

MOTO GUZZI



1000

I-CONVERT



MOTO GUZZI

V 1000

I - CONVERT

Front spoilers
for greater
stabilization
at high speeds

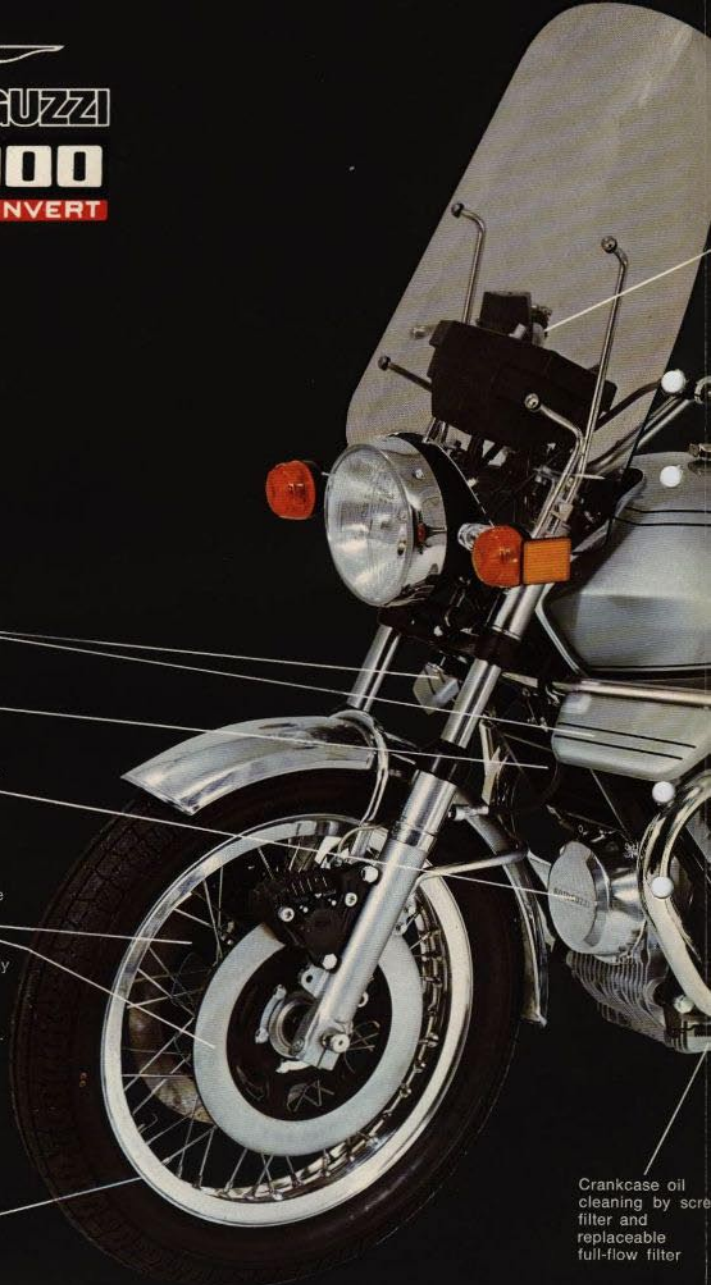
Radiator
for converter
oil cooling

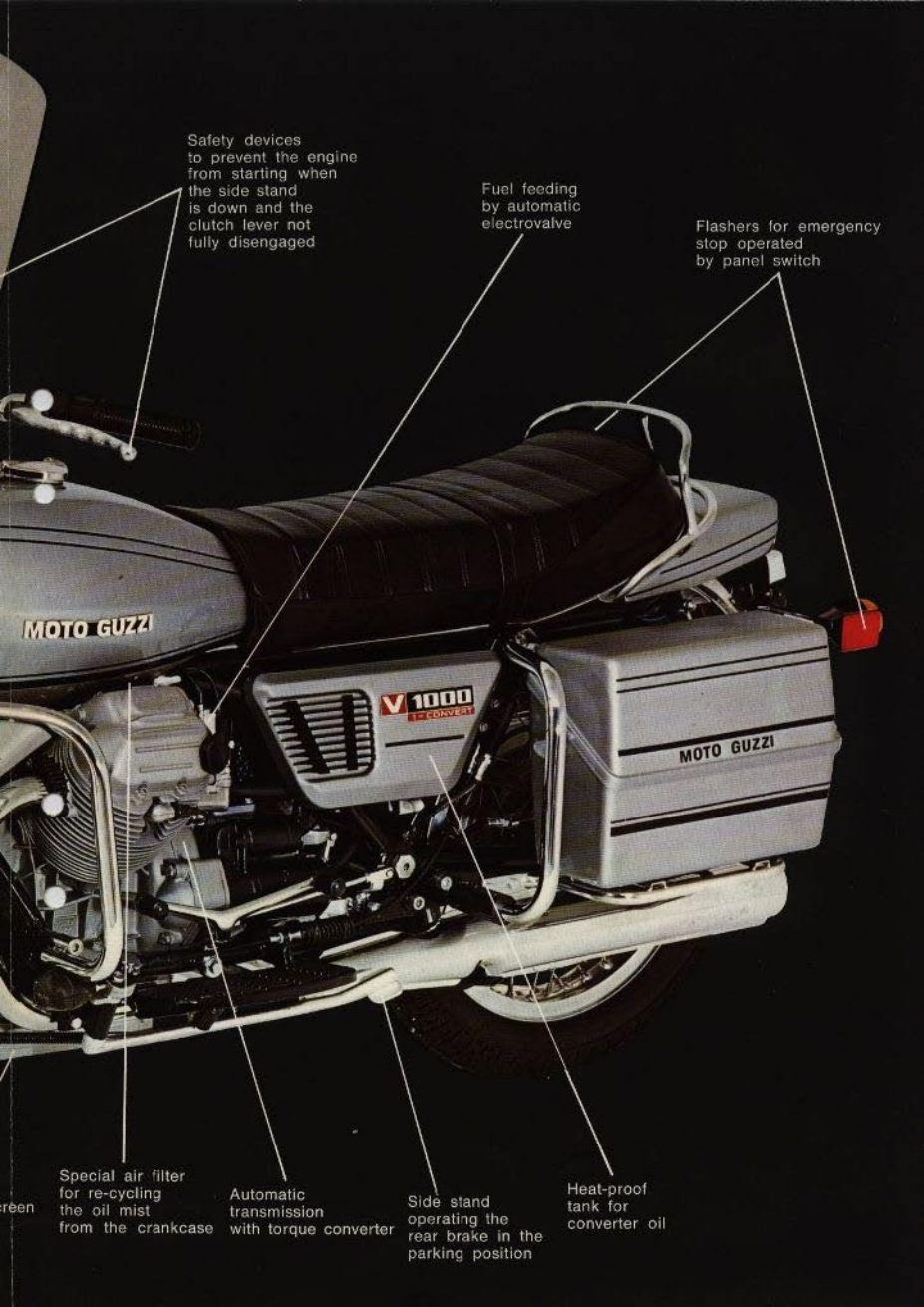
High power alternator
controlled directly
by the crankshaft

Integral brake system
incorporating 3 double
circuit discs.
One front disc
and the rear disc
operated simultaneously
by pedal
depression and give
a perfectly smooth
and balanced braking.
The other front
wheel disc is lever
operated from the
handlebar.

Light alloy
safety rims

Crankcase oil
cleaning by screen
filter and
replaceable
full-flow filter





Safety devices to prevent the engine from starting when the side stand is down and the clutch lever not fully disengaged

Fuel feeding by automatic electrovalve

Flashers for emergency stop operated by panel switch

MOTO GUZZI

V 1000
Le Mans

MOTO GUZZI

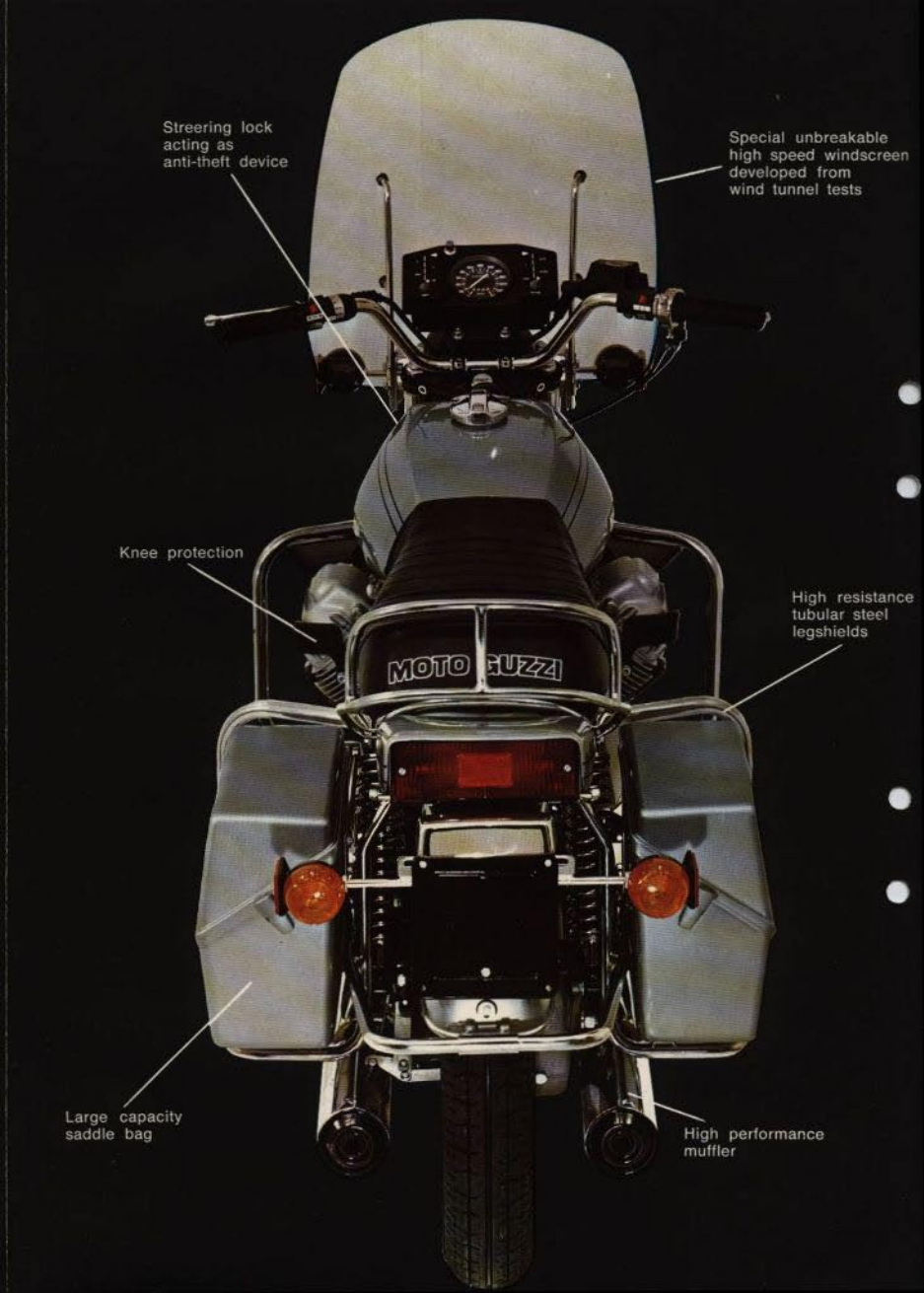
Special air filter for re-cycling the oil mist from the crankcase

Automatic transmission with torque converter

Side stand operating the rear brake in the parking position

Heat-proof tank for converter oil

green

A black and white photograph showing the rear view of a motorcycle. The motorcycle is centered in the frame against a dark background. It features a large, light-colored, curved windscreen at the top. Below the windscreen is a speedometer and handlebars. The seat is dark with "MOTO FUZZA" written on it. Two large saddlebags are mounted on either side of the rear wheel. The rear fender has a red taillight and two round orange turn signals. Two exhaust pipes with mufflers are visible at the bottom. Several white lines with text labels point to various parts of the motorcycle.

Steering lock
acting as
anti-theft device

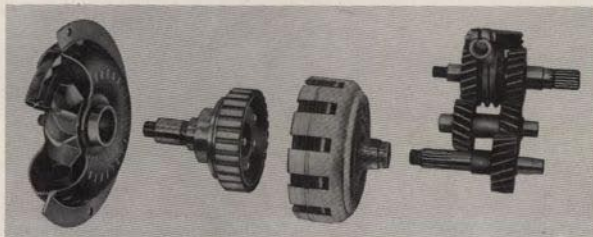
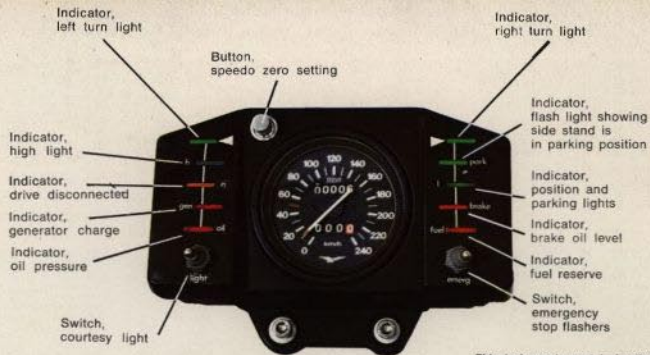
Special unbreakable
high speed windscreen
developed from
wind tunnel tests

Knee protection

High resistance
tubular steel
legshields

Large capacity
saddle bag

High performance
muffler



V 1000

I - CONVERT

Integral brake system

(PATENTED)

Outstanding features of this new and more powerful model coming from the famous V7 line, are the automatic transmission and the integral brake system.

1000 cc. displacement, hydraulic converter transmission, no clutch, no gearshift but just the twist grip control! Light pressure on the brake control pedal will simultaneously actuate the left front wheel and the rear wheel brake discs with suitably balanced

braking power to prevent wheel lockings. The right front wheel disc is lever controlled from the handlebar. The complete unit is housed in the frame of the famous V7 Sport model and needs no presentation.

Riding safety and comfort are assured by numerous automatic devices, never before incorporated in a motorcycle. The «1000» is a very high performance byke that can be ridden by finger touch. And it is not tiring.

We are not speaking of a dream byke but of a reality. A unique Moto Guzzi reality.

The motorcycle shown in this leaflet includes the following extra accessories: side bags, windscreen, leg protection, footboards.



fuels and lubricants

Stopping distance at 100 Km/h



TECHNICAL SPECIFICATIONS

Engine: twin cylinder, 4-stroke

Bore and stroke: 58 x 78

Displacement: 949 cc.

Max torque: Kgm. 8,6 a 5200 g/m'

Compression ratio: 9 : 2 to 1

Ignition: battery with twin contact breaker

Starting: electric

Drive: Sachs hydraulic torque converter with cooling radiator in the oil circuit

Clutch: multiplate, dry

Transmission: Two speeds (low and high) foot controlled from the left of the vehicle

Frame: duplex cradle, disassemblable

Suspension: telescopic with hydraulic dampers

Brakes: hydraulic disc type. Left front disc and rear disc foot operated. Right front brake lever operated from the handlebar.

Tires: 4,10 H - 18 front and rear

Dry weight: 240 kgs. (560 lbs.)

Fuel tank capacity: 24 lts. (6.4 US gal.)

Fuel consumption: 6 lts. x 100 kms. (46 mpg.)

Automatic safety devices

Rear brake operated by the side stand in the parking position.

Flashing indicator incorporated for the hand brake which prevents the engine from starting with the side stand down (parking).

Engine starting possible only when both hands rest on the handlebar.

Left hand for clutch disengagement and right hand for pushing the start button.

Simultaneous lighting of both side flashers in an emergency stop.

Fuel level indicator.

Brake liquid indicator.

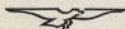
Automatic feeding of carburetors on inserting the ignition key.

Front spoilers for greater stabilization at high speed.

Courtesy light switch.

Special air filter to re-cycle the oil mist coming from the crankcase.

Light alloy safety rims.



MOTO GUZZI

General agents

GRAHN'S

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It is recommended to use original fittings from MOTO GUZZI, which are tested in the factory and supplied as optional.

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