

750 POLICE SPECIAL



GENERAL SPECIFICATIONS

ENGINE

Cycle : 4 strokes
 Number of cylinders : 2
 Cylinder disposition : "V" 90°
 Bore : 83 mm. (3.26")
 Stroke : 70 mm. (2.75")
 Displacement : 757.486 cc. (46.21 cu. in.)
 Compression ratio : 9 to 1
 Revs at maximum engine speed : 6500 r.p.m.
 Output at maximum engine speed : 60 HP SAE
 Crankcase : in light alloy
 Cylinders : in light alloy with hard chromed barrels
 Cylinder heads : in light alloy, hemispherical, with special cast iron insert-seats
 Crankshaft : steel construction
 Crankshaft supports : in anti-friction material pressed in 2 suitable housings (as used in all F1 race cars)
 Connecting rods : steel construction with AL-TIN alloy thin wall bearings in light alloy.
 Pistons : VALVE GEAR—O.H.V., push rod operated via the camshaft in the crankcase and gear driven by the crankshaft.
 Inlet : opens 24° before TDC closes 58° after BCD
 Exhaust : opens 58° after BDC closes 22° after TDC
 Rocker clearance for valve timing : 0.5 mm. (.0196")
 Normal rocker clearance (cold engine) inlet 0.15 mm. (.0059") Ex 0.25 (.0098")
 CARBURATION—2 Dell'Orto carburetors type VHB 29 CD (right) and VHB 29 CS (left) both gravity fed from the tank. Air intake provided with dry filter.

LUBRICATION—Pressure, by gear pump driven by the crankshaft.
 Oil strainer in crankcase.
 Normal lubrication pressure (54 to 60 lbs. controlled by relief valve.)
 Electrically controlled oil pressure gauge.
 IGNITION—By battery with automatic advance distributor.
 Initial advance: 10°.
 Automatic advance: 28°.
 Ignition timing 38° full advance.
 Contact breaker gap: 0.42-0.48 mm. (.016-.018")
 Spark plug: n. 225 in Bosch-Marelli scale or equivalent.
 Plug point gap: 0.6 mm. (.023")
 Ignition coil.
 WHEELS—18 x 3 alloy rims, front and rear.
 TIRES—4.00 x 18 front and rear.
 BRAKES—Twin leading shoes front brake operated by hand lever on the right handlebar.
 Large rear brake operated on right hand side of machine.

OVERALL DIMENSIONS AND WEIGHT

Wheelbase : 1.470 mts. (about 57.8")
 Length : 2.245 " (" 88.3")
 Width : 0.830 " (" 32.6")
 Height (dry) : 1.070 " (" 42.1")
 Minimum ground clearance : 0.150 " (" 5.9")
 Curb weight : 240 kgs. (" 530 lbs.)
 PERFORMANCE—Maximum permissible speeds and gradients climbable in each gear, solo riding.
 Low gear : 62 kms/h (38.5 m.p.h.) climbing ability: 60%
 Second gear : 104.250 kms/h (64.6 m.p.h.) climbing ability: 40%
 Third gear : 145.250 kms/h (89.2 m.p.h.) climbing ability: 20%
 High gear : 185.276 kms/h (115 m.p.h.) climbing ability: 8%

STARTING — Electric starter with electromagnetic ratchet control.
 EXHAUST SYSTEM—Dual exhaust pipes and mufflers

TRANSMISSION

CLUTCH—Twin driven plates, dry type, located on the flywheel.
 Controlled by lever on left handlebar.
 GEAR BOX—Four speeds, frontal engagement. Constant mesh gears.
 Cush drive incorporated.
 Engine gear-box ratio : 1 to 1.375 (16-22)
 Internal gear ratios:
 Low gear : 1 to 2.230 (13-29)
 Second gear : 1 to 1.333 (18-24)
 Third gear : 1 to 0.954 (22-21)
 High gear : 1 to 0.750 (24-18)
 SECONDARY DRIVE—By constant speed double joint cardan shaft.
 Layshaft bevel gears- rear wheel ratio: 4.375 (8-35).
 Overall gear ratios:
 Low gear : 1 to 11.628
 Second gear : 1 to 7.597
 Third gear : 1 to 5.738
 High gear : 1 to 5.511
 SUSPENSION—Telescopic front fork, 5.4-oz. 30 wt. non-detergent.
 STANDARD FACTORY EQUIPMENT—Solo seat, radio carrier, police handlebars, front and rear safety bars, foldable footboards, police instrument panel, special wiring for additional lighting and brackets for easy attachment of windshield, pursuit lights, turn signals, siren, saddlebags and radio equipment.
 FUEL AND OIL CAPACITIES
 FUEL TANK—5.84 U.S. gallons.
 CRANKCASE—3 1/4 quarts (20-50 multi-base)
 TRANSMISSION—1 3/4 pints (80-90-140) combined;
 REAR DRIVE BOX—1/2 pint (80-90-140) combined;

Here's what the experts had to say about the 750cc Guzzi .

CYCLE:

"To our knowledge there is only one, maybe two, competitors in style to this bike — and both of them suffer distinct disadvantages."

"With its enclosed shaft drive, wet sump, and dry clutch, the Ambassador is very carlike in character — and it's equally durable."

Our test machine was in perfect tune — perfect — the minute we fired it up. Five hundred miles later we had not made a single mechanical adjustment or correction of any kind."

"If it dwarfs the ordinary motorcycle, it also dwarfs the miles. Start for Fairbanks on the Guzzi and you'll get there."

"An 80-mph crosswind won't phase it. It doesn't even quiver in the blast from passing semis. Majestically, massively, it devours the miles."

"Certainly the Guzzi's 90-degree V-twin powerplant is smoother than any vertical twin."

"It has the kind of smoothness that let's you stay astride for as many hours as you can stay awake. Ride all day and half the night — you won't get numb on the Guzzi."

"We say it's not a sprinter, but it will crack off a quarter mile in 14.36 seconds. That's as fast as most of the 'light-weight' British 650's."

"It will satisfy the man who wants strength, stamina and durability in a motorcycle, the man who has a long way to go and doesn't want to spend half of his travel time making adjustments or repairs."

CYCLE WORLD:

"If Roman Gods rode motorcycles, the Moto Guzzi would surely be the choice of Bacchus. It oozes pleasure and fleshy affluence. It is a big, stylish and strong road machine that reeks of luxurious plenty; a genuine ultra-bike."

"Acceleration for a machine this size is excellent."

"Power output is rated at 60bhp and test results bear this out as a totally honest figure."

"Throughout the test, CW riders missed not one shift."

"As discovered earlier, the machine's appearance belies its capabilities, and handling is no exception."

"The handlebar/seat/footpeg layout is comfortable enough for all-day touring and, together with the Moto Guzzi's high speed handling virtues, make this one of the most desirable touring mounts we've ever encountered."

"The machine proved always willing to take its rider almost anywhere at a moment's notice, and do it right smartly."

MOTORCYCLIST:

"One thing that just about shook us out of our saddles was the fact that this big, heavy bike will either spin its tire in second, or lift its front wheel on a shift to second. This, of course, will depend on the skill of the rider, but can you imagine enough torque from an engine like this one to 'pop a wheelie' at the snap of a throttle?"

"The bike is absolutely too much, but it's the engine that immediately tells you that the Guzzi is not an ordinary motorcycle."

"In high gear you can actually feel the punch when you're running at 100 and crack the throttle."

"The engine produces so much torque, that four speeds in the cogbox are more than enough. Our test bike wasn't even slightly broken in, but yet it would puit along at 20 miles an hour in high gear, and then accelerate to 111 miles an hour in high gear."

"We could go on and on about the new Moto Guzzi Ambassador II, but we're running out of space. If you're considering a motorcycle for long distance touring, and you desire comfort and prestige, check into this bike. We're sure you'll like it."

DEPENDABLE MOBILITY

FOR PATROL, ESCORT OR PURSUIT

