

  
**MOTO GUZZI**  
**V 1000**  
**I-CONVERT**





# MOTO GUZZI

## V 1000

### I-CONVERT

Front spoilers  
for greater  
stabilization  
at high speeds

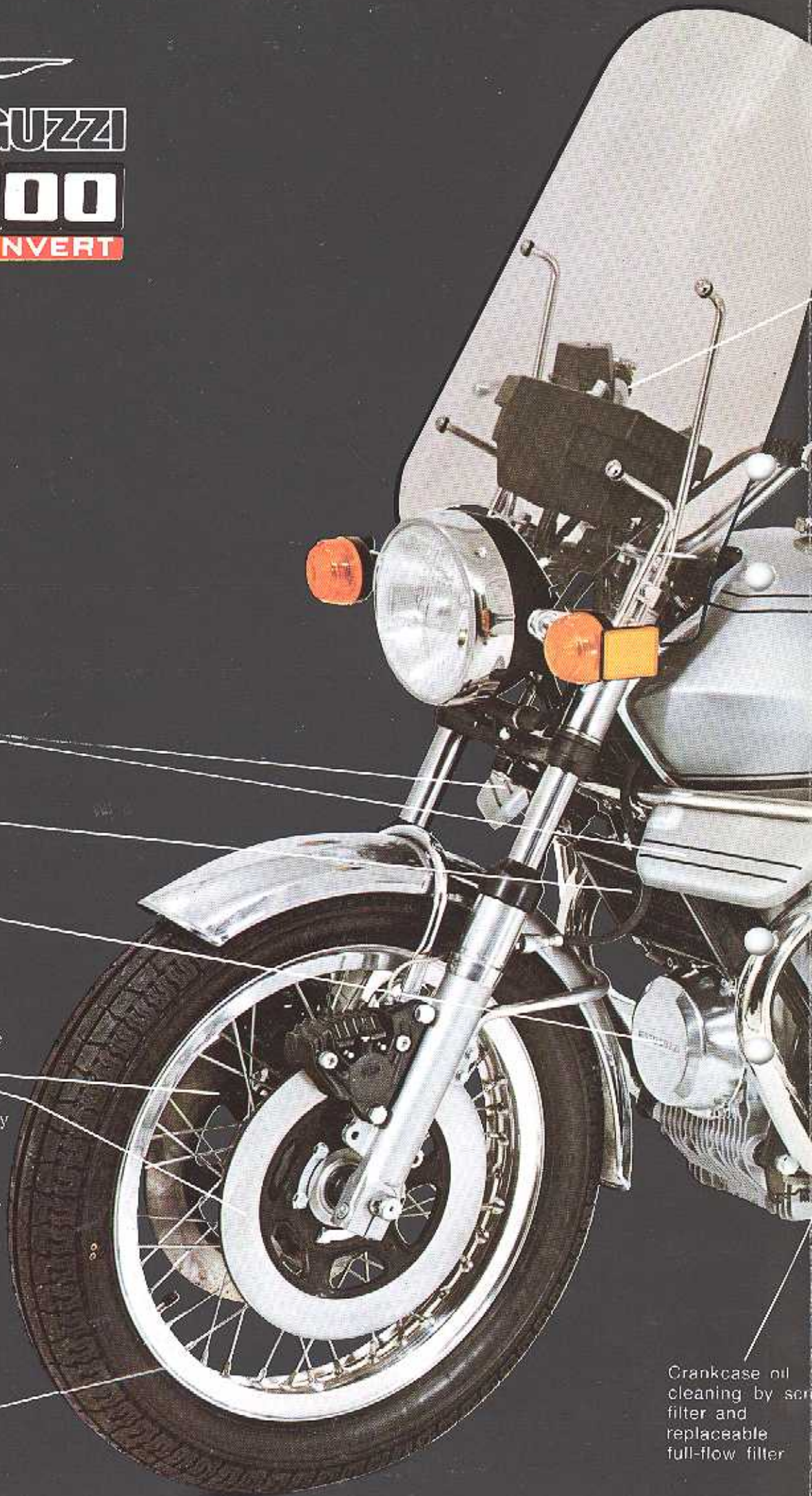
Radiator  
for converter  
oil cooling

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

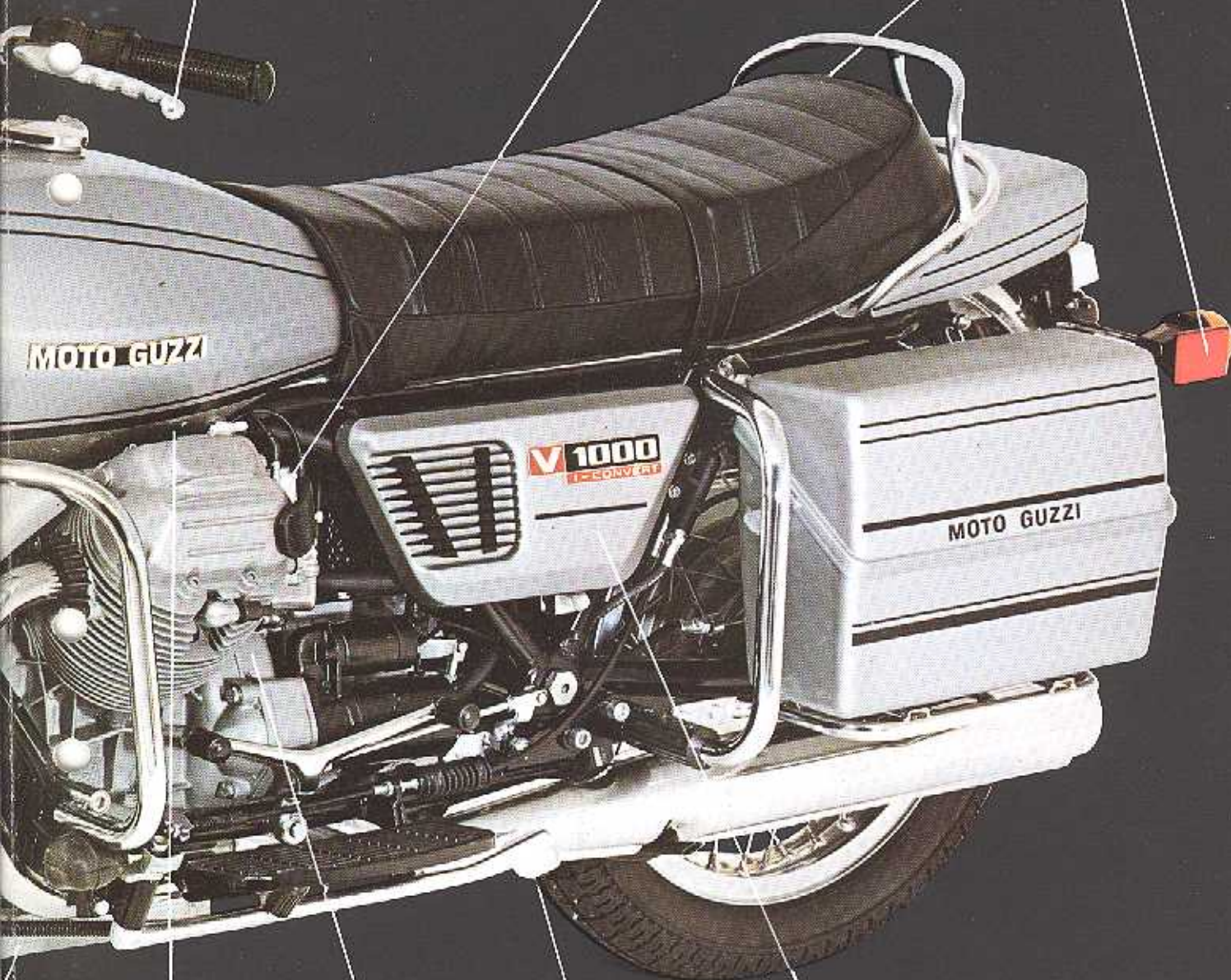




Safety devices  
to prevent the engine  
from starting when  
the side stand  
is down and the  
clutch lever not  
fully disengaged

Fuel feeding  
by automatic  
electrovalve

Flashers for emergency  
stop operated  
by panel switch



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



Steering lock  
acting as  
anti-theft device

Special unbreakable  
high speed windscreen  
developed from  
wind tunnel tests

Knee protection

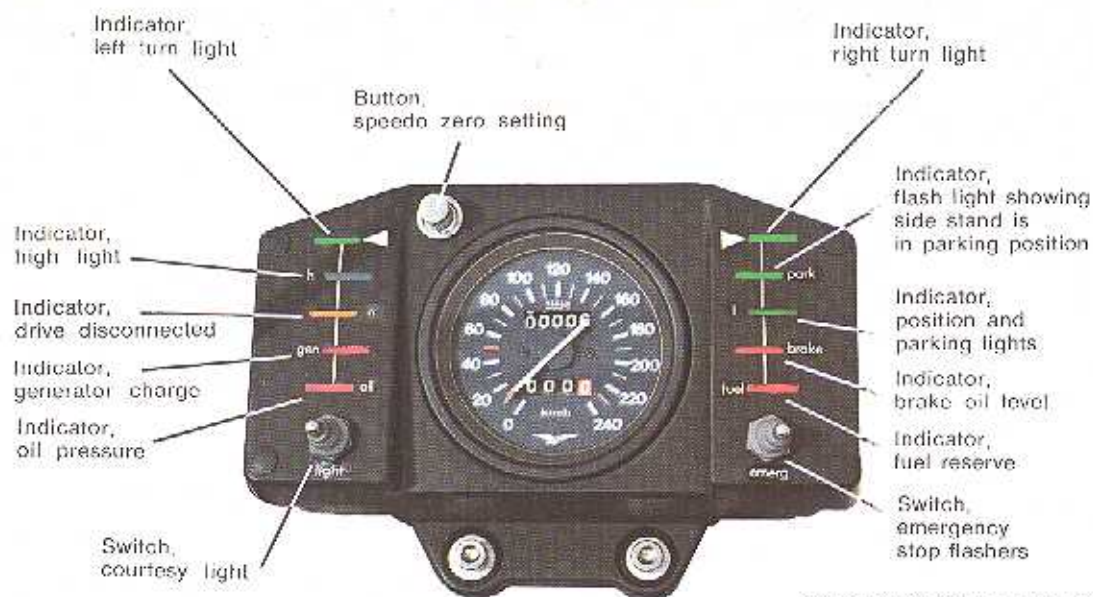
High resistance  
tubular steel  
legshields

Large capacity  
saddle bag

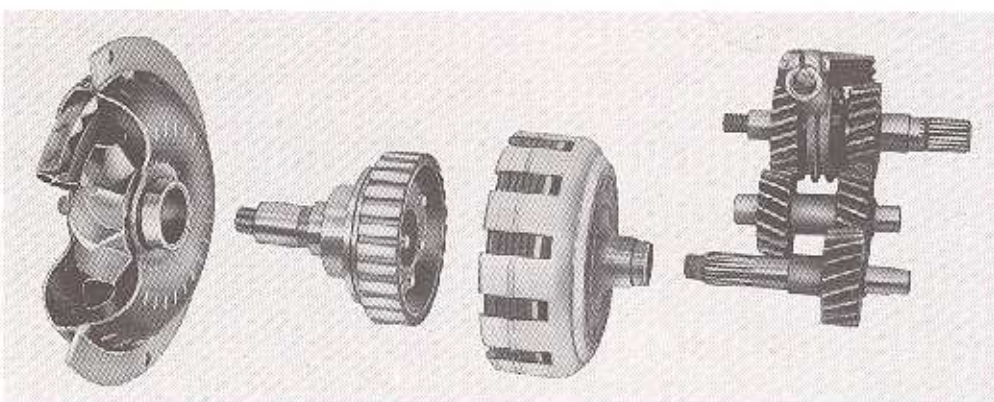
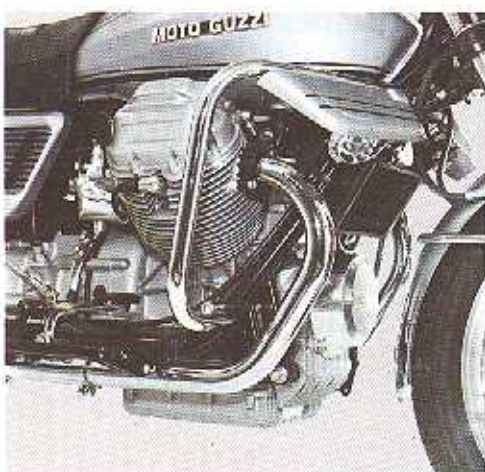
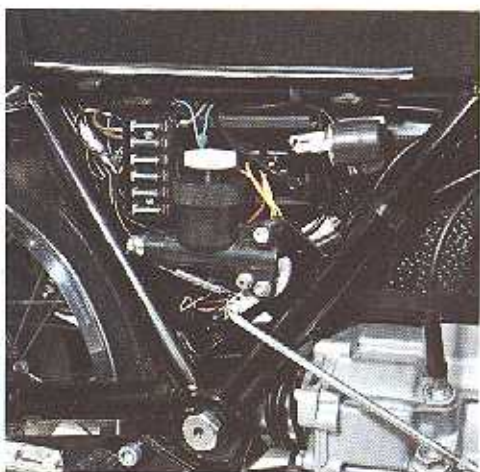
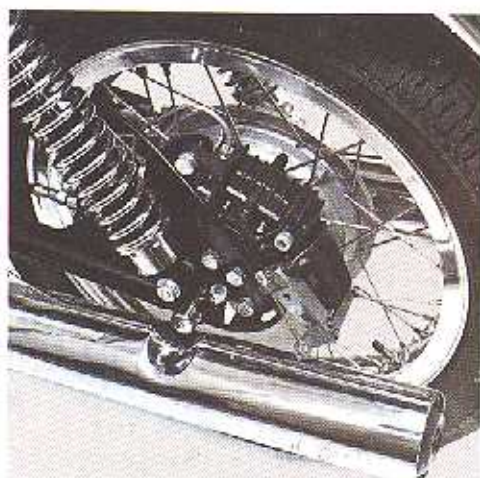
High performance  
muffler







This instrument panel is for the european version







## 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.



carburanti  
e lubrificanti



Stopping distance at 100 Km/h



## TECHNICAL SPECIFICATIONS

**Engine:** twin cylinder, 4-stroke

**Bore and stroke:** 98 x 78

**Displacement:** 949 cc.

**Max torque:** Kgm. 8,6 a 5200 g/m<sup>2</sup>

**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 gls.)

**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**

Concessionari:  
**GRAINI'S**  
Solei import. CN/01000

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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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