

V65C



MODIFICATION TO THE OWNER'S MANUAL V 35 C / V 50 C

Engine

Twin cylinder	4 stroke
Cylinder disposition	«V» 90°
Bore	80 mm
Stroke	64 mm
Displacement	643.4 cc
Compression ratio	10 to 1
Revs at maximum engine speed	7050 rpm
Horse power	52 HP

Valve gearing

O.H.V. push rod operated

Timing data:

Inlet:

- opens 18° before TDC
- closes 50° after BDC

Outlet:

- opens 53° before TDC
- closes 15° after BDC

Valve clearance for timing: 1 mm (.039")

Valve rocker clearance:

- inlet: 0.15 mm (.0059")
- outlet: 0.20 mm (.0079")

Lubrication

Forced by lobe type pump

Oil pressure warning light on instrument panel

Oil filters: wire gauze in oil sump and replaceable cartridge type

Ignition

Coil battery ignition with double contact breaker and automatic advance with centrifugal masses

Ignition data:

- ignition advance (fixed) 7°
- automatic advance 26°
- full advance (fixed + aut.) 33° ± 3°
- contact breaker gap 0.35 to 0.45 mm

Spark plugs:

Marelli CW 8 LP - Lodge 2 HL

Plugs points gap: 0.6 mm (0.0023")

Carburation

No. 2 carburettors «Dell'Orto» type PHBH 30 BD (right) and PHBH 30 BS (left).

Standard carburettor settings

Choke	30 mm dia.
Throttle valve	40
Atomizer	268 T
Main jet	105
Idling jet	40
Starter jet	60
Needle	X8 (2nd notch)

Floater 11 gr
Idling screw adjustment: open 1 1/2 turns.

Exhaust system

No. 2 exhaust pipes and No. 2 connected silencers.

Generator-alternator

Situated at the front end of crankshaft (14V-20A)

Starting

Electric starter (12V-0.7 KW) with electromagnetic ratchet control.

Transmission

Clutch

Dry type, single plate with diaphragm spring; hand controlled, lever on the L/H side of handlebar.

Primary drive

By gears: ratio 1 to 1.466 ($Z = 15/22$)

Gearbox

5 speeds, constant mesh gears, frontal engagement.

Foot controlled with lever on the L/H side of the machine.

Gear ratios:

low gear = 1 to 2.3636 ($Z = 11/26$)

2nd gear = 1 to 1.6428 ($Z = 14/23$)

3rd gear = 1 to 1.277 ($Z = 18/23$)

4th gear = 1 to 1.0555 ($Z = 18/19$)

high gear = 1 to 0.900 ($Z = 20/18$)

Secondary drive

By cardan shaft and bevel gear set. Ratio 1 to 3.875 ($Z = 8/31$). Overall gear ratios (engine-wheel):

low gear = 1 to 13.433

2nd gear = 1 to 9.336

3rd gear = 1 to 7.262

4th gear = 1 to 5.999

high gear = 1 to 5.115

Frame

Duplex cradle, tubular structure.

Suspensions

Front: telescopic fork incorporating oil pneumatic dampers.

Rear: swinging fork and rear oil pneumatic dampers with adjustable external springs.

Wheels

Light alloy casting with rims:

– front: 2.15 x 18"

– rear: 2.50 x 16"

Tires

Front: 100/90 H 18"

Rear 130/90-V16" or 5.10-V16"

Fuel and oil capacities

Group of part	Quantities	Recommendations
Fuel tank (reserve 2 l about)	15 l (3.42 Imp. gal.) (4.15 US gal.)	Supergrande gasoline (97 NO - RM min.)
Oil sump	2 l (0.44 Imp. gal.) (0.53 US gal.)	Oil «Agip Sint 2000 SAE 10 W/50»
Gear box	0.900 l (0.19 Imp. gal.) (0.24 US gal.)	Oil «Agip Rotra MP SAE 85 W/140»
Rear drive box	0.170 l (.037 Imp. gal. 0.044 US gal.) of which: 0.160 l (0.141 qt) (.170 US qt) 0.010 l (.008 qt) (.010 US qt)	Oil «Agip Rotra MP SAE 85 W/140» Oil «Agip Rocol ASO/R» or «Molykote» type «A»
Front fork (each leg)	0.090 l (0.079 qt) (0.095 US qt)	Fluid «Agip F.1 ATF Dexron»
Braking circuit (front and rear)		Fluid «Agip F.1 Brake Fluid SAE J 1703 B»

The bike is equipped with a wide windshield that grants a comfortable riding and with capable removable side bags.

All these volumes limit the aerodynamics of the motorcycle.

It is advisable, consequently, specially in max load conditions not to pass the speed of 120 km/h about