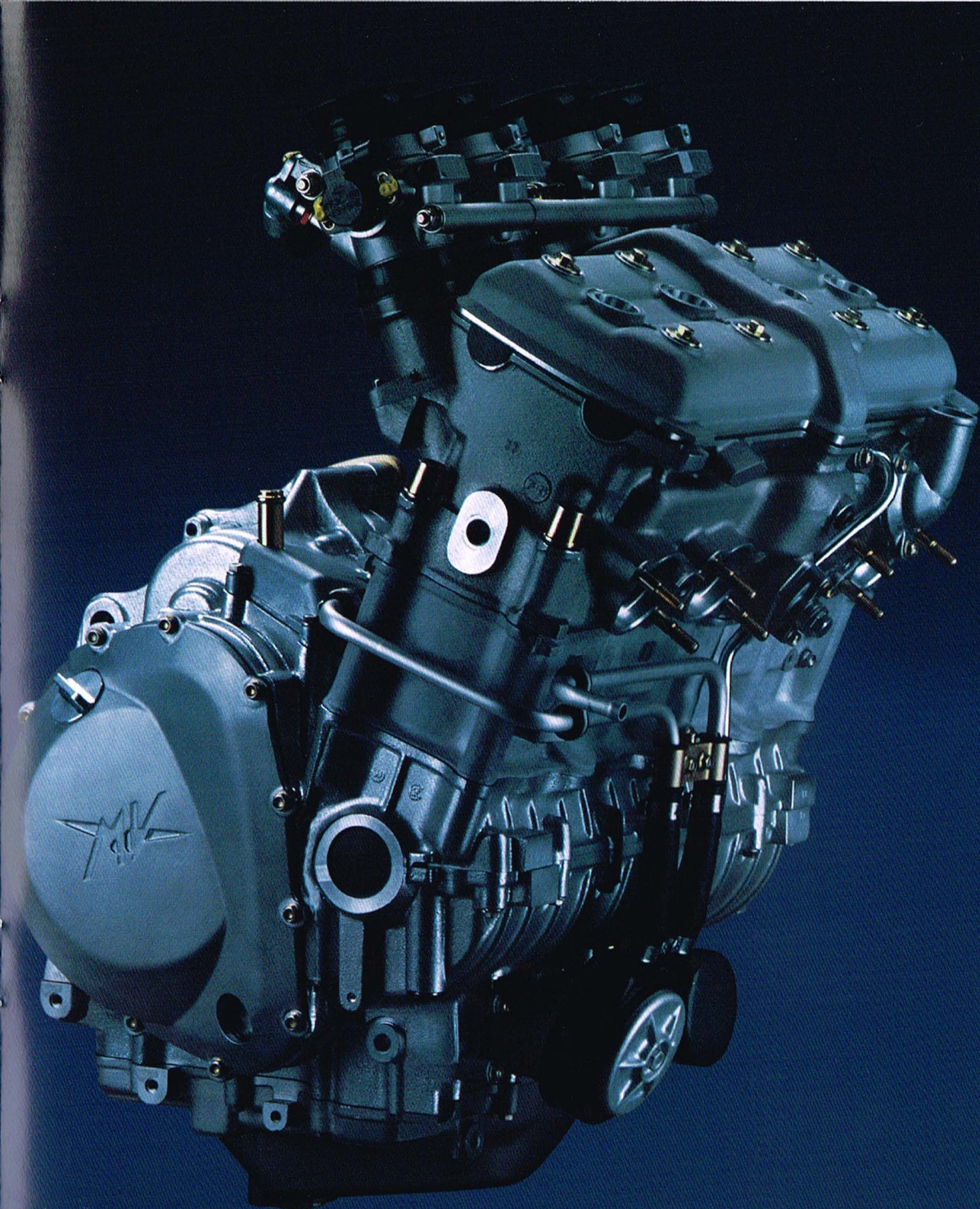
After having tried it, every manifestation of your enthusiasm is preceded by silence. A surrealistic pause, which is necessary to restore the senses from the beneficial discharge of feelings soon after they reverberate from deep within your mind. It defies explanation. Brutale speaks a provocative language, which rebels against conformity and exceeds the nostalgia of the similarly inspired

models of the past. Brutale, it is the future, without filters or interferences. Dressed only in the little which is needed for life in the city, it is a stylistic transformation to the purest state, without references or comparisons. Simply, like its voice. A compelling vibration that quickens the pulse and announces the challenge to your skillful wrist.

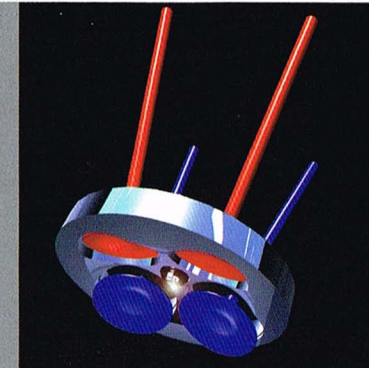


Emotions race off in the same direction of dreams.

Brutale S



The engine.
An Italian jewel.



Engine: four stroke,
four cylinder inline.

Valve arrangement: DOHC,
16 radial valve format.

Displacement: 749.4 cc
Compression ratio: 12:1
Bore: 2.9 in.
Stroke: 1.7 in.

Cooling:
F4 S/SI+I: liquid cooling
F4 SPR/AGO: liquid cooling
F4 BRUTALE S: liquid cooling
with oil radiator

Ignition - Fuel system:
integrated electronic ignition
and injection system Weber
Marelli 1.6 M
multipoint electronic fuel injection
Clutch: wet multi-disc

Max. horsepower measured at the crankshaft:
F4 S/SI+I: 137 CV at 12,600 rpm
F4 SPR/AGO: 146 CV at 13,000 rpm
with "RG3" silencer (optional)
F4 BRUTALE S: 127 CV at 12,500 rpm

Max torque:
F4 S/SI+I: 8.3 kgm - 60 ft/lb at 10,500 rpm
F4 SPR/AGO: 8.2 kgm - 59 ft/lb at 11,000 rpm
F4 BRUTALE S: 7.9 kgm - 57 ft/lb at 10,500 rpm

Gearbox:
six speed extractable

Maximum speed:
F4 S/SI+I: 175.7 mph / 283 kph
F4 SPR/AGO: 177.6 mph / 286 kph
(with final ratio 15/36, maximum speed
reaches 182.2 mph / 293.4 kph)
F4 BRUTALE S: 155.3 mph / 250 kph
electronically limited



F4-1000

ENGINE

Type Four cylinder, 4 stroke, 16 valve; Timing system "D.O.H.C", radial valve
Total displacement 60.8 cu. in.; Compression ratio 13:1; Starting Electric
Bore x stroke 3.0 in. x 2.2 in.
Max. horse power - r.p.m. (at the crankshaft) 122 Kw (166 HP) at 11750 - Lim. 12700 r.p.m.
Max. torque - r.p.m. 109 Nm (11.1 Kgm) at 10200 r.p.m.
Cooling system Liquid cooled, water-oil heat exchanger
Engine management system "Weber Marelli" 1,6 M ignition - injection integrated system; induction discharge electronic ignition, "Multipoint" electronic injection
Clutch Wet, multi - disc
Gear Box Cassette gearbox; six speed, constant mesh

ELECTRICAL EQUIPMENT

Voltage 12 V; Alternator 650 W at 5000 r.p.m.; Battery 12 V - 9 Ah

DIMENSIONS AND WEIGHT

Wheelbase 55.40 in.; Overall length 79.01 in.; Overall width 26.97 in.; Saddle height 31.87 in.
Min. ground clearance 5.12 in.; Trail 3.87 in.
Dry weight 423.3 lb (F4 1000 S) - 425.5 lb (F4 1000 S I+I)
Fuel tank capacity 4.6 Brit. gal. (reserve fuel: 0.88 Brit. gal.)

PERFORMANCE

Maximum speed* 186.9 mph

FRAME

Type CrMo Steel tubular trellis (TIG welded); Rear swing arm pivot plates: material Aluminium alloy

FRONT SUSPENSION

Type "UPSIDE - DOWN" telescopic hydraulic fork with rebound-compression damping and spring preload adjustment; Rod dia. 1.97 in.; Travel on leg axis 4.65 in.

REAR SUSPENSION

Type Progressive, single shock absorber with rebound and compression (High speed / Low speed) damping and spring preload (hydraulic control)
Single sided swing arm: material Aluminium alloy
Wheel travel 4.72 in.

BRAKE

Front brake Double steel floating disc
Flange: material Aluminium
disc dia.; caliper piston number and dia. 12.2 in.; 6 with 0.89 in. dia.; 1.00 in. dia.; 1.19 in. dia.
Rear brake Single steel disc
disc dia.; caliper piston number and dia. 8.27 in.; 4 with 1.00 in. dia.

RIM

Front: Material / size Aluminium alloy 3.50 " x 17 "; Rear: Material / size Aluminium alloy 6.00 " x 17 "

TYRES

Front 120/65 - ZR 17 (56 W); Rear 180/55 - ZR 17 (73 W) or 190/50 - ZR 17 (73 W)

FAIRING

Material Thermoplastic



www.mvagustauk.com

MOTOSPRINT (Italy)

Casco d'oro bike of the year 1999:
MV AGUSTA F4 SERIE ORO

MCN (UK)

Best design, best technology,
best designer.
MV AGUSTA F4 SERIE ORO

MOTORRAD Reisen und Sport (Germany)

Bike of the year 1999:
MV AGUSTA F4 S

MOTOCICLISMO (Italy)

Bike of the year 2000: MV AGUSTA F4 S

MOTORRAD (Germany)

Sport bike of the year 2000:
MV AGUSTA F4 S

MOTOCICLISMO (Spain)

Bike of the year 2000:
MV AGUSTA F4 S

MOTOJOURNAL (France)

Sport bike of the year 2000:
MV AGUSTA F4 S

PS (Germany)

Sport bike of the year 2000
over 600cc: MV AGUSTA F4 S

MOTOSPRINT (Italy)

Naked bike of the year 2001:
MV AGUSTA BRUTALE SERIE ORO

MOTOSPRINT (Italy)

Sport bike of the year 2001:
MV AGUSTA F4 SPR

MOTOCICLISMO (Italy)

Bike of the year 2001:
MV AGUSTA F4 SPR

MOTOSPRINT (Italy)

Naked bike of the year 2002:
MV AGUSTA BRUTALE S

MOTOCICLISMO (Italy)

Naked bike of the year 2002:
MV AGUSTA BRUTALE S

MOTOSPRINT (Italy)

Naked bike of the year 2003:
MV AGUSTA BRUTALE S

MOTOCICLISMO (Italy)

Naked bike of the year 2003:
MV AGUSTA BRUTALE S



Imported and distributed in the United Kingdom by:
Three Cross Motorcycles Limited,
Woolsbridge Industrial Estate, 6 Old Barn Farm Road, Three Legged Cross, Wimborne, Dorset. BH21 6SP

Tel: 01202 823344 Fax: 01202 820102