

MOTO GUZZI WOULD LIKE TO THANK YOU

for choosing one of its products. We have compiled this booklet to provide a comprehensive overview of your vehicle's quality features. Please read it carefully before riding the vehicle for the first time. It contains information, tips and precautions for using your vehicle. It also describes features, details and devices to assure you that you have made the right choice. We believe that if you follow our suggestions, you will soon get to know your new vehicle well and that it will continue to give you satisfactory service for many years to come. This booklet forms an integral part of the vehicle; should the vehicle be sold, it must be transferred to the new owner.

V7 III Special - V7 III Stone - V7 III Racer



The instructions in this manual have been prepared to offer mainly a simple and clear guide to its use; it also describes routine maintenance procedures and regular checks that should be carried out on the vehicle at an **authorised Moto Guzzi Dealer or Workshop**. The booklet also contains instructions for simple repairs. Any operations not specifically described in this booklet require the use of special tools and/or particular technical knowledge; for these operations, please take your vehicle to an **authorised Moto Guzzi Dealer or Workshop**.



Personal safety

Failure to completely observe these instructions will result in serious risk of personal injury.



Safeguarding the environment

Sections marked with this symbol indicate the correct use of the vehicle to prevent damaging the environment.



Vehicle intactness

The incomplete or non-observance of these regulations leads to the risk of serious damage to the vehicle and sometimes even the invalidity of the guarantee

The symbols illustrated above are very important. They are used to highlight parts of the booklet that should be read with particular care. The different symbols are used to make each topic in the manual simple and quick to locate. Before starting the engine, read this booklet thoroughly and the "SAFE RIDING" section in particular. Your safety as well as other's does not only depend on the quickness of your reflexes and agility, but also on how well you know your vehicle, the state of maintenance of the vehicle itself and your knowledge of the rules for SAFE RIDING. For your safety, get to know your vehicle well so as to safely ride and master it in road traffic IMPORTANT This booklet is an integral part of the vehicle, and must be handed to the new owner in the event of sale.

INDEX

GENERAL RULES.....	7	Refuelling.....	65
Carbon monoxide.....	8	Rear shock absorbers adjustment.....	66
Fuel.....	8	Check front fork.....	70
Hot components.....	9	Justering af greb til forbremse.....	71
Warning lights.....	9	Rear brake pedal adjustment.....	71
Used engine oil and gearbox oil.....	10	Clutch lever adjustment.....	71
Brake fluid.....	11	Gear pedal adjustment.....	72
Battery hydrogen gas and electrolyte.....	11	Running in.....	73
Reporting of defects that affect safety.....	12	Starting up the engine.....	74
VEHICLE.....	13	Moving off / riding.....	75
Arrangement of the main components.....	14	Stopping the engine.....	79
Dashboard.....	23	Parking.....	80
Instrument panel.....	27	Catalytic silencer.....	81
Light unit.....	33	Stand.....	82
Digital lcd display.....	33	Suggestion to prevent theft.....	83
Alarms.....	35	Safe driving.....	84
Control buttons.....	36	Basic safety rules.....	85
Advanced functions.....	40	MAINTENANCE.....	91
Ignition switch.....	44	Foreword.....	92
Locking the steering wheel.....	45	Engine oil level check.....	92
Horn button.....	45	Engine oil top-up.....	93
Switch direction indicators.....	46	Engine oil change.....	94
High/low beam selector.....	46	Bevel gear pair oil level.....	96
Passing button.....	47	Gearbox oil level.....	97
Start-up button.....	47	Tyres.....	97
Engine stop switch.....	48	Spark plug dismantlement.....	100
System ABS.....	48	Removing the sides.....	100
MGCT system(Moto Guzzi Controllo Trazione).....	52	Removing the air filter.....	102
The saddle.....	56	Checking the brake oil level.....	103
Opening the saddle.....	58	Braking system fluid top up.....	105
Identification.....	59	Use of a new battery.....	105
USE.....	61	Checking the electrolyte level.....	106
Checks.....	62	Charging the battery.....	106

Long periods of inactivity.....	107
Fuses.....	108
Lamps.....	110
Headlight adjustment.....	111
Front direction indicators.....	113
Rear optical unit.....	114
Rear turn indicators.....	115
Rear-view mirrors.....	116
Front and rear disc brake.....	117
Periods of inactivity.....	119
Cleaning the vehicle.....	121
Transport.....	127
TECHNICAL DATA.....	129
PROGRAMMED MAINTENANCE.....	137
Scheduled maintenance table.....	138
Recommended products.....	141
SPECIAL FITTINGS.....	143
Accessories index.....	144

V7 III Special - V7 III Stone - V7 III Racer



Chap. 01
General rules

Carbon monoxide

CAUTION



EXHAUST EMISSIONS CONTAIN CARBON MONOXIDE, A POISONOUS GAS WHICH CAN CAUSE LOSS OF CONSCIOUSNESS AND EVEN DEATH.

CAUTION



CARBON MONOXIDE IS ODOURLESS AND COLOURLESS, THEREFORE IT CANNOT BE DETECTED BY SMELL, SIGHT OR OTHER SENSES. DO NOT BREATHE IN EXHAUST FUMES UNDER ANY CIRCUMSTANCES.

Fuel

CAUTION



THE FUEL USED TO POWER INTERNAL COMBUSTION ENGINES IS HIGHLY FLAMMABLE AND MAY BE EXPLOSIVE UNDER CERTAIN CONDITIONS. IT IS THEREFORE RECOMMENDED TO CARRY OUT REFUELLING AND MAINTENANCE PROCEDURES IN A VENTILATED AREA WITH THE ENGINE SWITCHED OFF. DO NOT SMOKE DURING REFUELLING OR NEAR FUEL VAPOUR. AVOID ANY CONTACT WITH NAKED FLAME, SPARKS OR OTHER HEAT SOURCES WHICH MAY CAUSE IGNITION OR EXPLOSION.

DO NOT ALLOW FUEL TO DISPERSE INTO THE ENVIRONMENT.

KEEP OUT OF THE REACH OF CHILDREN.



IF THE VEHICLE FALLS OR IS ON A STEEP INCLINE FUEL CAN LEAK.

Hot components

The engine and the exhaust system components get very hot and remain in this condition for a certain time interval after the engine has been switched off. Before handling these components, make sure that you are wearing insulating gloves or wait until the engine and the exhaust system have cooled down.

Warning lights



IF THE ALARM WARNING LAMPS ILLUMINATE DURING THE NORMAL ENGINE OPERATION, THIS MEANS THAT THE ELECTRONIC CONTROL UNIT HAS FOUND AN ABNORMALITY.



IF THE GENERAL ALARM WARNING LAMP FLASHES DURING THE NORMAL ENGINE OPERATION, THIS MEANS THAT THE OIL PRESSURE IN THE CIRCUIT IS INSUFFICIENT.

IN THIS CASE THE ENGINE MUST BE SHUT OFF IMMEDIATELY IN ORDER TO PREVENT POSSIBLE DAMAGE.



PERFORM THE MOTOR OIL LEVEL CHECK. IF THE INSUFFICIENT MOTOR OIL PRESSURE LIGHT REMAINS DESPITE THE ABOVE PROCEDURE BEING PERFORMED CORRECTLY, CONTACT AN AUTHORIZED Moto Guzzi Dealer TO HAVE THE SYSTEM CHECKED.

Used engine oil and gearbox oil

CAUTION



IT IS ADVISABLE TO WEAR PROTECTIVE IMPERMEABLE GLOVES WHEN SERVICING THE VEHICLE.

THE ENGINE OR GEARBOX OIL MAY CAUSE SERIOUS INJURIES TO THE SKIN IF HANDLED FOR PROLONGED PERIODS OF TIME AND ON A REGULAR BASIS.

WASH YOUR HANDS CAREFULLY AFTER HANDLING OIL.

HAND THE OIL OVER TO OR HAVE IT COLLECTED BY THE NEAREST USED OIL RECYCLING COMPANY OR THE SUPPLIER.

DO NOT DISPOSE OF OIL IN THE ENVIRONMENT

KEEP OUT OF THE REACH OF CHILDREN.

Brake fluid



BRAKE FLUID MAY BE HARMFUL TO PAINTWORK, PLASTIC AND RUBBER. WHEN SERVICING THE BRAKING SYSTEM PROTECT THESE COMPONENTS WITH A CLEAN CLOTH. ALWAYS WEAR PROTECTIVE GOGGLES WHEN SERVICING THESE SYSTEMS. BRAKE FLUID IS EXTREMELY HARMFUL TO THE EYES. IN THE EVENT OF ACCIDENTAL CONTACT WITH THE EYES, RINSE THEM IMMEDIATELY WITH PLENTY OF COLD, CLEAN WATER AND SEEK MEDICAL ADVICE.

KEEP OUT OF THE REACH OF CHILDREN.

Battery hydrogen gas and electrolyte

CAUTION



THE BATTERY ELECTROLYTE IS TOXIC, CORROSIVE AND AS IT CONTAINS SULPHURIC ACID, IT CAN CAUSE BURNS WHEN IN CONTACT WITH THE SKIN. WHEN HANDLING BATTERY ELECTROLYTE, WEAR TIGHT-FITTING GLOVES AND PROTECTIVE APPAREL. IN THE EVENT OF SKIN CONTACT WITH THE ELECTROLYTIC FLUID, RINSE WELL WITH PLENTY OF CLEAN WATER. IT IS PARTICULARLY IMPORTANT TO PROTECT YOUR EYES BECAUSE EVEN TINY AMOUNTS OF BATTERY ACID MAY CAUSE BLINDNESS. IF THE FLUID GETS IN CONTACT WITH YOUR EYES, WASH WITH ABUNDANT WATER FOR FIFTEEN MINUTES AND CONSULT AN EYE SPECIALIST IMMEDIATELY. THE BATTERY RELEASES EXPLOSIVE GASES; KEEP IT AWAY FROM FLAMES, SPARKS, CIGARETTES OR ANY OTHER HEAT SOURCES. ENSURE ADEQUATE VENTILATION WHEN SERVICING OR RECHARGING THE BATTERY.

KEEP OUT OF THE REACH OF CHILDREN.

BATTERY LIQUID IS CORROSIVE. DO NOT POUR OR SPILL ON PLASTIC COMPONENTS IN PARTICULAR. ENSURE THAT THE ELECTROLYTIC ACID IS COMPATIBLE WITH THE BATTERY BEING ACTIVATED.

Reporting of defects that affect safety

Unless otherwise specified in this Use and Maintenance Booklet, do not remove any mechanical or electrical component.

CAUTION

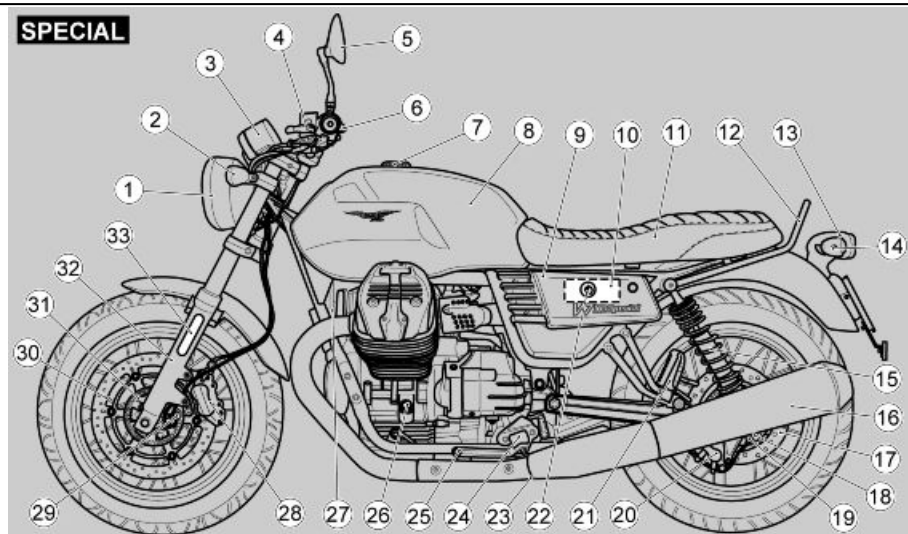
SOME CONNECTORS IN THE VEHICLE MAY BE ACCIDENTALLY SWAPPED AND MAY COMPROMISE NORMAL VEHICLE OPERATION IF INCORRECTLY INSTALLED.

V7 III Special - V7 III Stone - V7 III Racer

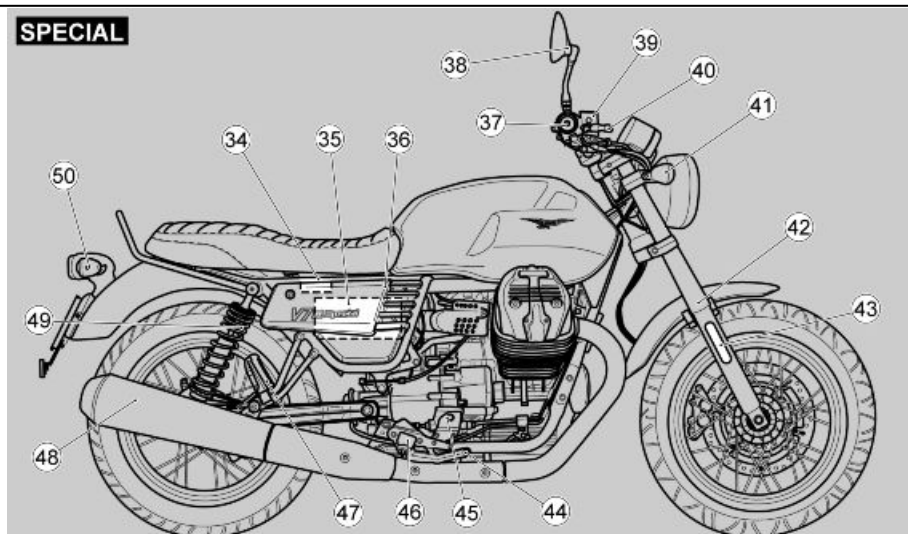


**Chap. 02
Vehicle**

Arrangement of the main components (02_01, 02_02, 02_03,
02_04, 02_05, 02_06)



02_01

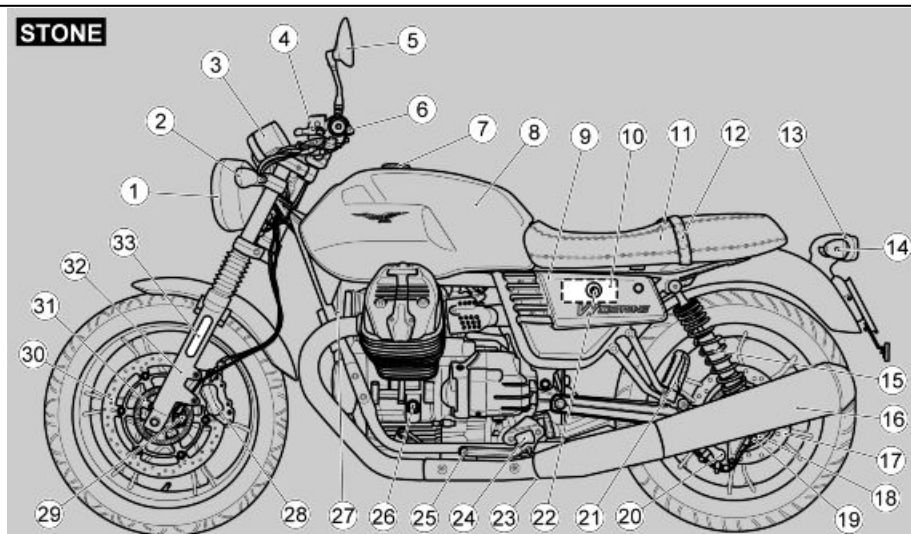


02_02

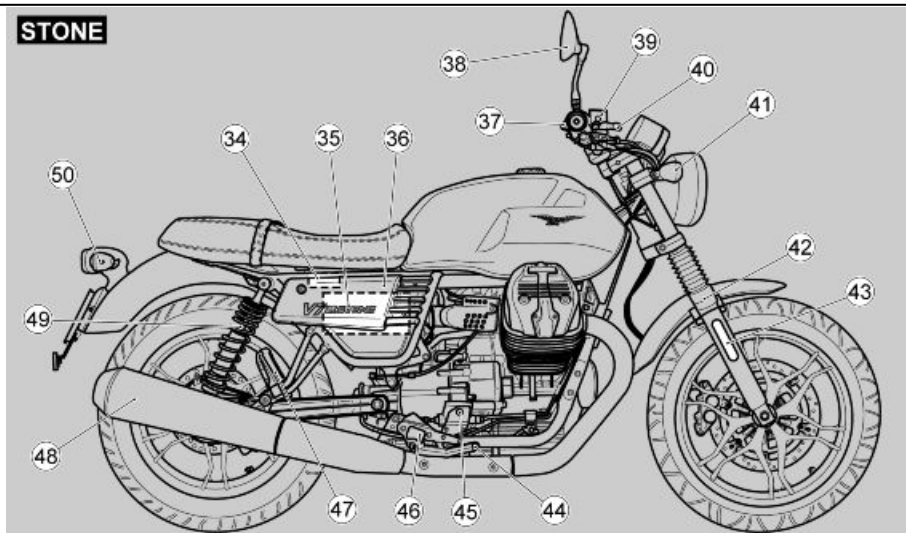
V7 III Special key:

1. Front headlight
2. Front left turn indicator
3. Instrument panel
4. Clutch lever
5. Left rear-view mirror
6. Left light switch
7. Fuel tank cap
8. Fuel tank
9. Left side fairing
10. Air filter
11. Saddle
12. Rear handle
13. Taillight

14. Rear left turn indicator
15. Rear left shock absorber
16. Left silencer
17. Rear brake disc
18. Rear tone wheel
19. Rear speed sensor
20. Rear brake calliper
21. Passenger left footrest
22. Seat lock
23. Side stand
24. Left rider footrest
25. Gear shift lever
26. Engine oil level dipstick/cap
27. Horn
28. Front brake calliper
29. Front speed sensor
30. Front brake disc
31. Front tone wheel
32. Front left fork
33. Front left hand reflector
34. Fuse box
35. Battery
36. Right side fairing
37. Right light switch
38. Right rear-view mirror
39. Front brake fluid reservoir
40. Front brake lever
41. Front right turn indicator
42. Front right fork
43. Front right hand reflector
44. Rear brake lever
45. Rear brake fluid reservoir
46. Right rider footrest
47. Right passenger footrest
48. Exhaust muffler
49. Rear right shock absorber
50. Rear right turn indicator



02_03

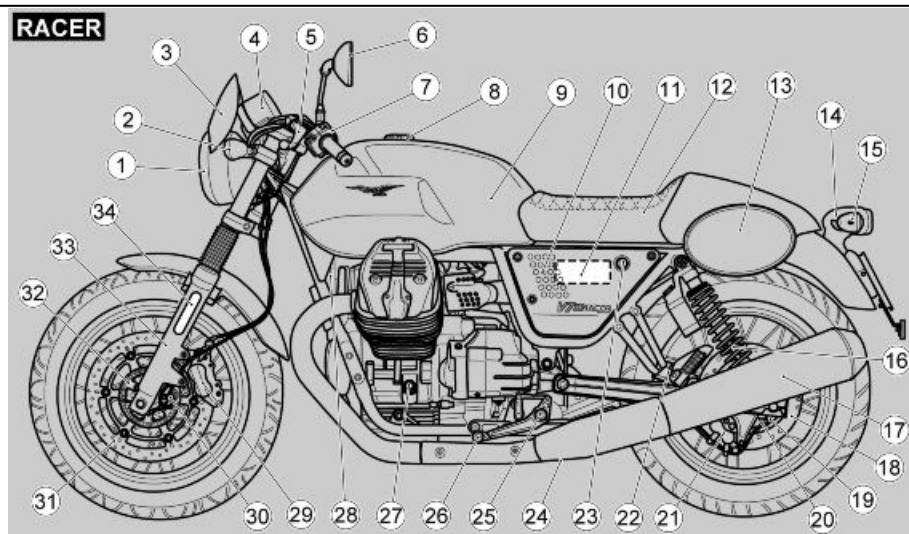


02_04

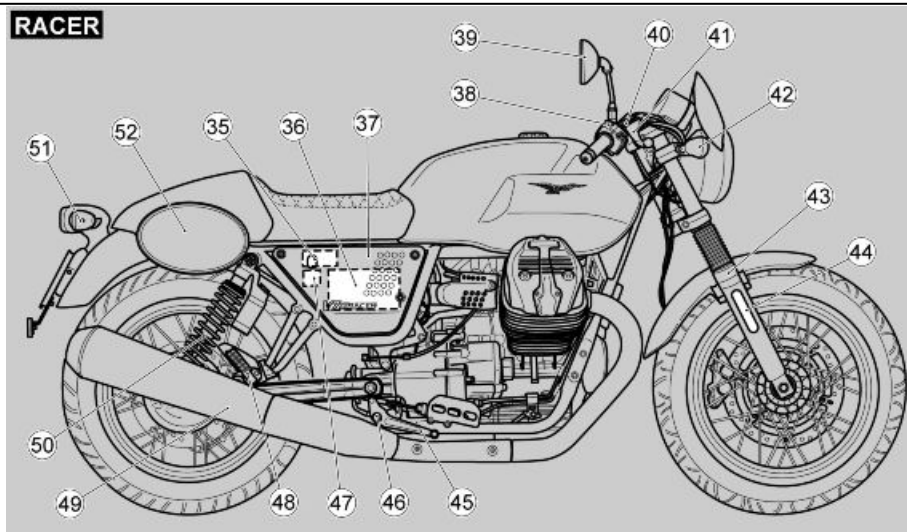
V7 III Stone key:

1. Front headlight
2. Front left turn indicator
3. Instrument panel
4. Clutch lever
5. Left light switch
6. Left rear-view mirror
7. Fuel tank cap
8. Fuel tank
9. Left side fairing
10. Air filter
11. Saddle
12. Passenger belt
13. Taillight

14. Rear left turn indicator
15. Rear left shock absorber
16. Left silencer
17. Rear brake disc
18. Rear tone wheel
19. Rear speed sensor
20. Rear brake calliper
21. Passenger left footrest
22. Seat lock
23. Side stand
24. Left rider footrest
25. Gear shift lever
26. Engine oil level dipstick
27. Horn
28. Front brake calliper
29. Front speed sensor
30. Front brake disc
31. Front tone wheel
32. Front left fork
33. Front left hand reflector
34. Fuse box
35. Battery
36. Right side fairing
37. Right light switch
38. Right rear-view mirror
39. Front brake fluid reservoir
40. Front brake lever
41. Front right turn indicator
42. Front right fork
43. Front right hand reflector
44. Rear brake lever
45. Rear brake fluid reservoir
46. Right rider footrest
47. Right passenger footrest
48. Right silencer
49. Rear right shock absorber
50. Rear right turn indicator



02_05



02_06

V7 III Racer key:

1. Front headlight
2. Front left turn indicator
3. Top fairing
4. Instrument panel
5. Clutch lever
6. Left rear-view mirror
7. Left light switch
8. Fuel tank cap
9. Fuel tank
10. Left side fairing
11. Air filter
12. Saddle
13. Left numberplate

14. Taillight
15. Rear left turn indicator
16. Rear left shock absorber
17. Left silencer
18. Rear brake disc
19. Rear tone wheel
20. Rear speed sensor
21. Rear brake calliper
22. Passenger left footrest
23. Seat lock
24. Side stand
25. Left rider footrest
26. Gear shift lever
27. Engine oil level dipstick/cap
28. Horn
29. Front brake calliper
30. Front speed sensor
31. Front brake disc
32. Front tone wheel
33. Front left fork
34. Front left hand reflector
35. Fuse box
36. Battery
37. Right side fairing
38. Right light switch
39. Right rear-view mirror
40. Front brake fluid reservoir
41. Front brake lever
42. Front right turn indicator
43. Front right fork
44. Front right hand reflector
45. Rear brake lever
46. Right rider footrest
47. Rear brake fluid reservoir
48. Right passenger footrest
49. Exhaust muffler
50. Rear right shock absorber
51. Rear right turn indicator

52. Right numberplate

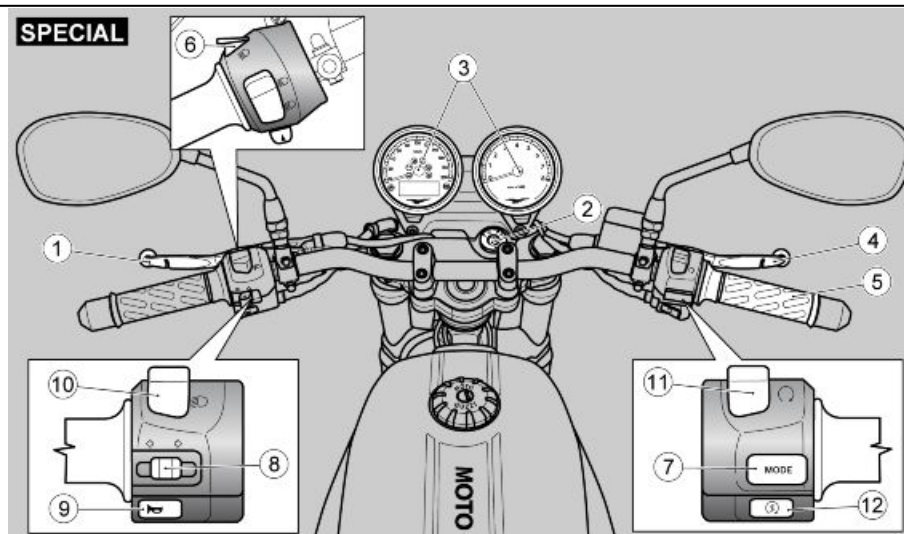
CAUTION

ANY IMPERFECTION OF THE TANK STRAP IS DUE TO THE NATURAL MATERIAL, LEATHER, WITH WHICH IT IS MADE AND WHICH OVER TIME CAN SHOW NORMAL SIGNS OF WEAR.

NOTE

ELECTRICAL COMPONENTS FUNCTION ONLY WHEN THE IGNITION KEY IS SET TO "ON"

Dashboard (02_07, 02_08, 02_09)

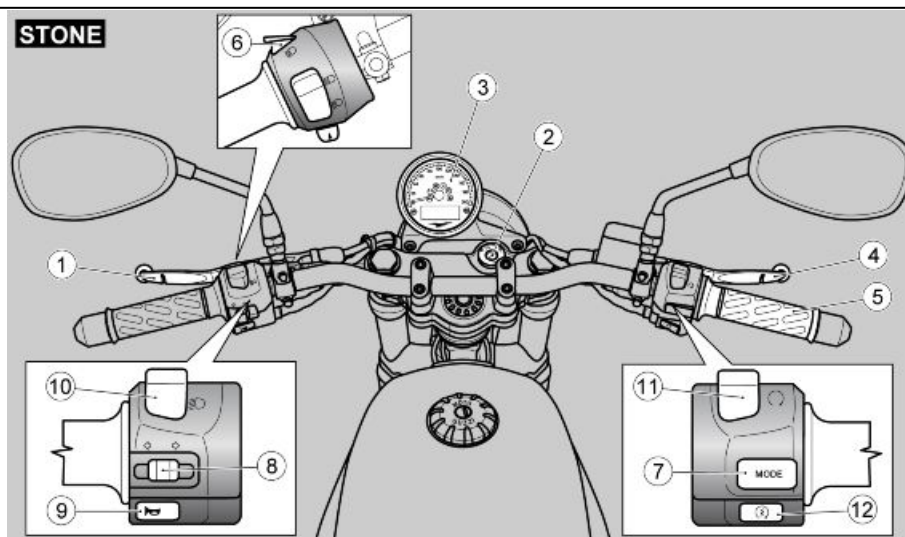


02_07

V7 III Special key:

1. Clutch control lever
2. Ignition switch /steering lock
3. Instruments and gauges
4. Front brake lever
5. Throttle grip
6. High beam flashing switch
7. "MODE" button
8. Turn indicator switch
9. Horn button
10. Light switch
11. Engine stop switch

12. Engine start/MGCT button

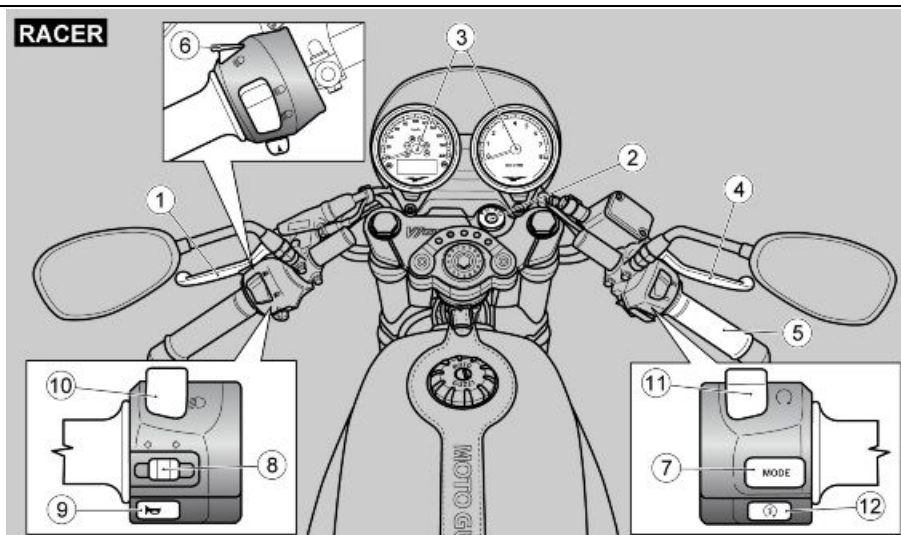


02_08

V7 III Stone key:

1. Clutch control lever
2. Ignition switch /steering lock
3. Instruments and gauges
4. Front brake lever
5. Throttle grip
6. High beam flashing switch
7. "MODE" button
8. Turn indicator switch
9. Horn button

- 10. Light switch
- 11. Engine stop switch
- 12. Engine start/MGCT button



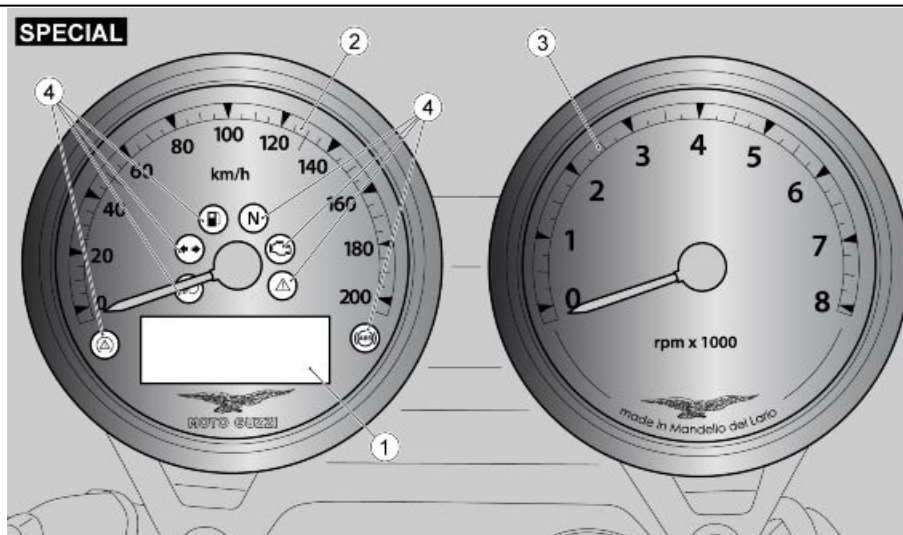
02_09

V7 III Racer key:

- 1. Clutch control lever
- 2. Ignition switch /steering lock
- 3. Instruments and gauges
- 4. Front brake lever
- 5. Throttle grip
- 6. High beam flashing switch
- 7. "MODE" button

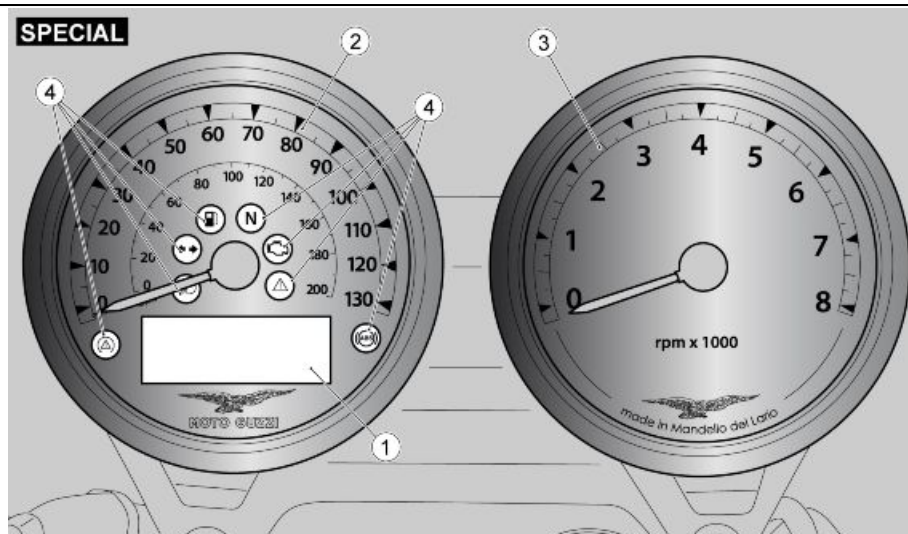
8. Turn indicator switch
9. Horn button
10. Light switch
11. Engine stop switch
12. Engine start/MGCT button

Instrument panel (02_10, 02_11, 02_12, 02_13, 02_14, 02_15)



02_10

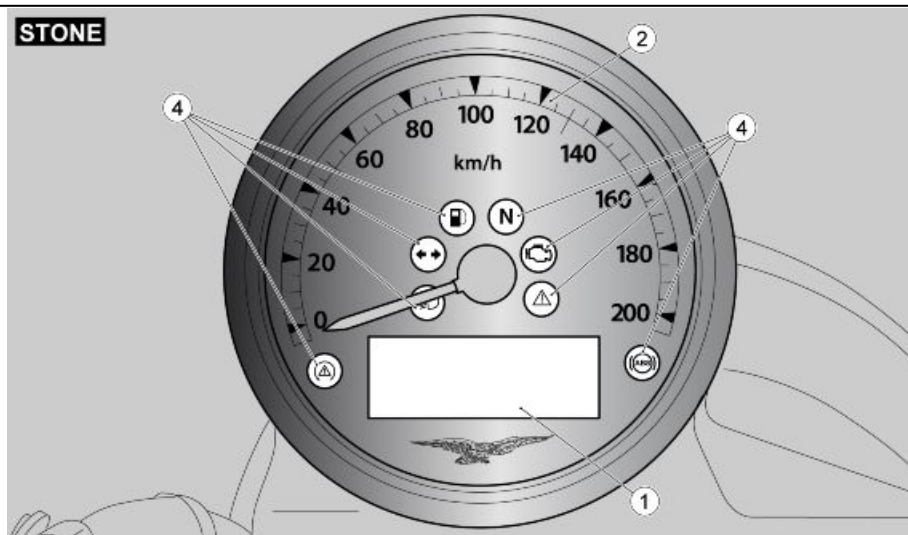
(IF AVAILABLE)



02_11

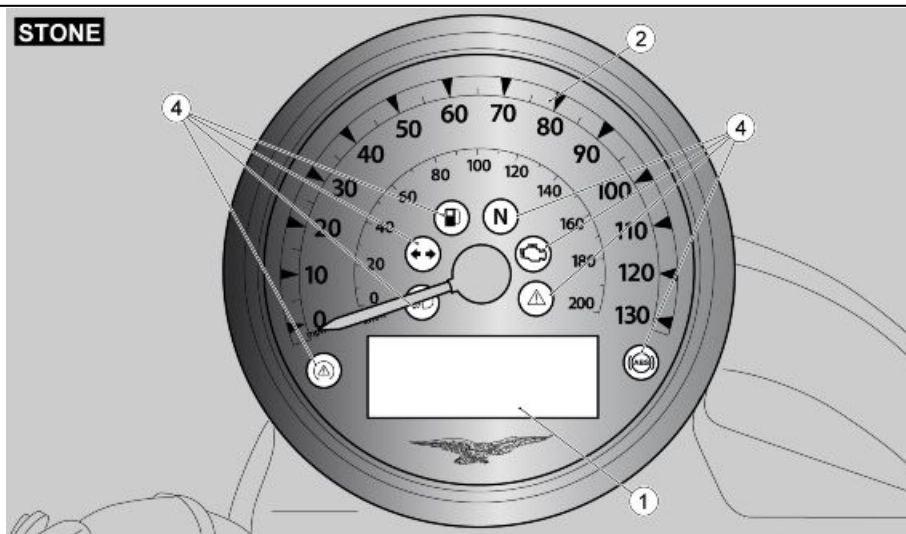
V7 III Special key:

1. Multifunctional digital display
2. Speedometer
3. Rpm indicator
4. Warning lights



02_12

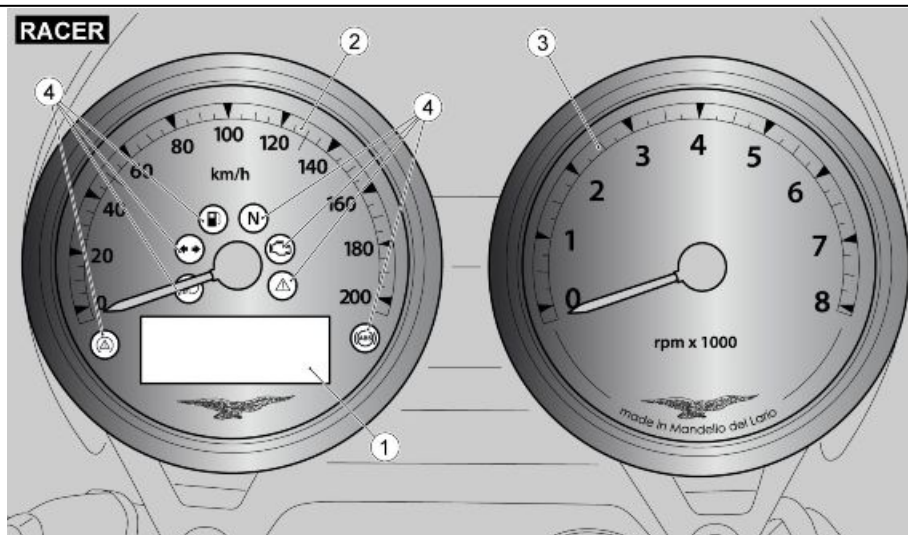
(IF AVAILABLE)



02_13

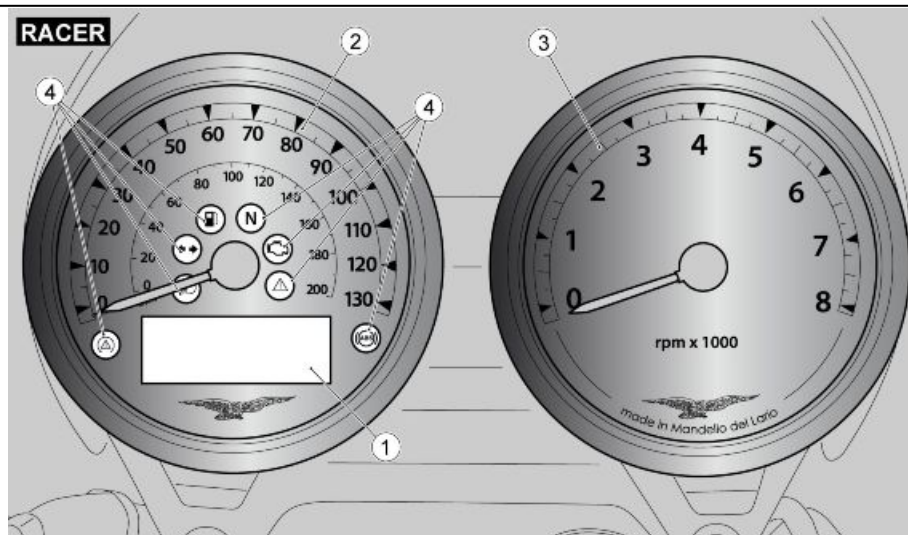
V7 III Stone key:

1. Multifunctional digital display
2. Speedometer
3. Warning lights



02_14

(IF AVAILABLE)



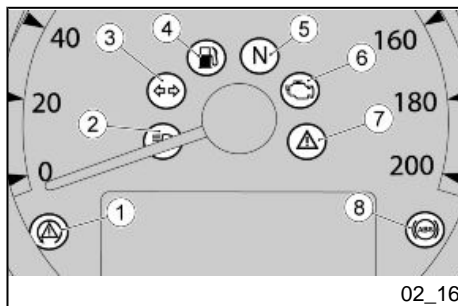
02_15

V7 III Racer key:

1. Multifunctional digital display
2. Speedometer
3. Rpm indicator
4. Warning lights

NOTE

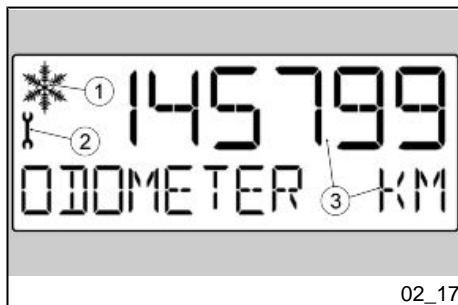
**INFORMATION ON THE DIGITAL DISPLAY (1) IS AVAILABLE IN ENGLISH ONLY.
THE LANGUAGE USED CANNOT BE CHANGED.**



Light unit (02_16)

key:

1. MGCT warning light (amber yellow)
2. High beam warning light (blue)
3. Turn indicator warning light (green)
4. Amber low fuel warning light (yellow)
5. Neutral gear warning light (green)
6. MI general alarm warning lamp (amber)
7. General alarm warning lamp (red)
8. ABS warning light (amber)

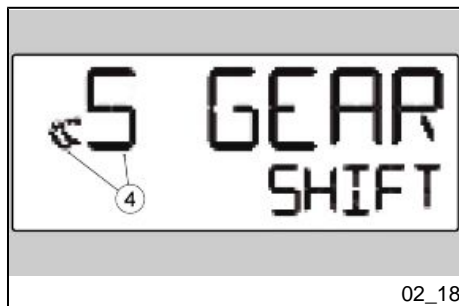


Digital lcd display (02_17, 02_18, 02_19, 02_20)

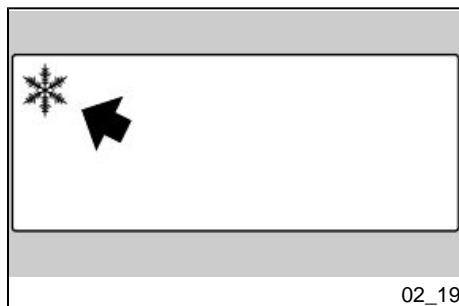
- By turning the ignition key to "ON", the system works as follows:
 - all indicator lamps illuminate simultaneously for three seconds (lamp check);
 - it resets the position of all the needles, which afterwards go to the bottom of the scale and return to zero;
 - the backlight is temporarily set to maximum brightness;
 - all indicator lamps are extinguished (except active indicator lamps), the brightness setting set previously by the user is restored and the normal display mode is restored.

The standard settings that can be viewed on the display are:

- 1) Ice alarm (may be displayed with temperatures equal to or below 3°C / 37.4°F);
- 2) Maintenance icon
- 3) Trip computer log or alarms stored
- 4) Gear selected (calculated) (*)



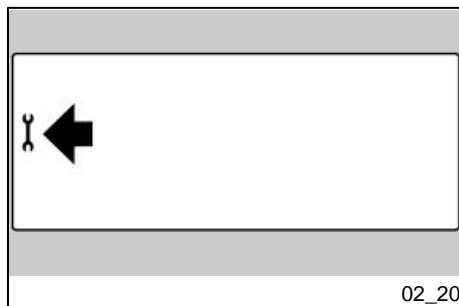
(*) The selected gear is calculated from the vehicle speed and engine speed values. If the clutch lever is applied or if the vehicle is stationary, this calculation is not possible and the symbol "-" is displayed.



Ice warning alarm

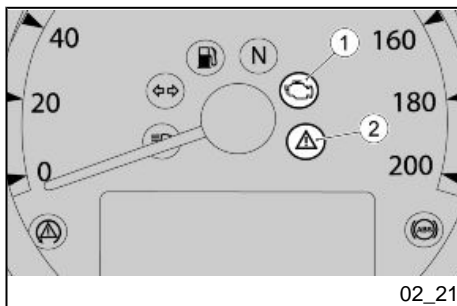
The ice symbol is shown at the top left of the LCD display if the external temperature is 3°C / 37.4°F or lower. Ride with extreme care.

When this temperature rises the symbol will disappear.



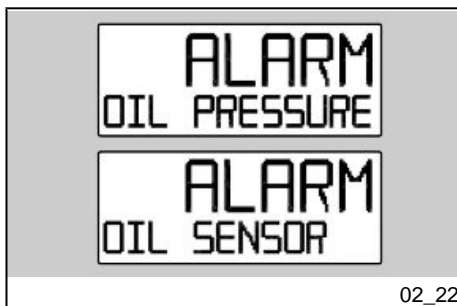
Maintenance icons

- The system displays the function as follows:
 - when a maintenance interval threshold is exceeded (except for the first one), an icon with a spanner is shown on the LCD display.
 - Consult an Official **Moto Guzzi** Dealer to reset Service.



Alarms (02_21, 02_22)

If the instrument panel or ECU detect a digital display fault, when alarm descriptions are displayed, the warning lamp MI (1) and the general alarm warning lamp (2) also illuminate.



Oil pressure and Oil sensor

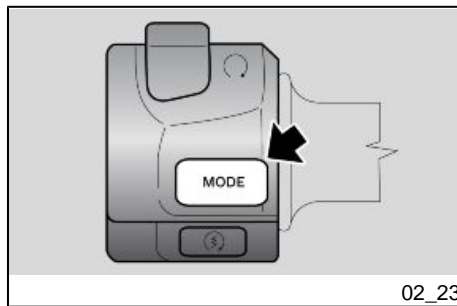
In the event of an oil pressure fault or if the oil pressure sensor is disconnected, the message "ALARM OIL PRESSURE" or "ALARM OIL SENSOR" is shown on the display. The general alarm warning lamp (2) lights steadily if the fault is relative to the oil pressure sensor, and flashes if the alarm is relative to oil pressure.

CAUTION

ALARM OIL PRESSURE: IN CASE OF INSUFFICIENT PRESSURE, THE WARNING LIGHT FLASHES. SWITCH OFF THE ENGINE IMMEDIATELY AND TAKE THE MOTORCYCLE TO AN Official Moto Guzzi Dealer USING A ROADSIDE ASSISTANCE VEHICLE.

ALARM OIL SENSOR: IN CASE OF FAULT OF THE OIL PRESSURE SENSOR, THE WARNING LIGHT REMAINS ON STEADY. AS SOON AS POSSIBLE BRING THE MOTORCYCLE TO AN Official Moto Guzzi Dealership.

When an alarm is shown on the display, press the "MODE" button to return to the trip journal information display mode. After 10 seconds, the information relative to the alarm displayed beforehand returns to the foreground on the digital display.



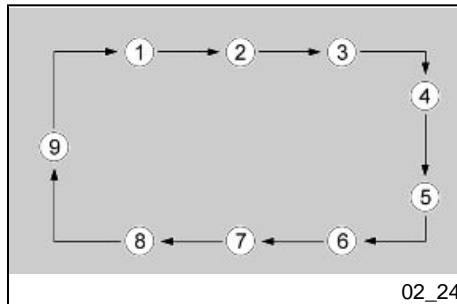
02_23

Control buttons (02_23, 02_24, 02_25, 02_26, 02_27, 02_28, 02_29, 02_30, 02_31, 02_32, 02_33)

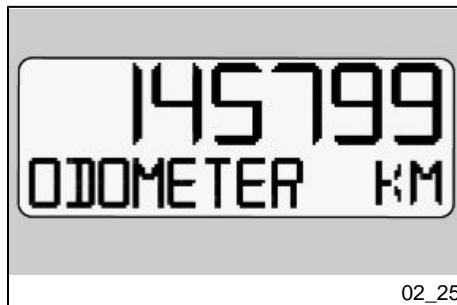
- Press the "MODE" button quickly and release to scroll between the menu options.
- Press the "MODE" button and hold it down to reset the trip journal parameter or confirm the selected parameter.

Press the selector to cycle through the following functions in sequence:

- 1) TOTAL ODOMETER (ODOMETER)
- 2) TRIP ODOMETER "1" (TRIP)
- 3) TRIP ODOMETER "2" (TRIP)
- 4) RIDING TIME (TIME)
- 5) AVERAGE SPEED (AVERAGE)
- 6) AVERAGE FUEL CONSUMPTION (AVG FUEL)
- 7) CURRENT FUEL CONSUMPTION (FUEL)
- 8) EXTERNAL TEMPERATURE (TEMP)
- 9) CLOCK (CLOCK)



02_24



02_25

Total odometer (Odometer)

Unit of measurement for the counter: Km or Miles.

- View: on LCD display.

- This value is stored permanently.
- It cannot be reset.
- Selected gear cannot be displayed (gear is calculated by system).
- The total odometer mode is as shown in the figure:

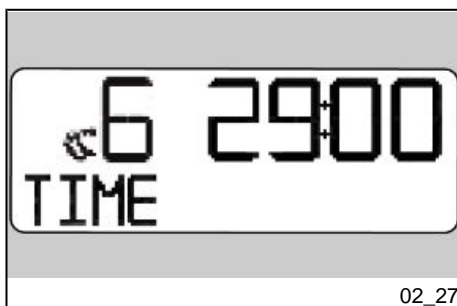
- once the value reaches 999999, the odometer count does not reset to zero.



Trip odometer (Trip/Trip D)

Unit of measurement for the counter: Km or Miles.

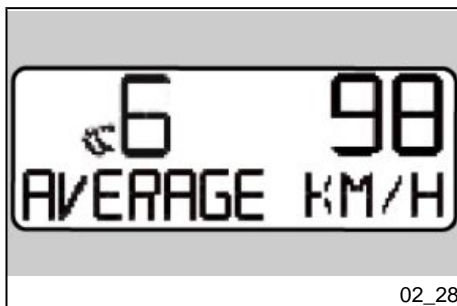
- View: on LCD display.
 - This value is stored.
 - Press and hold down the "MODE" button to reset the "TRIP" and "TRIP D" trip odometer values. "TRIP D" is also reset eight after ignition off.
 - The trip odometer display mode is as shown in the figure:
- the message "TRIP" or "TRIP D" is shown;
- if the value exceeds 999.9, the counter is reset and starts from "0.0" again.



Riding time (Time)

Unit of measurement for the counter: hours and minutes (hh:mm).

- View: on LCD display.
 - This value is stored.
 - Press and hold down the "MODE" button to reset the counter. Disconnecting and reconnecting the battery also resets the counter.
 - This parameter is displayed as shown in the figure:
- the message "TIME" is displayed.

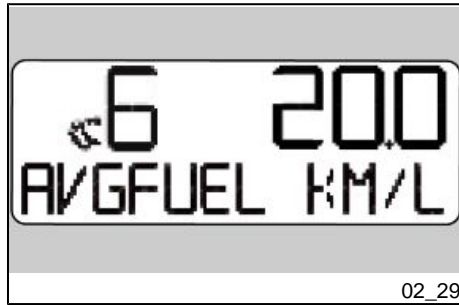


Average speed (Average)

Unit of measurement for the counter: Km/h or mph.

- View: on LCD display.
 - This value is stored.
 - Press and hold down the "MODE" button to reset the counter. Disconnecting and reconnecting the battery also resets the counter.
 - This parameter is displayed as shown in the figure:

- the message "AVERAGE KM/H" or "AVERAGE MPH" is displayed.



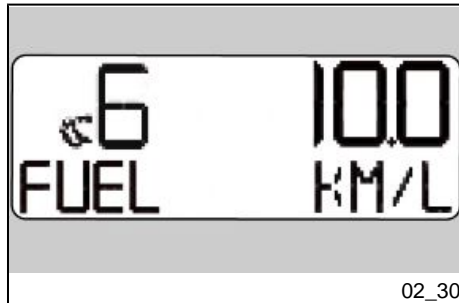
Average fuel consumption (Avg fuel)

Unit of measurement for the counter: Km/l, L/100 km, US mpg or IMP mpg

- View: on LCD display.

- This value is stored.
- Press and hold down the "MODE" button to reset the value.
- This parameter is displayed as shown in the figure:

- the message "AVERAGE KM/L", "AVERAGE L/100" or "AVERAGE MPG" is displayed.



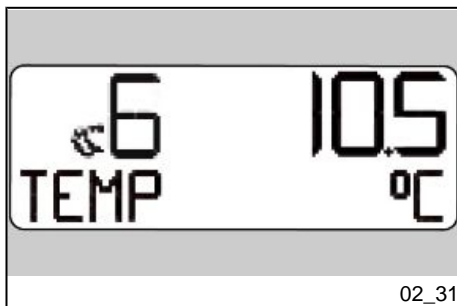
Current fuel consumption (Fuel)

Unit of measurement for the counter: Km/l, L/100 km, US mpg or IMP mpg

- View: on LCD display.

- The value is reset to 0.0 at each key-on
- This parameter is displayed as shown in the figure:

- the message "FUEL KM/L", "FUEL L/100" or "FUEL MPG" is displayed.



External temperature

Unit of measurement: °C or °F.

- View: on LCD display.

The displayable range is -15 / +50 °C (5 / 122 °F).

- If the temperature is below -15 °C (5 °F), the symbol "-" is shown steadily on the LCD display.
- If the value is between -15°C (5 °F) and +50°C (122 °F), the correct value is shown steadily on the display.
- If the temperature is equal to or below +3 °C (37.4 °F), the "ICE WARNING ALARM" symbol is shown on the LCD display.

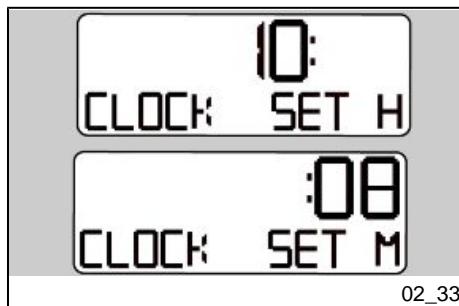


Clock (Clock)

Unit of measurement for the counter: hours and minutes (hh:mm)

- View: on LCD display.

- This value is stored.
 - The data is reset when reconnecting the battery.
 - This parameter is displayed as shown in the figure:
- the message "CLOCK" is displayed.



Clock adjustment

The clock time is set from the "CLOCK" function. Press and hold down the "MODE" button to access the function. Each time it is pressed, the time changes. After reaching 12, the display goes back to 1 next time the button is pressed.

Press and hold down the "MODE" button to store the value and select minute adjustment mode.

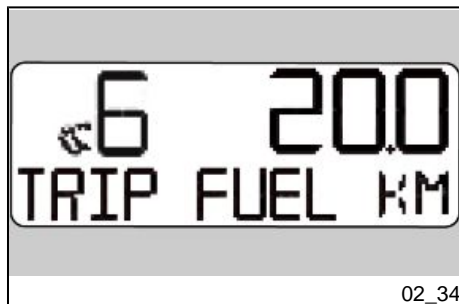
Each time the "MODE" button is pressed and quickly released increases or decreases the minutes value by one unit. After reaching 59, the display goes back to 0 next time the button is pressed.

Press and hold down the "MODE" button to exit the function. Alternatively, the system exits the function once vehicle speed exceeds 5 km/h (3.11 mph).

CAUTION



FOR THE SAFETY OF THE RIDER AND PASSENGER, THESE PROCEDURES ARE ONLY POSSIBLE WITH THE VEHICLE AT A STANDSTILL.



Advanced functions (02_34, 02_35, 02_36, 02_37, 02_38)

Trip Fuel "Distance travelled in reserve"

This function counts and displays the distance travelled in km or miles with the vehicle in fuel reserve.

When the low fuel warning light turns on:

- the "TRIP FUEL" counter appears on the LCD display after 2 km (1.24 mi);
- press the "MODE" button to return to the trip journal display mode.

If the ignition key is set to "ON":

- the "TRIP FUEL" counter is not displayed the first sixty seconds (reserve level sensor stabilisation). Once this period has elapsed, the "TRIP FUEL" counter

is displayed automatically. The "TRIP FUEL" counter is displayed as shown in the figure:

- the message "TRIP FUEL" appears;
- the initial value is "0.0".



Backlight "Instrument backlighting adjustment"

Backlighting of instruments and gauges (needles of scales and displays) can be adjusted at three levels.

This parameter may be adjusted during the initial check cycle. Press the "MODE" button and quickly release to access the function. Press the "MODE" button to display the following levels:

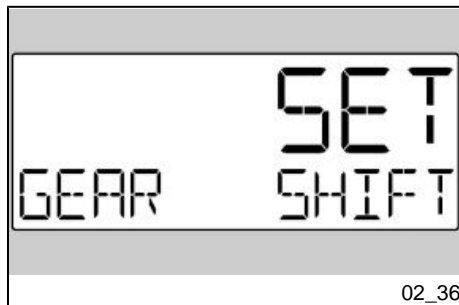
- 1 (Minimum)
- 2 (Medium)
- 3 (Maximum)

After three seconds with no input from the "MODE" button, or once the vehicle speed exceeds 5 km/h (3.11 mph), the value is stored and the display returns to trip journal mode.

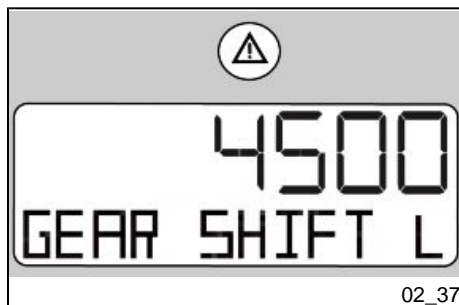
Instrument panel configuration

Press and hold down the "MODE" button when in "ODOMETER" mode to access the following advanced functions:

- 1) Gear shift indicator threshold (SET GEAR SHIFT)
- 2) Change odometer unit of measurement (SELECT UNIT (Km/mi))
- 3) Change consumption indicator unit of measurement (SELECT UNIT (L/100 - Km/L - US mpg - IMP mpg))
- 4) Change thermometer unit of measurement (SET UNIT °C - °F)



02_36



02_37



02_38

Gear Shift "gear shift indicator threshold"

The gear shift indicator threshold is set in this mode.

Press and hold down the "MODE" button to access the setting mode from the menu. Press the "MODE" button to select the required setting.

- SET GEAR SHIFT L: 4,500 rpm (run-in revolutions)
- SET GEAR SHIFT H: 8,000 rpm

Within the selected setting, each time the "MODE" button is pressed, the value is increased by 100 rpm. When the maximum value is reached, the display goes back to the initial value the next time the button is pressed. Press and hold down the "MODE" button to save the value set, exit the mode and return to the configuration menu.

At the first key-on after setting, the instrument panel applies the last value set. When the engine speed threshold set is exceeded, the message "GEAR SHIFT" is shown on the display and the general alarm warning lamp lights. The general alarm warning lamp flashes when the lower threshold value is exceeded, and lights steadily when the upper threshold is exceeded. The general alarm warning lamp extinguishes once the engine speed drops below the threshold set.

The ECU limits the number of maximum engine revs to 7200 rpm.

Select unit (Km/mi) "Change odometer unit of measurement"

From this mode, press the "MODE" button and quickly release to toggle the unit of measurement used between km and miles. The modified selection is effective on all instrument panel functions using these units of measurement.

Select unit (L/100 - Km/L - US mpg - IMP mpg) "Change consumption indicator unit of measurement"

From this mode, press the "MODE" button and quickly release to toggle the unit of measurement used between L/100 Km, Km/L, US mpg and IMP mpg. The modified selection is effective on all instrument panel functions using these units of measurement.

Set unit °C - °F "Change thermometer unit of measurement"

This function is used to select the unit of measurement for ambient temperature. From this mode, press the "MODE" button and quickly release to toggle between the two units of measurement available:

- °C

- °F

Press and hold down the "MODE" button to save the setting. The instrument panel returns to the "ODOMETER" screen.

CAUTION

FOR THE SAFETY OF THE RIDER AND PASSENGER, THESE PROCEDURES ARE ONLY POSSIBLE WITH THE VEHICLE AT A STANDSTILL.

Ignition switch (02_39)

The ignition switch is located on the headstock upper plate.

The vehicle is supplied with two keys (one is the spare key).

The lights switch off when the ignition switch is set to «OFF»

NOTE

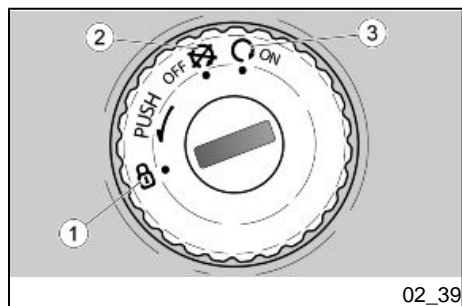
THE KEY ACTIVATES THE IGNITION SWITCH/ STEERING LOCK, THE FUEL TANK CAP LOCK AND THE SADDLE LOCK.

NOTE

THE LIGHTS COME ON AUTOMATICALLY AFTER THE ENGINE STARTS.

NOTE

KEEP THE SPARE KEY IN DIFFERENT PLACE, NOT WITH THE VEHICLE.



LOCK (1): The steering is locked. It is not possible to start the engine or switch on the lights. The key can be extracted

OFF (2): The engine and lights cannot be set to work. The key can be extracted.

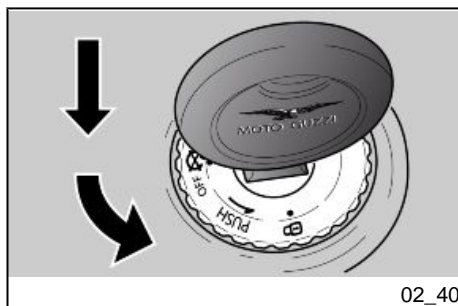
ON (3): The engine can be started. The key cannot be extracted.

02_39

Locking the steering wheel (02_40)

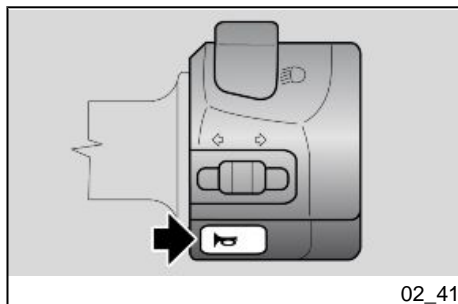


TO AVOID LOSING CONTROL OF THE VEHICLE, NEVER TURN THE KEY TO "LOCK" WHILE RIDING.



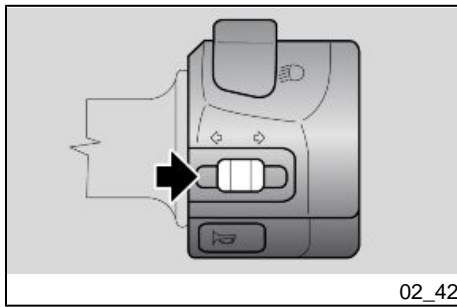
To lock the steering:

- Turn the handlebar fully to the left.
- Turn the key to «OFF».
- Push in the key and turn it anticlockwise (to the left), steer the handlebar slowly until the key is set to «LOCK».
- Extract the key.



Horn button (02_41)

Press it to activate the horn.

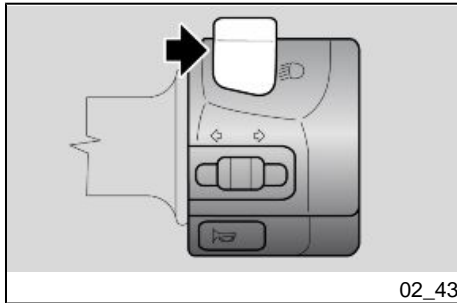


Switch direction indicators (02_42)

Move the switch to the left, to indicate a left turn; move the switch to the right to indicate a right turn. Press the switch centrally to deactivate the turn signal.

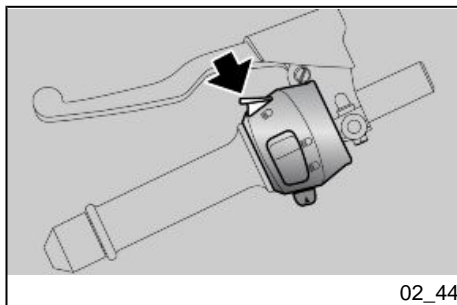
CAUTION

IF THE WARNING LIGHT WITH ARROWS FLASHES QUICKLY, IT MEANS THAT ONE OR BOTH TURN SIGNALS LIGHT BULBS ARE BURNT OUT.



High/low beam selector (02_43)

- With the switch pressed downward the daylight running lights, the instrument panel lights and the low beam stay on.
- With the switch pressed upward the high beam turns on.

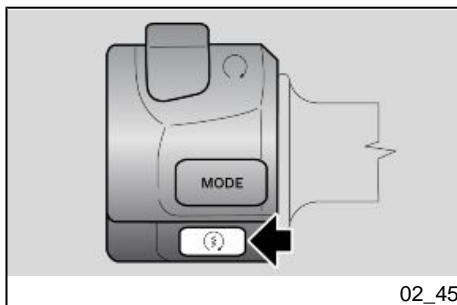


02_44

Passing button (02_44)

Uses the high beam flash in case of danger or emergency.

Releasing the switch deactivates the high beam flash.



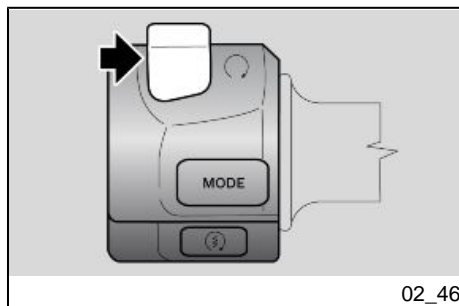
02_45

Start-up button (02_45)

- Press the button and the starter motor spins the engine.
- After starting the engine, hold down (3 seconds) to activate/deactivate the MGCT control system. By pressing and quickly releasing, you can change the MGCT control level.

NOTE

TO REPEAT THE ACTIVATION/DEACTIVATION OF MGCT CONTROL SYSTEM, WAIT TWO SECONDS AND PRESS THE STARTER BUTTON AGAIN



Engine stop switch (02_46)

It acts as a safety or emergency switch.

With the switch set to KEY ON the engine can be started; by switching it to the KEY OFF position, the engine stops.

CAUTION

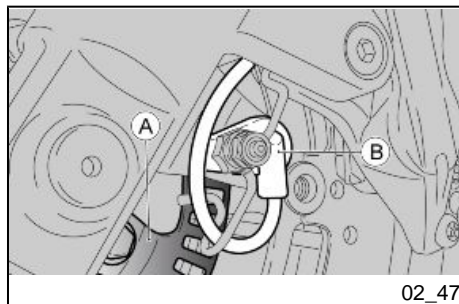


DO NOT OPERATE THE ENGINE STOP SWITCH WHILE RIDING THE VEHICLE.

CAUTION

WITH ENGINE OFF AND THE IGNITION SWITCH SET TO «ON» THE BATTERY MAY GET DISCHARGED.

WHEN THE VEHICLE IS STOPPED AND AFTER THE ENGINE HAS BEEN TURNED OFF TURN THE IGNITION SWITCH TO «OFF».



System ABS (02_47, 02_48, 02_49)

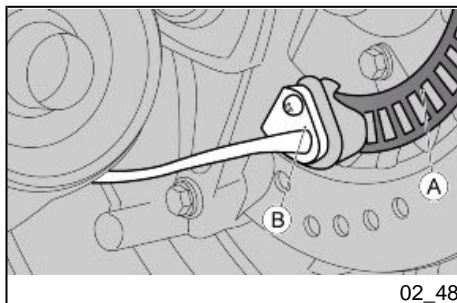
The vehicle is equipped with a locking ABS system on the front and rear wheel.

The ABS is a hydraulic/electronic device that reduces pressure in the braking circuit when a sensor placed on the wheels detects a tendency to lock by increasing vehicle stability during braking more than a conventional braking system and reduce the risk of falling.

The ABS system enhances control over the vehicle, taking into consideration never to exceed the physical limits of vehicle grip on the road. The rider is fully responsible for riding at a suitable speed based on weather and road conditions, always leaving an appropriate safety margin.

Under no circumstances can the ABS system compensate for the rider's misjudgment or improper use of brakes.

A: Tone wheel



02_48

B: Speed sensor

In case of failure of the ABS system, immediately reported to the rider with ABS warning light on the instrument panel, the vehicle retains the characteristics of a conventional braking system. In case of ABS warning light, reduce speed and go to an Authorized Service Centre for the appropriate checks. The safety provided by the ABS does not, in any case, justify risky manoeuvres. The stopping distance may be greater, compared to a conventional vehicle equipped with traditional braking in the following conditions:

- Riding on rough roads, with gravel or snow
- Riding on roads with holes or bumps

It is therefore recommended to reduce speed in these conditions.

NOTE

A PULSING SENSATION CAN BE FELT THROUGH THE FRONT BRAKE LEVER WHEN THE ABS SYSTEM IS ACTIVATED.



THE ANTILOCK BRAKING SYSTEM OF THE WHEEL DOES NOT PREVENT FALLS WHILE CORNERING.

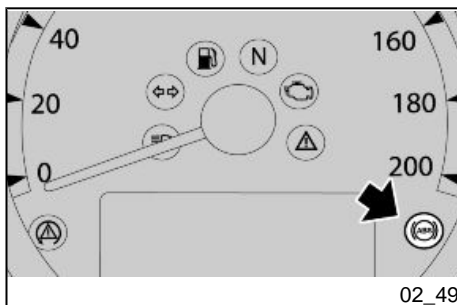
AN EMERGENCY BRAKING WITH THE VEHICLE INCLINED, HANDLEBAR TURNED, ON UNEVEN OR SLIPPERY ROADS, OR WITH POOR GRIP, CREATES A LACK OF STABILITY DIFFICULT TO HANDLE. RIDE CAREFULLY AND SENSIBLY AND ALWAYS BRAKE GRADUALLY.

DO NOT SPEED RECKLESSLY. THE VEHICLE GRIP ON THE ROAD IS SUBJECT TO LAWS OF PHYSICS WHICH NOT EVEN THE ABS SYSTEM CAN ELIMINATE.

CAUTION



AT VERY LOW SPEEDS (LESS THAN 5 km/h (3.11 miles)) THE ABS SYSTEM IS DISABLED.



02_49

IT IS THEREFORE RECOMMENDED TO PAY ATTENTION IN CASES OF BRAKING IN LOW GRIP CONDITIONS AT LOW SPEED (FOR EXAMPLE BRAKING ON GARAGE FLOOR TILES AFTER HAVING RIDDEN ON WET ROADS OR SIMILAR SITUATIONS).

NOTE

WHEN TURNING THE KEY ON, THE ABS WARNING LIGHT TURNS ON AND FLASHES UNTIL REACHING 5 km/h (3.11 mph); AT THIS POINT IT TURNS OFF.

CAUTION



THE STEADY LIGHTING OR THE CONTINUOUS FLASHING OF THE ABS WARNING LIGHT INDICATES THE PRESENCE OF AN ANOMALY AND THE DEACTIVATION OF THE ABS FUNCTIONALITY.

CAUTION



IN THE EVENT OF MALFUNCTION OF THE BATTERY, THE ABS - MGCT SYSTEM TURNS OFF.



THE ABS SYSTEM ACTS ON BOTH THE FRONT AND REAR WHEELS BY OBTAINING INFORMATION FROM THE ROTATION/ LOCKING TONE WHEELS. ALWAYS CHECK THAT THE TONE WHEEL IS CLEAN, AND REGULARLY CHECK THAT THE DISTANCE FROM THE SENSOR IS CONSTANT ON ALL 360 DEGREES. SHOULD THE WHEELS BE REMOVED AND REFITTED, IT IS VERY IMPORTANT TO CHECK THAT THE DISTANCE BETWEEN TONE WHEEL AND SENSOR IS THE ONE SPECIFIED. FOR CHECKING AND ADJUSTMENT, CONTACT AN Authorised Moto Guzzi Garage.



IN THE CASE OF A MOTORCYCLE WITH THE ABS SYSTEM, BRAKE PADS WITH FRICTION MATERIALS THAT ARE NOT TYPE APPROVED WILL JEOPARDISE BRAKING, DRASTICALLY REDUCING RIDING SAFETY.

NOTE

THE SYSTEM'S SENSORS, HAVING A SIGNIFICANT ACCURACY OF READING THE TONE WHEELS, MAY GENERATE, A MOTORCYCLE STOPPED AND THE ENGINE RUNNING, INDICATION OF SPEED OF SOME km / h (mph) ON THE DIGITAL DISPLAY.

SUCH BEHAVIOUR IS TO BE CONSIDERED NORMAL AND DOES NOT CREATE MALFUNCTIONS IN THE SYSTEM.



IF THE GAP FOR ONE OR BOTH SENSORS IS NOT WITHIN THE TOLERANCE INDICATED BELOW, TAKE THE MOTORCYCLE TO AN Official Moto Guzzi Dealer

Characteristic

Distance between tone wheel and front sensor

0.3 - 2.00 mm (0.012 - 0.079 in)

Distance between tone wheel and rear sensor

0.3 - 2.00 mm (0.012 - 0.079 in)

MGCT system(Moto Guzzi Controllo Trazione) (02_50, 02_51, 02_52)

The MGCT system is a device that helps the rider during acceleration in manoeuvres with the aim to increase the stability of the vehicle, especially on slippery surfaces or in conditions that can cause sudden slippage of the rear wheel. In these situations, the MGCT automatically intervenes by reducing engine output within the limit imposed by the grip conditions, contributing significantly to the maintenance of stability of the vehicle. The rider is entirely responsible for riding at an appropriate speed in relation to the weather, road conditions, vehicle load and state of the tyres, and allowing for an adequate margin of safety, taking into consideration that the physical limits of vehicle grip on the road never have to be exceeded. Under no circumstances can MGCT compensate for any rider error or improper use of the throttle.

CAUTION



THE MGCT SYSTEM DOES NOT PREVENT FALLING IN TURNS.

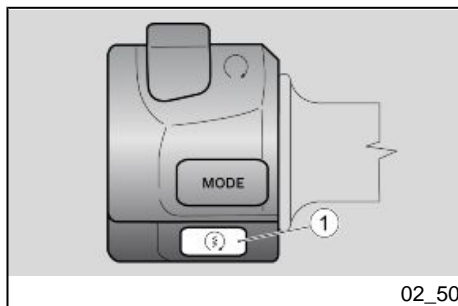
ACCELERATING SUDDENLY WHILE THE VEHICLE IS INCLINED OR WITH THE HANDLEBARS TURNED WILL PUT THE VEHICLE IN AN UNSTABLE STATE THAT IS EXTREMELY DIFFICULT TO RECTIFY.

DO NOT SPEED RECKLESSLY. LIMITS OF GRIP ARE DETERMINED BY LAWS OF PHYSICS, WHICH EVEN THE MGCT SYSTEM CANNOT OVERCOME.

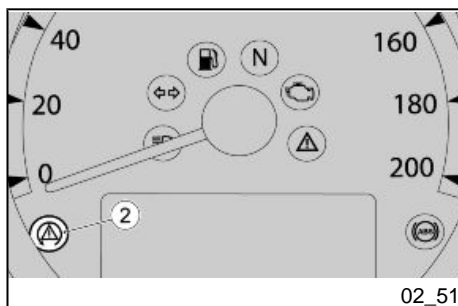
WARNING

THE MGCT SYSTEM IS BASED ON THE RECOGNITION OF SPEED DIFFERENCES BETWEEN FRONT AND REAR WHEEL. @@ FOR THE SYSTEM TO PERFORM CORRECTLY IN ALL CONDITIONS, THE PROCEDURE MUST BE PERFORMED EACH TIME A TYRE IS REPLACED - EVEN IF ONLY ONE OF THE TYRES.

FOR THE CALIBRATION OF THE CONTROL UNIT PERFORM THE PROCEDURE BELOW.



02_50



02_51

- **BUTTON (1) (with the engine running):** press and hold to activate / deactivate, press briefly to toggle between levels 1 and 2.
- **ICON (2):** operating indication icon.

Flashing mode:

- Off with the vehicle in gear: the system is working, but is not active (normal condition).

- Flashing quickly with moving vehicle: the system is up and running (conditions of low grip and intervention to reduce engine power); we recommend the utmost caution because the grip limit has been exceeded; restore the vehicle safety conditions by gently reducing the throttle opening.

- Lit with moving vehicle: the system is disabled and will not intervene in case of loss of grip.

- @@ If the system was disabled deliberately by the user (by pressing and holding the on/off button (1) with the engine running), it is highly advisable to reactivate the system as soon as possible.
- If the deactivation was NOT voluntary, there is an MGCT failure: in this case you must contact an Authorised Service Centre for the diagnosis and the reactivation of the system.

To ensure maximum safety of the vehicle it is advisable to keep the system active. Deactivation may only be necessary if starting on very low grip surfaces (mud, snow, gravel) on which intervention of the MGCT could prevent the vehicle from moving.

Description of MGCT levels

The MGCT offers the user a choice of two levels (1 and 2):

- "1" Suitable for normal use with normal grip conditions. The response of the system is less invasive than in level "2".

- "2" Suitable for poor grip conditions, such as riding on wet roads or on slippery or particularly dirty tarmac. The response of the system is more invasive than in level "1".

CAUTION

THE STATE OF THE MGCT SYSTEM CAN ONLY BE MODIFIED WHEN THE ENGINE IS RUNNING.

NOTE

AT VEHICLE START-UP THE MGCT WARNING LIGHT FLASHES AT THE SAME FREQUENCY AS THE ABS WARNING LIGHT, INDICATING A DIAGNOSTIC PHASE OF THE SYSTEM. IN THE ABSENCE OF ERRORS, BOTH WARNING LIGHTS TURN OFF AT THE SAME TIME WHEN EXCEEDING 5 km/h (3.11 mph).

IN CASE OF ABSENCE OF FLASHING AT START-UP, THE SYSTEM MAY NOT WORKING, PLEASE CONTACT AN AUTHORISED SERVICE CENTRE.

WARNING

AT EACH KEY-ON, THE MGCT SYSTEM IS RE-ACTIVATED AT THE LAST LEVEL SET.

IF DISABLED BY THE USER, THE MGCT SYSTEM KEEPS THE STATE OF IN-ACTIVITY ONLY IF THE VEHICLE IS OFF BY USING THE ENGINE STOP SWITCH (RUN-OFF); AT THE NEXT KEY ON, THE MGCT SYSTEM IS ENABLED AUTOMATICALLY AT THE LEVEL SET BEFORE IT WAS DEACTIVATED.

CAUTION

IT IS EMPHASIZED THAT THE RIDING AUXILIARY SYSTEM CANNOT CHANGE THE PHYSICAL LIMITS OF GRIP AND IS NOT A SUBSTITUTE FOR PROPER MANAGEMENT OF POWER, BOTH ON STRAIGHT STRETCHES AND IN TURNS. THEREFORE, IT IS RECOMMENDED TO ALWAYS USE THE VEHICLE WITH THE UTMOST CARE AND IN ACCORDANCE WITH THE REGULATIONS IN FORCE.

NOTE

WHEN GOING OVER ROAD JOINTS, RAILS AND/OR ROADS FULL OF POT-HOLES, BRIEF ACTIVATION OF THE MGCT SYSTEM MAY OCCUR. SUCH EVENT APPEARS UNDER NORMAL OPERATION CONDITIONS OF THE VEHICLE.

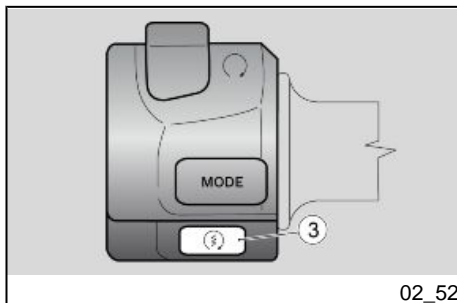
CAUTION

A POOR STATE OF MAINTENANCE OF THE TYRES (PRESSURE TOO LOW OR FLAT TYRES/WEAR) CAN RESULT IN ABNORMAL OPERATION OF THE MGCT SYSTEM.

IN CASE OF REPEATED INTERVENTIONS OF THE MGCT SYSTEM, EVEN ON ROAD SURFACES WITH GOOD GRIP OR SMALL THROTTLE OPENINGS, IT IS NECESSARY TO CHECK FOR WEAR AND/OR THE STATE OF INFLATION OF TYRES FIRST. IF THE PROBLEM PERSISTS, DEACTIVATE THE MGCT SYSTEM AND CONTACT AN AUTHORIZED SERVICE CENTRE.

CAUTION

IN THE EVENT OF MALFUNCTION OF THE BATTERY, THE ABS - MGCT SYSTEM TURNS OFF.

**MGCT SYSTEM CALIBRATION PROCEDURE**

In order to maintain the effectiveness of the MGCT system following the replacement of one or both tyres or in the case of serious wear, causing a non-compliant behaviour of the MGCT, a calibration procedure of the system must be performed as follows on a straight flat stretch of road.

Check that the tyres are inflated to the correct pressure before calibrating the MGCT system.

- Allow the engine to idle for at least 5 seconds.
- Check that the MGCT is activated at level 1 or 2. Otherwise, activate it.
- Pull the clutch lever while pressing the starter button (3) for at least 5 seconds. The activation of the process will be confirmed by the MGCT warning light (2) turning on with fast flashing.

- Accelerate to a constant speed of 30 km/h (18.64 mph) in second gear, and maintain this speed for at least 8 seconds.
- The end of the procedure will be indicated by the MGCT warning light (2) turning off. The MGCT system is active.
- Once the procedure is completed, it is necessary to switch the ignition key to (OFF) and wait for at least 60 seconds before being able to switch again to (ON).
- In case of failure to complete the procedure within 2 minutes, the MGCT warning light (2) will stay on steady and the MGCT system will remain off until switching to (OFF).
- To reactivate the MGCT system, it must be switched again to (ON). It is however necessary to repeat the process until it succeeds.

CAUTION

IF NECESSARY, CONTACT AN AUTHORISED SERVICE CENTRE.

Characteristic**Distance between tone wheel and front sensor**

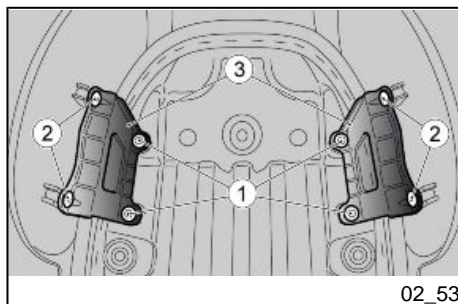
0.3 - 2.00 mm (0.012 - 0.079 in)

Distance between tone wheel and rear sensor

0.3 - 2.00 mm (0.012 - 0.079 in)

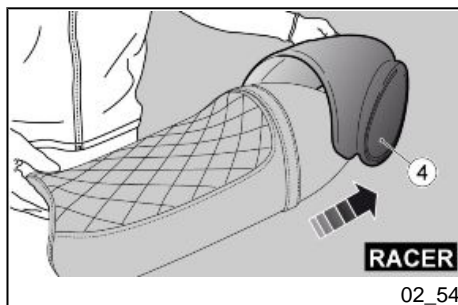
The saddle (02_53, 02_54)

(RACER)



The vehicle has a two-seater saddle and passenger safety belt, to use the passenger seat carry out the following procedure:

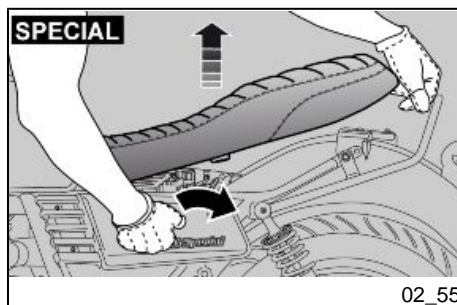
- Remove the saddle
- Unscrew and remove the four screws (1)
- Unscrew and remove the four screws (2)
- Remove the two supports (3)



- Remove the saddle cover (4)

WARNING

BEFORE LOWERING AND LOCKING THE SADDLE CHECK THAT THE SADDLE COVER IS FIXED CORRECTLY

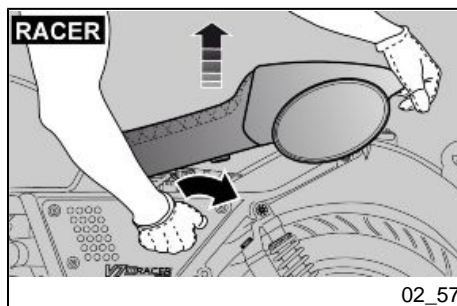
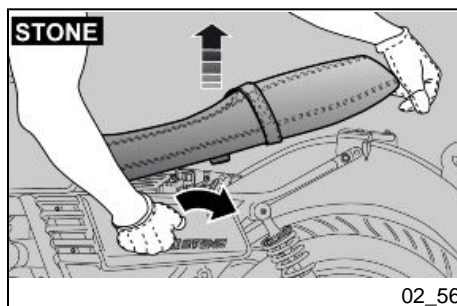


Opening the saddle (02_55, 02_56, 02_57)

- Rest the vehicle on its stand.
- Insert the key in the saddle lock.
- Turn the key clockwise by slightly pressing the centre of the saddle's rear part so that the hook is easily released; lift and slide off the saddle backwards.

CAUTION

BEFORE LOWERING AND LOCKING THE SADDLE, CHECK THAT THE IGNITION KEY HAS NOT BEEN ACCIDENTALLY LEFT IN AN IMPROPER POSITION UNDER THE SADDLE.



To lock the saddle:

- Place the saddle's front part in its seat and lower the rear part.
- Press the rear part to trip the lock.



BEFORE RIDING, MAKE SURE THAT THE SADDLE IS CORRECTLY LOCKED.

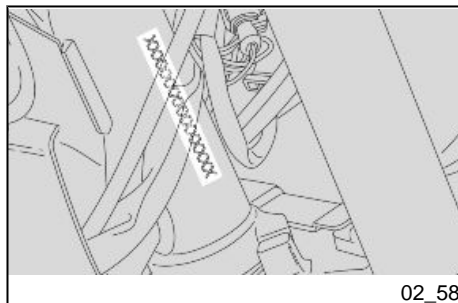
Identification (02_58, 02_59)

Write down the chassis and engine number in the specific space in this booklet. The chassis number is handy when purchasing spare parts.

CAUTION



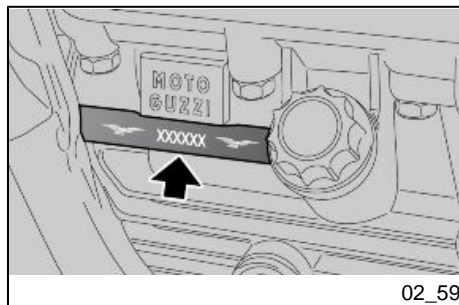
THE MODIFICATION OF THE IDENTIFICATION CODES IS A SERIOUS PUNISHABLE CRIME. HOWEVER, THE LIMITED WARRANTY FOR NEW VEHICLES WILL BE VOID IF THE VEHICLE IDENTIFICATION NUMBER (VIN) HAS BEEN MODIFIED OR NOT PROMPTLY DETERMINED.



FRAME NUMBER

The chassis number is stamped on the right hand side of the headstock.

Chassis No.



ENGINE NUMBER

The engine number is stamped on the left side, close to the engine oil level check cap.

Engine No.

V7 III Special - V7 III Stone - V7 III Racer



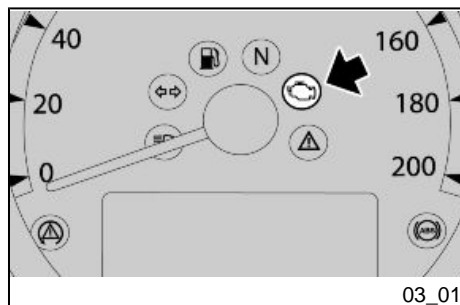
**Chap. 03
Use**

Checks (03_01)

CAUTION

BEFORE SETTING-OFF, ALWAYS CARRY OUT A PRELIMINARY CHECK OF THE VEHICLE, FOR CORRECT AND SAFE OPERATION. FAILURE TO DO SO MAY LEAD TO SEVERE PERSONAL INJURY OR VEHICLE DAMAGE. DO NOT HESITATE TO CONTACT AN Official Moto Guzzi Dealer IF YOU DO NOT UNDERSTAND HOW SOME CONTROLS WORK OR IF MALFUNCTIONING IS DETECTED OR SUSPECTED. CHECKS DO NOT TAKE LONG AND RESULT IN SIGNIFICANTLY ENHANCED SAFETY.

This vehicle has been programmed to indicate in real time any operation failure stored in the electronic control unit memory.



Every time the ignition switch is set to 'KEY ON', the 'MI' warning light turns on for about two seconds.

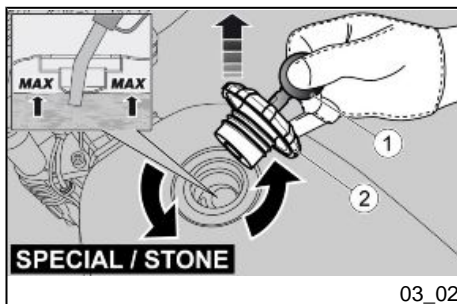
PRE-RIDE CHECKS

Front and rear disc brake

Check for proper operation. Check brake lever empty travel and brake fluid level. Check for leaks. Check

	brake pads for wear. If necessary top-up with brake fluid.
Throttle grip	Check that the throttle functions smoothly and can be fully opened and closed in all steering positions. Adjust and/or lubricate if necessary.
Engine oil	Check and/or top-up as required.
Wheels/ tyres	<p>Check that tyres are in good conditions. Check inflation pressure, tyre wear and potential damage.</p> <p>Remove any possible strange body that might be stuck in the tread design.</p>
Brake levers	<p>Check they function smoothly.</p> <p>Lubricate the joints and adjust the travel if necessary.</p>
Clutch lever	Check correct operation and empty travel. Check the condition of the cable on the handlebar and on the engine. The cable must be replaced if it shows any signs of fraying. Lubricate the joints if necessary.
Steering	Check that the rotation is uniform, smooth and there are no signs of clearance or slackness.

Side stand	Check that it slides smoothly and that it snaps back to its rest position upon spring tension. Lubricate couplings and joints if necessary.
Clamping elements	Check that the clamping elements are not loose. Adjust or tighten them as required.
Fuel tank	Check the coolant level and refill if necessary. Check the circuit for leaks or obstructions. Check that the tank cap closes correctly.
Engine stop switch (ON - OFF)	Check function.
Lights, warning lights, horn, rear stop light switch and electrical devices	Check function of horn and lights. Replace bulbs or repair any faults noted.
Transmission oil - Guzzi	Check. Should top-up be necessary, please refer to an authorised Moto Guzzi repair shop.
Tone wheels	Check that the tone wheels are perfectly clean and in good conditions.



Refuelling (03_02, 03_03)

To refuel:

- Introduce the key (1) in the fuel tank cap lock (2).
- Turn the key anticlockwise, then unscrew and remove the fuel cap.
- Refill.

CAUTION



ALWAYS USE PETROL WITH A MAXIMUM OF 10% BIOETHANOL CONTENT (E10).

DO NOT USE PETROL WITH AN ETHANOL CONTENT HIGHER THAN 10%; THIS USE COULD DAMAGE THE FUEL SYSTEM COMPONENTS AND/OR COMPROMISE ENGINE PERFORMANCE.

CAUTION



DO NOT ADD ADDITIVES OR ANY OTHER SUBSTANCES TO THE FUEL.

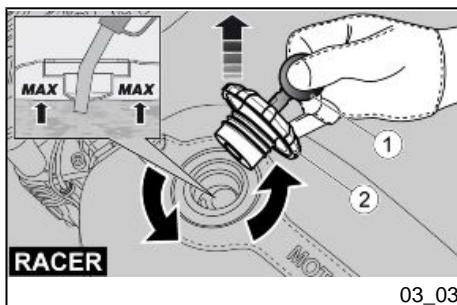
WHEN USING A FUNNEL, ENSURE THAT IT IS PERFECTLY CLEAN.



WHEN FILLING THE TANK COMPLETELY, DO NOT FILL BEYOND THE LOWER EDGE OF THE RECESS (SEE FIGURE).

DURING REFUELLING AVOID FUEL SPILLS WHICH COULD CAUSE DAMAGE TO OBJECTS AND/OR PERSONS AS WELL AS FIRE HAZARD.

DURING REFUELLING, AVOID THE USE OF ELECTRIC DEVICES AND/OR MOBILE PHONES, BECAUSE FUEL VAPOURS MAY CAUSE DAMAGE TO OBJECTS AND/OR PERSONAL INJURIES.



NOTE

THE FUEL LEVEL INDICATION MAY CHANGE DEPENDING ON THE INCLINATION OF THE MOTORCYCLE WHEN IT IS ON THE SIDE STAND AS OPPOSED TO WHEN IT IS IN MOTION.

After refuelling:

- The fuel cap (2) may only be refitted with the key (1) inserted.
- With the key (1) inserted, screw on the cap (2) until you hear a "click".
- Turn the key (1) clockwise and remove.



MAKE SURE THE CAP IS TIGHTLY CLOSED.

Characteristic**Fuel tank (reserve included)**

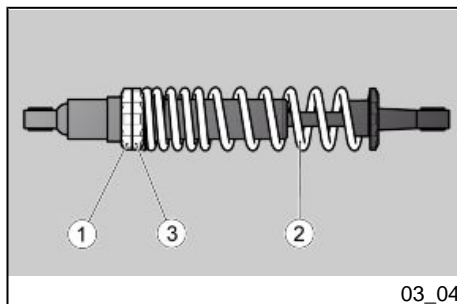
21 l (4.62 UK gal; 5.55 US gal)

Fuel tank reserve

4 l (0.88 UK gal; 1.06 US gal)

Rear shock absorbers adjustment (03_04, 03_05, 03_06)

(SPECIAL/STONE)



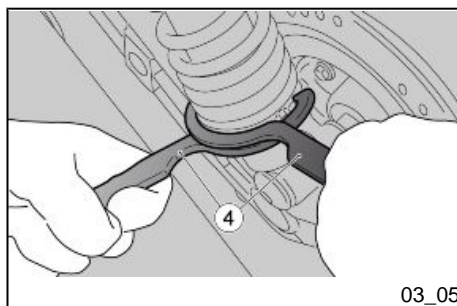
The shock absorber has an adjuster ring (1) for setting spring preload (2) and a locking ring nut (3).

NOTE

IT IS POSSIBLE TO VARY THE PRELOAD OF THE SHOCK ABSORBERS DEPENDING ON THE LOAD ON THE VEHICLE (PASSENGER OR HEAVY LOAD).

CAUTION

TO PREVENT DAMAGE TO THE ADJUSTER SCREW (1) AND THE LOCKING RING NUT (3), NEVER FORCE THEM BEYOND THE END OF TRAVEL IN EITHER DIRECTION.

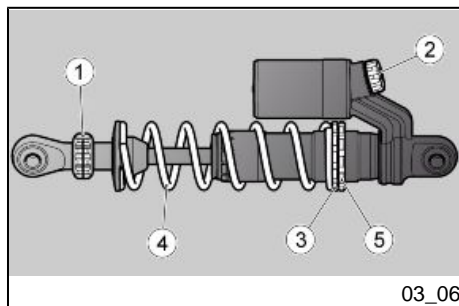


- Using two hook spanners (4), keep the preload adjustment ring nut (1) fastened and unscrew the locking nut (3) as indicated in the image.
- Use the adjustment ring nut (1) to adjust the spring preloading for the shock absorber (2).
- Screw to increase preloading; and vice versa, screw to reduce it.
- Once the adjustment is completed, tighten the ring nut (3) using two hook spanners.

CAUTION

FOR PROPER VEHICLE STABILITY IT IS ALWAYS A GOOD IDEA TO MAKE SURE THAT BOTH SHOCK ABSORBERS ARE SET TO THE SAME POSITION. IF NECESSARY, CONTACT AN Official Moto Guzzi Dealership.

(RACER)



03_06

The shock absorber has an adjustment screw for regulating the rebound braking (1), an adjustment screw for regulating the compression braking (2), a ring nut adjuster (3) and a lock ring adjuster (5) for setting the spring preload (4).

NOTE

IT IS POSSIBLE TO VARY THE PRELOAD OF THE SHOCK ABSORBERS DEPENDING ON THE LOAD ON THE VEHICLE (PASSENGER OR HEAVY LOAD).

CAUTION

CHECK AND IF NECESSARY, ADJUST THE REAR SHOCK ABSORBER.

THE STANDARD REGULATION OF THE REAR SHOCK ABSORBER IS INTENDED TO SATISFY NORMAL TOUR DRIVING CONDITIONS.

IN ANY CASE IT IS POSSIBLE TO INSERT PERSONAL SETTINGS, DEPENDING ON VEHICLE UTILIZATION.

REAR SHOCK ABSORBER - ADJUSTMENT

	ONLY RIDER (STANDARD ADJUSTMENT)	RIDER + PASSENGER
Preloaded spring length	179 mm (7.04 in)	169 mm (6.65 in)
Compression adjuster	15 click (completely closed)	15 click (completely closed)
Rebound adjuster	18 click (from completely closed)	18 click (from completely closed)
Spring preload adjuster	10 turns clockwise (from completely open)	5 turns clockwise (only rider adjustment)

Spring preload

By adjusting the spring preload, the seat of the spring itself is moved. Carrying out the adjustment, you can decrease or increase the stiffness of the spring and therefore lower or raise the height of the rear of the vehicle. The spring preload is essential for the function performed by the rear shock absorbers. If the spring preload is not ad-

justed correctly, no other adjustment will be effective to obtain good shock absorber performance.

Spring preload adjustment

Using a hook spanner, loosen the locking ring (5). Operate on the adjusting ring nut (3) to adjust the spring preload. Rotate the ring adjuster (3) clockwise to increase the preload or anticlockwise to decrease the preload.

Hydraulic compression brake

The hydraulic compression brake controls the energy absorption when the shock absorber is compressed. In other words, the hydraulic compression brake adjusts "the ease" of spring compression when the rear wheel is loaded or hits a bump.

Adjustment of the hydraulic compression brake

The hydraulic compression brake is adjusted by rotating the adjuster (2) located on the gas bottle. Rotate the ring adjuster clockwise to increase the hydraulic compression brake or anticlockwise to decrease the hydraulic compression brake.

Rebound braking

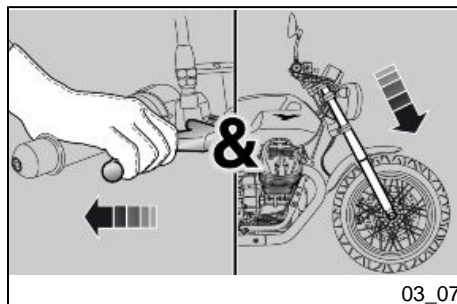
Rebound braking controls the energy absorption when the shock absorber is in the rebound phase. In other words, rebound braking adjusts the speed at which the shock absorber returns to the normal position after having been compressed.

Rebound braking adjustment

Rebound braking adjustment is carried out by rotating the adjuster (1) located on the bottom part of the shock absorber. Rotate the ring adjuster clockwise to increase rebound braking or anticlockwise to decrease rebound braking.

CAUTION

FOR PROPER VEHICLE STABILITY IT IS ALWAYS A GOOD IDEA TO MAKE SURE THAT BOTH SHOCK ABSORBERS ARE SET TO THE SAME POSITION. IF NECESSARY, CONTACT AN Official Moto Guzzi Dealership.



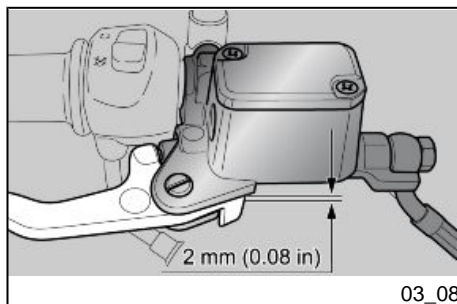
Check front fork (03_07)

Operating the front brake lever, press the handlebar repeatedly to send the fork fully down. The shock absorber should compress and extend smoothly with no signs of oil leakage on the stanchions.

Check the tightening of all the elements and the correct operation of the front and rear suspension joints.

CAUTION

TO HAVE THE FRONT FORK OIL AND OIL SEALS REPLACED, CONTACT AN Official Moto Guzzi Dealer.



Justering af greb til forbremse (03_08)

You can check the clearance between the end of the brake lever and the master brake cylinder at the point shown in the figure.

The clearance must be 2 mm (0.08 in).

CAUTION

IF THE FRONT BRAKE LEVER MUST BE REMOVED, CHECKED AND CHANGED BY AN Official Moto Guzzi Dealership

Rear brake pedal adjustment

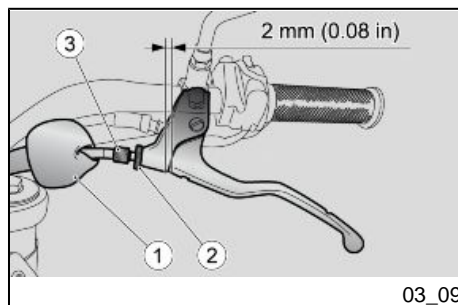
CAUTION

FOR REMOVAL AND REPLACEMENT OF REAR BRAKE PEDAL, CONTACT AN Official Moto Guzzi Dealer

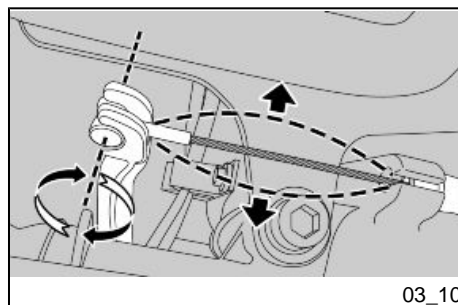
Clutch lever adjustment (03_09, 03_10)

Adjustment clutch when the engine stops or the vehicle tends to move forward even when clutch lever is operated and the gear engaged, or if the clutch "slides", resulting in acceleration delay considering the engine revs.

- In order to maintain a correct tension and an optimal clutch operation, it is necessary to check and if necessary provide tension to the cable:
- Urban use every 1,000 km (621.37 mi)
- Extra urban use every 5,000 km (3,106.86 mi)
- In any case, every time you detect that the clutch has disengaged before the standard factory setting.



03_09



03_10

To adjust, do the following:

- Remove the protection casing (1)
- Loosen the ring nut (2)
- Turn the set screw (3) with straight handlebar until the empty travel corresponding to the fixed abutment on the handlebar is 2 mm (0.08 in)
- Push the clutch control lever placed on the gearbox towards the rear wheel
- Pull the clutch control lever placed on the gearbox towards the opposite side (as in point 4) checking that the cable is not tightened.
- During step 5, also check that the cable end ferrule can rotate freely around its axis in its seat on the clutch control lever
- Tighten the ring nut (2), holding the adjuster nut (3) to prevent it from turning
- Refit the protection casing (1)
- If after the adjustment in point 3 it is not possible to ascertain the condition of "point 6", contact an Authorised **Moto Guzzi Dealer** to verify the proper operation of the clutch control.
- If the adjuster stroke (3) is not sufficient to ensure the required clearance, contact an Authorised **Moto Guzzi Dealer**

Gear pedal adjustment

CAUTION

TO REMOVE AND REPLACE THE GEAR LEVER, CONTACT AN Official **Moto Guzzi Dealer**

Running in

Running in is essential to ensure the durability of the vehicle. During the first 1,500 Km (932.06 mi), observe the following rules to ensure the reliability and performance of the vehicle throughout its lifetime:

- Avoid full throttle starts and hard acceleration;
- Avoid exceeding 4500 rpm;
- Avoid hard or prolonged braking;
- Do not ride for prolonged periods at sustained high speed; preferably ride the motorcycle on varied routes with frequent, gentle acceleration and deceleration;
- Ride prudently to gradually gain familiarity with the motorcycle, testing progressively higher throttle apertures only as you gain confidence

CAUTION

THIS VEHICLE IS EQUIPPED WITH A SINGLE DISC DRY CLUTCH. IN CERTAIN CONDITIONS, THE CLUTCH MAY EMIT A SLIGHT AND DISTINCTIVE ODOUR OF CLUTCH MATERIAL. THIS IS NORMAL AND IS NOT INDICATIVE OF A FAULT.

CAUTION

THE FULL PERFORMANCE OF THE VEHICLE IS ONLY AVAILABLE AFTER THE SERVICE AT THE END OF THE RUNNING IN PERIOD.



TO PREVENT THE RISK OF INJURY TO YOURSELF OR OTHERS AND/OR DAMAGE TO THE VEHICLE, TAKE THE YOUR MOTORCYCLE TO AN AUTHORISED Moto Guzzi DEALER AT THE SPECIFIED MILEAGE INTERVALS TO HAVE THE CHECKS LISTED IN THE MAINTENANCE SCHEDULE TABLE CARRIED OUT.

Starting up the engine (03_11, 03_12)

This vehicle must be used with care, prudence and respect.



EXHAUST FUMES CONTAIN CARBON MONOXIDE, AN EXTREMELY HARMFUL SUBSTANCE IF INHALED.

NEVER START THE ENGINE IN A CLOSED OR INSUFFICIENTLY VENTILATED SPACE.

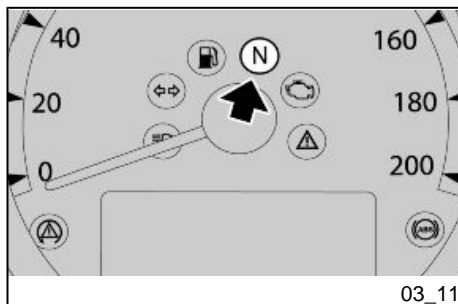


FAILURE TO OBSERVE THIS WARNING COULD LEAD TO UNCONSCIOUSNESS AND EVEN DEATH DUE TO SUFFOCATION.

CAUTION

WITH THE SIDE STAND LOWERED, THE ENGINE MAY ONLY BE STARTED WITH THE GEARBOX IN NEUTRAL. IF YOU ATTEMPT TO ENGAGE THE GEAR, THE ENGINE WILL STOP.

WITH THE SIDE STAND RETRACTED, THE ENGINE MAY BE STARTED WITH THE GEARBOX IN NEUTRAL OR WITH THE GEAR ENGAGED AND THE CLUTCH LEVER OPERATED.



- Get on the motorcycle, assuming the correct driving posture.
- Make sure that the side stand has been fully retracted.
- Operate the front or rear brake (or both).
- Operate the clutch lever and make sure that the transmission is in neutral. If the transmission is in neutral, the green coloured light "N" will turn on.
- Press the switch to stop the engine (1) and turn the ignition key to "ON".
- Press the starter button (2) once only.

At this stage:

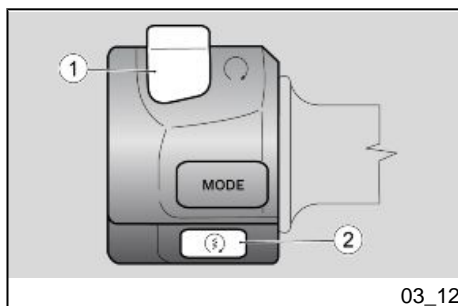
- All warning lights and the backlighting will turn on for 3 seconds on the instrument panel.



IF THE LOW FUEL WARNING LIGHT ON THE INSTRUMENT PANEL TURNS ON, REFUEL THE VEHICLE AT ONCE.



DO NOT SET OFF SUDDENLY WHEN THE ENGINE IS COLD. RIDE AT LOW SPEED FOR SEVERAL KILOMETRES. THIS WILL ALLOW THE ENGINE TO WARM UP AND REDUCE POLLUTING EMISSIONS AND FUEL CONSUMPTION.



Moving off / riding (03_13, 03_14, 03_15)

CAUTION

THE ECU INSTALLED ON THIS MOTORCYCLE COMPENSATES FOR INCREASED ELECTRIC POWER CONSUMPTION BY TEMPORARILY RAISING THE IDLE SPEED; VARIATIONS IN ENGINE SPEED WITHIN THIS RANGE ARE THEREFORE NORMAL.



IF THE LOW FUEL WARNING LIGHT ON THE INSTRUMENT PANEL TURNS ON, REFUEL THE VEHICLE AT ONCE.

WARNING

IF THE MOTORCYCLE TURNS OFF ACCIDENTALLY THE ECU ALLOWS A RE-START WITHIN THE NEXT 5 SECONDS. ONCE THIS PERIOD OF TIME HAS PASSED THE ECU WILL PREVENT STARTING FOR ANOTHER 3 SECONDS AND ONLY THEN WILL IT BE POSSIBLE TO START THE MOTORCYCLE.

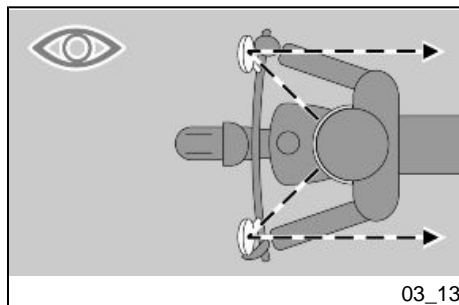
CAUTION

WHEN TRAVELLING WITHOUT PASSENGERS, MAKE SURE THE PASSENGER FOOTRESTS ARE FOLDED UP.

CAUTION

PASSENGERS MUST BE SUITABLY INSTRUCTED ON HOW TO BEHAVE TO PREVENT DANGEROUS SITUATIONS WHEN RIDING.

BEFORE SETTING OFF, MAKE SURE THE STAND HAS BEEN COMPLETELY RETRACTED TO ITS POSITION.



To start:

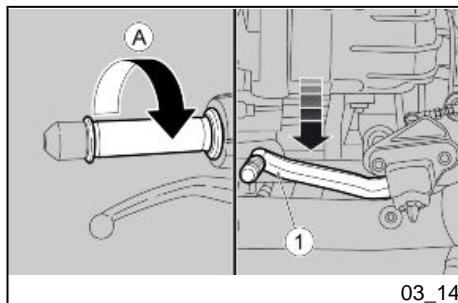
- Turn on the engine.
- Adjust the inclination of the rear-view mirrors to ensure proper visibility.

CAUTION



WITH THE VEHICLE AT STANDSTILL, PRACTICE USING THE REAR-VIEW MIRRORS. THE MIRRORS ARE CONVEX, SO OBJECTS MAY SEEM FARTHER AWAY THAN THEY REALLY ARE. THESE MIRRORS OFFER A WIDE-ANGLE

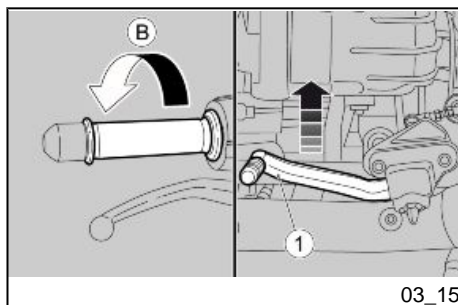
VIEW AND ONLY EXPERIENCE HELPS YOU JUDGE THE DISTANCE SEPARATING YOU AND THE VEHICLE BEHIND.



- With a closed throttle grip (Pos. A) and the engine idling, pull the clutch lever.
- Push the gearbox lever (1) downward to select the first gear.
- Release the clutch lever (activated during start-up).

CAUTION

WHEN TURNING OFF THE VEHICLE, DO NOT RELEASE THE CLUTCH TOO QUICKLY OR SUDDENLY, AS THIS COULD CAUSE THE ENGINE TO STOP OR THE VEHICLE TO REAR UP ON THE BACK WHEEL. DO NOT ACCELERATE SUDDENLY WHEN RELEASING THE CLUTCH FOR THE SAME REASON.



- Slowly release the clutch lever and accelerate by slightly turning the throttle grip at the same time (Pos. B).

The vehicle starts moving forward.

- For the first kilometres travelled, limit the speed in order to warm up the engine.
- Speed up by gradually turning the throttle grip (Pos. B) without exceeding the recommended revs.



**RIDE IN THE CORRECT GEAR AND SPEED FOR THE CONDITIONS.
DO NOT OPERATE THE THROTTLE GRIP ABRUPTLY.**

- Release the throttle grip (Pos. A), operate the clutch lever and lift the gear control lever (1), release the clutch lever and accelerate.
- Repeat the last two operations and engage a higher gear.



IT IS SUGGESTED TO GO UP TO A HIGHER GEAR THAN TO A LOWER GEAR:

- When riding downhill and under braking, using engine compression to increase braking power.
- When going uphill, when the engaged gear does not suit the speed (high gear, moderate speed) and the number of engine revs falls.

CAUTION

DOWNSHIFT ONE GEAR AT A TIME; WHEN SHIFTING TO A LOWER GEAR, DOWNSHIFTING MORE THAN ONE GEAR AT A TIME COULD OVERREV THE ENGINE; THAT IS, THE MAXIMUM RPM VALUE PERMITTED FOR THE ENGINE COULD BE EXCEEDED.

- Release the throttle grip (Pos. A).
- If necessary, pull the brake levers gently and reduce speed.
- Operate the clutch lever and lower the gearshift lever (1) to engage a lower gear.
- Release the brake levers when it is operated.
- Release the clutch lever and accelerate moderately.



IN ORDER TO AVOID CLUTCH OVERHEATING, SHUT THE ENGINE OFF AS SOON AS POSSIBLE ONCE THE VEHICLE HAS STOPPED AND AT THE SAME TIME THE GEAR IS ENGAGED AND THE CLUTCH LEVER OPERATED.



OPERATE THE FRONT OR THE REAR BRAKE ONLY SIGNIFICANTLY REDUCES THE BRAKING FORCE OF THE VEHICLE.

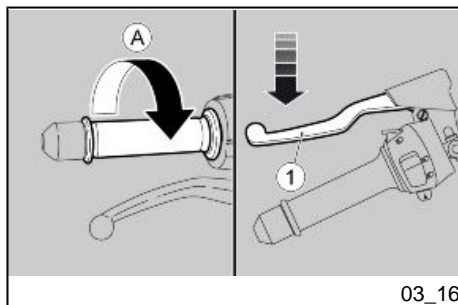
WHEN STOPPING UPHILL, DECELERATE COMPLETELY AND ONLY USE THE BRAKES TO MAINTAIN THE VEHICLE IN THE STOPPED POSITION.

USING THE ENGINE TO KEEP THE MOTORCYCLE STOPPED COULD CAUSE THE CLUTCH TO OVERHEAT. BRAKING CONTINUOUSLY WHEN DRIVING DOWNHILL COULD CAUSE THE BRAKE PADS TO OVERHEAT, WHICH REDUCES BRAKING AND LIMITS BRAKING POWER.

IT IS RECOMMENDED TO USE THE ENGINE COMPRESSION, DOWNSHIFTING AND USING BOTH BRAKES INTERMITTENTLY.

WHEN DRIVING DOWNHILL, NEVER RIDE WITH THE ENGINE TURNED OFF.

WHEN RIDING ON WET SURFACES OR SURFACES WITH POOR GRIP (SNOW, ICE, MUD, ETC.) USE MODERATE SPEED, AVOID SUDDEN BRAKING OR MANOEUVRES THAT MAY CAUSE TO A LOSS OF TRACTION AND POSSIBLY TO A FALL OR CRASH.



Stopping the engine (03_16)

- Release the throttle grip (Pos. A), brake gradually and simultaneously downshift to slow down.

Once the speed is reduced, before stopping the vehicle:

- Operate the clutch lever (1) so that engine does not shut off.

When the vehicle is at standstill:

- Set the gearshift lever in neutral (green "N" indicator light lit).
- Release the clutch lever (1).
- While at a temporary halt, keep at least one of the vehicle brakes held.

CAUTION

WHENEVER POSSIBLE, AVOID ROUGH BRAKING, SUDDEN DECELERATION AND BRAKING IN EXCESS.

Parking

It is very important to select an adequate parking spot, in compliance with road signals and the guidelines described below.

CAUTION

PARK ON SAFE AND LEVEL GROUND TO PREVENT THE MOTORCYCLE FROM FALLING.

DO NOT LEAN THE VEHICLE AGAINST A WALL OR LAY IT ON THE GROUND.

ENSURE THAT THE VEHICLE AND, IN PARTICULAR, PARTS OF THE VEHICLE WHICH MAY BECOME HOT (ENGINE, EXHAUST SYSTEM, BRAKE DISCS) ARE NOT A HAZARD TO PERSONS OR CHILDREN. DO NOT LEAVE YOUR VEHICLE UNATTENDED WITH THE ENGINE ON OR THE KEY IN THE IGNITION SWITCH.

CAUTION

IF THE VEHICLE FALLS OR IS ON A STEEP INCLINE FUEL CAN LEAK.

FUEL USED TO DRIVE INTERNAL COMBUSTION ENGINES IS HIGHLY FLAMMABLE AND CAN BECOME EXPLOSIVE UNDER CERTAIN CONDITIONS.



DO NOT REST THE RIDER OR PASSENGER WEIGHT ON THE SIDE STAND.

Catalytic silencer

The vehicle has silencers with a "platinum - palladium - rhodium three-way" metal catalytic converter.

This device oxidises the CO (carbon monoxide) producing carbon dioxide, and the UHC (unburned hydrocarbons) producing water vapour and reduces NOx (nitrogen oxide) producing oxygen and nitrogen present in the exhaust fumes.



DO NOT PARK THE VEHICLE NEAR DRY BRUSHWOOD OR IN PLACES EASILY ACCESSIBLE BY CHILDREN BECAUSE THE CATALYTIC CONVERTER REACHES HIGH TEMPERATURES DURING VEHICLE OPERATION; FOR THIS REASON, PAY UTMOST ATTENTION AND DO NOT TOUCH IT UNTIL IT HAS COMPLETELY COOLED DOWN.



DO NOT USE LEADED PETROL AS IT CAUSES IRREPARABLE DAMAGE TO THE CATALYTIC CONVERTER.

Vehicle owners are warned that the law may prohibit the following:

- the removal of any device or element belonging to a new vehicle or any other action by anyone leading to render it non-operating, if not for maintenance, repair or replacement reasons, in order to control noise emission before the sale or delivery of the vehicle to the ultimate buyer or while it is used;
- using the vehicle after that device or element has been removed or rendered non-operating.

Check the exhaust silencer and the silencer pipes, ensuring there are no signs of penetrative corrosion and that the exhaust system works properly.

If the noise produced by the exhaust system increases, get immediately in touch with the Dealer or with a Moto Guzzi authorised repair shop.

NOTE

DO NOT TAMPER WITH THE EXHAUST SYSTEM.

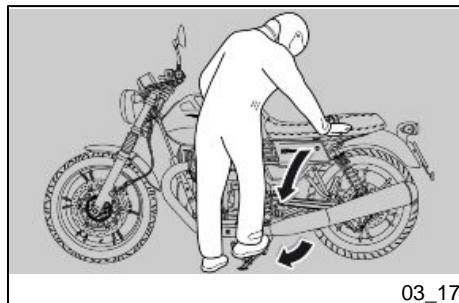
Stand (03_17, 03_18)

BEFORE SETTING OFF, MAKE SURE THE STAND HAS BEEN COMPLETELY RETRACTED TO ITS POSITION.

DO NOT REST THE RIDER OR PASSENGER WEIGHT ON THE SIDE STAND.



THE SIDE STAND MUST ROTATE FREELY. IF NECESSARY GREASE THE JOINT.



03_17

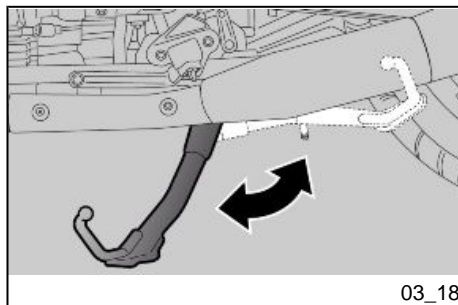
SIDE STAND

If the stand has been folded up for any manoeuvre (for example, when the vehicle is in motion), place the vehicle on the stand again as follows:

- Grasp the left grip and put the right hand on the upper rear part of the vehicle.
- Push the side stand with your right foot to fully extend the stand.
- Lean the vehicle until the stand touches the ground.
- Turn the handlebar fully leftwards.

CAUTION

MAKE SURE THE VEHICLE IS STABLE.



A safety switch is installed on the side stand to inhibit ignition or to stop the engine when a gear is engaged and the side stand is lowered.

Suggestion to prevent theft

CAUTION

WHEN USING A DISC LOCKING DEVICE, PAY UTMOST ATTENTION TO REMOVE IT BEFORE RIDING. FAILURE TO OBSERVE THIS WARNING MAY CAUSE SERIOUS DAMAGE TO THE BRAKING SYSTEM AND ACCIDENTS WITH CONSEQUENT PHYSICAL INJURIES OR EVEN DEATH.

NEVER leave the ignition key in the lock and always use the steering lock. Park the vehicle in a safe place such as a garage or a place with guards. Whenever possible, use an additional anti-theft device. Make sure all vehicle documents are in order and the road tax paid. Write down your personal details and telephone number on this page to help identifying the owner in case of vehicle retrieval after a theft.

LAST NAME:

NAME:

ADDRESS:

TELEPHONE NO.:

WARNING

IN MANY CASES, STOLEN VEHICLES CAN BE IDENTIFIED BY DATA IN THE USE / MAINTENANCE BOOKLET.

Safe driving

Some simple tips are provided below that will enable you to use your motorcycle on a daily basis in greater safety and peace of mind. Your mechanical knowledge and ability are the foundation for safe driving. We recommend trying out the motorcycle in traffic-free zones to familiarise with it.

1. Before riding off, remember to put the helmet on and fasten it correctly.
2. Slow down and drive carefully over bumpy roads.
3. After driving over a long stretch of wet road without using the brakes, braking will not be as efficient the first time/s you use them again. When driving under conditions like this, you should brake periodically.
4. Although the vehicle is equipped with an ABS system, pay attention when braking on wet surfaces, on dirt or on a slippery road surface.
5. Avoid riding off by mounting the scooter when it is resting on its support.
6. When riding on roads covered with sand, mud, snow mixed with salt, etc. We recommend cleaning the brake discs frequently with a non-corrosive detergent in order to prevent corrosive particles from building up in the holes, which may cause early brake pad wear.

CAUTION

TO ALLOW THE QUICK REACHING OF THE PERFECT GRIP OF NEW TYRES AT THE FIRST MILEAGE, IT IS RECOMMENDED A PARTICULARLY CAREFUL GUIDE OF THE MOTORCYCLE, AVOIDING SUDDEN STEERING OR VIOLENT ACCELERATION AND BRAKING.

CAUTION

ALWAYS RIDE WITHIN YOUR LIMITS. RIDING UNDER THE INFLUENCE OF ALCOHOL OR OTHER DRUGS AND CERTAIN MEDICINES IS EXTREMELY DANGEROUS.

CAUTION

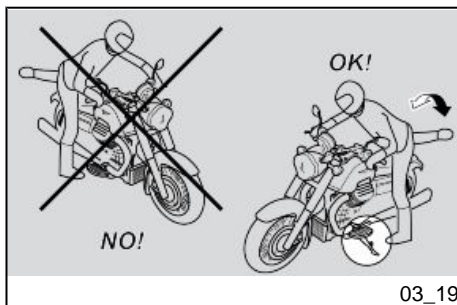
ANY ELABORATION THAT MODIFIES THE VEHICLE'S PERFORMANCES, SUCH AS TAMPERING WITH ORIGINAL STRUCTURAL PARTS IS STRICTLY FORBIDDEN BY LAW, AND RENDERS THE MOTORCYCLE NO LONGER CONFORMING TO THE APPROVED TYPE AND DANGEROUS FOR RIDING.

CAUTION

DO NOT ADJUST THE MIRRORS WHILE DRIVING. THIS COULD CAUSE YOU TO LOOSE CONTROL OF THE MOTORCYCLE.

CAUTION

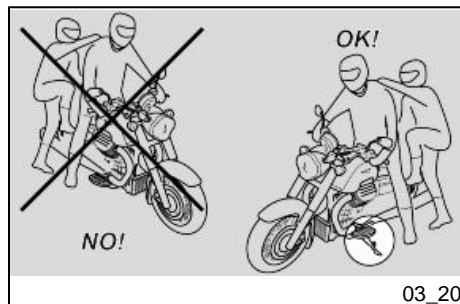
STOP THE VEHICLE MAINLY USING THE FRONT BRAKE. THE REAR BRAKE MUST ONLY BE USED TO BALANCE THE BRAKING EFFECT, AND ONLY TOGETHER WITH THE FRONT BRAKE.

**Basic safety rules (03_19, 03_20, 03_21, 03_22, 03_23)**

The following recommendations should receive your maximum attention, because they are provided to increase your safety, and decrease damage to people, things and vehicles, in the case of a fall of the rider or passenger from the vehicle and/or from the fall or overturning of the vehicle.

Mounting and dismounting the vehicle should always be performed with total freedom of movement and with the hands free of all objects. (i.e.- objects, helmet, gloves, or glasses).

Mount and dismount only on the left side of the vehicle, and only with the side stand lowered.



The stand is designed to support the weight of the vehicle and a small additional weight, which does not include the rider and passenger.

Mounting into driving position, with the side stand in place, is permitted only to prevent the possibility of the vehicle falling or overturn, and does not indicate the possibility for the rider and passenger's weight to be placed on the side stand.

During mounting and dismounting the vehicle's weight can cause a loss of balance, with consequent loss of equilibrium and the possibility of falling or overturning.

CAUTION

THE RIDER MUST GET ON THE VEHICLE FIRST AND GET OFF LAST TO BE ABLE TO CONTROL AND BALANCE THE VEHICLE WHILE THE PASSENGER IS GETTING ON OR OFF THE VEHICLE

In any case, the passenger should mount and dismount the vehicle using caution to avoid causing the vehicle or the rider to lose balance.

CAUTION

THE RIDER TO INSTRUCT THE PASSENGER ABOUT THE PROPER WAY TO MOUNT AND DISMOUNT FROM THE VEHICLE.

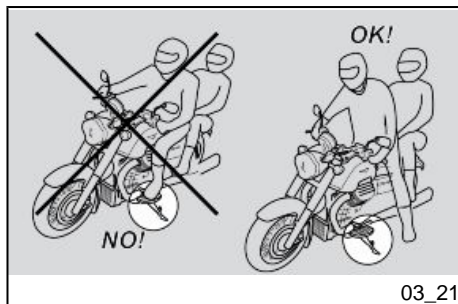
THE VEHICLE INCLUDES PASSENGER FOOTRESTS WHICH SHOULD BE USED DURING MOUNTING AND DISMOUNTING. THE PASSENGER SHOULD ALWAYS USE THE LEFT FOOTREST FOR MOUNTING AND DISMOUNTING FROM THE VEHICLE.

DO NOT DISMOUNT OR EVEN ATTEMPT TO DISMOUNT BY JUMPING OR STRETCHING OUT YOUR LEG IN ORDER TO TOUCH THE GROUND. IN BOTH CASES THE STABILITY AND EQUILIBRIUM OF THE VEHICLE COULD BE COMPROMISED.

CAUTION

BAGGAGE OR OBJECTS ATTACHED TO THE REAR PART OF THE VEHICLE CAN CREATE AN OBSTACLE DURING MOUNTING AND DISMOUNTING FROM THE VEHICLE.

IN ALL CASES, THINK AHEAD AND MOVE YOUR RIGHT LEG CAREFULLY, AS IT WILL HAVE TO AVOID AND CLEAR THE REAR PART OF THE VEHICLE (INCLUDING BAGGAGE AND THE TAIL FAIRING) WITHOUT CAUSING LOSS OF BALANCE.



MOUNTING

- Grip the handlebar properly and mount the vehicle without placing your weight upon the side stand.

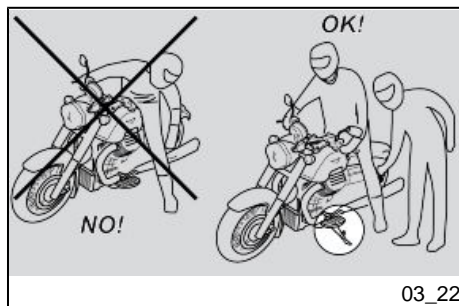
CAUTION

IN THE CASE THAT YOU ARE NOT ABLE TO REST BOTH FEET ON THE GROUND, PUT THE RIGHT FOOT ON THE GROUND, (IN THE CASE OF A LOSS OF BALANCE THE LEFT SIDE IS "PROTECTED" BY THE SIDE STAND) AND KEEP YOUR LEFT FOOT READY TO BE POSITIONED.

- Place both feet on the ground and straighten the vehicle into the driving position, always maintaining its equilibrium.

CAUTION

THE RIDER SHOULD NOT OPEN OR TRY TO OPEN THE PASSENGER FOOTRESTS FROM THE RIDER'S SEAT, AS IT COULD COMPROMISE THE STABILITY AND EQUILIBRIUM OF THE VEHICLE.



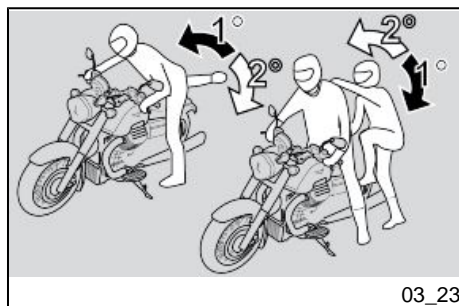
- Have the passenger open the two passenger foot pegs.
- Show the passenger how to mount the vehicle.
- Use your left foot to push on the side stand and make it fully return to its position.

DISMOUNTING

- Select an appropriate parking spot.
- Stop the vehicle.



MAKE SURE THAT THE GROUND ON WHICH THE MOTORCYCLE IS PARKED IS FIRM, EVEN AND FREE OF OBSTACLES.



- Use the heel of your left foot to completely open the side stand.

CAUTION

IN THE CASE THAT YOU ARE NOT ABLE TO REST BOTH FEET ON THE GROUND, PUT THE RIGHT FOOT ON THE GROUND, (IN THE CASE OF A LOSS OF BALANCE THE LEFT SIDE IS "PROTECTED" BY THE SIDE STAND) AND KEEP YOUR LEFT FOOT READY TO BE POSITIONED.

- Place both feet on the ground and keep the vehicle balanced in the driving position.
- Show the passenger how to dismount from the vehicle.



RISK OF FALLING OR OVERTURNING.

MAKE SURE THE PASSENGER HAS COME DOWN FROM THE VEHICLE.

DO NOT PLACE YOUR WEIGHT UPON THE SIDE STAND.

- Lean the motorcycle until the stand touches the ground.
- Correctly grip the handlebar, and dismount from the vehicle.
- Turn the handlebar completely to the left.
- Place the passenger footrest in its place.

CAUTION



MAKE SURE THE VEHICLE IS STABLE.

V7 III Special - V7 III Stone - V7 III Racer



Chap. 04
Maintenance

Foreword

In general terms, scheduled maintenance can be carried out by the owner; however, some operations may require specific tools and technical training. For periodic maintenance, servicing or technical advice, contact an **Official Moto Guzzi Dealer** for prompt and accurate service.

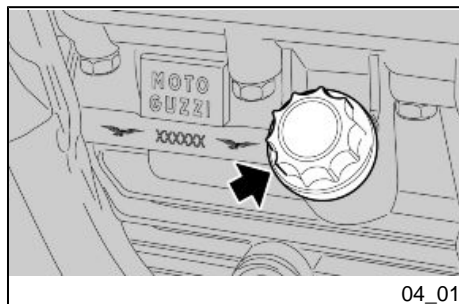
WARNING

THIS VEHICLE HAS BEEN PROGRAMMED TO INDICATE IN REAL TIME ANY ACTIVATION FAILURE STORED IN THE ELECTRONIC CONTROL UNIT MEMORY.

ANY TIME THE IGNITION SWITCH IS SET TO "ON", THE "GENERAL ALARM" WARNING LIGHT ON THE INSTRUMENT PANEL TURNS ON FOR THREE SECONDS. IF THE WARNING LIGHT TURNS OFF, IT MEANS THAT THERE ARE NO MALFUNCTIONS.

NOTE

CARRY OUT MAINTENANCE OPERATIONS AT HALF THE INTERVALS SPECIFIED IF THE VEHICLE IS USED IN PARTICULAR RAINY OR DUSTY CONDITIONS, OFF ROAD OR FOR TRACK USE.



04_01

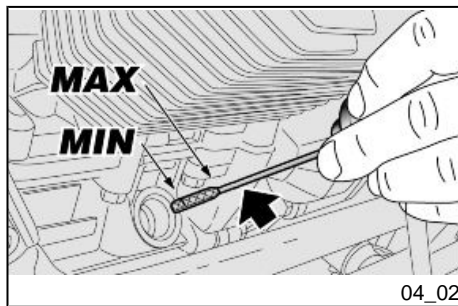
Engine oil level check (04_01, 04_02)

Check the engine's oil level according to instructions provided in the scheduled maintenance chart.

To check:



THE ENGINE'S OIL LEVEL CHECK MUST BE REALIZED WITH THE ENGINE HOT OR AFTER RUNNING FOR ABOUT 15 km (9.32 mi), OUT OF TOWN (ENOUGH TO WARM UP ENGINE OIL).



- Shut off the engine.
- Keep the vehicle upright with both wheels on the ground.
- Unscrew and remove the filler plug / oil dipstick, and wipe it clean.
- Fit the oil filler plug / oil dipstick and tighten fully.
- Unscrew and remove the filler plug / oil dipstick and check that the oil level is correct.

'MAX' = maximum level.

'MIN' = minimum level.

The difference between 'MAX' and 'MIN' marks is approx. 400 cm³ (24.41 cu.in)

- The oil level is correct when it is close to the 'MAX' mark.

CAUTION



DO NOT GO BEYOND THE "MAX" AND BELOW THE "MIN" LEVEL MARK TO AVOID SEVERE ENGINE DAMAGE.

Engine oil top-up

Fill with engine oil as required:

- Remove the filler plug / oil dipstick.



DO NOT ADD ADDITIVES OR ANY OTHER SUBSTANCES TO THE OIL.

When using a funnel or any other element, make sure it is perfectly clean.

CAUTION

USE HIGH-QUALITY 10W - 60 OIL.

- Top up oil until reaching the correct level.

Engine oil change (04_03, 04_04)



CHANGING ENGINE OIL AND ENGINE OIL FILTER CAN PROVE DIFFICULT IF YOU ARE INEXPERIENCED.

TAKE YOUR VEHICLE TO AN Official Moto Guzzi Dealer IF NECESSARY.

IF YOU WISH TO PERFORM THESE OPERATIONS YOURSELF, FOLLOW THESE INSTRUCTIONS.

Check the engine oil level frequently.

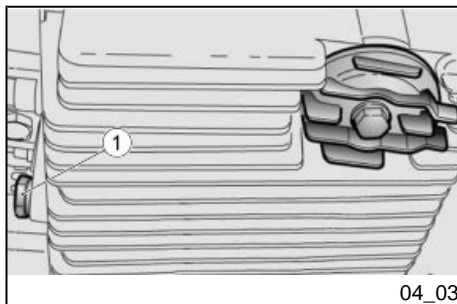
To change:

CAUTION

HOT OIL IS MORE FLUID AND WILL DRAIN OUT MORE EASILY AND COMPLETELY; IDEAL TEMPERATURE IS REACHED AFTER THE ENGINE HAS RUN FOR ABOUT TWENTY MINUTES.



OIL BECOMES VERY HOT WHEN THE ENGINE IS HOT; BE CAREFUL NOT TO GET BURNED WHEN CARRYING OUT THE OPERATIONS DESCRIBED BELOW.



- Place a recipient with a capacity of at least 2,000 cm³ (122.05 cu.in) under the drain plug (1).
- Unscrew and remove the drainage plug (1).
- Drain the oil into the container; allow several minutes for oil to drain out completely.
- Check and if necessary, replace the sealing washer of drainage plug (1).
- Remove any metal deposits attached to the drainage plug (1) magnet.
- Screw and tighten the drainage plug (1).

Tightening torque for drainage plugs (1): 20 - 22 Nm (14.75 - 16.23 lb ft).



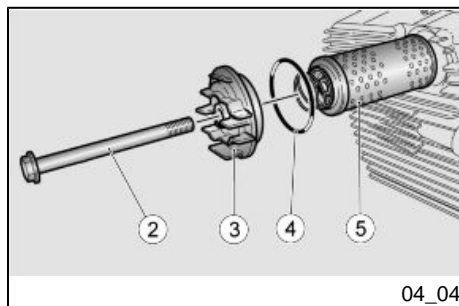
DO NOT DISPOSE OF OIL INTO THE ENVIRONMENT.

DISPOSE OF ENGINE OIL IN A SEALED CONTAINER AND TAKE IT TO YOUR SUPPLIER OR TO THE NEAREST USED OIL COLLECTION CENTRE.

Engine oil filter replacement

CAUTION

REPLACE THE ENGINE OIL FILTER EVERY 10,000 KM (6,213.71 MILES) (OR EACH TIME YOU CHANGE THE ENGINE OIL).

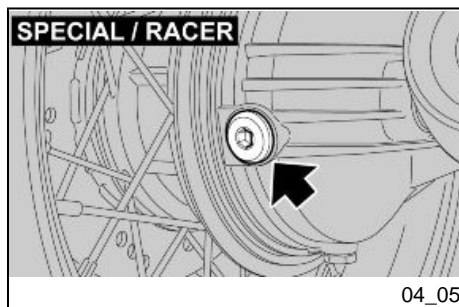


- Undo the two screws (2) and remove the cover (3).
- Remove the engine oil filter (5).

NOTE

NEVER REUSE AN OLD FILTER.

- Spread a thin layer of oil on the sealing ring (4) of the new engine oil filter.
- Fit the new engine oil filter with the spring facing downwards.
- Refit the cover (3), screw and tighten the screw (2).



Bevel gear pair oil level (04_05, 04_06)

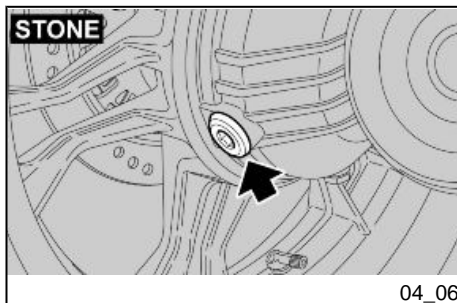
Check the cardan shaft oil level regularly; change the oil at the specified intervals according to the scheduled maintenance table

To check:

- Keep the vehicle upright with both wheels on the ground.
- Unscrew and remove the level plug.
- Check that the oil level is on the rim of the hole of the level plug. Top-up if oil is below the specified level.

CAUTION

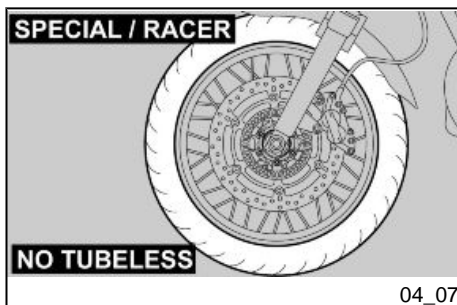
CHECK THE CONDITION OF THE SEALING WASHER OF THE LEVEL PLUG IN CASE OF CHECK OF THE OIL IN THE CARDAN SHAFT TRANSMISSION UNIT. IT IS ALSO RECOMMENDED TO REPLACE SUCH WASHER AT AN AUTHORISED Moto Guzzi Dealer.

**CAUTION**

TO TOP-UP OR CHANGE THE OIL IN THE CARDAN SHAFT TRANSMISSION UNIT, CONTACT AN Official Moto Guzzi Dealer.

Gearbox oil level**CAUTION**

THE GEARBOX OIL MUST BE CHECKED AND CHANGED BY AN Official Moto Guzzi Dealership.

**Tyres (04_07, 04_08, 04_09, 04_10)****(SPECIAL/RACER)**

This vehicle is fitted with tyres with inner tubes (not tubeless).

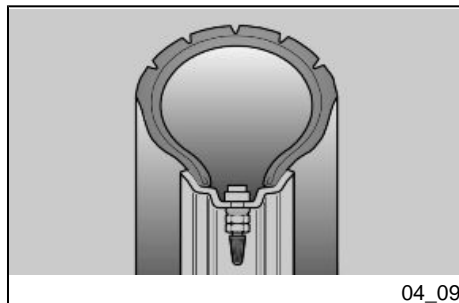
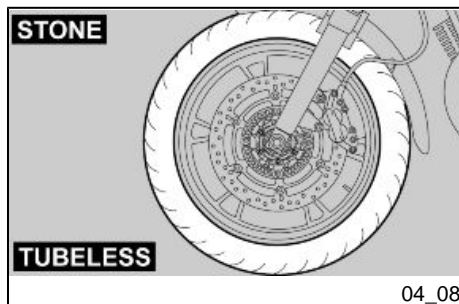
(STONE)

This vehicle is fitted with tyres without inner tubes (Tubeless).

CAUTION

WE RECOMMEND SETTING THE MGCT SYSTEM TO LEVEL «2» AND KEEPING THIS LEVEL ACTIVE FOR THE ENTIRE RUN-IN PERIOD TO ENABLE THE TYRES TO ADAPT TO THE ROAD CONDITIONS CORRECTLY.

THE SAME NOTE ALSO APPLIES WHEN CHANGING THE TYRES.



CAUTION



TO ALLOW THE QUICK REACHING OF THE PERFECT GRIP OF NEW TYRES AT THE FIRST MILEAGE, IT IS RECOMMENDED A PARTICULARLY CAREFUL GUIDE OF THE MOTORCYCLE, AVOIDING SUDDEN STEERING OR VIOLENT ACCELERATION AND BRAKING.

CAUTION

CHECK TYRE INFLATION PRESSURE REGULARLY AT AMBIENT TEMPERATURE. THE MEASUREMENT MAY BE INCORRECT IF TYRES ARE WARM. CHECK TYRE PRESSURE MAINLY BEFORE AND AFTER A LONG TRIP. AN OVER-INFLATED TYRE WILL PROVIDE A HARSH RIDE AS SURFACE UNEVENNESS IS NOT CUSHIONED AND IS SENT TO THE HANDLEBAR, THUS REDUCING GRIP AND ROAD HOLDING SPECIALLY WHEN CORNERING.

ON THE OTHER HAND, AN UNDER-INFLATED TYRE CAUSES THE CONTACT PATCH TO INCLUDE A LARGER PORTION OF THE TYRE SIDE WALLS. IF SO, THE TYRE MIGHT SLIP ON OR GET DETACHED FROM THE WHEEL RIM, RESULTING IN LOSS OF CONTROL OVER THE VEHICLE.

TYRES MAY EVEN DETACH FROM THE WHEEL RIMS UNDER VERY HARD BRAKING.

EVENTUALLY THE VEHICLE MIGHT SKID IN A BEND.

CHECK THE SURFACE CONDITION AND WEAR BECAUSE POOR TYRE CONDITION COULD COMPROMISE GRIP AND HANDLING OF THE VEHICLE.

SOME TYRE TYPES APPROVED FOR THIS VEHICLE FEATURE WEAR INDICATORS.

THERE ARE SEVERAL TYPES OF WEAR INDICATORS. CONSULT YOUR DEALER ON METHODS TO CHECK FOR WEAR.

CARRY OUT A VISUAL INSPECTION FOR TYRE WEAR AND TEAR, REPLACE TYRES WHEN WORN.

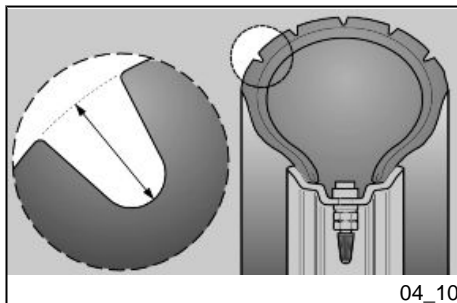
WHEN TYRES ARE OLD, THE MATERIAL MAY HARDEN AND NOT PROVIDE ADEQUATE ROAD HOLDING, EVEN IF TYRES ARE STILL WITHIN THE WEAR LIMIT. REPLACE TYRES IF THIS OCCURS. REPLACE THE TYRE IF IT IS WORN OR IF THERE IS A PUNCTURE LARGER THAN 5 mm (0.197 in) IN THE TREAD AREA.

WHEEL MUST BE BALANCED AFTER A TYRE IS MENDED.

USE ONLY TYRE SIZES INDICATED BY THE MANUFACTURER. DO NOT FIT TYRES WITH INNER TUBES ON RIMS FOR TUBELESS TYRES OR VICE VERSA. CHECK THAT THE INFLATION VALVES HAVE THEIR CAPS FITTED TO AVOID UNEXPECTED FLAT TYRES.

REPLACEMENT, REPAIR, MAINTENANCE AND BALANCING OPERATIONS ARE HIGHLY IMPORTANT AND SO THEY SHOULD BE CARRIED OUT USING THE SPECIFIC TOOLS AND WITH THE ADEQUATE KNOWLEDGE. HAVE YOUR TYRES AND WHEELS SERVICED AT AN OFFICIAL DEALER OR A SPECIALISED TYRE WORKSHOP.

NEW TYRES MAY BE COATED WITH AN OILY FILM: RIDE WITH CAUTION DURING THE FIRST KILOMETRES. DO NOT APPLY UNSUITABLE LIQUIDS ON TYRES.



Minimum tread depth:

front and rear 2 mm (0.079 in) (USA 3 mm) (USA 0.118 in) and anyway not lower to what it is specified in the current legislation in the country in which the vehicle is used.

Spark plug dismantlement

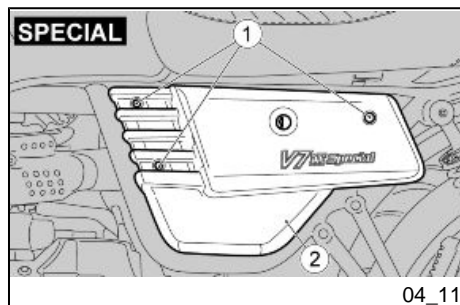
CAUTION

FOR REMOVAL, CHECK, AND REPLACEMENT OF THE SPARK PLUGS CONTACT AN OFFICIAL Moto Guzzi Dealer.

Removing the sides (04_11, 04_12, 04_13, 04_14, 04_15, 04_16)

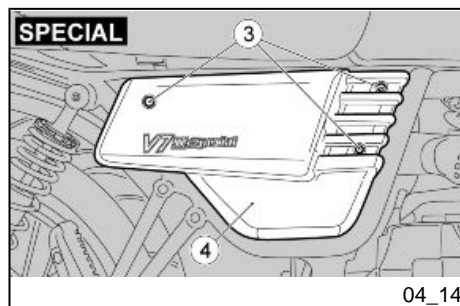
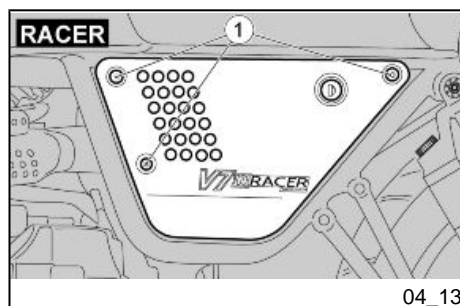
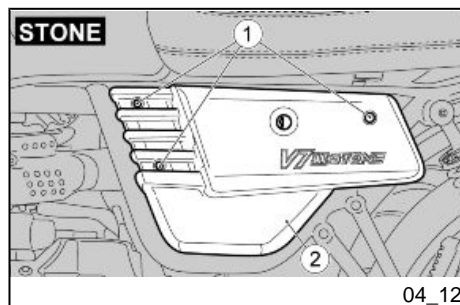
NOTE

HANDLE PAINTED AND PLASTIC COMPONENTS WITH CARE; BE CAREFUL NOT TO SCRATCH OR DAMAGE THEM.



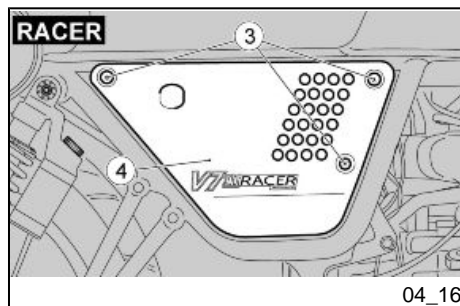
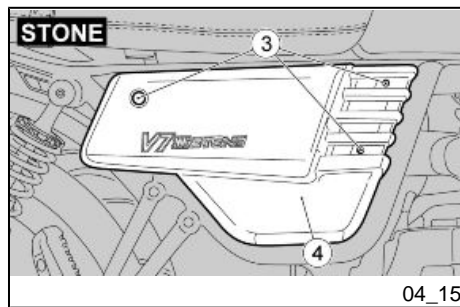
LEFT FAIRING

- Remove the saddle.
- Undo and remove the three fastener screws (1) and remove the fairing (2).
- The left fairing (2) can be removed, but it remains connected to the frame by the saddle lock release cable.



RIGHT FAIRING

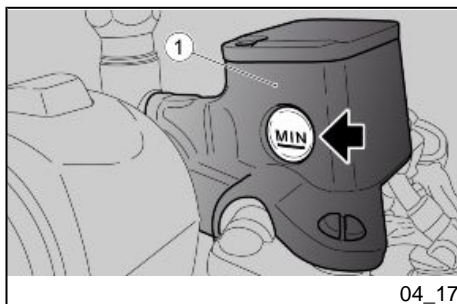
- Remove the saddle.
- Undo and remove the three fastener screws (3) and remove the fairing (4).
- The right fairing (4) can be fully removed.



Removing the air filter

CAUTION

TO REMOVE, CHECK AND REPLACE THE AIR FILTER, CONTACT AN Official Moto Guzzi Dealer.



Checking the brake oil level (04_17, 04_18, 04_19)

FRONT BRAKE

CHECK

- Rest the vehicle on its stand
- Turn the handlebar so that the fluid is at the same level as the plug.
- Check that the fluid contained in the tank (1) exceeds the 'MIN' level reference mark

MIN = minimum level

If the fluid does not reach at least the "**MIN**" reference mark:

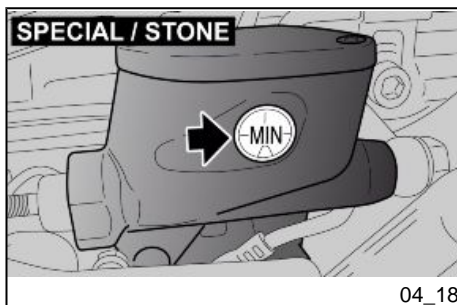
CAUTION

FLUID LEVEL DECREASES GRADUALLY AS BRAKE PADS WEAR DOWN.

- Check brake pads and discs for wear.

If the brake pads and/or brake discs do not have to be replaced, have the braking system checked at an **Official Moto Guzzi Dealership**.

(SPECIAL/STONE)



REAR BRAKE

CHECK

- Keep the vehicle upright so that the fluid in the reservoir is at the same level as the plug.
- Make sure that the fluid level in the reservoir is above the "**MIN**" reference mark:.

MIN = minimum level

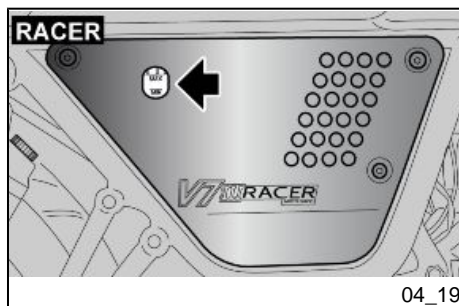
If the fluid does not reach at least the "**MIN**" reference mark:

CAUTION

FLUID LEVEL DECREASES GRADUALLY AS BRAKE PADS WEAR DOWN.

- Check brake pads and discs for wear.

If the brake pads and/or brake discs do not have to be replaced, have the braking system checked at an **Official Moto Guzzi Dealership**.

(RACER)**REAR BRAKE****CHECK**

- Keep the vehicle upright so that the fluid in the reservoir is at the same level as the plug.
- Through the opening on the right side indicated in then figure, check that the liquid in the tank exceeds '**MIN**'.

MIN = minimum level

MAX = maximum level

If the fluid does not reach at least the "**MIN**" reference mark:

CAUTION

FLUID LEVEL DECREASES GRADUALLY AS BRAKE PADS WEAR DOWN.

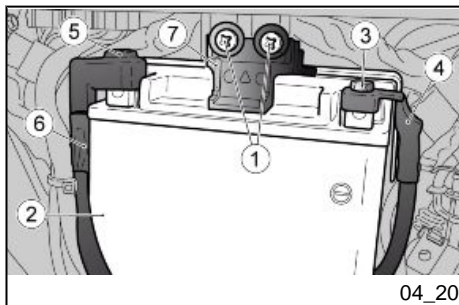
- Check brake pads and discs for wear.

If the brake pads and/or brake discs do not have to be replaced, have the braking system checked at an **Official Moto Guzzi Dealership**.

Braking system fluid top up

CAUTION

FOR THE TOP-UP OF THE BRAKING SYSTEMS COOLANT, CONTACT AN Official Moto Guzzi Dealer.



Use of a new battery (04_20)

- Make sure the ignition switch is set to 'KEY OFF'.
- Remove the rider saddle.
- Remove the right hand side fairing.
- Undo the two fastener screws (1) in order to be able to pull out the battery (2) sufficiently to undo the screws on the terminal clamps.
- Unscrew and remove the screw (3) of the negative terminal (-).
- Move the negative lead (4) aside.
- Unscrew and remove the screw (5) of the positive terminal (+).
- Move the positive lead (6) aside.
- Remove the battery retainer bracket (7).
- Grip the battery (2) firmly and remove from its seat.
- Put the battery away on a level surface, in a cool and dry place.
- Place the fixing bracket (2) and refit the screws (1).
- Refit the left side fairing.
- Refit the rider saddle.

To install a new battery follow the operations described above but in reverse order.

CAUTION

UPON REFITTING, CONNECT THE LEAD TO THE POSITIVE TERMINAL (+) FIRST AND AFTERWARDS THE LEAD TO THE NEGATIVE TERMINAL (-).



CHECK THAT THE CABLE TERMINALS AND BATTERY LEADS ARE:

- IN GOOD CONDITION (NOT CORRODED OR COVERED BY DEPOSITS);
- COVERED BY NEUTRAL GREASE OR PETROLEUM JELLY.



REMOVING THE BATTERY RESETS THE DIGITAL CLOCK AND THE TRIP JOURNAL FUNCTIONS.

CAUTION



ONCE REMOVED, THE BATTERY MUST BE PUT AWAY IN A SAFE PLACE OUT OF THE REACH OF CHILDREN.

Checking the electrolyte level

WARNING

THIS VEHICLE IS FITTED WITH A MAINTENANCE-FREE BATTERY AND DOES NOT NEED ANY INTERVENTION, EXCEPT FOR SPORADIC CHECKS AND RECHARGE.

Charging the battery

- Remove the battery.
- Get an adequate battery charger.
- Set the battery charger for the recharge type indicated.

- Connect the battery to the battery charger.

CAUTION

WHEN RECHARGING OR USING THE BATTERY, BE CAREFUL TO HAVE THE ROOM ADEQUATELY AIRED. DO NOT BREATHE GASES RELEASED WHEN THE BATTERY IS RECHARGING.

Switch on the battery charger.

Characteristic**CHARGE MODES**

Recharge - Ordinary

Electric Current - 1.8A

Time - 8-10 hours

Long periods of inactivity

If the vehicle is inactive longer than fifteen days, it is necessary to recharge the battery to avoid sulphation.

- Remove the battery and put it away in a cool and dry place.

In winter or when the vehicle is out of use for prolonged periods, check charge level frequently (about once a month) to prevent deterioration.

- Recharge it fully with an ordinary charge.

If the battery is still on the vehicle, disconnect the cables from the terminals.

Checking and cleaning terminals and leads

- Partially remove the battery from its housing.

- Check that the battery cable terminals and leads are in good conditions (not corroded or covered by deposits) and covered with neutral grease or petroleum jelly.

Fuses (04_21, 04_22, 04_23, 04_24)

CAUTION

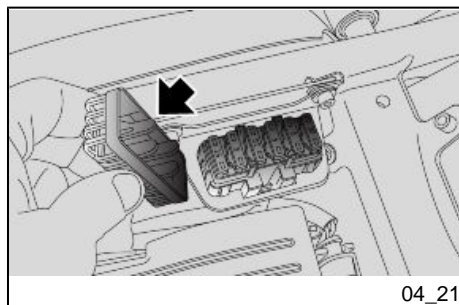


DO NOT REPAIR FAULTY FUSES.

NEVER USE A FUSE THAT IS DIFFERENT THAN WHAT IS SPECIFIED TO PREVENT DAMAGES TO THE ELECTRICAL SYSTEM OR SHORT CIRCUITS, AND THE RISK OF FIRE.

NOTE

A FUSE THAT BLOWS FREQUENTLY MAY INDICATE A SHORT CIRCUIT OR OVERLOAD. IF THIS OCCURS, CONTACT AN Official Guzzi Dealer.



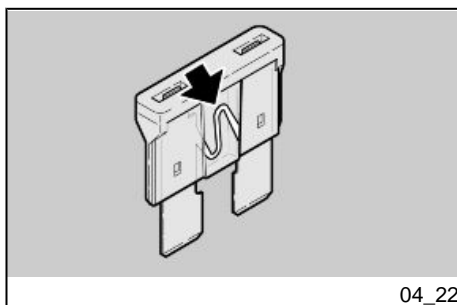
04_21

To check:

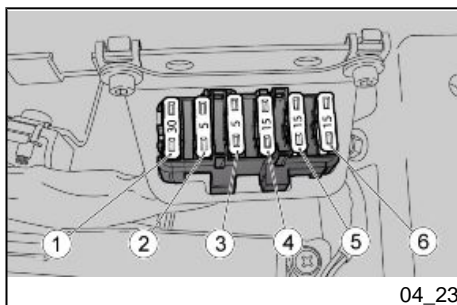
- Set the ignition switch to 'OFF' to avoid an accidental short circuit.
- Remove the saddle.
- Remove the fuse box cover.
- Take out one fuse at a time and check if the filament is broken.
- Before replacing the fuse, find and solve, if possible, the reason that caused the problem.
- If the fuse is damaged, replace it with one of the same current rating.

NOTE

IF THE SPARE FUSE IS USED, REPLACE WITH ONE OF THE SAME TYPE IN THE CORRESPONDING FITTING.



04_22



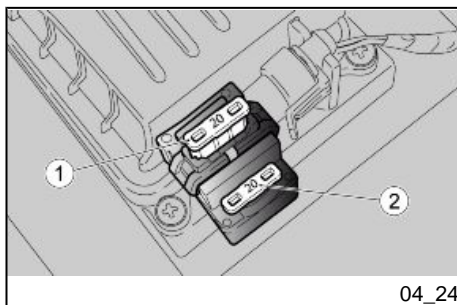
04_23

FUSE DISTRIBUTION

1. Main fuse, coil 1 and 2, fuel pump, injectors 1 and 2, oxygen sensor 1 and 2, secondary air (30 A).
2. (Battery positive) MIU G3 ECU (5 A).
3. (Battery positive) Instrument panel, turn indicators, Blue Dash prewiring (5 A).
4. ECU, engine kill, start relay, instrument panel, injection load relay (15 A).
5. USB prewiring, Blue Dash prewiring, low beams/high beams, passing (15 A).
6. Brake light, front/rear running lights, horn (15 A).

ABS FUSE LAYOUT

1. ABS ECU (20 A).
2. Spare fuse (20 A).



04_24

Lamps (04_25, 04_26, 04_27)

CAUTION

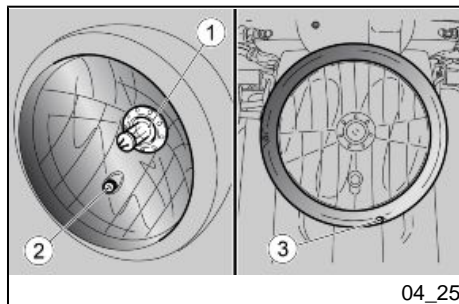


BEFORE REPLACING A BULB, TURN THE IGNITION SWITCH TO «KEY OFF» AND WAIT A FEW MINUTES FOR THE BULB TO COOL OFF.

WEAR CLEAN GLOVES OR USE A CLEAN DRY CLOTH TO REPLACE THE BULB.

DO NOT LEAVE PRINTS ON THE BULB AS THIS MAY CAUSE IT TO OVERHEAT OR EVEN BLOW OUT. IF YOU TOUCH THE BULB WITHOUT WEARING GLOVES, CLEAN OFF PRINTS WITH ALCOHOL TO AVOID DAMAGING THE BULB.

DO NOT FORCE ELECTRICAL CABLES.



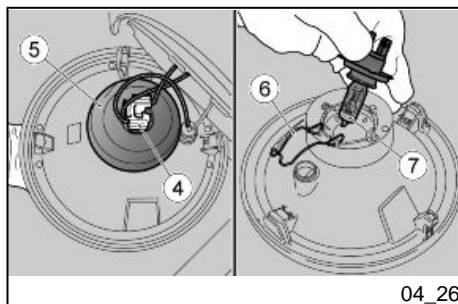
BULB LAYOUT

The headlamp unit contains the following bulbs:

- one high beam / low beam bulb (1) (upper);
- one tail light bulb (2) (lower);

FRONT HEADLAMP BULB REPLACEMENT

- Rest the vehicle on its stand.
- Remove the complete parabole from the headlight body by undoing the screw (3).

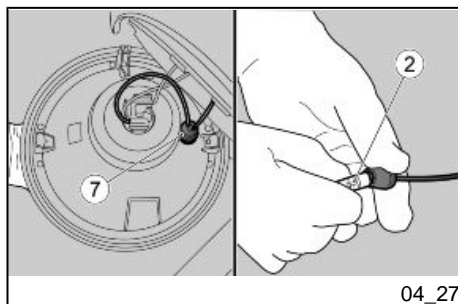


Low/high beam light bulb

- Pull out the electrical connection to the bulb (4), and disconnect it from the bulb.
- Move hood (5) manually.
- Release the two ends of the retaining spring (6) located on the bulb holder.
- Pull the bulb (1) out of its seat.
- Install a bulb of the same type adequately.

NOTE

INSERT THE BULB INTO THE BULB HOLDER, MAKING SURE THE REFERENCE FITTINGS MATCH.



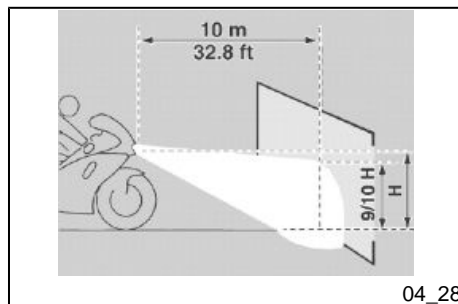
Daytime running light bulb

- Pull out the tail light bulb holder (7) from its seat.
- Remove the bulb (2) and replace it with another of the same type.
- Check the proper insertion of the bulb in the bulb holder.

Headlight adjustment (04_28, 04_29, 04_30, 04_31)

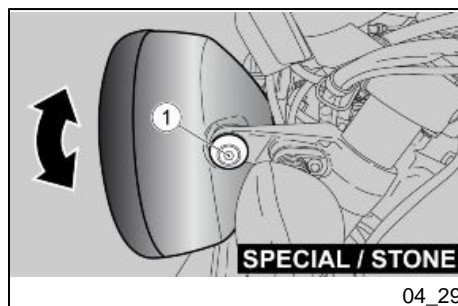
NOTE

IN COMPLIANCE WITH LOCAL LEGAL REQUIREMENTS, SPECIFIC PROCEDURES MUST BE FOLLOWED WHEN CHECKING LIGHT BEAM ADJUSTMENT.



For a quick check of the correct direction of the front light beam:

- Place the vehicle 10 m (32.81 ft) away from a vertical wall and make sure the ground is level.
- Turn on the low beam light, sit on the vehicle and check that the light beam projected to the wall is a little below the headlight horizontal straight line (about 9/10 of the total height).



To carry out vertical adjustment of the light beam:

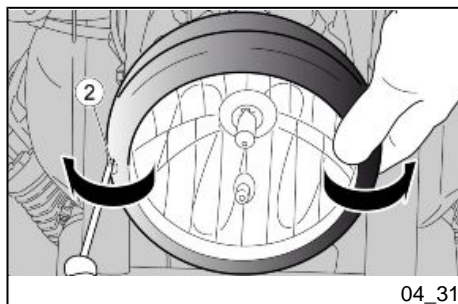
- Stand the motorcycle in a vertical position.
- Slightly loosen the headlight fixing screws (1), and move the light beam manually to the desired position.
- Once the adjustment is finished tighten the screws (1).

After adjusting:

NOTE

CHECK THAT THE LIGHT BEAM VERTICAL DIRECTION IS CORRECT.





In order to carry out horizontal adjustment of the light beam:

- Stand the motorcycle in a vertical position.
- Actuating on the screw (2) adjust the direction of the light beam.

After adjusting:

NOTE

CHECK THAT THE LIGHT BEAM HORIZONTAL DIRECTION IS CORRECT.

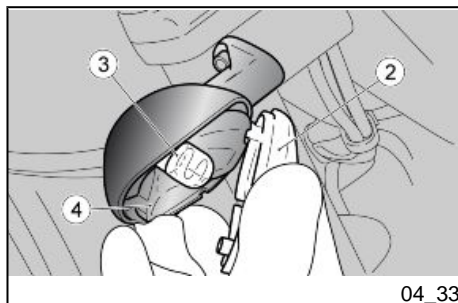


Front direction indicators (04_32, 04_33)

- Rest the vehicle on its stand.
- Loosen and remove screw (1).

NOTE

REMOVE THE PROTECTION GLASS WITH CAUTION SO AS NOT TO BREAK THE FITTING TOOTH.



- Remove the protective glass (2).

CAUTION

UPON REFITTING, POSITION THE PROTECTIVE GLASS CORRECTLY IN ITS POSITION.

TIGHTEN THE SCREW (1) CAREFULLY AND MODERATELY TO AVOID DAMAGING THE PROTECTIVE GLASS.

- Press bulb (3) slightly and turn it anticlockwise.
- Pull the bulb (3) out of its fitting.

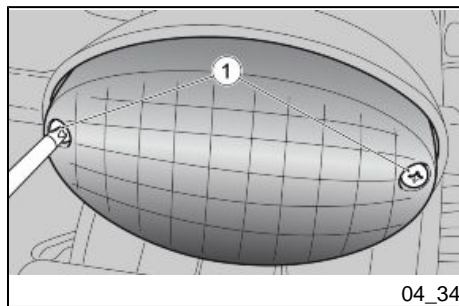
NOTE

INSERT THE BULB IN THE BULB HOLDER SO THAT THE TWO GUIDING PINS COINCIDE WITH THEIR GUIDES ON THE BULB HOLDER.

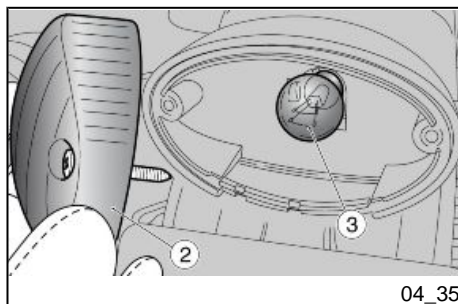
- Install a bulb of the same type adequately.

NOTE

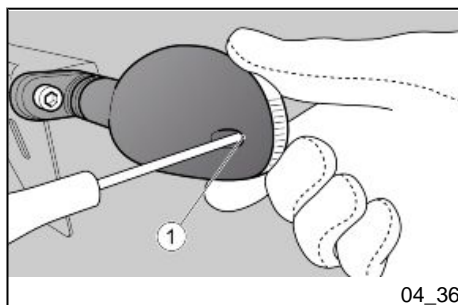
IF THE BULB HOLDER «4» IS STICKS OUT ITS FITTING, INSERT IT AGAIN CORRECTLY BY MATCHING THE BULB HOLDER RADIAL OPENING WITH THE SCREW SEAT.

**Rear optical unit (04_34, 04_35)**

- Rest the vehicle on its stand.
- Undo and remove the two screws (1).



- Remove the protective glass (2) with caution
- Press bulb (3) slightly and turn it anticlockwise.
- Pull the bulb (3) out of its fitting.
- Insert a bulb of equal rating in the bulb holder making the two guiding pins coincide with their guides on the bulb holder.
- Carefully put the protective glass (2) back into position and tighten the two screws (1) carefully and moderately so as to avoid damaging the protective glass (2).

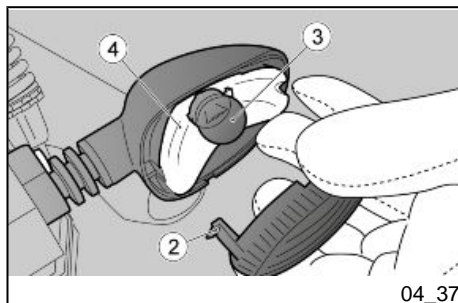


Rear turn indicators (04_36, 04_37)

- Rest the vehicle on its stand.
- Loosen and remove screw (1).

NOTE

REMOVE THE PROTECTION GLASS WITH CAUTION SO AS NOT TO BREAK THE FITTING TOOTH.



- Remove the protective glass (2).

CAUTION

UPON REFITTING, POSITION THE PROTECTIVE GLASS CORRECTLY IN ITS POSITION.

TIGHTEN THE SCREW (1) CAREFULLY AND MODERATELY TO AVOID DAMAGING THE PROTECTIVE GLASS.

- Press bulb (3) slightly and turn it anticlockwise.
- Pull the bulb (3) out of its fitting.

NOTE

INSERT THE BULB IN THE BULB HOLDER SO THAT THE TWO GUIDING PINS COINCIDE WITH THEIR GUIDES ON THE BULB HOLDER.

- Install a bulb of the same type adequately.

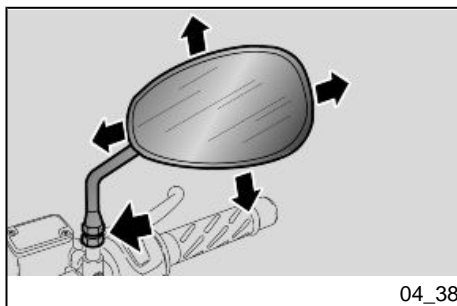
NOTE

IF THE BULB HOLDER «4» IS STICKS OUT ITS FITTING, INSERT IT AGAIN CORRECTLY BY MATCHING THE BULB HOLDER RADIAL OPENING WITH THE SCREW SEAT.

Rear-view mirrors (04_38, 04_39)

DO NOT RIDE WITH REAR-VIEW MIRRORS INCORRECTLY SET.

ALWAYS CHECK THAT THE MIRRORS ARE ADJUSTED CORRECTLY BEFORE SETTING OFF.



04_38

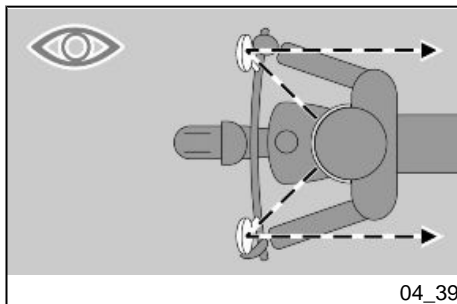
Rear-view mirrors removal:

- Rest the vehicle on its stand.
- Loosen the locking nut.
- Slide up and remove the complete rear-view mirror unit.

Repeat the procedure to remove the other rear-view mirror, if necessary.



UPON REFITTING AND BEFORE TIGHTENING THE LOCKING NUT, MAKE SURE THAT THE REAR VIEW MIRROR SUPPORT STEM IS ALIGNED WITH THE HANDLEBAR.



04_39

Rear-view mirrors adjustment:

- Get onto the bike in the riding position.
- Turn the mirror, correctly adjusting the inclination.

Repeat the procedure to adjust the other mirror.

- Make sure there is no dirt or mud.

Front and rear disc brake (04_40, 04_41)**CAUTION**

A DIRTY DISC SMEARS THE PADS RESULTING IN POOR BRAKING.

REPLACE DIRTY PADS AND CLEAN AGAIN THE DIRTY DISC USING A TOP QUALITY DEGREASING PRODUCT.

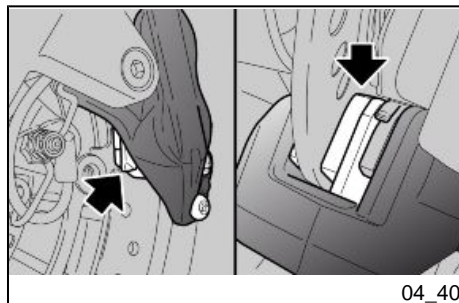
CAUTION

TAKE YOUR VEHICLE TO AN Official Moto Guzzi Dealer TO HAVE THE FRONT WHEEL REMOVED.

CAUTION



CHECK BRAKE PADS FOR WEAR MAINLY BEFORE EACH RIDE.

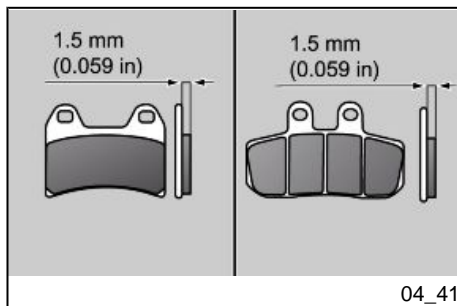


To perform a quick pad wear check:

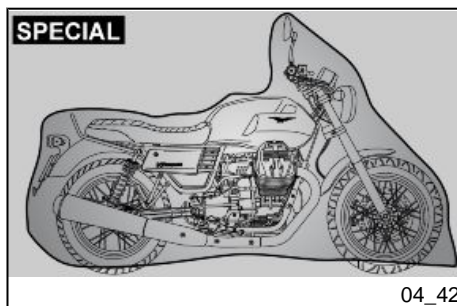
- Rest the vehicle on its stand.
- Carry out a visual inspection of brake disc and pads as follows: at the front, from the bottom to the top for the front brake calliper; at the front, from the bottom to the top for the front brake calliper.

CAUTION

EXCESSIVE WEAR OF THE FRICTION MATERIAL MAKES THE PAD METAL SUPPORT GET INTO CONTACT WITH THE DISC, WHICH RESULTS IN A METALLIC NOISE AND SPARKS IN THE CALLIPER; THEREFORE, BRAKING EFFICIENCY AND DISC SAFETY AND INTEGRITY ARE AT RISK.



If the friction material thickness (even of one front or rear pad) is reduced to a value of about **1.5 mm (0.059 in)** (or even if one of the wear indicators is not very visible), contact an **Official Moto Guzzi Dealer** to replace all the brake callipers.



Periods of inactivity (04_42, 04_43, 04_44)

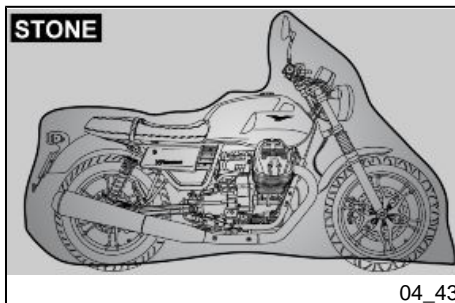
Take some measures to avoid the side effects of not using the scooter. Besides, it is necessary to carry out general repairs and checks before garaging the motorcycle as one can forget to do so afterwards.

Proceed as follows:

- Remove the battery.
- Wash and dry the motorcycle.
- Apply wax polish to painted and chromed surfaces.
- Inflate the tyres.
- Set the vehicle in a room with no heating or humidity, with minimum temperature variations and not exposed to sun rays.
- Wrap and tie a plastic bag around the exhaust pipe opening to keep moisture out.

CAUTION

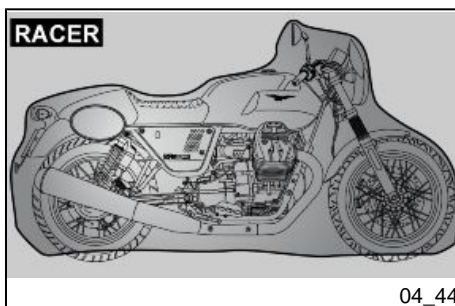
PLACE THE VEHICLE ON SUITABLE SUPPORTS TO KEEP THE TYRES OFF THE GROUND.



Cover the vehicle but do not use plastic or waterproof materials.

CAUTION

TO AVOID BATTERY DETERIORATION, FOLLOW THE PROCEDURE DESCRIBED FOR PROLONGED INACTIVITY.



AFTER STORAGE

NOTE

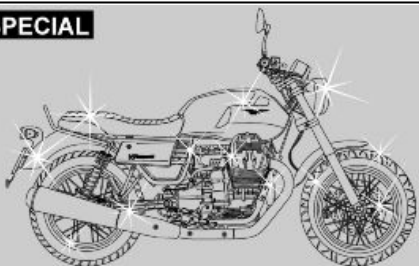
TAKE THE PLASTIC BAGS OFF THE EXHAUST PIPE OPENING.

- Uncover and clean the vehicle.
- Check the battery for correct charge and install it.
- Refill the fuel tank.
- Carry out the pre-ride checks.

CAUTION



AS A TEST, RIDE THE MOTORCYCLE FOR A FEW KILOMETRES AT A MODERATE SPEED AND AWAY FROM TRAFFIC AREAS.

SPECIAL

04_45

Cleaning the vehicle (04_45, 04_46, 04_47, 04_48, 04_49)

Moto Guzzi recommends using quality products for cleaning the vehicle. The use of unsuitable products can damage vehicle components. For cleaning do not use solvents such as "nitro thinner", "cold cleaning agents", or similar fuels, or cleaning products that contain alcohol.

WASHING THE MOTORCYCLE

Moto Guzzi recommends softening with water and then carefully removing the insects and stubborn stains before washing the vehicle.

To prevent stains, do not wash the motorcycle immediately after exposure to sunlight, and do not wash it in the sun.

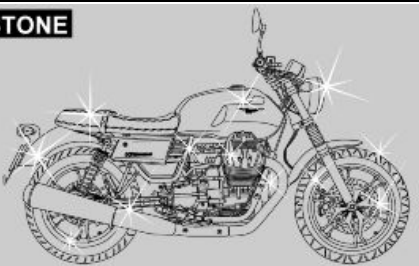
If the vehicle is used during the winter months, be sure to frequently wash the motorcycle. To remove anti-icing salt sprayed on roads in the winter, wash the motorcycle with cold water immediately after use.



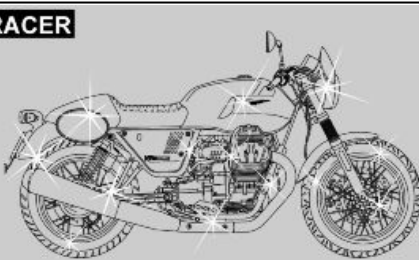
USE OF HOT WATER INTENSIFIES THE EFFECT OF THE SALT. USE ONLY PLENTY OF COLD WATER TO WASH AND REMOVE ANTI-ICING SALT



USE OF HIGH PRESSURE WASHING SYSTEMS (OR STEAM CLEANERS) CAN DAMAGE THE SEALS, OIL SEALS, BRAKING SYSTEM, ELECTRICAL SYSTEM AND THE SADDLE. DO NOT USE STEAM OR HIGH PRESSURE CLEANING SYSTEMS. DO NOT USE STEAM OR HIGH PRESSURE CLEANING SYSTEMS.

STONE

04_46

RACER

04_47

CLEANING OF SENSITIVE PARTS

BODYWORK

To keep the motorcycle bright, wash it regularly, especially if used in areas with high levels of pollution or mud. Aggressive stains from tree resins, gasoline, oil, brake fluid or bird excrement in general.

must be removed immediately, otherwise permanent stains on the paint can appear. After washing it is easy to identify halos and residual marks. Remove any of these from the body using soft cloths and finishing polishes (we recommend trying the product first in an unexposed area). Periodic care, a thorough cleaning of the bodywork preserves the aesthetic quality of the motorcycle over the long term.

PLASTIC COMPONENTS



IF THE PLASTIC COMPONENTS ARE CLEANED USING AGGRESSIVE AGENTS, THE SURFACE MAY BE DAMAGED. DO NOT USE CLEANING PRODUCTS CONTAINING ALCOHOL, SOLVENTS OR THAT ARE ABRASIVE FOR THE CLEANING OF PLASTIC PARTS. ROTARY BRUSHES OR SPONGES WITH HARD SURFACES CAN MAKE SCRATCHES

FRONT HEADLIGHT

Do not use products containing aggressive agents during use or during washing, due to the structure of the bottom bracket cup, under the frame can be detected water or dirt.

Since water outside the headlight will dry due to the heat and ventilation during use of the motorcycle, in case of persistence use compressed air at a distance of 10 cm from the headlight.



TO CLEAN THE HEADLIGHTS USE A SPONGE SOAKED IN WATER AND MILD DETERGENT, RUBBING THE SURFACE GENTLY AND RINSING FREQUENTLY WITH PLENTY OF WATER. DO NOT POLISH MATT-PAINTED SURFACES WITH POLISHING PASTE. THE VEHICLE SHOULD NEVER BE WASHED IN DIRECT SUNLIGHT, ESPECIALLY DURING SUMMER, OR WITH THE BODYWORK STILL HOT AS THE CAR SHAMPOO CAN DAMAGE THE PAINTWORK IF IT DRIES BEFORE BEING RINSED OFF.

CHROME PARTS AND POLISHED METAL



TREAT THE PARTS MADE OF CHROME, ALUMINIUM OR POLISHED STEEL IN A SPECIAL MANNER. WASH THEM WITH PLENTY OF WATER AND NEUTRAL CAR SHAMPOO.

TANK (RACER)

The tank of your V7 III Racer has a particularly precious surface finish. To clean the tank, we recommend using a cloth dampened with denatured ethyl alcohol and then finishing with a dry cloth.

CAUTION



DO NOT USE OILY DETERGENTS NORMALLY USED TO POLISH CHROME, AGGRESSIVE DETERGENTS (NORMALLY USED TO REMOVE INSECTS OR STUBBORN DIRT) OR BRUSHES THAT COULD DAMAGE THE SURFACE. YOU CAN

USE A SOFT CLOTH AND FINISHING POLISHES (WE RECOMMEND TRYING THE PRODUCT FIRST IN AN UNEXPOSED AREA).

TANK (SPECIAL/STONE)

To clean the tank, we recommend using plenty of water and neutral car shampoo.

CAUTION



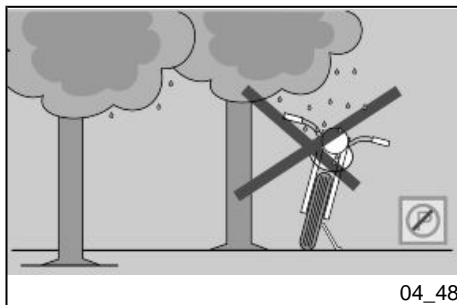
DO NOT USE BRUSHES THAT CAN DAMAGE THE SURFACE.

RUBBER PARTS

Clean the rubber parts using water and mild shampoo (brand-name, suitable for car bodies)



THE USE OF SILICONE SPRAY TO CLEAN THE RUBBER SEALS MAY CAUSE DAMAGE. DO NOT USE OTHER PRODUCTS CONTAINING SILICON FOR CLEANING THE MOTORCYCLE



Clean the motorcycle frequently if exposed to adverse conditions, such as:

- Air pollution (cities and industrial areas).
- Salinity and humidity in the atmosphere (seashore areas, hot and wet weather).
- Special environmental/seasonal conditions (use of salt, anti-icing chemical products on the roads in winter).
- Always clean off any smog and pollution residue, tar stains, insects, bird droppings, etc. from the bodywork.
- Avoid parking the vehicle under trees. During some seasons, resins, fruits or leaves containing aggressive chemical substances that may damage the paintwork may fall from trees.

CAUTION



BEFORE WASHING THE VEHICLE, COVER THE ENGINE AIR INTAKES AND THE EXHAUST PIPES.

CAUTION

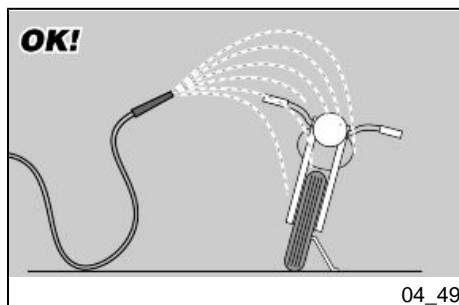


CLEAN THE INSTRUMENT PANEL WITH A SOFT CLOTH MOISTENED WITH WATER.

CAUTION



AFTER CLEANING YOUR MOTORCYCLE, BRAKING EFFICIENCY MAY BE TEMPORARILY AFFECTED DUE TO THE PRESENCE OF WATER ON THE FRICTION SURFACES OF THE BRAKING CIRCUIT. ALLOW LONGER BRAKING DISTANCES TO PREVENT ACCIDENTS. BRAKE REPEATEDLY TO RESTORE NORMAL OPERATION. CARRY OUT THE PRE-RIDE CHECKS.



To remove dirt and mud accumulated on painted surfaces, wet the soiled areas thoroughly with a low-pressure water jet, then remove dirt and mud with a soft car body sponge soaked abundantly in a solution of car body shampoo in water (2 - 4% shampoo dissolved in water). Then rinse with plenty of water, and dry with a chamois leather. To clean the engine outer parts, use degreasing detergent, brushes and old cloths. Wash anodised or painted aluminium parts with neutral soap and water. Using aggressive detergents may damage the surface treatment of these components.

CAUTION

NEVER USE CLOTHS SOAKED IN PETROL, DIESEL OIL OR KEROSENE FOR CLEANING THE PAINTED OR PLASTIC SURFACES SO AS NOT TO DAMAGE THE LUSTRE FINISH OR ALTER THE MECHANICAL PROPERTIES.

CAUTION



DO NOT USE WATER (OR LIQUIDS) AT TEMPERATURES OVER 40°C (104°F) WHEN CLEANING THE VEHICLE PLASTIC PARTS. DO NOT AIM HIGH PRESSURE AIR/WATER JETS OR STEAM JETS DIRECTLY ON THESE COMPONENTS. DO NOT USE ALCOHOL OR SOLVENTS TO CLEAN ANY RUBBER OR PLASTIC SADDLE COMPONENTS USE WATER AND MILD SOAP.

CAUTION

DO NOT USE SOLVENTS OR PETROL BY-PRODUCTS (ACETONE, TRICHLOROETHYLENE, TURPENTINE, PETROL, THINNERS) TO CLEAN THE SADDLE. YOU CAN USE DETERGENTS WITH SURFACE ACTIVE AGENTS NOT EXCEEDING 5% (NEUTRAL SOAP OR NEUTRAL DETERGENT).

DRY THE SADDLE WELL AFTER CLEANING.

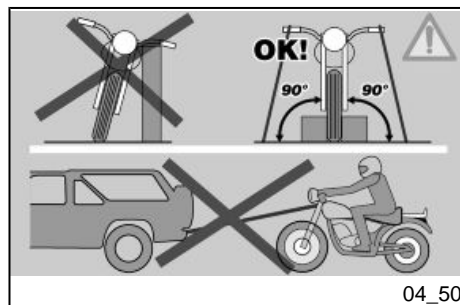
USING WAX OR THE LIKE COMPROMISES THE SAFETY OF THE SADDLE ITSELF.



WHEN USING A SYSTEM OF PRESSURE WASHING (AFTER CHECKING THAT ANY DETERGENTS ARE COMPATIBLE WITH THE MOTORCYCLE FINISH), KEEP A DISTANCE OF AT LEAST ONE METRE.



CLEAN THE VEHICLE IMMEDIATELY WITH COLD WATER AFTER RIDING ON A ROAD TREATED WITH SALT: SALT IS HIGHLY CORROSIVE.



Transport (04_50)

NOTE



BEFORE TRANSPORTING THE VEHICLE, THE FUEL TANK MUST BE EMPTIED ADEQUATELY AND YOU MUST CHECK THAT IT IS COMPLETELY DRY.

DURING TRANSPORT, THE VEHICLE SHOULD BE UPRIGHT AND SECURELY ANCHORED AND SHOULD HAVE THE FIRST GEAR ENGAGED SO AS TO AVOID POSSIBLE FUEL, OIL OR COOLANT LEAKS.

IN CASE OF FAILURE, DO NOT TOW THE VEHICLE BUT CONTACT A ROAD ASSISTANCE SERVICE INSTEAD TO HAVE THE INFLAMMABLE FLUIDS DRAINED .

V7 III Special - V7 III Stone - V7 III Racer



Chap. 05
Technical data

WEIGHT AND DIMENSIONS

Max. length.	2,185 mm (86.02 in)
Max. width (Special/Stone)	800 mm (31.50 in)
Max. width (Racer)	755 mm (29.72 in)
Max. height	1,100 mm (43.31 in)
Wheelbase	1,445 mm (56.89 in)
Kerb weight (Stone/Racer)	209 kg (461 lb)
Kerb weight (Special)	213 kg (470 lb)

ENGINE

Type	traverse-mounted four-stroke V 90°	twin-cylinder
Cylinder number	2	
Displacement	744 cm ³ (45.40 cu.in)	
Bore / stroke	80x74 mm (3.15x2.91 in)	
Compression ratio	10.5 +/- 0.5: 1	

Start up	Electric
Engine idle speed	1,250 +/- 100 rpm
Clutch	dry single-disc clutch with flexible coupling
Lubrication	Pressure-fed, controlled by valves and trochoidal pump
Air filter	cartridge-type dry filter
Cooling	air

GEARBOX

Type	mechanical, 6 speeds with foot lever on the left hand side of the engine
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CAPACITY

Fuel tank (reserve included)	21 l (4.62 UK gal; 5.55 US gal)
Fuel tank reserve	4 l (0.88 UK gal; 1.06 US gal)

Engine oil	Oil change and oil filter replacement: 2,000 cm ³ (122.05 cu.in)
Gearbox oil	500 cm ³ (30.51 cu.in)
Transmission oil	170 cm ³ (10.37 cu.in)
Seats	2
Maximum permissible weight (Stone/Racer)	419 kg (924 lb) (rider + passenger + luggage)
Maximum admissible weight (Special)	423 kg (933 lb) (rider + passenger + luggage)

TRANSMISSION

Primary drive	with gears, ratio: 18 / 23 = 1 : 1.277
Gear ratios, 1st gear	16 / 39 = 1 : 2.437
Gear ratios, 2nd gear	18 / 32 = 1 : 1.777
Gear ratios, 3rd gear	21 / 28 = 1 : 1.333
Gear ratios, 4th gear	24 / 26 = 1 : 1.083
Gear ratios, 5th gear	25 / 24 = 1 : 0.96
Gear ratios, 6th gear	28 / 24 = 1 : 0.857
Final drive	with cardan shaft, ratio: 8 / 33 = 1 : 4.125

FUEL SYSTEM

Type	Electronic injection (Marelli MIU G3)
Venturi	Ø 38 mm (1.50 in)
Fuel	Unleaded petrol max E10 (95 RON).

FRAME

Type	Modular double cradle, high-strength steel tubular chassis
Steering rake	26°
Trail (no rider or passenger - wheels on the ground - without use of side stand)	106 mm (4.17 in)

SUSPENSIONS

Front	hydraulic telescopic fork, Ø 40 mm (1.57 in)
Stroke	137 mm (5.39 in)

Rear	Swingarm in die-cast light alloy, 2 shock absorbers with adjustable spring preloading
Stroke	80 mm (3.15 in)

BRAKES

Front	Ø 320-mm (12.59 in) stainless steel floating disc, calliper with 4 different and counteracting plungers
Rear	260 mm (10.24 in) stainless steel disc, floating calliper with two 22 mm (0.87 in) diameter pistons

WHEEL RIMS

Type (Special/Racer)	with spokes with alloy rims, for tyres with inner tubes
Type (Stone)	Alloy wheels for tubeless tyres
Front	2.5"x18"
Rear	3.50" x 17"

TYRES

Front tyre	PIRELLI SPORT DEMON
Front (size)	100 / 90 - 18 56H
Front (size) (alternative)	110 / 80 - R18 58H
Front (inflation pressure)	2.5 bar (250 kPa) (36.26 PSI)
Front (inflation pressure with passenger)	2.6 bar (260 kPa) (37.71 PSI)
Rear tyre	PIRELLI SPORT DEMON
Rear (size)	130 / 80 - 17 65H
Rear (inflation pressure)	2.5 bar (250 kPa) (36.26 PSI)
Rear (inflation pressure with passenger)	2.6 bar (260 kPa) (37.71 PSI)

SPARK PLUGS

Standard	NGK CPR8EB-9
Spark plug electrode gap	0.9 mm (1.98 in)
Resistance	5 kOhm

ELECTRICAL SYSTEM

Battery	12 V - 12 Ah
Fuses	5 (2) - 15 (3) - 20 - 30 A
Permanent magnet alternator	12V - 268W
Low/high beam light (halogen)	12 V - 55 W / 60 W H4
Front daylight running lights	12 V - 5 W
tail light /stop lights	12 V - 5 / 21 W
Turn indicator light	12 V - 10 W (orange RY 10 W bulb)

WARNING LIGHTS

Gearbox in neutral	LED
Turn indicators	LED
Fuel reserve	LED
High beam light	LED
General alarm	LED
MI warning light	LED
ABS Warning Light	LED
MGCT warning light	LED

V7 III Special - V7 III Stone - V7 III Racer



Chap. 06
Programmed
maintenance



Scheduled maintenance table (06_01)

Correct maintenance is fundamental for ensuring the longevity of your vehicle and maintaining optimum function and performance.

For this purpose, Moto Guzzi has formulated a series of checks and scheduled services (at the owner's expense), are summarised in the table given in the following page. We recommend having any minor faults resolved immediately by an **Authorised Moto Guzzi Dealer**, without waiting until the next scheduled service interval.

It is necessary to have your vehicle serviced to the prescribed intervals of time, even if you have not reached the predicted mileage. Services must be performed punctually at the correct intervals to maintain the validity of the warranty. See the "Warranty Booklet" for all other information concerning the applicability of the Warranty and on performing "Scheduled Maintenance" correctly.

NOTE

CARRY OUT MAINTENANCE OPERATIONS AT HALF THE INTERVALS SPECIFIED IF THE VEHICLE IS USED IN PARTICULAR RAINY OR DUSTY CONDITIONS, OFF ROAD OR FOR TRACK USE.

I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY

V: INSPECT AND CLEAN, ADJUST OR REPLACE IF NECESSARY

C: CLEAN, R: REPLACE, A: ADJUST, L: LUBRICATE

(1) Replace in case of leakage.

(2) Replace every 2 years or 20,000 km (12,427.42 mi).

(3) Replace every 4 years.

(4) At each engine start.

(5) Check every month.

- (6) Check every 5,000 km (3,106.86 mi).
- (7) Check and clean and adjust or replace, if necessary, every 1,000 km (621.37 mi).
- (8) Replace at whichever of the following occurs first: 40,000 km (24,854.85 mi) or 4 months.
- (9) At each service (except the first one), check inside the filter box, if there is oil. In this case, clean it.

SCHEDULED MAINTENANCE TABLE

km x 1,000 (mi x 1,000)	1.5 (0.9)	10 (6.2)	20 (12.4)	30 (18.6)	40 (24.9)	50 (31.1)	60 (37.3)
Spark plugs		R	R	R	R	R	R
Filter box (9)		C	C	C	C	C	C
Transmission cables and controls	I	I	I	I	I	I	I
Steering bearings and steering clearance	I	I	I	I	I	I	I
Wheel bearings		I	I	I	I	I	I
Diagnosis by tool	I	I	I	I	I	I	I
Brake discs	I	I	I	I	I	I	I
Air filter		R	R	R	R	R	R
Oil filter change	C						C
Engine oil filter	R	R	R	R	R	R	R
Lights operation / aiming		I	I	I	I	I	I
Vehicle general operation	I	I	I	I	I	I	I
Braking systems	I	I	I	I	I	I	I
Light circuit	I	I	I	I	I	I	I

km x 1,000 (mi x 1,000)	1.5 (0.9)	10 (6.2)	20 (12.4)	30 (18.6)	40 (24.9)	50 (31.1)	60 (37.3)
Safety switches	I	I	I	I	I	I	I
Brake fluid (2)	I	I	I	I	I	I	I
Gearbox oil	R						R
Fork oil (8)					R		
Engine oil (6)	R	R	R	R	R	R	R
Final drive oil			R		R		R
Fork oil seal (1)	I	I	I	I		I	I
Tyres - pressure/wear (5)	I	I	I	I	I	I	I
Clutch clearance adjustment	I	I	I	I	I	I	I
Valve clearance adjustment	A	A	A	A	A	A	A
Wheels	I	I	I	I	I	I	I
Bolts and nuts tightening	I	I	I	I	I	I	I
Battery terminals tightening	I						
Suspension and setting	I		I		I		I
Engine oil pressure warning light (4)							
Filter box drain plug	C	C	C	C	C	C	C
Fuel lines (3)		I	I	I	I	I	I
Brake pipes		I	I	I	I	I	I
Clutch wear		I	I	I	I	I	I
Brake pads wear (7)	D	D	D	D	D	D	D



Recommended products (06_02)

Piaggio Group recommends the products of its "Official Partner Castrol" for the scheduled maintenance of its vehicles.

Only use lubricants and fluids that meet or exceed the required specifications. These indications also apply to any top-ups that may be performed.

TABLE OF RECOMMENDED PRODUCTS

Product	Description	Specifications
Engine oil	SAE 10W - 60 - JASO MA, MA2 - API SG	Lubricant formulated with advanced synthetic technology and high performance additives to cater specifically for 4-stroke engines with high specific power outputs.
Transmission oil	SAE 85W - 140	API GL-4 and GL-5
Gearbox oil	SAE 75W-90	API GL-5
Fork oil	-	SAE 5W / SAE 20W
Grease	Lithium grease with molybdenum for bearings and other points to lubricate	NLGI 2 - ISO L-X-BCHB 2
Neutral grease or petroleum jelly.	Battery poles	
Brake fluid	Synthetic fluid DOT 4 - SAE J 1703	FMVSS 116 - ISO 4925 - CUNA NC 956

V7 III Special - V7 III Stone - V7 III Racer



Chap. 07
Special fittings

Accessories index

For this vehicle, dedicated accessories and clothing are available. For additional info please refer to your dealer or visit our site:

www.motoguzzi.com

TABLE OF CONTENTS

A

ABS: 48
Accessories: 144
Advanced functions: 40
Air filter: 102
Alarms: 35

B

Battery: 11, 105, 106
Brake: 11, 71, 103, 117
Brake fluid: 11
Brake pedal: 71

C

Clutch: 71
Clutch lever: 71

D

Disc brake: 117
Display: 33

E

Engine oil: 10, 92–94
Engine stop: 48

F

Fork: 70
Fuel: 8
Fuses: 108

G

Gearbox oil: 10, 97

H

Headlight: 111
Horn: 45

I

Identification: 59
Instrument panel: 27

M

Maintenance: 91, 137, 138
Maintenance Table: 138
Mirrors: 116

R

rear-view mirrors: 116
Recommended products:
141

S

Saddle: 56, 58
Scheduled maintenance:
138
Shock absorbers: 66
Spark plug: 100
Stand: 82
Start-up: 47
Stop switch: 48

T

Technical data: 129
Turn indicators: 115
Tyres: 97

U

Use: 61, 105

W

Warning lights: 9



THE VALUE OF SERVICE

As a result of continuous updates and specific technical training programmes for Moto Guzzi products, only **Moto Guzzi** Official Network mechanics know this vehicle fully and have the specific tools necessary to carry out maintenance and repair operations correctly.

The reliability of the vehicle also depends on its mechanical conditions. Checking the vehicle before riding it, its regular maintenance and the use of **original Moto Guzzi spare parts** only are essential factors!

For information on the nearest **Official Dealer and/or Service Centre** consult our website:

www.motoguzzi.com

Only by requesting Moto Guzzi original spare parts can you be sure of purchasing products that were developed and tested during the actual vehicle design stage. All Moto Guzzi original spare parts undergo quality control procedures to guarantee reliability and durability.

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Not all versions/models shown in this publication are available in all countries. The availability of individual versions should be checked with the Official Moto Guzzi sales network.

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