

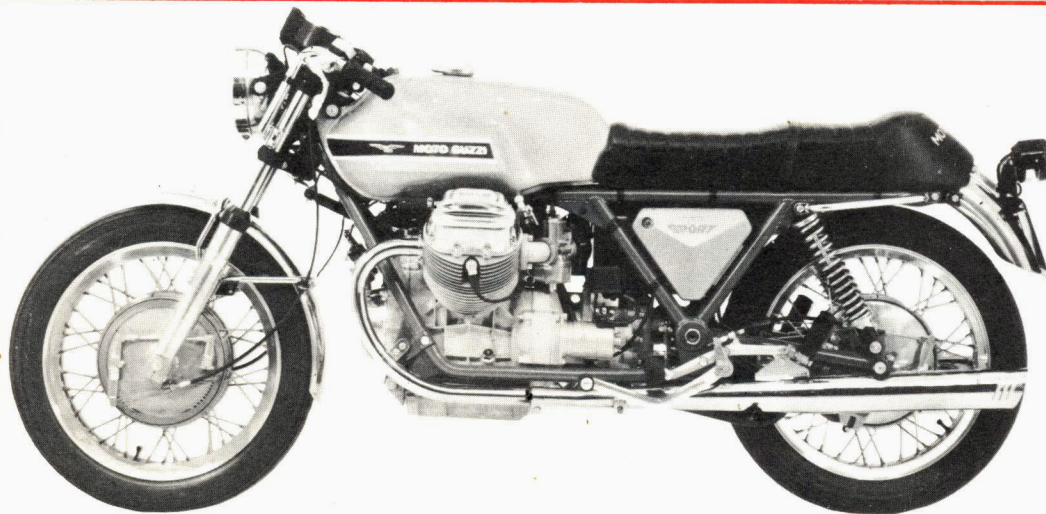
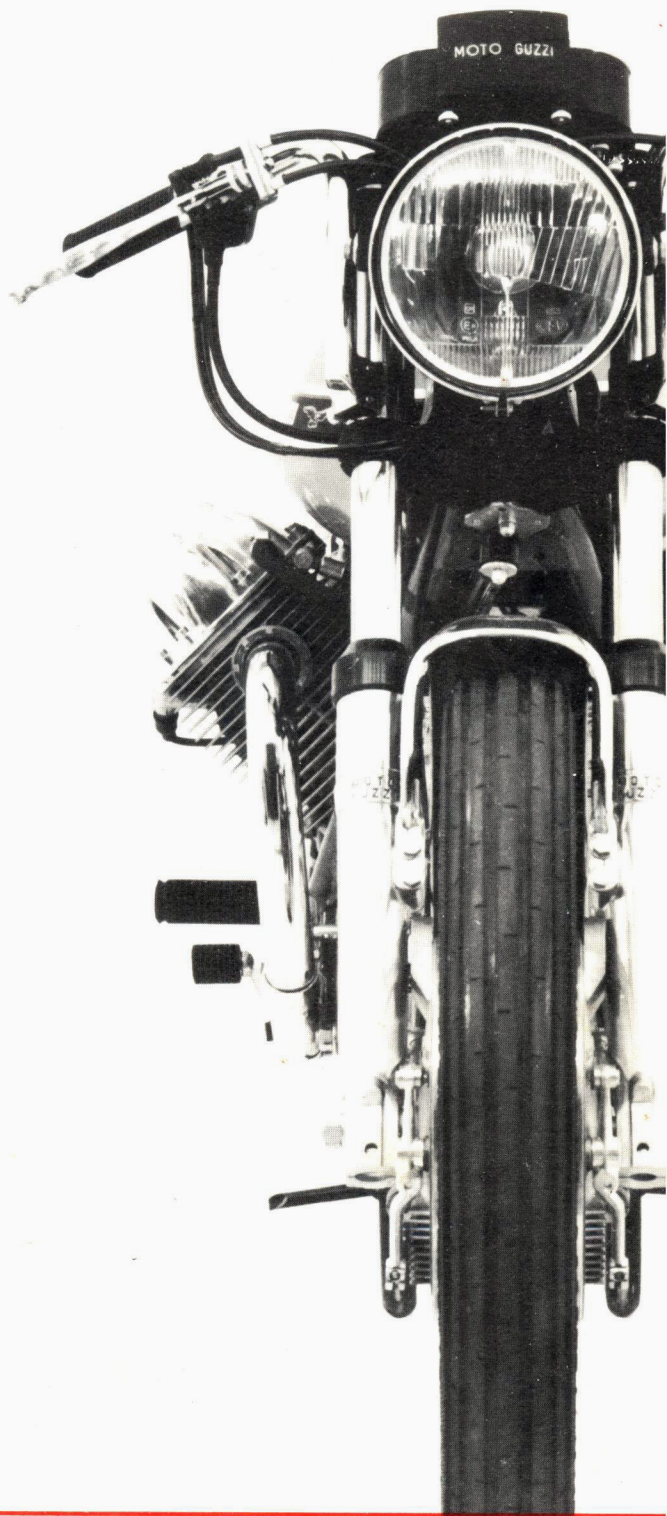
MOTO GUZZI

PRODUZIONE MOTOCICLI 1972

SEIMM

**SOCIETÀ ESERCIZIO INDUSTRIE
MOTO MECCANICHE S.p.A.**

SEDE LEGALE: MILANO
STABILIMENTI E AMMINISTRAZIONE:
MANDELLO DEL LARIO (CO) - TEL. 71112 - 72512



V7 SPORT 750

Engine: twin cylinder, 4-stroke - **Compression ratio:** 9.8 to 1 - **Output:** 70 HP at 7000 r.p.m.
- **Starting system:** electric - **Clutch:** twin dry discs - **Gearbox:** five speeds, foot operated - **Transmissions:** primary by gear, secondary by cardan shaft - **Suspension:** telehydraulic
- **Brakes:** central hub, 4-shoes front brake - **Tyres:** 3,25 x 18 front; 3,50 x 18 rear - **Fuel consumption:** 8.5 litres x 100 kms. (33 m.p.g. imp.) - **Dry weight:** kgs. 206 (454 lbs.) - **Top speed:** 206 kms/h (128 m.p.h.).



TROTTER 50 SPECIAL M AND V

Engine: 2-stroke - **Compression ratio:** 10 to 1 - **Output:** 1.5 HP at 5400 r.p.m. - **Speed:** 42 kms/h (26 m.p.h.) - **Starting:** by pedals - **Clutch:** Automatic, centrifugal, dry - **Speed Change:** single speed - **Transmissions:** primary by belt, secondary by chain - **Suspension:** Swinging links front fork - **Brakes:** central hub - **Tyres:** 2,1/4 x 16 front and rear - **Weight:** 43 kgs. - **Fuel consumption:** 1.6 l. x 100 kms (176 m.p.g. imp.) - **Climbing ability:** 12% - **Fuel:** 2% oil-petrol mixture.

SPECIAL FEATURES FOR SPECIAL V model
Speed change: automatic speed variator - **Weight:** 44.5 kgs. (98 lbs.) - **Climbing ability:** 16%.



DINGO 50 SINGLE AND 3 SPEEDS

Engine: 2-stroke - **Compression ratio:** 8 to 1 - **Output:** 3.5 HP - **Speed:** about 60 kms/h (38 m.p.h.) - **Starting system:** by pedals - **Clutch:** Centrifugal clutch in oil bath - **Speed change:** single speed - **Transmissions:** primary by gear, secondary by chain - **Suspension:** telescopic fork and rear dampers - **Brakes:** central hub - **Tyres:** 2,1/4 x 16 - **Weight:** 46 kgs. (102 lbs.) - **Fuel consumption:** 1.3 l. x 100 kms. (216 m.p.g.) - **Climbing ability:** 16% - **Fuel:** mixture 2%.

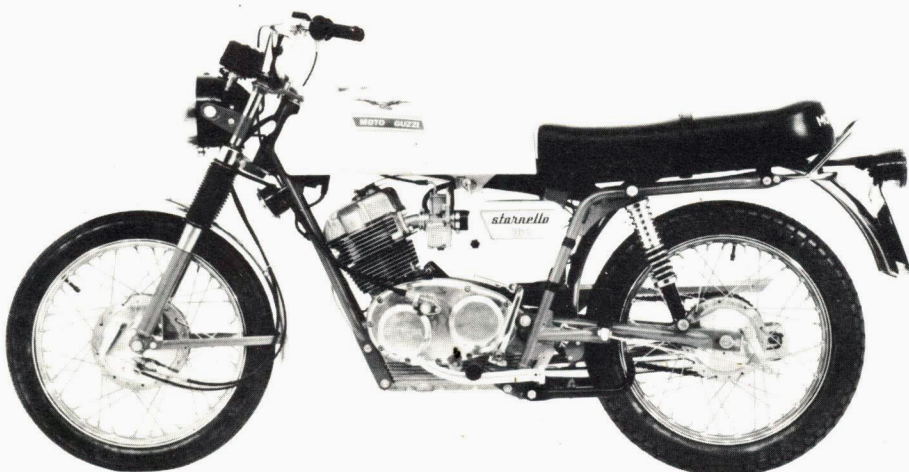
SPECIAL FEATURES FOR THE 3 SPEED MODEL

Starting: by kickstarter - **Clutch:** multiplate in oil bath - **Gear box:** 3 speeds, twist grip operated - **Weight:** 43 kgs. (94 lbs.) - **Climbing ability:** 24%.



DINGO 50 CROSS

Engine: 2-stroke - **Compression ratio:** 8.5 to 1 - **Output:** 5 HP - **Top speed:** about 80 kms/h (50 m.p.h.) - **Starting:** kickstarter - **Clutch:** multiplate in oil bath - **Gearbox:** 4 speeds, foot operated - **Transmissions:** primary by gears, secondary by chain - **Suspension:** telescopic - **Brakes:** central hub - **Tyres:** 2.50 x 17, motocross type - **Weight:** 60 kgs. (132 lbs.) - **Fuel consumption:** 1.9 l. x 100 kms. (148 m.p.g. imp.) - **Climbing ability:** 30% - **Fuel:** mixture 2%.



STORNELLO 160 CC.

Engine: 4-stroke - **Compression ratio:** 9.5 to 1 - **Output:** 16.2 HP at 8400 r.p.m. - **Starting:** kickstarter - **Clutch:** multiplate in oil bath - **Gearbox:** 5 speeds - **Transmissions:** primary by gears, secondary by chain - **Suspension:** telehydraulic - **Brakes:** central hub, expanding type - **Tyres:** 2.50 x 17 front, 3.00 x 17 rear - **Weight:** 113 kgs. (238 lbs.) - **Fuel consumption:** 3.8 l. x 100 kms. (75 m.p.g.) - **Top speed:** about 125 kms (78 m.p.g.).

TROTTER MARK M AND V

Engine: 2-stroke - **Compression ratio:** 10 to 1 - **Output:** 1.5 HP at 5400 r.p.m. - **Speed:** about 42 km/h (26 m.p.h.) - **Starting:** pedals - **Clutch:** dry automatic centrifugal clutch - **Speed change:** single speed - **Transmissions:** primary by belt, secondary by chain - **Suspension:** swinging links front fork, rear hydraulic dampers - **Brakes:** central hub - **Tyres:** 2,1/4x16 - **Weight:** 47 kgs. (103 lbs.) - **Fuel consumption:** 1.6 l. x 100 kms. (176 m.p.g. imp.) - **Climbing ability:** 12% - **Fuel:** mixture 2%.

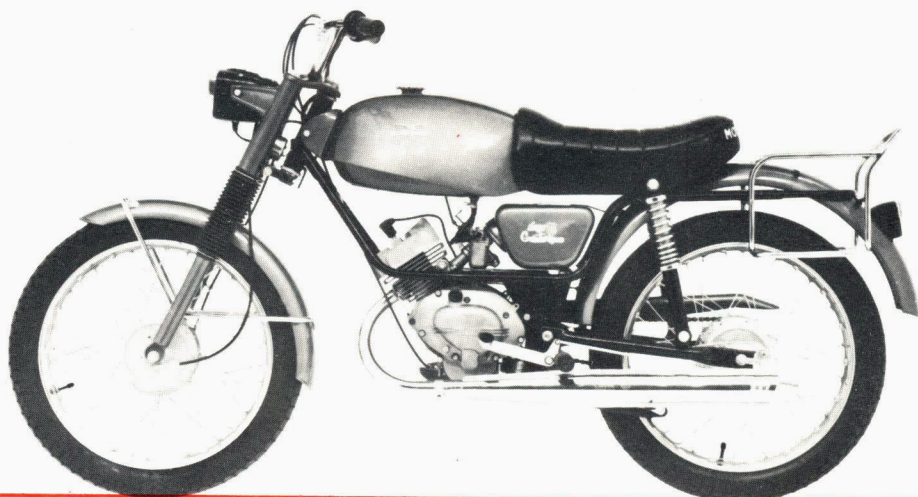
SPECIAL FEATURES FOR THE MARK V MODEL

Speed change: automatic speed variator - **Weight:** 48.5 kgs (98 lbs.) - **Climbing ability:** 16%.



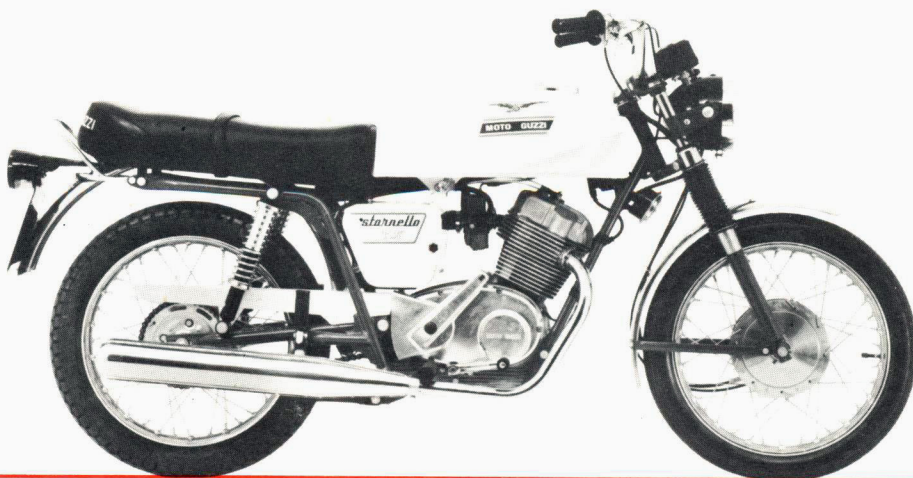
DINGO 50 GT

Engine: 2-stroke - **Compression ratio:** 8.5 to 1 - **Output:** 5 HP - **Speed:** about 80 kms/h (50 m.p.h.) - **Starting:** kickstarter - **Clutch:** multiplate in oil bath - **Gear box:** 4 speeds, foot operated - **Transmissions:** primary by gear, secondary by chain - **Suspension:** telescopic - **Brakes:** central hub - **Tyres:** 2,50 x 17 - **Weight:** 62 kgs. (137 lbs.) - **Fuel consumption:** 1.9 l. x 100 kms. (148 m.p.g. imp.) - **Climbing ability:** 30% - **Fuel:** mixture 2%.



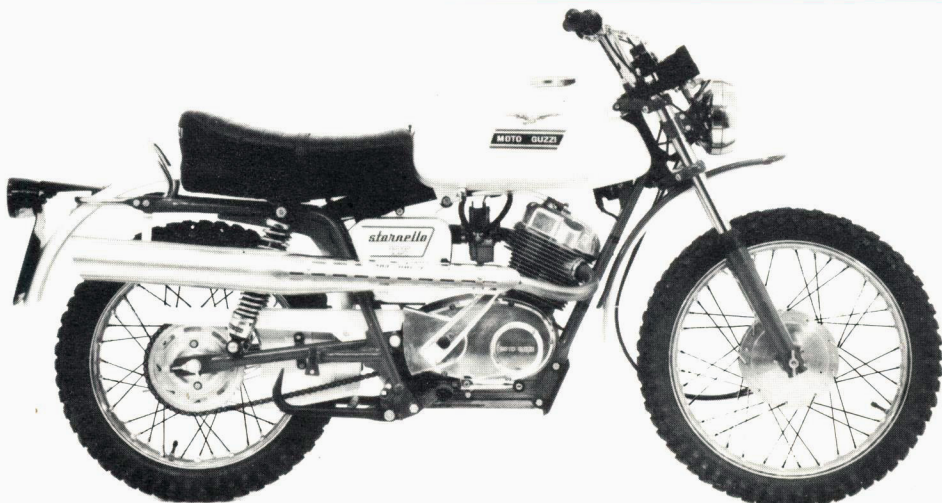
STORNELLO 125

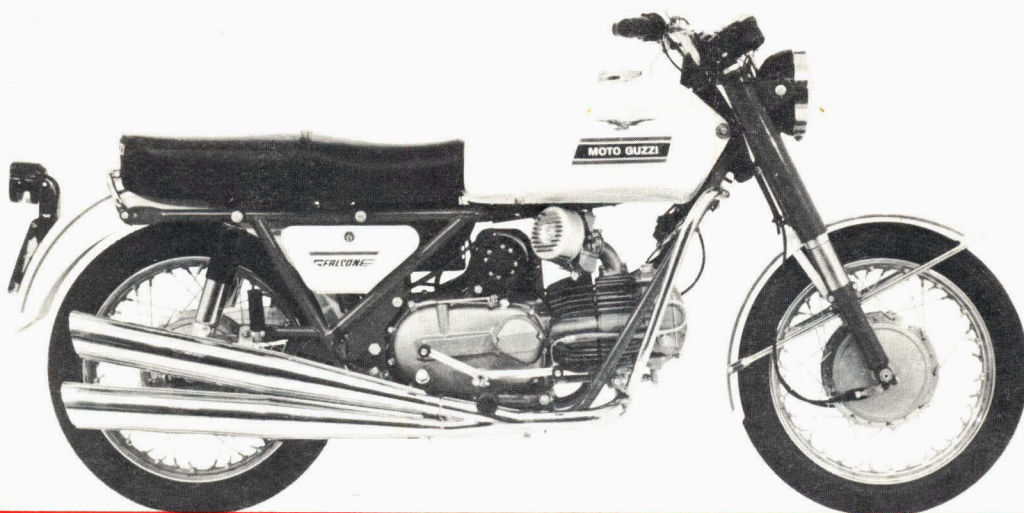
Engine: 4-stroke - **Compression ratio:** 9.5 to 1 - **Output:** 13.4 HP at 8400 r.p.m. - **Starting:** kickstarter - **Clutch:** multiplate in oil bath - **Gearbox:** 5 speeds, foot operated - **Suspension:** telehydraulic - **Brakes:** central hub - **Tyres:** 2.50 x 17 front, 3.00 x 17 rear - **Weight:** 113 kgs. (248 lbs.) - **Fuel consumption:** 3.7 l. x 100 kms. (76 m.p.g.) - **Top speed:** 118 km/h (74 m.p.h.).



STORNELLO 125 SCRAMBLER

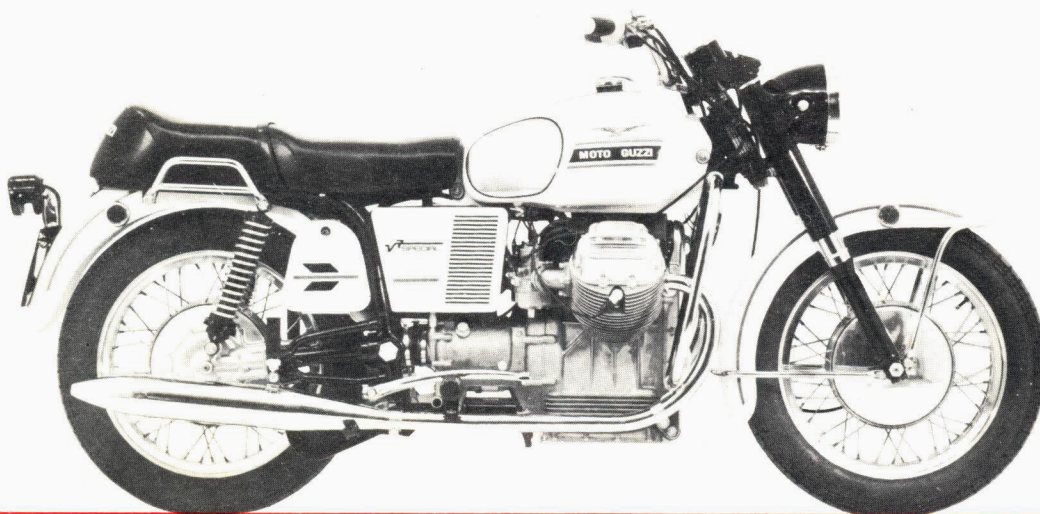
Engine: 4-stroke - **Compression ratio:** 9.6 to 1 - **Output:** 13.4 HP at 8400 r.p.m. - **Starting:** kickstarter - **Clutch:** multiplate in oil bath - **Gearbox:** 5 speeds foot operated - **Transmissions:** primary by gears, secondary by chain - **Suspension:** telehydraulic - **Brakes:** central hub - **Tyres:** 2.75 x 19 front, 3.00 x 17 rear, cross pattern - **Weight:** 117 kgs. (257 lbs.) - **Fuel consumption:** 3.9 l. x 100 kms. (72 m.p.g. imp.) - **Top Speed:** about 100 kms. (62 m.p.h.).





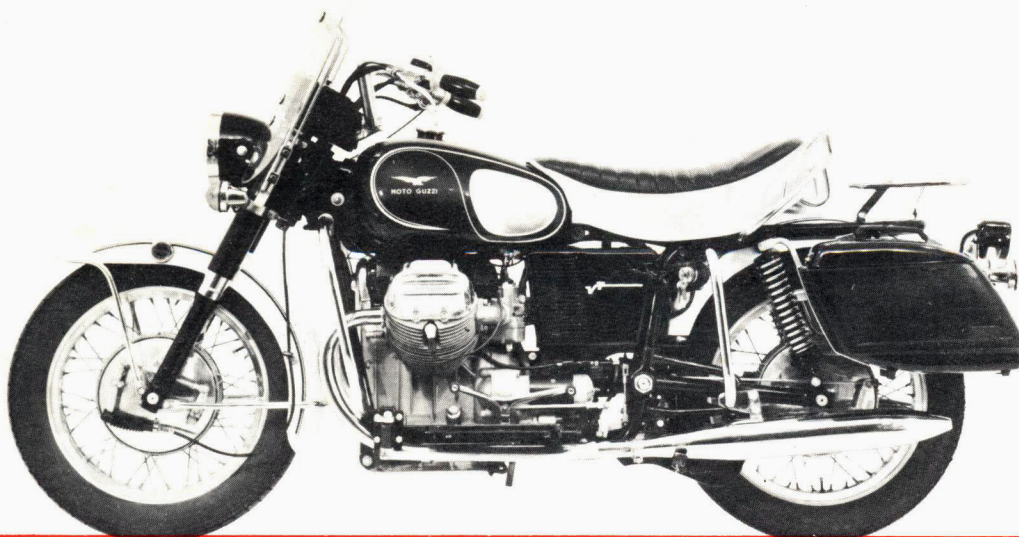
FALCONE 500

Engine: 4-stroke - **Compression ratio:** 6.8 to 1 - **Output:** 32 HP at 4800 r.p.m. - **Starting:** electric - **Clutch:** multiplate in oil bath - **Gearbox:** 4 speeds, foot operated - **Transmissions:** primary by gears, secondary by chain - **Suspension:** telehydraulic - **Brakes:** central hub, twin leading shoe front brake - **Tyres:** 3.50 x 18 - **Weight:** 214 kgs. (470 lbs.) - **Fuel consumption:** 4.1 l. x 100 kms. (68 m. p.g.) - **Top speed:** over 140 kms/h (87.5 m.p.h.).



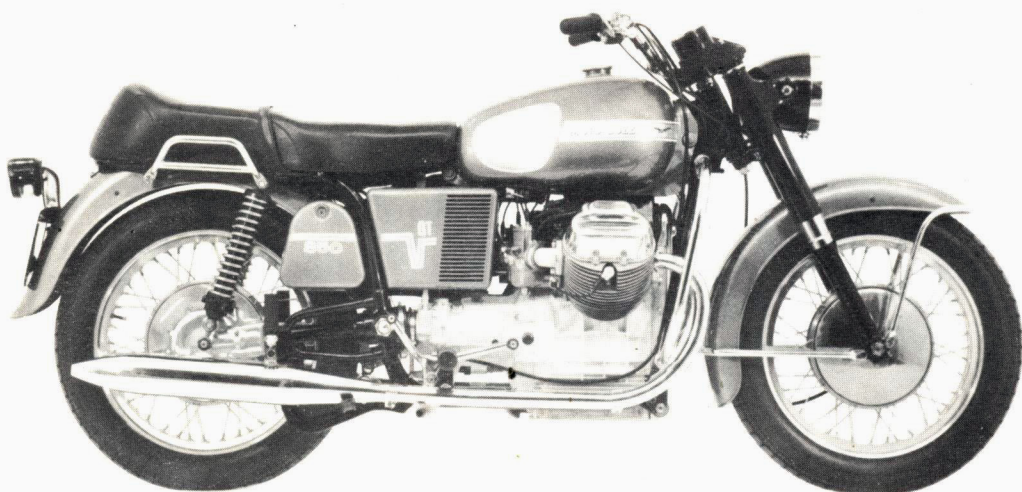
V7 SPECIAL 750

Engine: twin cylinder, 4-stroke - **Compression ratio:** 9 to 1 - **Output:** 60 HP at 6500 r.p.m. - **Starting:** kickstarter - **Clutch:** twin dry discs - **Gearbox:** 4 speeds, foot operated - **Transmissions:** primary by gears, secondary by cardan - **Suspension:** telehydraulic - **Brakes:** central hub - **Tyres:** 4.00 x 18 - **Consumption:** 6.5 l. x 100 kms. (43 m.p.g. imp.) - **Top speed:** 185 kms/h (116 m.p.h.).



V7 CALIFORNIA 850

Engine: twin cylinder, 4-stroke - **Compression ratio:** 9.2 to 1 - **Output:** 64.5 HP at 6500 r.p.m. - **Starting:** electric - **Clutch:** twin dry discs - **Gearbox:** 5 speeds, foot operated - **Transmissions:** primary by gears, secondary by cardan shaft - **Suspension:** telehydraulic - **Brakes:** by central hub - **Tyres:** 4.00 x 18 - **Consumption:** 6.5 l. x 100 kms. (43 m.p.g. imp.) - **Weight:** 240 kgs. (528 lbs.) - **Top speed:** over 190 kms/h. (119 m.p.h. w/o windshield).



V7 GT 850

Engine: twin cylinder, 4-stroke - **Compression ratio:** 9.2 to 1 - **Output:** 64.5 HP at 6500 r.p.m. - **Starting:** electric - **Clutch:** twin dry discs - **Gearbox:** 5 speeds, foot operated - **Transmissions:** primary by gears, secondary by cardan shaft - **Suspension:** telehydraulic - **Brakes:** central hub - **Tyres:** 4.00 x 18 - **Fuel consumption:** 6.5 l. x 100 kms. (43 m.p.g. imp.) - **Weight:** 230 kgs. (506 lbs.) - **Top speed:** over 190 kms/h (119 m.p.h., w/o windshield).