



- ▶ While the vehicle is in motion, always rest the feet on the specially designed supports.
- ▶ While riding, always keep both hands on the handlebars.
- ▶ Maximum 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 Augusta** 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 Augusta** 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:

<b>F4 S</b>	325 kg	(717 lbs)
<b>F4 S 1+1</b>	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.

Highway Code for which **MV Agusta** cannot be held responsible.

### 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



### 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.



## 2

► 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 gen-

tly 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**

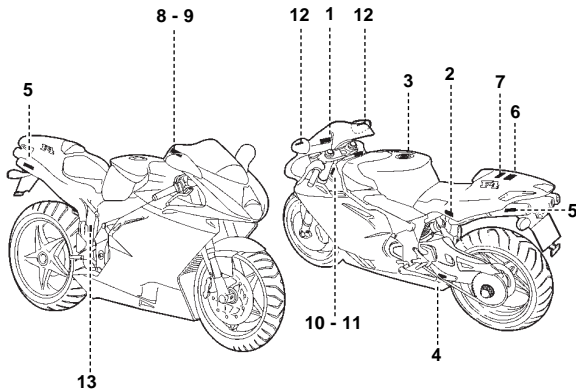
Protective clothes do not afford complete protection against the risk of personal injury in case of accident.

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

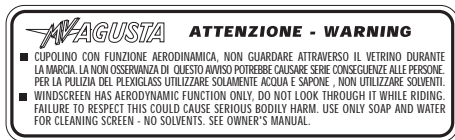
- 1 - Windscreen function
- 2 - Battery warning
- 3 - Unleaded petrol
- 4 - Chain adjustment
- 5 - Information on gas emissions, LH and RH exhausts
- 6 - Information on emission control
- 7 - Emission control
- 8 - Tyre pressure, single-seat F4
- 9 - Tyre pressure, two-seat F4
- 10 - Manufacturer's data,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





### ADHESIVE LABEL – WINDSCREEN WARNING

2



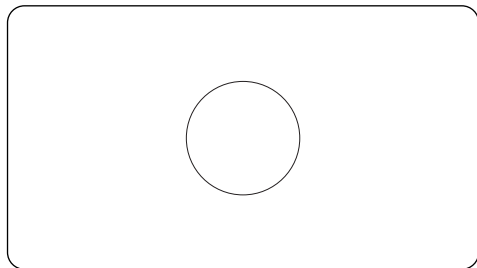
### ADHESIVE LABEL – BATTERY WARNING



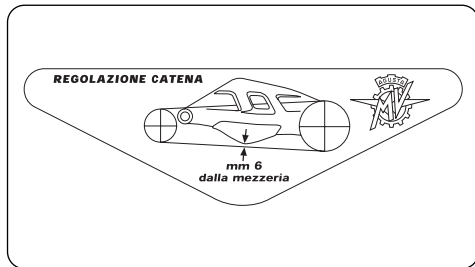




### ADHESIVE LABEL – UNLEADED PETROL

**2**

### ADHESIVE LABEL – CHAIN ADJUSTMENT



**STAMPING ON LH SILENCER – GAS EMISSION INFORMATION, LH EXHAUST****2**

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.

## 2

### ADHESIVE LABEL – TYRE PRESSURE, SINGLE-SEAT F4



#### TYRE 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

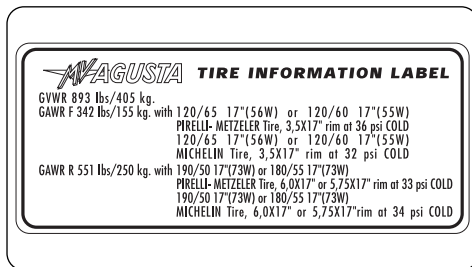
190/50 17"(73W) or 180/55 17"(73W)

MICHELIN Tire, 6,0X17" or 5,75X17" rim at 34 psi COLD

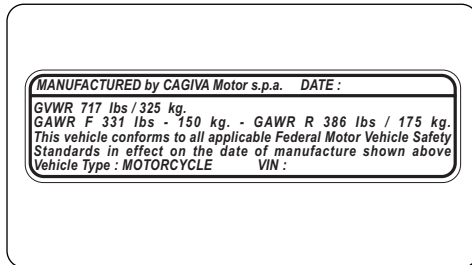


### ADHESIVE LABEL – TYRE PRESSURE, TWO-SEAT F4

2



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





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

MANUFACTURED by CAGIVA Motor s.p.a. DATE :  
GVWR 893 lbs / 405 kg.  
GAWR F 342 lbs - 155 kg. - GAWR R 551 lbs / 250 kg.  
This vehicle conforms to all applicable Federal Motor Vehicle Safety  
Standards in effect on the date of manufacture shown above  
Vehicle Type : MOTORCYCLE VIN :

## 2

### ADHESIVE LABEL – REARVIEW MIRRORS

**OBJECTS IN MIRROR ARE CLOSER  
THAN THEY APPEAR**



## SAFETY INFORMATION

2

**ADHESIVE LABEL - REAR SHOCK  
ABSORBER**

2

### WARNING

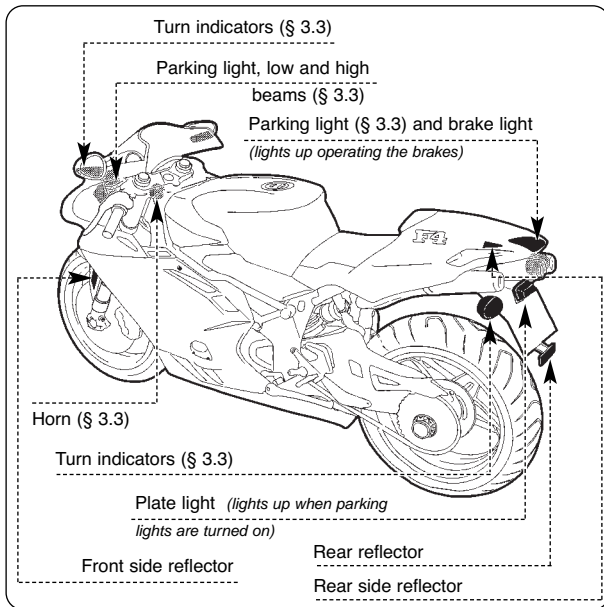
CONTAINS HIGHLY COMPRESSED GAS  
USE ONLY PERFECTLY DRY NITROGEN GAS  
OTHER GASES MAY CAUSE EXPLOSION  
DO NOT INCINERATE REFER TO OWNER'S  
MANUAL FOR REGULATING GAS

**SACHS**



### 2.3 Safety - Visual and acoustic signals

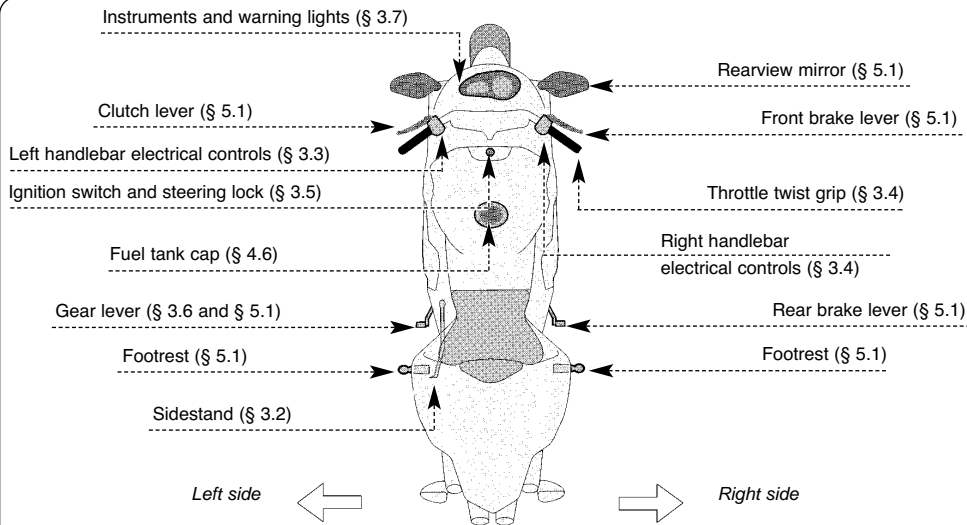
Before each ride, it is essential to verify the operation of the visual and acoustic signals.





### 3.1 Location of controls and instruments

3







### 3.2 Sidestand

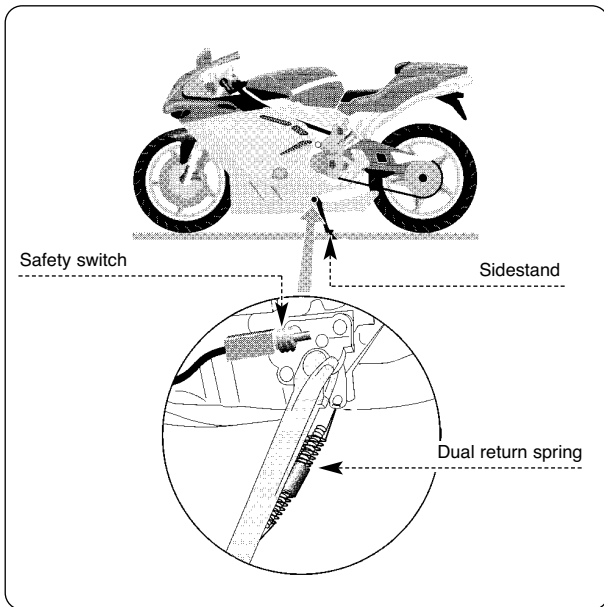
#### 3.2.1 AUTO RETURN SIDESTAND

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.



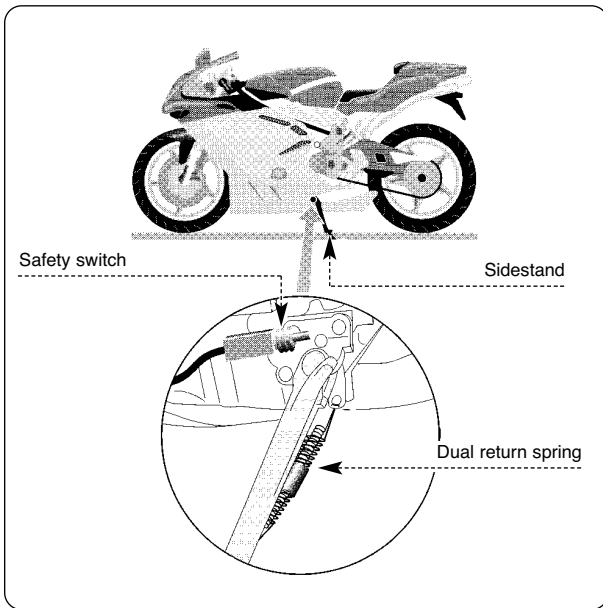


This system is specially designed to save the rider having to lift the side-stand with the foot before starting off.

In any case, the automatic return device does not exclude the function of the safety switch mentioned above.

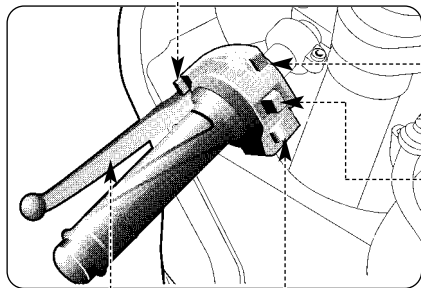
### 3.2.2 NON-AUTO RETURN SIDE- STAND

Some versions of the motorcycle do not fit an automatic return device for the side-stand, which must then be lifted with the foot before starting off. These versions, however, fit the same side-stand 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.