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THE NEW F4 CLAUDIO

SCHIRANNA OCTOBER 2018



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PAST, PRESENT AND FUTURE. THE MOST BEAUTIFUL MOTORCYCLE IN THE WORLD.

The MV Agusta F4 Claudio is the culmination of an extraordinary story, an achievement capable of radically changing the sports bike concept itself. A product of Massimo Tamburini's flair and Claudio Castiglioni's insight (the latter insisted on defining every last detail personally), the F4 was presented to the public in 1997, immediately becoming "the world's best-looking bike". The launch marked a triumphant return for MV Agusta, a brand that has brought home more world championship trophies than any other.

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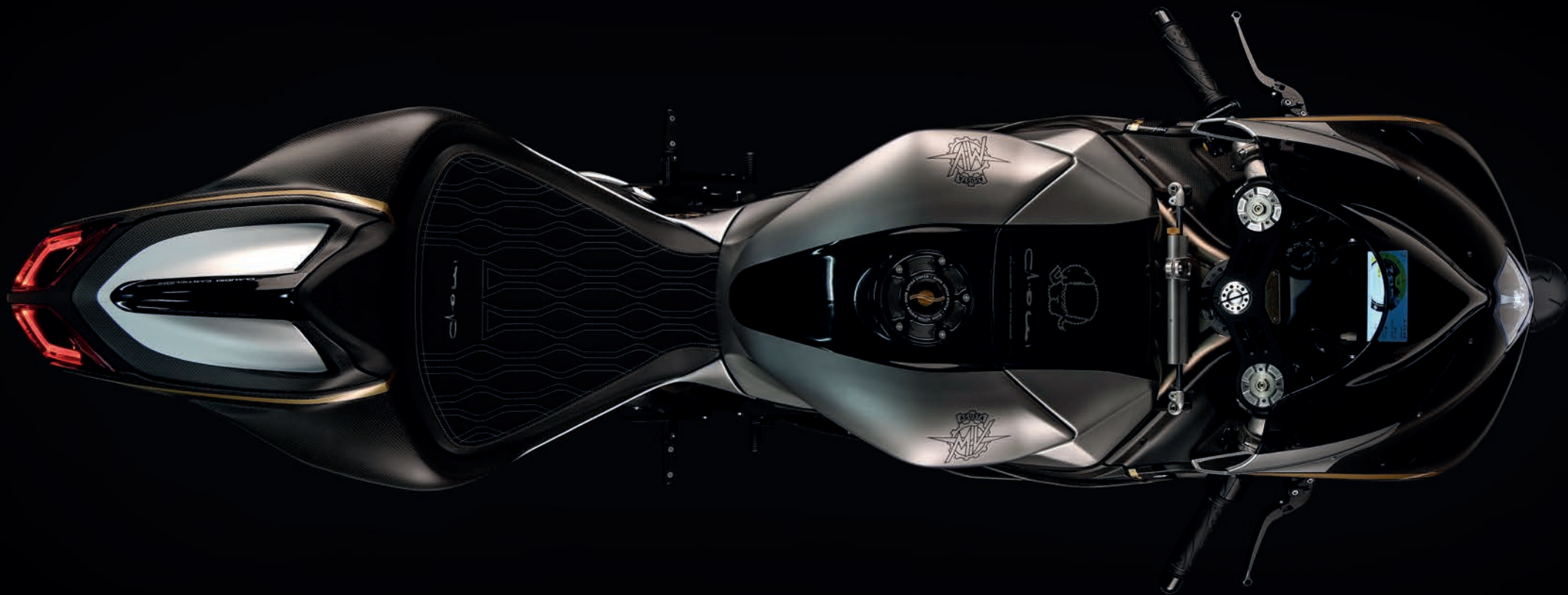


The MV Agusta F4 Claudio pays homage to a man who dedicated his life to perfection, modelling bikes - first in his mind, then in the workshop - of unrivalled style, performance and attention to detail. In short, the MV Agusta F4 Claudio is the ultimate achievement: a dream come true.

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ENGINE AND ELECTRONICS

The technical foundation is provided by the F4 RC, the extreme racing-derived offshoot of the F4 project. Sharing many of the features seen on the MV Agusta that competes in the World Superbike Championship, this is a bike built to perform.

The rev limiter is set at 14,200 rpm; titanium con-rods provide the best possible strength-to-weight ratio. The crankshaft has been specifically balanced and lightened for this Corsa Corta power unit, which bristles with original design features such as a perfectly

balanced central timing chain and radially-set valves in the combustion chamber. With the bike configured for the track, maximum power is 212 hp (158 kW) at 13,450 rpm, with torque reaching 115 Nm (11.7 kgm) at 9,300 rpm. This 'extreme'



configuration also sees the F4 Claudio mount the dual exit titanium SC-Project racing exhaust with dedicated control unit. With the standard road-legal set-up, maximum power still touches 205 hp (151 kW).

The F4 Claudio also boasts a MVICS (Motor & Vehicle Integrated Control System, entirely developed by MV Agusta and used in various configurations throughout the range) with eight injectors: a lower bank of four Mitsubishi injectors and an upper bank of four high-flow Magneti Marelli injectors. The Eldor EM2.0 engine control unit also oversees the Mikuni full Ride By Wire throttle body and the ion-sensing pencil-coils for knock and misfire detection. Variable-height intake horns with TSS (Torque Shift System) have been designed to make the most of engine power delivery across

the entire rev range. Numerous features have been designed by the Reparto Corse specifically for the F4 Claudio: head intake/exhaust ports have been revamped to improve fluid dynamics; DLC-treated cam followers reduce friction to provide more power. Friction containment has also been extended to other moving parts, such as the piston with Asso compression rings.

To make transmission even more efficient, the F4 Claudio mounts an STM multi-plate oil-bath slipper clutch actuated by a Brembo radial pump. The six-speed constant-mesh gearbox is, of course, removable (as are all F4 gearboxes). This latest version of the F4 has a DLC (Diamond Like Carbon) treated shift forks which augments hardness (i.e. abrasion and wear resistance) and reduces the coefficient of friction.

The electronics draws on MV Agusta's long-standing race experience in the World Superbike Championship. There are four engine maps. These can be selected instantaneously via the racing push-buttons exclusive to the F4 Claudio. The traditional Normal, Sport and Rain maps have now been joined by Custom, which allows further personalisation of parameters such as throttle response and engine braking. Eight-level traction control - which makes use of a complete, advanced inertial platform - has been designed to meet the rider's needs under all riding conditions, from high-grip tracks to wet and slippery roads. The electronic Up&Down MV EAS 2.0 gearbox is fitted as standard.

And there's another feature the MV Agusta F4 Claudio can count on: in addition to left and right racing-type push-buttons, an AIM dash with data acquisition, integrated GPS and specific software is also mounted. This allows - especially on the track - reliable monitoring of the bike's dynamic behaviour, boosting both performance and fun. This component has been exclusively customised for MV Agusta and has dedicated graphics.

On the F4 Claudio, research into materials has been taken to the next level. Titanium, carbon fibre and light alloys are used

extensively, keeping weight down and enhancing aesthetics. The fairing is made entirely of carbon fibre; specially designed patterning alternates gloss and matt-finish areas.

Design is also enhanced by a golden trim consisting of electroplated copper. The front upper fairing, side panels, lower cowl and rear seat cowl (for single-seater use) also show masterful use of carbon fibre, as do the unrivalled racing-grade BST Rapid Teck wheels.

The SC-Project exhaust silencers featuring the laser-engraved Claudio, made in titanium, are supplied in the racing kit. Another eye-catching feature is the CNC-machined rear undercrown. Titanium has also been used in the bolts and screws, while CNC-machined aluminium alloys are used extensively on functional components such as the triple clamp (now significantly lighter), the height-adjustable rider footpegs, the nut holding the rear wheel (mounted on the splendid swingarm), the brake and clutch levers, the racing push-buttons, the clutch and brake fluid reservoir plugs and filler cap.

A cross-stitched rider seat with embroidered Claudio logo gives the F4 Claudio added individuality.

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CHASSIS SET-UP AND BRAKES

The braking system features cutting-edge technology by Brembo - the global industry leader - that is only available for the highest-end models. Brembo Stilema 4-piston monobloc radial calipers (diameter 30 mm) are actuated by a pump (also radial).

The two front discs (diameter 320 mm) use Brembo Racing technology with the T-Drive system, with steel braking rotor and aluminium flange. Going into more detail, the rotor is attached to the carrier (now lighter thanks to CNC machining) by specially-

shaped T-pins. This design transfers braking torque more effectively while improving thermal and mechanical resistance. T-DRIVE gives the disc full floating action in both radial and axial directions and reduces its overall weight.

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A close-up, low-angle shot of a motorcycle tire. The tire is black with gold lettering. The word 'DIABLO' is embossed on the left side of the tire, and 'SUPERCORSA' is embossed on the right side. Below 'DIABLO' is the 'PIRELLI' logo in gold. The tire is mounted on a dark metal rim. The background is dark and out of focus, showing parts of the motorcycle's frame and suspension.

The first F4 introduced a mixed-structure frame (i.e. a CrMo tubular steel trellis section and two aluminium alloy plates). This same solution has now been incorporated into the F4 Claudio, combining a highly original concept and style with the undisputed effectiveness that stems from the outstanding stiffness.

The plates house the attachment pin for the aluminium alloy single-sided swingarm, which provides 120 mm of wheel travel. Top-drawer Öhlins shock absorbers provide maximum performance on both road and track.

The USD NIX 30 TiN-coated 43 mm diameter fork features separate manual adjustment of compression (left side) and rebound (right side) and also allows adjustment of spring pre-load.

In addition to outstanding technical characteristics, the fork on the F4 Claudio features exclusive styling in the form of black sleeves. Similar adjustments can be made on the TTX36 shock absorber with piggyback reservoir (via anodised aluminium adjusters). Also deserving of a special mention are the Pirelli Diablo Supercorsa tyres, 120/70 ZR17 at the front and 200/55 ZR17 at the rear: the profile features golden colouring, another styling solution exclusive to the F4 Claudio.

This model's sports pedigree is evident in the chassis set-up dimensions: wheelbase 1430 mm, fork yoke offset 100.4 mm and seat height 830 mm. Fuel tank capacity is 17 litres. Dry weight is nothing less than sensational: 183 kg in the standard configuration, 175 with the SC-Project exhaust and dedicated control unit.

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ENGINE

Type	Four cylinder, 4 stroke, 16 valve
Timing system	"D.O.H.C", radial valve
Total displacement	998 cm ³ (60.9 cu. in.)
Compression ratio	13.4:1
Starting	Electric
Bore x stroke	79 mm x 50.9 mm (3.1 in. x 2.0 in.)
Max. power -r.p.m. (at the crankshaft)	151,0 kW (205 hp) at 13.450 r.p.m. 158.0 kW (212 hp) at 13.600 r.p.m.**
Max. torque - r.p.m.	115,0 Nm (11,7 kgm) at 9.300 r.p.m.
Cooling system	Cooling with separated liquid and oil radiators
Engine management system	Integrated ignition - injection system MVICS (Motor & Vehicle Integrated Control System) with eight injectors (4 lower fuel injectors by Mikuni + 4 upper fuel injectors by Magneti Marelli with increased fuel flow). Engine control unit Eldor EM2.0, throttle body full ride by wire Mikuni, pencil-coil with ion-sensing technology, control of detonation and misfire - Torque control with four maps, Traction Control with eight levels of intervention with lean angle sensor - TSS Torque Shift System employing variable length intake runners
Electronic quick-shift	MV EAS 2.0 (Electronically Assisted Shift Up & Down)
Clutch	STM Wet, multi-disc with back torque limiting device and Brembo radial pump/lever assembly
Transmission	Cassette style; six speed, constant mesh and DLC coated shift forks
Primary drive	48/82
Gear ratio	
First gear: Speed	14/37
Second gear: Speed	16/33
Third gear: Speed	18/31
Fourth gear: Speed	20/30
Fifth gear: Speed	22/29
Sixth gear: Speed	21/25
Final drive ratio	15/41

ELECTRICAL EQUIPMENT

Voltage	12 V
Alternator	350 W at 5000 r.p.m.
Battery	Li-ion 12.8 V - 4.0 Ah

DIMENSIONS AND WEIGHT

Wheelbase	1430 mm (56.27 in.)
Overall length	2115 mm (83.30 in.)
Overall width	750 mm (29.51 in.)
Saddle height	830 mm (32.68 in.)
Min. ground clearance	115 mm (4.52 in.)
Trail	100,4 mm (3.93 in.)
Dry weight	183 kg (403.45 lbs.) - 175 kg (385.80 lbs.)**
Fuel tank capacity	17 l (4.49 U.S. gal.)

PERFORMANCE

Maximum speed*	302 km/h (187.65 mph)
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FRAME

Type	CrMo Steel tubular trellis
Rear swing arm pivot plates material	Aluminium alloy - Adjustable swingarm pivot height

FRONT SUSPENSION

Type	Öhlins USD front fork, NIX 30 type with TIN coating on inner tubes, left compression and right rebound manual adjustment, top out spring
Fork dia.	43 mm (1.69 in.)
Fork travel	120 mm (4.72 in.)

REAR SUSPENSION

Type	Öhlins progressive, TTX36 twin tube rear shock absorber with piggyback reservoir, compression and rebound adjusted with anodized aluminium adjustment knobs
Single sided swing arm material	Aluminium alloy
Wheel travel	120 mm (4.72 in.)

BRAKES

Front brake	Double floating disc with Ø 320 mm Brembo Racing with T-Drive system (Ø 12.6 in.) diameter, with steel braking disc and aluminium flange Brembo radial pump/level assembly
Front brake caliper	Brembo GP radial-type, single-piece with 4 pistons Ø 30 mm (Ø 1.18 in.)
Rear brake	Single steel disc with Ø 210 mm (Ø 8.27 in.) dia.
Rear brake caliper	Nissin with 4 pistons - Ø 25.4 mm (Ø 1.00 in.)
ABS System	Bosch 9 Plus with Race Mode and RLM (Rear wheel Lift-up Mitigation)

WHEELS

Front: Material/size	BST Full carbon 3,50 " x 17 "
Rear: Material/size	BST Full carbon 6,00 " x 17 "



* Top speed attained on closed course.

** Kit SC Exhaust and ECU Map version

Every country could have a price variation due to local import duties and taxes.



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MATT CARBON WITH GOLD WEAVE /MATT SILVER/GLOSS BLACK

TYRES

Front	Pirelli Diablo Supercorsa SP (limited edition CC12) 120/70 - ZR 17 M/C (58 W)
Rear	Pirelli Diablo Supercorsa SP (limited edition CC12) 200/55 - ZR 17 M/C (78 W)

FAIRING

Material	Carbon fiber and thermoplastic
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CONTENTS

Steering damper	Öhlins manually adjustable
CNC components	Top triple clamp - Rear set footpegs adjustable height - Rear wheel nut - Front brake lever - Clutch lever - Right/left controls Front brake fluid tank cap - Clutch reservoir cap - Oil engine cap and racing fuel cap Clutch SBK cover - Swingarm protection Phonic wheel cover
Carbon Components	Carbon fiber Fairing and dedicated weave with gold thread - Upper side fairings - Toe Tail - Front and rear fenders - Upper and lower chain guard - Full carbon rims "BST"
Exclusive content	Intake and exhaust ports, hand-worked by the "Reparto Corse" - Cam followers with DLC treatment to reduce friction - Low-friction "ASSO" piston ring - Light crankshaft - Seat with dedicated cover and "Claudio" logo Tinted windshield
Electronic	Right/left racing controls - "AIM MXS" racing dashboard with data acquisition, integrated GPS and dedicated software

KIT RACING

Titanium Components	Exhaust and twin-exit titanium Racing silencers by SC-Project with dedicated control unit - Titanium fasteners
Carbon Components	Carbon fibre passenger seat cover
CNC Components	Anodized aluminium caps for rear mirror attachments - License plate holder
	Racing chain DID Gold - Dedicated bike cover - Certificate of origin - Limited Edition

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AGUSTA

*"Motorcycles are objects that make people dream.
They have different colours and sounds, with forms that
reveal the inspiration of those who conceived them.
Sometimes these creations are true motoring
works of art that transform the designer into an artist."*

محمد بن راشد

| F4 - HISTORY



1997 - F4 750 Serie Oro



1999 - F4 750 S



2001 - F4 750 SPR



2002 - F4 750 Senna



2003 - F4 1000 Ago



2004 - F4 1000



2004 - F4 1000 Mamba



2005 - F4 1000 Tamburini



2006 - F4 1000 Senna



2006 - F4 1000 R



2006 - F4 1000 CC



2007 - F4 312

| F4 - HISTORY



2008 F4 1078RR 312



2010 - F4 1000



2011 - F4 1000 Freccie Tricolori



2012 - F4 R



2012 - F4 RR



2013 - F4 RR



2014 - F4



2015 - F4 RR



2016 - F4 RC



2017 - F4 RC



2018 - F4 LH44



2018 - F4 RC



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Chow