
MOTO GUZZI
V 1000
G 5

The 1000 G5 has been built specifically for the rider who likes the styling of the V-1000 Automatic, but prefers a five speed manual gearbox.

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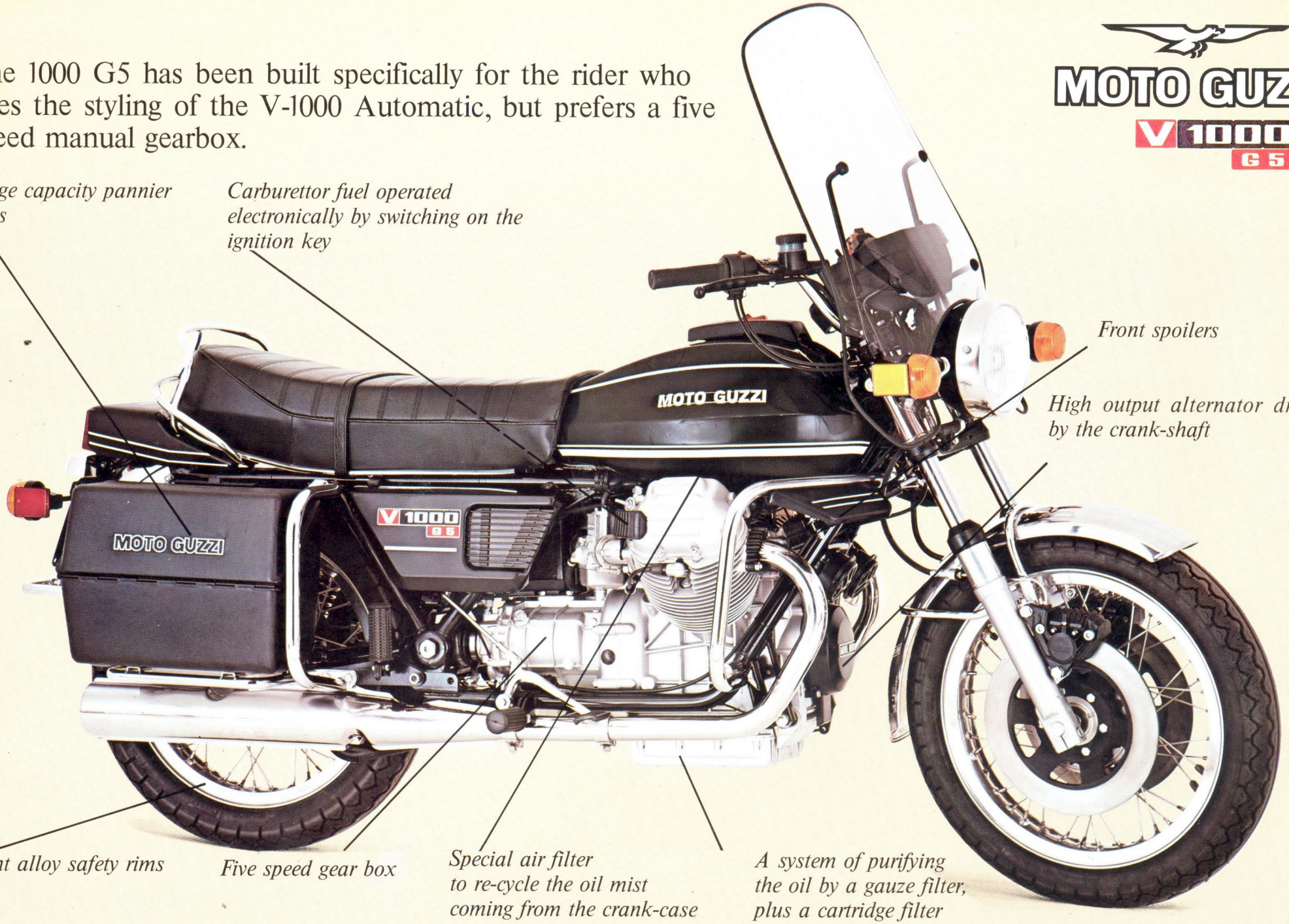


Large capacity pannier bags

Carburettor fuel operated electronically by switching on the ignition key

Front spoilers

High output alternator driven by the crank-shaft

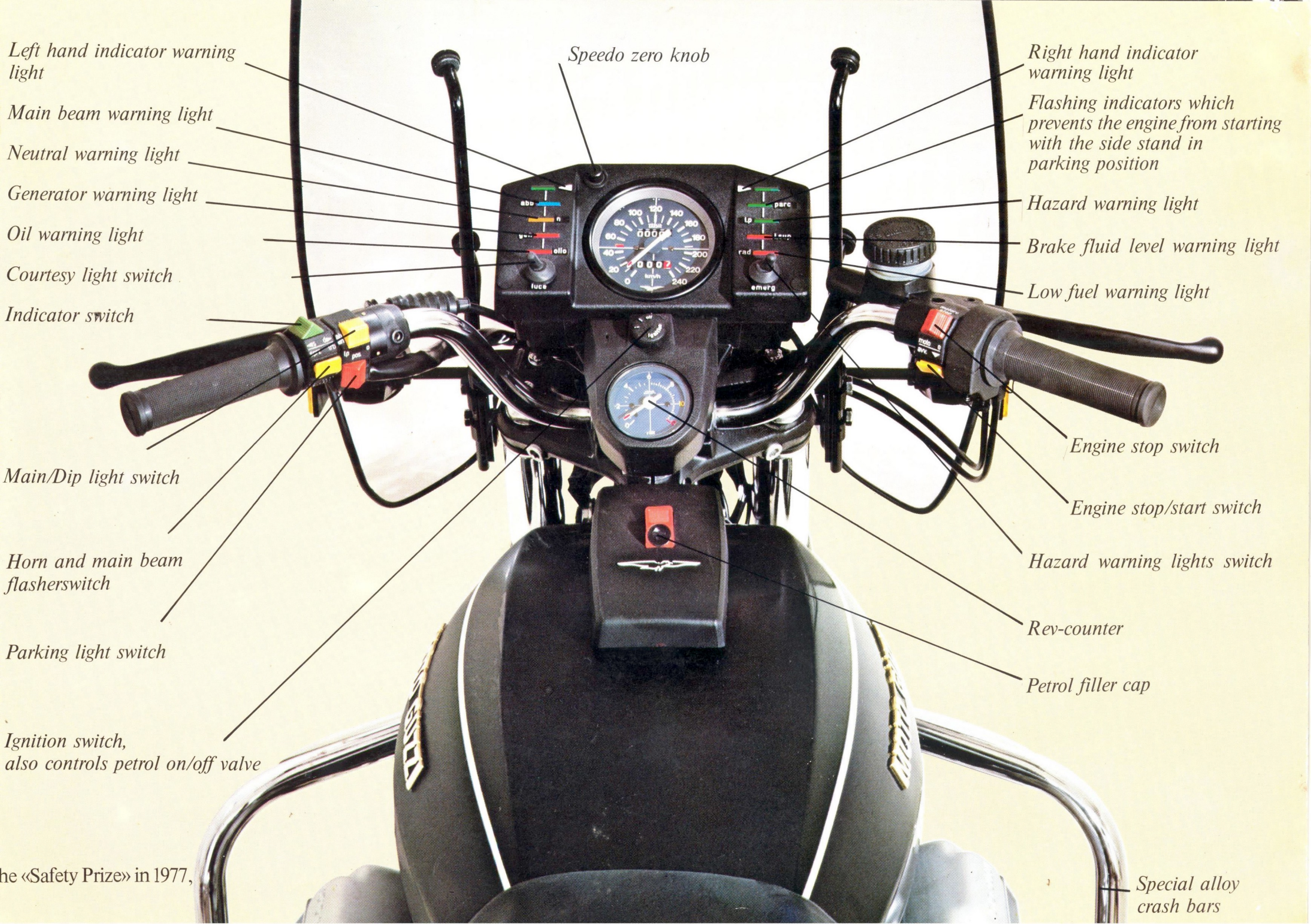
Light alloy safety rims

Five speed gear box

Special air filter to re-cycle the oil mist coming from the crank-case

A system of purifying the oil by a gauze filter, plus a cartridge filter

The 1000 G5 is equipped with the integral braking system, patented by Moto Guzzi in 1975. This major contribution to motorcycle safety won presented by the German Automobile Club and is acknowledged as the safest motorcycle braking system by specialised press all over the world.



he «Safety Prize» in 1977,

V 1000 G 5

TECHNICAL SPECIFICATIONS

Engine: twin cylinder, 4-stroke
Displacement: 949 cc
Bore and stroke: 88 × 78
Max torque: 8,6 kgm at 5200 r.p.m.
Compression ratio: 9 : 2 to 1
Ignition: battery
Carburettors: two Dell'Orto carburettors, type VHB 30 CD/CS
Starting: electric
Transmission: primary by gears;
secondary by cardan shaft with cush-drive in the wheel
Gearbox: 5 speed
Frame: duplex cradle, disassemblable
Fuel tank capacity: 24 lts
Fuel consumption: 5,8 lts × 100 kms
Brakes: twin front discs ∅ 300 mm;
single rear disc ∅ 242 mm; *integral brake system*
Tires: front 100/90 H 18" (MT 18); rear 110/90 H 18" (MT 18)
Maximum speed: approx. 190 kms/h (113 m.p.h.)
Dry weight: 220 kgs (approx. 484 lbs)

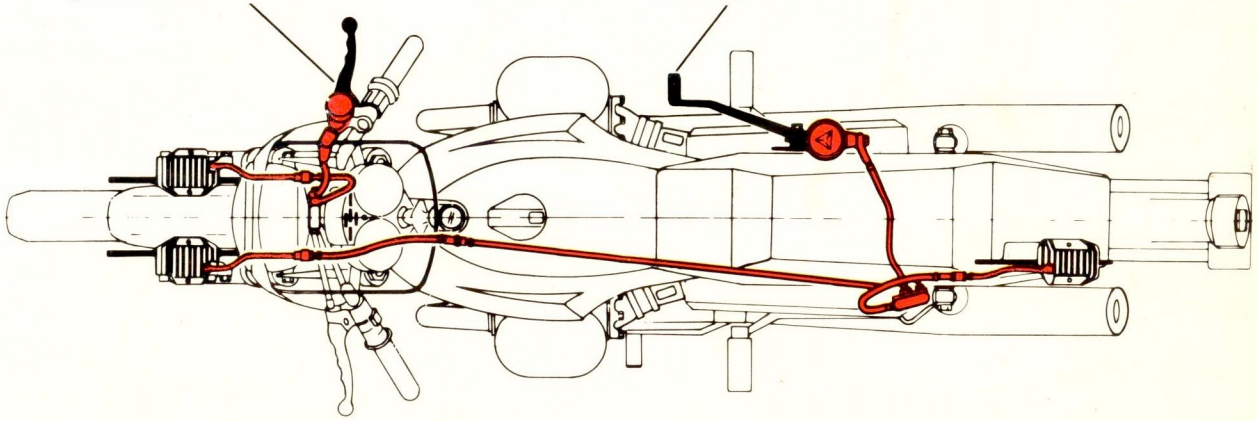
Agip

A TECHNICAL REVOLUTION, THE INTEGRAL BRAKING SYSTEM®

It is one of the more revolutionary inventions by the Moto Guzzi technicians. It is composed of three (groups of) disc-brakes, fitted to both wheels, opportunely dimensional and united, in order that the motor, when braking, finds itself in the best condition of adherence and equilibrium.

The lever on the handlebar moves independantly, the second disc-brake on the front wheel. This second brake serves to complete the braking to the limit of adherence.

With a light pressure on the pedal the fluid moves simultaneously and compensates the front disc and the rear disc, which are balanced to avoid seizing the wheels.



With integral braking system you have the maximum security and stability on the curves and in the wet. The braking movement on the rear wheel controlled by the foot pedal and integrated with a simultaneous braking movement on the front wheel with the distribution of stability are the characteristics of the motor vehicle. On the front wheel is mounted a second braking system composed of one disc, one caliper and one master cylinder with a hand lever fitted on the handlebar which is independant of the footbrake.

Stopping distance at 100 km/h

44 m with integral braking system

60 m with traditional braking system

The illustrations and descriptions given in this leaflet are intended as a general guide only, and must not be taken as binding.The company, therefore, reserves the right to make, at any moment and without notice, any changes it thinks necessary to improve the motorcycle or to meet any requirements of manufacturing or commercial nature.

MOTO GUZZI

It is recommended to use original fittings from Moto Guzzi, which are tested in the factory and supplied as optionals.

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