


MOTO GUZZI



SMOKE-COLOURED
SCREEN COMPLYING
WITH SAFETY STANDARDS

A SYSTEM FOR PURIFYING THE OIL
BY USE OF A GAUZE FILTER,
PLUS A CARTRIDGE FILTER

FULLY INTEGRATED
REAR TAIL LAMP

LIGHT ALLOY GRAB RAIL
WITH RUBBER HAND-GRIP

SEAT COMFORT ASSURED WITH
VARIABLE LAYERED FOAM PADDING

INCORPORATING A FORK
BRACE AND GREATER
FORK TRAVEL

MOTO GUZZI

100 SP II

HIGH OUTPUT ALTERNATOR DRIVEN DIRECTLY
BY THE CRANK-SHAFT

FINAL SHAFT DRIVE WITH
CUSH-DRIVE IN
THE REAR WHEEL

16" FRONT WHEEL
WITH 110/90 TYRE

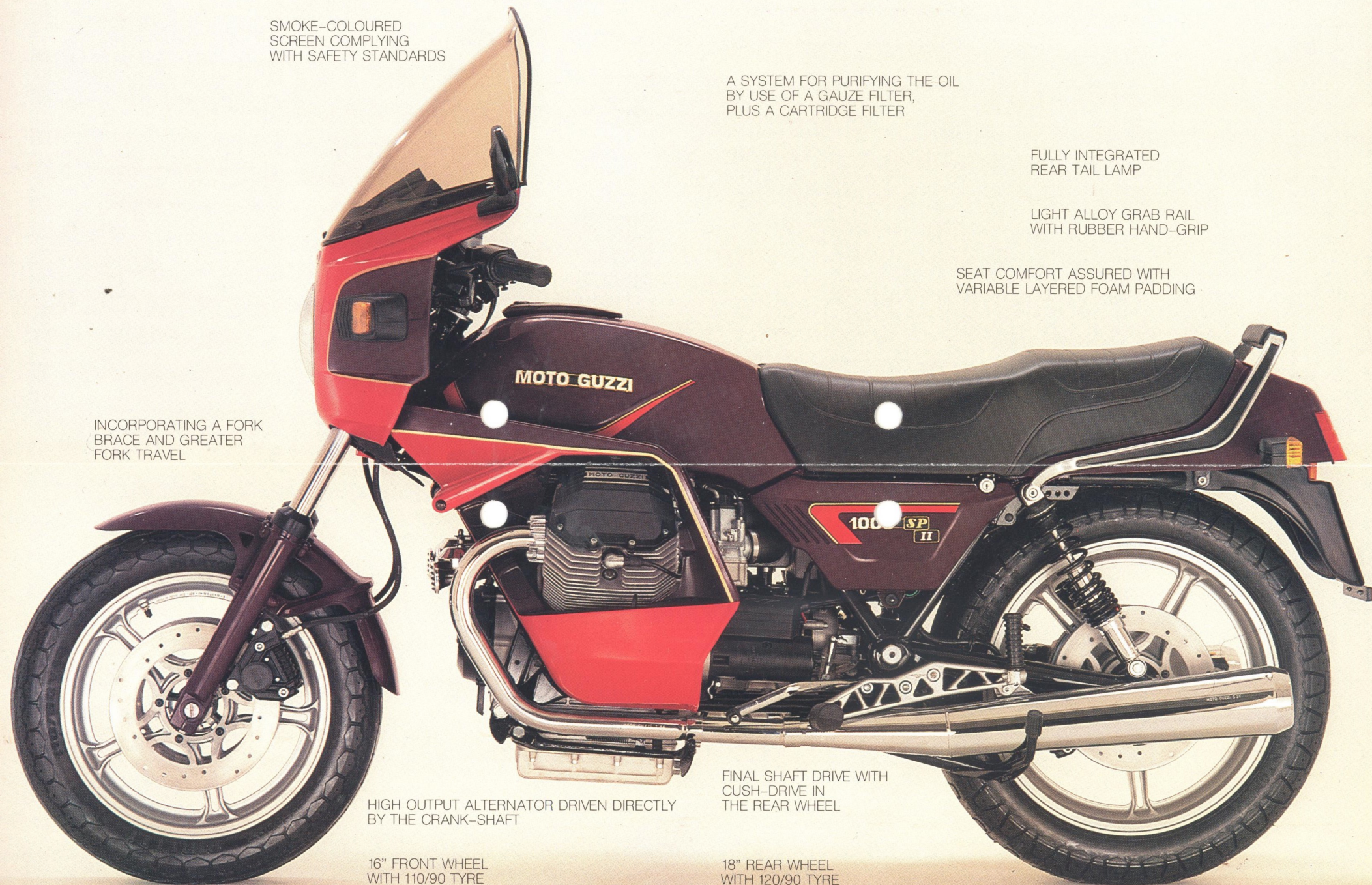
18" REAR WHEEL
WITH 120/90 TYRE

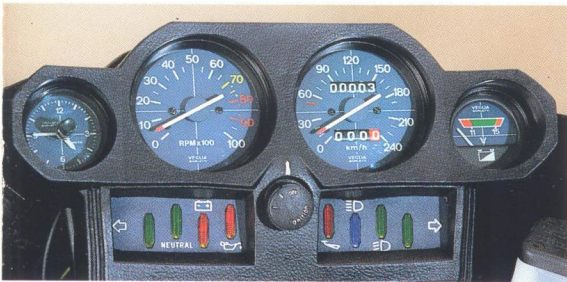
LIGHT ALLOY CAST WHEELS
(SAFETY RIMS)

SPECIAL LIGHT ALLOY CYLINDERS
WITH SPECIAL PATENTED COATING
BY MOTO GUZZI

FRONT AND REAR
SUSPENSIONS WITH
OIL/AIR DAMPERS

NEW SILENCERS PROVIDING NOISE
CONTROL SYSTEM, COMBINED WITH EXPANSION
VOLUMES AND RESONANT CHAMBERS



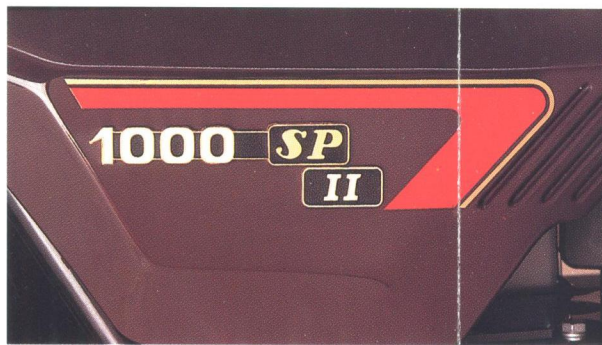


COMPREHENSIVE INSTRUMENT PANEL

CONTAINING: REV. COUNTER, SPEEDOMETER WITH TRIPMETER, VOLTMETER AND QUARTZ CLOCK. SIX WARNING LIGHTS ENSURE COMPLETE RIDER CONTROL. NEW DESIGN SWITCH ASSEMBLIES.



NEW GUZZI 1000 SP II: REMARKABLE DETAILS FOR AN OUTSTANDING MACHINE



THE INTEGRAL BRAKING SYSTEM®

IT IS ONE OF THE MORE REVOLUTIONARY INVENTIONS IN MOTORCYCLING, THE RESULT OF **MOTO GUZZI** PERSISTING RESEARCHES IN THE SAFETY FIELD. WITH A LIGHT PRESSURE ON THE PEDAL THE FLUID MOVES SIMULTANEOUSLY AND COMPENSATES THE FRONT AND THE REAR DISC, WHICH ARE BALANCED TO AVOID SEIZING THE WHEELS. THE LEVER ON THE HANDLEBAR MOVES INDEPENDENTLY THE SECOND DISC-BRAKE ON THE FRONT WHEEL.



The SP fairing was designed in the famous factory wind tunnel, not just to be aerodynamically correct for the machine, but to be correct for the machine with rider mounted. This design concept offers the rider not only protection from the weather and outstanding streamlining but with integral front spoilers the machine's front end is held more firmly on the road at high speeds. This safer fairing combined with **MOTO GUZZI** unique integral brake system helps to make this machine the world's safest, most beautiful and exciting motorcycle.

 **MOTO GUZZI** An Italian dimension the world admires

TECHNICAL SPECIFICATIONS

Engine twin cylinder, 4-stroke, V 90°

Displacement 948,8 cc

Bore and stroke 88 x 78

Max output 67 HP at 6700 r.p.m.

Max torque 7,7 kgm at 5200 r.p.m.

Fuel delivery two carburetors Ø 30, whit air filtering and inlet silencer

Ignition current distributor

Starting electric

Clutch dry with double disc

Compression ratio 9,2 to 1

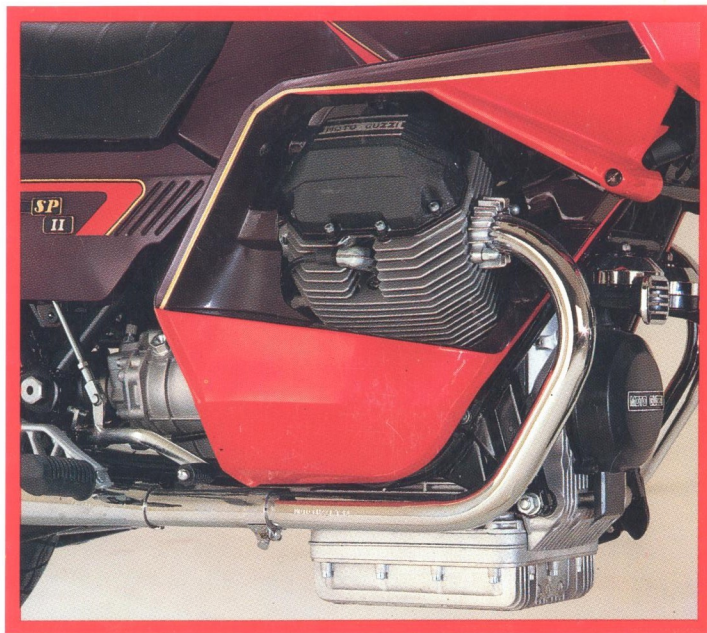
Timing O.H.V.

Lubrication by pressure pump

Transmission primary by gears, secondary by cardan shaft with

cush-drive in the wheel

Gearbox 5-speed



Frame duplex cradle, disassemblable

Suspensions front, Moto Guzzi telescopic air fork with pressure equalizer; rear, swinging fork with adjustable hydraulic dampers

Instrument panel speedometer, rev-counter, voltmeter, quartz clock on panel complete with warning lights

Electrical system 12 V – Alternator 14 V - 20 A – Battery 24 Ah

Brakes twin front disc, single rear disc with *Integral Braking System* device

Wheels light alloy casting; rims: front 16" - rear 18"

Tyres front 110/90 H 16 or 110/90 V 16
rear 120/90 H 18 or 120/90 V 18

Fuel tank capacity 26 lts approx (5,7 gls)

Fuel consumption 5,8 lts x 100 kms, CUNA Standards (1,27 gls)

Maximum speed 200 kms/h approx (124 m.p.h.)

Dry weight 220 kgs (485 lbs)

