

Ici sont regroupées toutes les notes techniques émises par Moto Guzzi depuis 2004 jusqu'à aujourd'hui. Ou au moins toutes celles que j'ai pu obtenir.

Attention: une note technique peut être remplacée ou mise à jour par une autre plus récente. Lisez le document en entier avant de vous lancer dans une opération...

Il y a 2 types de notes : technique et service. Toutes les notes de service ne sont pas dans ce document car sont de type administratif entre Mandello et les concessionnaires.

Merci à tous ceux qui m'ont permis de compiler ces informations et plus particulièrement Paul, Christophe, Christian et Jacky.

Here is all Technical and Servicing Notes from Moto Guzzi, from 2004 since today. All of what I have picked up...

Be careful: one technical note can be replaced or up-dated by another later one. So read all the document before taking any decision...

There are 2 kinds of notes : technical and servicing. All servicing notes are not in this document because they are administrative one between Mandello and the dealers.

Thanks to everybody helping me in this "zipping" job, specially Paul, Christophe, Christian and Jacky.

Sergio

MODEL	ABOUT...	SERVICE NOTE	DATE	TECHNICAL NOTE	DATE
All models	Electrical diagnosis improvement	---	---	008-2008	30/09/08
All models	Neutral sensor	---	---	002-2010	19/07/10
All models	Cleaning throttle body	---	---	005-2010	29/10/10
All models	Compatibility with E10	---	---	004-2011	13/09/11
All models	Diagnosis instrument : PADS	---	---	005-2012	28/03/12
All models	Handling and Storage	---	---	003-2013	26/03/13
All models	Speedometer indication	---	---	007-2013	16/05/13
All models	Control of the position of the electrical wiring harness	---	---	014-2013	31/07/13
All models	Battery initialisation	---	---	007-2014	17/07/14
All models	Vehicle servicing time	010-2012	09/2012	---	---
All models	Vehicle servicing time	002-2013	03/2013	---	---
All models	Vehicle servicing time <i>Only french version available for the moment</i>	xxx-2013	12/2013	---	---
All models	Warranty : modified components	004-2013	003-9967	---	---
All models with Bosch starter motor (21st century)	Cleaning	---	---	017-2013	31/07/13
All models 750	Bad connection between regulator and alternator	---	---	008-2010	23/11/10
All models 1200	Removing spark plug boot	---	---	004-2010	19/07/10
All models 1200	Camshaft endfloat	---	---	014-2010	17/12/10
All models 1200 (see also each model)	Timing system : tappets and camshafts replacement	---	---	020-2013	12/11/13
1200 Sport	Fuel level indicator	---	---	011-2008	21/11/08
1200 Sport	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
1200 Sport	Stud & head bolts : torque setting	---	---	003-2007	28/02/07
1200 Sport	Throttle body seals	---	---	007-2007	22/06/07
1200 Sport	Engine flange plugs	005-2011	22/04/11	---	---
1200 Sport	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
1200 Sport	Rear suspension connecting rod - Recall campaign	---	---	013-2013	26/07/13
1200 Sport	Timing system : tappets and camshafts replacement	---	---	006-2014	24/06/14
Bellagio	Rear suspension connecting rod - Recall campaign	---	---	013-2013	26/07/13
Breva 750	Idle speed setting procedure	---	---	02-2005	27/01/05
Breva 750	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
Breva 750	New fairing fastening	---	---	003-2005	08/04/05
Breva 750	Oil leakage from cylinder base	---	---	008-2006	05/06/09
Breva 750	Recommended oils	---	---	010-2006	28/07/06

MODEL	ABOUT...	SERVICE NOTE	DATE	TECHNICAL NOTE	DATE
Breva 850	Battery initialisation	---	---	007-2006	05/06/06
Breva 850	CARC : new numbers	---	---	015-2006	14/11/06
Breva 850	Fuel level indicator	---	---	011-2008	21/11/08
Breva 850	Maintenance code	---	---	012-2006	28/07/06
Breva 850	Maintenance code	---	---	005-2007	18/04/07
Breva 850	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
Breva 850	Noisy Gearbox	---	---	011-2006	28/07/06
Breva 850	Recommended oils	---	---	010-2006	28/07/06
Breva 850	Side stand fastening screw	---	---	016-2006	14/11/06
Breva 850	Stud & head bolts : torque setting	---	---	003-2007	28/02/07
Breva 850	Throttle body seals	---	---	007-2007	22/06/07
Breva 1100	Battery initialisation	---	---	007-2006	05/06/06
Breva 1100	CARC : new numbers	---	---	015-2006	14/11/06
Breva 1100	Engine stalling at idle / hot weather	---	---	013-2006	03/10/06
Breva 1100	Fuel level indicator	---	---	011-2008	21/11/08
Breva 1100	Gearbox & Transmission oil	---	---	002-2006	03/03/06
Breva 1100	Maintenance code	---	---	012-2006	28/07/06
Breva 1100	Maintenance code	---	---	005-2007	18/04/07
Breva 1100	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
Breva 1100	Noisy Gearbox	---	---	011-2006	28/07/06
Breva 1100	Recall campain : Cardan unit	002-2006	13/03/06	---	---
Breva 1100	Recommended oils	---	---	010-2006	28/07/06
Breva 1100	Side stand fastening screw	---	---	016-2006	14/11/06
Breva 1100	Stud & head bolts : torque setting	---	---	005-2006	27/04/06
Breva 1100	Stud & head bolts : torque setting	---	---	003-2007	28/02/07
Breva 1100	Throttle body seals	---	---	007-2007	22/06/07
Breva 1100 ABS	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
Breva 1100 ABS	Noisy Gearbox	---	---	011-2006	28/07/06
Breva 1200	Fuel level indicator	---	---	011-2008	21/11/08
Breva 1200	Maintenance code	---	---	005-2007	18/04/07
Breva 1200	Stud & head bolts : torque setting	---	---	003-2007	28/02/07
Breva 1200	Throttle body seals	---	---	007-2007	22/06/07
California 1100 Classic	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
California 1100 Classic	Rattling in front suspension	---	---	017-2006	27/11/06

MODEL	ABOUT...	SERVICE NOTE	DATE	TECHNICAL NOTE	DATE
California 1100 Classic	Stud & head bolts : torque setting	---	---	005-2006	27/04/06
California 1100 Classic	Stud & head bolts : torque setting	---	---	003-2007	28/02/07
California 1100 Classic 2 sparks	Engine oil level check	---	---	001-2006	16/02/06
California 1100 EV	Rattling in front suspension	---	---	017-2006	27/11/06
California 1100 EV	Recall campain : fork bottom yoke	001-2007	15/03/07	---	---
California 1100 EV	Recall campain : fork bottom yoke (update)	004-2007	30/05/07	---	---
California 1100 Stone	Recall campain : fork bottom yoke	001-2007	15/03/07	---	---
California 1100 Stone	Recall campain : fork bottom yoke (update)	004-2007	30/05/07	---	---
California 1100 Touring	Stud & head bolts : torque setting	---	---	005-2006	27/04/06
California 1100 Touring	Stud & head bolts : torque setting	---	---	003-2007	28/02/07
California 1100 Touring 2 sparks	Engine oil level check	---	---	001-2006	16/02/06
California 1100 Vintage	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
California 1100 Vintage	Rattling in front suspension	---	---	017-2006	27/11/06
California 1100 Vintage	Stud & head bolts : torque setting	---	---	005-2006	27/04/06
California 1100 Vintage	Stud & head bolts : torque setting	---	---	003-2007	28/02/07
California 1100 Vintage 2 sparks	Engine oil level check	---	---	001-2006	16/02/06
California 1400	Unpacking and preparation of the vehicle	---	---	010-2012	12/11/12
California 1400	Vis du pare-chaaleur du pot d'échappement	---	---	011-2013	21/06/13
California 1400	Head light : water infiltration	---	---	016-2013	31/07/13
California 1400	New ECU map	---	---	004-2014	20/05/14
California 1400	Specific tools	008-2012	21/11/12	---	---
California 1400	Gearbox and Transmission oil : volumes	009-2012	28/11/12	---	---
California 1400	Update of instrument panel map	003-2013	28/05/13	---	---
California 1400 Custom	Rear mudguard screw tightening	---	---	012-2013	01/07/13
California 1400 Touring	Final assembly before key giving	---	---	011-2012	14/11/12
California 1400 Touring	Fuel reserve indicator	---	---	008-2013	22/05/13
Griso	Fuel level sensor	---	---	003-2010	19/07/10
Griso 850	Battery initialisation	---	---	007-2006	05/06/06
Griso 850	CARC : new numbers	---	---	015-2006	14/11/06
Griso 850	Exhaust support failure	---	---	001-2007	05/02/07
Griso 850	Maintenance code	---	---	012-2006	28/07/06
Griso 850	Noisy Gearbox	---	---	011-2006	28/07/06
Griso 850	Recall campain : fuel pump	002-2007	27/03/07	---	---
Griso 850	Recommended oils	---	---	010-2006	28/07/06
Griso 850	Stud & head bolts : torque setting	---	---	003-2007	28/02/07
Griso 850	Throttle body seals	---	---	007-2007	22/06/07
Griso 1100	Battery initialisation	---	---	007-2006	05/06/06

MODEL	ABOUT...	SERVICE NOTE	DATE	TECHNICAL NOTE	DATE
Griso 1100	CARC : new numbers	---	---	015-2006	14/11/06
Griso 1100	Colour fading on frame	001-2006	10/01/06	---	---
Griso 1100	Engine stalling at idle / hot weather	---	---	013-2006	03/10/06
Griso 1100	Exhaust support failure	---	---	001-2007	05/02/07
Griso 1100	Front brake line guides	---	---	009-2006	05/06/09
Griso 1100	Gearbox & Transmission oil	---	---	002-2006	03/03/06
Griso 1100	Maintenance code	---	---	012-2006	28/07/06
Griso 1100	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
Griso 1100	Noisy Gearbox			011-2006	28/07/06
Griso 1100	Recall campain : Cardan unit	002-2006	13/03/06	---	---
Griso 1100	Recall campain : fuel pump	002-2007	27/03/07	---	---
Griso 1100	Recommended oils	---	---	010-2006	28/07/06
Griso 1100	Stud & head bolts : torque setting	---	---	005-2006	27/04/06
Griso 1100	Stud & head bolts : torque setting	---	---	003-2007	28/02/07
Griso 1100	Throttle body seals	---	---	007-2007	22/06/07
Griso 1100	Rear suspension connecting rod - Recall campaign	---	---	013-2013	26/07/13
Griso 1200	Recall campain : tappets	002-2009	06/02/09	---	---
Griso 1200	Recall campain : tappets / update	006-2009	02/04/09	---	---
Griso 1200	Recall campain : timing nut	003-2008	11/03/08	---	---
Griso 1200	Fuel tank breather	005-2010	30/07/10	---	---
Griso 1200	Engine flange plugs	005-2011	22/04/11	---	---
Griso 1200	Rear suspension connecting rod - Recall campaign	---	---	013-2013	26/07/13
Griso 1200	Timing system : tappets and camshafts replacement	---	---	002-2014	20/02/14
Nevada 750	Tightening cylinder head - 1st service	---	---	012-2010	09/12/10
Nevada 750	Exces oil in filter box	---	---	03-2004	13/05/04
Nevada 750 / MY 2009	EFI warning light malfunction	---	---	009-2009	10/11/09
Nevada 750 / MY 2009	EFI warning light malfunction	008-2009	15/10/09	---	---
Nevada 750 IE	Idle speed setting procedure	---	---	02-2005	27/01/05
Nevada 750 IE	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
Nevada 750 IE	Oil leakage from cylinder base	---	---	008-2006	05/06/09
Nevada 750 IE	Recommended oils	---	---	010-2006	28/07/06
Nevada 750 My 2012	Blow-by pipe tightening clamp	---	---	007-2012	03/08/12
Nevada 750 My 2013 and after	Irregular engine operation - Sparks plugs	---	---	003-2014	06/03/14
Norge	Recall campain : Top case mounting plate	004-2008	03/06/08	---	---
Norge	Elimination of tip over sensor	---	---	006-2011	13/12/11
Norge 850	Fuel level indicator	---	---	011-2008	21/11/08

MODEL	ABOUT...	SERVICE NOTE	DATE	TECHNICAL NOTE	DATE
Norge 850	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
Norge 850	New engine oil level gauge <i>Only french version available for the moment</i>	---	---	001-2008	19/05/08
Norge 850	New spring for rear shock absorber <i>Only french version available for the moment</i>	---	---	002-2008	29/05/08
Norge 850	Stud & head bolts : torque setting	---	---	003-2007	28/02/07
Norge 850	Technical updates <i>Only french version available for the moment</i>	003-2008	29/05/08	---	---
Norge 850	Throttle body seals	---	---	007-2007	22/06/07
Norge 1200	Battery initialisation	---	---	007-2006	05/06/06
Norge 1200	CARC : new numbers	---	---	015-2006	14/11/06
Norge 1200	Fuel level indicator	---	---	011-2008	21/11/08
Norge 1200	Maintenance code	---	---	012-2006	28/07/06
Norge 1200	New engine oil level gauge <i>Only french version available for the moment</i>	---	---	001-2008	19/05/08
Norge 1200	New spring for rear shock absorber <i>Only french version available for the moment</i>	---	---	002-2008	29/05/08
Norge 1200	Noisy Gearbox	---	---	011-2006	28/07/06
Norge 1200	Recommended oils	---	---	010-2006	28/07/06
Norge 1200	Side stand fastening screw	---	---	016-2006	14/11/06
Norge 1200	Stud & head bolts : torque setting	---	---	003-2007	28/02/07
Norge 1200	Technical updates <i>Only french version available for the moment</i>	003-2008	29/05/08	---	---
Norge 1200	Throttle body seals	---	---	007-2007	22/06/07
Norge 1200	Positionning of the electrical wiring	004-2011	22/04/11	---	---
Norge 1200	Engine flange plugs	005-2011	22/04/11	---	---
Norge 1200	Rear suspension connecting rod - Recall campaign	---	---	013-2013	26/07/13
Norge 1200	Side panniers : water infiltration	---	---	015-2013	31/07/13
Norge 1200 GTL	Neutral sensor <i>Only french version available for the moment</i>	002-2008	12/05/08	---	---
Stelvio 1200	Fuel level indicator	---	---	011-2008	21/11/08
Stelvio 1200	Recall campain : tappets	002-2009	06/02/09	---	---
Stelvio 1200	Recall campain : tappets / update	006-2009	02/04/09	---	---
Stelvio 1200	Recall campain : timing nut	003-2008	11/03/08	---	---
Stelvio 1200	Starter motor malfunction	---	---	004-2008	12/06/08
Stelvio 1200	Engine flange plugs	005-2011	22/04/11	---	---
Stelvio 1200	Non Guzzi engine guard	---	---	011-2010	06/12/10

MODEL	ABOUT...	SERVICE NOTE	DATE	TECHNICAL NOTE	DATE
Stelvio 1200	General technical update	007-2012	18/09/12	---	---
Stelvio 1200	Rear suspension connecting rod - Recall campaign	---	---	013-2013	26/07/13
Stelvio 1200	Timing system : tappets and camshafts replacement	---	---	002-2014	20/02/14
Stelvio 1200 My 2011	Elimination of tip over sensor	---	---	006-2011	13/12/11
Stelvio 1200 My 2011	Deflector dust guard	---	---	002-2011	08/07/11
Stelvio 1200 My 2011	Mapping update	---	---	003-2011	08/07/11
Stelvio 1200 My 2011	Cable protection in fuse-bo area	---	---	006-2012	30/03/12
Stelvio 1200 My 2011	Front fork : loosening of grease	---	---	008-2012	30/08/12
Stelvio 1200 My 2011	Front main cable harness protection	003-2012	29/03/12	---	---
Stelvio 1200 My 2011	Starter cable harness	004-2012	29/03/12	---	---
Stelvio 1200 NTX	Wheels & knobby tyres	---	---	005-2009	17/07/09
Stelvio 1200 NTX My 2011	Spotlight supports	005-2012	29/03/12	---	---
Stelvio 1200 except My 2011	ECU Protection	---	---	002-2012	16/03/12
V7	Fuel level sensor	---	---	003-2010	19/07/10
V7	Tightening cylinder head - 1st service	---	---	012-2010	09/12/10
V7	Tightening torque of cylinder head screws	---	---	014-2012	14/12/12
V7	Réservoir d'essence : protection adhésive	---	---	008-2014	17/07/14
V7 My 2012	Blow-by pipe tightening clamp	---	---	007-2012	03/08/12
V7 My 2012	Ignition cable	---	---	002-2013	21/02/13
V7 My 2013 and after	Irregular engine operation - Sparks plugs	---	---	003-2014	06/03/14
V7 Cafe Classic	EFI warning light malfunction	---	---	009-2009	10/11/09
V7 Cafe Classic	EFI warning light malfunction	008-2009	15/10/09	---	---
V7 Classic	EFI warning light malfunction	---	---	012-2008	21/11/08
V7 Classic	EFI warning light malfunction	---	---	009-2009	10/11/09
V7 Classic	EFI warning light malfunction	008-2009	15/10/09	---	---
V7 Racer	Elimination of tip over sensor	---	---	006-2011	13/12/11
V7 Racer	Fuel tank cap	001-2012	05/03/12	---	---
V11 Ballabio Cat 2003-2005	Tachometer cable	---	---	01-2005	27/01/05
V11 Cafe Sport Cat 2003-2005	Tachometer cable	---	---	01-2005	27/01/05



TECHNICAL CIRCULAR No. 01-2004

11 March 2004

Re: AXONE version 5.0.2

Version 5.0.2 of the AXONE diagnostic tester software is now available. The new software correctly displays the lambda probe (oxygen sensor) parameter on models equipped with a lambda probe.

You can update your tester software over the Internet by connecting the Axone tester directly to an analog telephone socket. (See the “Configuring and Updating the Axone over the Internet” Technical Circular.) Alternatively, you can update your tester software from a personal computer. (A CD containing “5.0.2 software for Axone” will be distributed soon. This can be installed on a PC and loaded into the Axone using the Axone – PC connection cable, part no. 8104520.) See the installation instructions below for information on how to update firmware.

1. WHAT’S NEW IN AXONE VERSION 5.0.2 SOFTWARE

Lambda probe parameter

This version of the Axone software displays the correct lambda probe voltage, which must remain between 0 and 1000 mV.

2. INSTALLING VERSION 5.0.2 SOFTWARE

As explained above, the software can be updated over the Internet or from a personal computer.

2.1 UPDATING OVER THE INTERNET

Refer to the “Configuring and Updating the Axone over the Internet” Technical Circular for details of how to configure the Axone for connection to the Internet and update the software. In contrast with the information given in the Final Notes of that circular, the Axone will now update to version 5.0.2.

With this update it is NOT necessary to enter the Axone activation code.



To activate the new software you must also update the firmware of the OBD module (this is the software resident inside the OBD module). To do so, from the main screen, select Service (the case with cross icon), then Firmware update (the black square icon), then OBD Module, and then press Enter.

2.2 UPDATING FROM A PERSONAL COMPUTER

The update installation program may NOT function properly with Windows ME (Millennium). Use a PC running another version of Windows.

2.2.1 Installing the update software on the computer

Simply insert the CD into the CD drive. Installation starts automatically.
If installation fails to start automatically, run setup.exe on the CD.

Select the language. The installation program screens appear in the language you select at this point. Subsequently, simply follow the instructions displayed on screen.

Once the Axone update software has been installed on the PC, the Upgrading Axone Aprilia icon appears on the desktop.

2.2.2 Installing version 5.0.2 software on the Axone

Close all programs currently running on the PC.

Click on the Upgrading Axone Aprilia icon or run the AggiorAxo program from the C:\Program files\Aprilia\AggiornAxo folder. From the starting screen, select the language you want to use to update the Axone software.

WARNING! You must select the same language as that already configured on the Axone. You cannot change language on the Axone.

Follow the instructions that the update software displays on screen. Updating takes about 3 minutes during which time the Axone must remain switched on. Make sure that the battery has sufficient power. Do NOT power on the Axone using the battery charger.

Alternatively, during the updating process, you can connect the Axone to a fully charged motorcycle battery or to a stabilised 12 V power supply delivering over 1 Ampere (the Axone tester absorbs a current of 850 mA).

The update software provides all the necessary instructions. Instructions can nevertheless also be found in the "Updating via PC" section of the following website:

➤ www.serviceaprilia.com <



2.2.3 Updating OBD module firmware

To activate the new software you also need to update the firmware in the OBD module (this is the software resident inside the module). To do so, from the main screen, select Service (the case with cross icon), then Firmware update (the black square icon), then OBD Module, and then press Enter.



AXONE 2000 ACTIVATION REFERENCE DATA

DATI NECESSARI ATTIVAZIONE AXONE 2000

SERIAL NUMBER (Found on the back of instrument, on the black label) NUMERO DI SERIE (posizionato dietro lo strumento sulla etichetta nera)	s/n T.....
SOFTWARE VERSION (With the instrument turned on, this is the number that appears at the top left of the screen.) VERSIONE SOFTWARE (strumento acceso. In alto a sinistra dello schermo. E' un numero)	
LANGUAGE LINGUA DI ATTIVAZIONE	
FIRST AND LAST NAME OF OWNER NOME E COGNOME PROPRIETARIO	
NAME OF COMPANY NOME DELLA DITTA	
ADDRESS INDIRIZZO	
PHONE NUMBER NUMERO TELEFONICO	
FAX NUMBER or E-MAIL NUMERO DI FAX o E-MAIL	

Fax to +39 0422 707458 or mail as attachment to gpivetta@texa.it

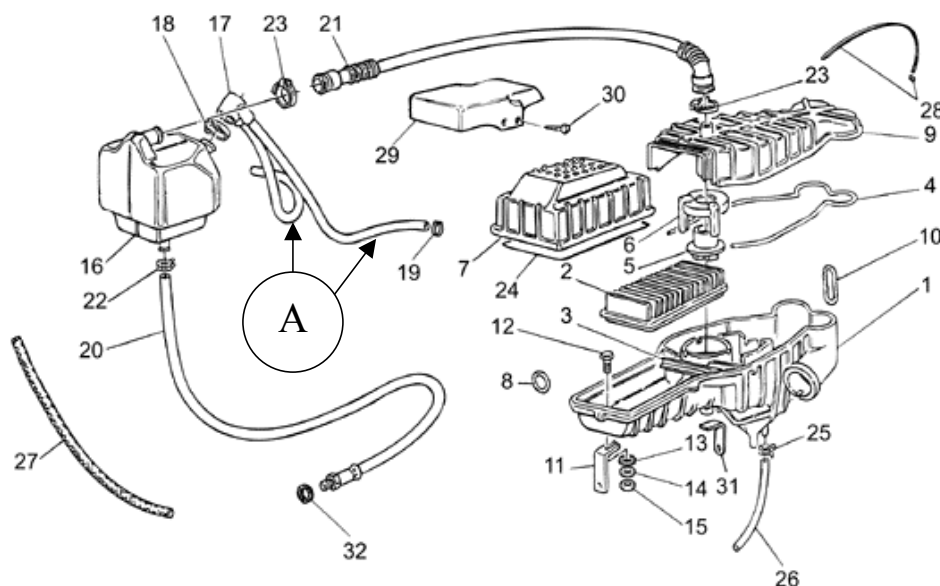
SUBJECT: Presence of excess oil on filter casing**MODEL : Nevada 750**

To the dealer principal,
the presence of excess oil on the filter casing is caused by

1. excess sump oil levels
2. increased sump internal gas pressure

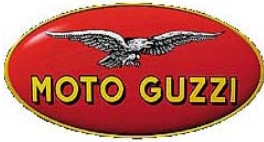
Regarding the problem of checking oil levels - you can refer to technical communication 002- 2003 reference the Brevia 750 model and the section relating to correctly replacing the dip stick.

Check that the two breather pipes (A) carrying oil vapour from the rocker covers to the overflow are not crimped or blocked by poor rigidity; if so, replace them with more rigid

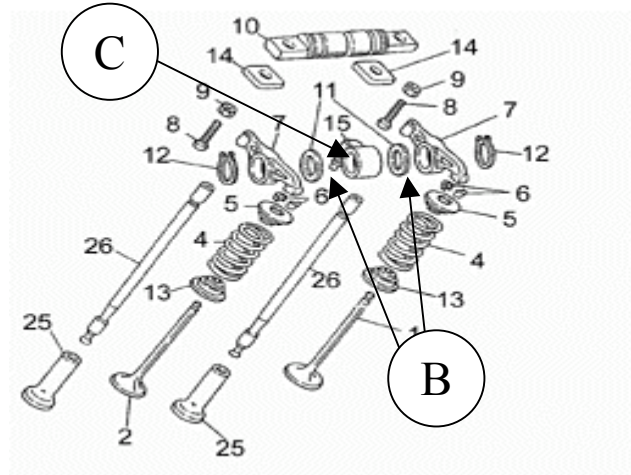


reinforced hose.

Replace the sleeve(C) and the spacers (B) with the corresponding Brevia 750 parts (for machines produced before 2003).



Use code 19027500 for the sleeve(C) and 32032310 for the spacer (B).



If the problem persists, replace the piston rings with Brevia 750 rings.

Use code 32060710 to replace the first piston ring, or code 32060610 for the complete piston ring set.

If replacement of the pistons becomes necessary, the use of Brevia 750 parts is recommended.

All disassembly procedures, checks and replacement of cylinders, pistons and piston rings must be carried out as per the workshop manual that is also available on-line. The manual also supplies all the relevant torque settings.

May we take this opportunity to wish you all the best.

Moto Guzzi S.p.A.
Aprilia Group Customer Service

Subject: New software version AXONE 5.0.3

The 5.0.3 software version of the AXONE diagnostics instrument is now available. The new software now has features regarding AUTODIAGNOSIS for the Nevada and a new possibility of updating Axone via the internet.

The instrument's update can be performed via Internet connecting the Axone directly into the analogue telephone plug or through computer (the "CD 5.0.3 software for Axone" will be sent to install on the PC and to download on the Axone instrument through the Axone – PC code 8104520 connecting cable).

See below for the **firmware** installation and updating instructions.

1. NEW FEATURES OF THE Axone 5.0.3 SOFTWARE VERSION

1.1 Nevada 750 i.e.

The programme for connecting to the injection unit is available (the same as for the Brevia 750)

1.2 Updating by internet now possible

Once version 5.0.3 is installed, subsequent updates can be carried out by connecting to the internet with either a traditional analogue or digital ISDN line.

To use the digital line, you will have to go to the Service page (toolbox with a cross) and select internet modem configuration (screwdriver and hammer).

Select DIGITAL for "type of modem" and then tick for 64 or 128 kbyte connection.

2. INSTALLATION INSTRUCTIONS for version 5.0.3

As explained above, updating can be carried out either by internet or computer.

With this update, it is NOT necessary to enter the Axone activation code as long as you have not upgraded from version 4.0.3 or a previous version (paragraph 2.2.3)

2.1 VIA INTERNET

You MUST not leave Axone turned on if it is connected to a 650 mA battery charger (displayed on the charger unit). If the charger is a 1000 mA type, Axone can be left switched on.

These units cannot be bought through normal commercial channels.

After connecting, any available updates will be displayed.

The MENU automatically prompts for update and must be the first to be downloaded. On completion of this, other updates will be offered (service, autodiagnosis, internet) and can be selected with an X and then all downloaded.

Follow the instructions supplied.

The time on-line will be about 6 minutes with a connection speed of about 2,6 kbites/sec.

Performing the **firmware update** of the OBD form (software is included in the form) is necessary for new programs to run: from the initial Service screenshot (small case with a cross), select firmware update (small dark square) first, OBD Form next, and then press the enter button.

2.2 THROUGH COMPUTER

There is a possibility that the installation program may NOT run with Windows ME (Millennium): using other Windows editions is advised

2.2.1 Installing the updating program on the computer

Once the CD is inserted into the computer, the installation program starts automatically. Should it not do so, select the setup.exe file

Select the language: the screenshots of the installation program will appear in the language selected. Follow the program's instructions.

After installing the Axone's updating program, an icon will appear on the desktop: Upgrading Axone Aprilia.

2.2.2 Installing the 5.0.3 program on Axone

Close all other programs running on the PC.

Click on the Upgrading Axone Aprilia icon or select the AggiorAxo program from the C:\Programmi\Aprilia\AggiornAxo folder; on the first screenshot, select the language to which update the Axone.

CAUTION: the language selected must be the same already present in the Axone, changing the language of the Axone is not possible.

Follow the instructions specified by the program. Updating lasts about 2 minutes during which time the Axone must be turned on: ensure that it is sufficiently charged. **You MUST not leave Axone turned on if it is connected to a 650 mA battery charger (displayed on the charger unit). If the charger is a 1000 mA type, Axone can be left switched on.** These units cannot be bought through normal commercial channels.

As an option, during the update, connect it to a charged motorcycle battery or to a steady power supply at 12 V with an output greater than 1 Ampere (the instrument absorbs 850 mA)

The instructions provided in the program are thorough; there are, at any rate, instructions on the Axone update in the "Updating through the PC" Chapter, available for consultation on the web site:

➤ www.serviceaprilia.com <

Updating OBD form firmware

Performing the **firmware update** of the OBD form (software is included in the form) is necessary for new programs to run: from the initial Service screenshot (small case with a cross), select firmware update (small dark square) first, OBD Form next, and then press the enter button.

2.2.3 Inserimento controcodice di attivazione

Dopo aver installato il software 5.0.3 su un Axone con versione 4.0.3 o precedenti è necessario effettuare l'inserimento del controcodice che può essere richiesto con una delle seguenti modalità:

a) Inviare un fax allo +39 0422 791465 utilizzando il foglio allegato alla fine di questa comunicazione: verrà inviato via fax entro 24 ore (escluso sabato e domenica e giorni festivi italiani) il codice di sblocco dell'Axone

b) inviare un E-mail all'indirizzo gpivetta@texa.it indicando i seguenti dati:

numero di serie dell'Axone (leggibile nella parte posteriore dello strumento)

versione software (in alto a sinistra della schermata)

lingua di attivazione

nome e cognome del proprietario dello strumento

nome della ditta

località

numero di telefono

numero di fax o e-mail

verrà inviata un'E-mail di risposta entro 24 ore (escluso sabato e domenica e giorni festivi italiani) con il codice di sblocco dell'Axone

[AXONE 2000 ACTIVATION REFERENCE DATA](#)

[AXONE 2000 ACTIVATION REFERENCE DATA](#)

<p>SERIAL NUMBER (A black label on the back of the instrument)</p> <p>SERIAL NUMBER (placed on the back side of instrument. It's on the black label)</p>	<p>s/n T.....</p>
<p>SOFTWARE VERSION (turn instrument on. Up on the left of the screenshot. It's a number)</p> <p>SOFTWARE VERSION (turn instrument on. Up on the left of the screenshot. It's a number)</p>	
<p>LANGUAGE VERSION</p> <p>LANGUAGE VERSION</p>	
<p>FIRST AND LAST NAME of the OWNER</p> <p>FIRST AND LAST NAME of the OWNER</p>	
<p>NAME of COMPANY</p> <p>NAME of COMPANY</p>	
<p>ADDRESS</p> <p>ADDRESS</p>	
<p>PHONE NUMBER</p> <p>PHONE NUMBER</p>	
<p>FAX NUMBER or E-MAIL</p> <p>FAX NUMBER or E-MAIL</p>	

To send by fax at **+39 0422 707458** or
 as attached file at **gpivetta@texa.it**



TECHNICAL NOTE No. 001-2005

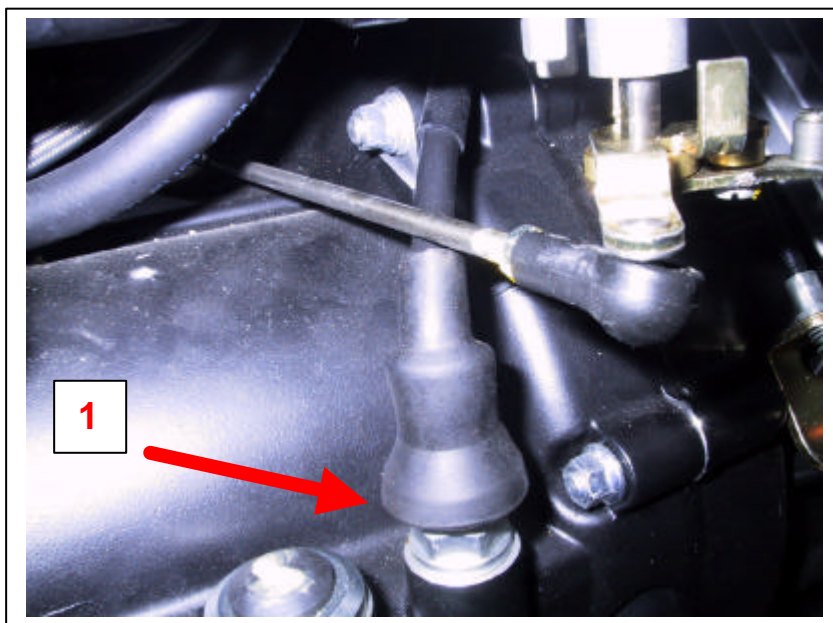
27-01-2005

MODEL: V11 Ballabio – Cafè Sport – Cat 2003-2005

SUBJECT: New tachometer cable

Dear Dealer,

We have ascertained that on the above vehicles, that are equipped with the return cable for the throttle cable (part no. 01603380), the tachometer cable might break due to the angle with which it is fixed to the engine (1). (Picture 1)



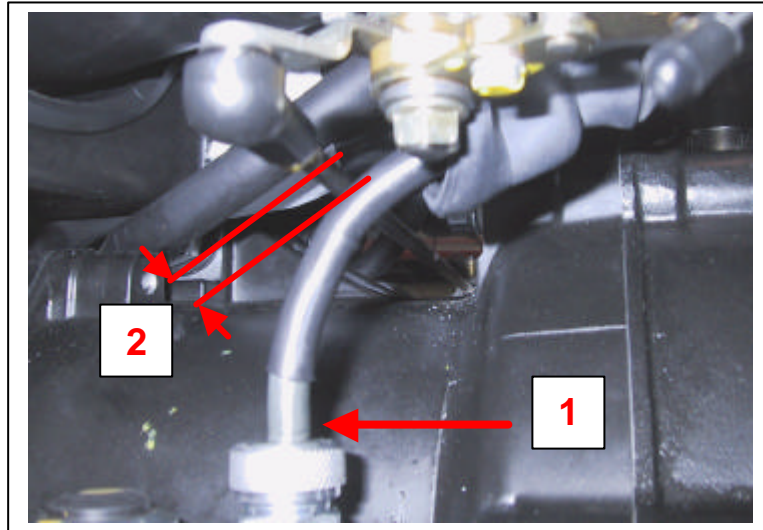
Picture 1

In case the cable needs replacing, spare new cables are available part no. 01760481 (supersedes part no. 01760480) and part no. 01760492 (supersedes part no. 01760491), that are fitted to the engine at a wider angle (20°).



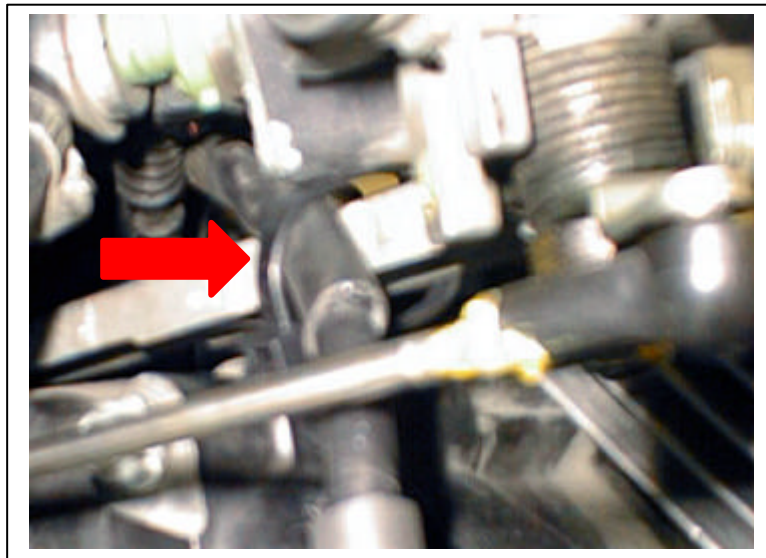
When fitting the cable, turn metal fitting (1) so to set maximum distance (2) between tachometer cable and throttle body linkage (minimum 5 mm). (Picture 2)

Should it be impossible to obtain specified distance, change throttle body position: loosen the clips on rubber hoses and position the throttle body in such a way as to ensure the minimum distance required between tachometer cable and throttle body linkage.



Picture 2

Ensure the tachometer cable is correctly in place: it **should be routed at the left of the throttle body linkage**, it is recommended to tie the cable to it to keep it in position; do not tighten too much. (Picture 3)



Picture 3

Best regards



TECHNICAL NOTE No. 02-2005

27-01-2005

MODEL: Brevia 750 i.e. Nevada 750 i.e.

SUBJECT: Idle speed setting procedure

Dear Dealer,

We have ascertained that one of the causes of battery replacement under warranty at low mileage is the wrong setting of the engine idle speed. Therefore, we would like to remind you the correct procedure for synchronising the cylinders and setting idle speed, as specified in the **chassis workshop manual**, chapter 3.1.3 about fuel feeding system.

One of the other causes is that the battery is not recharged after the vehicle has been inactive for longer than one month (see Technical Note No. 02-2004).

With idle speed set at lower rpm than indicated, the battery will not charge at idle speed.

Warning

Idle speed with engine between 70 - 80 °C (158 – 176 ° F) is 1100 +/- 50 rpm.

This procedure concerns maintenance/setting and as such it is not covered by warranty.

We also remind you that from the date of issue of this note we shall not accept any longer any battery replacement under warranty on vehicles with low mileage.



Procedure for synchronising cylinders and idle speed setting

VEHICLE OFF KEY OFF

With vehicle off, connect Axone 2000 to the diagnosis connector and to vehicle battery.

Screw onto intake funnels holes the connectors for differential vacuum meter tubes.

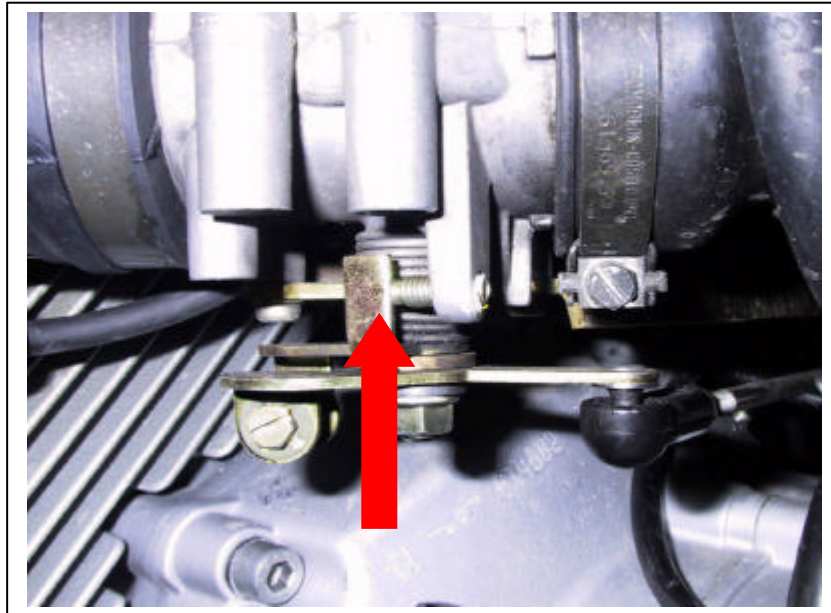
Connect the vacuum meter tubes to the relevant fittings.

Switch Axone on.

VEHICLE OFF KEY ON

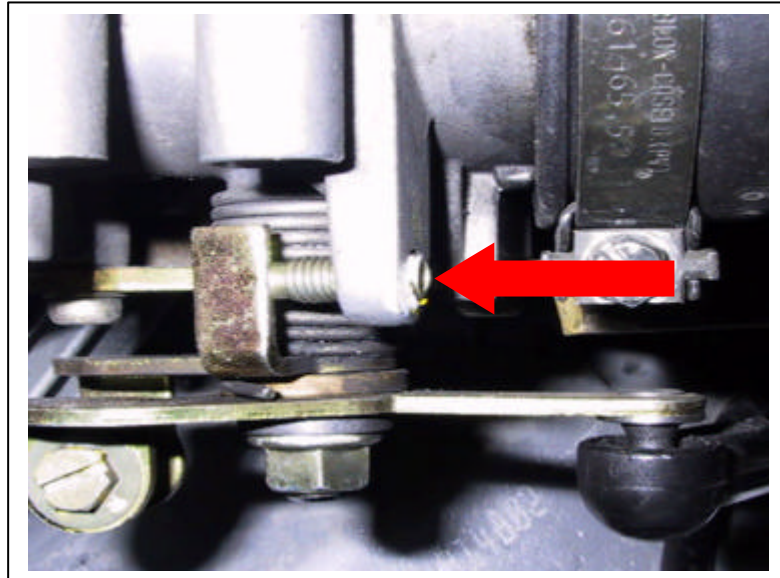
Set Axone to the PARAMETER ADJUSTMENT page -- can be identified by the symbol "screwdriver and hammer".

ENSURE THE THROTTLE IS FULLY HOME against **throttle body linkage adjuster and that there is 1 mm play on throttle control travel.**

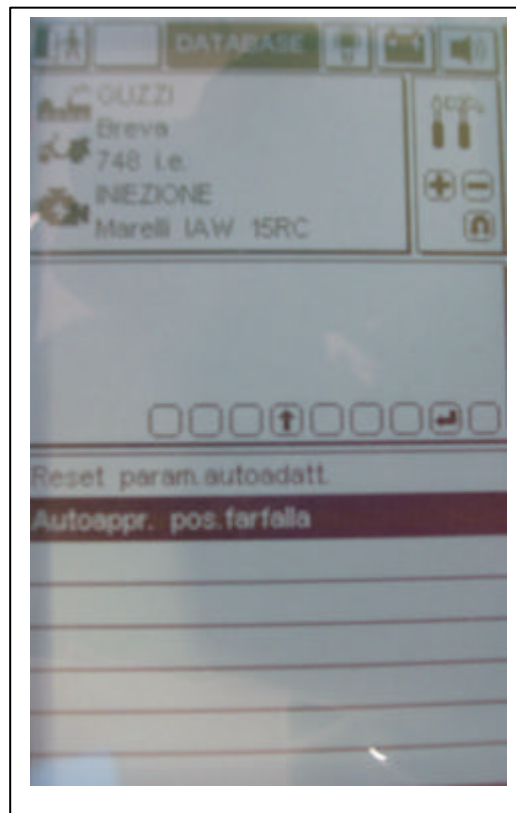




Never move the throttle end stop dowel (change the throttle body in case of tampering).



Perform throttle position self-learning by clicking onto THROTTLE POS SELF-LEARN.



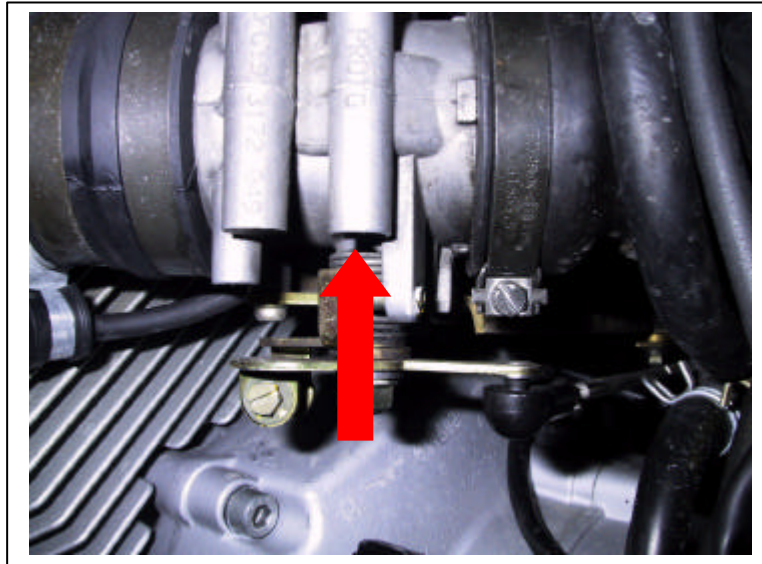
Turn the key to "OFF" and allow at least 30 seconds.



VEHICLE RUNNING KEY ON (SYNCHRONISATION PROCEDURE)

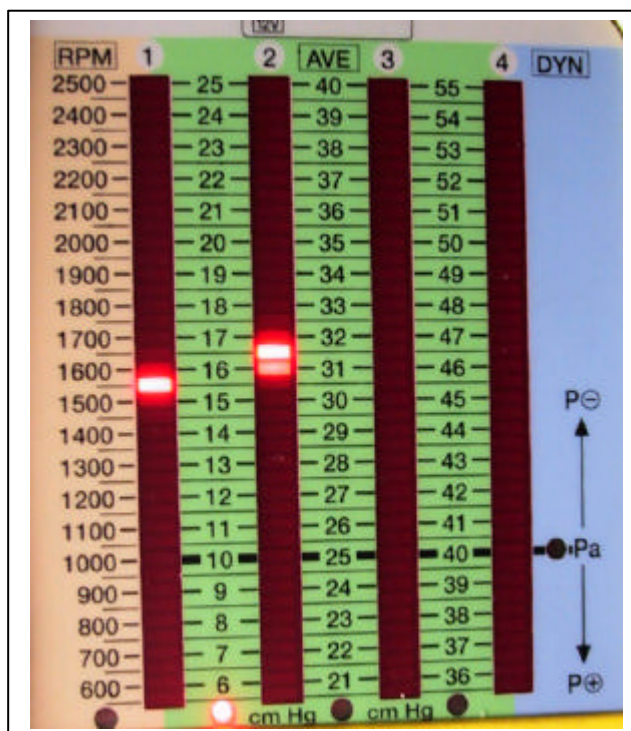
Set the engine to the specified temperature 50° C (122°F).

Completely close (screw in) the two by-pass screws on the throttle body.



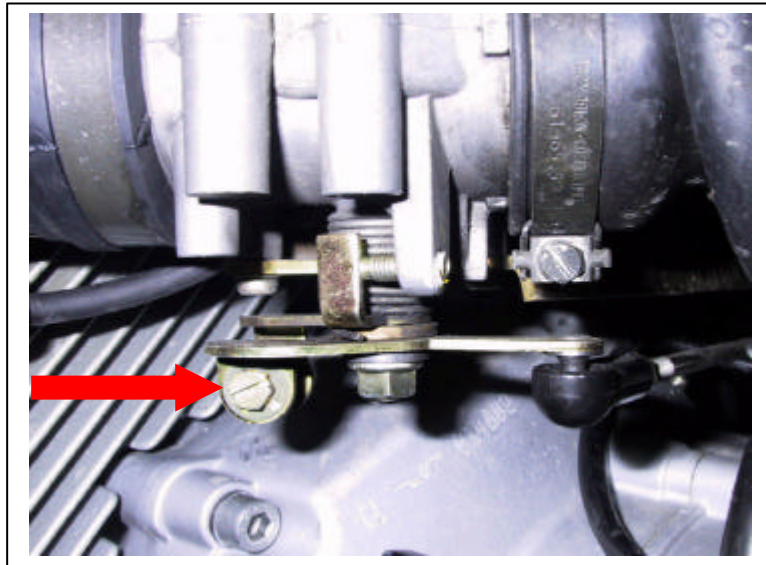
Take the engine above idle speed: **2000- 3000 rpm.**

Check cylinder balance on vacuum meter.





Errata: The **chassis workshop manual** recommends to loosen lock nuts on throttle body push-rod to correct the cylinder balance. THIS PROCEDURE IS INCORRECT: TO BALANCE CYLINDERS WORK THE THROTTLE BODY LINKAGE ADJUSTER.



IDLE SPEED ADJUSTMENT

Take the engine to the specified temperature **70-80 °C** (158 - 176°F).

Work both by-pass screws by equal amounts to set idle speed to THE SPECIFIED VALUE OF **1100 +/-50 rpm. (Take the reading with AXONE)**

During the test ensure that the CO reading is not exceeding 2%, even though it might be different between the two cylinders and unstable

Best regards.

Moto Guzzi S.p.A.
Aprilia Group Customer Service



TECHNICAL NOTE No. 003-2005

08-04-2005

MODEL: Breva 750 i.e.

SUBJECT: New headlight fairing fastening

Dear Dealer,

we inform you that in the above vehicle the headlight fairing fastening system has changed. In case of failure of the headlight fairing, all fasteners should be compulsorily be changed. A warranty claim should therefore be submitted for all the following parts, or the warranty claim will be rejected.

Q.ty	Description	Part no.
1	Headlight fairing (with no rear bushings)	32575210
2	Front Allen cheese-headed M8 screw	98692430
2	Rear Allen cheese-headed M5 screw	98692225
2	T-shaped bushing for M5 screw	91120512
2	self-locking M5 nut	AP8152306

Best regards.

Moto Guzzi S.p.A.
Aprilia Group Customer Service



TECHNICAL BULLETIN Nr. 004-2005

04 04 2005

Model: Axone 5.0.4

Object: New AXONE software version 5.0.4

Dear Dealer,

Version 5.0.4 of the AXONE tester software is now available.

The new software has a number of new SELF-DIAGNOSTICS features for the **Breva 1100** and for connecting the Axone to the internet..

We detail these below.

The tester can be upgraded online by connecting the Axone directly to your telephone socket or with your computer (you will be sent the Axone software 5.0.4 CDROM for installation on your PC and download to the Axone using the Axone – PC cable code 8104520).

Full **firmware** installation and upgrade instructions are given below.

CAUTION!

If you have already installed the upgrade from version 5.0.2. to version 5.0.3 using your PC, you will only be able to upgrade to version 5.0.4 with your PC due to a problem with the modem connection settings.

Subsequent upgrades will then be possible either via PC or online.

1. Axone software version 5.0.4 – new features

1.1 Breva 1100

Software for connection to the injection system is now available.

See the technical bulletin “New mappings 2005”.

1.2 Parameters for all motorcycles

The parameter names are no longer abbreviated but are given in full to facilitate comprehension.

1.3 Online upgrades

Once version 5.0.4 has been installed, subsequent upgrades can be installed not only over a traditional analogue telephone connection but also with an ISDN digital line.



To use the ISDN line, order the LINK module code 3223/02NT (if you already have an ISDN modem) or the ISDN kit code 3223/02 (LINK module + modem) from TEXA and, in the main screen, select Service (toolbox with cross) > Internet configuration (screwdriver and hammer) > Modem.

Now set Type Of Modem to DIGITAL, and also set the speed of the line (64 or 128 kb).

2. Versione **5.0.4** installation instructions

As explained above, the upgrade can be installed either online or using your computer.

This upgrade does NOT require the Axone activation code, unless upgrading from version 4.0.3 or earlier to this version (in this case, see paragraph 2.2.3 for instructions).

2.1 ONLINE

See the country technical bulletin for Italy n°12 "Axone online configuration and upgrade" which explains how to configure the Axone for connection to the internet and install the upgrade. Note that, in contrast to the specifications in the Final Notes of the said bulletin, the Axone is now to be upgraded to version **5.0.4**.

DO NOT keep the Axone powered with the standard battery charger if it is a 650 mA unit (see power supply label); if it is a 1000 mA unit it can be kept connected to the mains.

Suitable power supplies are commercially available.

After the connection has been made, if the tester detects files for which upgrades are available, it will prompt to install them.

The first module to be upgraded is the MENU, which is prompted for automatically. Once this has been upgraded, the other modules are proposed (service, self-diagnostics, internet); select them with an X and download them all. Follow the step-by-step instructions.

The download will take around **25** minutes with a 2.6 kbites/s connection.

To activate the new programs, you must also **upgrade the OBD module firmware** (this is the software inside the module): in the main screen, select Service (toolbox with cross) > Upgrade Firmware (dark square) > OBD Module and press Enter to confirm.



2.2 PC

The installation program MAY NOT WORK on systems running Windows ME (Millennium Edition): use of other versions of Windows is recommended.

2.2.1 Installing the upgrading program on the computer

Insert the CD into the PC's CD drive: the installation wizard will launch automatically. If it fails to do so, double-click on setup.exe on the disk.

Select the language: the installation program screens will be in the selected language. Follow the step-by-step instructions.

After the installation has terminated, an icon will appear on the desktop: Upgrading Axone Aprilia.

2.2.2 Installing version 5.0.4 on the Axone

Close all active windows and applications on your PC.

Double-click on the Upgrading Axone Aprilia icon or run the AggiorAxo application in C:\Programmi\Aprilia\AggiornAxo. In the first screen, select the language with which you wish to upgrade the Axone.

CAUTION: you must select the language already installed on the Axone; it is not possible to change the Axone's language.

Follow the step-by-step instructions. The upgrade takes about **8** minutes during which time the Axone must be powered up: make sure it has sufficient battery charge to complete the procedure. **DO NOT keep the Axone powered with the standard battery charger if it is a 650 mA unit (see power supply label); if it is a 1000 mA unit it can be kept connected to the mains.**

Suitable power supplies are commercially available.

Alternatively, to ensure sufficient power for completion of the upgrade procedure, connect the Axone to a charged motorcycle battery or to a 12 V stabilised power supply with output greater than 1 A (the tester absorbs 850 mA of power)

The step-by-step procedure is self-explanatory; if you require further information, refer to the Axone upgrade instructions, Chapter "Upgrade via PC" available online at

➤ www.serviceaprilia.com <



Upgrading the OBD module firmware

To activate the new programs, you must also **upgrade the OBD module firmware** (this is the software inside the module): in the main screen, select Service (toolbox with cross) > Upgrade Firmware (dark square) > OBD Module and press Enter to confirm.

2.2.3 Entering the activation code

If you are installing version 5.0.4 on an Axone tester with version 4.0.3 or earlier installed, you will require the activation code, which can be had in one of the following ways:

- a) Fill out and fax the sheet at the end of this bulletin to +39 0422 791465: you will be faxed the activation code for your Axone tester within 24 hours (service not available on Saturdays, Sundays and Italian public holidays).
- b) Email gpivetta@texa.it with the following information:

Axone serial number (see back of tester)
software version (top left of the screen)
activation language
first and last names of tester owner
company name
address
phone number
fax number or email address

you will be emailed the activation code for your Axone tester within 24 hours (service not available on Saturdays, Sundays and Italian public holidays).



APRILIA AXONE 2000 ACTIVATION REFERENCE DATA

DATI NECESSARI ATTIVAZIONE AXONE 2000 APRILIA

SERIAL NUMBER (see black label on back of tester) NUMERO DI SERIE (posizionato dietro lo strumento sulla etichetta nera)	s/n T.....
SOFTWARE VERSION (turn tester on: the number displays at the top left of the screen) VERSIONE SOFTWARE (strumento acceso. In alto a sinistra dello schermo. E' un numero)	
LANGUAGE VERSION LINGUA DI ATTIVAZIONE	
FIRST AND LAST NAME of the OWNER NOME E COGNOME PROPRIETARIO	
NAME of COMPANY NOME DELLA DITTA	
ADDRESS INDIRIZZO	
PHONE NUMBER NUMERO TELEFONICO	
FAX NUMBER or E-MAIL NUMERO DI FAX o E-MAIL	

Fill in and fax to +39 0422 791465 or
Email as attachment to gpivetta@texa.it



TECHNICAL NOTE No. 005-2005

28-11-2005

Model: Axone

Object: New AXONE version 5.0.5 software

Dear Dealer,

Version 5.0.5 of the AXONE diagnosis tool software is available.

The new software has several new features relevant to the SELF-DIAGNOSIS functions regarding the Brevia 1100 and Griso models.

See details below.

For this version, the instrument can **only** be upgraded online by directly connecting the Axone to the analogue phone socket: the CD will not be executed.

See the instructions for installation and upgrading the **firmware** given below.

1. NEW Axone VERSION 5.0.5 SOFTWARE

1.1 Methods of cancelling the Brevia 1100 and Griso vehicle coupon indication

Procedures have been included for resetting the coupon indication: after selecting the model, select SERVICE LAMP, and following the indications the procedure will be given, including the possible SERVICE CODE necessary for accessing the DIAGNOSTICS sector of several instrument panels.

1.2 Brevia 1100 instrument panel reprogramming

The instrument panel software can be reprogrammed by teleloading the latest version available, selecting the model and INSTRUMENTATION.

The operation is recommended in case of anomalous lighting of the oil warning lamp.

1.3 Griso

The Griso vehicle has been included in the self-diagnosis (same program as Brevia 1100).



2. Version 5.0.5 INSTALLATION INSTRUCTIONS

As explained above, upgrading can be carried out online or by computer.

This upgrade does NOT require entering of the Axone activation code, unless upgrading from version 4.0.3 or an earlier version.

2.1 ONLINE

See the specific technical communication for country Italy no. 12 "Configuration and online upgrading for Axone" which shows how to set the Axone for connection to the Internet and how to carry out upgrading. Unlike that given in the final Notes, now the Axone is upgraded to version 5.0.5.

DO NOT keep the Axone powered with the battery charger supplied if it is a 650 mA unit (given on the feeder label); if it is a 1000 mA unit the Axone can be kept powered.

One can also be purchased on the market.

After the connection has been made, if files for which a new version is available are detected, upgrading will be prompted.

Firstly the MENU must be upgraded, which is automatically prompted. After upgrading, the other upgrades are proposed (service, self-diagnosis, Internet), which must be selected with an X and all downloaded.

Follow the step-by-step instructions.

The connection times are about 30 min. with a connection speed of approx. 2.6 kbites/s.

To make the new programs operative, the **firmware of the OBD** (the software present inside the module) must be upgraded: select Service (briefcase with cross) from the main screen, Upgrade firmware dark square), OBD Module and press the Enter key.

2.2 BY PC

The installation program may NOT work on systems running Windows ME (Millennium Edition): the use of other versions of Windows is recommended.

2.2.1 Installing the upgrading program on the computer

Insert the CD in the CD drive and the automatic installation program will start.

If the automatic installation program does not start, select the file: setup.exe.

Select the language: the installation program screens will be in the selected language.

Follow the step-by-step instructions.

After installing the Axone upgrade program, an icon will appear on the desktop: Upgrading Axone Aprilia.

2.2.2 Installing version 5.0.4 on the Axone

Close all active windows and applications on the PC.

Click on the Upgrading Axone Aprilia icon or select the AggiorAxo program present in the folder C:\Programmi\Aprilia\AggiornAxo and on the first screen select the language for upgrading the Axone.

IMPORTANT: the language selected must be the same as that already present in the Axone; the language of the Axone cannot be changed.

Follow the step-by-step instructions. The upgrade takes about 8 minutes, during which the Axone must remain powered: make sure there is sufficient charge.

DO NOT keep the Axone powered with the battery charger supplied if it is a 650 mA unit (given in the feeder); if it is a 1000 mA unit the Axone it can be kept powered.

One can also be purchased on the market.



Alternatively, during upgrading, connect it to a charged motorcycle battery or a feeder stabilised at 12 V with output of more than 1 Ampere (the instrument absorbs 850 mA). The step-by-step program instructions are thorough; in any case it is possible to consult the Axone upgrade instructions, Chapter "Upgrade via PC" available online at [? @www.serviceaprilia.com](http://www.serviceaprilia.com) <

Upgrading the OBD module firmware

To make the new programs operative the **firmware of the** OBD module (the software present inside the module) must be upgraded: select Service (briefcase with cross) from the main screen, Upgrade firmware (dark square), OBD Module and press the Enter key.

2.2.3 Entering the activation code

After installing the 5.0.5 software on an Axone with version 4.0.3 or earlier it is necessary to enter the countercode which can be requested by sending an e-mail to the address pparo@texa.it for Italy or ltuis@texa.it for other countries, indicating the following data:
the Axone serial number (given on the back of the instrument)
software version (at top left of the screen)
activation language
first and last names of the instrument owner
company name
locality
phone number
fax number or e-mail address
a reply e-mail will be sent within 24 hours (except Saturday, Sunday and Italian holidays) with the Axone unblock code.

Best regards

Aprilia S.p.A.
Aprilia Customer Service



TECHNICAL COMMUNICATION No. 001-2006

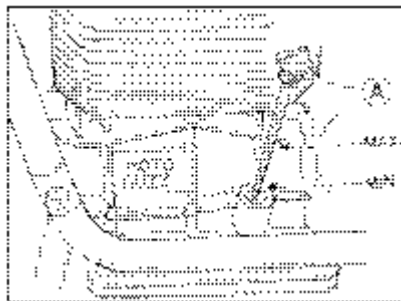
16-02-2006

MODEL: California 1100 Euro 3 (Classic, Touring, Vintage) double spark plug

OBJECT: Engine oil level check

Dear Dealer,

This is to inform you that the method for checking the engine oil level in the above motorcycle has been modified. The check must be made after the engine has been running for a few minutes: cap "A" with dipstick must be inserted in the oil pouring hole **WITHOUT SCREWING IT**, unlike that previously done when the dipstick was screwed.



Best regards.

Piaggio & C. S.p.a.
Technical After-Sales Service for the Moto Guzzi Brand



TECHNICAL COMMUNICATION No. 002-2006

03-03-2006

MODELS: Brevia 1100 and Griso 1100 models

SUBJECT: Gearbox oil, transmission oil

Dear Dealer,

This is to inform you that the specifications of the correct lubricants to be used for the gearbox and transmission in the above machines are as follows:

- Transmission: Agip Rotra MP 80 W 90
- Gearbox oil: Agip Rotra MP/S 85 W 90

Best regards

Moto Guzzi Spa

Service Department – Moto Guzzi Brand



TECHNICAL COMMUNICATION No. 003-2006

07-03-2006

Modell: Axone

Object: New AXONE software version 5.0.6

Dear Dealer,

Version 5.0.6 of the AXONE tester software is now available; the online upgrade is already available, and soon also on CD.

The new software has a many new SELF-DIAGNOSIS features for the Brevia 1100 model. Details are given below.

The instrument can be upgraded online by connecting the Axone directly to the analogue phone socket or by computer (the "CD 5.0.6 Axone software" for installing on PC and downloading on Axone via the Axone/PC connection cable code 8104520, will be sent). See the instructions for installation and upgrading the **firmware** given below. Unlike the usual procedure, after downloading the upgrade, the memory card will be permanently upgraded at restart.

1. Axone SOFTWARE VERSION 5.0.6 - NEW FEATURES

1.1 SERVICE LAMP

All the procedures for **resetting the service lamp** (coupons) are included under the SERVICE LAMP icon (with the lamp symbol) located on the left of the Self-diagnosis icon.

1.2 Brevia 1100

Select the REPROGRAMMING function for the mapping 2230ba10.wld that improves the machine's performance in idling conditions.

To check if the machine needs upgrading:

1) make sure the Axone 5.0.6 version is installed

2) select REPROGRAMMING

3) check if the Mapping parameter indicates 2230BA10 on the ISO screen: if no message appears, carry out remapping as described below, taking all the necessary care.



Axone will allow remapping of the ECU only if it identifies a Brevia 1100 ECU mapping different from the 2230BA10 (on the ISO screen, the customer parameter Number the same as 2228A11DU63 or 2229BRV1249).

As the REPROGRAMMING procedure takes about 13 minutes, to avoid permanently damaging the ECU, during reprogramming keep the battery fed with an external battery charger, making sure that, with the key ON and Axone connected to the battery and switched on, the voltage remains above 12.0 V.

After upgrading, remember to balance the two throttle valves as required for the machine.

2. Version 5.0.6 INSTALLATION INSTRUCTIONS

As explained above, upgrading can be carried out online or by computer.

This upgrade does NOT require entering of the Axone activation code, unless upgrading from version 4.0.3 or earlier to this version.

2.1 ONLINE

DO NOT keep the Axone powered with the battery charger supplied if it is a 650 mA unit (specified on the feeder label); the Axone can be kept powered if it is a 1000 mA unit.

One can also be purchased on the market.

After the connection has been made, if files for which a new version is available are detected, upgrading will be prompted.

Firstly the MENU must be upgraded, which is automatically prompted. After upgrading, the other upgrades (service, self-diagnosis, Internet) are proposed, and which must be selected with an X and all downloaded.

Follow the step-by-step instructions.

The connection times are about 30 min. with a connection speed of approx. 2.6 kbites/s.

To make the new programs operative, the **firmware** of the OBD module (the software present inside the module) **must be upgraded**: select Service (briefcase with cross) from the main screen, Upgrade firmware (dark square), OBD Module and press the Enter key.

2.2 PC

The installation program may NOT work on systems running Windows ME (Millennium Edition): the use of other versions of Windows is recommended.

2.2.1 Installing the upgrading program on computer

Insert the CD in the computer's CD drive: the installation wizard will launch automatically.

If the installation program does not start, select the file: setup.exe.

Select the language: the installation program screens will be in the selected language.

Follow the step-by-step instructions.



After installing the Axone upgrade program, an icon will appear on the desktop:
Upgrading Axone Aprilia.

2.2.2 Installing version 5.0.6 on the Axone

Close all active windows and applications on the PC.

Click on the Upgrading Axone Aprilia icon or select the AggiorAxo program in the folder C:\Programmi\Aprilia\AggiornAxo and on the first screen select the language for upgrading the Axone.

IMPORTANT: The language selected must be the same as that already present in the Axone; the language of the Axone cannot be changed.

Follow the step-by-step instructions. The upgrade takes about **10** minutes, during which the Axone must remain powered: make sure there is sufficient charge.

DO NOT keep the Axone powered with the battery charger supplied if it is a 650 mA unit (specified on the feeder label); the Axone can be kept powered if it is a 1000 mA unit.

One can also be purchased on the market.

Alternatively, during upgrading connect it to a charged motorcycle battery or a feeder stabilised at 12 V with output of more than 1 Ampere (the instrument absorbs 850 mA).

The step-by-step program instructions are thorough; in any case it is possible consult the Axone upgrade instructions, Chap. "Upgrade via PC" available on the site

? www.serviceaprilia.com <

Upgrading the OBD module firmware

To make the new programs operative, the **firmware** of the OBD module (the software present inside the module) **must be upgraded**: select Service (briefcase with cross) from the main screen, Upgrade firmware (dark square), OBD Module and press the Enter key.

2.2.3 Entering the activation code

After installing software version 5.0.6 on an Axone with version 4.0.3 or earlier installed, it is necessary to enter the countercode which can be requested by sending an e-mail to the address pparo@texa.it for Italy or ltuis@texa.it for other countries, indicating the following data:

the Axone serial number (given on the back of the instrument)

software version (top left of the screen)

activation language

first and last names of tester owner

company name

address

phone number

fax number or e-mail address

a reply e-mail will be sent within 24 hours (except Saturday, Sunday and Italian holidays) with the Axone unblock code

Best regards

Moto Guzzi S.p.A.

Moto Guzzi Customer Service



TECHNICAL COMMUNICATION No. 004-2006

15-03-2006

Model: Axone

Object: multi-manufacturer diagnostics kit

Dear Dealer,

We wish to inform you that if you already own an Axone Aprilia – Moto Guzzi diagnostics instrument, you can now purchase through Aprilia – Moto Guzzi a

MULTI-MANUFACTURER DIAGNOSTICS KIT

Aprilia code 8140886

Moto Guzzi code AP8140886

This kit includes a memory card loaded with **software** covering motorcycle models from manufacturers other than Aprilia and Moto Guzzi (Benelli, Cagiva, BMW, Kawasaki, and all other major motor manufacturers) plus **connection cables** for Benelli, Honda, and Triumph and adapter probes for connection to various models of motorcycle.



Dedicated cables for connection to specific motorcycle models can be purchased separately from Texa S.p.A. or any authorised reseller.

When you install the multi-manufacturer memory card in the Axone diagnostics instrument, the instrument asks you to enter an **activation code**.

To obtain this activation code, go to www.serviceaprilia.com (www.servicemotoguzzi.com) and then select:

- your specific service equipment (in the left hand column)
- Axone & Gas Analyser
- Request multi-manufacturer diagnostics kit activation code



Enter the details of your Axone diagnostic instrument, together with your dealership details. Texa will then send you an activation code to enter in your Axone diagnostic instrument.

We also recommend that you purchase a 12 month **TEXPACK BIKE UPDATE SUBSCRIPTION**. This will enable you to update the software in your memory card and download over the internet any updates that Texa makes available for additional models (2 updates/year).

To subscribe to the update service connect to www.serviceaprilia.com (www.servicemotoguzzi.com) then select:

- your specific service equipment (in the left hand column)
- Axone & Gas Analyser
- Multi-manufacturer kit update subscription (Texpack).

This will give you access to any downloads and provide all relevant instructions plus information on price, payment methods and activation procedures.

For additional information and for further **technical assistance for the multi-manufacturer kit**, e-mail: infobike@texa.it

Best regards

Moto Guzzi S.p.A.



TECHNICAL COMMUNICATION No. 005-2006

27-04-2006

MODELS: Brevia 1100, California 1100 (Classic, Touring, Vintage) and Griso 1100

SUBJECT: Stud bolts, head bolts

Dear Dealer,

As a result of the modification made to the stud bolts (new code MG976031, old code 12021700) and the head bolts (new code MG976144, old code 05021830) the torque wrench settings are also changed.

The new torque wrench settings are:

- Stud bolts: 15 Nm + 90° + 90°
- Head bolts: 15 Nm + 90° + 90°

The engines and therefore the motorcycles affected by this modification are identifiable as follows:

- Brevia 1100: starting from engine number **KP14271**
- California 1100: (Classic, Touring, Vintage): starting from engine number **KT11320**
- Griso 1100: starting from engine number **KS12938**

Best regards,

Moto Guzzi Spa
Technical assistance



TECHNICAL COMMUNICATION No. 006-2006

04-05-2006

Model: Axone

RE: New AXONE software version 5.0.8

Dear Dealer,

Version 5.0.8 of the AXONE tester software is now available; the online upgrade (with Axone connected to the telephone network) can already be downloaded, and in about 1-2 weeks it will also be available on the technical assistance website.

The new software has several new SELF-DIAGNOSIS features for the Brevia, Griso and Norge models.

Details are given below.

The instrument can be upgraded online by connecting the Axone directly to the analogue phone socket or by computer: **the CD will no longer be sent but its contents will be available on the website home page www.servicemotoguzzi.com for downloading on your PC.**

Once installed in your PC the new Axone version can be downloaded through the Axone – PC connection cable code AP8104520.

Unlike the usual procedure, after downloading the upgrade, the memory card will be permanently upgraded at restart.

See the instructions for installation and upgrading the firmware **given below**.

1. Axone SOFTWARE VERSION 5.0.8 - NEW FEATURES

0.0 Brevia 850-Griso 850- Norge

By selecting these new models the “FUEL INJECTION” system is available for diagnosis of the machines.

0.0 Brevia 1100- Norge

The ABS system diagnosis function is available for these two models.



2. Version 5.0.8 INSTALLATION INSTRUCTIONS

As explained above, upgrading can be carried out online or by computer

This upgrade does NOT require entering of the Axone activation code unless upgrading from version 4.0.3 or earlier to this version.

2.1 ONLINE

Refer to the specific technical communication for country Italy no. 12 "Configuration and online upgrading for Axone" which shows how to set the Axone for connection to the Internet and how to carry out upgrading. Unlike that given in the final Notes, now the Axone is upgraded to version 5.0.8.

DO NOT keep the Axone powered with the battery charger supplied if it is a 650 mA unit (given on the feeder label); if it is a 1000 mA unit the Axone can be kept powered.

One can also be purchased on the market.

After the connection has been made, if files for which a new version is available are detected

upgrading will be prompted.

Firstly the MENU must be upgraded, which is automatically prompted. After upgrading, the other upgrades are proposed (service, self-diagnosis, Internet), which must be selected with an X and all downloaded.

Follow the step-by-step instructions.

The connection times are about 30 min. with a connection speed of approx. 2.6 kbites/s.

To make the new programs operative, the firmware **of the OBD module (the software present inside the module) must be upgraded:** select Service (briefcase with cross) from the main screen, Upgrade firmware (dark square), OBD Module and press the Enter key.

2.2 BY PC

The installation program may NOT work on systems running Windows ME (Millennium Edition): the use of other versions of Windows is recommended.

2.2.1 Installing the upgrading program on computer

After selecting the upgrade on the website home page, the file Download screen opens: select Save and save it on the desktop.

Then the completed Download window will appear; select Open.

To open it you must have installed the Win zip program (which can be downloaded online free of charge) in your PC.

Double click on the program setup.exe and follow the installation instructions.

After installing the Axone upgrade program, an icon will appear on the desktop: Upgrading Axone Aprilia.

2.2.2 Installing version 5.0.8 on the Axone

Close all active windows and applications on the PC.

Click on the Upgrading Axone Aprilia icon or select the AggiorAxo program



in the folder C:\Programmi\Aprilia\AggiornAxo and on the first screen select the language for upgrading the Axone.

IMPORTANT: The language selected must be the same as that already present in the Axone;

the language of the Axone cannot be changed.

Follow the step-by-step instructions. The upgrade takes about **10** minutes, during which the Axone must remain powered: make sure there is sufficient charge.

DO NOT keep the Axone powered with the battery charger supplied if it is a 650 mA unit (given on the feeder label); if it is a 1000 mA unit the Axone can be kept powered.

One can also be purchased on the market.

Alternatively, during upgrading connect it to a charged motorcycle battery or a feeder stabilised at 12 V with output of more than 1 Ampere (the instrument absorbs 850 mA).

The step-by-step program instructions are thorough; in any case it is possible to consult the Axone upgrade instructions, Chap. "Upgrade via PC" available on the site

www.serviceaprilia.com <

Upgrading the OBD module firmware

To make the new programs operative, the firmware

of the OBD module (the software present inside the module) must be upgraded: select Service (briefcase with cross) from the main screen, Upgrade firmware (dark square), OBD Module and press the Enter key.

2.2.3 Entering the activation code

After installing software version 5.0.8 on an Axone with version 4.0.3 or earlier installed, it is necessary to enter the countercode which can be requested by sending an e-mail to the address pparo@texa.it for Italy or ltuis@texa.it for other countries, indicating the following data:

the Axone serial number (given on the back of the instrument)

software version (at top left of the screen)

activation language

first and last names of tester owner

company name

address

phone number

fax number or e-mail address

a reply e-mail will be sent within 24 hours (except Saturday, Sunday and Italian holidays) with the Axone unblock code

Best regards,

Moto Guzzi Spa
Technical assistance



TECHNICAL NOTE No. 007-2006

05 06 2006

Model: Breda 1100/850 - Griso 1100/850 - Norge 1200

Subject: Battery initialisation

Dear Dealer,

following the various warranty claims requesting the battery replacement after a low mileage due to "battery does not stay charged", we wish to inform you that the procedure for activating the YUASA YTX 20CH-BS battery on the above-indicated models shall follow the stages specified in this bulletin.

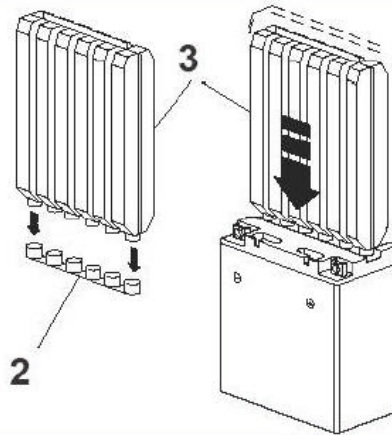
As of the date this note is issued no warranty claims for batteries of vehicles with low mileage will be accepted.

1. Filling fluid.

- Set the battery on a flat surface.
- Remove the element protection sticker.
- Take the acid container.
- Remove cap 2 from container 3 (cap will be used to close the battery)
- Turn the container upside-down and keep it parallel and perpendicular to the battery, aligning the six ports to the six battery elements.



- Press on the container until breaking the seals. The fluid will now flow in the battery elements.



- Check that some air bubbles come out of the elements and let fluid flow for at least 20 minutes.
- If no air bubbles are produced and fluid does not flow out, slightly tap the bottom of the container and check that fluid starts flowing in the battery elements. **Do not detach the container from the battery, drill or cut it to help fluid flow out.**
- Ensure that fluid container is completely empty before removing it
- **Allow at least 1 hour before charging the battery, leaving the elements open. This is extremely important to obtain long lasting performance.**

2. Charging procedure

- This type of battery requires a first charge before installation.
- While charging, the cap should be put on the elements but not pressed on them. This is important because it avoids excessive evaporation, but also allows minimum evaporation needed to discharge the protection substances that are used to coat the plates.
- If battery is charged using an automatic battery charger, check that charging current (A) is equal to or higher than battery capacity.
- If battery is charged using a constant voltage charger, follow the instructions indicated on the battery itself (1.8 A for 5-10 hours).
- Once charge is completed, press the cap on battery elements until completely sealed. The battery is now sealed and cap shall not be removed for any reason whatsoever.



- Check battery voltage after charge using a voltmeter. Reading should be at least 12.8 V; charge the battery again if reading is lower.

3. Important precautions

- Do not use a different acid than the one contained in the bottle supplied with the battery.
- Drain the whole content inside the elements, do not add other acid.
- As soon as the battery is full and closed never remove the sealing cap to add fluid, not even while charging.

4. Charging chart for maintenance purposes

Periodically check the battery charge if the vehicle is not used for a long period or it is used occasionally, follow the table below.

CHARGE STATE	MEASURED VOLTAGE	OPERATION	CHARGING TIME @ 1.8
100 %	12.8-13.0 V	none	no charge
75-100 %	12.5-12.8 V	slightly charge	3-6 h
50-75 %	12.0-12.5 V	charge	5-11 h
25-50 %	11.5-12.0 V	charge	13 h
0-25 %	11.5 V or less	charge	20 h

5. Charging instructions for batteries with charge <11.5 V

Check battery with a voltmeter, if reading is lower than 11.5 V, maybe the battery has excessive internal resistance that does not allow charging at charger normal voltage (16-17 V).

Before affirming that it can not be recovered, you can try to charge it again using the following procedure:

- Connect the battery to battery charger set to 25 V and charge it for approx. 5 min.
- If charger ammeter index does not move after 5 min. of charge, the battery is faulty and can not be used.
- If the ammeter index changes position, it means that current is flowing, set the battery charger to normal level and charge the battery as indicated in the above table.



- Allow 30 min after charging and measure voltage at the terminals, using a voltmeter; refer to the following table.

Voltage	Result
12.8 V or more	can be used
12.0-12.8 V	charge insufficient - carry on charging
12.0 V or less	battery can no longer be used

6. Installation

- Eliminate any possible fluid residue from the battery, and ensure that vehicle key is set to OFF when installing it.
- First connect the positive cable (+) then the negative one (-); fit a grover-type washer \varnothing 6.4 (part no. 95021206) in-between ground cable eyelet and the screw.
- Use neutral grease or Vaseline to grease battery terminals.

Best regards

Moto guzzi
Quality & Customer Satisfaction



TECHNICAL NOTE No. 008-2006

05 06 2006

Model: Nevada i.e. – Breva 750

Subject: Oil leakage from cylinder base

Dear Dealer,

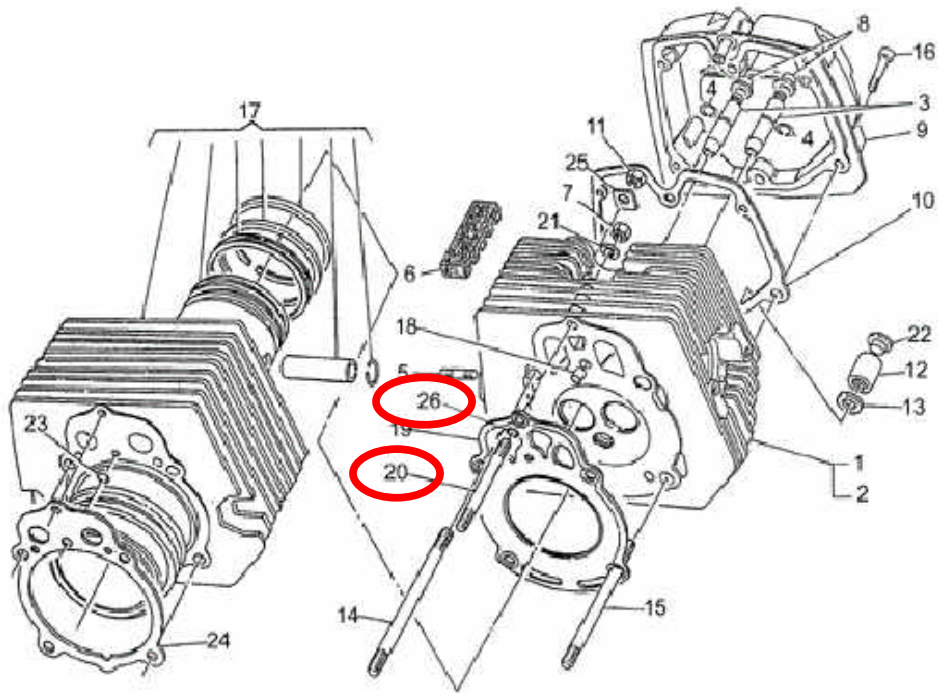
We received a few claims from the network concerning leaking cylinder base on the above-indicated models.

After due analysis, we found that this oil leakage can be fixed by adding the O-ring part no. 90706076 on stud bolt part no. 96508145.

Engine crankcase still features the groove for the O-ring at the threaded hole for the above-mentioned stud bolt, so that you can fit the O-ring with no problem.

To fix this fault, apart from changing the gaskets/seals, you need to proceed in this way:

- Remove the stud bolt M8 x 143 part no. 96508145 (part 20).
- Clean stud bolt and its seat.
- Refit stud bolt using Loctite 243 and tighten to specified torque.
- Fit O-ring part no. 90706076 (part 26) onto stud bolt.
- Refit all parts using new gaskets/seals; do not use sealing compound.



Best regards

Moto guzzi
Quality & Customer Satisfaction



TECHNICAL NOTE No. 009-2006

05-06-2006

Model: Griso V1100

Subject: Front brake line guides

Dear Dealer,

We received a few claims from the network concerning Griso V1100, about the chance that the front brake line interferes with the mudguard resulting in mudguard damage.

In this respect, to fix this inconvenience, we made available at our Spare Parts warehouse a support guiding the brake line (part no. MG977572) that, as the enclosed procedure shows quite well, is to be applied to the brake line retaining plate.

Please note that, from frame no. ZGULS00056M112900, the braking system of this vehicle will feature an increased angle at the calliper oil couplings and this allows for a larger gap between the line and the mudguard, avoiding contact.

Therefore it is not necessary to apply the brake line support on vehicles manufactured later than said frame no.

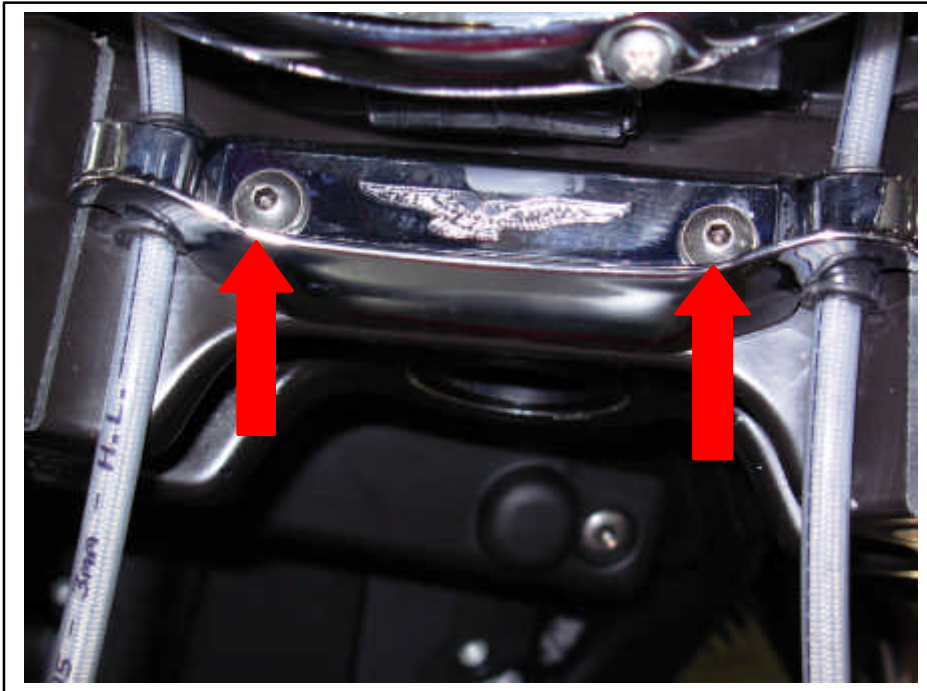
Best regards

Moto guzzi
Quality & Customer Satisfaction

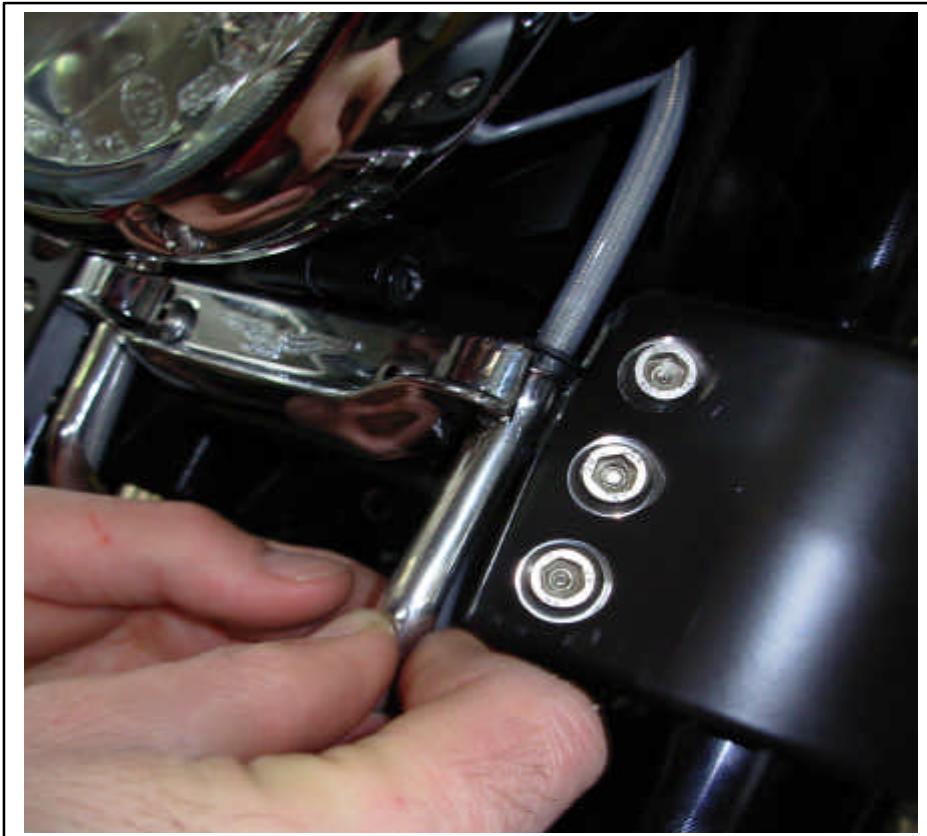


Procedure for installing the brake line protection on Griso 1000

- 1) Loosen the two M5 retaining screws from brake line plate



- 2) Insert the two front brake line supports (part no. 977552 to be checked) into line plate





- 3) Set the two supports face out, then tighten the two M5 screws onto line plate





TECHNICAL NOTE No. 010-2006

28-07-2006

Model: Brevia 750/850/1100, Nevada 750, Griso 850/1100, Norge 1200

Subject: Recommended oils

Dear Dealer,

Due to the stricter homologating specifications, our motorcycles use oils with more and more evolved technical features.

This is why we trust you will pay utmost attention to the specifications indicated in the owner's manuals of the motorcycles and we take the liberty of reminding you here below the types of recommended oils that guarantee the best performance of our motorcycles. Please note that using different types of oils could result in engine/transmission malfunction.

750 SERIES (Brevia and Nevada):

Engine oil: RACING 4T 10W-60 or as an alternative 15W-50

Transmission oil: ROTRA TRUCK GEAR 85 W -140

Gearbox oil: ROTRA MP/S 80 W -90

850-1100-1200 SERIES (Brevia Griso and Norge):

Engine oil: RACING 4T 10W-60 **For this type of engine, we warmly recommend that you use this type of oil since it guarantees ideal pressure values even at very high engine temperature.**

Transmission oil: ROTRA MP 80 W -90

Gearbox oil: ROTRA MP/S 85 W -90



1100 SERIES California - Mechanical Tappets

Engine oil: RACING 4T 10W-60 or as an alternative 20W-50

Transmission oil: ROTRA MP 80 W -90

Gearbox oil: ROTRA MP 80 W -90

1100 SERIES California - Hydraulic Tappets

Engine oil: RACING 4T 5W-40 **Oil to be compulsorily used for a correct operation of hydraulic tappets**

Transmission oil: ROTRA MP 80 W -90

Gearbox oil: ROTRA MP 80 W -90

Please also note that the above specifications refer to Agip branded products.

Best regards

Moto Guzzi
Quality & Customer Satisfaction



TECHNICAL NOTE No. 011-2006

28-07-2006

Model: Brevia - Griso 850/1100, Norge 1200

Subject: Noisy gearbox

Dear Dealer,

we recently received some claims from you about above-indicated vehicles that feature increased noise at idle with respect to other bikes of the same type. We performed some checks in production and we noticed that that noise is due to the clutch shaft of the bikes having the following frame number:

Brevia 1100 ABS

From frame no. **ZGULPA0026M111355** to no. **ZGULPA0006M111693**

Brevia 1100

From frame no. **ZGULP00076M114085** to no. **ZGULP00076M114231**

Brevia 850

From frame no. **ZGULPB00X6M111111** to no. **ZGULPB00X6M111397**

Griso 1100

From frame no. **ZGULS00096M112690** to no. **ZGULS00096M113440**

Griso 850

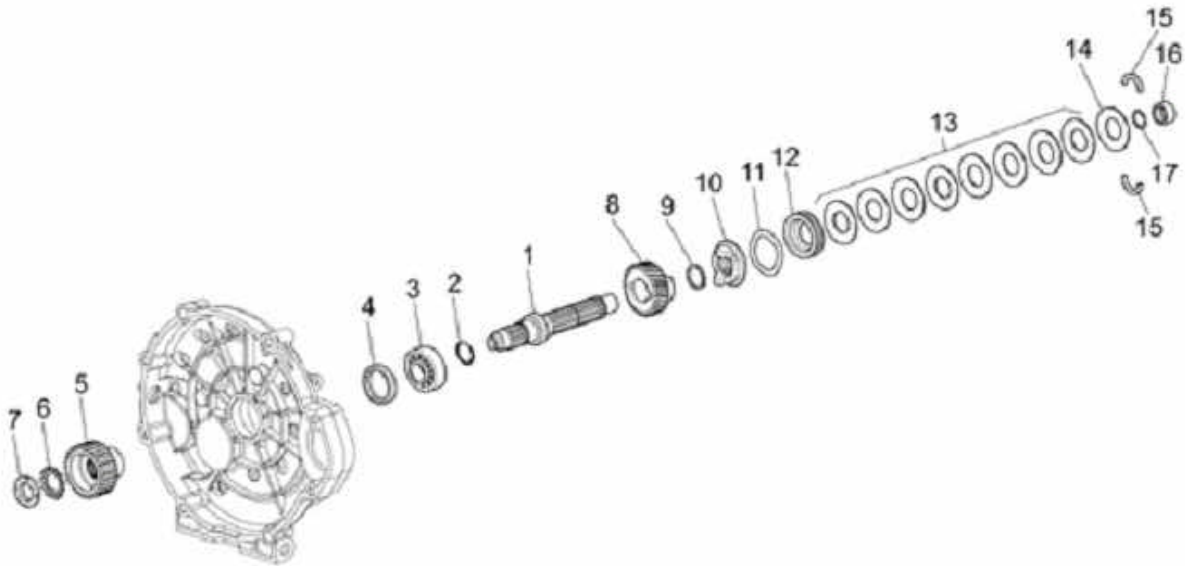
From frame no. **ZGULSB0016M111111** to no. **ZGULSB0096M111454**

Norge 1200

From frame no. **ZGULPH0056M111111** to no. **ZGULPH0026M111194**



Though we remind you that the noise does not prove or cause any mechanical problem, to reduce this noise it is necessary to install two shaped washers part 11 (part no. 95129340) to the clutch shaft, on the ones already present in the assembly



Correct procedure is attached.

We remind you that this intervention is considered under warranty and that the code for warranty claim is: AG 259 IA

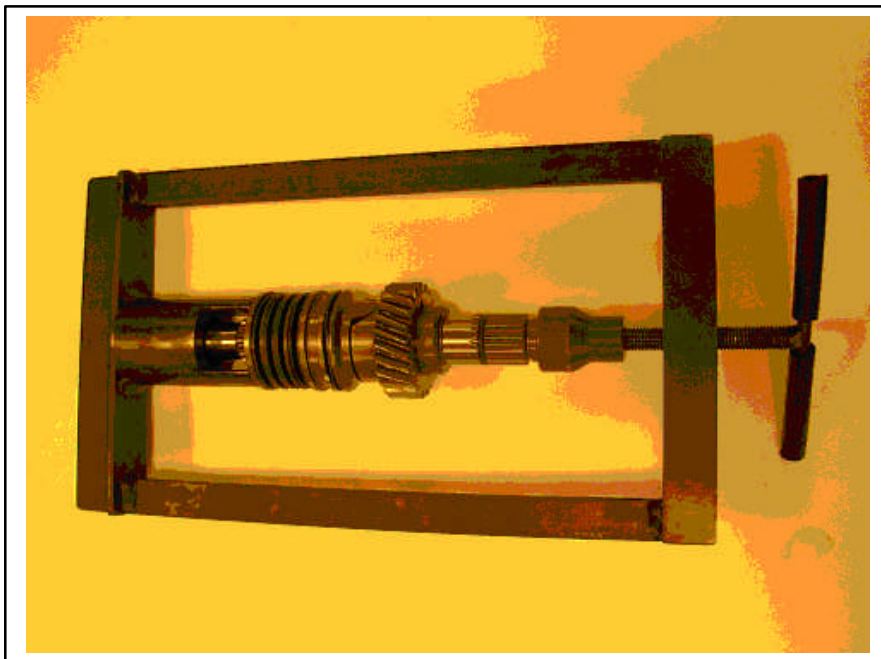
Best regards

Moto Guzzi
Quality & Customer Satisfaction

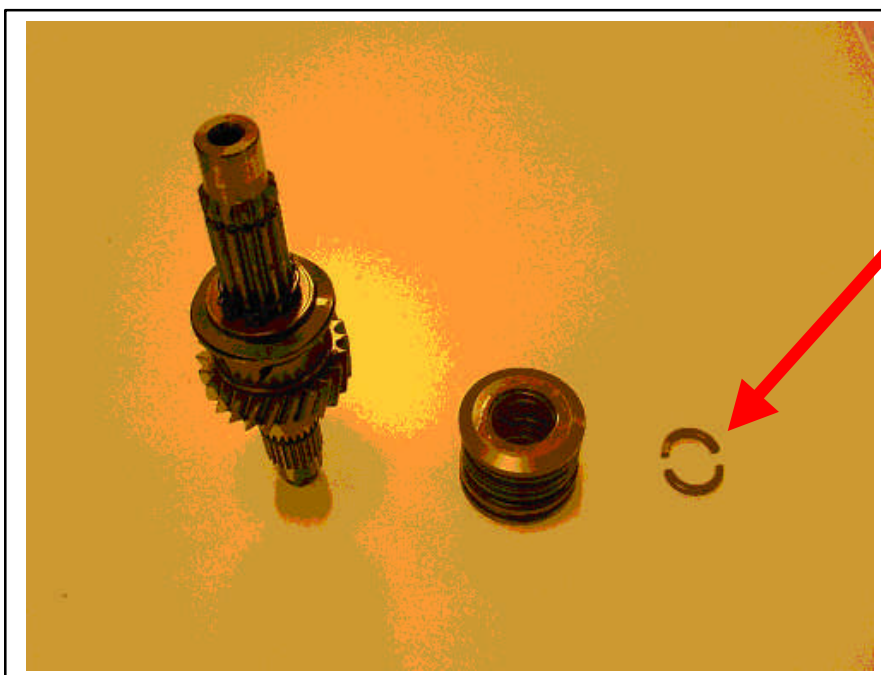


SHAPED WASHERS ASSEMBLY PROCEDURE

- Remove the vehicle gearbox assembly
- Remove the gearbox
- Insert the clutch shaft onto special tool part no. 000019663300



- Compress the Belleville washers until retainer (part 15) is released





- Remove the Belleville washers (part 13)
- Remove the cap (part 12)
- Insert the two shaped washers
- Refit the cap (part 12)
- Refit the Belleville washers (part 13)
- Refit the shaft
- Compress the Belleville washers
- Refit the retainer (part 15)
- Reassemble gearbox assembly
- Refit gearbox assembly to the engine.



TECHNICAL NOTE No. 012-2006

28-07-2006

Model: Breva 750/850/1100, Nevada 750, Griso 850/1100, Norge 1200

Subject: Instrument panel codes

Dear Dealer,

following are the instrument panel codes relevant to Breva, Griso and Norge models.

Griso 850 and Griso 1100	12425
Breva 850 and Breva 1100	36421
Norge 1200	28315

We remind you that this code is necessary to reset the instrument panel after a scheduled service, store the key code, carry out diagnosis through the instrument panel.

Best regards

Moto Guzzi
Quality & Customer Satisfaction



TECHNICAL NOTE NUMBER 013-2006

03-10-2006

MODEL: Breva 1100, Griso 1100

SUBJECT: Engine stalling at idle

Dear Dealer,

this is to inform you that when it is very hot above vehicles could show sudden engine stalling at idle speed.

Following are the necessary inspections and specifications of the Axone parameters for performing a correct analysis and possible interventions.

Preliminary checks:

- ensure correct connection of battery cables, restore if necessary
- ensure that throttle body by-pass screws are closed or one is slightly open, restore correct condition if necessary
- check the conditions of the 4 spark plugs, change them if necessary
- check air filter condition, clean it or change it as required
- ensure that engine timing pick-up sensor air gap is 0.5-0.7, restore correct air gap if necessary
- check that stepper motor feed tube is connected to the air box, that it is not squeezed and that coupling on air box is not clogged, restore correct conditions and/or change parts as required.
- connect Axone 2000
- Breva 1100: check inside Axone "ISO" page that mapping reading is "2230BA10", if it is not so, reprogram the control unit as specified in Technical Note no. 003-2006



- open Axone "engine parameters" page and check that parameters with engine cold are correct, i.e.: engine temperature similar to air one, atmospheric pressure reading consistent with actual conditions (nice weather about 1000 mbar, bad weather 900-980 mbar)
- check that throttle position sensor value is between 4.5 and 4.7, perform "throttle



position self-learn." inside Axone "adjustable parameters" function , if necessary.

- start the engine, allow engine temperature to raise above 65°/70° and follow instructions below.



“Engine parameters” page



Parameters	Reading	Notes
Spark advance	9.7	with engine warm it should be about 10°
Engine rpm	1233	
Atmospheric Pressure	1018	
Engine temperature	67	
Injection time	2.7	
Air Temperature	28°	
Throttle Position	4.6	Correct position is between 4.5 and 4.7 , once it is stored, it shall not change
Battery voltage	13.7	
Speed	0	
Target engine rpm	1200	
Stepper Base	100	Stepper motor operation parameter as mapped on the control unit for <u>Breva 1100</u> is 80 steps while for <u>850/Griso 1100/Norge</u> models is 100 steps
Stepper C. L.	83	Stepper Closed Loop : as you will see, with engine cold stepper motor is wide open (160 steps) while with engine warm it shall set around base value. <u>If Stepper C.L. value is between 80 and 120 its operation is normal.</u> If stepper value is between 120 and 150 the motor is more open than normal so engine to stay at idle needs more air. The causes of this fault could be: - air filter dirty, (you can try to disconnect stepper motor feed tube: if idle rpm increase maybe filter is dirty) - feed tube clogged, the stepper receives not enough air so it needs to open more. While if stepper value with engine warm is between 170 and 200 the stepper is not working; before changing the part check lambda sensor operation
Stepper Adj.		



Eq. from stepper	0.00	
Lambda sensor	150/43 var.	Parameter displaying lambda sensor operation in millivolts: reading should be between <u>200 mV and 800mV</u> but for now AXONE reads this parameter in the wrong way so this shall not be considered.
Integ. Lambda sensor	3.6/2.7 var.	<p>This is currently the only correct operation parameter reading available for the lambda sensor on AXONE, it indicates the correction factor used by the lambda sensor to correct carburetion in order to reach stoichiometric value. <u>A value continuously varying around 3% can be considered as ideal.</u></p> <p>If reading is too high such as <u>15 / 18</u> it means that mixture is rich in air, maybe because of an additional air inlet.</p> <p>The causes of this fault could be:</p> <ul style="list-style-type: none"> - exhaust clamps not sealing correctly, - by-pass screws open. <p>If percentage is a negative value, mixture is negative, for example <u>-15 -17</u> and is rich in fuel.</p> <p>The causes of this fault could be:</p> <ul style="list-style-type: none"> - stepper motor wide open: for ex. <u>170 - 200</u> steps (since much more air is entering through the stepper motor, lambda sensor must increase fuel quantity to compensate for the additional amount of air), - valves not sealing, - injectors dripping.

“Devices state”



Parameters	Reading	Notes
Lambda sensor state	open loop	When the lambda sensor is operating correctly, state is closed loop. <u>But AXONE for now can not read the Closed state so, as you can see, state reading will always be open loop</u>
Stepper activation	Yes	

Best regards.

Moto Guzzi S.p.A.

Quality & Customer Satisfaction



TECHNICAL NOTE NO. 014-2006

12-10-2006

Model: Axone

Subject: New AXONE software 5.1.0 version

Dear Dealer,
release 5.1.0 of AXONE software is now available: update on the internet is already available (with Axone connected to the phone), in about 1-2 weeks it will also be available on technical service web site.

The software new features concern SELF-DIAGNOSIS functions for Brevia 850-1100, Griso 850-1100, and Norge and DIAGNOSIS function for checking BATTERY CHARGE STATUS.

Please see below for more details.

The update can be performed through the Internet, by connecting Axone directly to analogue phone socket or through a computer: **unlike the usual procedure, we will no longer send the CD but its content will be available in the first page of the web site www.servicemotoguzzi.com and could be downloaded to your PC.**

Once this is installed on a PC, it is possible to upload the new release to Axone using the suitable Axone – PC connection cable part no. AP8104520.

Unlike the standard procedure, once the update is downloaded, the memory card will be finally updated upon next power-on.

Please see below installation procedure and instructions for **firmware** upgrade.

1. NEW FEATURES OF Axone 5.1.0 SOFTWARE

1.1 Brevia 850-1100, Griso 850-1100 and Norge

Unlike the standard procedure valid up to the last version, now parameter

Lambda sensor (mV)

available in Engine parameter reading page





as well as parameter

Lambda (open loop/closed loop)



available in Devices status

operate correctly

1.2 Battery recharge

Select DIAGNOSIS item from the first page and then BATTERY RECHARGE, you open a software allowing you to perform a series of checks on generator efficiency, by means of a suitable ammeter clamp.

A specific technical note on this subject will be soon issued.

2. INSTALLATION INSTRUCTIONS for version 5.1.0

As indicated above, update can be performed through the internet or through a computer

With this update it is NOT necessary to enter activation check code for Axone unless upgrading from version 4.0.3 or earlier versions.

2.1 THROUGH THE INTERNET

See the specific technical note for Italy no.12 "Axone configuration and updating through the internet" describing how to set Axone for connecting it to the internet and how to update. Unlike the procedure indicated in Final notes, now Axone will update to version 5.1.0.

It is important not to keep Axone connected to supplied battery charger of the 650 mA type (check on power supply label), while if battery charger is of the 1000 mA type, it is possible to leave Axone powered on.

It is possible to buy one on the market.

After the connection, if there are files for which an upgrade is available, the system prompts you to update them.

First of all MENU update is needed and is automatically requested. After updating, more updates are offered (service, self-diagnosis, internet) and shall be flagged with an X and must be all downloaded.

Then follow the instructions.

Connection time is about 40 minutes for a speed of about 2.6 Kbytes/s



To activate the new programmes it is necessary to **update the firmware** of OBD module (i.e. the software inside the module): from the starting page select Service (case with a cross), Firmware Update (dark square), OBD module and press enter.

2.2 THROUGH A COMPUTER

Installation programme might NOT work with Windows ME (Millennium): it is recommended to use the other Windows versions.

2.2.1 Installing the update programme on your computer

In the web site first page you should select the update; the Download file page opens: select Save and save it to the desktop.

Download completed message will be displayed, select Open.

To open it you should have first installed Win zip programme that can be downloaded for free from the internet.

Double-click on setup.exe and follow on-screen instructions.

After installing Axone update programme, the desktop will have a new icon: Upgrading Axone Aprilia.

2.2.2 Installing 5.1.0 software onto Axone

Close all programmes on the PC.

Click onto Upgrading Axone Aprilia icon or select AggiorAxo programme available in folder C:\Programmes\Aprilia\AggiornAxo and when the first page opens select the language you want to update Axone in.

CAUTION: selected language should be the same already present in Axone, it is not possible to change Axone language.

Follow on-screen instructions. Update lasts for about **10** minutes during which Axone should stay on: ensure it is enough charged.

It is important not to keep Axone connected to supplied battery charger of the 650 mA type (check on power supply label), while if battery charger is of the 1000 mA type, it is possible to leave Axone powered on.

It is possible to buy one on the market.

As an alternative, during updating, connect it to a charged motorcycle battery or to a power supply stabilised at 12 V with output higher than 1 Ampere (equipment requires 850 mA)

Instructions given on the screen are complete; in any case you can read instructions on Axone updating Chapt. "Updating through PC" in

Ø www.serviceaprilias.com <

OBD module firmware update

To activate the new programmes it is necessary to **update the firmware** of OBD module (i.e. the software inside the module):

from the starting page select Service (case with a cross), Firmware Update (dark square), OBD Module. The next page shows a message asking you to update the module to release v5.2, press enter to confirm.

If release v5.2 is not displayed as available option and only the previous release is available, press esc and again enter: now you will be able to update to release v5.2.

2.2.3 Entering the activation check code



After installing 5.1.0 software onto an Axone having release 4.0.3 or earlier, it is necessary to enter the check code that could be requested by E-mail to lbiassetto@texa.it specifying the following data:

Axone serial no. (can be found at the back of the instrument)

software version (at the top left of the page)

activation language

name and surname of equipment owner

company name

town

phone number

fax number or e-mail

an E-mail will be sent to answer the enquiry within 24 hours (excluding Saturday and Sunday and

Italian bank holidays) containing the Axone bypass code.

Best regards

Moto Guzzi S.p.A.

Quality & Customer Satisfaction



TECHNICAL NOTE NUMBER 015-2006

14-11-06

MODEL: Breva 1100-850, Griso 1100-850, Norge 1200

SUBJECT: Universal Joints New Numbers

Dear Dealer,

We herewith would like to inform you that on the a.m. bikes models currently manufactured you could find a number as shown in the attached picture.





These universal joints, even if having a number lower than that specified in the recall campaign, are not part of it since, as shown in the picture, a **R** letter is stamped on them.

Best regards

Moto Guzzi S.p.A.

Quality & Customer Satisfaction



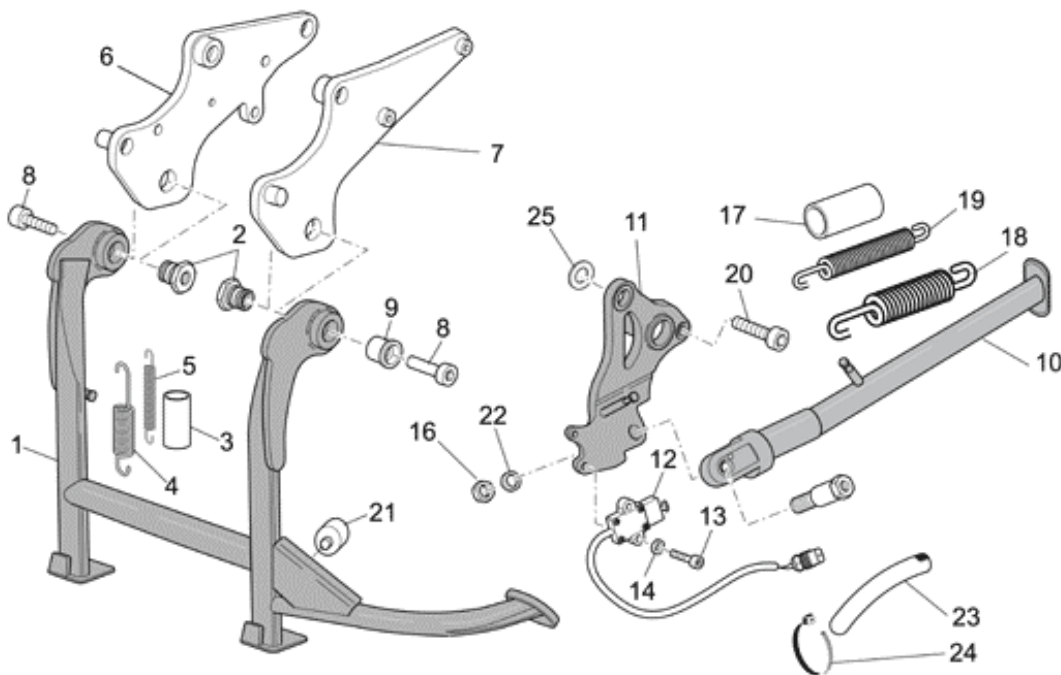
TECHNICAL NOTE NUMBER 015-2006

14-11-2006

MODEL:Norge 1200, Brevia 1100-850

SUBJECT: Side Stand Fastening Screws Check

Dear Dealer,
We have been recently informed by the Official Moto Guzzi Sales Network about the loosening of the two fastening screws on the side stand plate, marked with reference "20" in the following exploded view.



This problem has already been remedied on the manufacturing line by adding two washers, part No. 30217900, between the "side stand plate" and the above mentioned screws, and by monitoring the tightening torque, which shall be of 80 Nm.
Here is the table with the frame number of the first vehicles where the problem has been solved.

Model	FRAME NUMBER
Brevia V850	ZGULPB0076M111485
Brevia V1100	ZGULP00046M114431
Norge 1200	ZGULPH0116M111722



You are thus kindly invited, upon pre-delivery or during routine maintenance operations, to check for the presence of the two washers - part No. 30217900, and the correct tightening torque (80 Nm) of the a.m. screws.

Best regards

Moto Guzzi S.p.A.

Quality & Customer Satisfaction



TECHNICAL NOTE No. 017-2006

Nov. 27th 2006

Model: California EV, Classic, Vintage

Subject: Rattling in Front Suspension when negotiating Minor Road Bumps

Dear Dealer,

In case users complain of a rattling noise originating from the front forks when riding over small road bumps, it is possible to modify the left fork leg damper rod.

This change applies to Marzocchi LH adjustable fork fitted onto the above bike models (easily identifiable by the adjustable knob positioned on top of the fork leg).

The solution consists of inserting one spring between the reed valve and the nut of this same valve.

To fit this spring, proceed as follows:

- Remove LH fork leg from vehicle, loosen upper plug and drain oil (oil can be re-used).
- Loosen socket screw from below fork leg, and detach complete damper rod from fork leg (without disassembling it from outer sleeve).
- Keep the aluminium spacer positioned at the bottom of fork outer sleeve (between outer sleeve and damper rod), remove compression spring. Then, working under fork damper rod (inside tube), lift valve by a few mm to gain better access and remove valve snap ring.
- Remove valve, loosen nut, but do not remove reed body; on the contrary, fit change kit spring and screw nut again.
- Contrary to what happened before - without spring - when reed body separated from damper rod, and then contacted it again (due to the compression) and thus created that rattling noise, now reed body will lay against damper rod (thanks to spring compression).



- Refit all parts previously disassembled except the compression spring, then add about 485cc of SAE 10 hydraulic oil, and move rod to bleed fork leg. Then, with the whole fork leg at the end of its travel and without the compression spring, remove or add oil until reaching an air gap level of about 150 mm from fork leg rim.
- Refit spring and screw plug.
- Refit fork leg onto bike.

This procedure shall be treated as a warranty service operation under code BD13B MD 81. Please order item no. 03526601 from our parts department. The flat rate for this service operation is 1 h 30 (78 min.).

Best regards

Moto Guzzi S.p.A.

Quality & Customer Satisfaction



TECHNICAL NOTE No. 001-2007

05-02-2007

MODEL: Griso 1100-850

SUBJECT: Compensator support failure

Dear Dealer,

In some bikes of this model the exhaust pipe compensator support might fail (highlighted with an arrow in the picture below).



This failure could not be restored since the original support is welded onto the frame.



To fix this problem, Moto Guzzi makes available spare part no.MG 978146 (see picture) that will supersede the failed support. Once this new part is fitted, the problem is finally fixed.



Fit the additional plate as follows:

- 1) Remove the compensator and keep the retaining screws
- 2) Take two M8x20 screws and nuts
- 3) Fit the support plate as shown (plate is in yellow)



We also remind you that from frame no. (ZGULS00066M112873 Griso 1100, while for Griso 850 this problem does not apply) this plate was modified so that the problem will no longer occur.

For reimbursement of relevant warranty costs, please enter in A2D Moto Guzzi a normal service warranty claim using the following fault code: **FA069 CA 83**

Best regards.

Moto Guzzi S.p.A.

Quality & Customer Satisfaction



TECHNICAL NOTE NO. 002-2007

05-02-2007

Model: Axone

Subject: New AXONE software 5.1.2 version

Dear Dealer,
release 5.1.2 of AXONE software is now available: update on the internet is already available (with Axone connected to the phone), in about 1-2 weeks it will also be available on technical service web site.

The software new features concern SELF-DIAGNOSIS functions for model 1200 Sport and Norge

Please see below for more details.

The update can be performed through the Internet, by connecting Axone directly to analogue phone socket or through a computer: **unlike the usual procedure, we will no longer send the CD but its content will be available in the first page of the web site www.servicemotoguzzi.com and could be downloaded to your PC.**

Once this is installed on a PC, it is possible to upload the new release to Axone using the suitable Axone – PC connection cable part no. AP8104520.

Unlike the standard procedure, once the update is downloaded, the memory card will be finally updated upon next power-on.

Please see below installation procedure and instructions for **firmware** upgrade.

1. NEW FEATURES OF Axone 5.1.2 SOFTWARE

1.1 1200 SPORT

Within the option of this new vehicle, "FUEL INJECTION" function is available for vehicle diagnosis.

1.2 NORGE 850

Select NORGE and 850 cc piston displacement to access the "FUEL INJECTION" system for vehicle diagnosis.



Like all other vehicles covered in SELF-DIAGNOSIS, to view the parameters of and additional information on the referenced vehicle, simply select AXONE PARAMETERS in the "Search" window in the top area of the Home page at www.servicemotoguzzi.com and make the necessary selections when prompted.

1.3 SERVICE LAMP

All the procedures for **resetting the service lamp** (coupons) are included under the SERVICE LAMP icon (with the lamp symbol) located on the left of the Self-diagnosis icon.

2. INSTALLATION INSTRUCTIONS for version 5.1.2

As indicated above, update can be performed through the internet or through a computer. **With this update it is NOT necessary to enter activation check code for Axone unless upgrading from version 4.0.3 or earlier versions.**

2.1 THROUGH THE INTERNET

Please see Technical Note no. 6 issued in 2003 "Axone Internet access configuration and updating through the internet" describing how to set Axone for connecting it to the internet and how to update. Unlike the procedure indicated in Final notes, now Axone will update to version 5.1.2.

It is important not to keep Axone connected to supplied battery charger of the 650 mA type (check on power supply label), while if battery charger is of the 1000 mA type, it is possible to leave Axone powered on.

It is possible to buy one on the market.

After the connection, if there are files for which an upgrade is available, the system prompts you to update them.

First of all MENU update is needed and is automatically requested. After updating, more updates are offered (service, self-diagnosis, internet) and shall be flagged with an X and must be all downloaded.

Then follow the instructions.

Connection time is about **50** minutes for a speed of about 2.6 Kbytes/s

To activate the new programmes it is necessary to **update the firmware** of OBD module (i.e. the software inside the module):

from the starting page select Service (case with a cross), Firmware Update (dark square), OBD module and press enter.

2.2 THROUGH A COMPUTER

Installation programme might NOT work with Windows ME (Millennium): it is recommended to use the other Windows versions.



2.2.1 Installing the update programme on your computer

In the web site first page you should select the update; the Download file page opens: select Save and save it to the desktop.

Download completed message will be displayed, select Open.

To open it you should have first installed Win zip programme that can be downloaded for free from the internet.

Double-click on setup.exe and follow on-screen instructions.

After installing Axone update programme, the desktop will have a new icon: Upgrading Axone Aprilia.

2.2.2 Installing 5.1.2 software onto Axone

Close all programmes on the PC.

Click onto Upgrading Axone Aprilia icon or select AggiorAxo programme available in folder C:\Programmes\Aprilia\AggiornAxo and when the first page opens select the language you want to update Axone in.

CAUTION: selected language should be the same already present in Axone, it is not possible to change Axone language.

Follow on-screen instructions. Update lasts for about 10 minutes during which Axone should stay on: ensure it is enough charged.

It is important not to keep Axone connected to supplied battery charger of the 650 mA type (check on power supply label), while if battery charger is of the 1000 mA type, it is possible to leave Axone powered on.

It is possible to buy one on the market.

As an alternative, during updating, connect it to a charged motorcycle battery or to a power supply stabilised at 12 V with output higher than 1 Ampere (equipment requires 850 mA)

Instructions given on the screen are complete; in any case you can read instructions on Axone updating Chapt. "Updating through PC" in Ø www.serviceaprilia.com <

OBD module firmware update

To activate the new programmes it is necessary to **update the firmware** of OBD module (i.e. the software inside the module):

from the starting page select Service (case with a cross), Firmware Update (dark square), OBD module. In the following screen, you will be asked if you wish to update module to version v5.5, press Enter to confirm.

If release v5.5 is not displayed as available option and only the previous release is available, press esc and again enter: now you will be able to update to release v5.5.

2.2.3 Entering the activation check code

After installing 5.1.2 software onto an Axone having release 4.0.3 or earlier, it is necessary to enter the check code that could be requested by E-mail to eloschi@texa.it specifying the following data:

Axone serial no. (can be found at the back of the instrument)

software version (at the top left of the page)

activation language

name and surname of equipment owner

company name

town



phone number
fax number or e-mail
an E-mail will be sent to answer the enquiry within 24 hours (excluding Saturday and Sunday and Italian bank holidays) containing the Axone bypass code.

Best regards

Moto Guzzi S.p.A.

Quality & Customer Satisfaction



TECHNICAL NOTE NO. 003-2007

28-02-2007

**MODEL: Brevia 850-1100, California 1100 (Classic, Touring, Vintage),
Griso 850-1100, Norge 850-1200, Sport 1200**

SUBJECT: Stud bolts, head bolts

Dear Dealer,

referring to the technical note no. 005-2006 it was found that the specified tightening torques are inexact.

We inform you that after the change made to the stud bolts (new part no. MG976031, old part no. 12021700) and to the head bolts (new part no. MG976144, old part no. 05021830), their tightening torque needs to be changed.

Correct tightening torques:

- Stud bolts on crankcase: 25 Nm (new figure)
- Nuts on stud bolts: 15 Nm + 90° + 90° (figure was already correct)
- Head bolts: updated figure 15 Nm + 90° (previous torque was 15 Nm + 90° + 90°)

Affected engines and vehicles are identified as follows:

- Brevia 1100: from engine no. **KP14271**
- California 1100: (Classic, Touring, Vintage): from engine no. **KT11320**
- Griso 1100: from engine no. **KS12938**
- Norge 850-1200: all engines feature updated stud bolts and head bolts
- Brevia 850: all engines feature updated stud bolts and head bolts
- Griso 850: all engines feature updated stud bolts and head bolts
- 1200 Sport: all engines feature updated stud bolts and head bolts

WARNING: we remind you that above tightening torques shall not be checked upon the first service.

Best regards.

Moto Guzzi Spa
Technical Service



TECHNICAL NOTE No. 004-2007

18-04-2007

Subject: Axone

Subject: 128 Mbyte memory card replacing the 32 Mbyte memory card

Dear Dealer,

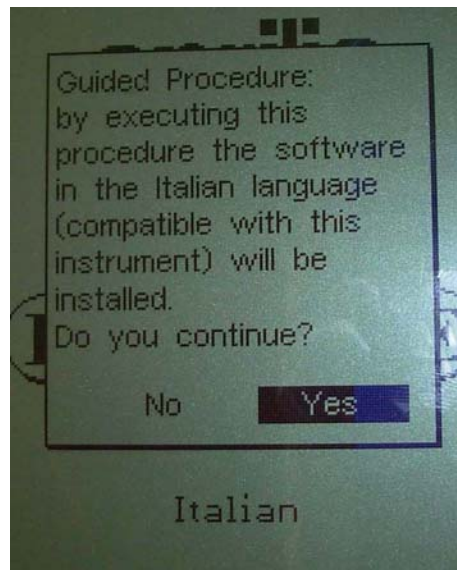
We herewith would like to inform you that if you have an Aprilia – Moto Guzzi Axone with **32 Mbyte** memory card, when the new Axone version will be released (in the next few weeks), you might not be able to complete the updating as the memory space will no longer be sufficient to store all the files of the new version.

It will thus be necessary buying a spare **128 Mbyte** memory card so as not to face the above problem.

To check the size of your Axone memory card, proceed as follows:

- make sure that the tester is off
- press the button on the right side, close to the memory card housing, and remove the memory card
- read the number on the memory card label: if it is 32 MB, you will have to place an order for the new “ **Aprilia – Moto Guzzi Memory Card** ” part number **AP8181055**

When inserted inside Axone, **the new memory card** will recognize the language Axone is set on, and will propose to enable it using the same language (an example of Axone set on the Italian language will follow):



select YES, and confirm selection with YES

Do not select NO and a language different from Axone language, or the memory card will be blocked.

If the version available in the 128 Mbyte memory card is not the last one, Axone will have to be **updated**.

To make sure that Axone is working properly, update OBD module firmware (this is the software inside the module): select Service (suitcase with cross) from the starting screen, Update firmware (dark square), OBD module, and press enter.

Best regards.

**Moto Guzzi Spa
Technical Service**



TECHNICAL NOTE No. 005-2007

18-04-2007

Model: Brevia 850-1100-1200

Subject: Instrument panel service code

Dear Dealer,

We inform you that, on the above-indicated models, with the application of the new instrument panel control system (joystick instead of pushbutton), approximately with production of end of 2006 – beginning of 2007, the instrument panel service code was changed.

Updated instrument panel service code: 28315

We remind you that this code is necessary to reset the instrument panel after a scheduled service, store the key code, carry out diagnosis through the instrument panel, etc.

Best regards.

Moto Guzzi Spa
Technical Service



TECHNICAL NOTE NO. 006-2007

27-04-2007

Model: Axone

Subject: New AXONE software 5.1.4 version

Dear Dealer,
release 5.1.4 of AXONE software is now available: update on the internet is already available (with Axone connected to the phone), in about 1-2 weeks it will also be available on technical service web site.

The software new features concern SELF-DIAGNOSIS functions for Bellagio model.

The update can be performed through the Internet, by connecting Axone directly to analogue phone socket or through a computer downloading the software from the first page of the web site www.servicemotoguzzi.com.

Once this is installed on a PC, it is possible to upload the new release to Axone using the suitable Axone – PC connection cable part no. AP8104520.

After the update, we remind you to update the firmware of OBD module.

1. NEW FEATURES OF Axone 5.1.4 SOFTWARE

1.1 Bellagio

Within the option of this new vehicle, "FUEL INJECTION" function is available for vehicle diagnosis.

2. INSTALLATION INSTRUCTIONS

For installation instructions, refer to technical note No. 2 dtd 5/02/2007 "New AXONE software 5.1.2 version" point 2.

Best regards

Moto Guzzi Spa
Technical Service



TECHNICAL NOTE No. 007-2007

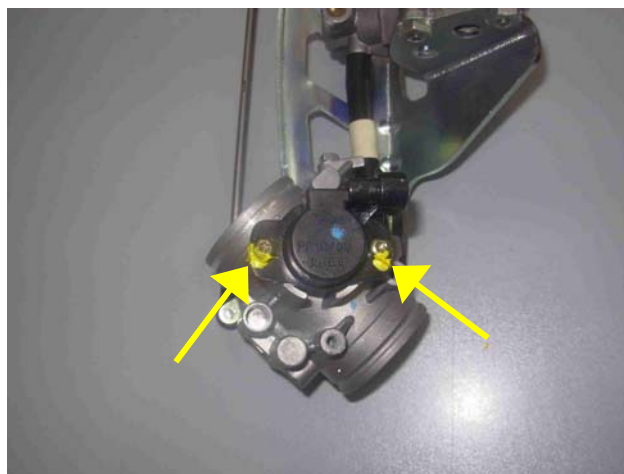
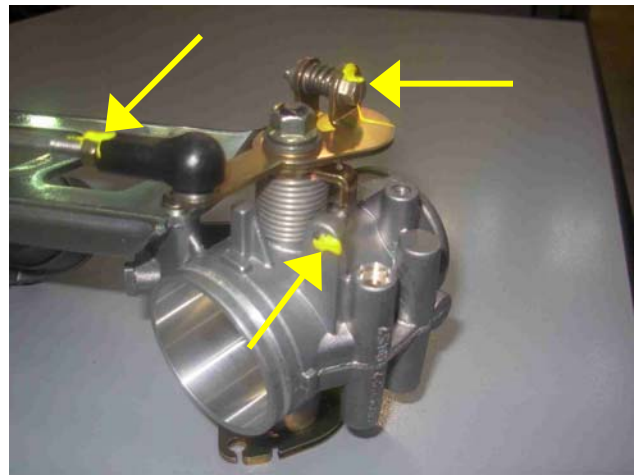
22-06-2007

MODEL: Brevia 850/1100 Griso 850/1100 Norge 850/1200, 1200 Sport

SUBJECT: Throttle body seals

Dear Dealer,

we hereby would like to inform you that, from today onwards, the warranty claims relating to the replacement of throttle body on the a.m. models will no longer be valid in case an alteration of adjuster screws (sealed with yellow paint - see attached picture) is found.





We would like to point out that any alteration of the throttle body does not entail any advantage to bike dynamics.

Throttle body correct balancing can be made only by Magneti Marelli, namely the Manufacturer of this part. Air flow is adjusted by a special tool called flow-meter, which is used to set air flow per time unit.

This is the reason why, if the screws used to maintain this balance are tampered with, it is no longer possible to restore throttle body correct setting, and throttle bodies have thus to be compulsorily replaced.

Best regards.

Moto Guzzi S.p.A.

Technical Service



TECHNICAL NOTE NO. 001-2008

12-02-2008

Model: Axone

Subject: New AXONE software 5.1.9 version

Dear Dealer,
release 5.1.9 of AXONE software is now available: update on the internet is already available (with Axone connected to the phone), in about 1-2 weeks it will also be available on technical service web site.

The software new features concern SELF-DIAGNOSIS and SERVICE RESET (service lamp reset) functions for **Stelvio 1200 8V** models.
Please see below for more details.

The update can be performed through the Internet, by connecting Axone directly to analogue phone socket or through a computer downloading the software from the first page of the web site www.servicemotoguzzi.com.
Once this is installed on a PC, it is possible to upload the new release to Axone using the suitable Axone – PC connection cable part no. AP8104520.
After the update, we remind you to update the firmware of OBD module.

1. NEW FEATURES OF Axone 5.1.9 SOFTWARE

1.1 Stelvio 1200 8V

Selecting the FUEL INJECTION function a system for reading engine parameters is available, it also reads devices state, live or stored errors and features devices activation and adjustable parameters.

Select the SERVICE LAMP icon (bulb symbol) on the left side of the Self-Diagnosis icon to display the procedure to be followed to reset the servicing icon appearing on the dash panel, if provided for.



2. INSTALLATION INSTRUCTIONS

For installation instructions, refer to technical note No. 2 dtd 5/02/2007 “New AXONE software 5.1.2 version” point 2.

Best regards

Moto Guzzi S.p.A.

Technical Support



TECHNICAL NOTE 002-2008

06-03-2008

Model: Axone


Subject: Setting updating for Internet Upgrading

Dear Dealer,

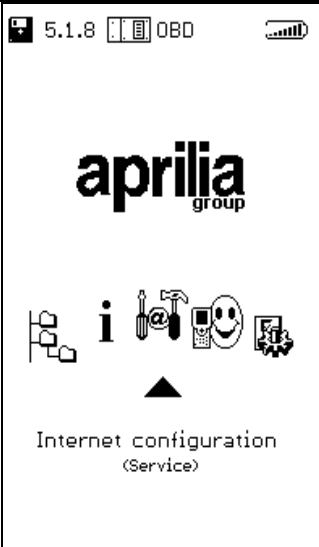
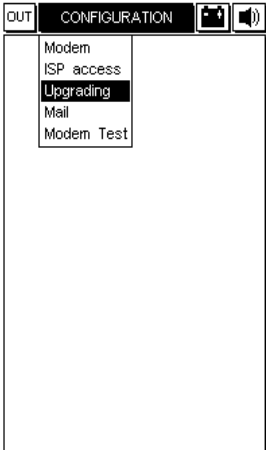
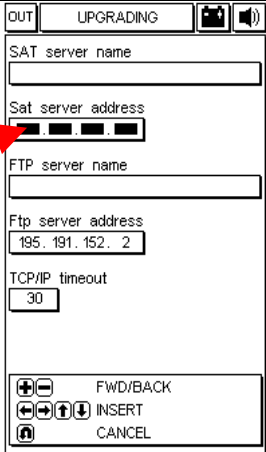
for Axone Internet upgrading (Axone directly connected to the telephone socket), some Axone settings shall be edited as follows.

The upgrade to version 5.1.9 can nevertheless be made without editing any parameter by downloading the upgrade from website www.servicemotoguzzi.com and connecting Axone to your PC.

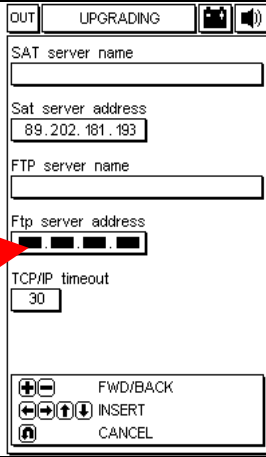
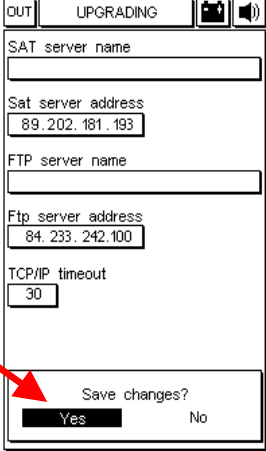
If the changes listed below are not entered, these settings will be automatically set once the version 5.2.0 is installed.

Action	Displayed image
<p>1 Turn Axone 2000 on, and select “Service” from main menu</p> <div data-bbox="188 1487 804 1630" style="border: 2px solid red; padding: 5px;"><p>WARNING: apply this procedure only if the software version is equal or lower than v 5.1.9 .</p></div>	 <p>The screenshot shows the main menu of the Axone 2000 device. At the top, it displays the version number '5.1.8', 'OBD' status, and a signal strength indicator. The 'aprilia group' logo is prominently displayed in the center. Below the logo, there are several icons representing different functions: a list, an envelope (E-mail), a first aid kit, a mobile phone, and a person. The 'Service' option is highlighted with a black triangle pointing upwards.</p>



2	<p>Select "Internet Configuration" to access connection settings.</p>	
3	<p>From the configuration menu, access the "Upgrading" submenu to set the server addresses Axone 2000 will get connected to.</p>	
4	<p>Press MINUS (-) to move to box "SAT server address".</p> <p>WARNING: Then use Axone 2000 numerical keys to type the following number:</p> <div data-bbox="352 1518 692 1585" style="border: 2px solid red; padding: 5px; display: inline-block; margin: 10px 0;">89.202.181.193</div>	



5	<p>Press MINUS (-) to move to box "FTP server address".</p> <p>WARNING: Then use Axone 2000 numerical keys to type the following number:</p> <p style="text-align: center;">84.233.242.100</p>	
6	<p>After having entered both numerical codes, press MINUS (-) key several times until the request to store the entered data is displayed on the background. Make sure that the highlighted box is [YES], and confirm with ENTER (). Quit the Internet setting menu.</p>	
7	<p>It is now possible to proceed to software internet upgrading.</p> <p>During next software upgrading (v. 5.2.0) this setting will be automatically set, and it will no longer be necessary to repeat this procedure.</p>	

Best Regards

Moto Guzzi S.p.A.
Technical Service



TECHNICAL NOTE NO. 003-2008

07-04-2008

Model: Axone

Subject: New AXONE software 5.2.0 version

Dear Dealer,

The release 5.2.0 of AXONE software is now available: The update is on the internet already available (with Axone connected to the phone), in about 1 week it will also be available on technical service web site.

The software new features concern SELF-DIAGNOSIS functions for **V7 Classic**
Please see below for more details.

The update can be performed through the Internet, by connecting Axone directly to analogue phone socket or through a computer downloading the software from the first page of the web site www.servicemotoguzzi.com.

Once this is installed on a PC, it is possible to upload the new release to Axone using the suitable Axone – PC connection cable part no. AP8104520.

After the update, we remind you to update the firmware of OBD module.

1. NEW FEATURES OF Axone 5.2.0 SOFTWARE

1.1 V7 Classic

Selecting the FUEL INJECTION function a system for reading engine parameters is available, it also reads devices state, live or stored errors and features devices activation and adjustable parameters.

2. INSTALLATION INSTRUCTIONS

For installation instructions, refer to technical note No. 2 dtd 5/02/2007 “New AXONE software 5.1.2 version” point 2.

Best regards

Moto Guzzi S.p.A.

Technical Support



COMMUNICATION TECHNIQUE NUMERO 001-2008

19-05-2008

MODELE : Norge 1200,850

OBJET : Installation jauge de niveau huile moteur

Cher Concessionnaire,

nous vous informons que dans l'optique d'une amélioration continue de nos produits, un kit jauge de niveau d'huile est dorénavant disponible pour les NORGE 850 et 1200.

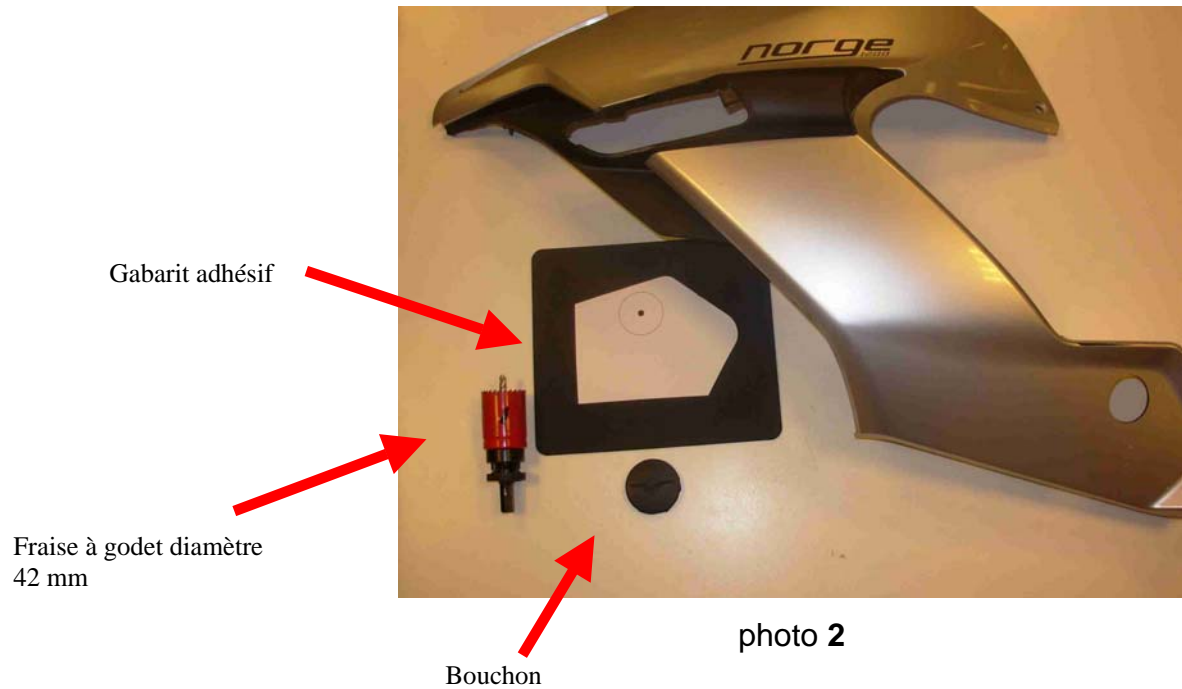
Ce kit référence **978496** comporte :

- une jauge de niveau huile avec joint torique, réducteur fileté (photo 1).
- Un gabarit adhésif (photo 2).



Photo 1

Un bouchon obturateur, pour le flan de carénage, (photo 2) est également disponible sous la référence **GU05002130**



Procéder comme suit pour l'installation du kit jauge de niveau :

- Se munir d'une fraise à godet de 42 mm de diamètre (photo 2)
- Appliquer le gabarit de référence comme indiqué ci-dessous (photo 3)





- Percer le carénage à l'aide de la fraise à godet comme indiqué sur le gabarit adhésif (photo 3)
- Décoller le gabarit adhésif.
- Visser la réduction filetée sur le carter moteur (photo 4)



photo 4

- Insérer la jauge de niveau huile
- Masquer l'ouverture réalisée précédemment dans le flan de carénage avec le bouchon référence **GU05002130**. (photo 5)



photo 5

Veillez agréer nos salutations les plus sincères.

Moto Guzzi S.p.A.

Service Après-vente



COMMUNICATION TECHNIQUE 002-2008

29-05-2008

Modèle : Norge 1200 T – GT – GTL et Norge 850

Objet : Ressort amortisseur arrière code 981051

Cher Concessionnaire,

dans l'optique d'une amélioration constante de nos produits et dans le but de satisfaire au mieux les clients, Moto Guzzi a prévu un nouveau ressort amortisseur arrière plus rigide, applicable sur les véhicules Norge 850/1200.

Ce ressort peut être commandé avec le code **981051** et il est applicable sur l'amortisseur arrière code GU05550230 des véhicules susdits.

Nous indiquons ci-dessous la procédure de remplacement du ressort à suivre. Dans ce but, il faut se munir d'un presseur à ressorts qui se trouve facilement dans le commerce. Par exemple, celui représenté en photo est disponible sur le site www.motoclos.it avec le code 44000315 – Kit démontage ressorts amortisseur universel.

Après avoir retiré l'amortisseur arrière du véhicule, selon la procédure indiquée dans le manuel d'atelier, l'immobiliser dans un étau en position renversée par rapport au sens de montage. Voir photo **fig. 1**



Fig. 1

Comprimer le ressort de l'amortisseur au moyen du presseur à ressorts spécial et ensuite retirer la plaque de butée (**fig. 2**)



Fig. 2

Démonter l'outil presseur à ressorts et décompresser le ressort, puis retirer l'ancien ressort de l'amortisseur.



Installer le nouveau ressort code **981051** et ensuite comprimer le ressort au moyen de l'outil presseur à ressorts jusqu'à ce que la plaque de butée soit remise en place autant que possible, en position parfaitement horizontale. **Voir Fig. 3**



Fig. 3

Décompresser le ressort, retirer l'outil presseur à ressorts et remonter l'amortisseur sur le véhicule suivant la procédure indiquée dans le manuel d'atelier

Veillez agréer nos
Sincères Salutations

Moto Guzzi S.p.A.
Service Après-vente



TECHNICAL NOTE NUMBER 004-2008

12-06-2008

MODEL: Stelvio 1200

SUBJECT: Starter motor malfunction

Dear Dealer,
a possible starter button jamming could result in the vehicle stalling, due to the starter motor being continuously powered and possibly causing a short-circuit of the motorcycle main relay.

To avoid this failure you must remove the relay (**part no. AP8124869**), it being missing **does not compromise** in any way the vehicle functions.

It can be removed from all vehicles during pre-delivery inspections or when the vehicle first comes in at your workshop. No labour costs shall be reimbursed for this service.

Relay removal procedure is described herewith.

The relay is installed at the front of the fairing, on the right side of the bike.

CAUTION: in this position there are 2 relays; you shall remove the one closer to the fuse carrier, the light grey one.





Fasten wiring to fairing mounting sub frame using a tie, as shown



CAUTION - Removal of the relay part no. AP8124869 is required only on the vehicles included within the following range:

From frame no. **ZGULZ000_8M111111** to **ZGULZ000_8M112038**

We would like to take this opportunity to send you our
Best regards

Moto Guzzi S.p.A.
Technical Support



TECHNICAL NOTE NO. 005-2008

02-07-2008

Model: Axone

Subject: New AXONE software 6.0.0 version

Dear Dealer,
release 6.0.0 of AXONE software is now available: update on the internet is already available (with Axone connected to the phone), and it is also available on technical service web site.

The software new features concern SELF-DIAGNOSIS functions for **Stelvio 1200 8V**.
Please see below for more details.

The update can be performed through the Internet, by connecting Axone directly to analogue phone socket or through a computer downloading the software from the first page of the web site www.servicemotoguzzi.com.
Once this is installed on a PC, it is possible to upload the new release to Axone using the suitable Axone – PC connection cable part no. AP8104520.
After the update, we remind you to update the firmware of OBD module.

CAUTION

To update your Axone software to version 6.0.0 it is first necessary to enter the web site servicemotoguzzi.com, select from the left column **Specific workshop tools, Axone and gas analyser, Request to activate Axone Aprilia - Moto Guzzi** and fill out all fields of the form available, following the automatic prompts (the serial number shall be entered after the letter T, for instance T12345) and then press ENTER.

Within 36 hours you shall receive an e-mail or a fax (according to your selection; ensure to specify the correct e-mail address or fax number!) containing the activation key.

If you activate the software via PC, enter the activation key when requested by Axone; if it does not request anything, your Axone is enabled to upgrade via phone line (activation key is not required).

This registration procedure shall be carried out every year and will allow us to assess all active Axone test equipment for Moto Guzzi.



1. NEW FEATURES OF Axone 6.0.0 SOFTWARE

1.1 Stelvio 1200 8V

Selecting the REPROGRAMMING function, a new map STV8V52s is available that improves road handling.

2. INSTALLATION INSTRUCTIONS

For installation instructions, refer to technical note No. 2 dtd 5/02/2007 “New AXONE software 5.1.2 version” point 2.

Best regards

Moto Guzzi S.p.A.

Technical Support



TECHNICAL NOTE NO. 006-2008

22-07-2008

Model: Axone

Subject: New AXONE software 6.0.1 version

Dear Dealer,
release 6.0.1 of AXONE software is now available: update on the internet is already available (with Axone connected to the phone), and it is also available on technical service web site.

The update can be performed through the Internet, by connecting Axone directly to analogue phone socket or through a computer downloading the software from the first page of the web site www.servicemotoguzzi.com.
Once this is installed on a PC, it is possible to upload the new release to Axone using the suitable Axone – PC connection cable part no. AP8104520.
After the update, we remind you to update the firmware of OBD module.

CAUTION

To update your Axone software (if not done yet at 6.0.0 release), **it is first necessary** to enter the web site servicemotoguzzi.com, select from the left column **Specific workshop tools, Axone and gas analyser, Request to activate Axone Aprilia - Moto Guzzi** and **fill out all fields of the form** available, following the automatic prompts (the serial number shall be entered after the letter T, for instance T12345) and then press ENTER.

Within 36 hours you shall receive an e-mail or a fax (according to your selection; ensure to specify the correct e-mail address or fax number!) containing the activation key.

If you activate the software via PC, enter the activation key when requested by Axone; if it does not request anything, your Axone is enabled to upgrade via phone line (activation key is not required).

This registration procedure shall be carried out every year and will allow us to assess all active Axone test equipment for Moto Guzzi.



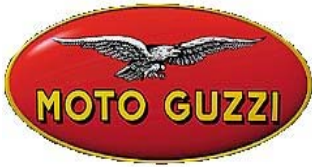
INSTALLATION INSTRUCTIONS

For installation instructions, refer to technical note No. 2 dtd 5/02/2007 “New AXONE software 5.1.2 version” point 2.

Best regards

Moto Guzzi S.p.A.

Technical Support



TECHNICAL BULLETIN No. 008-2008

30-09-2008

MODEL: All vehicles

SUBJECT: Project for electrical diagnosis improvement

Dear Dealer,

the analysis performed at our laboratory of the material replaced under guarantee and the daily contact with the customer service network have highlighted the need to provide a better support to the diagnosis/repair activities of electrical components.

We consider a priority to provide a better support on the following aspects:

- recharge system checks
- battery efficiency and recovery checks
- stator and regulator operation check
- anomalous absorptions

With that aim the following activities/equipment have been developed:

- **Training courses specific to 2008**
- **Battery charger with recovery function and charger maintenance**
- **Check list of recharge electrical system with multimeter check**
- **Diagnosis ammeter clamp**
- **Recharge system check with ammeter clamp**
- **Cable harness for recharge efficiency tests**



This group of activities have to become an opportunity to make Aprilia service network professionalism grow and to provide its customers an excellent service

Possessing and knowing how to use the equipment, such as multimeter, ammeter clamp and battery charger with advanced functions, becomes, therefore, an **obligatory quality standard** for those assisting Aprilia vehicles.

In the attachments of this bulletin you will find information that will allow you to be immediately “operative”.

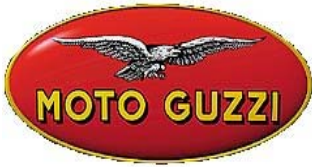
During the training courses that are being prepared, you will have the possibility to learn the theoretical grounds for a thorough use of the specific tools.

Regarding the activities above mentioned, in case of electric problems, Aprilia technicians will ask you to supply the observed data to the diagnosis stage.

Lack to provide these data will be considered “absence of diagnosis”.

In the following pages you will find:

1. Information on the star-shaped and triangle-shaped stators structure
 - 1.1 Information on the Multimeter and its use
2. Diagnosis procedure for recharge system check
 - 2.1 stator efficiency checking, integrity and resistance check
 - 2.2 stator efficiency checking, ground insulation
 - 2.3 stator efficiency checking, empty system operation
 - 2.4 stator efficiency checking, fully loaded operation
 - 2.5 absorption check with vehicle and panel off
3. Information on ammeter clamp and its use
 - 3.1 table of cables for stator short-circuit
 - 3.2 clamp characteristics
4. Information on battery charger and its use
 - 4.1 Recharge modality and battery preparation
 - 4.2 Battery charger maintenance and its use



CHAPTER 1 - Information on the star-shaped and triangle-shaped stators structure

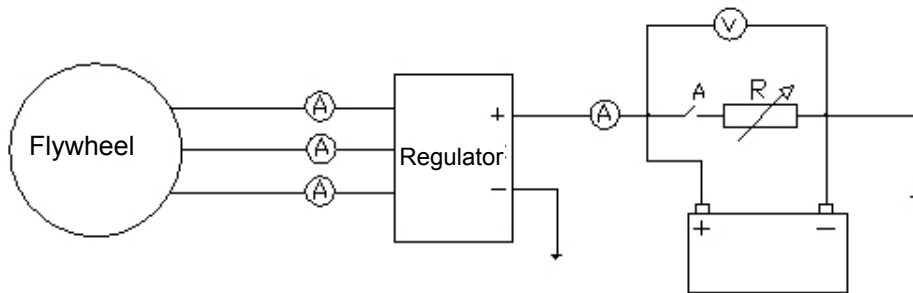
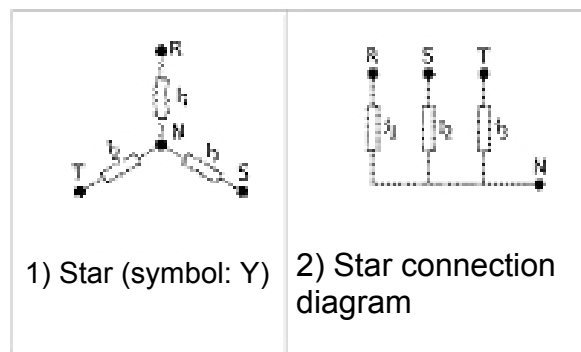


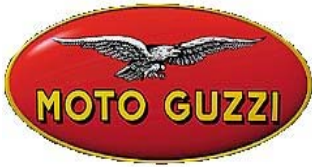
Figure 1 : Diagram of recharge system type

Star-shaped connection:



In star-shaped stators the star centre is electrically connected to the engine crankcase, therefore, to the ground. Using a multimeter to measure between each of the 3 outputs (phases) and the ground you can see the single winding resistance (equal to a few Ohm). You are then able to see if any of the 3 windings is open and KO. Notice instead the short circuit is difficult because since the winding resistance is so low, it is comparable to the short circuit resistance.

Placing the multimeter between two outputs, you can measure the resistance of two phases in series.



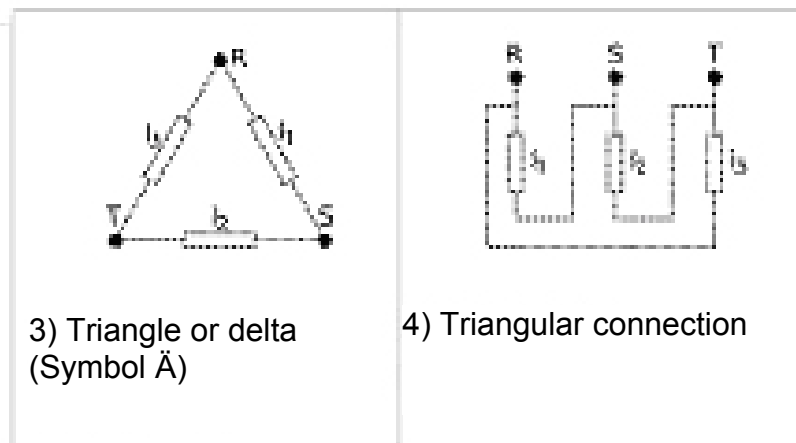
Triangle-shaped connection:

For the triangle-shape (that has no points connected to the ground), only the ground short circuit can be measured. So if the flywheel is good between any of the 3 outputs and the ground, an infinite resistance is measured. On the contrary, if the resistance is low that means that any winding touching the crankcase produces a short circuit in the ground.

With this kind of connection you cannot see if a winding is interrupted because if for instance we connect the multimeter between the points R and S of the 3° diagram of figure 2, and the winding between R and S is interrupted, the circuit closes between the other two windings (R->T->S), and the multimeter indicates a low resistance.

In both cases, to measure the total delivered current, it is necessary to pass through a three-phase bridge, that is, the regulator.

Afterwards, the regulator can be placed with the current clamp, and measure the total current delivered by the generator.



Connecting the 3 outputs together and using the cable harness supplied by Aprilia, a short circuit occurs in each of the 3 phases.

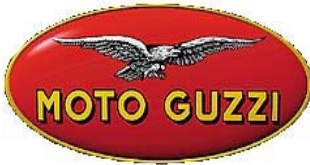
Under this condition each phase delivers the maximum short circuit current on a load equal for all 3 (the cable harness that precisely shortcircuits).

We are talking about a three-phase system that consists of 3 identical phases with identical characteristics.

If from the current measurement with an ammeter clamp, different values are measured, the insufficient phase can be detected.

Needless to say, the measurement must be quickly carried out because the flywheel with the phases in short circuit rapidly overheat and run the risk of getting damaged.

See Chapter 2 for method of execution of the tests described



ATTACHMENT 1.1 Information on the multimeter and its use

The choice must prevail on the autoscale instruments or alternatively, with the possibility of measuring:

1. alternating and continuous voltage in Volts with a measuring field up to 1000V
2. alternating and continuous current in Amperes with a measuring field up to 10A
3. resistance with a maximum field of 50.00M Ω
4. ON/OFF continuity with buzzer

possible optionals may be useful as it is temperature measurement, diode tester, protection fuses in current measurement of 10° and 400mA , lasting battery of at least 1000 hours and of easy replacement, self-extinguishing, protective antitheft casing



**fig.1 digital multimeter
Aprilia spare part code
020331Y**

The Multimeter is a measuring instrument that involves different functions, defined as "measurement fields", in one single unit. The multimeter measures electrical voltage, current and resistance.

Multimeters are divided into digital (fig.1) and analogue (fig.2). The first category shows the value measured on a display with seven LED or LCD segments, whereas the second category, more commonly used, displays the reading in an index that is moved over a graduated scale. The digital instrument, although more diffused, has not completely made the analogue obsolete.

Each tester has two lugs differently coloured and connected, through flexible conductors (cords), with double plugs. The black one must be always introduced in the common (COM.) bushing, while the red one, in the bushing marked with the symbol of the electrical dimension that is intended to be measured. The three more common scales, present in the same dial, refer to the resistive measurement of current and voltage.



**fig.2 analogue
multimeter**



Fig.3 digital multimeter torque on the left side with manual selection and with automatic scale selection on the right side



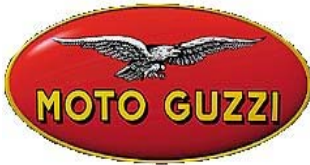
CHAPTER 2 – Diagnosis procedure for recharge system check (for vehicles with “TRIANGLE” stator)

THE FOLLOWING PROCEDURE DOES NOT APPLY TO ALL 2-STROKE VEHICLES AND SXV-RXV 50CC AND 100CC 4-STROKE MODELS (because these vehicles have star-shaped stator)

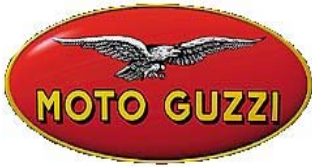
CHECKING	MODALITY/ ACTIVITY
A	VISUAL INSPECTION OF STATOR CABLE HARNESS
Check that the cables that come out of the stator are not burned	To perform this check, make the sheath (if present) containing the cables run
Check if the thermoshrinking sheath presents signs of melting in the crimping area	If there are signs, replace the stator
B	STATOR INTEGRITY CHECK AND RESISTANCE CHECK
Check integrity and absence of oxidation of the contacts of the stator connector	If necessary, apply antioxidant on the contacts
Check stator cables continuity testing 2 cables at the time with engine off	The resistance measured must range between 0.1 and 1 Ohm. (see att.2.1) On the contrary case, replace the stator
C	CHECK STATOR INSULATION TO MASS
Check insulation of mass stator cables with engine off	The resistance measured between the yellow cables and the mass must be OL infinite (see att.2.2) On the contrary case, replace full stator



D	EMPTY STATOR OPERATION CHECK (engine on at speed indicated on table 1)
<p>Check the alternating voltage present in the stator heads</p>	<p>Disconnect the connector between the stator and the main cable and measure the alternating voltage testing two cables at the time by using a tester. (see att.2.3 , and com. tech. ref. on Aprilia website n°31-2003 and n°58-2002)</p> <p>The value measured must be similar to the value reported in Table 1 with a minimum admissible tolerance of $\pm 20\%$ Otherwise: replace full stator</p> <p>WARNING: The same check has to be repeated when the engine is warm (5' at 5000 rpm)</p>
E	CHECK FULLY LOADED STATOR OPERATION (with engine on and at operating temperature)
<p>Check the value of the current generated by the stator.</p>	<p>Disconnect the connector between the stator and the main cable, shortcircuit the stator with the appropriate cable and measure, with the ammeter clamp, the current of each cable. (see att.2.4).</p> <p>The values measured in each cable must be similar. On the contrary case, replace the full stator.</p> <p>WARNING: For a correct use of the ammeter clamp consult the corresponding attachment (att.3)</p>
F	MAIN CABLE HARNESS CHECK
<p>Check integrity and correct housing of main fuses</p>	<p>Check integrity and correct housing of main fuses</p>
<p>Check the fuses for signs of overheat (melting of plastic parts) and oxidation in the tongues. Check that the system terminals under the fuse holder are correctly inserted.</p>	<p>On the contrary case, replace fuse and/or housing.</p>



G	BATTERY OPERATION CHECK
Make sure that the vehicle remains inactive for at least one month with the battery connected.	If this condition is fulfilled, first of all, disconnect the battery and recharge it. Apply BATTERY RECHARGE procedure with the battery charger specific for the “flat” battery recovery and use it as required by the specifications reported on the Use and Maintenance Manual of the equipment
For lead batteries, check that the level of the liquid is between MIN and MAX notches	On the contrary case, top up the liquid with distilled water without going beyond the max level
Check that the battery clamps do not present marks of corrosion or deposits of contaminants.	If any of this is found, perform clamps cleaning using a metal brush
Check vehicle absorption with the key in off position	Disconnect the cable from the clamp of the battery positive pole. Using a tester connected in series between the cable and the clamp, make sure that value measured does not go beyond the 10 mA after 1minute (see att.2.5) The values of the current measured on some models are found in Table 2 .
H	CHECKING VOLTAGE REGULATOR OPERATION
Check voltage regulator operation.	Turn on the engine and leave it running for 5' at 5000 rpm. Using a tester check the voltage in the battery heads. With the engine running at the speed indicated in Table 1 , 12.8 -15 V approximately must be measured. On the contrary case, and after all previous operations have been carried out, replace the voltage regulator .
I	CHECK ENGINE AT IDLE (see Table 3)
Check engine at idle.	Idle speed values are found in Table 3 with a tolerance of ± 100 rpm (with warm engine and water temperature $> 75^{\circ}\text{C}$). If the idle speed is incorrect, detect the cause for the fault or where possible perform the correct adjustment



MODEL	Table 1		Table 2	Table 3
	rpm	Volt (V)	milliAmpere (mA)	idle speed (rpm)
Sport city 125 - 200	5000	60	1 - 3	1700
Atlantic / Scarabeo 125 - 200 - 250	5000	50	0 - 1	1600
Atlantic / Scarabeo 500	5000	50	1 - 4	1500
Pegaso 650	5000	70	1 - 3	1350
RSV 1000 ('04)	4000	60	1 - 4	1250
ETV Caponord	4000	60	1 - 4	1340
RST Futura	4000	60	1 - 4	1280
Breva 750	4000	65	3 - 9	1150
Scarabeo 125/200 Light	6000	90	0 - 1	1800
Shiver 750	4000	70	3 - 9	1540
Mana 850	4000	70	3 - 9	1240



ATTACHMENT 2.1 - Stator resistance check

The electrical resistance is the property that body have to oppose to the passage of electrical current; the resistance value will be higher and the current coming out of the body will be lower when it passes through body. **The test is carried out with the engine off and once the cable harness of the vehicle system have been disconnected.**

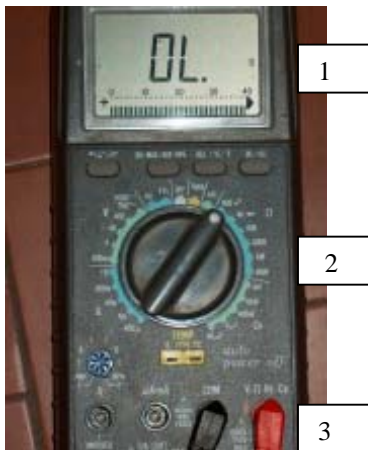
Values over 1Ohm or under 0.1Ohm may indicate melting nucleus of strings or burnings that alter the material conduit.

Key

Resistance Ω Ohm

1M Ω (1 Megaohm) = 1000 K Ω

1K Ω (1 Kilohm) = 1000 Ω



1 = Open Loop: open circuit or very high resistance



2 = selector positioning at 400 Ohm

3= place the negative terminal on COM and the positive one on Ohm and place the two tester terminals on two of the three cables leaving the stator following the logic of 1/3 then 2/3 and 1/2

4 = resistance 0.3 Ohm. Correct resistance



ATTACHMENT 2.2 – Check mass insulation (for vehicles supplied with “TRIANGLE” stator)

THE PROCEDURE REPORTED BELOW DOES NOT APPLY TO ALL 2- STROKE VEHICLES AND 4-STROKE 50CC AND 100CC SXV-RXV MODELS

The test is performed with the stator yellow cables disconnected from the vehicle system and with the engine off

Connect the black terminal on COM and the red terminal on Ω (Ohm), place the selector at 400 Ω .

The terminals are connected first to the vehicle mass and then on the engine (black terminal) and the red terminal to each, one at a time, of the three stator yellow cables. Measure the following values of fig.1 (OK) or fig. 2 (NO)



Fig 1 = Open Loop value (infinite /non measurable value) the stator is not grounded. This is not a fault



Fig 2 = resistance value, the stator is grounded, therefore, this is a fault



ATTACHMENT 2.3 – Empty stator operation check



Picture 1



Picture 2



Picture 3

This test measure the alternating current output of the stator, that is, the voltage in empty operation and not adjusted by the current rectifier. The test is carried out with the engine previously warmed up and at a determined speed (table 1 dedicated for each vehicle). Then disconnect the output cables the stator and, if necessary, keep contact with the pick-up (Quasar engines in picture 3); use the respective cable with connection dedicated and adapted to such purpose (spare part code AP8140940) disconnecting it from the connector picture 3.

Place the multimeter in a volts scale and select alternating current AC (picture 1 and 2) with a maximum measure not **lower** than 200 volts, place the multimeter black lug on a stator output string and the multimeter red lug on another stator string and measure; then, compare the results obtained with the table of the vehicle (picture 1 = Stator to be replaced, picture 2 = Stator OK).

The measurements of the three output cables of the stator are performed in pairs: 1 with 2 and then 2 with 3 and 3 with 1 next to the read value, the rule is that it must always be equal with slight decimal differences.



ATTACHMENT 2.4 – Fully loaded stator operation check



The following measurement must be carried out with Bico 4 code. Aprilia AP8181061 ammeter clamp, connected to the Axone instrument and ACQ module.

ATTENTION: this ammeter clamp can be connected exclusively to Axone 2000, and can not be used with the new NAVIGATOR. If Axone is not used, a regular ammeter clamp can be used.

Depending on the vehicle to be measured there are cable harnesses dedicated to shortcircuit the three output strings of the stator with the aim of obtaining the maximum stator current supply.

The test cannot last for more than 30 seconds, to avoid ignition overheat and subsequent melting.

The measurement must be carried out either with the engine hot or cold and the ref. speed must be of a minimum of over 4000rpm.

Naturally, even if there will be no indications on the values because these are approximate, the rule is to have similar values in Amperes between the three strings at a minimum of over 4000 rpm and the values measured at 4000 rpm must be around 30/40% over those obtained at idle speed.

Clamp and Axone use procedure is included in the package.



ATTACHMENT 2.5 – Check of vehicle absorption with panel off



The following check aims at checking possible current absorption excesses from the battery to the vehicle elements, with particular reference to instrument panels with antitheft and injection ECU, components that continue to be fed even with the vehicle switched off . The values that may be taken as reference generally range between 2/3 milliamperes (without antitheft system activated) and 8/9 milliamperes (with antitheft system activated). However, even such low values may discharge a healthy battery in 10/15 dd, so the best solution is to equip the vehicle, whenever possible, with a battery charger prewired to the scooter system.

1. The absorption check test is only performed with the panel off because if the panel is on there are activations, such as the headlamps, that use great amounts of current of at least 8/10 ampere and the diagnosis instrument might get permanently damaged.



2. For the connection use black (COM) and red (mA) multimeter outputs, then use the selector on A (Ampere) selecting a field of 40 milliamperes.
3. Disconnect the negative cable from the battery (for safety reasons, operate on the negative cable), then place it again on the battery clamp with the two multimeter lugs connected one to the clamp and the other one to the negative cable.
4. Separate the negative cable with the lug from the clamp releasing the other lug on the clamp, the instrument panel will get activated (in some vehicles) and the multimeter reading will be adjusted; possible variations of 1 milliampere are allowed.

NOTE: for vehicles equipped with light in the boot and antitheft activation on the saddle switch, a weight must be laid on the switch in order to prevent the bulb and the antitheft device from switching on.



CHAPTER 3 – Information on the ammeter clamp and its use

WARNING: this procedure can be only performed in Axone 2000, and it is not possible to carry it out with NAVIGATOR

Use the **Ammeter clamp** (AP8181061) when the generator and battery check test, performed with the multimeter, have yielded positive results.

If the contrary occurs, the fault must be found in the cable harnesses and eventually in the voltage regulator.

A negative result of the test performed with the ammeter clamp implies the generator replacement if the damage is found in the cable harness between the connectors and the generator itself.

WARNING:

- The Axone must be connected to the 220 V network using a 1000 mA transformer. It is recommended to use the original transformer, available at the manufacturer (www.texa.it), since some merchandised transformers have the jack polarity inverted, and therefore, the hardware can result damaged.
- Use the ACQ module. In Axone kit
- The battery of the ammeter clamp is of 9 V. Its voltage **must not be lower than 7.5 V**, in this case an incorrect reading of the results may be obtained. A voltage lower than this value will yield an incorrect reading, the same will happen if the LED indicating “charged battery” on the ammeter clamp is on. Therefore, it is recommended to **check the full charge** of the 9V battery .

For a safer analysis, it is recommended to disconnect the battery from the clamp after each use and check the voltage before performing the test. When the battery is connected, the red LED of the clamp will flash and after the resetting, it will remain on. The activated LED indicates that the clamp is ready to be measured



CHECKING PROCEDURE:

Start the vehicle and wait until the operating temperature is reached:

- this temperature is reached when the cooling fan has run at least once. If the vehicle does not have fan/radiator, but has engine temperature control indicator, it needs to reach the 85°C. If these devices are not present, the vehicle can be started and left running for 5' at $\frac{1}{4}$ of the throttle grip rotation.

Prepare the diagnosis equipment.

- Connect the ammeter clamp using the cables supplied. For more details, consult the instructions manual of the ammeter clamp in kit with the clamp
- Set the Axone to: Battery Recharge → Diagnosis
- Follow the instructions displayed on Axone screen
- Once performed the preliminary instructions, the current (in Ampere) measured by the ammeter clamp will be able to be read on the display. When the instrument is not used, a value that can differ from 0.00 A will be read on the display, given that the ammeter clamp functioning is by means of magnetic induction and reacts to the equipment surrounding magnetic fields. Variations of few decimals do not affect the measurement. Variations over the unit may influence the result of the test, check then, that there are no sources of disturbance in the proximity of the instrument panel (radio, cellular phones, etc...), if negative, repeat Axone and ammeter clamp ignition operations.
- Select the test generator cable fitted to the type of connector present on the vehicle. This cable serves to shortcircuit the generator and depends on the type of stator fitted, not on the vehicle. According to the vehicle, there are 5 different cables available.



Section 3.1 - Table of cables for stator shortcircuit

CODE	DESCRIPTION	MODEL
AP8140940	Test generator cable 250 E3-500	500 cc / 250 cc i.e.
AP8140941	Test generator cable RSV-Pegaso VD	RSV 1000 ME RP RR / Pegaso Yamaha VD
AP8140942	Test generator cable Pegaso RW	Pegaso Rotax RW
AP8140943	Test generator cable 125 -200/250 E2	Leader 125-200 engines/ Quasar 250 E2 engines
AP8140944	Test generator cable Brevia 750	Brevia 750

The cable is mounted on the connector coming from the generator. Some models have the connector very near to the voltage regulator, whereas some other models have an extension between the generator connection and the voltage regulator connection. It is recommended to use the connector closer to the generator: on the contrary case, the cause for the malfunction may be assessed between the cable harness and/or the intermediate connector

Then, carry out a visual check of:

- connector
- terminals oxidation
- correct introduction of terminals in the connector

Relative to the cable harness between the 2 connectors check:

- cables continuity
- cables mass insulation



Once reached the desired temperature:

- stop the vehicle
- disconnect the connector
- connect the correct shortcircuit cable see ATT. 2.3

NB: The test has to be carried out in 30'' after the vehicle has been restarted. Longer time intervals may damage the generator due to overheating.

- restart the vehicle
- use the ammeter clamp on each one of the cables of the test cable and read the value of the current that passes through and the graphic underneath the Axone display.
- Stop the vehicle.

Compare the values of the current measured in the cables of the test cable. They must be in the same value range and differ maximum few Ampere decimals. The graphics underneath must have a regular course (Fig 1). More significative current rating variations and/or irregular graphics where irregular curves are evidenced (null current rating indications between the peaks and the grooves of the curve), signal a generator malfunction and, therefore, a negative test (Fig 2)

Range of current values: 11÷25 A (fig 1 and 2 are only examples of values measured in 4T models with engine capacity superior to 250 cc).



Fig 1



Fig 2



Section 3.1 – Characteristics of Code AP8181061 calliper

Capacity 1V/A

Measurement range 0-3°

Troubleshooting 100mA

Precision +/-5%

Capacity 0.1V/A

Measurement range 0-30°

Troubleshooting 10mA

Precision +/-5%

Passband:1KHz

Working Max voltage:50V

Installation category CAT1

Working temperature from 0°C to 40°C

1604 Alcaline 9V battery

Battery duration :16 regular hours

Flashing LED with battery under 7V outlet

Reference standards : EN61010-2-032

Input impedance >100Kohm

Conductors maximum diameter 18mm

Shoe opening 22mm

Weight 200g



CHAPTER 4 - Information on the battery charger and its use

To help in diagnosis operations and normal management of battery recharge activation, the battery charger has already been positively tested and validated:

020648Y

available as spare part

The list price can be consulted by the regular spare parts management procedure.

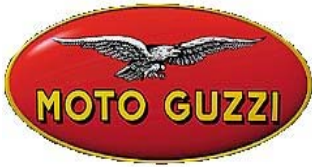
Minimum requested characteristics

As an alternative to the product recommended, manufactured by TECHMATE specifically for Yuasa batteries, you may use a professional battery charger that foresees charge, maintenance and battery recovery functions.

Non professional or hobby battery chargers do not guarantee optimal performances so they must not be used.

The basic characteristics are:

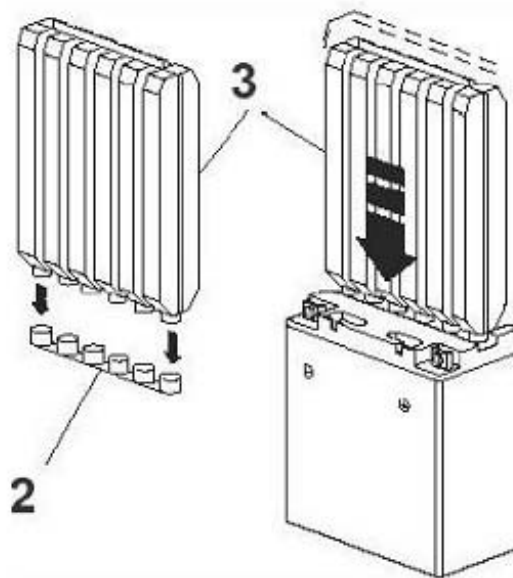
- 1) Free acid, MF and gel battery charger.
- 2) Battery state check: battery setting under stress procedure and pickup test
- 3) Battery recovery: battery desulphatation procedure that foresees charge currents up to 25Volts



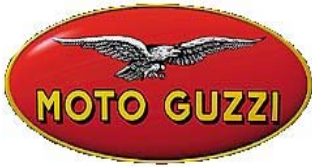
SECTION 4.1 - Recharge modality and battery preparation

1. Liquid injection process.

- Lay the battery on a flat surface.
- Remove the adhesive for protection from the cell.
- Take the acid container and remove the cap 2 from container 3 (the cap will be useful to close the battery afterwards)



- Place the upside-down container parallel and perpendicular on the battery lining up the outputs with the six cells of the battery.
- Press the container until its seals break. The liquid will start to flow in the cell.
- Check that the air bubbles come out of the cell and allow the liquid to flow in the cell for at least 20 min.
- If air bubbles do not come out of the container and the liquid does not flow, slightly beat the bottom of the container until the liquid begins to flow in the cell. **Never remove the container from the battery, perforate or cut it to make the liquid flow more easily.**
- Make sure that the liquid container is completely empty before removing it

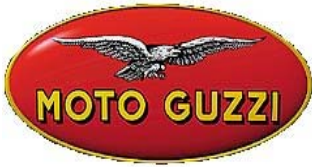


- Let the battery rest for at least 1 hour before starting the charge process. Without closing the six cells, rest it without closing the caps of the six outputs. This operation is essential to get the best long-lasting performance of the battery: compressed gas will evaporate without liquid leaks

WARNING: lack to carry out the resting phase after acid top up, will lower the maximum charge available and will not allow the acid to complete the gelation procedure. In this case the battery might loose acid if it is tilted.

2. Charge process

- This battery type requires an initial charge process before installing it on the scooter.
- During the charge process, the closing cap must remain rested on the holes of the cell, without being pressed. This operation is important to avoid excessive acid evaporation, but at the same time to allow a minimum evaporation for the disposal of protection substances that cover the plate.
- If the charge is performed with an automatic battery charger, check that the battery charger (A) current is the same or higher than the battery capacity.
- If a battery charger with constant charge is used do as indicated on the body of the battery (e.g. 1.2A for 5-10 hours).
- Once finished the charge process, firmly press the cap into the battery holes until it closes perfectly. At this point the battery is considered sealed and the cap must not be removed during the whole life of the battery.
- Using a voltmeter check battery voltage after the charge. The voltage measured must be of at least 12.8 V, if it is lower the battery will need further charge.



3. Important precautions

- Do not use acid different from the one contained in the charge attached to the battery.
- Drain the whole content of the charge into the battery cells following the same criterion, without never adding other acids.
- Once the battery has been topped up and closed, do not ever remove the sealed cap with the aim of adding liquid and certainly not during the charge process.

4. Maintenance charge table

If the scooter is not used for long periods or just occasionally the battery voltage has to be checked daily following the table values mentioned below.

5. Charge instructions for batteries with voltage <11.5 V

If the battery, checked with a voltmeter, has a voltage lower than 11.5 V, it might be that the battery has an excessive internal resistance that does not allow it to be charged

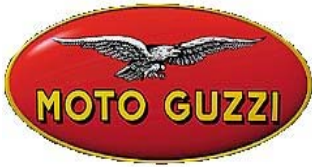
to the regular battery charger (16-17 V) voltage.

Before the diagnosis that the top up is not possible try to charge it following

This method:

Connect the battery to the charger set to 25 V (*) and charge it for app. 5 min.

CHARGE STATUS	VOLTAGE MEASURED	OPERATION	CHARGE TIME
100 %	12.8 – 13 V	no charge	
75-100%	12.5 -12.8 V	slight charge	3-6 h
50-75%	12 -12.5V	charge	5-11 h
25-50%	11.5-12 V	charge	13 h
0-25%	11.5 V or less	charge	20 h



(*) Not all chargers have this specific function. In charger coded 020648Y, this function is specifically arranged by a battery top up condition, high voltage for a very short and defined time tends to "sweep" the internal components to restore the original characteristics. Therefore, avoid, when not safe, charging with higher voltages and for periods over 5 minutes.

If the charger ammeter does not show variations after the 5 min. of charge, the battery can not be used any longer.

If the ammeter shows variations it means that the current has started to flow, program the battery charger at the normal level and charge the battery as reported above.

30 min after the charge process ended, measure the voltage in the poles using a voltmeter and following this table.

Voltage	Assessment
12.8 V or more	can be used
12.0 -12.8 V	insufficient charge - resume regular charge procedure
12.0 V or less	battery can not be used anymore

6. Installation

- Eliminate possible signs of acid in the battery, and while restoring it to its place, pay attention that the ignition key of the vehicle is OFF
- Connect first the positive cable (+) then the negative (-), being careful to place a grover type washer on the poles between the ground lead eyelet and the screw.
- Fasten the screws at the prescribed torque to avoid equivocal contacts.
- Use neutral grease or petroleum jelly to grease the battery terminals.



SECTION 4.2 Battery charger maintenance and use

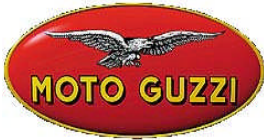
Maintenance for Aprilia battery code AP8707120

The following accessory is very useful for vehicles that are not used for long periods, do not charge the battery but keep the charge status at an optimal level and especially if the vehicle under consideration is parked with active absorption such as instrument panels and antitheft systems.

The application has a cable harness dedicated to the battery for a faster application on one side, whereas the other side is connected to a domestic plug socket. On the upper part there are 3 LED warning lights that display the battery charge value.



NOTE: Make customers aware of the battery correct maintenance procedure as suggested on the use and maintenance manual



TECHNICAL NOTE No. 009-2008

20-11-2008

Model: Navigator TXB

Subject: New PGDS 2.0.0 software release

Dear Dealer,
the 2.0.0 software release of Piaggio Group Diagnostic Software for the Navigator diagnosis tool is available, as well as its updating via internet, the DVD for updating can also be requested from the technical service website: see chapter 6 for details.

The new software introduces some features regarding the SELF-DIAGNOSIS functions for the **Aprilia, Gilera, Moto Guzzi, Piaggio, Vespa** trademarks.

Pay attention that innovations introduced are for PGDS, while they are already available for the current diagnosis tools (Piaggio Handheld Terminal and Aprilia-Moto Guzzi Axone)

1. APRILIA INNOVATIONS

1.1 SL 750 Shiver and Dorsoduro

Select the REPROGRAMMING function and all files of the new maps for Shiver **A0013299 and A10132A0** (25 kW) and Dorsoduro **A00131D3 and A10131D4** (25 kW) become available. These files help prevent starter motor damage.
The retention relay has to be disconnected first.

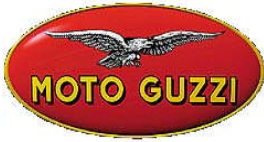
After reprogramming the ECU following the instructions given by Axone, it is necessary to exit the communication with the ECU (by pressing the ESC key) and then reconnect, in order to have the ISO screen page correctly displayed.

On the instrument panel, the red EFI light turns on indicating an URGENT SERVICE since the two following operations are necessary:

Hand grip autodetection
Throttle autodetection

After carrying out these two operations, the correct autodetection can also be checked by looking at the two parameters in the Device Status screen page (icon 0/1) that should display:

Hand grip autodetection: Done
Throttle autodetection: Done



1.2 NA 850 Mana: devices activation

The new activations of the lambda probe heating circuit and the electric fan are included.

1.3 NA 850 Mana: map

Select the REPROGRAMMING function and the new **E1225384** map (if read by control unit 2253GX84) that enhances vehicle performance on roads becomes available. After reprogramming, remember to carry out the following function: Throttle position auto detection.

1.4 NA 850 Mana: ABS

Select the ABS function and the system for reading the data of the ABS control unit, the parameters, the device status, and the current or stored errors becomes available; it also allows the activation of the devices.

1.5 RXV 450

Select the REPROGRAMMING function and the **24029 map** becomes available.

For details consult the Mapping table available at the website www.serviceaprilia.com in the Off Road area, reserved area.

1.6 RXV 450-550 MY'09

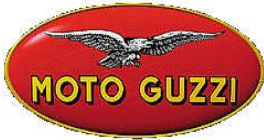
Select the **FUEL INJECTION** function and the new system for reading the engine parameters, the device status and the current or stored errors becomes available; this system also allows activating the devices and the adjustable parameters.

Select the **REPROGRAMMING** function and the corresponding new maps become available.

For details consult the Mapping table available at the website www.serviceaprilia.com in the Off Road area, reserved area.

1.7 MXV 450

Select the **FUEL INJECTION** function and the new system for reading the engine parameters, the device status and the current or stored errors becomes available; this system also allows activating the devices and the adjustable parameters.



The **REPROGRAMMING** function that permits loading the 34XXX-type maps is also available: maps are not currently available.

2. GILERA INNOVATIONS

Nexus 125 i.e. and Nexus 300 i.e.

Select the FUEL INJECTION and IMMOBILIZER function and the new systems for reading the engine parameters, the device status and the current or stored errors become available; these systems also allow activating the devices and adjusting the parameters.

3. MOTO GUZZI INNOVATIONS

3.1 Stelvio

Select the REPROGRAMMING function and the new **STV8V52s** map that enhances vehicle performance on roads becomes available.

3.2 Norge 1200

The REPROGRAMMING function has been added plus the **2230NG18** map that enhances vehicle performance on roads.

4. PIAGGIO INNOVATIONS

MP3 125 i.e.

Select the FUEL INJECTION and IMMOBILIZER function and the new systems for reading the engine parameters, the device status and the current or stored errors become available; these systems also allow activating the devices and adjusting the parameters.

The PARKING system is also available for this vehicle.

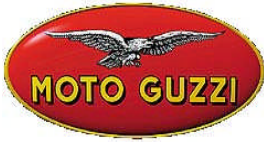
5. VESPA INNOVATIONS

5.1 Vespa GTS Super 300 i.e.

Select the REPROGRAMMING function and the new **22A3GS14** map that enhances vehicle performance on roads becomes available.

5.2 Vespa S 50 4T 4V

Select the IGNITION function and the system for reading the engine parameters, the device status and the current or stored errors becomes available; this system also allows activating the devices and adjusting the parameters.



6. INSTALLATION INSTRUCTIONS

The **PGDS** software can be updated in two different ways:

6.1 Via **Internet** with a high-speed connection (the package to be downloaded is approx. 300 Mbyte) by following the instructions provided below.

No activation key will be requested.

If the PC has access to the Internet by means of a company network, make sure with the Internet connection provider that any type of site can be accessed without any link (FTP sites, etc.).

If Internet is accessed by means of a company network and not directly, follow the instructions in point a; otherwise, go to point b.

a) From the main PGDS screen page, select OPEN TOOLBAR, SETTINGS, enter the password 1236, select UPDATE SOFTWARE, INTERNET UPDATE, MENU SERVICE and activate the selection: Use network Internet connection.

Close the window opened previously, and follow the instructions in point b.

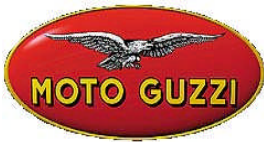
b) To update, select OPEN TOOLBAR and UPDATES from the initial PGDS screen page.

An Installer which allows to download the updated release may be downloaded.

Once the Installer has been completely downloaded, the UPDATE screen page automatically opens and you can select the UPDATE button.

Once the presence of an update has been identified, select the OK key and follow the instructions of the subsequent windows.

For further information, see also chapter 16 SOFTWARE UPDATE SERVICE of the PGDS manual, available by selecting OPEN TOOLBAR and INSTRUCTION MANUAL from the initial screen page.

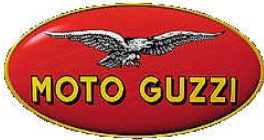


6.2 Via a **DVD** that can be ordered from our website, select **Navigator** from the left column and then select **“Instructions to order the DVD for updating”**. Once the DVD is installed, request the PGDS update activation key from the same website area by selecting **“Requesting the counter code to update PGDS with a DVD”**.

Best regards

Moto Guzzi S.p.A.

Technical Support



TECHNICAL NOTE No. 010-2008

21-11-2008

Model: Navigator TXB

Subject: Clarifications and details

Dear Dealer,
the purpose of this letter is to provide information and to clear queries regarding both PGDS (Piaggio Group Diagnostic Software) and Navigator.

Correct connection of Navigator TXB to the vehicle

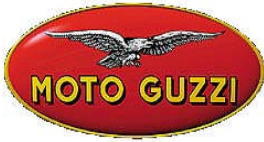
Remember that you have to connect the Navigator cable leads to the vehicle battery and not to an auxiliary battery. By means of these leads, Navigator picks up the vehicle ground reference, an essential condition to be properly connected to the ECU.
If required, connect a buffer battery in parallel so as not to use the battery charger when diagnosing. The spurious currents generated can interfere in the communication between the tool and the ECU.

Bluetooth Communication

Bluetooth communication between your PC and Navigator may not be stable and guaranteed at all times, specially in environments where there are ECUs for room alarm systems or with similar interferences.
Mainly when REPROGRAMMING ECUs, it is advisable to use a USB-type connection so as not to damage these control units. Set by selecting OPEN TOOLBAR, SETTINGS, AUTOMATIC CONFIG. and afterwards follow the instructions provided.

Help Desk

If there are PGDS software or Navigator hardware problems, contact the Help Desk as if there were a technical problem in your vehicle.



Use of PGDS with Navigator TXB or TXT multibrand not purchased through Piaggio & C.

Should you own a Navigator TXB purchased from Texa or your own dealer, it can also be used with PGDS after buying the DVD and the HASP key (code 020681Y) and by sending an e-mail to the Help Desk specifying the tool serial number (found at the back of the tool). After you receive a confirmation e-mail, you can ask for the activation key from our website www.servicemotoguzzi.com

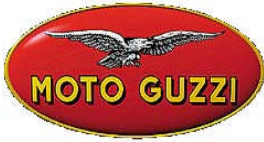
Axone and PGDS

You are reminded that at present only some reprogramming functions are possible via PGDS + Axone. If the PGDS indicates that a certain reprogramming function is not available, use Axone as usual and do not use PGDS.

Best regards,

Moto Guzzi S.p.A.

Technical Support



TECHNICAL NOTE No. 011-2008

21-11-2008

MODEL: Brevia 850/1100/1200, Norge 850/1200, 1200 Sport, Stelvio

SUBJECT: Fuel level indicator

Dear Dealer,

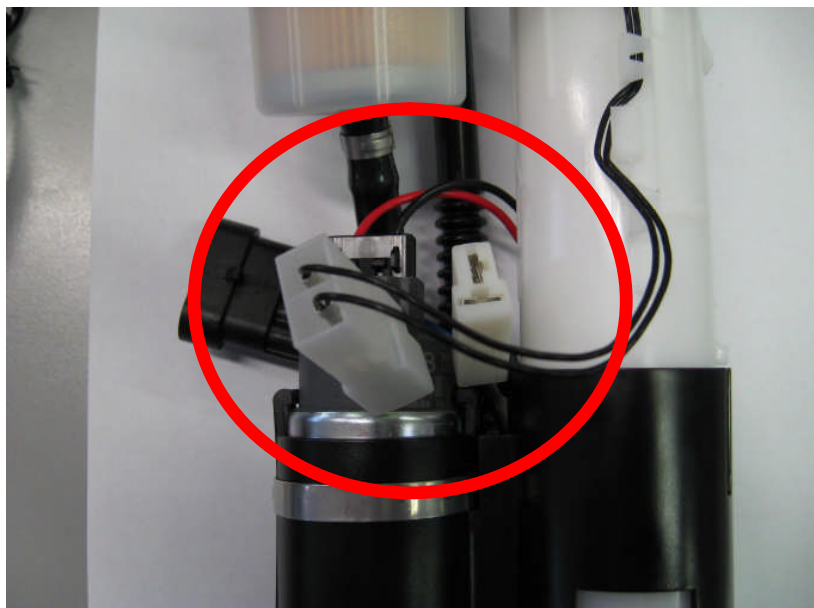
with the aim of constantly improving our products, you are informed that, as of today, there is a new code available in our spare parts catalogue regarding the fuel level indicator for the models specified (Brevia 850/1100/1200, Norge 850/1200, 1200 Sport, Stelvio).

The indicator code is **AP8127817**

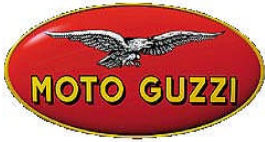
Should there be any problem related to fuel level indications, all warranty claims regarding the entire fuel pump (code **GU05107230**) will be rejected.

Find below the steps to replace the fuel level indicator:

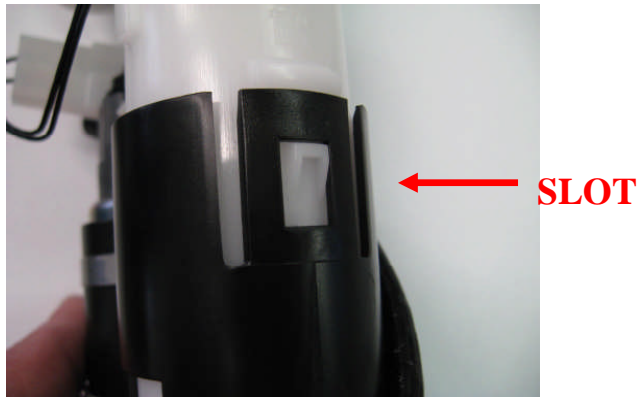
- Manually disconnect the white connector of the level indicator from the connector of the inlet unit (picture 1)



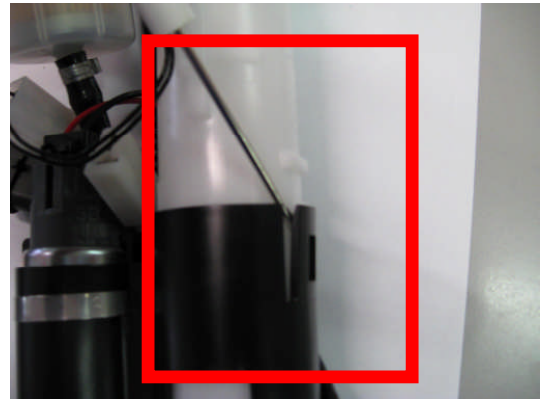
Picture 1



- Using a screwdriver slightly lever on the black slot of the level indicator support (pictures 2 and 3) **Be careful not to damage the slot**

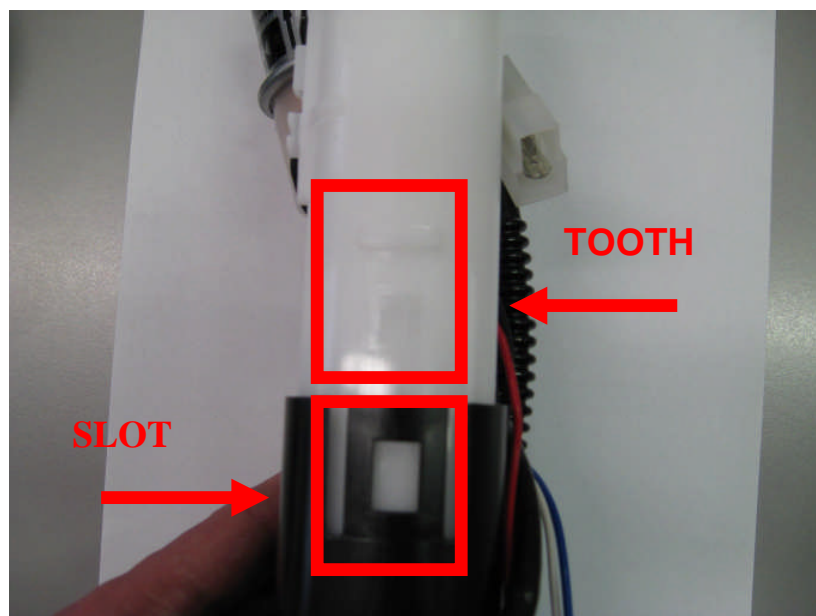


Picture 2



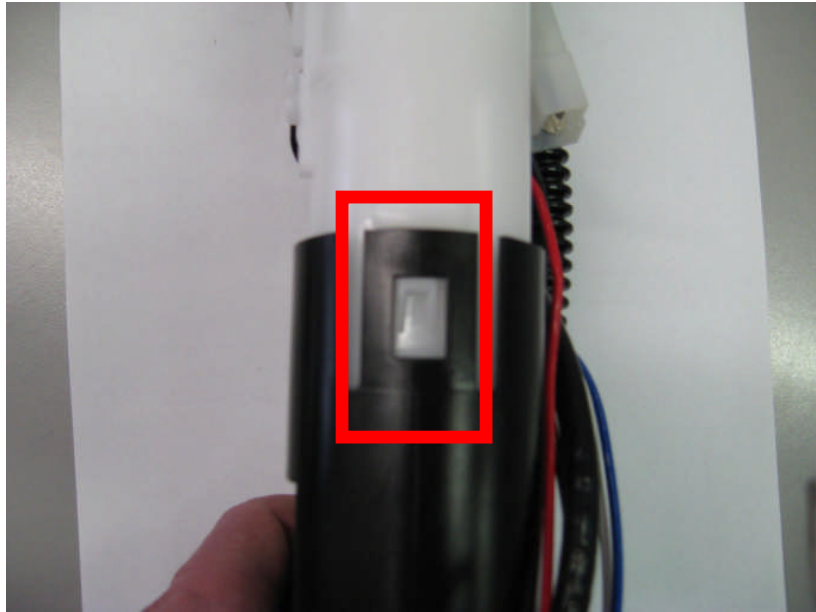
Picture 3

- Manually take out the level indicator to be replaced
- Fit a new level indicator, matching the coupling tooth and the slot (picture 4)



Picture 4

- Drive the indicator until it stops against the support, check that the coupling tooth of the indicator adequately fits into the slot (picture 5)



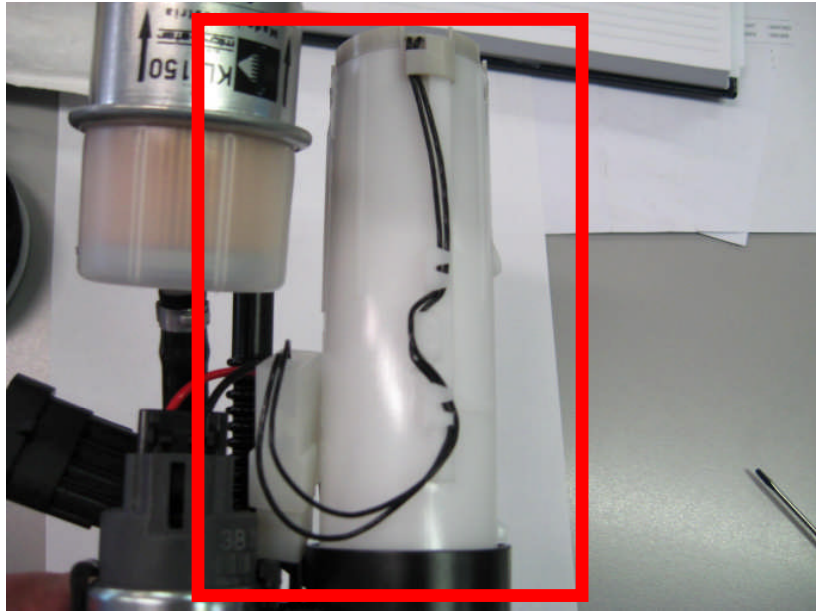
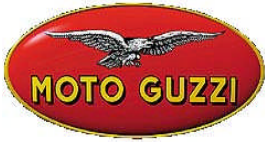
Picture 5

- Connect the indicator connector to the connector of the inlet unit (picture 6)



Picture 6

- Arrange the level indicator wires inside the corresponding fittings (picture 7)

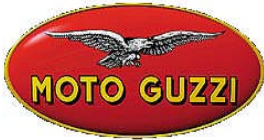


Picture 7

Best regards

Moto Guzzi S.p.A.

Technical service



TECHNICAL NOTE No. 012-2008

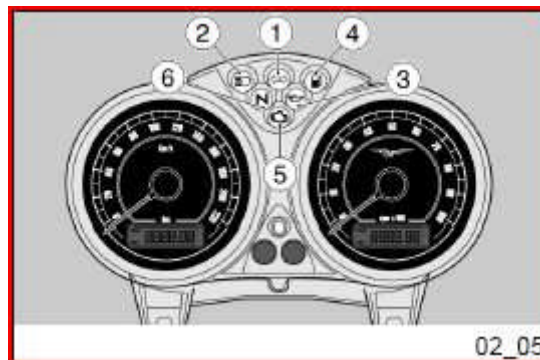
21-11-2008

MODEL: V7 Classic

SUBJECT: Illumination of the amber EFI warning light on the instrument panel.

Dear Dealer,

we have found some signs indicating that at pre-delivery stage there have been cases of irregular illumination of the (amber) warning light here specified and marked with the number 5 in the image below.



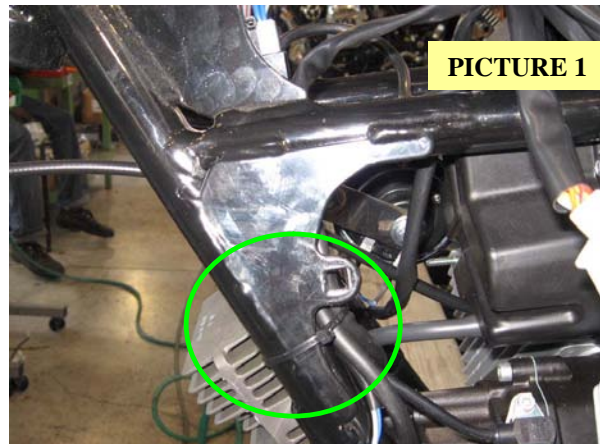
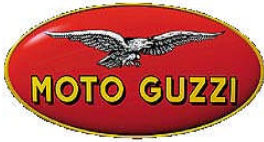
This irregular illumination of the warning light is caused by an electrical interference between the timing sensor cable and the vehicle coil cable, but this does not compromise adequate vehicle functioning in any manner.

By connecting Axone (or Navigator) to the relevant diagnostics socket, the “power latch”, “microprocessor” or “battery voltage” errors, which are caused by this interference, can be displayed.

In order to solve this problem, check that the timing sensor cable is properly positioned and if required, adjust it. The cable should be laid as shown in the picture below.

TIMING SENSOR SYSTEM POSITION

CLAMP THE TIMING SENSOR SYSTEM WITH THE GENERATOR SYSTEM, THE REGULATOR SYSTEM, THE HORN SYSTEM AND ITS LEFT CABLE TO THE CHASSIS CROSS-MEMBER (PICTURE 1).



CLAMP THE TIMING SENSOR CONNECTOR TO THE CHASSIS LEFT SIDE BY PLACING IT AS FAR AS POSSIBLE FROM THE COIL AND THE SPARK PLUG CABLES (PICTURE 2).



The cable has been properly positioned at the factory from chassis number
ZGULW00058111561

You are reminded that no electrical component of the vehicle (ECU, timing sensor, coil or battery) needs to be replaced to solve this problem; if the problem continues even after repositioning the cable, please, contact Moto Guzzi Help Desk.

Best regards

Moto Guzzi S.p.A.

Technical service



TECHNICAL NOTE NR 013-2008

27-11-2008

Model: Axone

Subject: New AXONE 6.0.4 software release

Dear Dealer,
the 6.0.4 software release of the AXONE diagnosis tool is available, as well as the updating via internet (with Axone connected to the phone network) and on the technical service website.

The new software introduces some features regarding the SELF-DIAGNOSIS functions for **1200 Sport 4V**.

Please see below for details.

The tool can be updated via Internet by connecting Axone directly to the analogue phone socket or with a computer by downloading the software from the initial screen page of the website www.servicemotoguzzi.com

Once this is installed on your PC, the new Axone release can be downloaded by using the suitable Axone – PC connection cable, part No. AP8104520.

After updating, remember you should also upgrade the firmware of the OBD module.

CAUTION

If previous 6.0.X versions have not been updated, read beforehand the caution sign on one of the previous communications of versions 6.0.0 or 6.0.1 in order to update.

1. NEW FEATURES OF Axone 6.0.4 SOFTWARE RELEASE

1.1 1200 Sport 4V

Select the FUEL INJECTION function and the system for reading the engine parameters, the device statuses and the current or stored errors becomes available; this system also allows activating the devices and the adjustable parameters.



2. INSTALLATION INSTRUCTIONS

For installation instructions, refer to technical note No. 2 dtd 5/02/2007 “New Axone 5.1.2 software release”, point 2.

Best regards,

Piaggio S.p.A.
Brand Moto Guzzi
Technical Service



TECHNICAL BULLETIN NUMBER 005-2009

17-07-2009

MODEL: Stelvio 1200 NTX

SUBJECT: Wheels and knobby tyres

Dear Dealer,

We like to inform you that if a customer wishes to equip their vehicle with knobby tyres we suggest using:

METZELER KAROO (front tyre) on a 2.50X19" rim, measuring 110/80 R19 – 59R M + S

METZELER KAROO (rear tyre) on a 4.25X17" rim, measuring 150/70 R17 – 69R M + S,

please note the following:

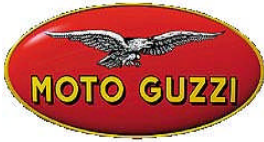
- **These tyres are not type approved for versions with ABS and, therefore, MAY NOT BE USED;**
- **On vehicles without ABS, the aforementioned tyres may be used, with a MAXIMUM PERMISSIBLE SPEED OF 170 km/h (105 mph)**

Best regards,

Piaggio & C. SpA

"Brand Moto Guzzi"

Technical service



TECHNICAL BULLETIN Nr. 009-2009

10/11/2009

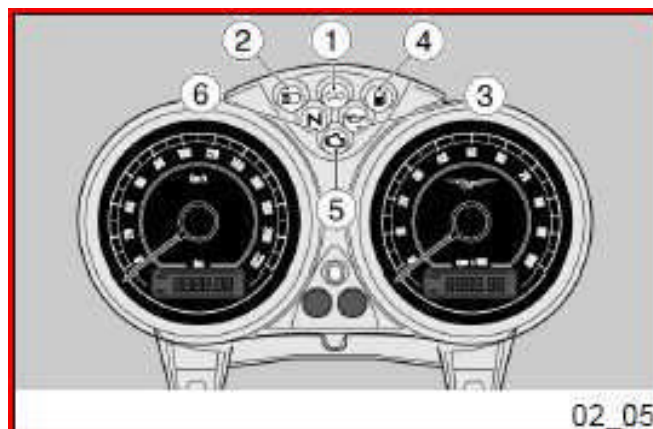
MODEL: V7 electrical system all models – Nevada 750 MY 2009

SUBJECT: faulty illumination of the amber coloured EFI warning light on the instrument panel

Dear Dealer,

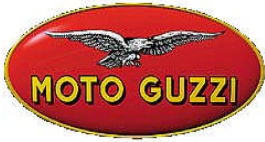
In addition to the technical bulletin no. 12 of the year 2008 dated 21/11/2008, please be informed that from the Axone 7.0.4 release, available and downloadable starting from 15/09/2009 (or from the Navigator 6.0.0 release), it is possible to reprogramme the vehicle's control unit by selecting the **REPROGRAMMING** function and choosing **V7NEVAD** mapping.

This new map solves the faulty illumination problem of the amber coloured warning light on the instrument panel (number 5 in the figure).



We therefore ask you to perform this operation during the predelivery phase on all vehicles still in your stock and on all motorcycles that go through your workshop for routine maintenance.

A list of chassis numbers follows of the last vehicles, divided by model, still being produced with the old map: if a vehicle with a chassis number higher than those listed below happens to come into your workshop, this remapping is useless as the new map is already in the control unit.



V7 Cafè ZGULWC012AM111677
V7 CLASSIC ZGULW00069M113529
NEVADA 750 ZGULMG0079M111528

Best regards,

Piaggio S.p.A.
Brand Moto Guzzi
Technical Service

TECHNICAL BULLETIN No. 002

19-07-2010

Model: ALL

Subject: Correct procedure for replacing the neutral sensor.

Dear Dealer,

please note that each time the neutral sensor code GU19207220 is replaced the relative washer GU12154200 must also be replaced to ensure the correct functional tolerance is maintained.

The old washer must be disposed of correctly.

It is also advisable to tighten sensor to the torque prescribed by the workshop manual:

- 10 Nm for all the engines 1100 – 1200
- 8 Nm for engines 750.



Best regards,

Piaggio & C. SpA

"Brand Moto Guzzi"

Technical service



TECHNICAL BULLETIN No. 003

19-07-2010

Model: GRISO – V7.

Subject: Fuel level sensor.

Dear Dealer,
please note that the fuel level sensor is now available as a spare part, with the following part Nos.:

- 883851 for the GRISO
- 883852 for the V7

In the event of fuel level sensor malfunction or fuel level indication errors, you are kindly requested to replace the level sensor alone and not the complete fuel pump.

Best regards,

Piaggio & C. SpA
"Brand Moto Guzzi"
Technical service



TECHNICAL BULLETIN No. 004

19-07-2010

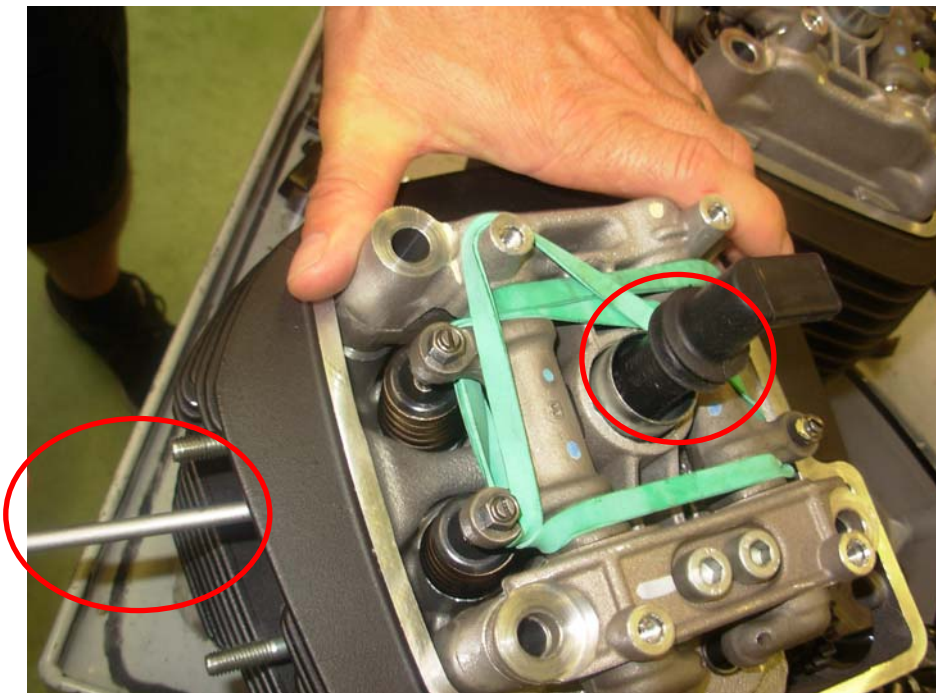
Model: 1200 8V ENGINE.

Subject: Removing the spark plug boot correctly.

Dear Dealer,

we are writing to inform you of a practical and simple method for removing the spark plug boot on 1200 8V engines.

As shown in the photo, insert a normal flat headed screwdriver into the drain hole in the spark plug well on the head, on either the intake side or exhaust side. Apply leverage, pushing down on the screwdriver, to lift the boot. This procedure significantly simplifies the removal of the spark plug boot and preventing damage to the boot itself, which is not reimbursable under warranty.



Best regards,

Piaggio & C. SpA
"Brand Moto Guzzi"
Technical service



TECHNICAL BULLETIN No. 005

29-10-2010

Model: All motorcycles with fuel injection.

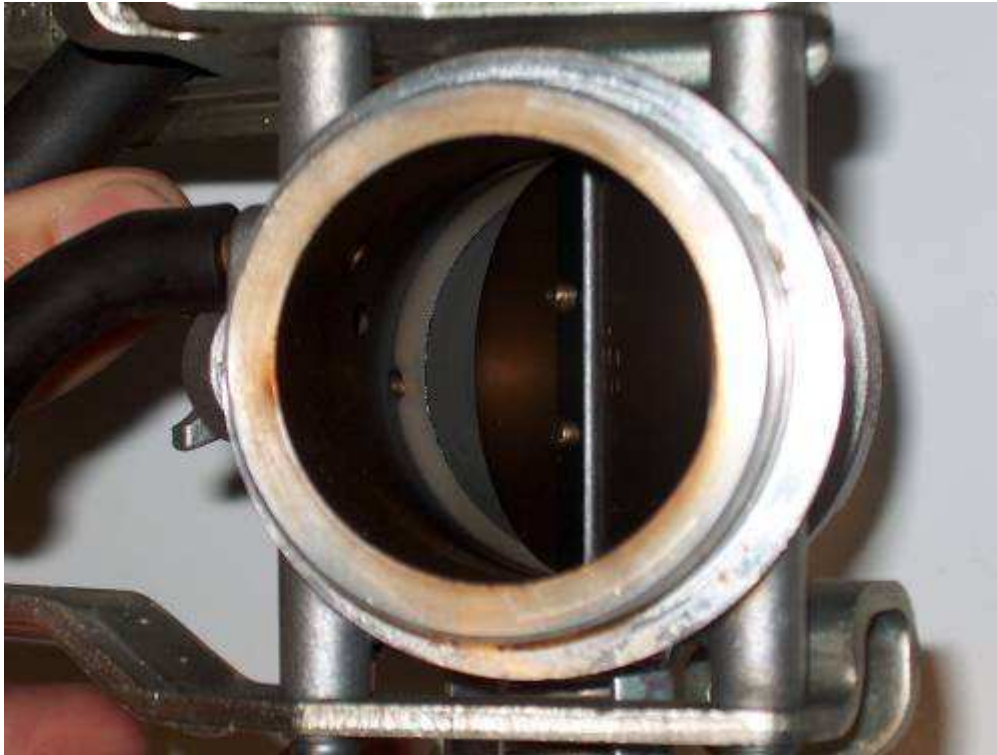
Subject: Cleaning the throttle body.

Dear Dealer,

we are writing to stress the importance of cleaning the throttle body.



The following image shows significant deposits of unburnt fuel residue in the air duct: with the throttle closed, these deposits impede the injection system from delivering the correct air fuel mixture, compromising engine function at idle or at throttle lift-off and causing engine cut-out or irregular idling.



The throttle body must be cleaned with specific products for cleaning throttle bodies or carburetors.

Proceed as follows: with the throttle valve fully open, clean the duct with a normal cloth - do not use brushes or rotary brush attachments; never remove the throttle valves from the body.





IMPORTANT: cleaning the throttle body is recommended at each service interval indicated in the use and maintenance manual.

Best regards,

Piaggio & C. SpA
Brand Moto Guzzi
Technical Service



TECHNICAL BULLETIN No. 008 - 2010

23-11-2010

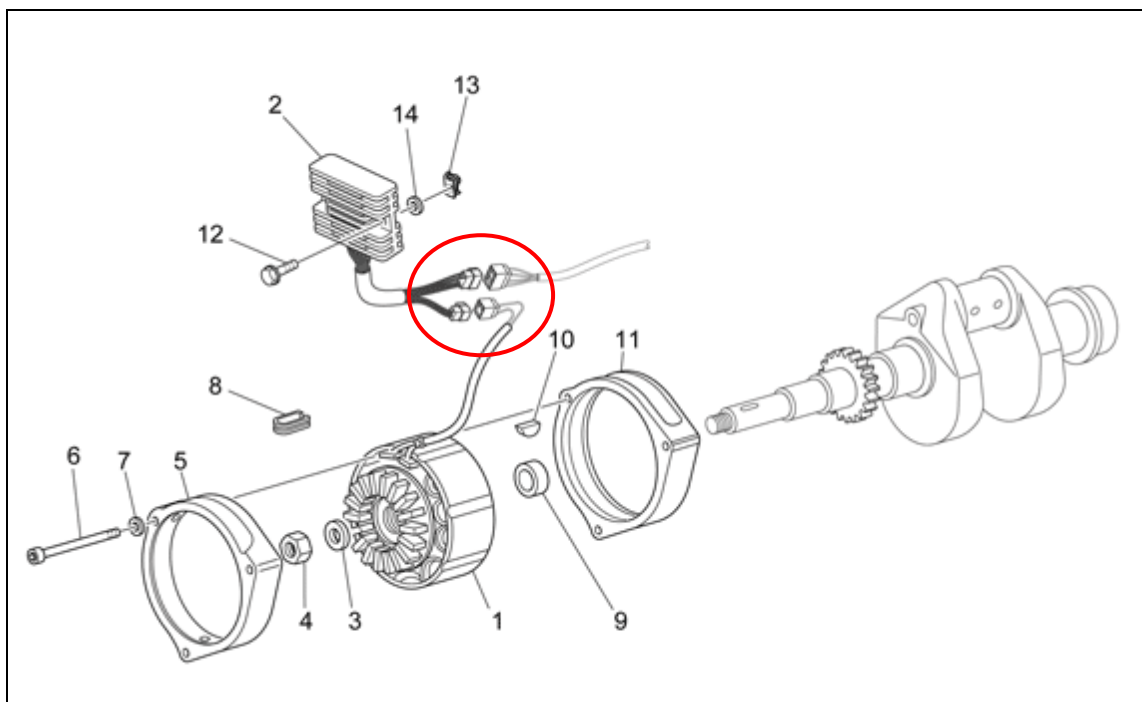
Model: Brevia 750, Nevada 750, V7.

Subject: Overheating in connection between alternator and voltage regulator.

Dear Dealer,

on certain vehicles, the connection between the alternator and the voltage regulator may overheat in the zone circled in red.

This may result in damage to both the alternator and the voltage regulator, with possible repercussions on the vehicle battery and wiring harness.





CAUSES: poor connection, particularly in the case of major vibration, resulting in the connector overheating

SOLUTIONS:

1. During the pre-delivery process, bind the connection between the alternator and the voltage regulator with a regular cable tie to keep it securely fastened
2. When the vehicle is in the workshop for normal maintenance, check the area in question. If any signs of incipient burning are noted, we recommend bypassing the original connection between the alternator and the voltage regulator with a terminal block connector, cutting the wiring ahead of and after the connection itself.

Best regards,

Piaggio & C. SpA
Brand Moto Guzzi
Technical Service



TECHNICAL BULLETIN No. 011 - 2010

06-12-2010

Model: Stelvio 1200.

Subject: Installing non-original Moto Guzzi accessory engine guard.

Dear Dealer,

we would like to bring your attention to certain issues concerning the installation of non-original Moto Guzzi accessory engine guards.

Certain engine guards sold on the market are fastened to the engine using the mounting points between the frame and engine.

Clearly, this solution is **potentially dangerous** as it may lead to the failure of the mountings themselves.

The following photos illustrate the problem more clearly. The engine guard installed here stresses the radiator and oil pipes. This is also transmitted to the screw fastening the frame to the engine, as the screw is not designed to sustain the additional strain.



THE USE OF NON-ORIGINAL MOTO GUZZI ACCESSORIES SIGNIFICANTLY STRESSES THE RADIATOR



UNSUITABLE FASTENING SOLUTION ON FRAME. GUARD FASTENED ONTO OUTER BUSHING,



Only install and recommend original Moto Guzzi accessories.

Best regards,

Piaggio & C. SpA
Brand Moto Guzzi
Technical Service

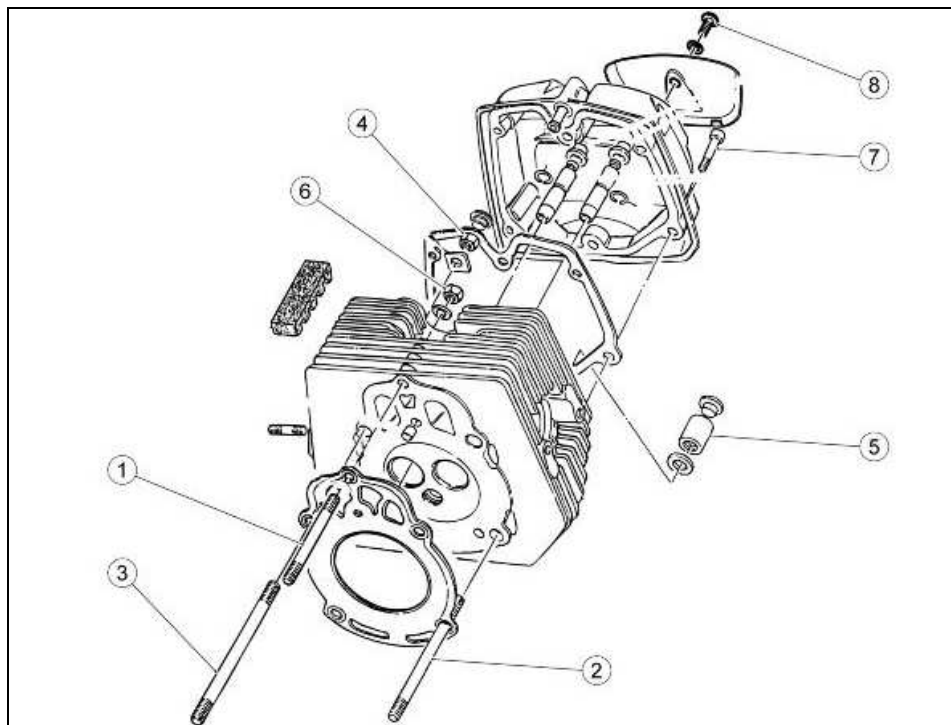


Model: V7 - Nevada.

Subject: Tightening the cylinder head stud bolts at the first service.

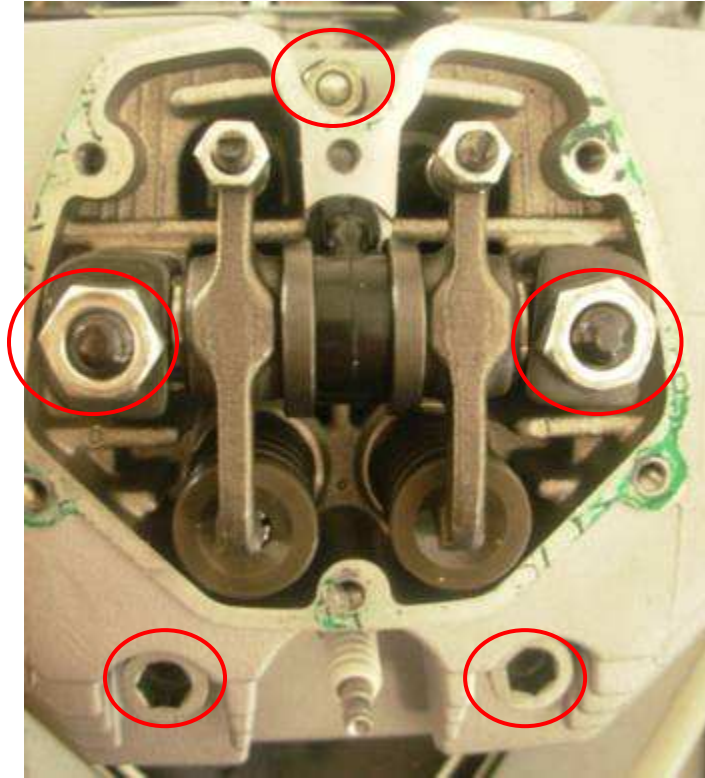
Dear Dealer,
we would like to remind you of the importance of checking that the cylinder head studs are tightened correctly at the first (1000 Km) service, is indeed indicated in the maintenance schedule.
Please note that the correct tightening torques are as follows (see exploded drawing):

stud bolt (1) - M8 nut (6) = 28 Nm
stud bolts (2) and (3) - M10 nut (4) = 42 Nm
Long nut (5) = 25 Nm





The nuts which must be checked are indicated in the figure.



Best regards,

Piaggio & C. SpA
Brand Moto Guzzi
Technical Service



TECHNICAL BULLETIN 014-2010

17-12-2010

Model: All vehicles with 1200 8V engine.

Subject: Camshaft endfloat.

Dear Dealer,

please note that replacement camshafts are now available which have been specifically modified to improve endfloat.

Before fitting the camshaft, you are kindly requested to check the dimension indicated in the following photo:

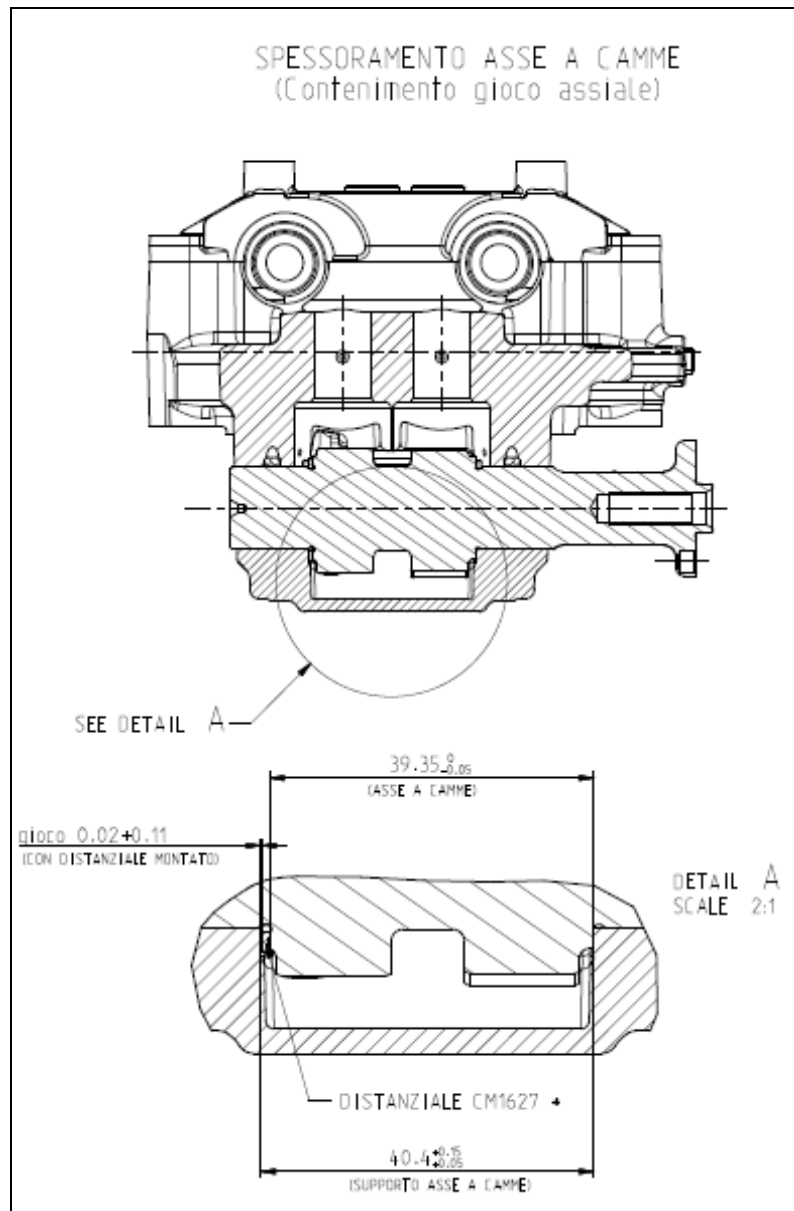


If the dimension measured is 40.35 mm, the camshaft may be installed with no additional shim.

If the dimension measured is 39.35 mm, a shim of the appropriate thickness must be added.

In the latter case, after installation of a shim between the camshaft and the relative seat, as shown in the following figure,

the final endfloat must be between: 0.02 and 0.11 mm.



Install the correct shim, using the following table as reference, to obtain the correct endfloat value described above:

SHIM PART NUMBER	THICKNESS (mm)
CM162701	1.06 - 1.08
CM162702	1.08 - 1.10
CM162703	1.10 - 1.12
CM162704	1.12 - 1.14
CM162705	1.14 - 1.16



The following table summarises the new spare part numbers for the 39.35 mm CAMSHAFT, which must be installed together with a shim.

39.35 MM CAMSHAFT				
	GRISO	STELVIO	NORGE 1200 8V	1200 SPORT
PRODUCTION YEAR/VERSION	2010	MY 09-10-NTX	-	2008-09-10
P/N	8792704	8792724	B014223	8792744

All other camshaft part numbers are 40.35 mm units and are installed without shims.

In particular, the Griso and Stelvio models indicated in the following table must continue to be fitted with the 40.35 mm camshaft:

40.35 MM CAMSHAFT		
	GRISO	STELVIO
PRODUCTION YEAR/VERSION	2007-08-09	MY 08
P/N	873873	

Best regards,

Piaggio & C. SpA
Brand Moto Guzzi
Technical Service



TECHNICAL BULLETIN 002 - 2011

08-07-2011

Model: Stelvio 1200 MY11

Subject: Vehicle Technical Update

Dear dealer/assistance point,

as part of our research aimed at improving the characteristics of use of our products, we deemed it necessary to **remove the left and right air deflector dust guards (code AP8120622)** the first time that the vehicle is brought to our workshop.

Our Technical Service is at Your disposal for further information and any support that you may need via the HD service.

Model: Stelvio 1200 MY11

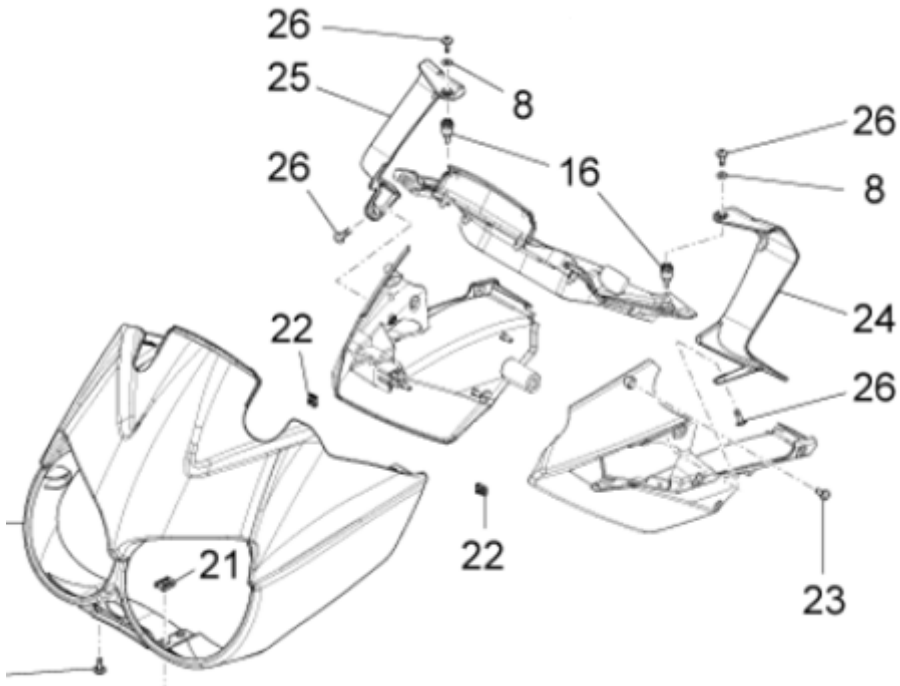
Version: all

Best regards

Piaggio & C. s.p.a.
Spare Parts, Accessories and Aftersales Technical Support BU
Service



The item to be removed is indicated as No. 8 in spare parts catalogue:



Best regards

Piaggio & C. s.p.a.
Spare Parts, Accessories and Aftersales Technical Support BU
Service



TECHNICAL BULLETIN 003 - 2011

08-07-2011

Model: Stelvio 1200 MY11

Subject: Mapping Update.

Dear dealer/assistance point,

as part of our research aimed at improving the characteristics of use of our products, we deemed it necessary to **upgrade the engine mapping** on the first occasion in which the vehicle is presented at the workshop.

Our Technical Service is at Your disposal for further information and any support that you may need via the HD service.

Model: Stelvio 1200 MY11

Version: all

Mapping in the Navigator when selecting "maps":

No.: S3222ST02



This is the configuration to be selected on the Navigator system:

The screenshot displays the Piaggio Navigator system interface. At the top left, there is a Piaggio logo and the date/time '17/06/2011 10.20'. The top navigation bar includes back, forward, and home icons, along with a search icon and a user profile icon. A breadcrumb trail shows the path: '☆ Moto > MOTO GUZZI > Stelvio > 1151 i.e. > Moto (Enduro) LZ [02/10>]'. On the left side, under 'Selezione Veicolo', there are several input fields: 'Categoria:' with 'Moto', 'Marca:' with 'MOTO GUZZI', 'Modello:' with 'Stelvio', 'Motorizzazione:' with '1151 i.e.', and 'Codice Veicolo:' with 'LZ', 'Moto (Enduro)', and '[02/10>]'. The main area shows a white line-art outline of a motorcycle. At the bottom left, there is a copyright notice: '© copyright and database right 2005-2011'.

Best regards

Piaggio & C. s.p.a.
Spare Parts, Accessories and Aftersales Technical Support BU
Service



TECHNICAL COMMUNICATION No 004-2011

13-09-2011

Model: several models per brand

Subject: compatibility of vehicles with petrol type E 10

Dear Dealer,
as a result of our compatibility technical tests of our products with petrol type E 10 (bioethanol), we are pleased to put at your disposal the following table.
Our Technical Help Desk is at your disposal for any further clarifications.

Range Scooters Piaggio, Vespa, Gilera, Aprilia, Scarabeo and Derbi

Scooter with engine capacity of 50cc:

Non compatible for use of petrol E 10

Scooter with engine capacity higher than 50cc and carburettor supply:

Non compatible for use of petrol E 10

Scooter with engine capacity higher than 50cc and injection supply:

Scooters Piaggio, Vespa and Gilera

All compatible, except:

- X9 500
- Beverly 400- Beverly 500
- Beverly Cruiser 500 (compatible from May 2008 – from chassis ZAPM3450000010306)
- Beverly Tourer 400 (compatible from May 2008 – from chassis ZAPM3440000002740)
- Nexus 500 (version Euro 2 NON compatible - version Euro 3 compatible)

Scooters Aprilia, Scarabeo

All compatible, except:

- Atlantic 500
- Scarabeo 500 GT

Scooters Derbi:

All compatible

Moto Aprilia

All compatible, except:



- SL Falco 1000cc
- RSV 1000cc 1998 (compatible from version of 2003)
- Tuono 1000cc 2002 (compatible from version of 2006)
- Shiver 750cc
- RS4 50cc
- RS 125cc
- RX / SX 125cc
- Pegaso with Rotax engine
- RXV / SXV 450cc - 550cc

MOTO GUZZI

- V7 Classic: Compatible from chassis ZGULW0001BM115002
- V7 Cafè: Compatible from chassis ZGULWA006BM112067
- V7 Racer: Compatible from chassis ZGULWB00XBM100722
- California 1100: Compatible for chassis with fixed
ZGUKDE - ZGUKDG - ZGUKDH - ZGUKDL - ZGUKDM
- Nevada 750: Compatible
- Bellagio: Compatible
- Breva: Compatible, except for version 750
- Norge: Compatible - every engine capacity -
- Griso 850: Compatible from chassis ZGULSB0016M111528
- Griso 1100: Compatible from chassis ZGULS00017M1133321
- Griso 1200: Compatible from chassis ZGULSE - ZGULSG
- 1200 Sport: Compatible
- Stelvio: Compatible - all the versions -

Moto Derbi:

Non compatible

Best regards,

Piaggio & C. SpA

Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN No. 006-2011

13-12-2011

Model: Stelvio MY11 – V7 Racer - Norge

Subject: Elimination of tip over sensor

Dear Dealer,
on the models and versions in question, tip over sensor code 584509 has been eliminated, as well as its respective rubber pad code AP8144046 starting from the vehicles produced during the dates listed below:

Stelvio	from production of:	MY11
V7 Racer	from production of:	20-05-2011
Norge	from production of:	06-05-2011

The items will remain orderable as accessory spare parts charged to the customer

Our Technical Service is at your complete disposal to provide any further information and support that you may require by the HD service (www.servicemotoguzzi.com /HelpDesk /HelpDesk Technical Service).

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN 002 - 2012

16-03-2012

Model: Stelvio all versions - except MY11

Subject: Vehicle Technical Update.

Dear Dealer/service outlet,

as part of our research aimed at improving the characteristics of use of our products, we recommend suggesting that the Customer include the **protection (code 883968)** to improve the insulation of the control unit.

The measure is the responsibility of the Customer since it is a technical update.

Model: MOTO GUZZI STELVIO

Version: All – chassis number prefixes ZGULZ0 ZGULZA

ZGULZB ZGULZC ZGULZU (years 2008-09-10)

Time of the measure: 15 minutes



WORKSHOP OPERATING INSTRUCTIONS

- The protection is positioned as indicated in the figure:



- Fit the protection onto the control unit from above, pulling the strap downwards until it covers the control unit completely; attach the strap properly



ECU

Control unit
with
protection





Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Please accept our
Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



Model: Corrigendum

Subject: P.A.D.S. (Piaggio Advanced Diagnostic System)

Dear Dealer,

We would like to inform you that for the purposes of continuous improvement and in relation to the Prime project, the Piaggio Group has developed a new diagnosis instrument dedicated to its Assistance Network.

Thanks to effective team work and a partnership with Tecnomotor, a benchmark company for diagnosis systems, **P.A.D.S.** has been created, specifically for those who interact with vehicle electronics.

P.A.D.S. (Piaggio Advanced Diagnostic System) is a new generation instrument, which can be connected to any PC and used to diagnose electronic systems implemented on Piaggio Group vehicles: engine injection - ABS - ASR - APRC - EPS.

Thanks to the potential that this interface offers, access is obtained to on-board systems, by connecting directly to the diagnosis socket.



P.A.D.S. with its dedicated software processes the information necessary during the diagnosis;

it manages operations dedicated to the various electronic control units, such as:

- reading of engine management parameters;
- status reading;
- resetting of service warning lights;
- verification and deletion of errors;
- activations and adjustments;
- control unit reprogramming;
- recording of engine management parameters while driving and analysis via PC after returning to the shop.

Vehicle selection

In order to directly access the available functions, just select the brand, model and electronic system to test.



Software update

Via broadband internet connection it is possible to update the diagnosis software, thanks to the periodic release of updates.

Data recording

The instrument can be used as a Data Logger to intercept any sporadic vehicle faults.

When the P.A.D.S. is connected to the vehicle diagnosis socket, it can be programmed to record set parameters (maximum of 170 hours of recording), the data recorded in this manner can later be displayed and analysed on a PC.



Training

The first training level on the use of the instrument is available through the E-Learning platform, available on the Service Portal, Technical Courses section.

Please note that to access the on-line courses the technical personnel needs to be certified on the Service Portal and the subscription needs to be valid for the current year.

Classroom training courses will be scheduled later, at the same time as the Assistance Network technical courses. Navigator training will continue to be provided in conjunction with P.A.D.S.

Navigator diagnosis instrument

The current Navigator instrument will still be used by the Piaggio Group Assistance Network, and will continue to be updated for two years. Navigator software updates will stop December 2013.

Spare parts codes and availability

CODE	NAME	Availability
020922Y	P.A.D.S. injection diagnosis instrument	v
020922Y001	P.A.D.S. injection diagnosis instrument for VeCo.	v
020923Y	EOBD cable for P.A.D.S.	v
020924Y	Bluetooth expansion for P.A.D.S.	April 2012
020925Y	SD memory expansion for P.A.D.S.	May2012
020929Y	Cables kit Aprilia SR – ETV Caponord – ABS RSV1000, Tuono, ETV Caponord.	v
020931Y	BMS cable for P.A.D.S.	April 2012

Implemented systems

P.A.D.S. manages systems for currently manufactured vehicles.

Scooters and motorcycles:

- MIU - MIU 2 - MIU G3 - 5AM - IAW 5DM - IAW 7SM – Kubo injection systems
- CeCA parking system
- Kuadro inverter
- BMS battery management system
- GMS management system
- ABS 8M anti-lock braking system
- MK2-2 - Matrix 2 – CLF – EFI systems

Commercial vehicles:

- Engine injection systems: Denso EFI - Bosch ME 7.4.7 - Bosch ME 7.9.7 - Bosch EDC17
- Lpg-Cng engine injection system: BRC LPG/CNG.
- Electrical power steering system: Delphi EPS
- Anti-lock braking system: Continental ABS MK25E XT

Progressively, all the injection systems for vehicles no longer produced will be made available.

Activating P.A.D.S.

The instrument will be activated once the serial number is entered through the application available on the Service Portal.

It will be possible to update the contents of the instrument by download up to the last day of the month when the activation was first performed, after which the annual subscription will need to be implemented in order to receive further updates.

Annual subscription

To access all the updates (new diagnosis systems, calibrations and developmental improvements) published during the year, it will be indispensable to take out an annual subscription through the application available on the Service Portal.

The subscription will be valid until 31 December of each year.



P.A.D.S. Technical Data Sheet

Processor	32-bit ARM
Internal memory	256 MBytes
External power supply	from 8 to 42 V
Consumption at 12V	30mA-12V. Less than 3mA during data recording with vehicle off
USB connections	Usb type A
Wireless connection to PC	Bluetooth (option)
Electronic switch	Electronic on 11 communication lines (3x11) with high reliability electronic technology (photomos)
Supported protocols	ISO9141 – KL ISO14230 – K J1850 VPW RS232 ISO15765 - CAN J2411 – (Single wire can)
RTC	Date, hour, minutes and seconds for trip recording
Operating temperature	-40 to 85 °C
Environmental protection rating	IP 54
Impact protection	Integrated solution with impact resistant overmoulded rubber housing
Homologation no.	E24 10R-030777
Dimensions	138 x 47 x 24
Weight	130g



Multibrand software extension

Possibility to purchase "P.A.D.S. multibrand extension kit" at an advantageous price.

This optional software makes it possible to access diagnosis of most vehicles present on the market. Useful option in shops for trade-ins or when repairing used vehicles.

Information and quotes without obligation, directly from our partner Tecnomotor at the following address:

TECNOMOTOR S.p.A.

Via Moruzzi, 3 A

43122 PARMA (Italy)

Tel: +39 0521 398211

Fax: +39 0521 607586

You need to enter the P.A.D.S. serial number with your request, this will let Tecnomotor identify the user of the Piaggio Group assistance network.

The supply will be handled by Tecnomotor through its sales network.

Please accept our

Best regards,

Piaggio & C. SpA

Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN 006 - 2012

30-03-2012

Topic: Fuse-box area cable harness protection

Subject: Stelvio MY11.

Dear Dealer/service outlet,

as part of our research aimed at improving the characteristics of use of our products, it is necessary to insert the **rubber protection (cod. 887947)** the first time that the vehicle is brought to our workshop

(see the Moto Guzzi service list

<http://www.servicemotoguzzi.com/public/warranty/CampagneRichiamo>).

The technical update will be processed via the GGP system.

From the main menu, select the option "TECH. UPDATE – CAMPAIGNS" then "ENTER CAMPAIGN SERVICE COUPON".

A window opens in which you have to enter all the data required about the vehicle to be updated. Then, by clicking on "?" another window will open where you can choose the service coupon which will reimburse you for both the material and labour provided.

Model: MOTO GUZZI STELVIO

Version: MY2011

Time necessary for the measure: 10 minutes



WORKSHOP OPERATING INSTRUCTIONS

- Remove the fuse-box (located in the headstock area) simply by pulling it up in order to disconnect it from its support



- Insert the rubber protection, inserting it into the fuse-box support as shown in the figure (note: the protection is symmetrical, and therefore does not have a direction of insertion)



- Insert the fuse-box again into its housing.



Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU

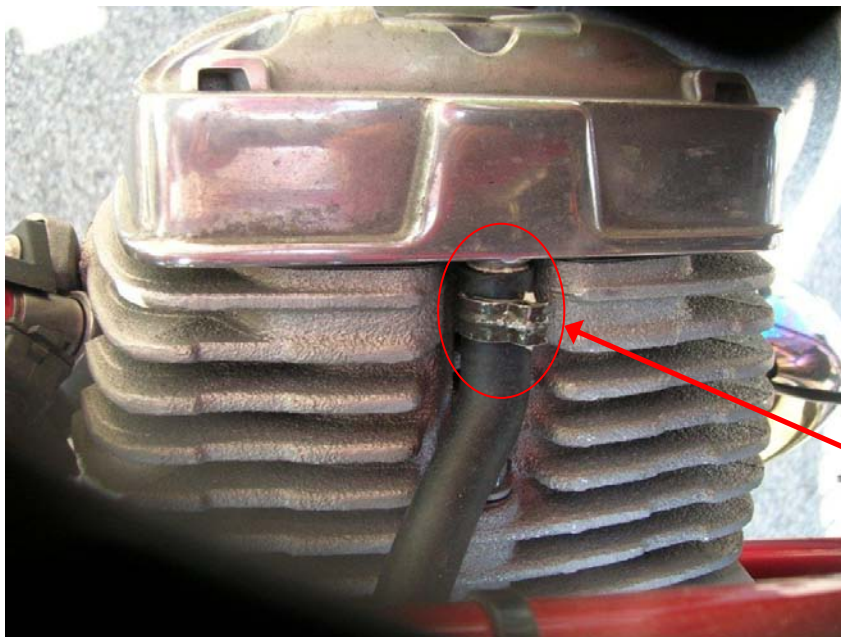


Model: V7- MY12, Nevada MY12

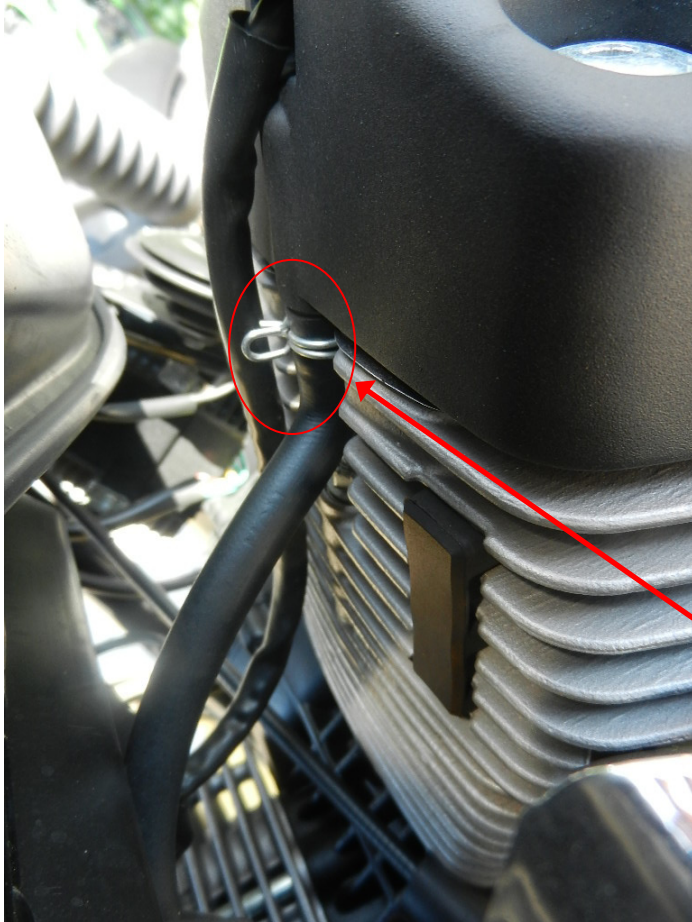
Subject: blow-by pipe tightening clamps

Dear Dealer,

on the models and versions in question, it is necessary to check the type of clamp fixing the blow-by pipes of the left and right cylinder. Where the clamp is of the type cod. AP8102239 remove the clamp, verify the integrity of the end of the pipe (if damaged/cut, trim the pipe or otherwise replace it if not possible), replace with the clamp cod. Ap8201358



Remove COD.
AP8102239



Insert COD. AP8201358

Our Technical Service is at your complete disposal to provide any further information and support that you may require by the HD service (www.servicemotoguzzi.com /HelpDesk /HelpDesk Technical Service).

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN No. 008 - 2012

30-08-2012

Model: Stelvio My 2011

Subject: LOOSING OF GREASE FROM FORK STEMS

Dear Dealer/service centre,

considering the repeated replacements under warranty of seals and/or fork stems within the first 2000km of riding the vehicle and identified as "oil leaking", we are hereby inviting you to perform the cleaning procedure illustrated below.

The purpose of this activity is to clean up any excess of fitting grease that could run down the stem within the first miles and be mistaken for an oil leak.

The stems replaced under warranty up to about 2000km, returned to the company, did not have any loosing or leaking of oil but excess grease. The cleaning process ensures the final elimination of the phenomenon.

Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



CLEANING PROCEDURE OF THE FORK STEMS (to be carried out in the presence of leakage of grease within the first 2000 Km)

1

Remove the dust gaiter being careful not to damage it and clean thoroughly with a cloth (do not use solvents)



2 Blow with air jet and clean with a cloth



3 Reinsert the dust gaiter and check its correct positioning



The above can be easily carried out with the stems mounted on the vehicle



Model: California 1400 – All versions

Subject: Correct unpacking and vehicle preparation procedure

Dear Dealer,

We are writing to inform you that, in order to proceed successfully with the unpacking and preparation of the vehicle in question, we recommend following the guidelines below.



NOTE: the unpacking may NOT be performed by a single operator; the intervention requires 2 operators.

To avoid accidents, always use protective equipment.

Therefore, proceed as follows:

- manually remove the plastic strapping;
- have 2 people hold the two sides of the cardboard box by the special holes and lift it vertically from the wooden base without turning;





- remove all components supplied in the packing case;
- remove the front part beam of the wooden base;
- supporting the vehicle, loosen and remove the fastening belts, starting from the rear belts and then remove the front ones;
- straighten the front wheel and move the vehicle from the pallet **pushing it forward in the direction of travel**, passing with the wheels above the appropriate drop on the front beam of the said pallet.

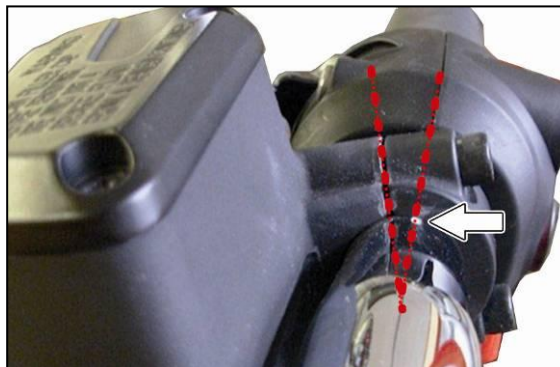


NOTE: the vehicle may be removed from the packing deck only pushing the bike forwards and **NEVER** backwards. To avoid damaging the vehicle, **DO NOT** perform operations other than those shown in the procedure.





- For reasons of dimensions of the packaging, the pump assembly and the front brake lever is rotated downwards.
Restore the correct position, loosening the fixing screws of the latter.



Turn the pump taking care to align the reference on the handlebar (indicated in the figure) with the opening of the fixing clamp of the pump assembly.
Tighten the fixing screws to the specified torque (**10 Nm**).



Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



Model: California 1400 Touring

Subject: Instructions for final assembly and readying for road use

Dear Dealer,

Please note that the following components must be assembled on the motorcycle received from the manufacturer before delivery to the customer:

1. Rear view mirrors
2. Windscreen frame kit and windscreen kit
3. Pannier protection kit
4. Pannier kit
5. License plate mount
6. Battery cover
7. License mount reinforcement plate

1. Rear view mirrors

Install the rear view mirrors following the standard procedure.

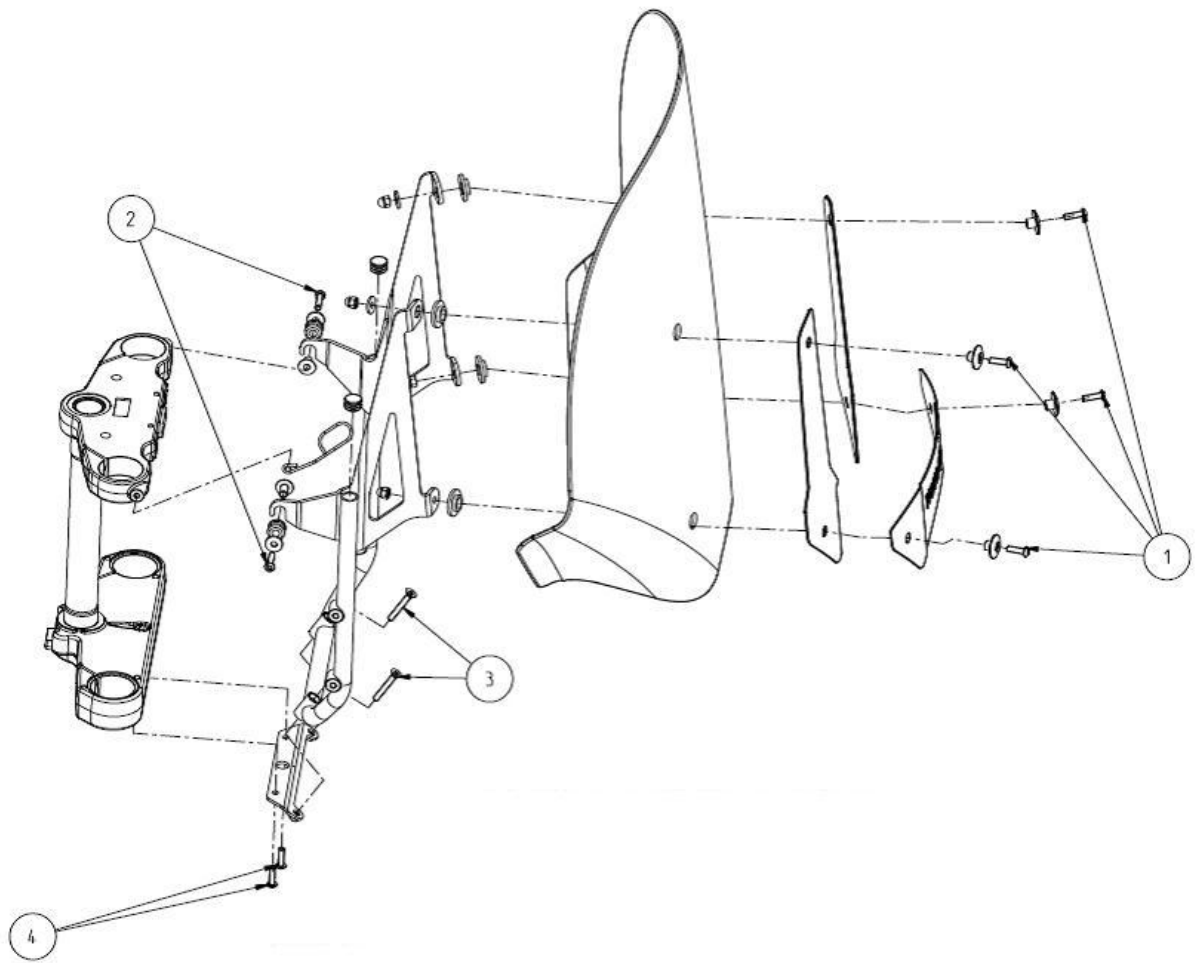
2. Windscreen frame kit (Part No. B063720) and windscreen kit (Part No. B063789)

Boxes containing the windscreen kit, complete with fastener hardware, and the windscreen frame kit, consisting of the windscreen frame itself and the cosmetic trim elements, are included in the vehicle crate. Start by installing the windscreen to the frame (on a suitable work surface - not on the vehicle itself), following the indications and sequence given in the figure.



To fit the assembled windscreen and windscreen frame on the motorcycle, fasten the two bayonet fittings onto the upper steering yoke, greasing the two rubber pads slightly, and fasten the two screws to the lower fog lamp mount. Observe the tightening torques indicated.

The throttle cables must be routed correctly as indicated in the photo to prevent the risk of abnormal wear. Open the cable guide included by hand to insert the cables.



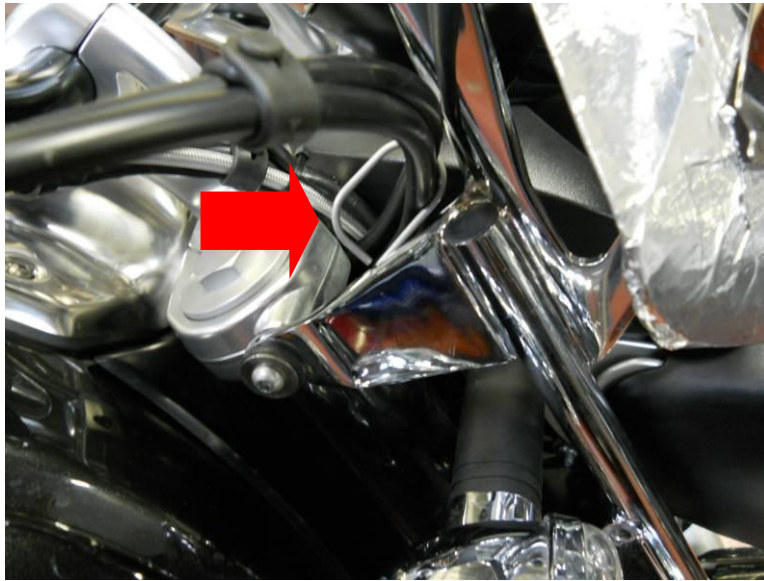
Tightening torque for M6 screws: 7.8 Nm

Pos. in figure	Name	Part No.	Qty
1	TBEI M6x20 stainless steel screw	gu98370621	4
2	TCEI M6x25 stainless steel screw	gu98370625	2
3	TCEI M6x40 stainless steel screw	-	2
4	TBEI M6x20 screw	ap8152060	2



The throttle cables must be routed correctly through the cable guide:

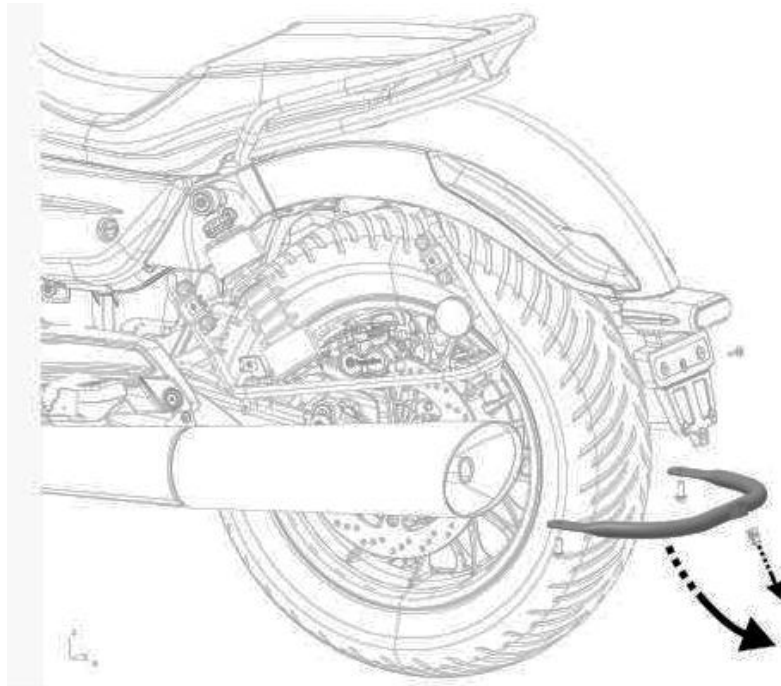
- After fastening the cable guide included to the upper steering yoke, bend the guide open slightly and insert the throttle cable bundle as shown in the figure. Turn the steering to ensure that there is enough freedom of movement between the cables and the handlebar, then bend the cable guide closed gently.



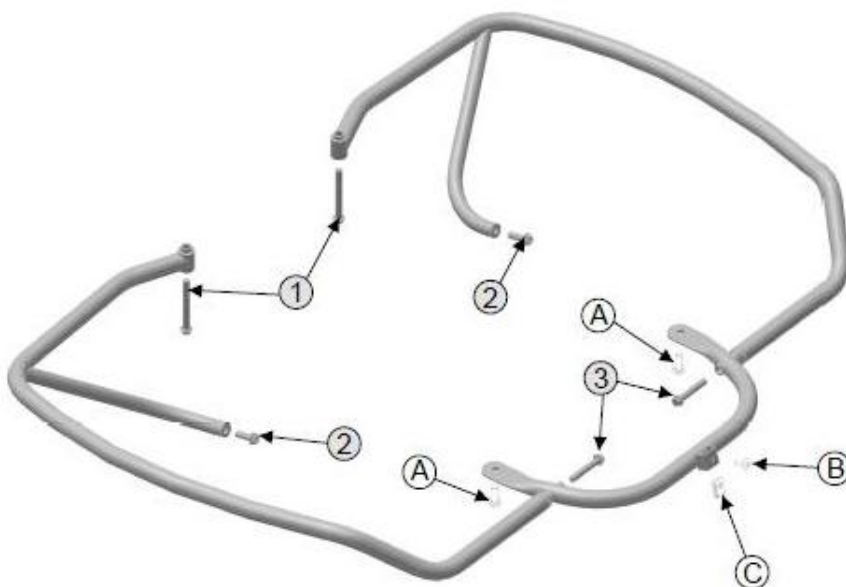
3. Pannier protection kit (Part No. B063995)

Install this accessory (supplied with the Touring version) as follows:

- Remove the rear black cross-piece on the vehicle as shown in the following figure.



- Note the content of the box containing the kit, which consists of trim surrounds and fastener hardware





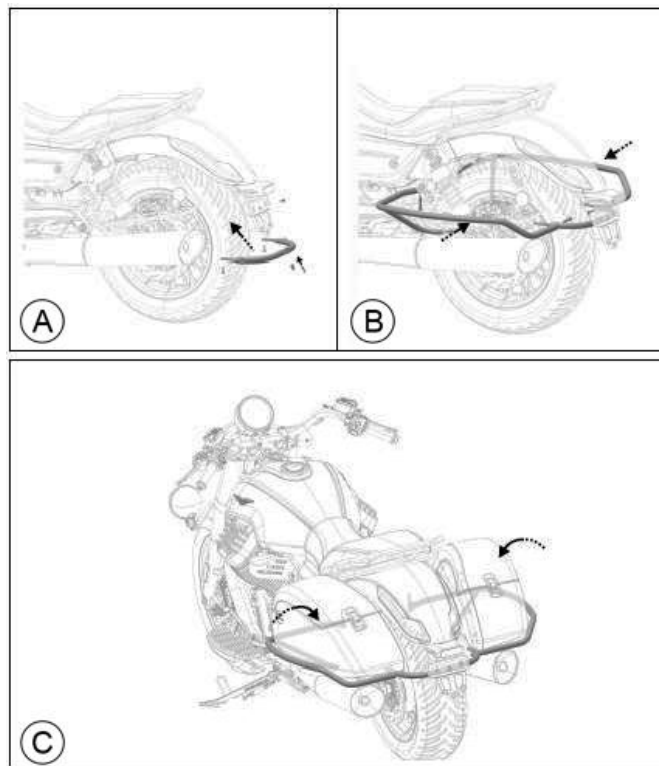
Fastener hardware in accessory kit

Pos. in figure	Fastener hardware
1	2 x M8x70 screws
2	2 x M8x25 screws
3	2 x M8x50 screws

Motorcycle fastener hardware

Pos. in figure	Fastener hardware
A	2 x M8x20 screws
B	1 x M5 screw
C	1 x M5 clip

- Install the chromed cross-piece (replacing the component removed), fig. A.
- Assemble the lateral trim surrounds, fig. B.
- Install the panniers, fig. C.

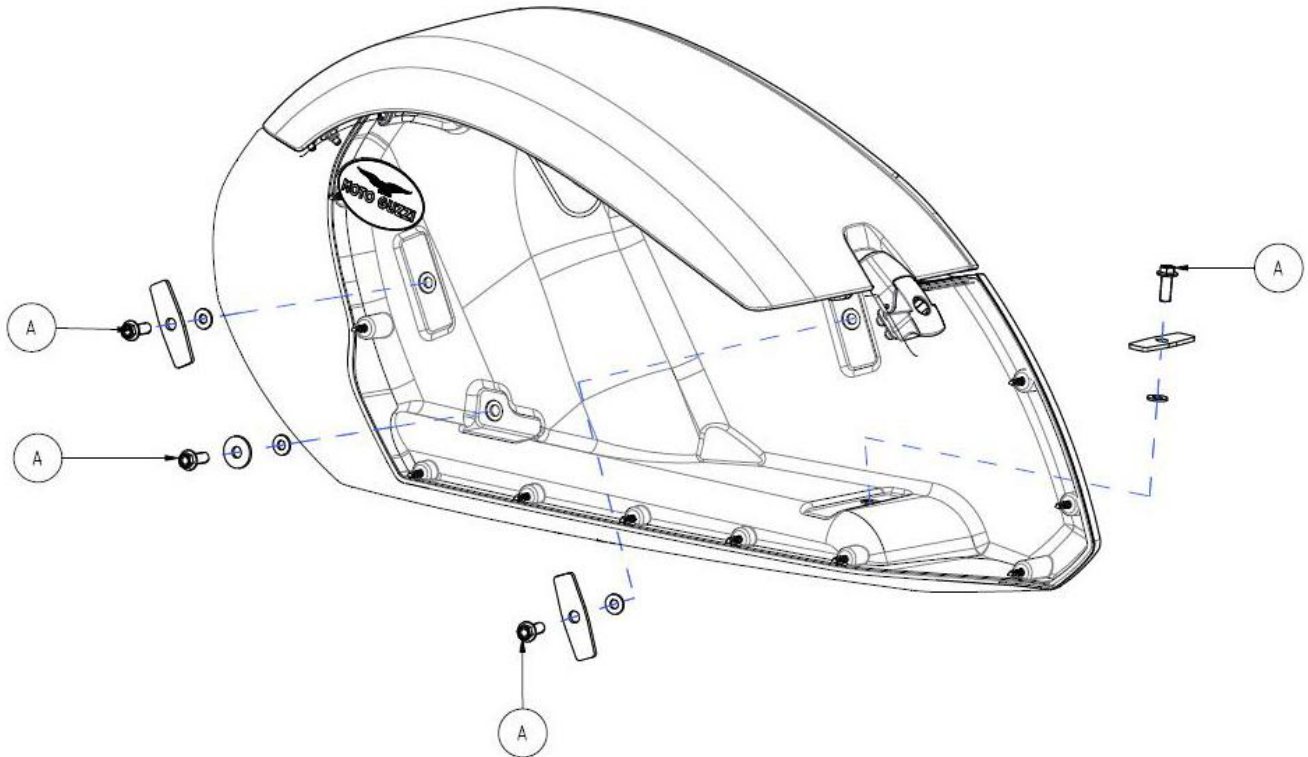


Pos. in figure	Tightening torques
A	M5: 4 Nm
B	M8: 24 Nm
C	M8: 12.5 Nm



4. Pannier kit (Part No. B064003)

The pannier kit is included in the vehicle crate. This kit also includes the fastener hardware necessary for assembly. Follow the instructions given below to install the panniers, observing the tightening torques indicated.

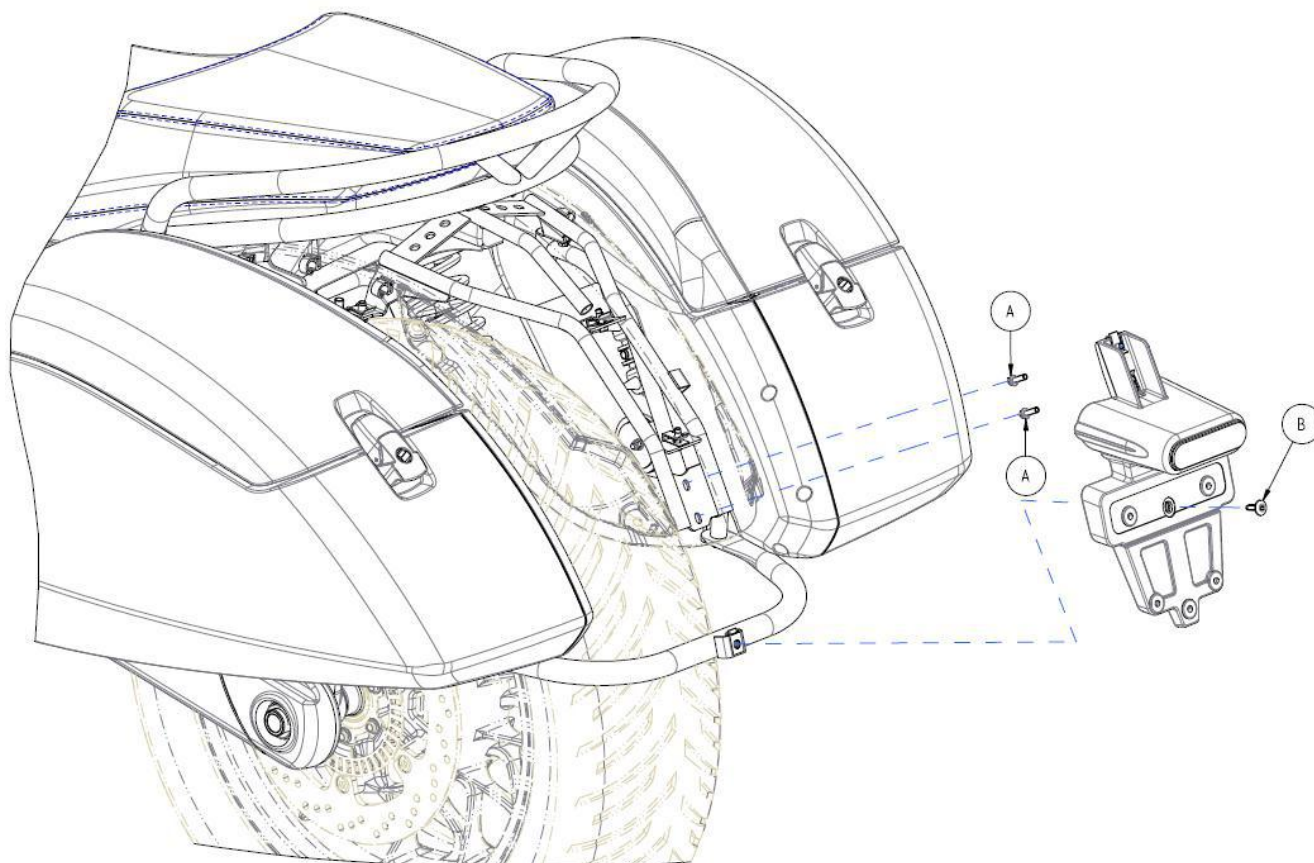


Tightening torque "A": 12 Nm \pm 15%



5. License plate mount

Complete installation of the license plate mount by connecting the license plate wiring harness removed previously to the main wiring harness under the rear mudguard.

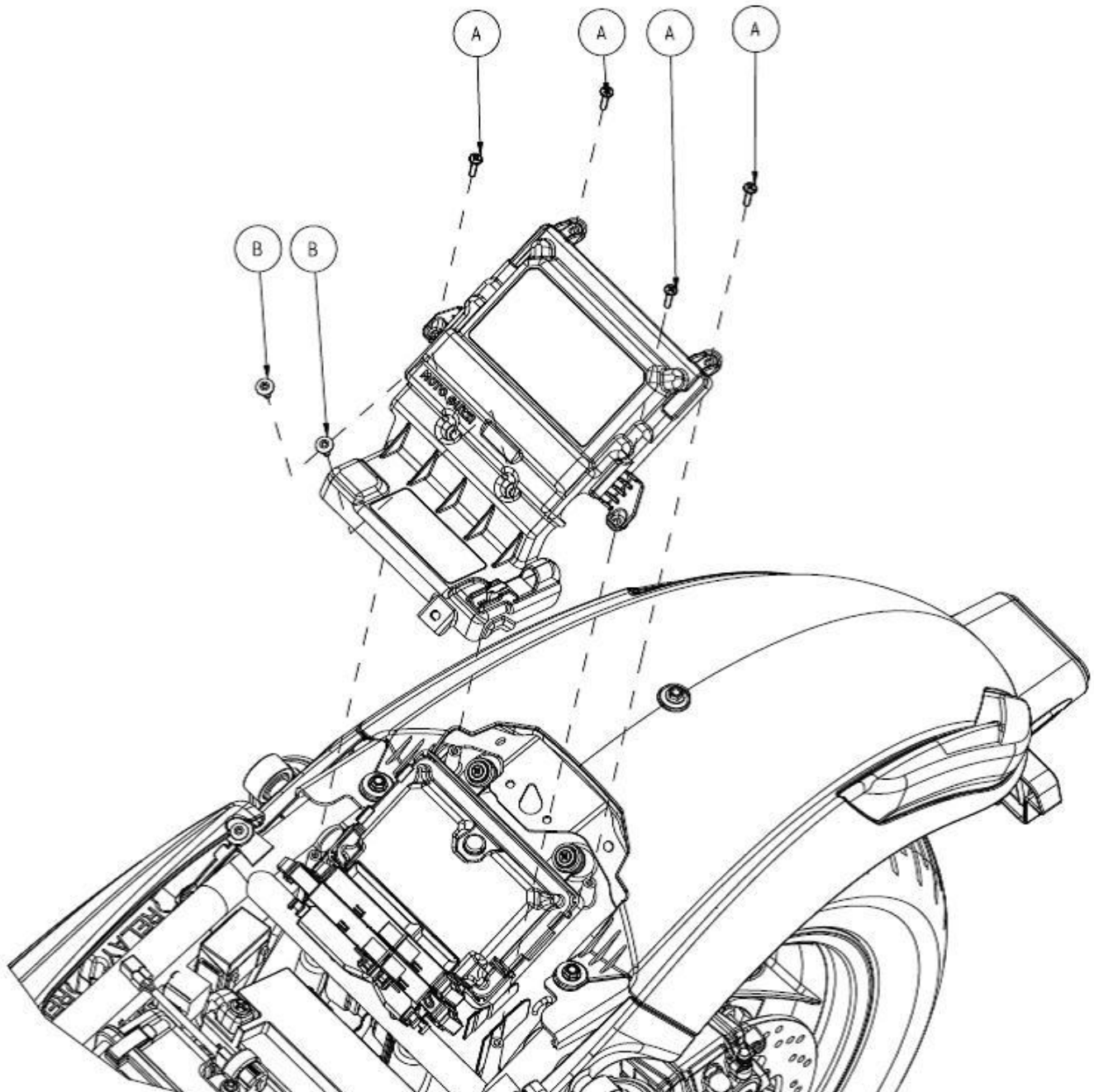


Tightening torque "A": 5 Nm \pm 15%

Tightening torque "B": 3 Nm \pm 15%

6. Battery cover

Tighten the 4 self-tapping screws into the plastic, and tighten the two M5 screws, as shown as follows.

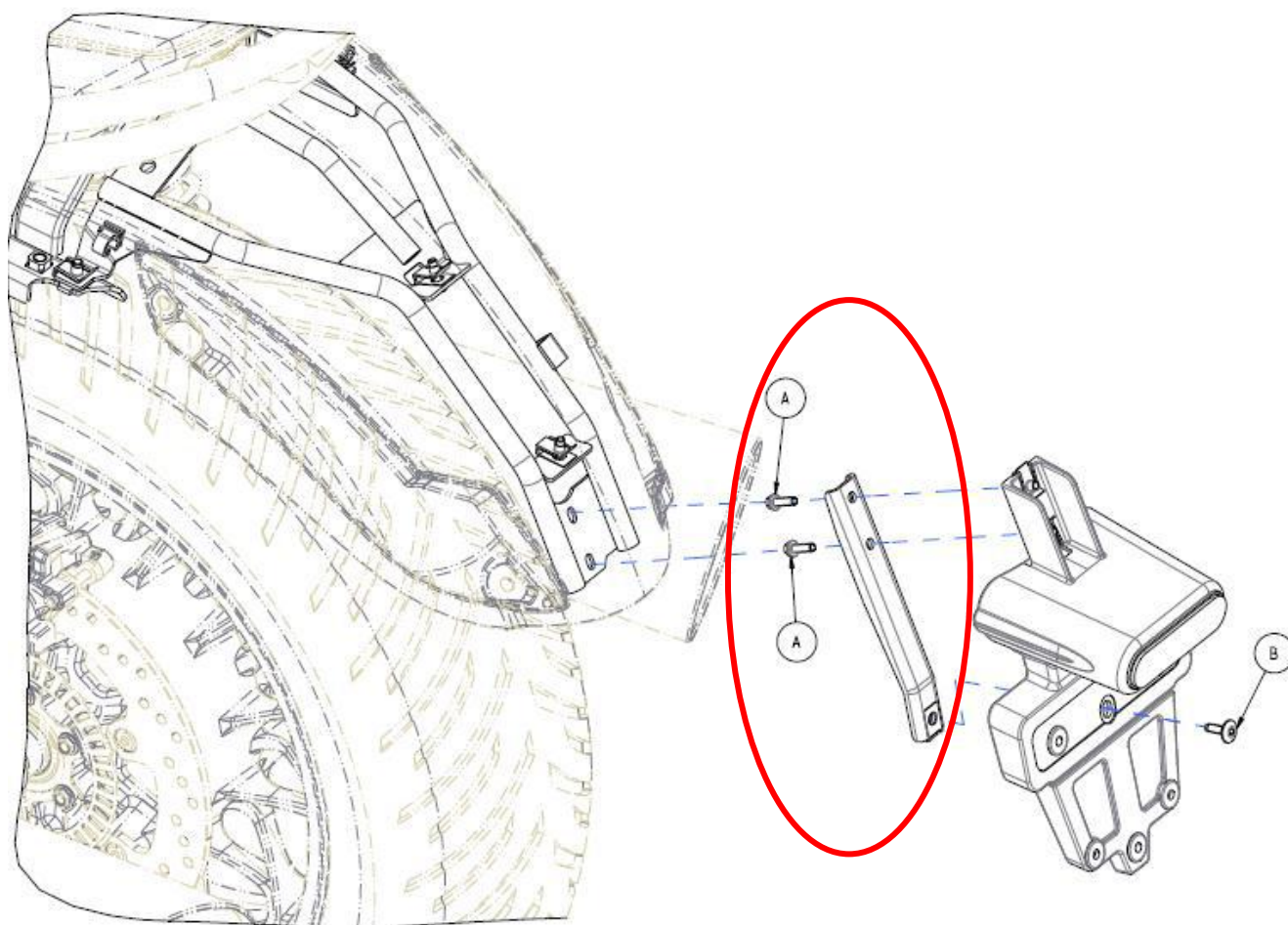


Tightening torque "A": $4 \text{ Nm} \pm 15\%$

Tightening torque "B": $5 \text{ Nm} \pm 15\%$

7. License mount reinforcement plate

If the customer wants to remove the trim surrounds and the pannier mounting brackets to use the motorcycle without accessories, a metal reinforcement plate must be installed to strengthen the licence plate mount. This reinforcement (indicated in the figure) is included in the pannier fastener hardware kit.



Tightening torque "A": 5 Nm \pm 15%

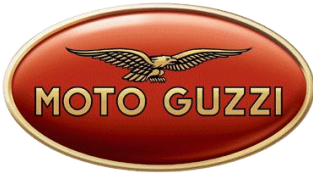
Tightening torque "B": 3 Nm \pm 15%

Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best regards,

Piaggio & C. SpA

Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN 014 - 2012

14-12-2012

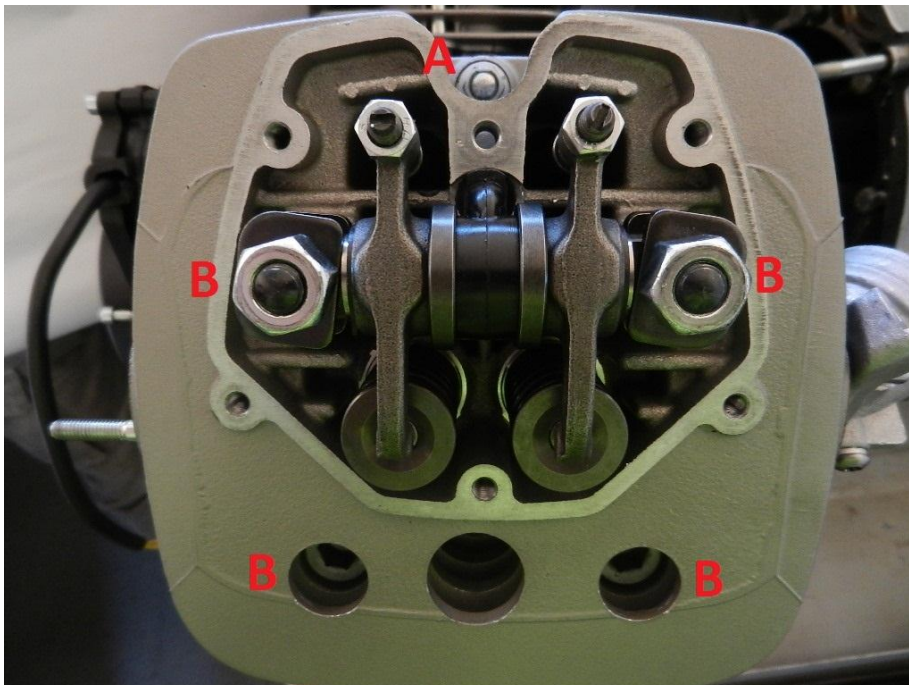
Topic: Checking tightening torque of cylinder head screws

Model: V7 – all versions

Dear Dealer/service centre,

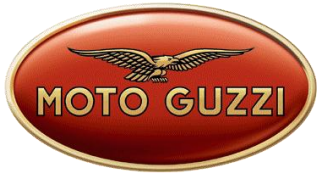
to ensure that the procedures relative to our products are performed correctly, it is fundamental that you follow the instructions given below relative to **checking the tightening torque of cylinder head screws** exactly as indicated.

- As indicated in the User manual in the “Scheduled Maintenance Table”, at the 1000 Km (600 mile) service, check and, if necessary, correct the tightening torque of these screws



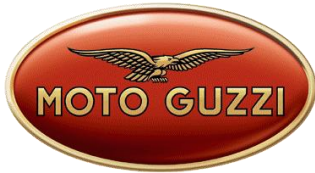
A: 28 Nm (20.63 lbf ft)

B: 42 Nm (30.95 lbf ft)



Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN 002 - 2013

21-02-2013

Topic: CORRIGENDUM for Technical bulletin 012-2012 - Ignition cable

Model: V7 MY12 – all versions

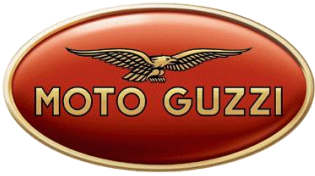
Dear Dealer/service centre,

As far as actions for the correct management of our products are concerned, we deem it essential to follow the indications below relative to **verifying correct passing of the ignition switch cabling**.

Our technical service is at your complete disposal to provide any further information and support that you may require for HD service

- Check with the handlebar turned all the way to the right that the section of key switch cable (indicated by the arrow in the photo) is free and not under tension

NOTE: The key switch cable must be joined to the front left turn indicator cable using a clamp as illustrated in the photo: the clamp joins the 2 cables (block and turn indicator) and should not under any circumstances be fixed to the frame as previously required.



Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN No. 003-2013

26-03-2013

Model: Boxed vehicles

Subject: Handling and storage

Dear Dealer,

The bulletin provides the main guidelines for activities regarding the handling and storage of boxed vehicles. These activities must be carried out with particular care and attention to prevent damage to the vehicles.

This document provides instructions for the following activities:

- 1 – HANDLING BOXES
- 2 – STACKING PACKING BOXES
- 3 – CHECKING BOXES



1. HANDLING BOXES



ONLY MOVE ONE BOX AT A TIME.



YES



NO



NO





2. STACKING PACKING BOXES



ONLY STACK BOXES OF THE SAME SIZE, ORIENTING THE BOXES ON SUBSEQUENT LAYERS IN OPPOSITE DIRECTIONS (FRONT-BACK/BACK-FRONT) TO ENSURE CORRECTLY BALANCED WEIGHT DISTRIBUTION.

 **YES** →



 **NO** →

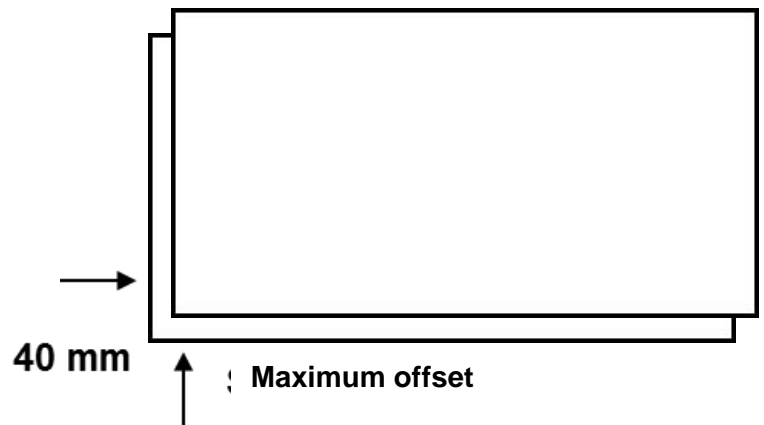




NO



Top view



DO NOT STACK BOXES IN POOR CONDITION;

ONLY STACK CONTAINERS WITH THE SAME STRUCTURAL AND MATERIAL CHARACTERISTICS, AND THE SAME BASE DIMENSIONS;

THE TOTAL HEIGHT OF A STACK MUST NOT COMPROMISE THE STABILITY OF THE STACK ITSELF. DO NOT TRANSPORT STACKS OF MORE THAN TWO BOXES IN HEIGHT;

CHECK THAT THE FLOOR IS PERFECTLY LEVEL, STABLE AND SUITABLE FOR THE LOADS INVOLVED;

DO NOT STACK BOXES ON SURFACES THAT ARE UNSTABLE OR NOT PERFECTLY LEVELLED;



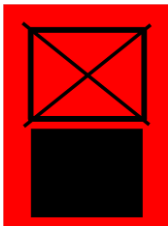
CHECK THAT THE PALLET IS IN GOOD CONDITION BEFORE HANDLING. DO NOT MOVE THE CONTAINER IF THE PALLET IS DAMAGED;

CHECK THAT THE BOX HAS SUSTAINED NO DAMAGE OR BENDING WHICH COULD CAUSE UNEVENNESS IN THE STACK AND COMPROMISE THE STABILITY OF THE STACK ITSELF;

DO NOT STACK BOXES IN POOR CONDITION (MOIST OR WET CARDBOARD, OR VISIBLE SIGNS OF DAMAGE);

TAKE ADEQUATE COMPENSATING MEASURES IF THE BOX SHOWS SIGNS OF MOISTURE OR OTHER DAMAGE WHICH COULD COMPROMISE ITS STRENGTH;

PERIODICALLY INSPECT THE BOXES IN THE WAREHOUSE TO CHECK FOR ANY SIGNS OF DETERIORATION.



**NOTE:
NEVER STACK BOXES IN HIGH HUMIDITY
CONDITIONS.**



3. CHECKING BOXES

Before storing the box in the warehouse, check that it is in good condition, clean and labelled correctly.

If any of the following faults are found, unpack the vehicle according to standard procedure and inspect.



- Broken/missing straps
- Crushed/bent/wet cardboard
- Structural damage
- Broken base
- Detached panels



Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



Model: Various models

Subject: Speedometer indication - instrument panel replacement request

Dear Dealer,

We herewith wish to point out that the acceptability range condition of the instrument panel's speed indicator must be the following:

- vehicle at an actual speed of 60 km/h: the instrument indicator **MUST** indicate a value ranging between **63.6 - 70 km/h**.

Therefore, the warranties activated on the instrument panels, with the attribution of an incorrect speed indication, will be rejected and the attributed costs will be charged if they are found to conform to what is indicated above.

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN No. 008-2013

22-05-2013

Model: California 1400 – Touring

Subject: Fuel reserve indicator

Dear Dealer,

Please be informed that on the first batch produced of the aforementioned model fuel (vehicles produced in 2012), the fuel reserve indicator lamp illuminates with **approximately 8 litres** of fuel remaining in the tank. On vehicles currently in production, however - and as indicated in the vehicle's User and Maintenance manual - the indicator lamp illuminates with **approximately 5 litres of fuel remaining in the tank**, as this is deemed an adequate quantity for the fuel reserve.

Note that the capacity of the tank with the vehicle in an upright position is 20.5 ± 0.5 Litres.

We therefore ask you to inform the customers about this if they have any queries about the indicator lighting up.

NOTE: vehicles produced in 2012, frame number prefix ZGULVA...CM.....

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



Model: California 1400 – All versions

Subject: Tightening the silencer heat shield screws

Dear Dealer,

We wish to inform you that during pre-delivery it is first necessary to check correct tightness of the silencer's heat shield fixing screws after the exhaust pipe has been brought up to service temperature.

This is a consequence of the usual road test and is to ensure that the locking torque is maintained over time.

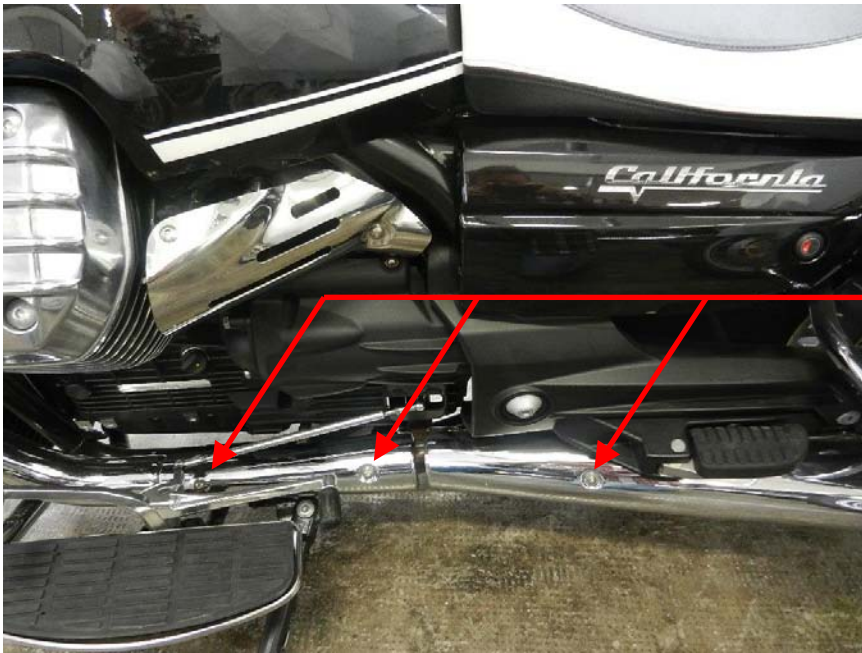
As far as vehicles already delivered are concerned, please do this check on the first possible occasion and **at each servicing**.

Procedure:

Securing screws on the manifold heat guard and silencer, right and left, type TBEI M6 X10 (code 884029), tighten to a torque of: **8 Nm**



3
screws



3
screws

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN No. 012-2013

01-07-2013

Model: California 1400 – Custom

Subject: Rear mudguard screw tightening

Dear Dealer,

With the aim of continuously improving our products would you please tighten the securing screws of the rear mudguard **to torque**.

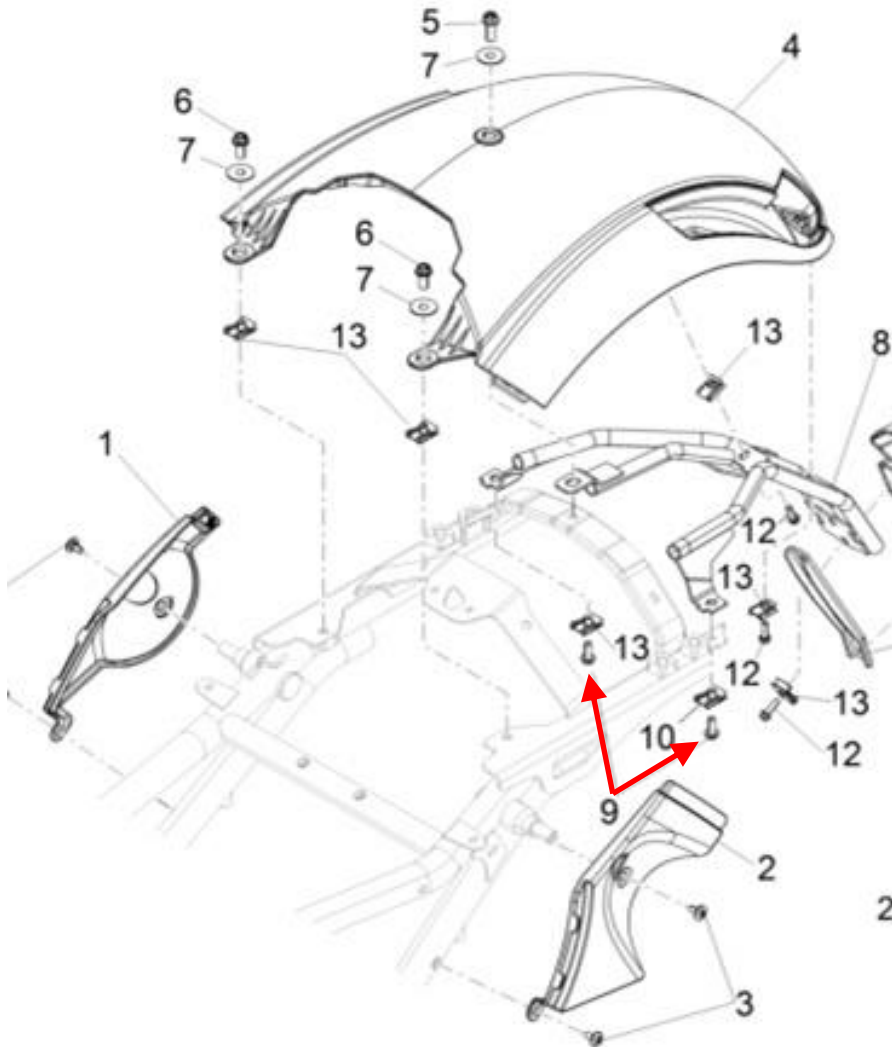
This must be done during predelivery or the first time the vehicle comes into your workshop.

Note:

- the frames involved in this intervention go from ZGULV002_DM111111 to ZGULV002_DM112029 inclusive.

Procedure:

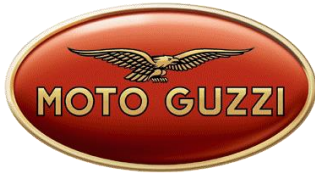
- Remove the two rear inside mudguard securing screws (item 9), type Hex Head M6 x 16 (code AP8152278) and, after putting some **Loctite 243 on their threads, tighten them to the torque of 10 Nm**.



The Technical Help Desk of our Technical Support Service may be contacted whenever necessary should you require any additional information or support.

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



Model: MOTO GUZZI 1200 Sport, Bellagio, Griso, Stelvio, Norge

Subject: rear suspension double connecting rod replacement

Dear Dealer,

we hereby wish to draw your attention to the need to replace the component in subject on a specific list of vehicles, in order to avoid possible failures of the same and thus ensure maintenance of the highest quality level.

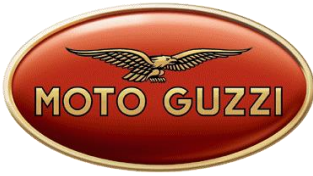
Failure of the components subject to replacement can generate possible problems to the chassis.

What above has been detected, via continuous and severe component quality sampling programs and will be managed through a dedicated section of the PWM or GGP warranty management applications, according to the individual Country.

We therefore ask you to identify the vehicles under your responsibility in order for you to update them prior to sale or to manage them immediately with the Customer, which we have notified directly, when they contact your service points.

Pending this intervention, it is important that the vehicle is not used at speeds exceeding 50 km/h (31 mph), as notified to Customers by letter (see attached Customer letter facsimile).

The list of vehicles involved is available at www.serviceguzzi.com in the warranty/recall campaigns section.



NOTE: We would also like to inform you of the need to verify whether the motorcycles involved in the campaign in question are also involved in other updates, such as the “Stelvio stand and electrical system update” in the detail of Coupon No. 7, in order to optimise intervention time, performing multiple operations with a single recall, and improve the service offered to the customer.

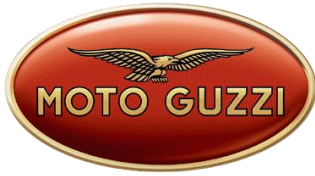
Our Technical Service is in any case at your complete disposal to provide any further information and support that you may require via the Help Desk service ([www.serviceaprilia.com/HelpDesk/HelpDesk Technical Service](http://www.serviceaprilia.com/HelpDesk/HelpDeskTechnicalService)).

INTERVENTION PROCEDURES

The technical update will be managed through the PWM or GGP warranty management system, depending on the individual Country.

GGP

- From the main menu, select the option “**technical update campaign**” and then the option “**entering job campaign**”.
- A window opens in which you have to enter all the data required about the vehicle to be upgraded.
- Clicking on the “?” button, another window will open from which you can select the coupon that will generate an automatic order for the parts required (see Dealer / Importers Notes below) and will reimburse the related labour.



PWM

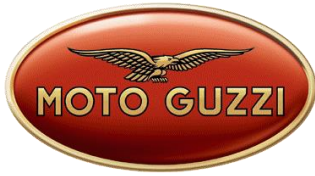
- From the main menu select the option “**campaigns**” and then, from the sub-menu, the option “**Campaign entry**”.
- This will open a window in which you will need to enter the frame number involved in update.
- Selecting “**search**” will open a window with the possible selectable coupons; having selected the one desired, after filling in the “**Km**” field, it will be possible to permanently save the intervention that will generate an automatic order for any parts required (see Dealer / Importer Notes below) and will reimburse the related labour.

Required parts and labour:

rear suspension double connecting rod code GU05560330 x 1

***Dealer note:** the Double Connecting Rod component - GU05560330 will be shipped in an appropriate amount, in respect of vehicles of each Dealer / Importer, the order for subsequent quantities must instead be managed by the Dealer/Importer. We have therefore provided for 2 types of campaign coupon in GGP/PWM, with and without spare parts order; this latter coupon therefore activates sending of components concerning the campaign (only in Countries where envisaged expected), via generation of an order following entry of the coupon in GGP/PWM.*

Minutes of labour required: 30'



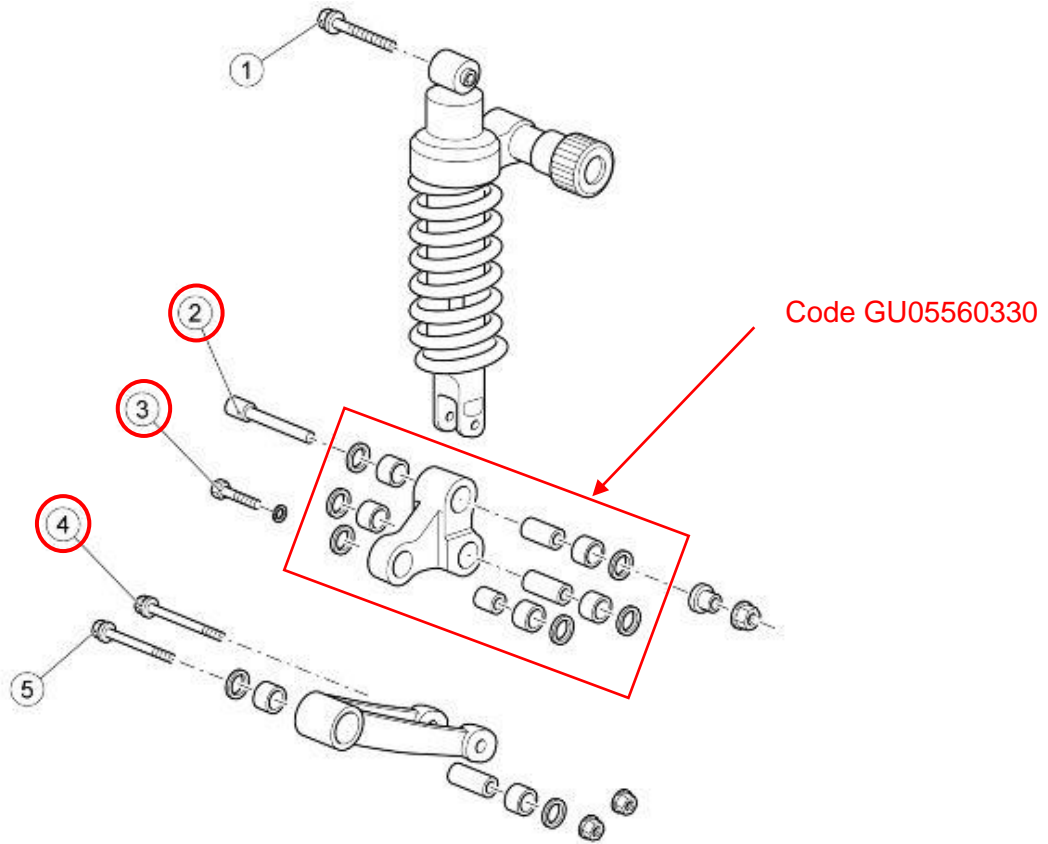
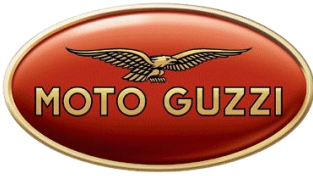
WORKSHOP OPERATING INSTRUCTIONS

As an example we refer to the Stelvio model only, we remind you that the operation is carried out in the same manner and with the same times on all versions involved.

- After putting in the vehicle in safety by securing it in adequate manner, lift it so as to completely take the weight off the rear wheel of the vehicle



- Replace the rear suspension double connecting rod as shown in the workshop manual in the Chapter "Suspension - Shock absorber sect.", an extract of which is provided below.



pos.	Description	Type	Qty	Torque
2	TCEI screws for fixing double connecting rod/swingarm	M10x82	1	50 Nm (36.88 lb ft)
3	TE screw for fixing double connecting rod/shock absorber	M10x47	1	40 Nm (29.50 lb ft)
4	TE flang. screws for fixing single connecting rod/double connecting rod	M10x95	1	50 Nm (36.88 lb ft)

The Technical Help Desk of our Technical Support Service may be contacted whenever necessary should you require any additional information or support.

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



CUSTOMER LETTER FACSIMILE

Mandello, date __/__/2013

Dear

Mr./Mrs.

Street

City

Protocol No.: 0000474 of 15/07/2013

Subject: Moto Guzzi _____ Frame no: Rear suspension double connecting rod replacement

Dear Customer,

the care and quality control of components are an important part of ensuring the reliability of our products. During the periodic verification of our vehicles in order to ensure maintenance of the highest quality levels, we found that the component in question may not fully correspond to Piaggio Group quality standards, generating possible problems to the chassis in the event of wear of the same. If not replaced, the component in question could, over time, jeopardise the stability of the vehicle.

In order to completely rule out this potential risk and considering it essential to always ensure the highest level of safety for all our Customers, we invite you to take an appointment soon with your Dealer to perform the corrective action. Pending this intervention, it is important that the vehicle is not used at speeds exceeding 50 km/h (31 mph).

The intervention is completely free of charge and consists of replacing the rear suspension double connecting rod of your motorcycle. Our authorised service network is already able to carry out the technical update planned for your vehicle (see the serial number mentioned above).

We therefore invite you to contact your dealer or an authorised workshop with the necessary instructions and skills to perform the intervention rapidly and in any case with minimal inconvenience.

If the vehicle is no longer in your possession, please kindly provide us with the name and address of the owner by contacting Customer Service **800 155 655** or filling in the form attached to this letter and sending it by fax to **+39 0587272849**.

Thanks in advance for your co-operation. Best regards,

Orticochea Duoun Juan Felipe
Manager of Spare Parts, Accessories and Aftersales
Technical Support
Gruppo Piaggio & C. S.p.A.



TECHNICAL BULLETIN No. 014-2013

31-07-2013

Model: All models

Subject: Correct positioning of the electrical wiring harness

Dear Dealer,

this technical bulletin emphasises the importance of ensuring that the electrical wiring harness is installed correctly after any work on a customer's vehicle.

After performing any scheduled service and any repair or replacement work, **ALWAYS check that the wiring harness is installed correctly in the area where the procedure was performed**, checking fasteners, connectors and the layout of the wiring harness itself.

To facilitate this operation, please refer to the chapter "Electrical System" > "Installation" in the relative Service Station Manual.

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN 015 - 2013

31-07-2013

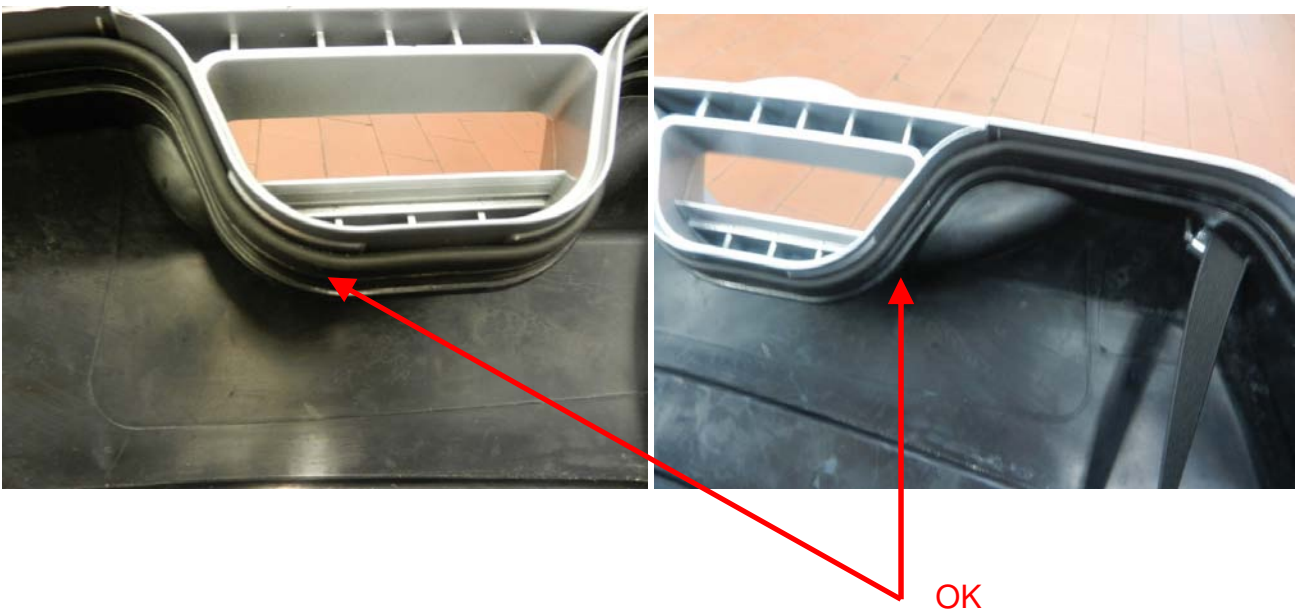
Topic: Water infiltration into side panniers

Model: Norge 1200cc – all versions

Dear Dealer/service centre,

as part of our ongoing activities to improve our products, you are kindly requested to check reported instances of **water infiltration into the side panniers** with the following procedure:

- 1) check that the internal perimeter seals are fitted correctly:





Note: should it be necessary to replace the **seals**, these components are orderable from the spare parts catalogue with part number 883246

- 2) check that the pannier closes correctly: in the case of minor misalignment between the cover and body of the pannier, simply lubricating the hinges, latches and perimeter seal with silicone lubricant spray may be sufficient to allow the parts to close together correctly



Before

After



Note: note that generic warranty claims relative to water infiltration into the side panniers made without performing the aforementioned check and correction procedure will be rejected.

Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Please accept our
Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN 016 - 2013

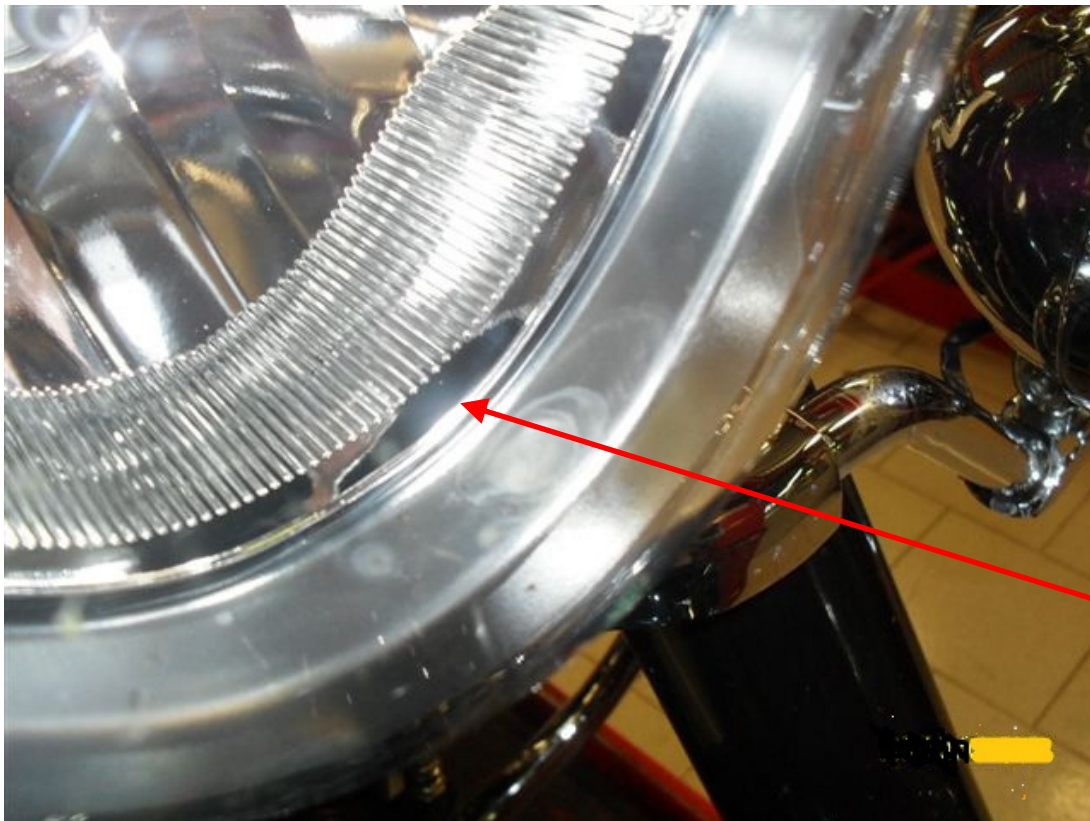
31-07-2013

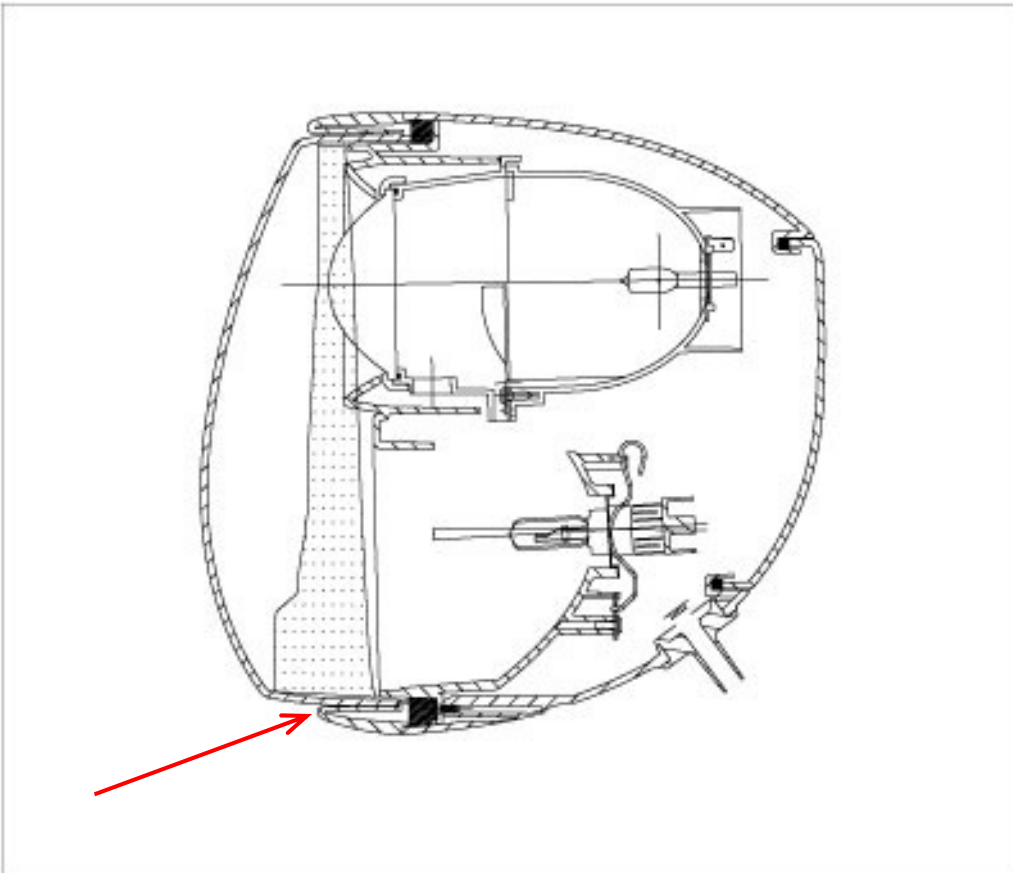
Topic: Water infiltration into headlamp

Model: California 1400 – All versions

Dear Dealer/service centre,

in response to a number of warranty claims for alleged **infiltration of water/dirt into the headlamp**, please note that the construction of the headlamp itself makes water infiltration impossible. Cases such as the example shown in the photo below are in fact attributable to water pooling between the lens and the headlamp housing, and not actually within the headlamp unit. This may be rectified by simply drying with compressed air or absorbent paper.





Note: note that generic warranty claims relative to water infiltration into the headlamp made without performing the aforementioned check will be rejected.

Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Please accept our
Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN 017 - 2013

31-07-2013

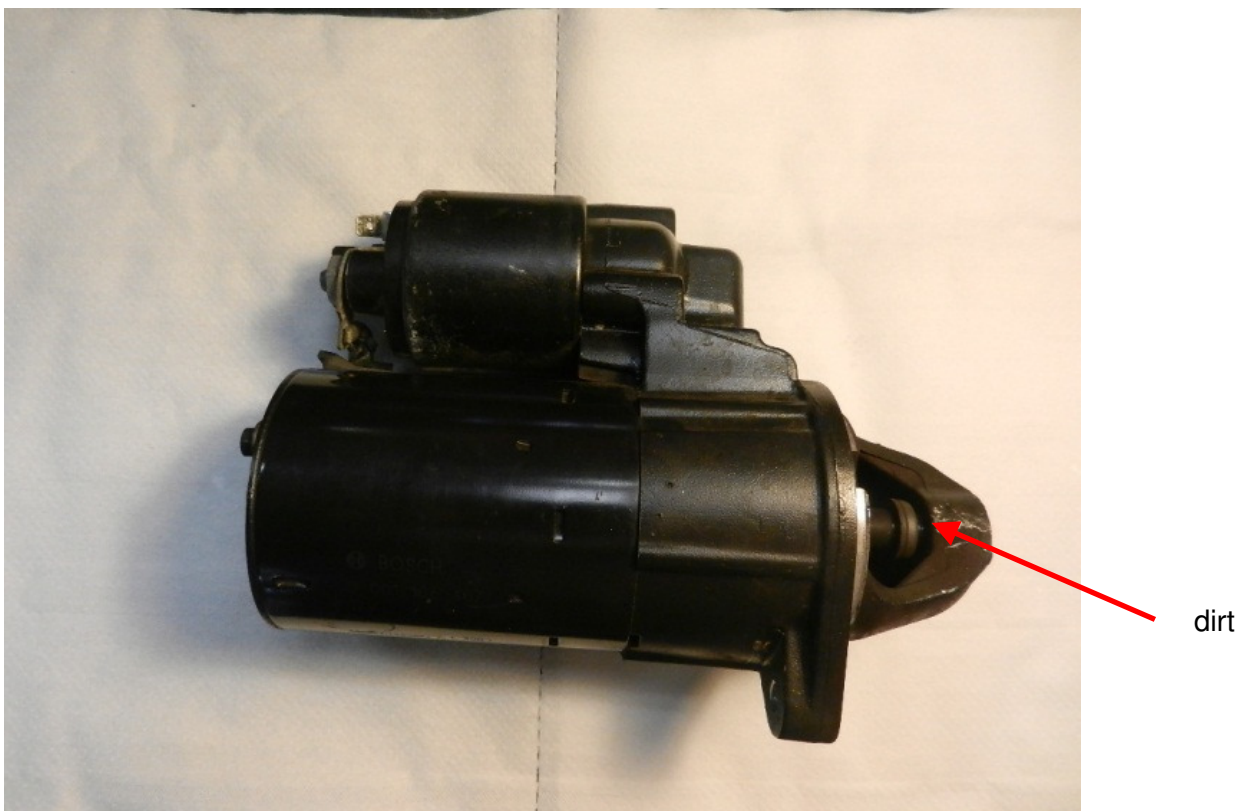
Topic: starter motor functional problems

Model: 1200 Sport, Bellagio, Breva, Griso, Nevada, Stelvio, V7 – all versions

Dear Dealer/service centre,

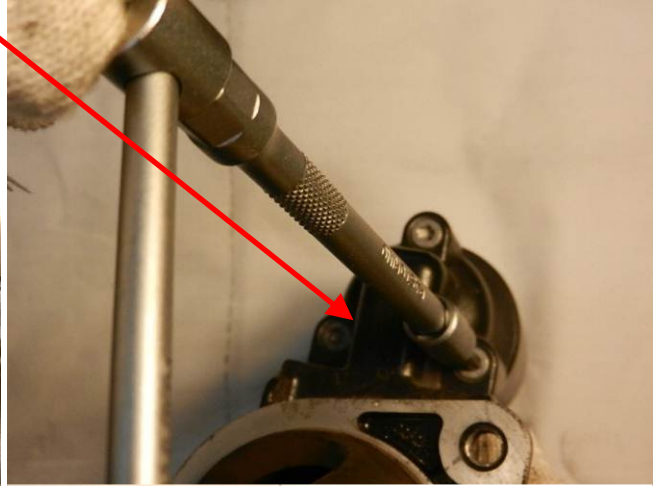
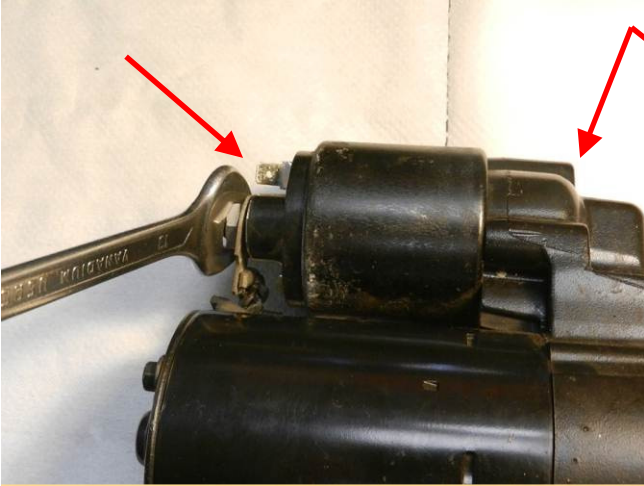
in response to a number of warranty claims relative to **noisy starter motor operation/starter motor functional problems**, please note that it is **not** necessary to replace the starter motor and that the problem may be rectified by performing the cleaning procedure described as follows.

- Starter motor very dirty in flywheel engagement area

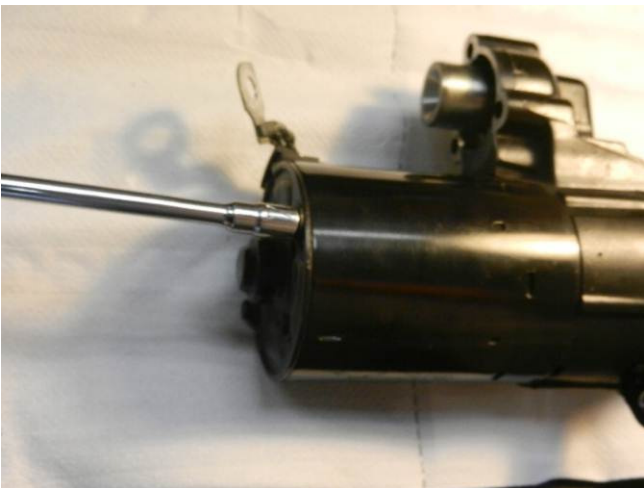




- Undo the nuts fastening the solenoid and remove the solenoid



- Disassemble the starter motor





- Clean the mechanisms with WD40-P140 degreaser for mechanical systems and lubricate with AGIP GREASE MU2





- Clean the armature, solenoid and fork



- Refit the solenoid, fork and rubber block





- Align the holes in the ring



- Refit the motor housing and the solenoid



Note: please note that generic warranty claims for poor starter motor functionality made without checking for dirt and, if necessary, cleaning as described herein will be rejected.



Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Please accept our
Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



Model: Moto Guzzi 1200 8V engines

Subject: Operations on valve bucket tappets

Dear Dealer,

as part of our research aimed at improving the characteristics of use of our products, we have already introduced a new solution from 2012 for the timing system components which led to replacing the bucket tappets with rollers in the 1200 8V engines which are also able to ensure an extended life for the part.

The following models are affected (1200 8V):

- Norge
- Griso
- Stelvio
- 1200 Sport

The new components (rollers) will be replaced **only if operations are carried out on the timing system due to wear of the bucket tappets** which, as well known, generally occurs with excessive noise of the timing system. Therefore we ask you to ensure that the vehicle has actually shown signs of problems with the timing system prior to carrying out replacement operations.

In addition to the vehicles covered under warranty, for which the operation will follow routine procedure, Piaggio has decided to offer the opportunity to all customers (therefore even those who cannot take advantage of the warranty) whose vehicle has developed abnormal wear of the timing system not caused by the customer's use, to replace the bucket tappets with rollers at the cost of the labour alone. In these cases Piaggio will provide the parts required to implement the solution in question free of charge. Therefore, for the vehicles not under warranty, Piaggio will provide a free supply (under warranty) of the required parts (KIT), whereas the labour will be charged to the customer.



The repair operation may be different depending on the vehicle serial number, therefore it is important to follow the instructions in the **operational technical note** below.

Considering the company decision to make this exception and bear costs which it otherwise would not be bound to bear, please note that the operation will be carried out exclusively following careful verification of the vehicle fault. No preventive operations will be accepted regarding vehicles that do not have the problem of wear on the affected parts (bucket tappets). We will monitor the correct implementation of this technical bulletin.

Operational technical note

Transformation kits are being prepared for use depending on the type of cylinder head installed on the vehicle in question. In this initial phase only Kit A will be available for repair of vehicles (Griso-Stelvio-Norge) fitted with floating type cylinder head covers. These can be recognised by the presence of the circlip in the spark plug hole area (see Kit A Operating Procedure).

Model	Production year				
	2008	2009	2010	2011	2012
Norge				KIT A	
Stelvio	KIT C	KIT B		KIT A	
Griso		KIT C		KIT A	
1200 Sport			KIT C		

The operating method must be carried out as indicated below:

Vehicles under warranty

1. Certification (by the Workshop) of the fault relative to wear of the bucket tappets (noise, visual check and photographic documentation of the wear).
2. Verification (by the Workshop) of the type of cylinder head installed, needed to identify the correct kit to be used (see **Kit A** Operating Procedure).
3. Entry of a **warranty claim for KIT A, part No. 1A002060, and for the specific labour code MCG039**, with the declaration "spare part not available" (*in countries where*



applicable only), with attached mandatory photographs providing evidence of bucket tappet wear (showing type of tappet cover) and, if not already in the system, copies of service coupons for all services performed to date (maximum size of .zip file 3MB).

4. Warranty claim suspended for evaluation by Authority.
5. Acceptance/Rejection of the warranty.
6. If claim is accepted, shipment of requested kit (*in countries where applicable only*).
7. Carrying out of the operation.

Vehicles not under warranty

1. Certification (by the Workshop) of the fault relative to wear of the bucket tappets (noise, visual check and photographic documentation of the wear).
2. Verification (by the Workshop) of the type of cylinder head installed to identify the correct kit to be used (see **Kit A** Operating Procedure).
3. Insertion of a Help Desk ticket (Sub-Type “**Operations on valve bucket tappets**”), to request release of the frame required for the next warranty request.
4. Entry of a **warranty claim for KIT A, part No. 1A002060, and for the specific labour code MCG040** (for a sum of **€0**), with the declaration “spare part not available” (*in countries where applicable only*), with attached mandatory photographs providing evidence of bucket tappet wear (showing type of tappet cover) and, if not already in the system, copies of service coupons for all services performed to date (maximum size of .zip file 3MB). Additionally, the sub-type “**Operations on bucket tappets**” indicated **in point 3** must also be specified in the HD ticket.
5. Warranty claim suspended for evaluation by Authority.
6. Acceptance/Rejection of the warranty
7. If claim is accepted, shipment of requested kit (*in countries where applicable only*).
8. Carrying out of the operation.

Please remember that **reimbursement for labour and material used is provided only for vehicles covered under warranty; for vehicles not under warranty Moto Guzzi will provide for coverage only of the parts cost, whereas the required labour will be charged to the Customer.**



NOTE: Proceed with the repair work **ONLY** after positively identifying and documenting the fault and after receiving authorisation from Piaggio. No preventive operations will be accepted regarding vehicles that do not have the problem of wear on the affected parts (bucket tappets).

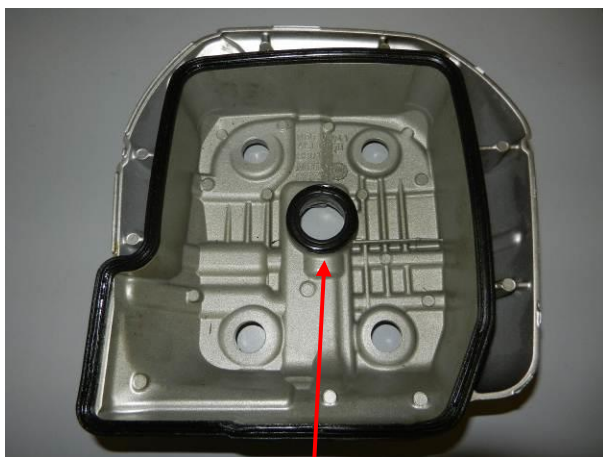
The fault with the parts being replaced should not be considered to be connected to the safety of the vehicle.

OPERATING PROCEDURE

Subject: matching the kit to the engine in question

KIT A: P/N 1A002060

To verify whether the vehicle can be modified with **kit A** remove the timing cover and check whether it is the floating type, which can be recognised by the presence of the circlip in the spark plug hole area:



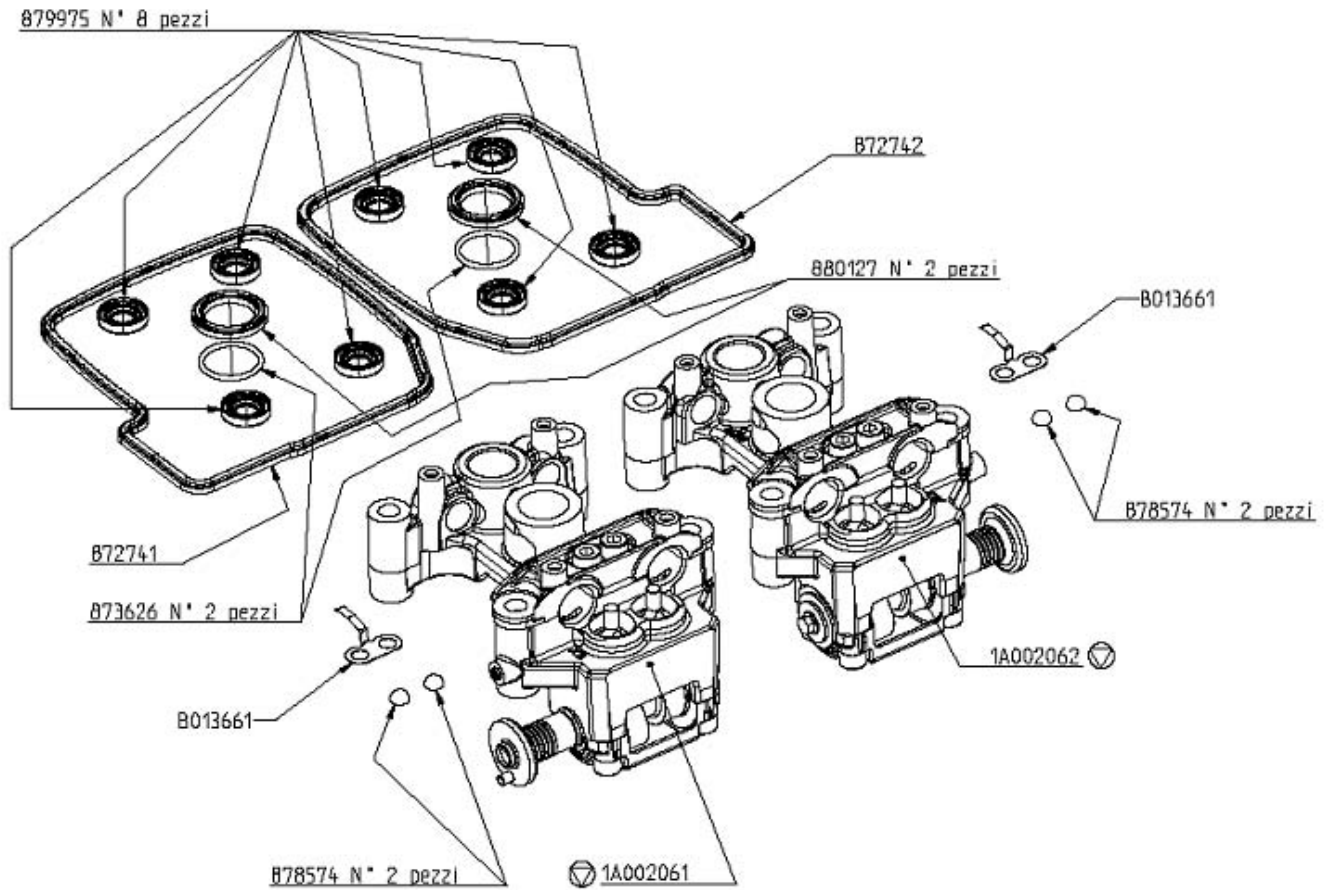
OK



NO



The **KIT A P/N 1A002060** is comprised of the following parts:

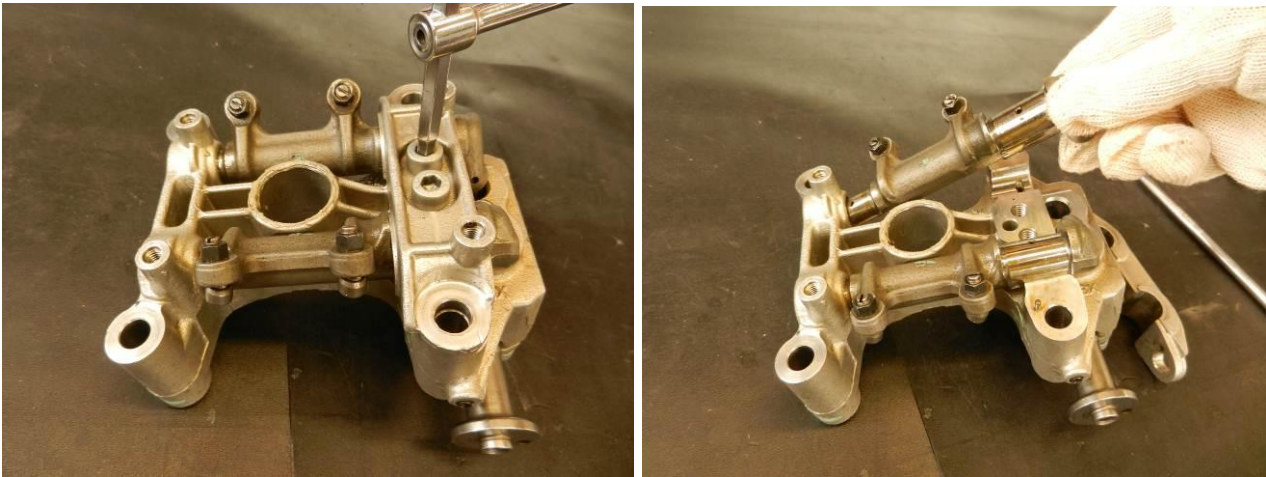




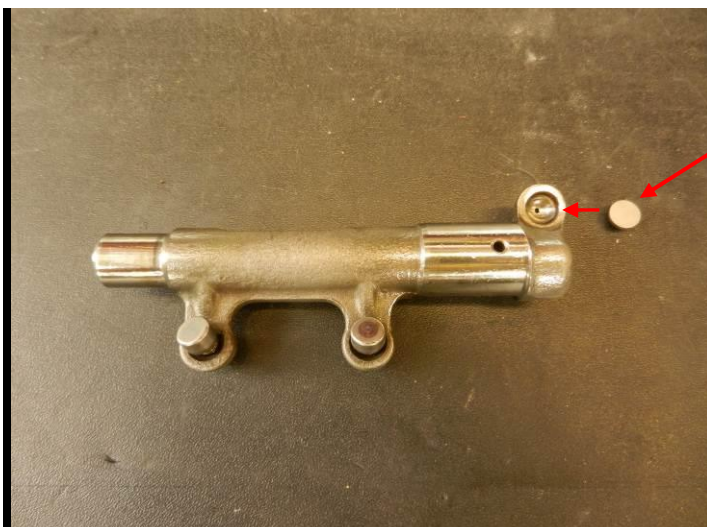
WORKSHOP OPERATING INSTRUCTIONS

As per Workshop Manual procedure, access the timing system by removing the cylinder head cover, paying attention to the internal gaskets; remove the timing gear from the camshaft and then remove the timing system cam tower.

Remove the rockers mount and delicately slide them from their seat.



Place the pads P/N 878524 in the relative seats with the aid of a layer of grease so that they hold the position.

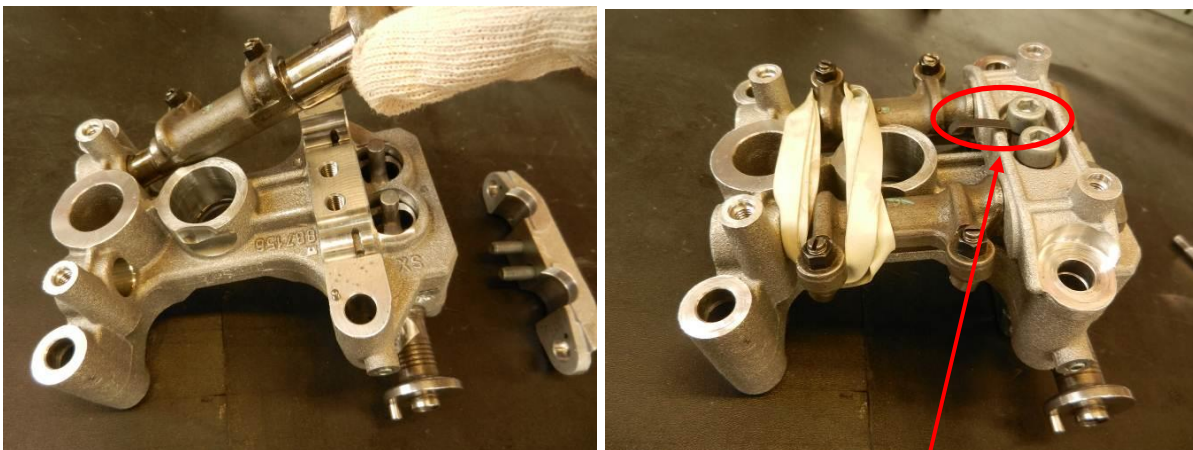


P/N 878524



Fit the old rockers in the **new** cam tower, fasten the rocker retainer cap, installing the **new** ground plate **part No. B013661** between the retainer cap and the fastener screws (tightening torque 18 Nm);

Note: in order to ensure that the rockers stay in their seat, bind the rockers temporarily with an elastic band



P/N B013661

Insert the cam tower on the cylinder head and proceed restoring the head as per the Workshop Manual.

IMPORTANT NOTE: Once the procedure is complete, reset the self-adaptive parameters with the P.A.D.S. diagnostics tool to ensure that the new engine configuration is recognised correctly.

The Technical Help Desk of our Technical Support Service may be contacted whenever necessary should you require any additional information or support.

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



Model: Moto Guzzi 1200 8V engines

Subject: Operations on valve bucket tappets

Dear Dealer,

as part of our research aimed at improving the characteristics of use of our products, we have already introduced a new solution from 2012 for the timing system components which led to replacing the bucket tappets with rollers in the 1200 8V engines which are also able to ensure an extended life for the part.

The following models are affected (1200 8V):

- Griso
- Stelvio

The new components (rollers) will be replaced **only if operations are carried out on the timing system due to wear of the bucket tappets** which, as well known, generally occurs with excessive noise of the timing system. Therefore we ask you to ensure that the vehicle has actually shown signs of problems with the timing system prior to carrying out replacement operations.

In addition to the vehicles covered under warranty, for which the operation will follow routine procedure, Piaggio has decided to offer the opportunity to all customers (therefore even those who cannot take advantage of the warranty) whose vehicle has developed abnormal wear of the timing system not caused by the customer's use, to replace the bucket tappets with rollers at the cost of the labour alone. In these cases Piaggio will provide the parts required to implement the solution in question free of charge. Therefore, for the vehicles not under warranty, Piaggio will provide a free supply (under warranty) of the required parts (KIT), whereas the labour will be charged to the customer.



The repair operation may be different depending on the vehicle serial number, therefore it is important to follow the instructions in the **operational technical note** below.

Considering the company decision to make this exception and bear costs which it otherwise would not be bound to bear, please note that the operation will be carried out exclusively following careful verification of the vehicle fault. No preventive operations will be accepted regarding vehicles that do not have the problem of wear on the affected parts (bucket tappets). We will monitor the correct implementation of this technical bulletin.

Operational technical note

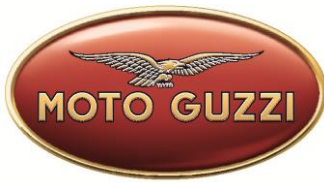
Subsequent to the issue of the aforementioned note relative to the installation of KIT, the two conversion kits KIT B and KIT C were created. These kits are for use in relation to the type of head installed on the vehicle, and the following table may be used to indicatively determine head type from the production date of the vehicle.

Model	Production year				
	2008	2009	2010	2011	2012
Norge				KIT A	
Stelvio	KIT C	KIT B		KIT A	
Griso		KIT C		KIT A	

The operating method must be carried out as indicated below:

Vehicles under warranty

1. Certification (by the Workshop) of the fault relative to wear of the bucket tappets (noise, visual check and photographic documentation of the wear).
2. Verification by Workshop of the type of cylinder head installed. This is necessary in order to determine the correct Kit to be used (see Operating Procedure).



3. Entry of a **warranty claim for:**

KIT B (part No. 1A002063) and specific labour code MCG041

KIT C (part No. 1A002082) and specific labour code MCG041

specifying “spare part unavailable”, (*only in countries where envisaged*), with attached mandatory photographic documentation as proof of bucket tappet wear (illustrating type of tappet cover and head) and, if not already entered in the system, copies of service coupons for services performed (files must be in .zip format and must not exceed 3MB).

4. Warranty claim suspended pending verification by Authority.

5. Acceptance/Rejection of the warranty.

6. If claim is approved, shipment of requested Kit (*only in countries where envisaged*).

7. Carrying out of the operation.

Vehicles not under warranty

1. Certification (by the Workshop) of the fault relative to wear of the bucket tappets (noise, visual check and photographic documentation of the wear).

2. Verification by Workshop of type of cylinder head installed, to determine the correct kit to be used (see Operating Procedure).

3. Insertion of a Help Desk ticket (Sub-Type “**Operations on valve bucket tappets**”), to request release of the frame required for the next warranty request.

4. Entry of a **warranty claim for:**

KIT B (part No. 1A002063) and specific labour code MCG040 (value £0 GBP)

KIT C (part No. 1A002082) and specific labour code MCG040 (value £0 GBP)

specifying “spare part unavailable”, (*only in countries where envisaged*), with attached mandatory photographic documentation as proof of bucket tappet wear (illustrating type of tappet cover and head) and, if not already entered in the system, copies of service coupons for services performed (files must be in .zip format and must not exceed 3MB). The HD ticket number (ticket sub-type “**Procedures on bucket tappets**”, **as indicated in step 3**) must also be specified in the notes.



5. Warranty claim suspended pending verification by Authority.
6. Acceptance/Rejection of the warranty
7. If claim is approved, shipment of requested Kit (*only in countries where envisaged*).
8. Carrying out of the operation.

Please remember that **reimbursement for labour and material used is provided only for vehicles covered under warranty; for vehicles not under warranty Moto Guzzi will provide for coverage only of the parts cost, whereas the required labour will be charged to the Customer.**

NOTE: Perform the procedure ONLY after verification of the vehicle fault (and after receiving authorisation from Piaggio). No preventive operations will be accepted regarding vehicles that do not have the problem of wear on the affected parts (bucket tappets).

The fault with the parts being replaced should not be considered to be connected to the safety of the vehicle.



OPERATING PROCEDURE

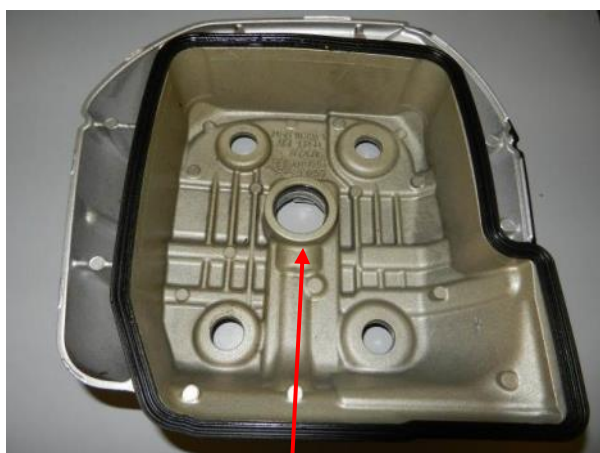
Subject: matching the kit to the engine in question

Model: Stelvio - Griso

KIT B: P/N 1A002063

KIT C: P/N 1A002082

To determine if the vehicle may be modified with **kit B or C**, remove the timing cover and check that it is a **NON-floating** type cover, which is identifiable by the absence of a circlip in the spark plug hole area:



OK



NO



Then check the following:



If the marking is present, use **KIT B**



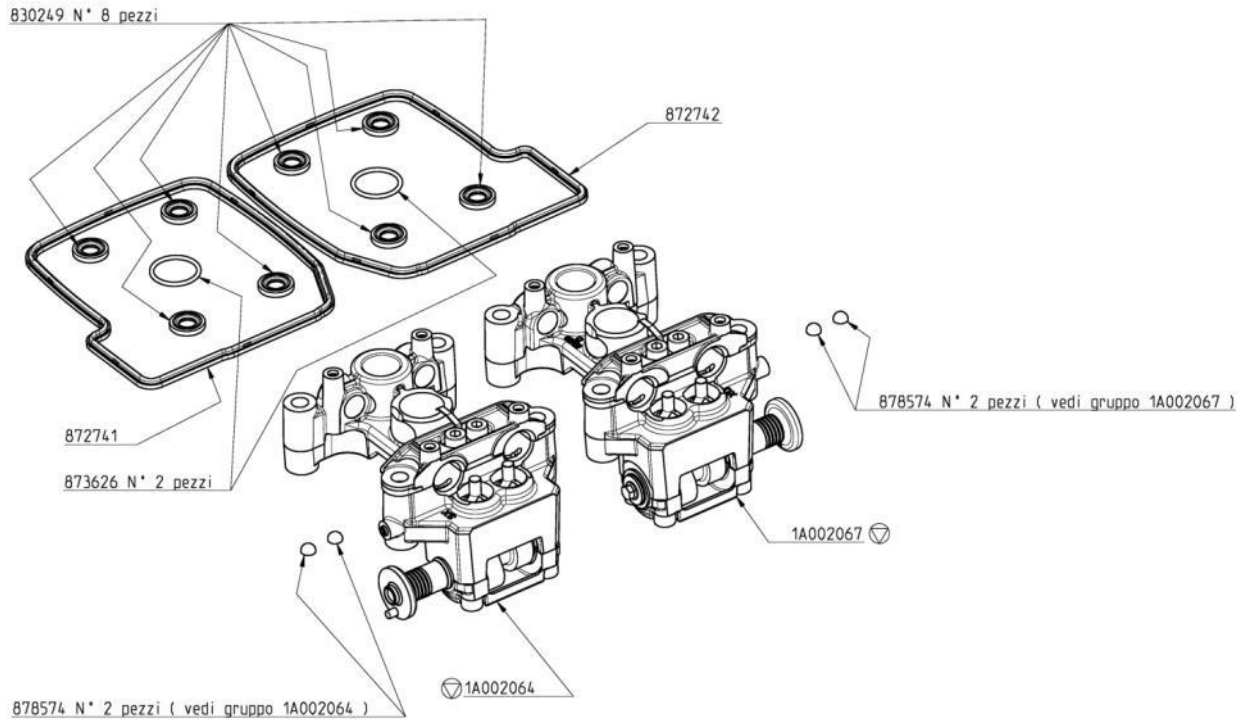


If there is no marking, use **KIT C**



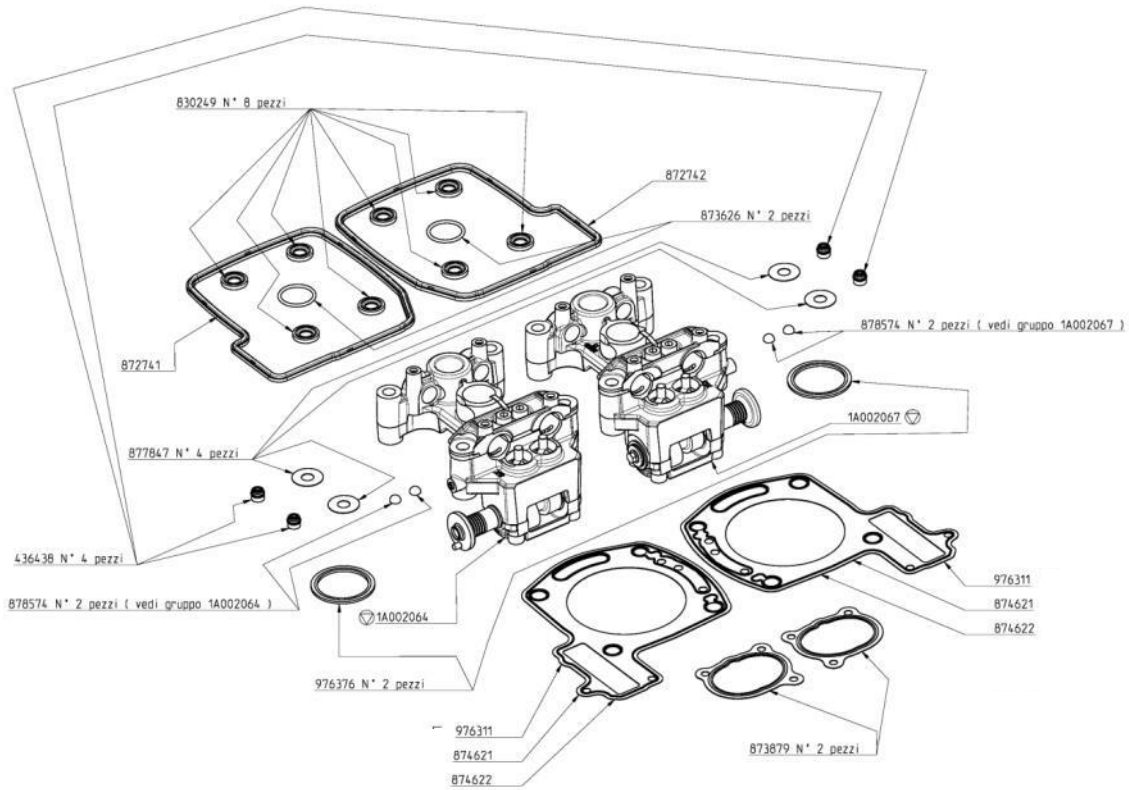


KIT B, P/N 1A002063, consists of the following components:





KIT C, P/N 1A002082, consists of the following components:

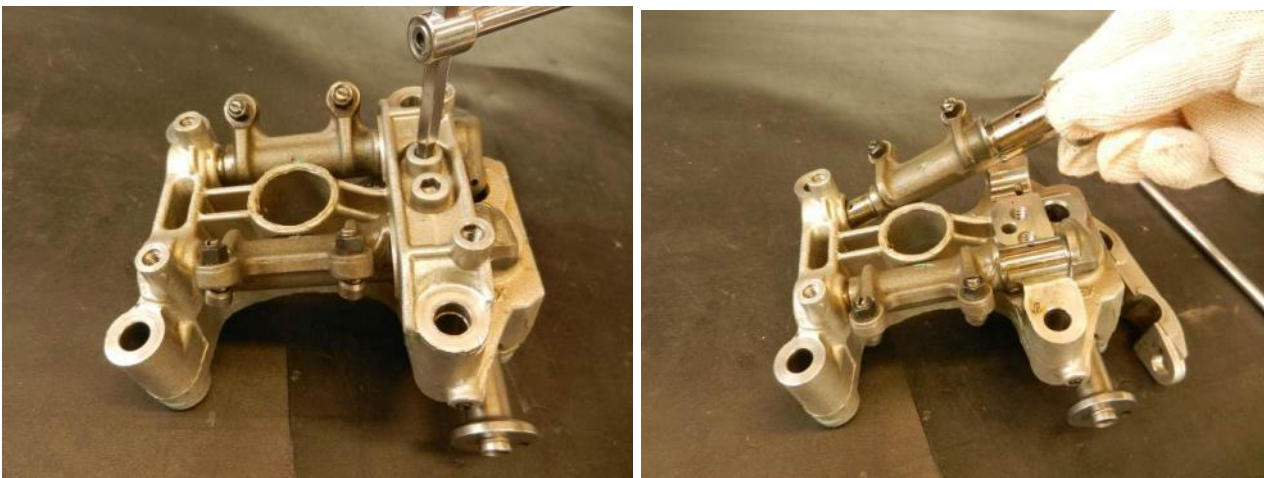




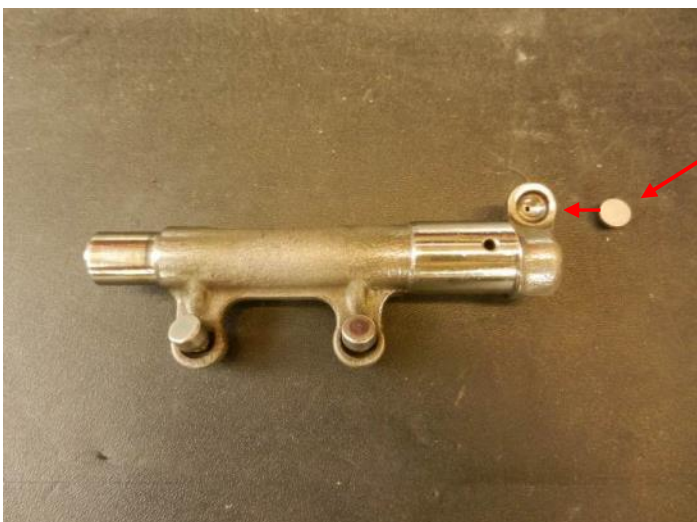
WORKSHOP OPERATING INSTRUCTIONS

As per Workshop Manual procedure, access the timing system by removing the cylinder head cover, paying attention to the internal gaskets; remove the timing gear from the camshaft and then remove the timing system cam tower.

Remove the rockers mount and delicately slide them from their seat.



Place the pads P/N 878524 in the relative seats with the aid of a layer of grease so that they hold the position.



P/N 878524



Fit the old rockers in the **new** cam tower. Fasten the rocker retainer, remembering to fit the **new** ground plate **P/N B013661** included in the kit between the cam tower and the fastener screws (tightening torque 18 Nm), discarding the old ground plate.

Note: in order to ensure that the rockers stay in their seat, bind the rockers temporarily with an elastic band



P/N B013661

Insert the cam tower on the cylinder head and proceed restoring the head as per the Workshop Manual.

Note: When using Kit C, install a shim P/N 877847 under the intake valve springs to increase the preload of the springs themselves.

Refer to the instructions given in the workshop manual for removing the valve springs, and also replace the valve stem oil seals P/N 436438.

Replace the head gasket with a new gasket, selecting the most appropriate part from the three included in the kit.

Replace the intake manifold gaskets P/N 976376 and the exhaust manifold gaskets P/N 873879



Update the ECU map referring to the following table:

VEHICLE	MAP INSTALLED WITH KIT	MODEL ON PADS WHERE MAP IS LOCATED
Stelvio My 08	STA42Z	STELVIO [08>>09]
Stelvio My 10	/	/
Stelvio My 10 ABS	/	/
Stelvio My 11 ABS	/	/
Griso My 08	2230G803	GRISO 1200 [07>>09]
Griso My 10	/	/

IMPORTANT NOTE: Perform the following after completing the update procedure:

- **reset the self-adaptive parameters using the P.A.D.S. diagnostic tool, so that the new engine configuration is recognised**
- **reset the throttle valve zero position using the P.A.D.S. diagnostic tool**
- **check throttle body balancing**

The Technical Help Desk of our Technical Support Service may be contacted whenever necessary should you require any additional information or support.

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU

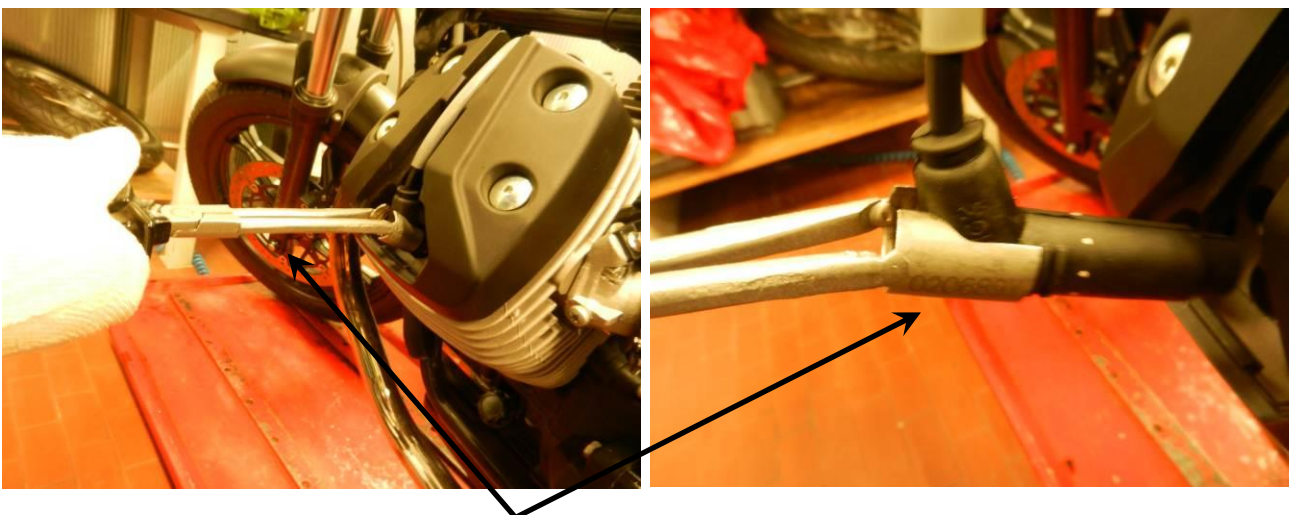
Model: V7 / Nevada – All versions

Subject: Spark plug caps – Spark plugs

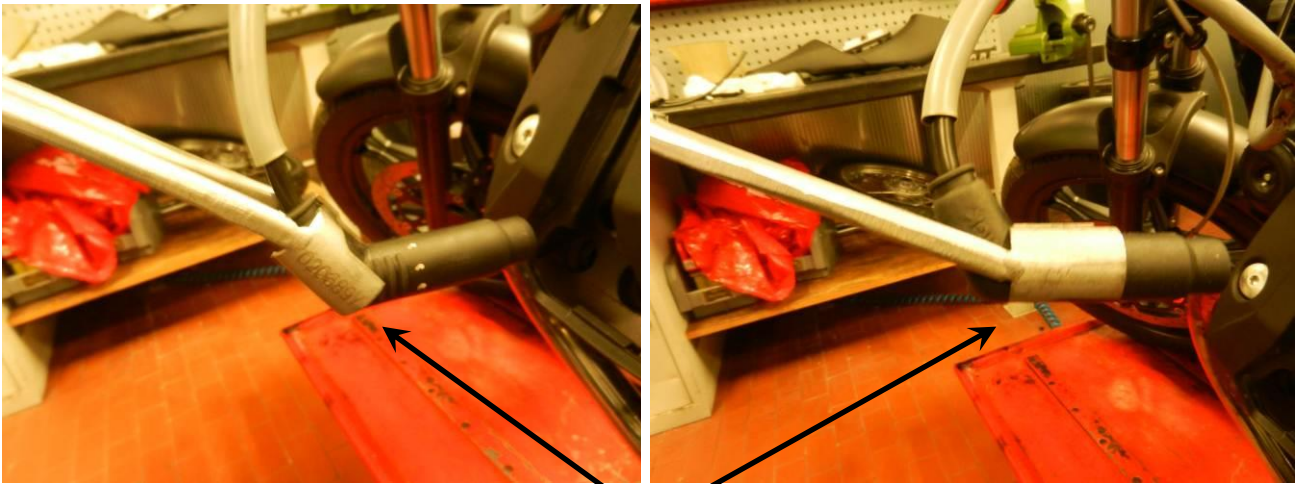
Dear Dealer,

when diagnosing certain cases of irregular engine operation, and at idle speed in particular, to prevent the risk of damage to the exhaust silencers, please proceed as follows:

- 1) Check that the spark plugs fitted are NGK CPR8EB-9 units. Other spark plugs may not have a sufficient lifespan to ensure correct operation between regular service intervals or may compromise vehicle performance.
- 2) When removing the spark plug caps, do not pull forcefully and avoid bending or twisting movements which could damage or deform the caps themselves.
- 3) Use the pliers with Part No. 020689Y (special tool kit for 8V engines), referring to the following examples to ensure that the tool is used correctly.



OK



NO !!!

Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



TECHNICAL BULLETIN No. 004-2014

20-05-2014

Model: California 1400, all versions

Subject: New ECU map

Dear Dealer,

please note that as a result of our ongoing research and development to improve the performance of our models, an **ECU map update** is now available for the aforementioned model via the P.A.D.S. diagnostic tool.

This software update **improves idle speed management.**

You are therefore kindly requested to update the ECU software with the following map before sale of the vehicle, at the first scheduled service or at the first convenient opportunity when the vehicle is brought to your workshop for any other reason:

MODEL	MAPPING
CALIFORNIA 1400 All versions	1050CA07



Select the following configuration on the P.A.D.S. diagnostic tool:



NOTE: after reprogramming the ECU, perform the “HANDLE SELF-LEARNING” procedure and check that the status "COMPLETED" is indicated for the parameter "THROTTLE VALVE SELF-ACQUISITION". If not, perform the procedure again with the diagnostic tool.

Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,

Piaggio & C. S.p.A.

Spare Parts, Accessories and Aftersales Technical Service BU



Model: Moto Guzzi 1200 Sport 8V

Subject: Operations on valve bucket tappets

Dear Dealer,

as part of our research aimed at improving the characteristics of use of our products, we have already introduced a new solution from 2012 for the timing system components which led to replacing the bucket tappets with rollers in the 1200 8V engines which are also able to ensure an extended life for the part.

The following model is involved:

- **1200 Sport 8V**

The new components (rollers) will be replaced **only if operations are carried out on the timing system due to wear of the bucket tappets** which, as well known, generally occurs with excessive noise of the timing system. Therefore we ask you to ensure that the vehicle has actually shown signs of problems with the timing system prior to carrying out replacement operations.

In addition to the vehicles covered under warranty, for which the operation will follow routine procedure, Piaggio has decided to offer the opportunity to all customers (therefore even those who cannot take advantage of the warranty) whose vehicle has developed abnormal wear of the timing system not caused by the customer's use, to replace the bucket tappets with rollers at the cost of the labour alone. In these cases Piaggio will provide the parts required to implement the solution in question free of charge. Therefore, for the vehicles not under warranty, Piaggio will provide a free supply (under warranty) of the required parts (KIT), whereas the labour will be charged to the customer.



The repair operation may be different depending on the vehicle serial number, therefore it is important to follow the instructions in the **operational technical note** below.

In light of the aforementioned decision by Piaggio, please note that this procedure may only be performed after effective verification of the fault.

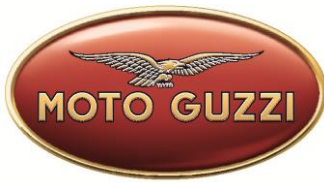
No preventive operations will be accepted regarding vehicles that do not have the problem of wear on the affected parts (bucket tappets). We will monitor the correct implementation of this technical bulletin.

Operational technical note

Subsequent to the issue of the previous bulletins regarding the installation of KIT A (Technical Bulletin dated 2013) and KITs B-C (Technical Bulletin dated 2014), the **KIT D** has also been created, which, alongside with **KIT C**, may be used to transform 1200 Sport 8V versions in relation to the type of head installed on the specific vehicle.

The following table indicatively correlates head types with vehicle production date.

Model	Production year				
	2008	2009	2010	2011	2012
Norge				KIT A	
Stelvio	KIT C	KIT B		KIT A	
Griso		KIT C		KIT B	KIT A
1200 Sport		KIT C		KIT D	



The operating method must be carried out as indicated below:

Vehicles under warranty

1. Certification (by the Workshop) of the fault relative to wear of the bucket tappets (noise, visual check and photographic documentation of the wear).
2. Verification (by Workshop) of type of cylinder head installed, in order to identify the correct kit to be used (see Operating Procedure).

3. Entry of a **warranty claim for:**

KIT C (Part No. 1A002082) and specific labour code MCG042

KIT C (Part No. 1A002778) and specific labour code MCG042

with the declaration “spare part not available” (*in countries where applicable only*), with attached mandatory photographs providing evidence of bucket tappet wear (showing type of tappet cover) and, if not already in the system, copies of service coupons for all services performed to date (maximum size of .zip file 3MB.)

4. Warranty claim suspended for evaluation by Authority.
5. Acceptance/Rejection of the warranty.
6. If claim is accepted, shipment of requested kit (*in countries where applicable only*).
7. Carrying out of the operation.

Vehicles not under warranty

1. Certification (by the Workshop) of the fault relative to wear of the bucket tappets (noise, visual check and photographic documentation of the wear).
2. Verification (by Workshop) of type of cylinder head installed, in order to identify the correct kit to be used (see Operating Procedure).
3. Insertion of a Help Desk ticket (Sub-Type “**Operations on valve bucket tappets**”), to request release of the frame required for the next warranty request.



4. Entry of a **warranty claim for:**

KIT C (Part No. 1A002082) and specific labour code MCG0400 (value 0 €)

KIT C (Part No. 1A002778) and specific labour code MCG040 (value 0 €)

with the declaration “spare part not available” (*in countries where applicable only*), with attached mandatory photographs providing evidence of bucket tappet wear (showing type of tappet cover) and, if not already in the system, copies of service coupons for all services performed to date (maximum size of .zip file 3MB. Additionally, the sub-type **“Operations on bucket tappets”** indicated in point 3 must also be specified in the HD ticket.

5. Warranty claim suspended for evaluation by Authority.
6. Acceptance/Rejection of the warranty
7. If claim is accepted, shipment of requested kit (*in countries where applicable only*).
8. Carrying out of the operation.

Please remember that **reimbursement for labour and material used is provided only for vehicles covered under warranty; for vehicles not under warranty Moto Guzzi will provide for coverage only of the parts cost, whereas the required labour will be charged to the Customer.**

NOTE: Proceed with the repair work ONLY after positively identifying and documenting the fault and after receiving authorisation from Piaggio. No preventive operations will be accepted regarding vehicles that do not have the problem of wear on the affected parts (bucket tappets).

The fault with the parts being replaced should not be considered to be connected to the safety of the vehicle.



Subject: matching the kit to the engine in question

Model: 1200 Sport 8V

KIT C: P/N 1A002082

KIT D: P/N 1A002778

To determine if the vehicle may be modified with **kit C or D**, remove the timing cover and check the type of cover:

- if the engine is fitted with a **NON FLOATING** cover (recognisable by the fact that there is no circlip installed in the spark plug orifice area), use KIT C
- if the engine is fitted with a **FLOATING** cover (recognisable by the circlip installed in the spark plug orifice area), use KIT D



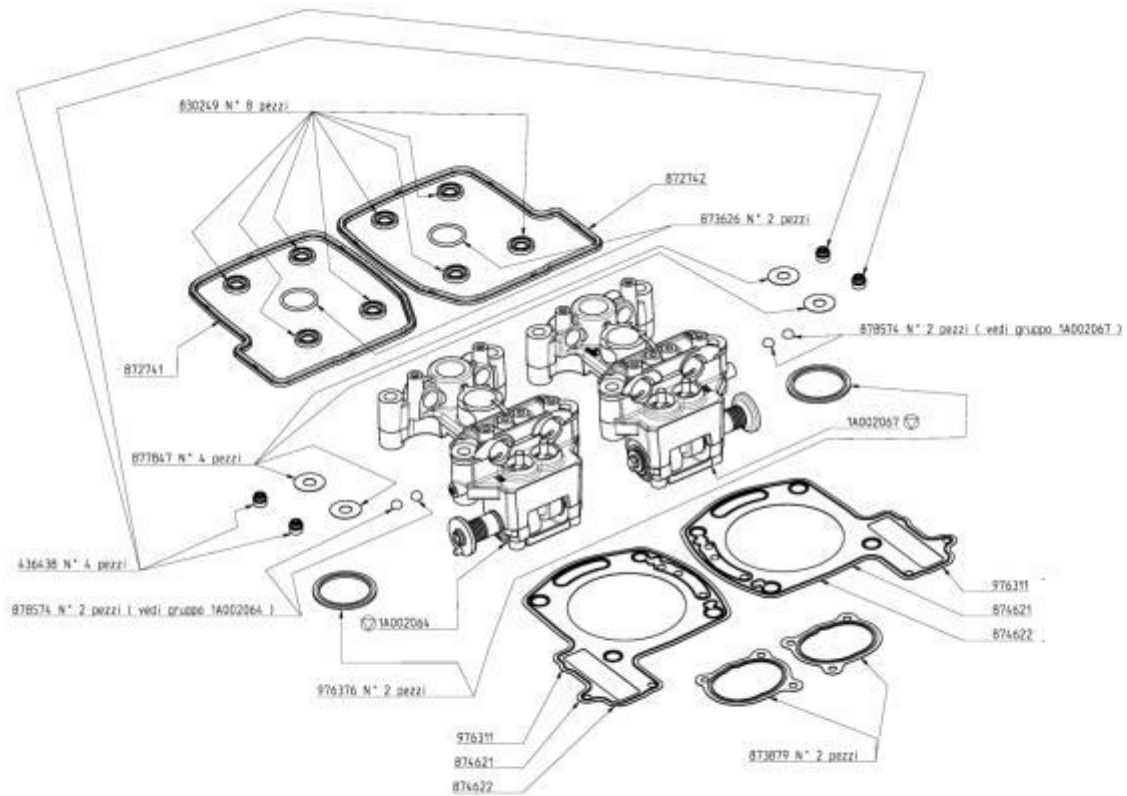
Non floating → **KIT C**



Floating → **KIT D**

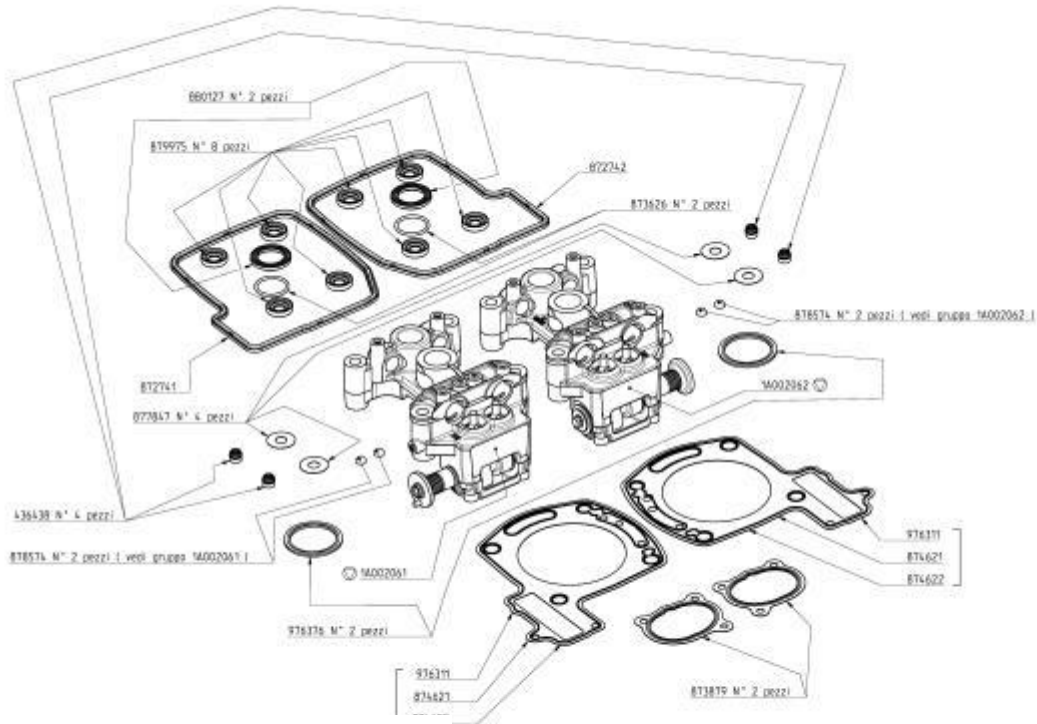


KIT C P/N 1A002082 consists of the following components:





KIT D P/N 1A002778 consists of the following components:

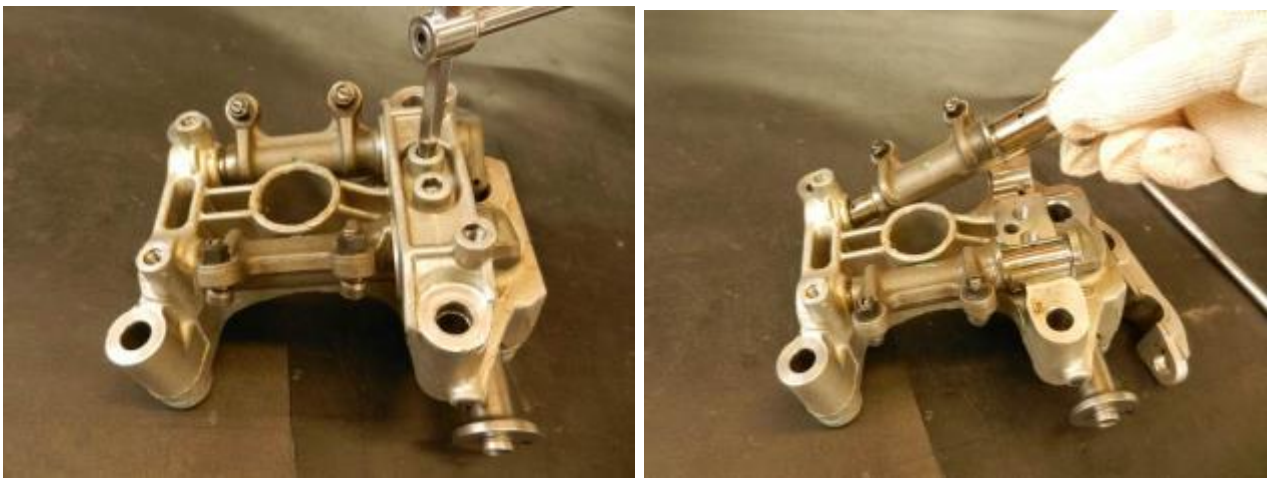




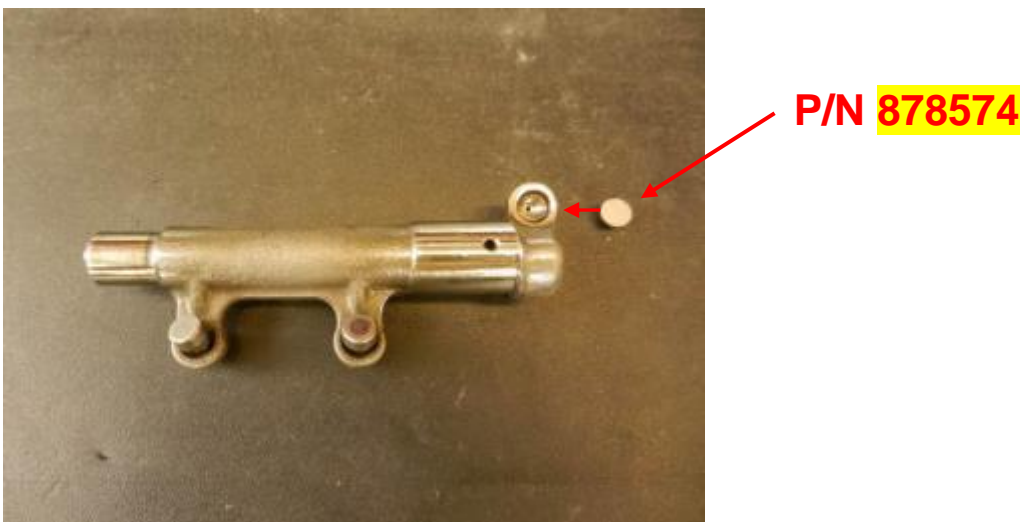
WORKSHOP OPERATING INSTRUCTIONS

As per Workshop Manual procedure, access the timing system by removing the cylinder head cover, paying attention to the internal gaskets; remove the timing gear from the camshaft and then remove the timing system cam tower.

Remove the rockers mount and delicately slide them from their seat.



Place the pads P/N **878574** in the relative seats, using a film of grease to hold them in position.





Fit the old rockers in the **new** cam tower, fasten the rocker retainer cap, installing the **new** ground plate **P/N B013661** between the retainer cap and the fastener screws (tightening torque 18 Nm) and removing the old ground plate;

Note: in order to ensure that the rockers stay in their seat, bind the rockers temporarily with an elastic band



P/N B013661

Insert the cam tower on the cylinder head and proceed restoring the head as per the Workshop Manual.

Note: When using Kit C or D, a shim P/N 877847 must be installed (if not already fitted) under the intake valve springs to increase spring preload:

for this procedure, refer to the instructions in the Workshop Manual for removing the valve springs and replacing the valve stem oil seals P/N 436438.

Replace the head gasket with a new part, selecting the most appropriate gasket from the 3 included in the kit, and refit the head fastener stud bolts correctly, with the respective nuts and check nuts (stud bolt tightening torque 25 Nm)

Replace the intake header gaskets P/N 976376 and exhaust header gaskets P/N 873879



Update the ECU map as indicated as follows:

VEHICLE	MAP TO BE INSTALLED WITH KIT	MODEL ON P.A.D.S. WHERE MAP IS LOCATED
1200 Sport	STA42Z	1200 SPORT 1200 8V [08>>]
1200 Sport ABS	STA42ZA	1200 SPORT 1200 8V (ABS) [08>>]

IMPORTANT NOTE: Once the procedure is complete:

- **reset the self-adaptive parameters with the P.A.D.S. diagnostics tool to ensure that the new engine configuration is recognised correctly**
- **reset the throttle valve zero position with the P.A.D.S. diagnostics tool**
- **check throttle body balancing**

The Technical Help Desk of our Technical Support Service may be contacted whenever necessary should you require any additional information or support.

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



Model: Moto Guzzi range

Subject: Activating vehicle battery

Dear Dealer / Service Centre,

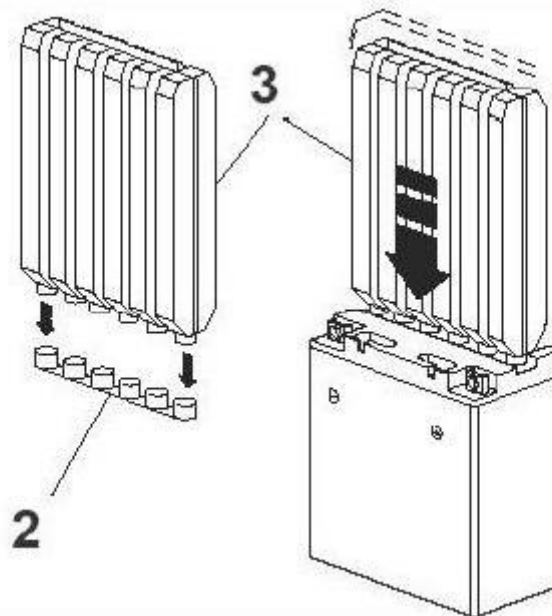
in the event of battery replacement under warranty on vehicles with low mileages where the cause “battery not retaining charge” was specified in the warranty request, the initial activation procedure described herein for the YUASA MF Maintenance Free batteries installed in models currently in production must be performed correctly.

Please note that from the date of issue of this bulletin, no more requests for the replacement of batteries under warranty on low mileage vehicles will be accepted.

Battery activation procedure and correct battery charging process:

1. Activation

- Place the battery on a flat surface.
- Remove the adhesive cell protection label.
- Select the container of acid.
- Remove the lid 2 from the container 3 (this lid will be reused after filling to seal the cells).
- Turn the container upside down vertically over the battery, with the six nozzles aligned correctly with the six battery cells.
- Press the container until its seals break. The fluid will start to fill the cells.



- Check that there are no air bubbles remaining in the cells; leave the fluid to drain into the cells for at least 20 min.
- If the air bubbles remain trapped in and case the fluid does not drain correctly from the container, tap the bottom of the container gently until fluid starts to drain into the cells. **Never remove the container from the battery, perforate or cut it to make the liquid flow more easily.**
- Ensure that the acid container is completely empty before removing.
- **Leave the battery to rest for at least 1 hour without fitting the cover on the six cells before starting the charging process. This step is extremely important to ensure correct battery performance and durability.**



2. Charge process

- This type of battery requires an initial charge process before it is installed on the motorcycle.
- During the charge process, the cap must be placed loosely over the holes of the cells but not pressed closed. This is necessary to prevent excessive evaporation of the acid, but to allow some evaporation to eliminate the protective coating of the cell plates.
- If charging with an automatic charger, check that the current rating of the battery charger is the same or greater than the battery capacity.
- If using a continuous battery charger, follow the instructions indicated on the battery itself (1.8 A for 5-10 hours).
- Once finished the charge process, firmly press the cap into the battery holes until it closes perfectly. The battery is now a sealed unit, and the cap must not be removed again for the duration of the battery life.
- 1 to 2 hours after completing the charge process, check the battery voltage with a voltmeter. The value measured must be at least 12.8 V. Further charging is necessary if a lower voltage is measured.

3. Important precautions

- Do not use acid different from the one contained in the charge attached to the battery.
- Drain the whole content of the charge into the battery cells following the same criterion, without never adding other acids.
- Once the battery has been filled and sealed, the cap must never be removed again to top the battery up with fluid or for charging.

4. Maintenance charge table



In the event of prolonged periods with the motorcycle not in use or of infrequent usage of the motorcycle, check the battery voltage periodically referring to the following table.

CHARGE STATUS	VOLTAGE MEASURED	OPERATION	CHARGE TIME (1.8 A)
100 %	12.8 -13.0 V	None	no charge
75-100 %	12.5 -12.8 V	slight charge	3-6 h
50-75 %	12.0 -12.5 V	charge	5-11 h
25-50 %	11.5 -12.0 V	charge	13 h
0-25 %	11.5 V or less	charge	20 h

5. Charging instructions for batteries with voltage <11.5 V

If the battery voltage measured with the voltmeter is less than 11.5 V, this may be because of excessive internal battery resistance preventing the battery charger from attaining the correct charge voltage (16-17 V).

Before deeming the battery unusable, use the following procedure to attempt to charge the battery correctly:

- Connect the battery to a battery charger set to 25 V and charge for approx. 5 min.
- If there is still no change in the charger ammeter reading after 5 minutes of charging, the battery is no longer usable.
- If the ammeter reading changes, this indicates that current has started to flow. Set the battery charger to the normal charge setting and charge the battery as indicated in the table above.



• Measure the voltage 30 minutes after completing the charge process, referring to the following table:

Voltage	Assessment
12.8 V or more	can be used
12.0 -12.8 V	insufficient charge - continue charging
12.0 V or less	battery can not be used any more

6. Installation

- Clean the battery to remove any spilt acid and ensure that the ignition switch is turned to OFF before refitting the battery in the vehicle.
- Remove any corrosion from the terminals of the positive and negative cables.
- Connect the positive cable (+) first and then the negative cable (-), fitting a 6.4 mm Grover washer (P/N 95021206) between the ground cable lug terminal and the screw and tightening the screw to a torque of (10 Nm).
- Use neutral grease or petroleum jelly to grease the battery terminals.

The Technical Help Desk of our Technical Support Service may be contacted whenever necessary should you require any additional information or support.

Best Regards,

PIAGGIO & C. S.P.A.

Spare Parts, Accessories and Aftersales Technical Service BU



Model: V7

Subject: Adhesive protective film on fuel tank

Dear Dealer / Service Centre,

please note that the specific adhesive clear protective film must be applied to the tank at the first available opportunity as described as follows to prevent damage caused by the spark plug cable fretting against the fuel tank.

Procedure:

- Ensure that the relative surfaces of the tank are clean and degreased.
- Apply the adhesive film **P/N GU32944310** in the indicated area on the right and left hand sides of the tank, taking care not to leave air bubbles trapped under the film itself.





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WWW.SERVICEMOTOGUZZI.COM

The Technical Help Desk of our Technical Support Service may be contacted whenever necessary should you require any additional information or support.

Best Regards,

PIAGGIO & C. S.P.A.

Spare Parts, Accessories and Aftersales Technical Service BU



SERVICE COMMUNICATION NUMBER 001-2006

10th January 2006

Regarding: Possible colour fadings on frame – Griso V1100 model

Dear Dealer,

Possible traces of colour fading (discolouration) of the frame varnish have been reported to us. These traces have been noticed at the height of the air-intake grill DX and SX.

Following analysis, we have determined that these colour fadings could eventually be caused by the rubbing of the frame surface with the pilot clothing.

Consequently, in order to remedy to the described inconveniences, we have put at disposal a transparent adhesive tape to stick on the affected zone. Please find on the next page, necessary steps for the positioning and pasting of the tape which can be ordered at your normal Moto Guzzi part order section with the corresponding code **MG977050 (Decalco Protezione Telaio)**.

As for our competence, we have forecast a production of these transparent adhesive tapes beginning with frame number : **ZGULS _ _ _ _ 5M111801**

Please provide with these adhesive tapes to yet unsold vehicles, those registering for maintenance or on repair.

This intervention **will not** be taken into warranty.

We seize this opportunity to impart our Best Regards,

Moto Guzzi SpA
Customer Service



Positioning and pasting of the frame adhesive tape

Cleaning of the zone to paste: clean the zone with a soft cloth lightly soaked with water and neutral soap. Rinse several times with another clean soft cloth soaked with water only, to remove soap residuals.

P.S.: please take care of not leaving fingerprints or any traces on the frame surface and on the glue side of the tape.

Positioning: the transparent adhesive tape must be positioned as shown in figure, considering the dimensions of the tape itself and the air-intake grill angle (on the annexed photo, the grill angle is shown by the white dotted lines).

Before applying definitely the tape, please verify that the tape borders are in line with that of the bodywork.

Pasting: apply uniformly the tape with a dry and soft cloth, making sure that no air-balls are formed.

The corresponding photo shown here, refers to the side DX of the vehicle; the same procedure applies to the side SX of the machine.





Mandello del Lario, 13-03-2006

For the attention of: the Dealer

For the attention of: your Warranty Manager

Dear Dealer,

Re: Recall campaign: Cardan unit Brevia 1100, Griso 1100

Through our ongoing technical controls for improving the products we have ascertained the possibility that some Brevia 1100 and Griso 1100 machines may have a problem in the rear transmission box, with oil leaking and dirtying the rear wheel.

As this is a defect tied to matters of safety, in the campaign maximum priority will be given to motorcycles that are already in circulation and, only by way of exception, motorcycles in stock.

It is therefore essential to respect the following:

- (i) no motorcycles in stock with frame corresponding to the numbers given below can be delivered to customers or third parties prior to replacement of the rear transmission box;
- (ii) regarding motorcycles already in circulation, the enclosed procedure must be carefully followed;
- (iii) the replaced cardan transmission units must be promptly returned according to the relevant procedure.

The frames concerned are those prior to:

ZGULS...6M111954 for Griso 1100 - ZGULP...6M113250 for Brevia 1100

The rear transmission boxes concerned are those prior to no. 003171. The cardan number is given under the rubber boot.

Therefore the sellout of machines with the above-mentioned frames must be postponed, if the material is not available.

MOTO GUZZI S.p.A. - Sole Shareholder Piaggio & C. S.p.A. - IMMSI Group Management and Coordination
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Tax File No. 00113050413 - VAT No. 02016990133 - Share Capital €2,500,000 fully paid-up - Lecco R.E.A. No. 212.342
- Foreign Comm. Pos. LC 011315 - Lecco Trade Register No. 12645



Checking of the single frame numbers must be done carefully, using the A2D system, in which the intervention must be entered using the special "INTERVENTION IN CAMPAIGN" function.

In short, the procedure is as follows:

CUSTOMER MOTORCYCLES: Moto Guzzi will send a letter (see encl.) to customers of the motorcycles concerned, asking them to promptly carry out the intervention at the official Moto Guzzi network. In the workshop, priority over other routine servicing must be given to these interventions. This is in order to speed up intervention times and limit the inconvenience for customers.

MOTORCYCLES IN STOCK: the cardan transmission units will be sent free of charge; the order will only be carried out if excess material is available with respect to the motorcycles in circulation. For complete reinstatement of your stock, we will be informing you with a special communication.

For correct repair of the motorcycle and the supply of spare parts, follow the instructions given in the enclosed Intervention Procedure and shown on the site www.servicemotoguzzi.com.

The time recognised for refund of labour costs X hours, inclusive of costs for consumable materials. The costs will be refunded when the cardan units are received by Moto Guzzi.

Important: As this concerns "safety parts", after carrying out the intervention the same MUST be recorded in the A2D for matters pertaining to the LEGAL aspect and for reasons regarding possible subsequent customer claims that were not submitted the first time.

In thanking you in advance for the collaboration, we remain,

Yours sincerely,
Moto Guzzi

MOTO GUZZI S.p.A. – Sole Shareholder Piaggio & C. S.p.A. – IMMSI Group Management and Coordination
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Tax File No. 00113050413 – VAT No. 02016990133 – Share Capital €2,500,000 fully paid-up – Lecco R.E.A. No. 212.342
– Foreign Comm. Pos. LC 011315 – Lecco Trade Register No. 12645

C.A.R.C. DRIVE ASSEMBLY REPLACEMENT PROCEDURE

PREPARING THE VEHICLE

- Support the vehicle using a lift and secure it with slings to make sure it is stable.



DANGER

If the vehicles falls during the procedure, damage to vehicle and severe injury to operators may result.



DRAINING TRANSMISSION FLUID

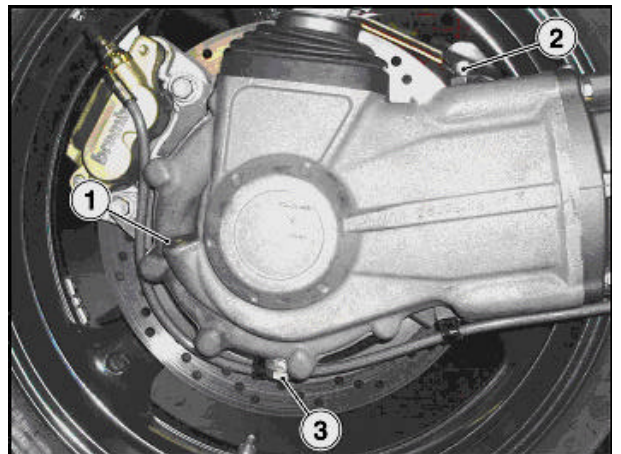
- Place a container capable of holding more than 400 cc (30.5 cu. in.) under the drain plug (3).
- Unscrew and remove the drain plug (3).
- Unscrew and remove the breather plug (2).
- Let the fluid drain into the container and allow several minutes for the fluid to drip off.
- Refit and tighten the plugs (1), (2) and (3)

Note for reassembly:

Tightening torque for screw (1): 35 Nm

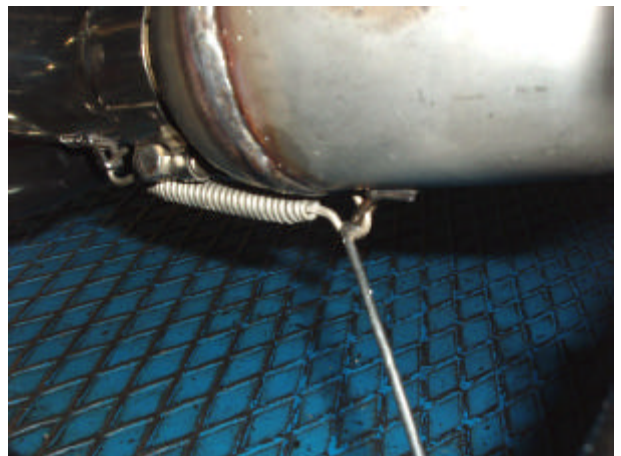
Tightening torque for screw (2): 30 Nm

Tightening torque for screw (3): 30 Nm



BREVA 1100 EXHAUST REMOVAL

- Remove the spring attached to exhaust and central manifold using a suitable spring removal tool.



- Slacken the clamp attached to exhaust and central manifold.

Note for reassembly: Tightening torque: 10 Nm



- Unscrew and remove the screw securing the exhaust to the frame and collect nut, spacer and washers.



WARNING

Support the exhaust during this operation or it will fall.

Note for reassembly: Tightening torque: 25 Nm



- Remove the exhaust.



GRISO 1100 EXHAUST REMOVAL

- Slacken the clamp attached to exhaust and central manifold.

Note for reassembly: Tightening torque: 10 Nm



- Unscrew and remove the two screws securing the exhaust to the frame at the front end and collect the nuts.

Note for reassembly: Tightening torque: 25 Nm



- Unscrew and remove the screw securing the exhaust to the frame at the rear end and collect nut, spacer and washer.



WARNING
Support the exhaust during this operation or it will fall.

Note for reassembly: Tightening torque: 25 Nm



- Remove the exhaust.



REAR WHEEL AND BRAKE CALLIPER REMOVAL

- Remove the cover.



- Operate the rear brake lever and **slacken** the four mounting screws of the rear wheel.



WARNING
Do not unscrew the rear wheel mounting screws completely just yet, or you might damage the braking system.

Note for reassembly: Tightening torque: 110 Nm



- Unscrew and remove the two screws.

Note for reassembly: Tightening torque: 50 Nm

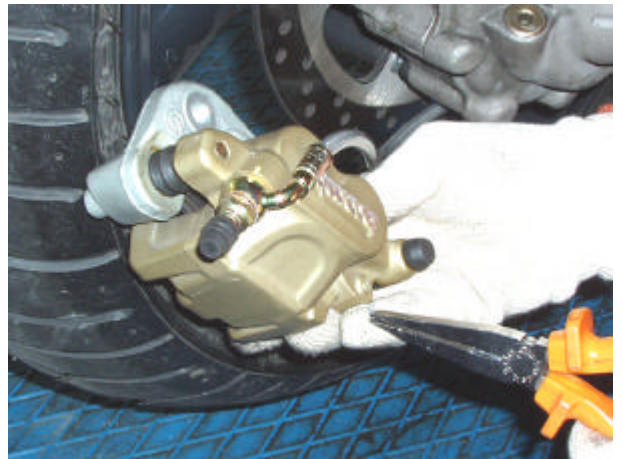


- Remove the brake calliper using great care and leave it attached to the brake hose.



WARNING

Do not operate the rear brake lever when the calliper has been removed from the vehicle or the pistons might fall out of their housing causing a brake fluid leakage.



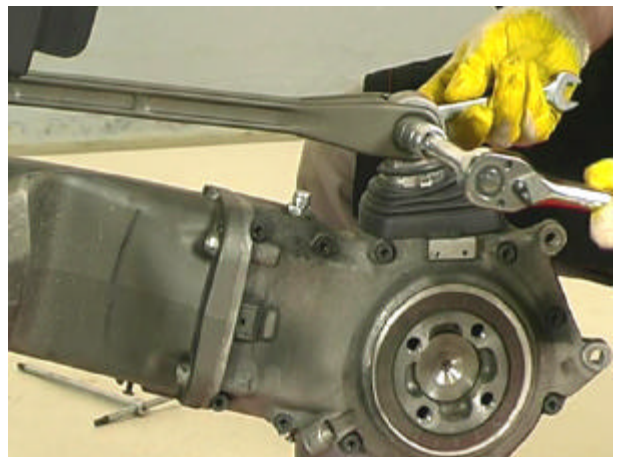
- Unscrew and remove the four rear wheel mounting screws.
- Remove the rear wheel.



C.A.R.C. DRIVE ASSEMBLY REMOVAL

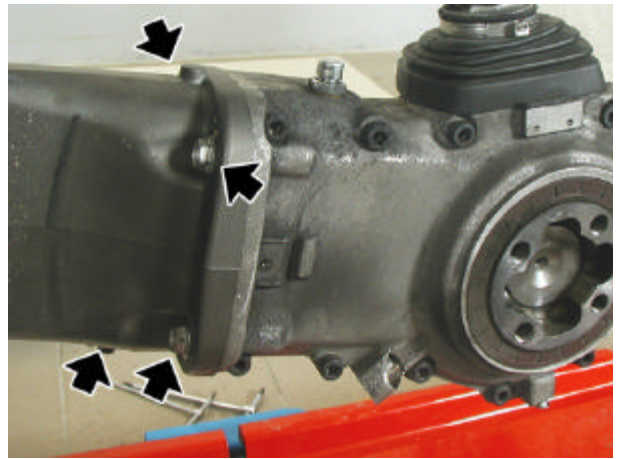
- Unscrew and remove the linkage nut.
- Remove the screw.
- Secure the linkage to the frame using a tie.

Note for reassembly: Tightening torque: 50 Nm



- Unscrew and remove the four screws.

Note for reassembly: Tightening torque: 50 Nm





- Remove the C.A.R.C. drive assembly together with the universal joint.



- Place the new dust seal supplied with the new drive assembly between wheel rim and universal joint; position the seal with the collar facing the drive assembly.
- Install the new drive assembly by reversing the removal procedure.



 **WARNING**
The C.A.R.C. drive assembly is supplied DRY.
Fill with the correct amount of transmission
fluid; see relevant manual for instructions.

 **WARNING**
The drive assembly is tested at the factory and
there might be some oil left inside; open the
drain plug and drain any oil before filling with
oil.

Note for reassembly: Use 380cc (23,2 cu. in.) of transmission
fluid TRUCK GEAR 80 W 90



RETURN PROCEDURE - HOW TO RETURN THE REMOVED DRIVE ASSEMBLY

Drive assemblies removed from eligible vehicles must be returned to Moto Guzzi.

Otherwise, you will be charged the price of the new drive assembly.

Carefully pack the drive assembly removed from vehicle - which you will have drained from oil - using the same reinforced box the new drive assembly was shipped in. Provide adequate protection from shock and damage.

Place copy of the documentation stating the VIN of the vehicle the drive assembly to be returned to Moto Guzzi was removed from into the box. The VIN is indispensable for us to associate each drive assembly to the vehicle it was removed from.





SERVICE NOTE No. 001-2007

15 03 2007

TOPIC: RECALL CAMPAIGN

**SUBJECT: Fork bottom yoke (plate with steering shaft) California1100 EV
and California 1100 Stone**

Dear Dealer,

in some models of the above-indicated vehicles we had some cases of bottom yoke failure (part no. **03494000** for California 1100 EV and part no. **03494045** for California 1100 Stone).

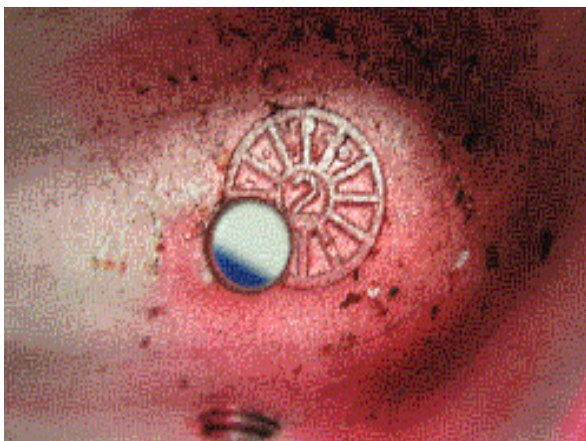
After due analysis we pinpointed a batch of vehicles that could show the above failure.

The vehicles that might be affected by this problem are included in the following frame no. range:

CALIFORNIA EV	ZGUKDB2K_3M200010	ZGUKDB2K_3M200035
CALIFORNIA EV	ZGUKDC11_2M111344	ZGUKDC11_2M133463
CALIFORNIA EV	ZGUKDC12_2M111111	ZGUKDC12_4M112730
CALIFORNIA EV	ZGUKDC1K_2M133931	ZGUKDC1K_2M180336
CALIFORNIA EV	ZGUKDD00_3M111627	ZGUKDD00_4M133682
CALIFORNIA STONE	ZGUKDC42_2M111111	ZGUKDC42_4M111874
CALIFORNIA STONE	ZGUKDC4K_2M155298	ZGUKDC4K_3M111512
CALIFORNIA STONE	ZGUKDD01_3M111138	ZGUKDD01_4M111487
CALIFORNIA STONE	ZGUKDD02_3M111229	ZGUKDD02_3M111251

We will warn the customers and tell them that they should come to you for a simple check aiming at finding out whether the bottom yoke needs replacement.

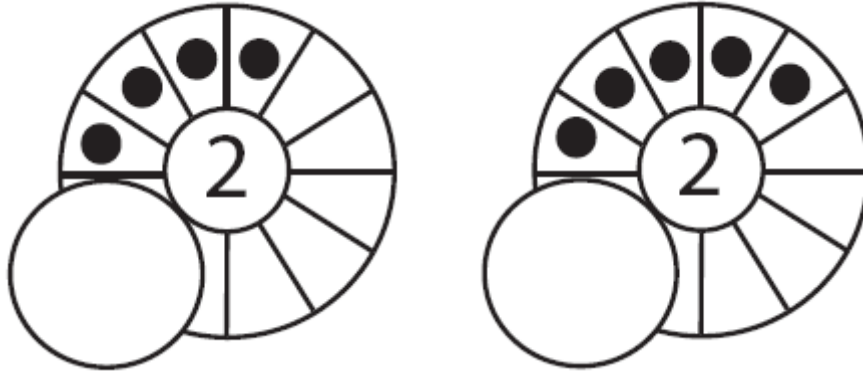
The inspection you will be performing consists in checking the production date punch, located in fork yoke bottom end (see attached picture).



NOTE: the hole on the production date punch, as shown, still allows you to read the production date



Plates needing replacement are only the ones with number 2 at the centre and having four or five dot marks on the “sections” :



All the required torque settings are indicated in the workshop manual and shall be strictly complied with.

In particular we deem it worthy to remind you of the tightening torque required for the steering bushing: 170÷180 Nm

You will be granted X hours labour time.

If the plate is not marked as above indicated, replacement is NOT necessary and in this instance you are obliged to notify us by sending an e-mail specifying the frame number to: **warranty@motoguzzi.it**.

Moreover, considering that not all frame numbers sold to customers are present and activated in A2D, the dealer **must compulsorily** recall them for performing the required intervention.

CAUTION: being these “safety parts”, each service performed under this campaign MUST be recorded in the A2D system for LEGAL reasons and to avoid future recalls addressed to those Owners who did not bring in their vehicles for the necessary repair.

Best regards.

Moto Guzzi S.p.A.



SERVICE NOTE NO. 002-2007

27-03-2007

TOPIC: RECALL CAMPAIGN

SUBJECT: Update of fuel pump for Griso 850, Griso 1100

Dear Dealer,

Within the frame of our effort to enhance our products all the time, we inform you that Griso 850 and Griso 1100 vehicles will receive an update for the fuel pump, mainly consisting in the replacement of the rubber connection hose.

Below is the range of affected frame numbers:

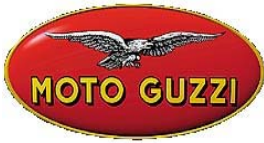
Model	From VIN no.	To VIN no.
Griso 850	ZGULSB00#6M111133	ZGULSB00#6M111527
Griso 1100	ZGULS000#5M111121	ZGULS000#7M113320
Griso 1100	ZGULSC00#6M112708	ZGULSC00#7M113771

DESCRIPTION OF REQUIRED OPERATIONS:

- 1. REMOVE THE FUEL TANK AS SPECIFIED IN THE WORKSHOP MANUAL**
- 2. REMOVE THE FUEL PUMP FROM TANK**

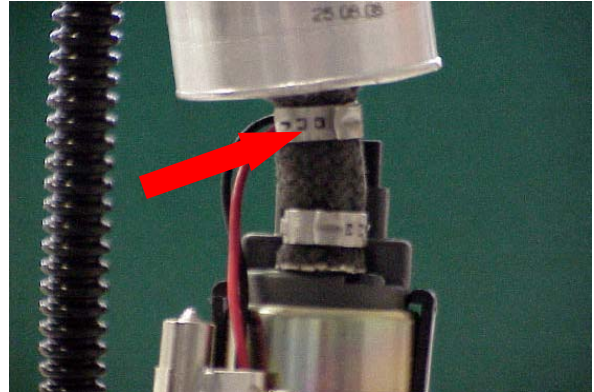
The figure on the side shows pump configuration, after fuel tank was removed.





3. CHANGE THE RUBBER HOSE

First of all remove the 2 metal clamps that retain the hose.



You can use tongs, positioning them on the side of clamp eye, to cut it away; as shown, cut should be on the side, in the eye.



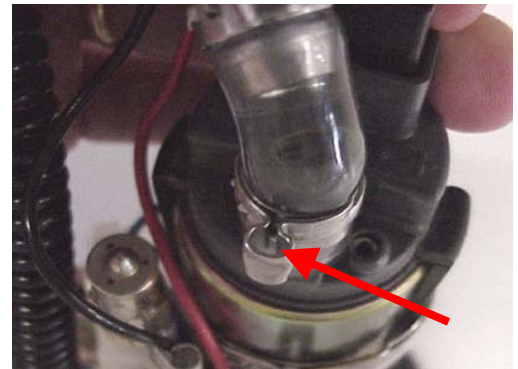
4. INSTALL THE KIT MG978219

After removing the clamps and the rubber hose, install the kit consisting of 2 clamps and one section of clear tube, as shown on the side.





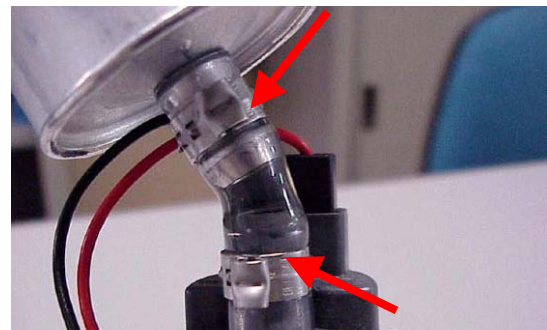
- Take the clear tube and start fitting it in from pump end.
- Fit the two clamps.
- Fit the other end of the tube on filter.
- Tighten the clamp, using tongs and closing the "clamp's eye" so that the two side bands nearly touch one another (see figure).



FINAL CLAMP LAYOUT

5. CORRECT CLAMPS POSITION

- The clamp on pump tube should be located close to the pointed end on the delivery tube.
- The clamp on filter tube should be located close to the pointed end on the fuel filter.



CORRECT CLAMPS TIGHTENING

We remind you that this service is under warranty, you are therefore requested to use the suitable “**campaign servicing**” function and order the kit part no. **MG978219** to our Parts department.

You will be granted X hours labour time.

Best regards.

Moto Guzzi Spa
Technical Service



SERVICE NOTE NUMBER 004-2007

30/05/2007

ARGUMENT : Recall campaign

SUBJECT: Update for recall campaign about fork bottom plate

Dear Dealer,

We inform you that as of 15th May 2007 the following part is included in the recall campaign for 'Fork bottom plate (yoke and tube) California 1100 EV and California 1100 Stone' (service note no. 001 – 2007):

GU92249225 Taper roller bearing

From that date, you will also be refunded for replacement of this part, too.

Best regards.

Moto Guzzi S.p.A.



SERVICE NOTE NUMBER 003-2008

11/03/2008

TOPIC: Product Improvement Campaign

SUBJECT: Griso 8V-1200 and Stelvio 1200 timing nut service

Dear Dealer,

We found that on the above referenced vehicles the nut retaining the crankshaft timing gear works itself loose leading to a displacement of timing gear and sprocket. This may cause the engine lubrication system to malfunction.

The nut works itself loose due to the washer placed between nut and gear. The problem is solved by replacing the current washer with a taper washer.

Please contact your Customers without delay and make the necessary arrangements to have the part replaced.

Replacement of this washer is also **mandatory** on the motorcycles in your stock before they are sold and delivered to your Customers.

We are in the process of putting all vehicles delivered to date on hold in the **SOM** system. When a sales declaration is entered, the system will open a window that prevents Customer data registration with a reminder that vehicle sales have been put on hold.

Affected vehicles are Griso 8V and Stelvio 1200 included in the following VIN ranges:

VEHICLE	From VIN no.	To VIN no.
GRISO 8V	ZGULSE00#7M111112	ZGULSE00#8M111705
STELVIO 1200	ZGULZ000#7M111117	ZGULZ000#8M111315



WARNING: Replacement is **NOT** required on all motorcycles included in the ranges indicated above, as some vehicles have already undergone corrective action at Moto Guzzi. Please adhere to the list of VIN numbers attached to this Service Note.

MOTO GUZZI WILL NOT REFUND ANY REPAIR WORK ON VEHICLES NOT INCLUDED IN THE ATTACHED LIST.

The procedure is outlined below. The pictures illustrate the procedure performed on a Stelvio 1200, as it is more complex. For Griso 8V vehicles, do not forget that tank removal requires the prior removal of conveyors and exhaust manifolds to gain access to the timing cover.

PROCEDURE:

- Remove the seat and disconnect the battery
- Remove the tank cover (6 screws, **fig. 1**)



Fig. 1

- Remove the tank filler plug (4 screws, **fig. 2**)



Fig. 2

- Remove the tank filler plug cover. Unscrew the 11 retaining screws and withdraw the breather hoses during removal (**fig. 3, 4 and 5**)



Fig. 3



Fig. 4



Fig. 5

- Remove the retaining screws of the side fairings shown in the next pictures to allow removal of the tank (8 screws, **fig. 6, 7 and 8**)

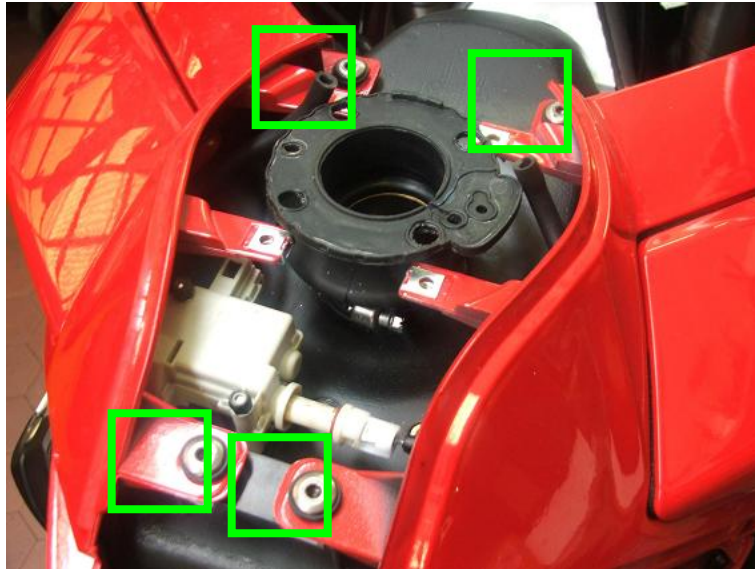


Fig. 6

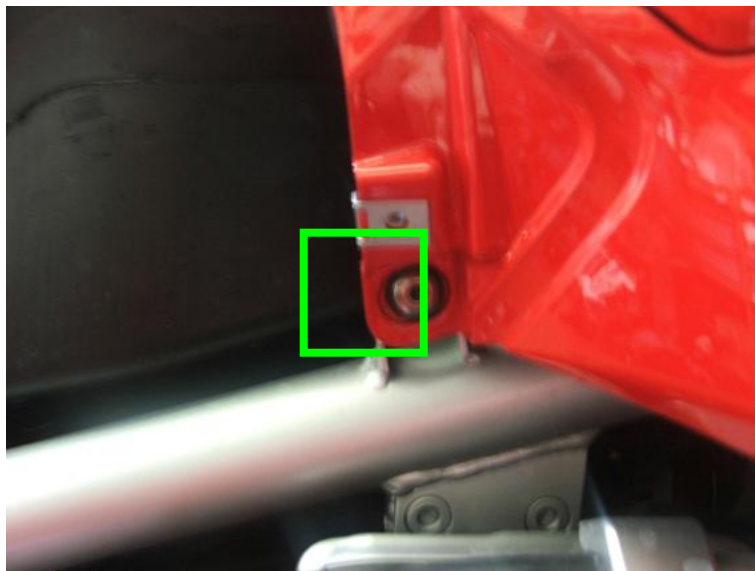


Fig. 7



Fig. 8

- Withdraw the breather hoses connected to the tank and disconnect the actuating cable of the glove compartment lock. Remove the black pin from its seat (**fig. 9**) and then disconnect the white pin keeping it pressed against the glove compartment lock (**fig. 10**). Disconnect the connector



Fig. 9



Fig. 10

- Remove the 4 retaining screws, disconnect the electric connector and the fuel pump quick fitting and then push apart the side fairings you had released previously to remove the tank (**fig. 11**)



Fig. 11

- Remove the lower fairing cowl
- Remove the radiator and cover the front mudguard to protect it from damage

- Remove alternator and alternator belt (**fig. 12**)



Fig. 12

- Remove the alternator pulley nut. To this end, lock out rotation of the clutch gearwheel using a screwdriver. Fit the screwdriver through the suitable hole in the gearbox casing; the hole and its rubber blanking cap may be accessed after removing the guard on the right side of the vehicle (**fig. 13**)



Fig. 13

- Remove the alternator pulley using the extractor as shown in the picture (**fig. 14**)



Fig. 14

- Support the engine using a trolley and unscrew the screws that retain the timing cover to the frame to remove the cover (**fig. 15**)



Fig. 15

- Remove the retaining nut of the crankshaft timing gear and replace the flat washer with the taper washer.



- **FIT THE WASHER WITH THE TAPER (CONCAVE) SIDE FACING OUT.**

TIGHTEN TO 200 Nm, DO NOT USE LOCTITE. To this end, lock out rotation of the clutch gearwheel as for removal of the alternator pulley nut (see above)

PLEASE NOTE: THERE IS NO NEED TO REPLACE THE RETAINING NUT (fig. 16)



Fig. 16

The taper washer will be sent to your address at Moto Guzzi's charge with the next mail delivery

To reassemble, reverse the removal procedure

You will be granted XXX minutes labour time. To enter the service in GGP, register the corresponding campaign coupon in section "Enter Campaign Serv." of the Campaign menu and fill out all required fields.

For LEGAL reasons, after carrying out this intervention, it is **COMPULSORY** to register the Campaign in GGP.

Best regards

Moto Guzzi S.p.A.

Technical Support



List of Griso 1200 8V VINs affected by campaign

Frame Number	Frame Number
ZGULSE0007M111149	ZGULSE00X7M111112
ZGULSE0037M111209	ZGULSE0037M111114
ZGULSE0027M111217	ZGULSE0077M111116
ZGULSE0067M111222	ZGULSE0007M111118
ZGULSE0057M111308	ZGULSE0027M111122
ZGULSE0007M111412	ZGULSE0087M111125
ZGULSE0067M111415	ZGULSE00X7M111126
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List of Stelvio 1200 VINs affected by campaign

Frame Number	Frame Number
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ZGULZ00078M111150	ZGULZ00068M111186
ZGULZ00028M111170	ZGULZ00088M111187
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COMMUNICATION DE SERVICE NUMERO 002-2008

12/05/2008

SUJET : CAMPAGNE DE MISE A JOUR TECHNIQUE EN RESEAU

OBJET : CAPTEUR DE POINT MORT CODE GU19207220

Cher Concessionnaire,

Nous avons constaté que des capteurs appartenant à un lot potentiellement défectueux ont été montés sur nos véhicules. Tous les véhicules de la gamme, à l'exception du modèle **Bellagio 940 et Griso 8V**, seront sujets à un contrôle ou, au besoin, à un remplacement de l'élément dont il est question.

La plage des numéros de châssis concernés par la campagne est indiquée dans le tableau suivant :

MODELE VEHICULE	DU NUMERO DE CHASSIS	AU NUMERO DE CHASSIS
CALIFORNIA CLASSIC	ZGUKDE00_7M111381	ZGUKDE00_7M111412
CALIFORNIA VINTAGE	ZGUKDH00_7M111826	ZGUKDH00_7M111891
BREVA 750	ZGULLG00_7M119286	ZGULLG00_7M119408
NEVADA 750	ZGULME00_7M114916	ZGULME00_7M115078
BREVA V1100	ZGULP000_5M112795	ZGULP000_7M114918
BREVA V1100 ABS	ZGULPA00_7M112016	ZGULPA00_7M112093
BREVA 850	ZGULPB00_7M111729	ZGULPB00_7M111775
NORGE 1200 GTL	ZGULPH01_7M113149	ZGULPH01_7M113406
NORGE 850	ZGULPL00_7M111232	ZGULPL00_7M111252
1200 SPORT	ZGULPM00_7M111893	ZGULPM00_7M111985
1200 SPORT ABS	ZGULPM01_7M111244	ZGULPM01_7M111307
GRISO V1100	ZGULS000_5M111275	ZGULS000_7M114631

La plage est à titre indicatif étant donné que certains véhicules ont déjà été mis à jour dans l'établissement de Mandello.

Le contrôle du numéro de châssis individuel doit toutefois être effectué en utilisant le système GGP, dans lequel vous devez insérer le type d'intervention au moyen de la fonction spéciale "INTERVENTION EN CAMPAGNE".

Moto Guzzi avertira par lettre tous les clients concernés. L'intervention sera remboursée exclusivement aux Clients qui se présenteront à votre atelier en possession de la lettre d'avis



PROCEDURE TECHNIQUE

Le Concessionnaire devra contrôler le capteur, en le retirant de son logement, et devra vérifier s'il appartient ou pas au lot de production **0307** estampillé sur la base de la tête hexagonale.

Au cas où le capteur en question ferait partie du lot **0307**, le Concessionnaire devra remplacer la pièce, alors que dans le cas contraire (voir photo 11 06), il devra simplement le remonter sur la moto sans le remplacer.

Pour une exécution correcte du démontage/montage du contacteur point mort, se reporter au manuel d'atelier du modèle sur lequel on est en train d'intervenir.





Procédure enregistrement Révision Extraordinaire en Campagne dans le système GGP

Nous indiquons ci-dessous la procédure pour la sélection correcte de la typologie de Révision Extraordinaire en Campagne, à sélectionner selon le type d'intervention à effectuer sur le véhicule et son insertion dans le système GGP.

Détermination de la typologie correcte de la Révision Extraordinaire à enregistrer en GGP :

La détermination de la typologie correcte d'intervention doit se faire selon les critères indiqués ci-dessous.

ATTENTION : le choix d'une Révision Extraordinaire exclut toutes les autres.

Véhicules catégorie 1 :

Tous les véhicules pour lesquels vous avez constaté que le **Capteur de Point mort** rentre dans la catégorie des capteurs du lot **0307**, la Révision Extraordinaire n° **1** (les détails de la Révision sont indiqués dans le tableau ci-dessous) doit être enregistrée en GGP :

N° Révision en GGP	Ce que cette Révision prévoit		
1	Temps Reconnu : selon le barème des temps prévu pour le véhicule en question	Génération commande pour : GU19207220 Capteur de Point mort	Remboursement : main-d'oeuvre + pièce de rechange

Véhicules catégorie 2 :

Tous les véhicules pour lesquels vous avez constaté que le **Capteur de Point mort NE** rentre **PAS** dans la catégorie des capteurs du lot **0307**, la Révision Extraordinaire n° **2** (les détails de la Révision sont indiqués dans le tableau ci-dessous) doit être enregistrée en GGP :

N° Révision en GGP	Ce que cette Révision prévoit		
2	Temps Reconnu : selon le barème des temps prévu pour le véhicule en question	Aucun envoi de pièce de rechange	Remboursement : main-d'oeuvre



Enregistrement Révision Campagne en GGP :

Pour des raisons LEGALES, une fois l'intervention exécutée, l'enregistrement de la campagne en GGP S'IMPOSE

Il faudra enregistrer la Campagne en GGP en saisissant les données suivantes :

- châssis du véhicule ;
- type de révision (Extraordinaire) ;
- numéro de révision (1 ou 2, – **le choix d'une révision exclut l'autre**) ;
- Km ;
- date d'exécution.

Veillez agréer nos salutations les plus sincères.

Moto Guzzi Spa
Service Après-vente



COMMUNICATION DE SERVICE NUMERO 003-2008

29/05/2008

SUJET : Mise à jour technique

OBJET : Norge 1200 Version T – GT – GTL et Norge 850

Cher Concessionnaire/Importateur, nous avons le plaisir de vous informer que, comme déjà communiqué par notre lettre précédente, toutes les motos Norge dont il est question et que vous avez dans votre magasin pourront bénéficier de quelques mises à jour développées par notre Bureau Technique à la suite de vos indications.

Les interventions de mise à jour technique prévues et applicables seulement aux motos en votre possession sont énumérées ci-dessous :

- Mise à jour du logiciel de la centrale d'injection
- Remplacement des rétroviseurs
- Application du nouveau kit "jauge contrôle huile"
- Remplacement du ressort de l'amortisseur arrière

Certains que vous comprendrez et interprétez au mieux ce que la société met à votre disposition, nous vous informons que nous avons lancé une campagne de mise à jour technique sur le système GGP, qui consistera à rembourser la main-d'oeuvre nécessaire et à envoyer en mode automatique les éléments nécessaires à l'exécution des mises à jour susdites.

Comme certainement vous le savez, certaines de ces modifications ont déjà été introduites en production et par conséquent l'exécution des mises à jour sur tous les véhicules n'est pas prévue. Le système GGP vous permettra de repérer correctement les véhicules pouvant être mis à jour et le type d'intervention nécessaire.

A ce propos, quatre campagnes sont prévues sur le système GGP, à savoir :

- Mise à jour du logiciel centrale d'injection version **NG18** disponible à partir de la version de AXONE numéro 5.1.8 et suivantes
- Remplacement des rétroviseurs : **code 978570 – Q.té 2 p,ces.**
- Application "jauge contrôle huile" : **code 978496** – kit jauge muni de gabarit de montage + **code GU05002130** – Bouchon en caoutchouc.
- Remplacement du ressort amortisseur arrière : **code 981051**

Le système GGP, en cliquant sur l'option du menu principal "**MISE A JOUR TECHNIQUE – CAMPAGNES**" et ensuite sur "**INT. REV. CAMPAGNES**", vous ouvrira une fenêtre sur laquelle vous devrez saisir le numéro de châssis et cliquer sur le menu déroulant suivant, vous pourrez ainsi prendre connaissance des mises à jour que vous devrez prévoir sur la moto présente dans votre stock.



Nous vous informons que pour les interventions d'adaptation, on vous remboursera les temps de main-d'oeuvre comprenant X minutes pour l'insertion en GGP de la révision de campagne, à savoir :

- Mise à jour du logiciel centrale = X minutes
- Remplacement des rétroviseurs = X minutes
- Application du kit "jauge contrôle huile" = X minutes
- Remplacement du ressort amortisseur arrière : X minutes

Pour toute autre information, notre Help Desk est à votre disposition

Pour la mise à jour du logiciel de la centrale et pour le remplacement des rétroviseurs, nous vous prions de vous référer au manuel d'atelier, alors que pour l'application du kit "jauge contrôle huile" et pour le remplacement du ressort de l'amortisseur arrière, vous devrez vous référer respectivement aux communications techniques 001-2008 - Application jauge à huile et 002-2008 - Ressort amortisseur arrière code 981051.

Veillez agréer nos

Sincères Salutations

Moto Guzzi S.p.A.

Service Après-vente



SERVICE NOTE NUMBER 004-2008

03/06/2008

SUBJECT: Recall campaign

SUBJECT: NORGE Rear Top Case mounting plate – Part no. 883147

Dear Dealer, during our routine inspections, we found that the retaining tab of the mounting plate for the rear top case installed on NORGE vehicles might break (see PICTURE 1), leading to possible detachment of the rear top case.

As this problem may jeopardise rider's safety, we have launched a **Recall Campaign** to repair the defect on all motorcycles in the field and in your stock.

All of your Customers will be notified of the campaign by registered mail.



PIC. 1 – Rear Top Case mounting plate with broken tab

NORGE VEHICLES - GTL version

Owners of Norge GTL motorcycles, that come with the rear top case as standard, must contact you as soon as possible to have the mounting plate replaced with the new **part no. 883147**.

NORGE VEHICLES - T and GT versions (accessory rear top case)

NORGE T and GT motorcycles do not come with the rear top case as standard. Owners of these models who purchased a genuine Moto Guzzi product **part no. 977705Y01 or 977705F2 or 977705ND – Accessory Rear Top Case** must contact you as soon as possible. Likewise, the mounting plate must be replaced with the new **part no. 883147**.



Lot of VEHICLES EQUIPPED WITH MODIFIED MOUNTING PLATE

Please note that some Norge GTLs and some genuine Rear Top Cases installed on Norge T or GT motorcycles feature a modified mounting plate that can be identified by a metal brace fitted to the rear top case retaining tab (see PIC. 2).

The stiffening brace (shown in the picture) is the equivalent of the new plate from a technical viewpoint and is in compliance with all applicable safety standards. On these motorcycles, there is **NO NEED** to replace the mounting plate. Simply release the VIN by entering the coupon into the GGP system to confirm that the component part installed on your Customer's motorcycle has been inspected and found to be conforming.



PIC. 2 - Rear Top Case with stiffening brace

HOW TO ENTER THE SERVICE INTO THE GGP SYSTEM

The campaign will be managed through the GGP system: from the main menu, select option **“TECHN. UPDATE – CAMPAIGNS”** and then **“ENTER CAMPAIGN SERV.”**. This will open a window where you can enter all required data of the vehicle to be updated. Subsequently, click **“?”** to open another window where you may select service type:

SERV 1 - Inspection and mounting plate **replacement**.

SERV 2 - Inspection only; **no** replacement.

In the first case, part no. 883147 will be sent to you automatically and you will be refunded 18 minutes labour time (which include the time taken to register service into GGP); in the second case, refund will be limited to the time taken to register service into GGP (3 minutes).

Please note that this is a **“ safety recall campaign ”** and the repair **MUST** be entered into GGP for **LEGAL** reasons and to keep track of customers who had their vehicles serviced in case we need to send reminders to those who did not respond the first time.



It is **IMPORTANT** to underline that, in case you have delivered a vehicle to the customer without having activated the warranty, it will be your sole responsibility to inform the customer about this recall campaign and to communicate us the relevant VIN number.

HOW TO REPLACE THE REAR TOP CASE MOUNTING PLATE

Outlined below is the procedure for correct replacement with the new mounting plate **part no. 883147**.

- 1) Remove the 4 rubber pads to expose the retaining screws. Remove the four screws and their bushings, that hold the plastic guard to the metal mounting plate.



- 2) Remove the plastic guard and discard it.





- 3) Remove the 4 retaining screws and detach the metal mounting plate from the tail section. Discard the metal mounting plate.



- 4) Picture of the new, modified mounting plate part no. 883147. Along with the metal mounting plate shown in the picture, you will receive a new plastic guard and 4 self-tapping screws, which you will add on assembly.



- 5) Secure the modified metal mounting plate to the tail section using the screws originally fitted to the old mounting plate





- 6) Fit the new plastic guard to the modified metal mounting plate and secure using the screws and bushings originally fitted to the old plastic guard.



- 7) To complete the assembly procedure, secure the modified metal mounting plate to the plastic guard using the 4 self-tapping screws included in the new rear top case mounting plate kit. Secure the screws from the bottom up as shown.



- 8) Refit the four plastic pads you had removed from the old plastic guard as shown.





We would like to take this opportunity to send you our best regards.

Moto Guzzi S.p.A.

Technical Support



SERVICE COMMUNICATION NUMBER 002-2009

06/02/2009

TOPIC: TECHNICAL UPDATE CAMPAIGN

SUBJECT: 8V ENGINES (GRISO 1200 – STELVIO 1200) - BOWLS

Dear Dealer,

After a careful analysis of the failures found in some batches of 8V engines installed on Griso 1200 and Stelvio 1200 models, Moto Guzzi has decided to launch a technical update campaign for vehicles sold into the dealer network.

This technical update consists of replacing the cam followers ('tappets'), and for non-0km vehicles already in use, replacing camshafts on both engine heads, following the procedure that is detailed below.

The list of vehicles involved is published in detail at www.servicemotoguzzi.com and is available for you to consult in the *Warranties* section, that can be opened from the website home page. Once you display the '**Warranties**' page, select '**Recall campaigns**'.

If you have not entered under SOM the data of the individual to whom you sold a motorbike whose serial number is included in the list published in our website, it is **your responsibility** to contact the new owner to update the relevant information.

Moto Guzzi is sending a letter (Annex A) to all those customers that bought a vehicle included in the technical update, in order to invite them to visit a dealer to have this operation performed. **Therefore, it is mandatory to provide this service only to customers submitting this specific letter.**

There are 2 types of operations, and for these types of vehicles the operations are subdivided into two groups:



- A. Non-0km vehicles (**vehicles already in use**)
- B. Vehicles **NOT** used, 0 km (**vehicles in stock**)

The table below shows the list of envisaged operations

OPERATION	VEHICLES ALREADY IN USE	VEHICLES IN STOCK
Engine internal washing	✓	-
Vehicle preparation	✓	✓
Rocking lever rotation check	✓	✓
Bowls replacement	✓	✓
Camshaft replacement	✓	-
Campaign service coupon registration	✓	✓

The spare parts involved in this technical update are:

Code	Description	Vehicles already in use	Vehicles in stock
877725	TAPPET BOWL	4	4
873873	CAMSHAFT	2	0 - not to be replaced
640760	SPARK PLUG CAP	2	2
872814	O-RING	2	2
830249	DAMPER PLUG	8	0 - not to be replaced
872742	RIGHT HEAD COVER GASKET	1	0 - not to be replaced
872741	LEFT HEAD COVER GASKET	1	0 - not to be replaced
GU30153000	OIL FILTER	1	0 - not to be replaced



REIMBURSED LABOUR

	Stelvio1200		Griso 1200	
	Vehicles already in use	Vehicles in stock	Vehicles already in use	Vehicles in stock
Operation min.				
Oil min. reimb.				
Total Reimbursed				

N.B.: for vehicles already in use there will be a XX-minute reimbursement, additional to the labour for engine washing and engine oil change.

OPERATION PROCEDURE

1st STEP: REGISTRATION AT GGP

Once at the specific section of the GGP menu, enter the motorbike chassis number for which the technical update should be done; fill in all the fields marked as mandatory; keep the service coupon.

This registration will automatically determine what kind of technical update is necessary for your motorbike, and consequently, the materials needed.

Once you have received all the spare parts required, follow to the next step described below.

2nd STEP: ENGINE INTERNAL WASHING (vehicles already in use)

Only for vehicles already in use (>0 miles) it is COMPULSORY TO PRE-WASH THE ENGINE INTERIOR. Drain off the engine oil, and afterwards pour 2 litres of 10W – 50 economy oil through the fill opening. Start the engine and let it run for 10 minutes, afterwards drain off the oil again.

3rd STEP: VEHICLE PREPARATION



Griso 1200

Remove the fuel tank, the side fairings and the rubber plug on the generator cover (so that you can reach the generator pulley nut), as instructed in the workshop manual.

Stelvio 1200

Remove the fuel tank as instructed in the Service Communication 003 – 2008 dated March 11th, 2008 (Timing system nut restoration - Griso 1200 and Stelvio 1200), and remove the rubber plug on the generator cover.

Remove the spark plugs for either Stelvio or Griso models, as described below:

- 1) Remove the spark plug caps and, using the special tool (code 020689Y), take out the spark plug caps from their seats
- 2) Remove the spark plug caps from the HT cable and replace with the spare part, code 640760, ordered automatically by registering the campaign service coupon on the GGP
- 3) Remove both spark plugs from the heads
- 4) Remove the head covers and the HT leads

4th STEP: OPERATION EXECUTION

This step is exactly the same for Griso 1200 and Stelvio 1200, but different for vehicles already in use and for vehicles in stock. For vehicles at your stock **IT IS NOT NECESSARY TO REPLACE THE CAMSHAFTS AND THE ENGINE SHOULD NOT BE WASHED.** (see table on page 2)

It is advisable to carry out this operation **on the left side first**, and afterwards, on the right side. Find below the operation details.

- 1) Take the **left** piston to the top dead center (TDC), combustion phase.
- 2) Remove the locking screw for the chain tensioner release hole on the external side of the cylinder (fig. 1) (***vehicles already in use and in stock***)

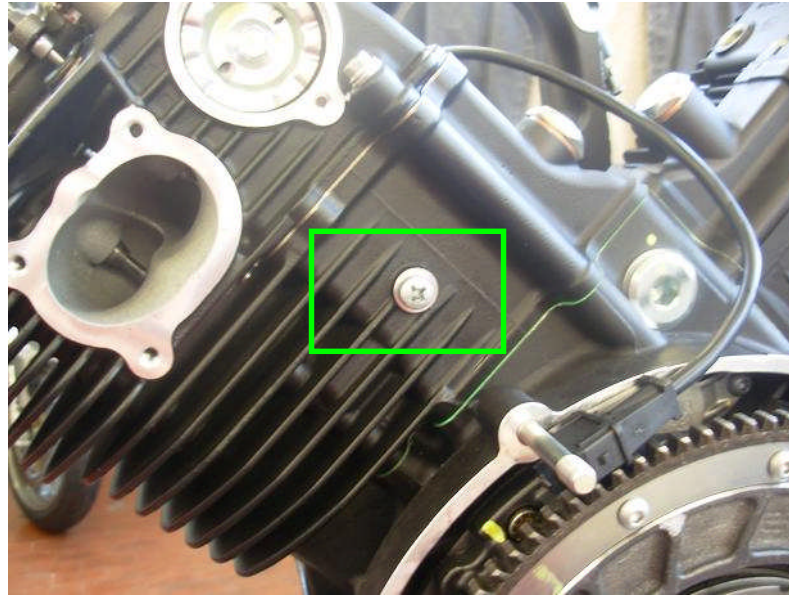


Fig. 1

- 3) Remove the breather cover, the screw fixing the timing system gear and the oil breather plate (**vehicles already in use and in stock**)
- 4) Check that the timing system gear is placed as shown in the picture (fig. 2) (**vehicles already in use and in stock**)



Letter **L** must be aligned with the bottom hole of the breather cover retainer

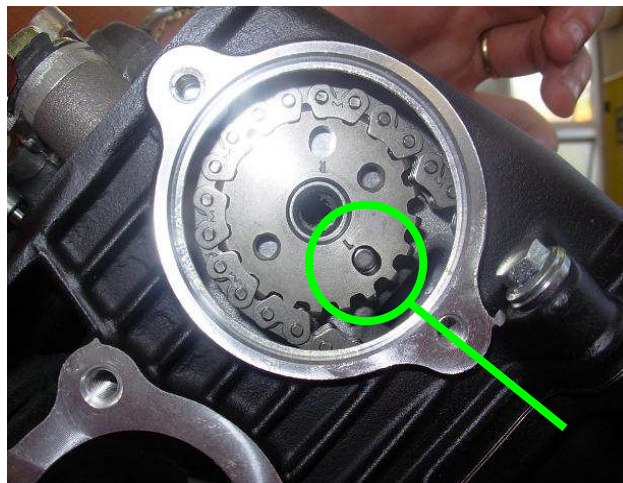


Fig. 2

- 5) Compress the left chain tensioner (in order to loosen the timing system chain). To achieve this, use a long screwdriver and after placing a protection rubber between the screwdriver and the cylinder head, act between the slider and the chain,



exerting a downward force with the screwdriver (see box in fig. 3). Afterwards, insert a pin (for instance, a 4mm allen key) into the chain tensioner release hole, so as to keep it compressed. (fig. 3) **(vehicles already in use and in stock)**

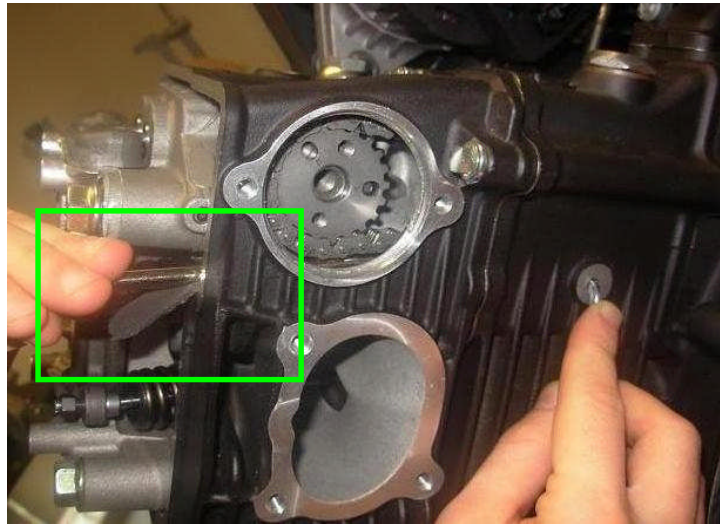


Fig. 3

- 6) Remove the long screwdriver, keep the pin into place (fig. 4) **(vehicles already in use and in stock)**

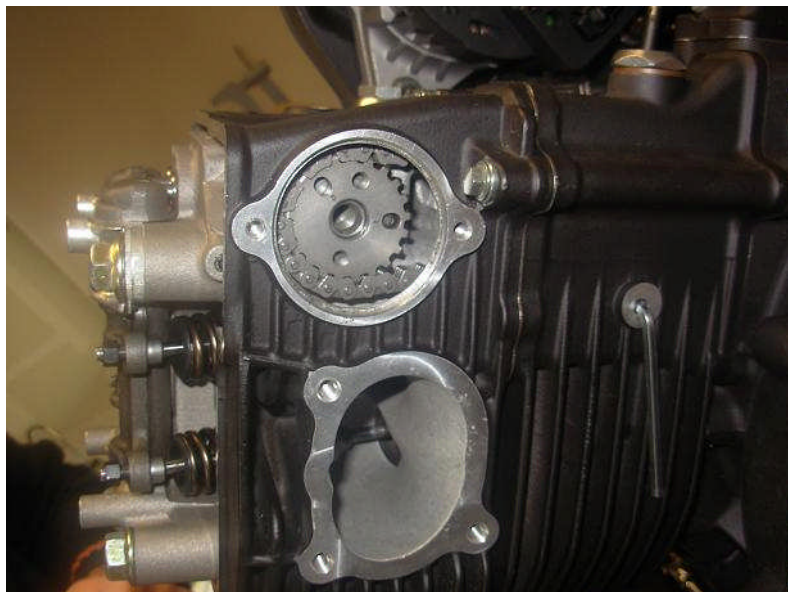


Fig. 4

- 7) Disengage the timing system gear from the camshaft, and link it to the head with a clamp so as to keep it in place (fig. 5) (**vehicles already in use and in stock**)

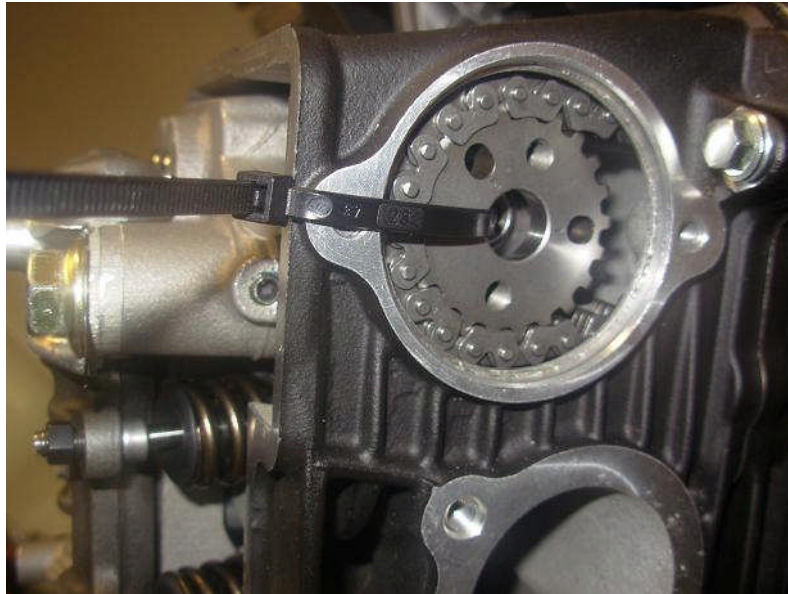


Fig. 5



During this step, be extremely careful with the driving pin of the timing system gear: it may not remain in its place and therefore, it may fall into the cam chain tunnel. Should this occur, tighten two M5 screws into the threaded holes already drilled on the gear to facilitate this operation and the subsequent refitting operation (fig. 6)

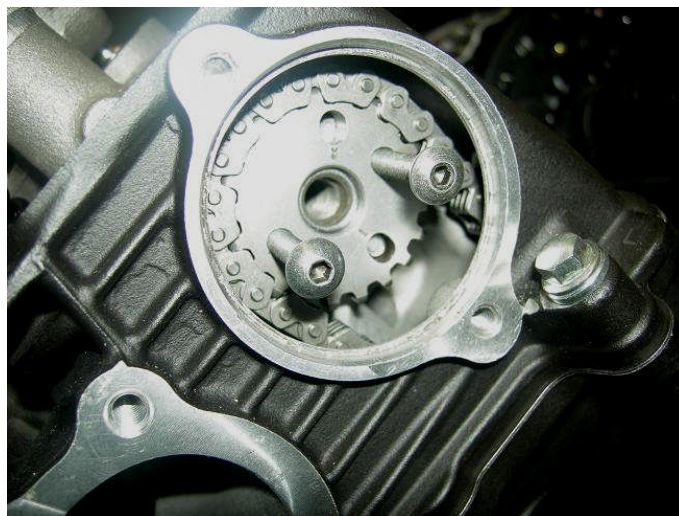


Fig. 6



- 8) Loosen the 2 long screws that fix the head to the engine crankcase (fig. 7) **(vehicles already in use and in stock)**



Fig. 7

- 9) Remove the whole cam cap from the head, and clean off any debris **(vehicles already in use and in stock)**
- 10) Manually check that the rocking levers turn in their seats. Should they do not turn smoothly, remove the closing cover and check if they are jammed. If so, contact the Technical Help Desk on 020 8290 8821 **(vehicles already in use and in stock)**
- 11) Remove the closing cover of the camshaft **(vehicles already in use and in stock)**
- 12) Remove the camshaft, the bowls and the rods (fig. 8) **(vehicles already in use and in stock)**



During this step, mark the position and direction of rods so that they can be refitted properly into position.

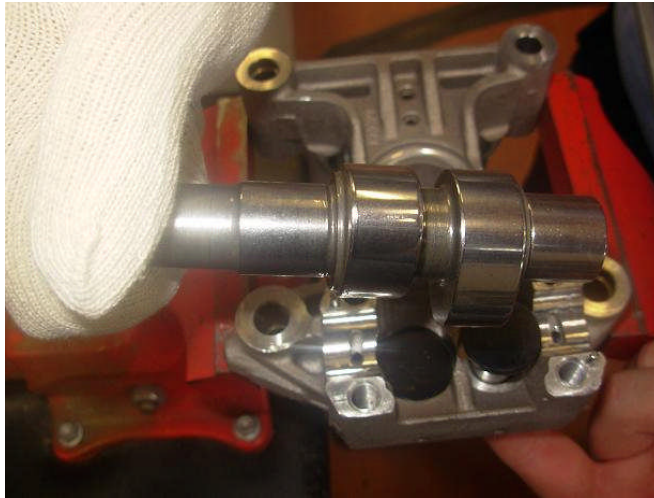


Fig. 8

- 13) Remove the pin from the camshaft using a pin drive (fig. 9) (***vehicles already in use only***)



Fig. 9



- 14) Place the pin in the spare camshaft (fig. 10) (***vehicles already in use only***)



Fig. 10

- 15) Lubricate the new cam followers ('tappets') and the original rods and afterwards fit them to the camshaft support, pay special attention to the position of the rods and assemble them in their original position. (***vehicles already in use and in stock***)
- 16) Fit the camshaft (***vehicles already in use and in stock***)

There is no difference between the inlet and outlet bowls.



For vehicles in stock, the camshaft is that installed originally to the vehicle

- 17) Assemble the closing cover of the camshaft (fig. 11) (***vehicles already in use and in stock***)



Torque for cover fixing screws 17 Nm

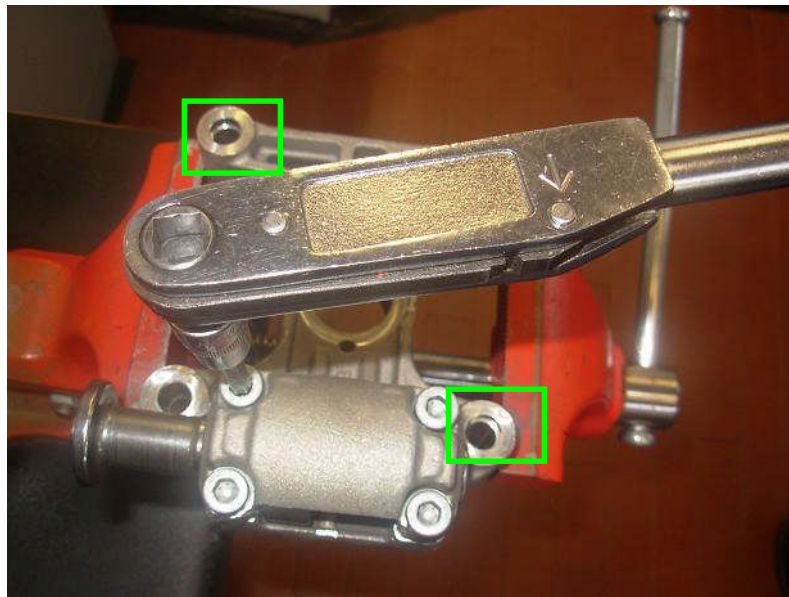


Fig. 11

- 18) Restore the correct position of the head fixing stud bolts with a nut and a lock nut
(vehicles already in use and in stock)



Stud bolts torque 25 Nm

- 19) Fit the complete cam cap on the head and make sure that the centring bushings are in the seats (highlighted in boxes in fig.11); afterwards tighten the four bolts
(vehicles already in use and in stock)



Head bolts tightening: pretorque: 25 Nm, afterwards, torque: 43 Nm

- 20) Tighten the 2 long screws that fix the head to the engine crankcase (torque: 10)
(vehicles already in use and in stock)
- 21) Cut the clamp that was previously fastened to the timing system gear and hook it to the camshaft. Remove the spare M5 screws that might have been tightened before to timing system gear
(vehicles already in use and in stock)



Letter **L** must be aligned with the bottom hole of the breather cover retainer (fig. 12) with the piston still at TDC

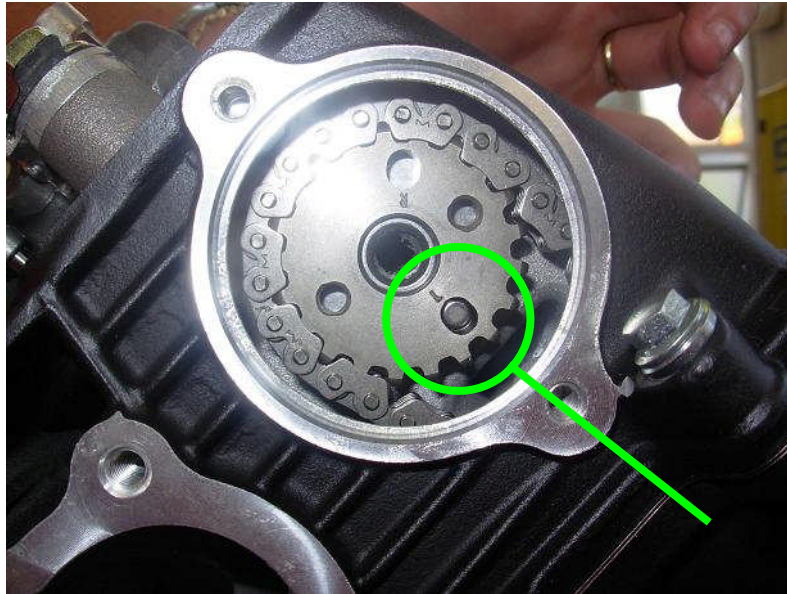


Fig. 12

- 22) Remove the chain tensioner locking pin inserted at step 6) and tighten the screw removed at step 3) to the left cylinder (***vehicles already in use and in stock***)



Use Loctite 243

- 23) Refit the breather plate and tighten the fixing screw of the timing system gear, keeping the camshaft locked as shown in fig. 13 (***vehicles already in use and in stock***)



Fig. 13



Loctite 243, torque: 30 Nm

- 24) Refit the breather cover, pay special attention not to pinch the O-ring (**vehicles already in use and in stock**)



Torque: 7 Nm

- 25) Adjust valve clearance (**vehicles already in use and in stock**)

Inlet: 0.10 mm

Outlet: 0.15 mm

Right side

Take the right piston to the TDC (compression stroke), acting on the generator pulley nut that can be reached from the front side of the engine (fig.13). To achieve this turn the crankshaft clockwise (looking from the front) (to reach the TDC, turn the crankshaft by a 270° angle).

- 26) Remove the breather cover, the screw fixing the timing system gear and the oil breather plate (**vehicles already in use and in stock**)
- 27) Check that the timing system gear is properly placed (**vehicles already in use and in stock**)



In this case, the letter **R** (unlike the left cylinder) has to be aligned with the bottom hole of the breather cover retainer (fig.14)

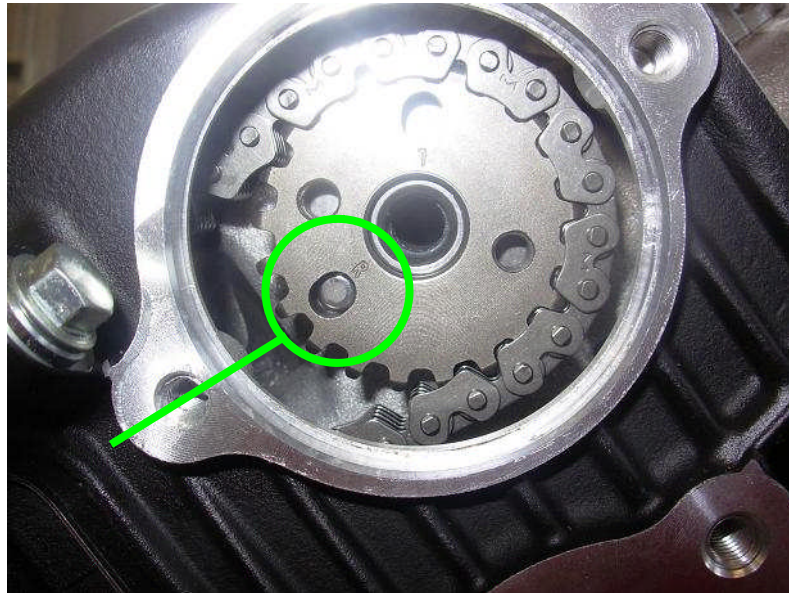


Fig. 14

28) Remove the chain tensioner. To this end, just remove the plug outside the cylinder with the specific wrench (fig. 15 and 16) (***vehicles already in use and in stock***)



Fig. 15

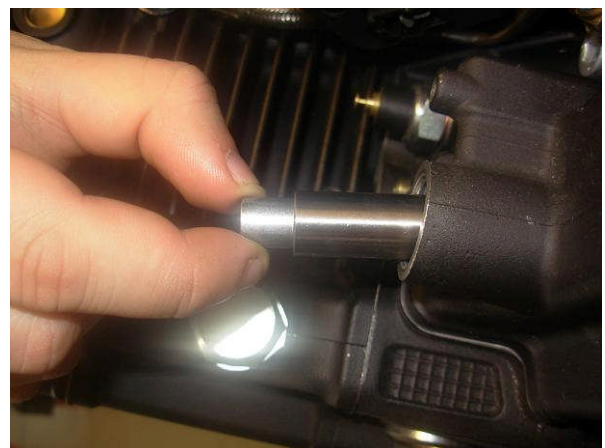


Fig. 16



- 29) Go back over the steps (from No. 7 through 21) carried out on the left side **(to apply to the vehicle, refer to the relevant side notes for each operation)**



During operation 21 pay special attention to properly refit the timing system gear to the camshaft as shown in fig.14 (with the R aligned with the lower breather plate screw hole)

- 30) Refit the breather plate and tighten the fixing screw of the timing system gear, keeping the camshaft locked as shown in fig. 13. Refit the chain tensioner properly and close the chain tensioner plug that was previously removed **(vehicles already in use and in stock)**



Tightening torque: 30 Nm

- 31) Adjust valve clearance **(vehicles already in use and in stock)**

Inlet: 0.10 mm

Outlet: 0.15 mm

- 32) Fill in the right amount of AGIP 4T RACING 10W – 60 engine oil and replace the engine oil filter **(vehicles already in use only)**

- 33) Refit any other component that was previously removed during the preparation step **(vehicles already in use and in stock)**

Best regards,

Piaggio S.p.A.
Brand Moto Guzzi
Technical Service



ANNEX A

Mandello del Lario, date.....

Dear Mr/Ms
Street
City

Subject: Technical Update, Vehicle, chassis No.

Dear Customer,

We would like to thank you for relying on us and having acquired a Moto Guzzi vehicle.

While checking on our products, activity aimed at improving the characteristics of our products, we have found that in a batch of vehicles, engine performance may be poor due to abnormal wear of mechanical components.

Moto Guzzi has implemented a mechanical improvement that will help to keep the pleasure of riding unchanged while safeguarding the engine components.

For this reason, you are kindly ask to contact Moto Guzzi dealer of your choice so that it can carry out this technical update.

Our official service network has already been informed of all the instructions needed to carry out these operations. You are also informed that the costs of this operation will be fully in charge of Moto Guzzi.

Our Customer Service (800 122 337) is at your full disposal to provide any further information and support that you may require.

If the vehicle has been sold or it is not available, please contact the Customer Service (800 122 337) or fill in the specific form attached to this letter to provide the name and address of the new owner. Then, you can fax the form to 041 5055926.

Thanks in advance for your co-operation. Best regards,

Massimo Di Silverio
Head of After Sales & Dealer Service
Piaggio & C S.p.A. Group



SERVICE COMMUNICATION NUMBER 006-2009

02/04/2009

TOPIC: TECHNICAL UPDATE CAMPAIGN

**SUBJECT: AMENDMENT - 8V ENGINES (GRISO 1200 – STELVIO 1200) -
BUCKET TAPPETS**

Dear Dealer,

As an amendment to Service Bulletin 002 – 2009 (TECHNICAL UPDATE CAMPAIGN: 8V ENGINES (GRISO 1200 – STELVIO 1200) - BUCKET TAPPETS), we would like to place greater emphasis on the importance of the following operations, to ensure that the adjustment procedure is carried out correctly:

- **OPERATION 15** Refitting rods.

Particular care must be taken when refitting the rods. The notches on the body of the rods themselves must face the rocker (fig. 1)

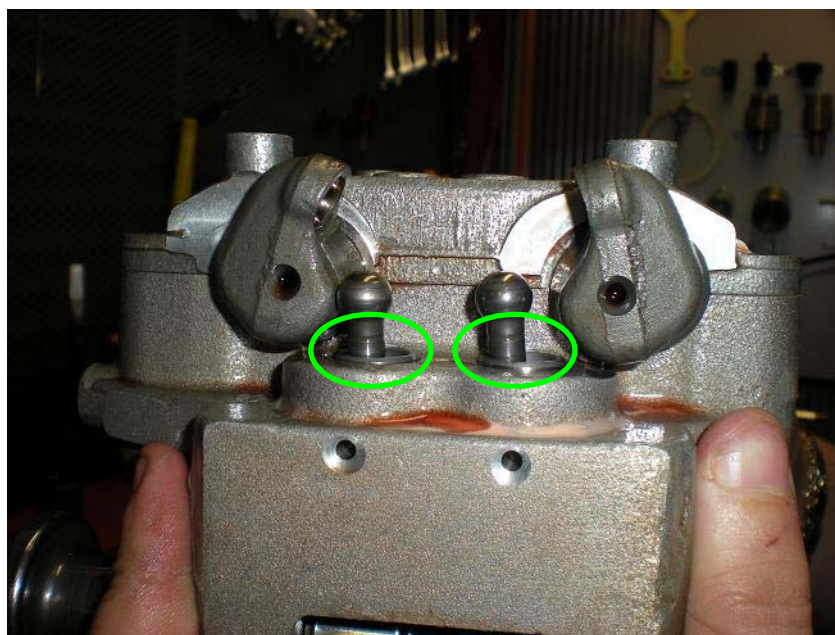


Fig. 1 Correct rod orientation



- **OPERATIONS 15 – 16** Lubricating components

When refitting the cam tower components, apply AGIP SM2 anti-seizing grease or an equivalent product (containing molybdenum disulphide and black in colour) onto the cam – bucket tappet contact face, on the spherical rod seats and on the rocker mountings contact faces.

- **FINAL TEST**

Perform a road test riding the vehicle for approximately 10 minutes at medium - high engine speeds (avoiding prolonged periods at idle speed). After the road test and with a cold engine, check the valve clearance again and adjust again if necessary (intake 0.10 mm, exhaust 0.15 mm)

Best regards,

Piaggio S.p.A.
Brand Moto Guzzi
Technical Service



SERVICE BULLETIN NUMBER 008-2009

15/10/2009

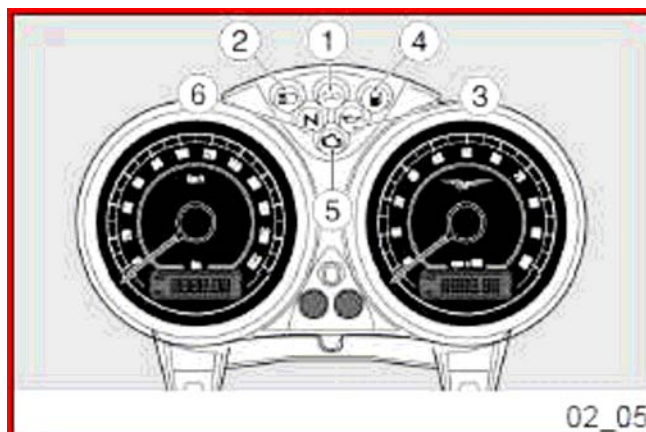
TOPIC: V7 electrical system all models – Nevada 750 MY 2009

SUBJECT: faulty illumination of the amber coloured EFI warning light on the instrument panel

Dear Dealer,

In addition to the technical bulletin no. 12 of the year 2008 dated 21/11/2008, please be informed that from the Axone 7.0.4 release, available and downloadable starting from 15/09/2009 (or from the Navigator 6.0.0 release), it is possible to reprogramme the vehicle's control unit by selecting the **REPROGRAMMING** function and choosing **V7NEVAD** mapping.

This new map solves the faulty illumination problem of the amber coloured warning light on the instrument panel (number 5 in the figure).



We therefore ask you to perform this operation during the predelivery phase on all vehicles still in your stock and on all motorcycles that go through your workshop for routine maintenance.

A list of chassis numbers follows of the last vehicles, divided by model, still being produced with the old map: if a vehicle with a chassis number higher than those listed below happens to come into your workshop, this remapping is useless as the new map is already in the control unit.



V7 Cafè ZGULWC012AM111677
V7 CLASSIC ZGULW00069M113529
NEVADA 750 ZGULMG0079M111528

Best regards,

Piaggio S.p.A.
Brand Moto Guzzi
Technical Service



SERVICE BULLETIN 005-2010

30-07-2010

Topic: Griso 8V

Subject: Fuel tank breather

Dear Dealer,

We would like to inform you that the information we have indicates that there is a lot of Griso model tanks with a breather hole, and a drainage hole for excess fuel, in an incorrect position.

The position of the breather/drainage holes is printed with a 180° rotation, that is obstructed after the fuel plug is fitted.

The obstruction of the breather hole could cause the vehicle to stop.

The structural failure pointed out above is noticed when the fuel tank plug is opened.

Blocked passage



Photo A

Free passage



Photo B

The breather hole cannot be seen, where as the overflow drainage hole (shown by the arrow) could be blocked as shown in Photo A. In the case of doubt, insert a small screwdriver which must go down at least 2 cm if the hole is free, Photo B

If this hole is blocked, the tank must be replaced.

For this reason we have prepared a technical update in the GGP system that foresees the registration of two types of service coupons: check obstruction of the tank hole or replacement of the fuel tank

ENTERING JOB IN GGP SYSTEM



From the main GGP system menu, select the option called "**TECHNICAL – CAMPAIGN UPDATE** " and then "**ENT. CAMPAIGN. COUPON**". A window will then open where the requested data must be entered for the vehicle to update. Then, clicking on "?", another window will open where the type of coupon can be selected:

COUP. 1 – Check only – Tank OK.

COUP. 2 – Replace fuel tank

In the first case, 10 minutes of labour will be reimbursed, whereas in the second case you will be reimbursed 60 minutes of labour, plus the fuel tank in the colour that matches the chassis of the involved motorbike.

Please note that the fuel tank can be shipped for replacement by September 2010, due to issues related to complexity and paintwork.

IT IS IMPORTANT to stress that if you have delivered a vehicle to a customer without having activated the warranty, you are exclusively responsible for informing the customer of the check to perform on the vehicle.

To replace the tank, refer to the on-line workshop manual www.servicemotoguzzi.com.

We take this opportunity to send our best regards.

Spare parts, Accessories and After Sales B.U.

Motorbike Technical Service



SERVICE BULLETIN 004 - 2011

22-04-2011

Topic: Technical update - NORGE 1200 8V

Subject: Check the positioning of the electrical wiring.

Dear Dealer,

from our technical tests on the product, we have discovered that in a batch of this model, it is possible to find errors in the positioning of the electrical wiring in three specific parts:

- Ground cable connected to the ECU control unit of the motorcycle
- Check the positioning of the electric fan wiring
- Check the positioning of the injector wiring

To prevent new motorcycles currently in your stock being delivered to end customers with these defects, we have defined a **technical update procedure** to be performed during PDI or in case the vehicles are already in use, at the first scheduled maintenance or service at the workshop.

The list of chassis numbers involved in this campaign are viewable on the website www.servicemotoguzzi.com, under the "Warranties" section in the "Recall Campaigns menu.

To prevent this problem from arising in any future vehicles in circulation, **you are kindly requested to carry out this repair immediately** on all vehicles in your stock included in the list published.

To facilitate this campaign, a specific technical update procedure has been created on the GGP System, which will reimburse you for the labour costs necessary to perform the check or repositioning of the motorcycle wiring.

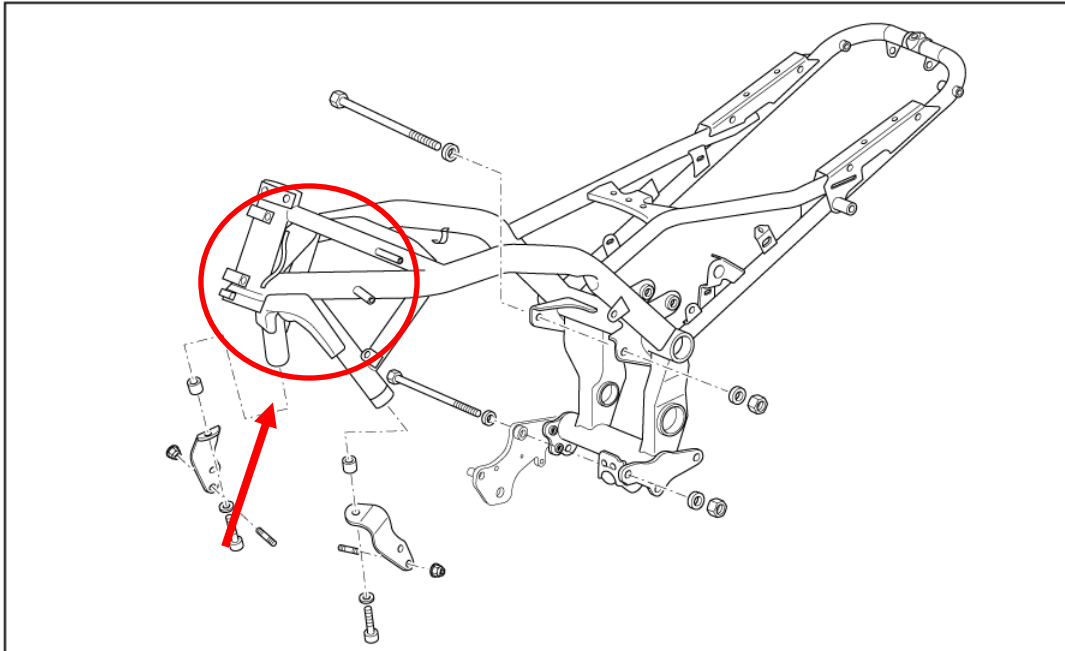
ENTERING JOB IN GGP SYSTEM

The technical update will be processed via the GGP system. From the main menu, select the option "**TECH. UPDATE – CAMPAIGNS**" then "**ENTER CAMPAIGN SERVICE COUPON**". a window opens in which all the required information concerning the vehicle to be updated must be entered. Click "?" to open a screen allowing you to select the specifically created service coupon, which will reimburse you for the **60 minutes labour** allocated for rectifying the defect.



TECHNICAL PROCEDURE

To check the position of the ECU ground cable, from beneath the motorcycle, underneath the headstock, look in the direction indicated by the arrow in the following figure:



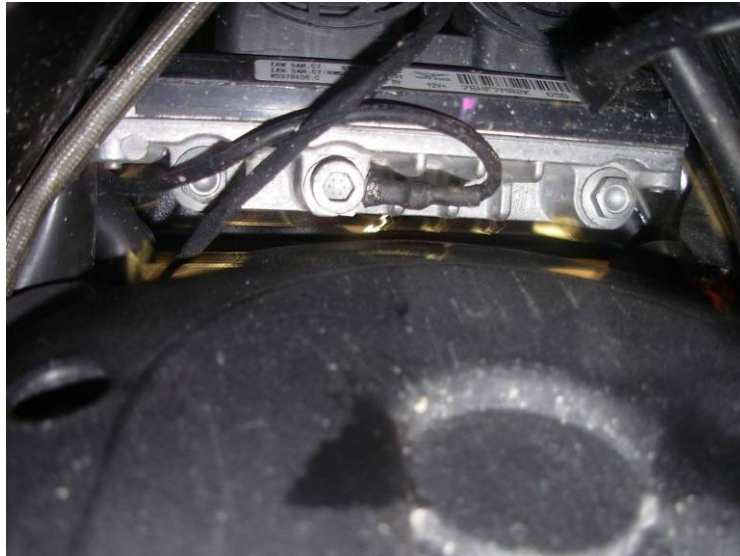
INCORRECTLY POSITIONED CABLE: the lug terminal may be damaged due to interference with the alternator cover





CORRECT POSITION:

Position the earth cable as shown in the following photo.



ADJUSTING THE POSITION OF THE CABLE:

Use an articulated wrench as show in the figure to adjust the position of the cable easily. This procedure does not require the removal of any vehicle component.

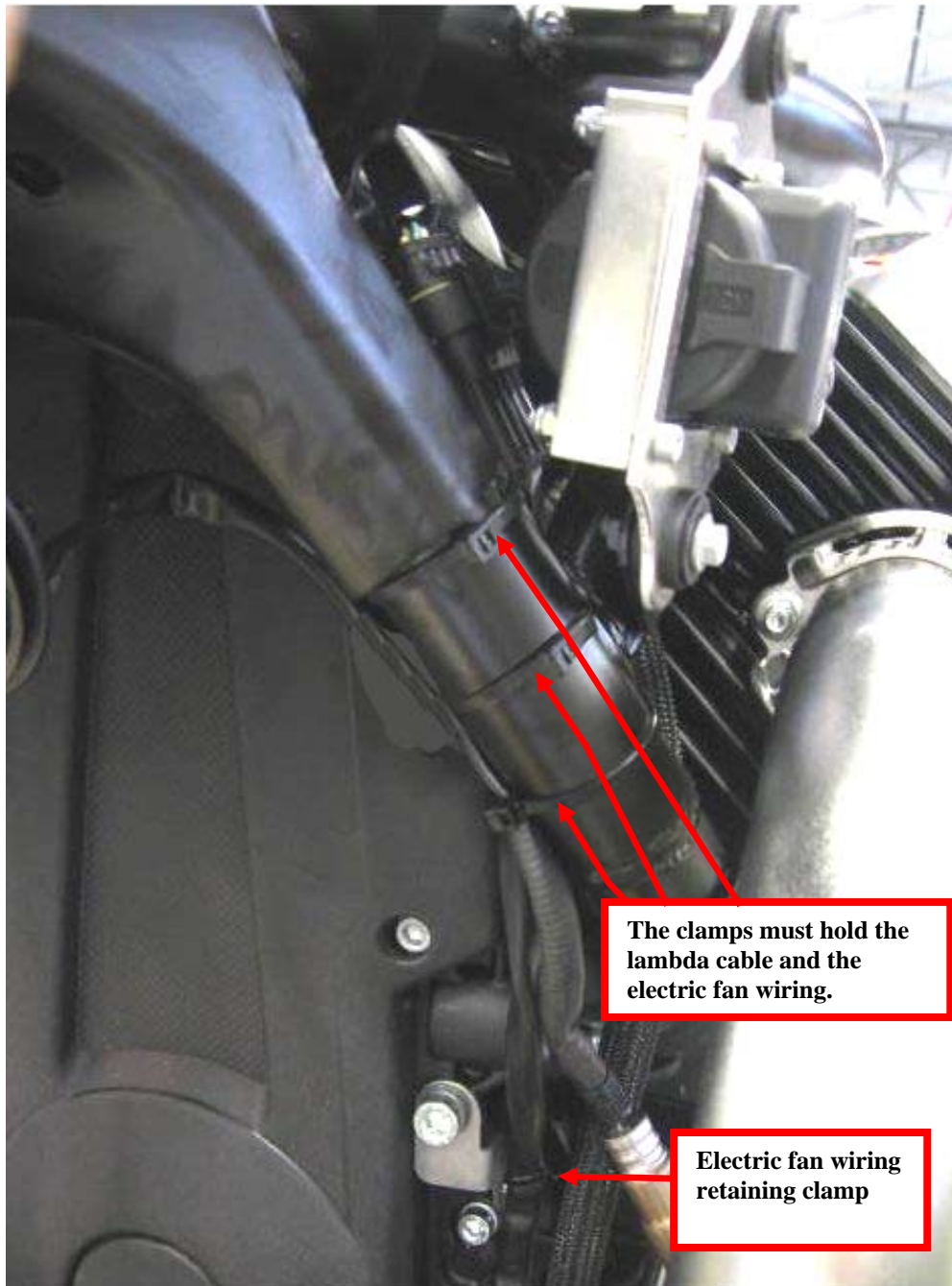


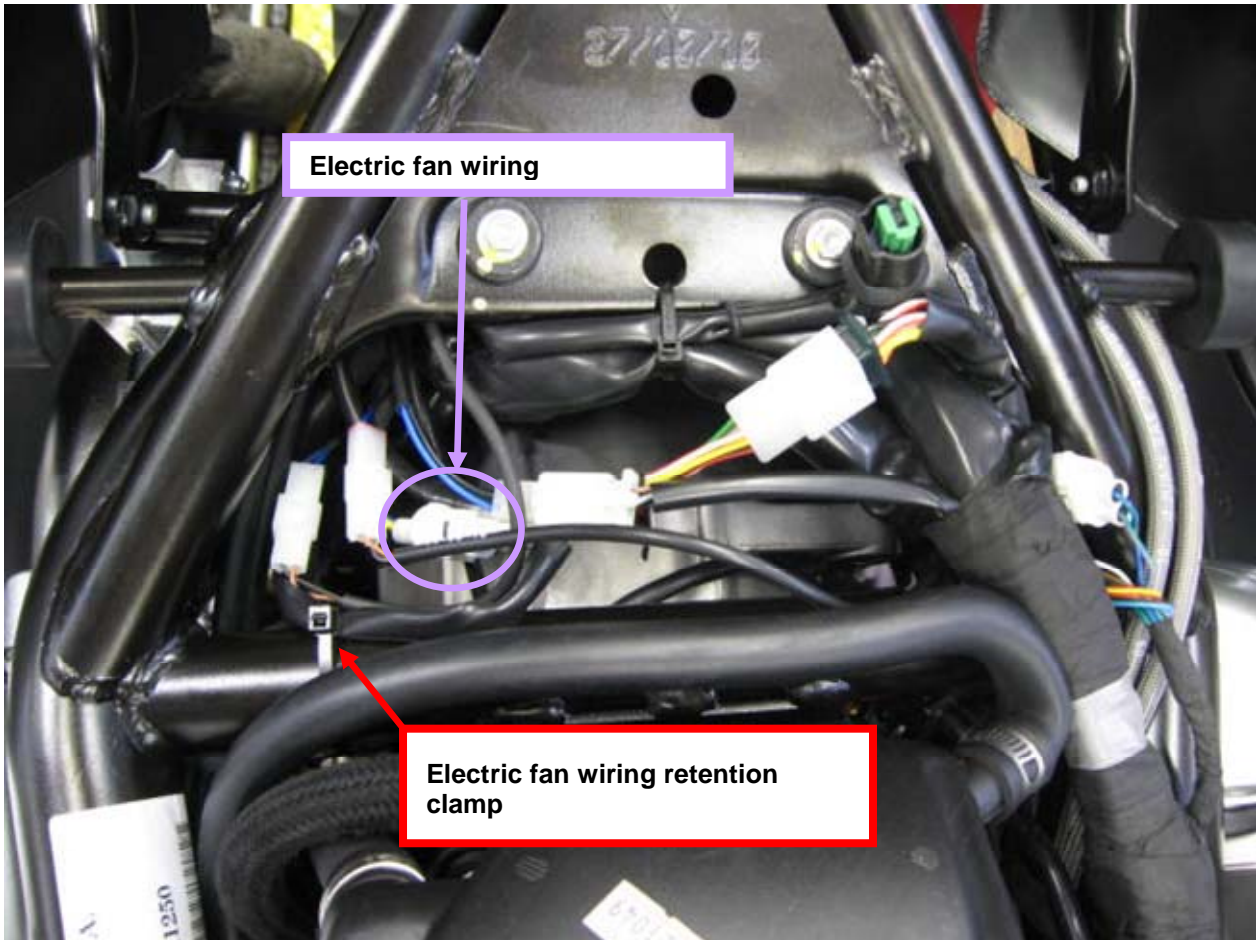


CHECK THE POSITIONING OF THE ELECTRIC FAN WIRING:

Check that the layout of the electric fan wiring is positioned as shown in the attached photo:

- 1) Check that the electric fan layout is the same as that indicated in the photo and that it is fastened as shown in the photo below





If the wiring is not positioned as indicated, proceed as follows:

- disconnect the electric fan connector
- Remove any retaining clamps
- Remove the wiring from the incorrect position
- Start the repositioning and the corresponding fastening as indicated in the photo above



CHECK THE POSITIONING OF THE INJECTORS WIRING:

Check that the connection lines of both injectors are positioned as shown in the attached figure:



If both wirings are not positioned as shown in the figure, proceed as follows:

Remove the vehicle filter box

Remove all the clamps that bind the wiring and reposition them in a way that, once reassembled, they cannot be trapped or crushed by the air filter box.

Please accept our

Best Regards,

Piaggio & C. SpA

Spare Parts, Accessories and Aftersales / Service Technical Support BU



SERVICE BULLETIN 005 - 2011

22-04-2011

Topic: Technical update - Norge 1200 8V, Stelvio, 1200 SPORT 8V, Griso 1200 8v

Subject: Engine flange plugs punching

Dear Dealer,

further to our technical inspections on the product, we found out that in one production batch of the indicated models the engine flange plugs might have been improperly installed.

To avoid that the new bikes you have in stock are delivered to Final Customers and feature the above-specified fault, we provided a **technical update** to carry out upon pre-delivery, while for the bikes already owned by clients we are sending notices to customers urging them to contact Moto Guzzi service network to perform this update as soon as possible.

The list of chassis numbers involved in this campaign is viewable on the website www.servicemotoguzzi.com, under the "Warranties" section in the "Recall Campaigns menu.

To prevent this problem from arising in any future vehicles in circulation, **you are kindly requested to effect this repair immediately** on all vehicles in your stock included in the list published.

On GGP System we inserted a technical update that will refund required labour for the operation described below.

ENTERING JOB IN GGP SYSTEM

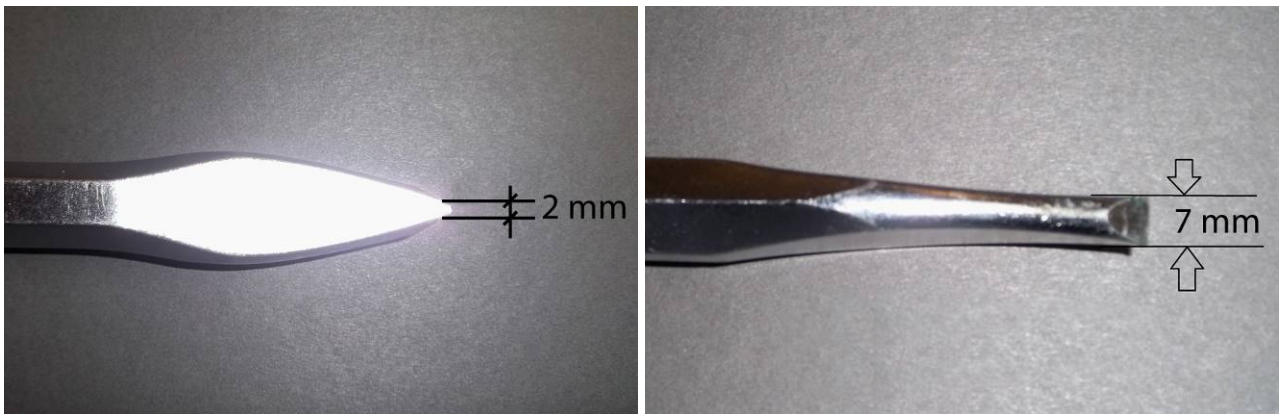
The technical update will be processed via the GGP system. From the main menu, select the option "**TECH. UPDATE – CAMPAIGNS**" then "**ENTER CAMPAIGN SERVICE COUPON**". A window opens in which all the required information concerning the vehicle to be updated must be entered. Then click on "?", another window opens and you can select the preset service coupon that will allow labour refund, depending on the model (see table).



MODEL	TIME IN MIN.
Stelvio My 09-My 11	5
NORGE 8V	60
1200 Sport 8V	35
Griso 1200 8V	15

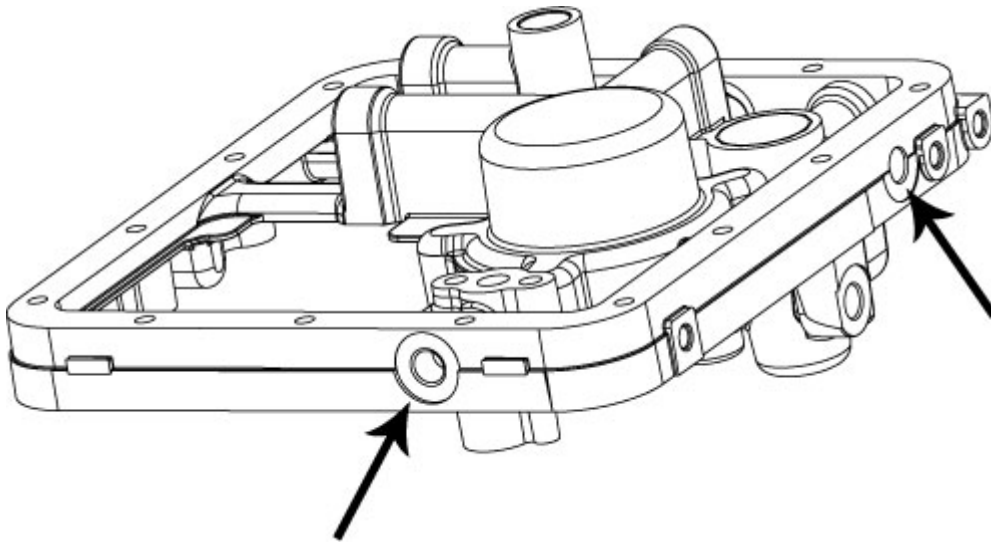
TECHNICAL PROCEDURE

Take a punch having the features highlighted in the pictures below.



The blade shall not be sharp, but must have a chamfered profile, at least 1.5 – 2 mm thick and about 7 mm long

Disassemble all parts necessary to punch the two plugs you find on the right of the flange and at the back of the same, as shown in the figure



NORGE 1200 8V

- Right Lug
- Right Fairing
- Central exhaust collector box

1200 Sport 8V

- Central exhaust collector box

Griso 1200 8V

- Remove the oil cooler from crankcase (without detaching the oil pipes)

Stelvio

- Nothing must be removed to carry out this operation



Punch the external edge of the hole, ensuring not to hit the plug.

Proceed as follows:

- For the right side: punch at three points, 120° from one another
- For the rear: punch at two points at 180°

PUNCHING:





FINAL RESULT:

RIGHT SIDE





REAR SIDE



Best Regards,

Piaggio & C. SpA

Spare Parts, Accessories and Aftersales / Service Technical Support BU



SERVICE BULLETIN 001 - 2012

05-03-2012

Topic: technical update on V7 Racer

Subject: fuel tank cap flange cod. 884300 replacement

Dear Dealer,

according to our technical checks on the product, it is necessary to update a batch of Moto Guzzi V7 Racer vehicles (see list on motoguzzi service <http://www.servicemotoguzzi.com/public/warranty/CampagneRichiamo>) in order to improve the ventilation of the fuel tank.

For the vehicles in circulation we will notify customers by mail, inviting them to contact the Moto Guzzi service network to carry out the upgrade indicated (see the letter included in the side of this document).

The following operating procedure clearly indicates all the operations necessary in order to replace the fuel tank cap flange (excluding ignition switch assembly), especially with the new item cod. **884300**.

The technical update will be processed via the GGP system.

From the main menu, select the option "**TECH. UPDATE – CAMPAIGNS**" then "**ENTER CAMPAIGN SERVICE COUPON**".

A window opens in which you have to enter all the data required about the vehicle to be updated. Then, by clicking on "?" another window will open where you can choose the service coupon which will reimburse you for both the material and labour provided.

Model: MOTO GUZZI V7 Racer

Version: EU

Time of the measure: 15 minutes

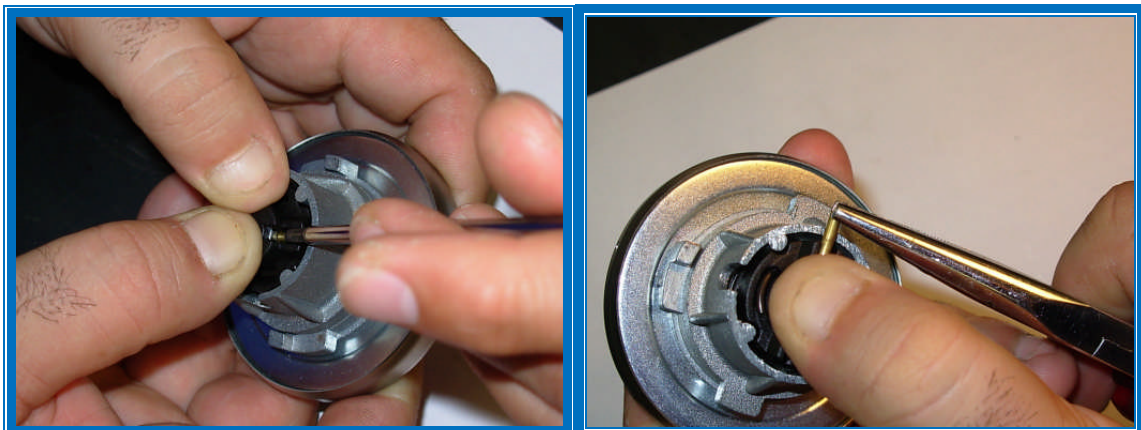


WORKSHOP OPERATING INSTRUCTIONS

- Take the fuel cap with the key not inserted



- Remove the cover components retaining pin

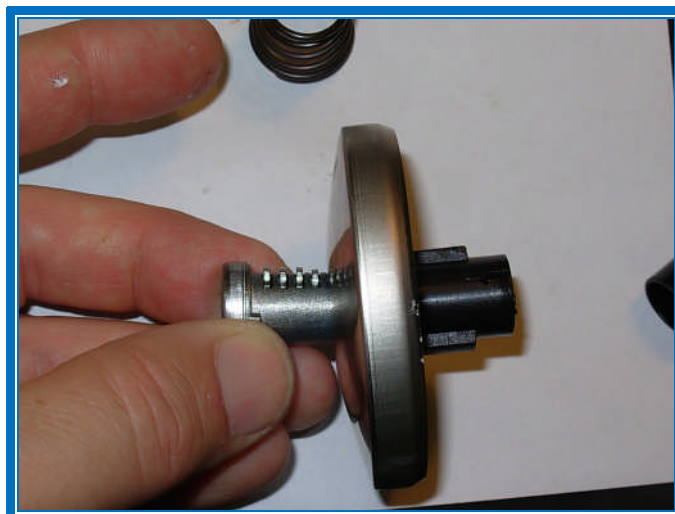




- Before disassembling the cover mark the relative positions of the components



- Remove the ignition switch assembly





- Replace the fuel cover flange



- Replace the cover by performing the stages in opposite sequence to those of disassembly
- Insert the key into the cover and check the free rotation of the cover closing system



Our technical service is at your complete disposal to provide any further information and support that you may require by Technical Help Desk service.

Best regards
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



FACSIMILE LETTER SENT TO CUSTOMERS

Mandello del Lario, date.....

Dear Mr/Mrs
Street
City

Subject: Technical Update, Vehicle, chassis No.

Dear Customer,

to ensure the efficiency of its products over time, Moto Guzzi continuously performs technical tests and trials that have highlighted the chance of upgrading the fuel tank ventilation system of your motorcycle.

The intervention, which is totally free, is the simple replacement and modification of a component of the fuel cap of your V7.

Our official support network is already in possession of the indications to carry out the required operations, so please make an appointment with your Dealer to carry the measure out.

If the vehicle has been sold or it is no longer available, please kindly contact Customer Service **(0080012233700)** or fill in the specific form attached to this letter immediately to provide the name and address of the new owner. Then, you can fax the form to **+39041971491**

Thanks in advance for your co-operation. Best regards,

Orticochea Duoun Juan Felipe
Spare parts, Accessories and Technical Service Manager
Piaggio Group & C. S.p.a.



Chassis No.: [XXXXXXXXXXXXXXXXXXXX]

Name: [XXXXXXXXXXXXXXXXXXXX] Surname: [XXXXXXXXXXXXXXXXXXXX]

Street: [XX] No.: [XXXX] Post Code: [XXXXXX]

Province: [XX]

City: [XX]

Country: [XXXXXXXXXXXXXXXXXXXX] Date of sale: [XX] / [XX] / [XX]

Vehicle not available as it has been: [] scrapped [] stolen

Vehicle not available, other reasons: (Specify)

signature _____



SERVICE BULLETIN 003 - 2012

29-03-2012

Topic: Front main cable harness protection

Subject: Vehicle Technical Update – Stelvio My 2011.

Dear Dealer/service outlet,

as part of our research aimed at improving the characteristics of use of our products, it is necessary to insert the **plastic protection (cod. AP8220709)**.

This measure should be carried out at pre-delivery or, alternatively, at the first occasion (service/repair);

see the Moto Guzzi service list

<http://www.servicemotoguzzi.com/public/warranty/CampagneRichiamo>.

The technical update will be processed via the GGP system.

From the main menu, select the option "TECH. UPDATE – CAMPAIGNS" then "ENTER CAMPAIGN SERVICE COUPON".

A window opens in which you have to enter all the data required about the vehicle to be updated.

Then, by clicking on "?" another window will open where you can choose the

service coupon which will reimburse you for both the material and labour provided.

Model: MOTO GUZZI STELVIO

Version: MY2011

Time of the measure: 15 minutes

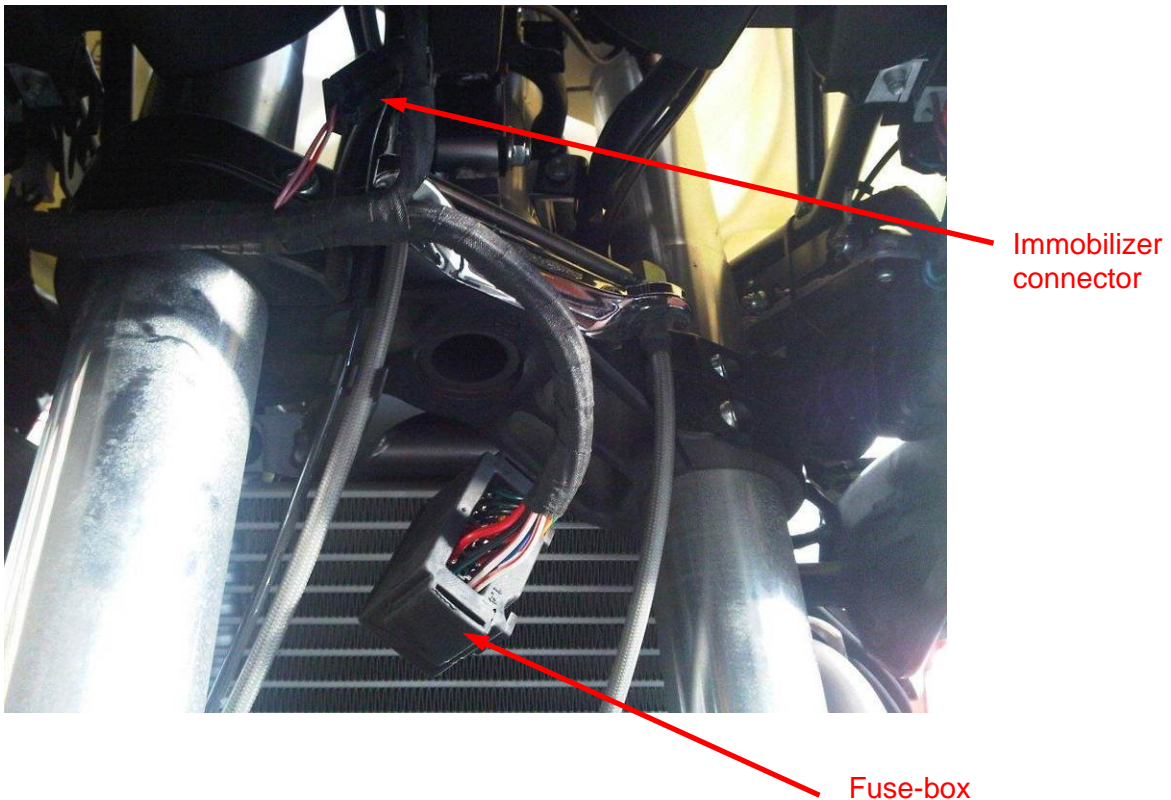


WORKSHOP OPERATING INSTRUCTIONS

- Remove the fuse-box (located in the headstock area) simply by pulling it up in order to disconnect it from its support

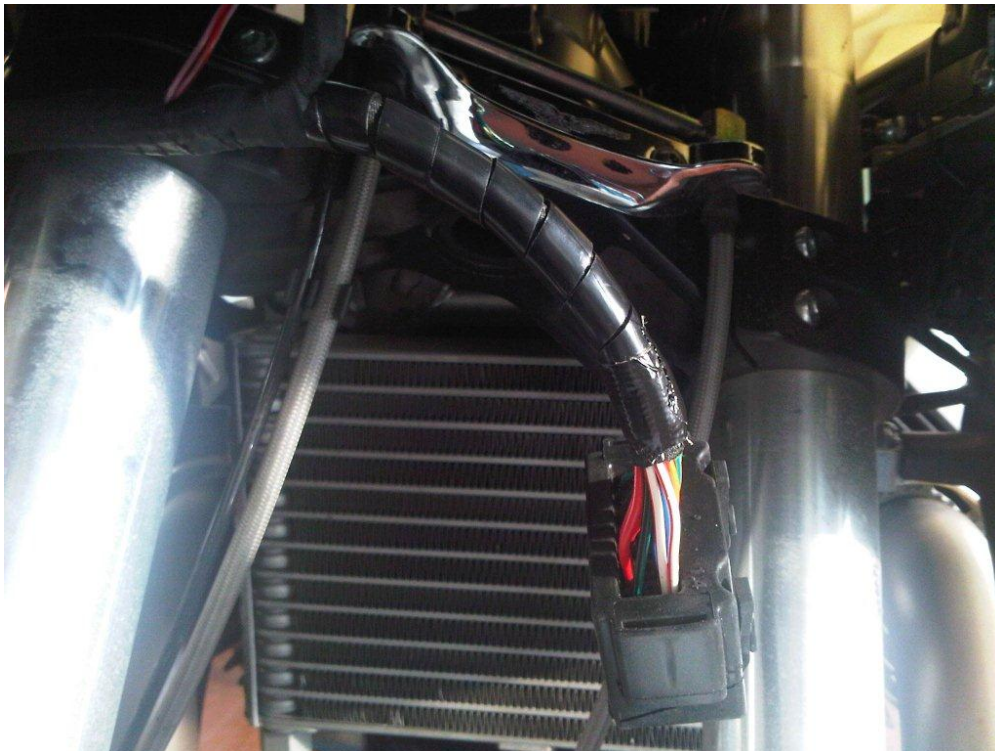


- Re-route the cable harness to remove it from the underside of the headstock to be able to work easily, also disconnecting the immobilizer connector if necessary



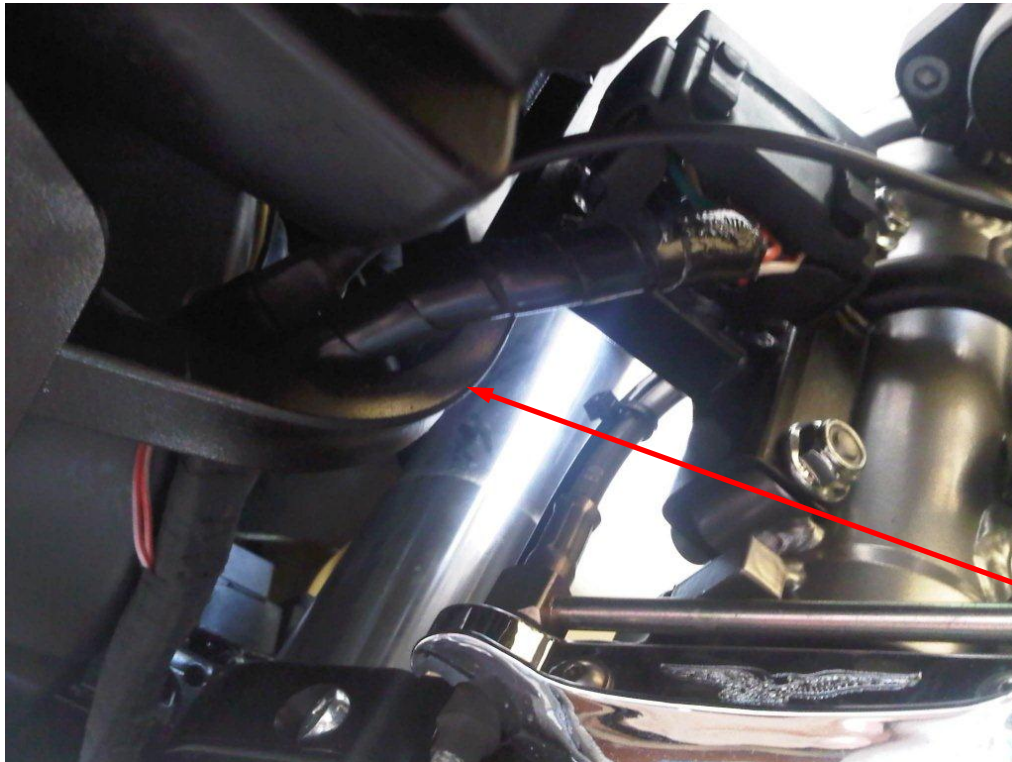


- Cut a section of 150mm of the spiralled protection and roll it around the cable harness starting from the bifurcation area of the cable harness as shown in the picture, taking care to keep the spirals wound tightly to each other; fix the ends of the protection with adhesive tape





- Re-route the cable harness into its original position (remember to also connect the immobilizer cable if previously disconnected), making sure to route it over the headlight holder support; then reposition the fuse-box in its housing



Headlight
holder
support

Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



SERVICE BULLETIN 004 - 2012

29-03-2012

Topic: Correct positioning of the starter motor cable harness

Subject: Vehicle Technical Update – Stelvio My 2011.

Dear Dealer/service outlet,

as part of our research aimed at improving the characteristics of use of our products, it is necessary to check the positioning of the starter motor cable harness.

This measure should be carried out at pre-delivery or, alternatively, at the first occasion (service/repair);

see the Moto Guzzi service list

<http://www.servicemotoguzzi.com/public/warranty/CampagneRichiamo>.

The technical update will be processed via the GGP system.

From the main menu, select the option "TECH. UPDATE – CAMPAIGNS" then "ENTER CAMPAIGN SERVICE COUPON".

A window opens in which you have to enter all the data required about the vehicle to be updated.

Then, by clicking on "?" another window will open where you can choose the

service coupon which will reimburse you for both the material and labour provided.

Model: MOTO GUZZI STELVIO

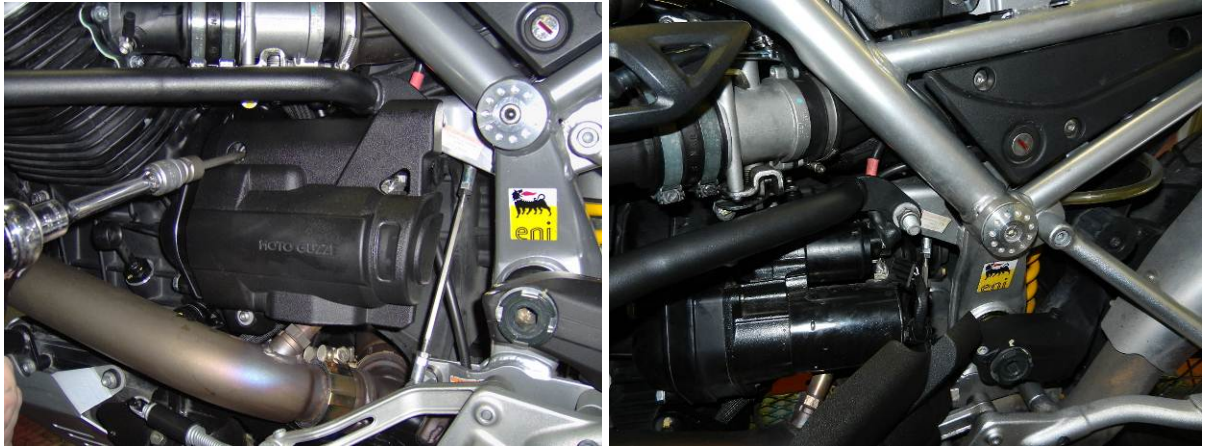
Version: MY2011

Time of the measure: 15 minutes

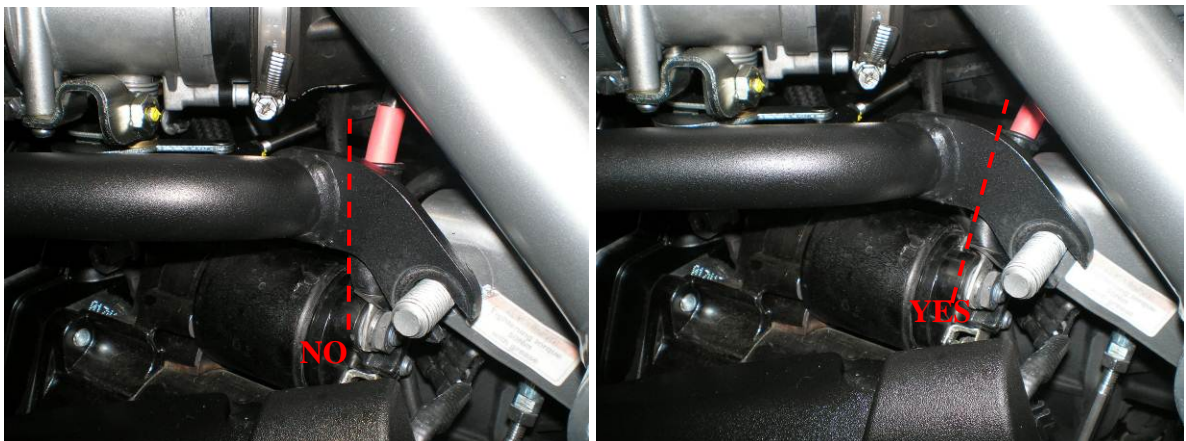


WORKSHOP OPERATING INSTRUCTIONS

- Disconnect the battery
- Access the starter motor by removing the protective cover, unscrewing the 2 screws that fix it to the motor



- Check if the positive cable harness of the starter motor are dangerously compressed by the engine bars
- If they are in a dangerous position (labelled **NO** in the photos) then remove the nut securing the engine bars, loosen the nut on the positive cable harness clamp of the motor and then lock it in the correct position





- Tighten the cable harness clamp nut, being careful to reposition the protection of the clamp, tighten the nut fixing the engine bars, reposition the starter motor protection, and lastly restore the connection of the starter battery.

Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



SERVICE BULLETIN 005 - 2012

29-03-2012

Topic: Modified spotlights supporting frame

Subject: Vehicle Technical Update – Stelvio My 2011 NTX

Dear Dealer/service outlet,

as part of our research aimed at improving the characteristics of use of our products, it is necessary to update the retainer fixing the spotlight to the engine bars **cod. 886740 - 41** (RH-LH).

This measure should be carried out at pre-delivery or, alternatively, at the first occasion (service/repair);

see the Moto Guzzi service list

<http://www.servicemotoguzzi.com/public/warranty/CampagneRichiamo>.

.

The technical update will be processed via the GGP system.

From the main menu, select the option "TECH. UPDATE – CAMPAIGNS" then "ENTER CAMPAIGN SERVICE COUPON".

A window opens in which you have to enter all the data required about the vehicle to be updated.

Then, by clicking on "?" another window will open where you can choose the

service coupon which will reimburse you for both the material and labour provided.

Model: MOTO GUZZI STELVIO

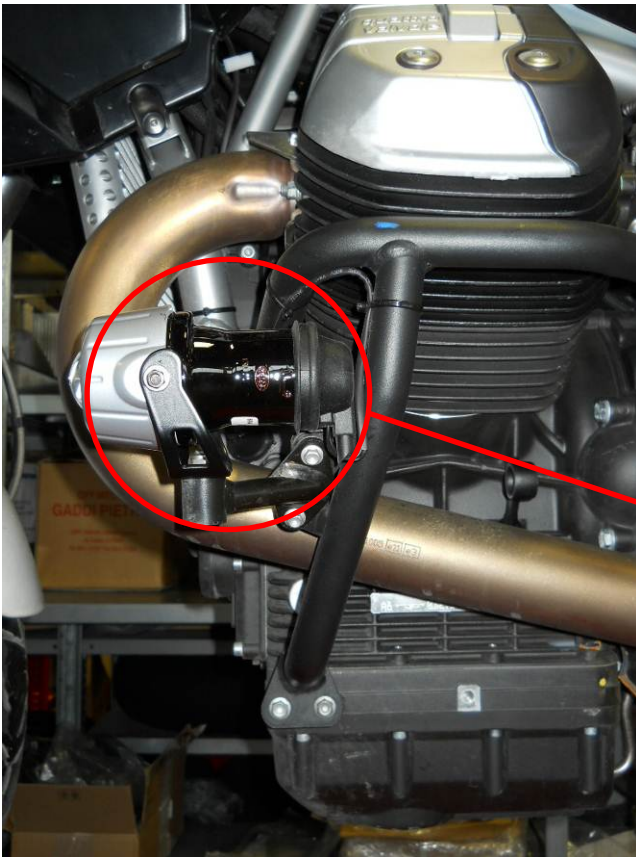
Version: MY11 NTX

Time necessary for the measure: 10 minutes

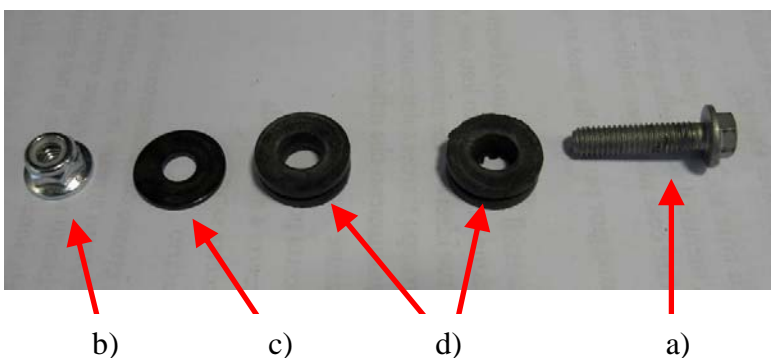


WORKSHOP OPERATING INSTRUCTIONS

- Verify that the type of attachment mounting the spotlight to the engine bars is like the one shown in the photo, that is, a metal fin welded to the engine bars on which the spotlight is fixed by 2 screws.

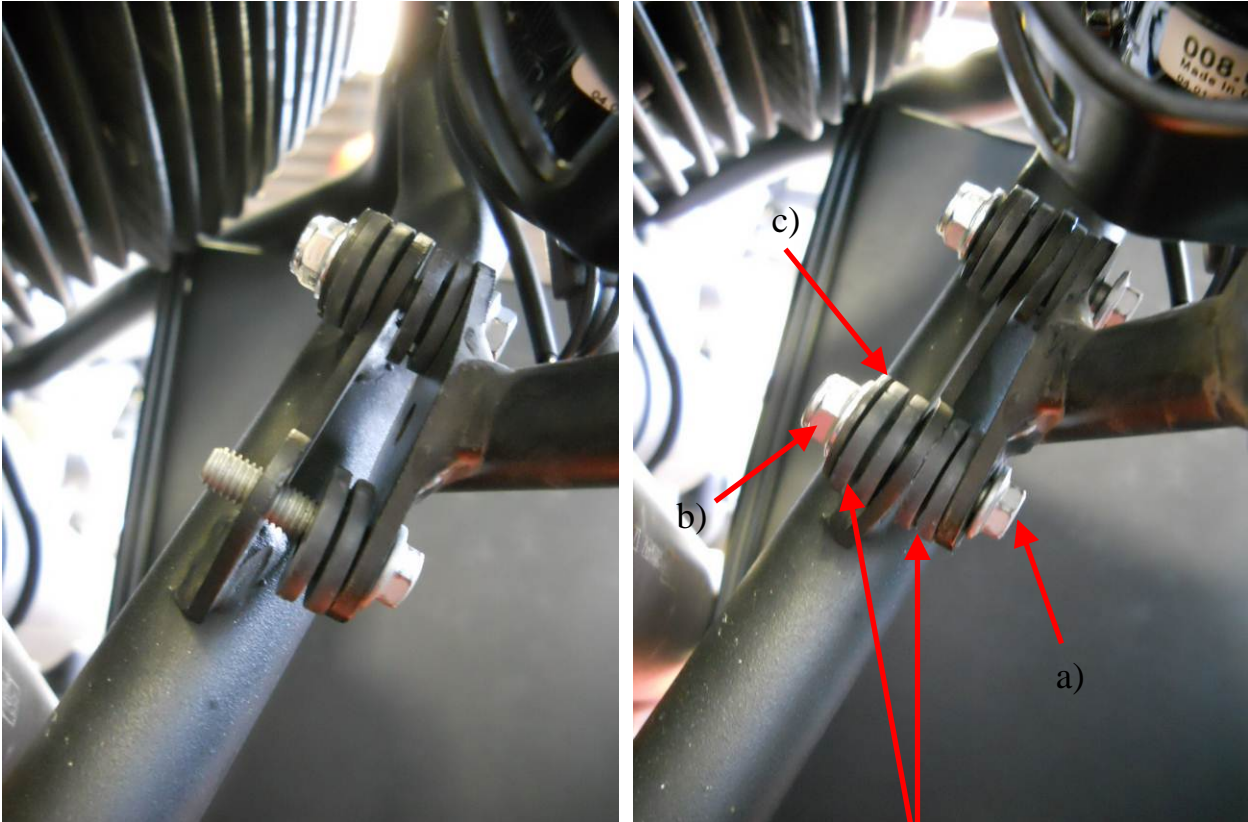


- Disconnect the spotlight support from the engine bars by releasing the 2 corresponding screws
- To intervene on 2 spotlights, obtain the following material as shown in the figure:
 - a) cod. AP8152280 – TE flanged screw M6x25 – 4 parts
 - b) cod. AP8152299 – flange nut M6 – 4 parts
 - c) cod. AP8150179 – washer 6.4x18x1.5 – 4 parts
 - d) cod. AP9100301 – rubber – 8 parts

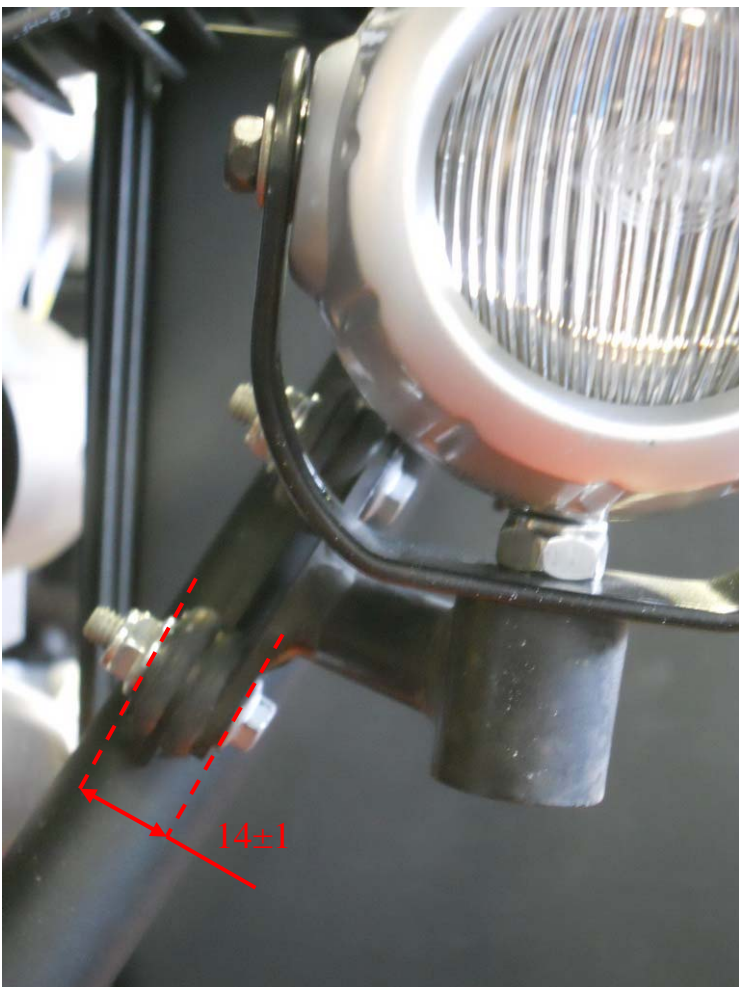
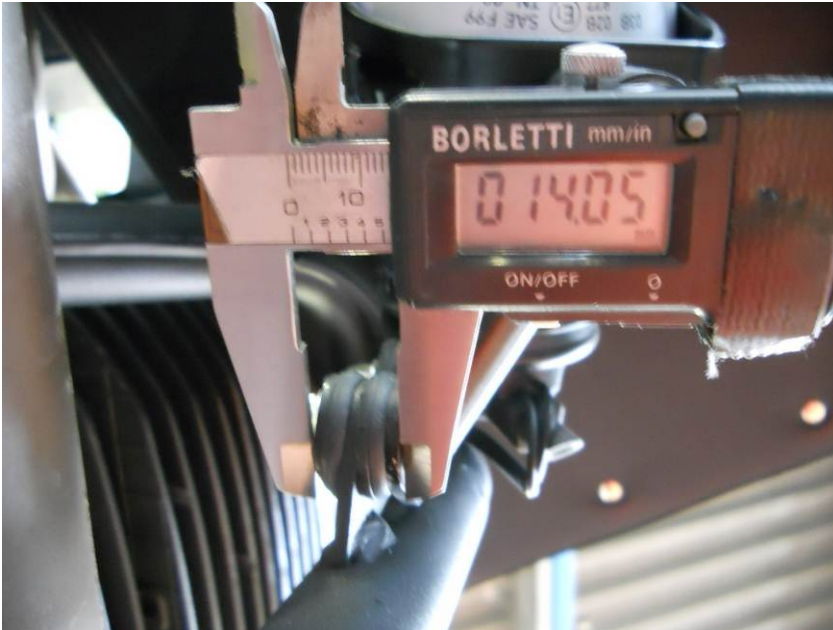




- Insert the rubbers between the bracket and support and then insert the washer between the nut and rubber as shown in the picture



- Tighten the nut until obtaining a distance between the outside of the washer and the outside of the spotlight support of $14\pm 1\text{mm}$





Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



SERVICE BULLETIN No 007

18-09-2012

Topic: Technical Update

Subject: Stelvio

Dear Dealer/service outlet,

as part of our research aimed at improving the characteristics of use of our products, a technical update is necessary for the **stand, stand plate, electrical system, dresser bars** the first time that the vehicle is brought to our workshop on the indicated frames;

(see the Moto Guzzi service list

<http://www.servicemotoguzzi.com/public/warranty/CampagneRichiamo>).

The technical update will be processed via the GGP system.

From the main menu, select the option "TECH. UPDATE – CAMPAIGNS" then "ENTER CAMPAIGN SERVICE COUPON".

A window opens in which you have to enter all the data required about the vehicle to be updated. Then, by clicking on "?" another window will open from which you can select the service coupon that will generate an automatic order of the spare part (in the countries where this option is provided) and will refund the labour provided.

Model: MOTO GUZZI STELVIO

Version: All

Time necessary for the measure: see measures table



MEASURES TABLE

Coupon	Description of Measures	Coupon Time (min.)
<i>Coupon 1</i>	<ul style="list-style-type: none">• Central Stand and Right Plate• Protection of electronic control unit	55'
<i>Coupon 2</i>	<ul style="list-style-type: none">• Central Stand• Starter motor cable harness• Frame shield	45'
<i>Coupon 3</i>	<ul style="list-style-type: none">• Central Stand• Fixing spotlights to dresser bars• Fuse-box cable harness protection• Main cable harness protection• Starter motor cable harness• Frame shield	75'
<i>Coupon 4</i>	<ul style="list-style-type: none">• Central Stand• Protection of electronic control unit	45'
<i>Coupon 5</i>	<ul style="list-style-type: none">• Central Stand• Fuse-box cable harness protection• Main cable harness protection• Starter motor cable harness• Frame shield	65'
<i>Coupon 6</i>	<ul style="list-style-type: none">• Central Stand• Starter motor cable harness• Main cable harness protection• Frame shield	55'
<i>Coupon 7</i>	<ul style="list-style-type: none">• Frame shield	8'

To perform the measures you will need the following codes:

- Central stand: cod.887544
- Right plate: cod.883664
- Protection of electronic control unit cod.883968
- Fuse-box rubber protection: cod.887947
- Main cable harness protection: cod. AP8220709
- Upgrade kit for fixing the spotlight to the dresser bars composed of:
 - a) cod. AP8152280 – TE flanged screw M6x25 – 4 parts
 - b) cod. AP8152299 – flange nut M6 – 4 parts
 - c) cod. AP8150179 – washer 6.4x18x1.5 – 4 parts
 - d) cod. AP9100301 – rubber – 8 parts
- Frame shield: cod.GU06409800



CENTRAL STAND

WORKSHOP OPERATING INSTRUCTIONS

- With the motorcycle on the central stand, remove the engine guard by removing the 3 screws on the right side and left side



- Secure the vehicle as indicated and raise it with a bench lift positioned under the engine until the central stand is unladen





- Remove the return springs of the stand and the stand itself by removing the relative fixing screws

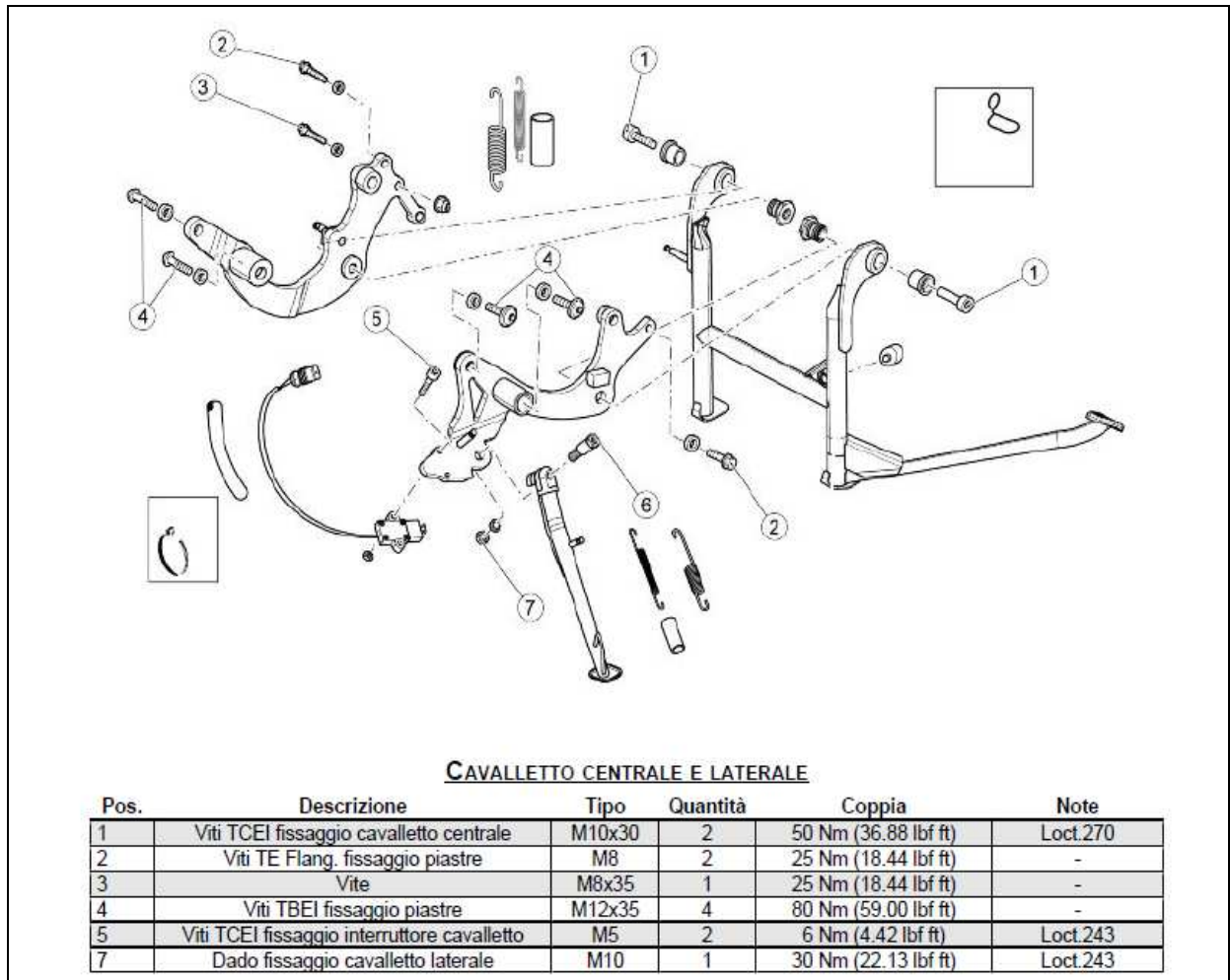


- Fit the new **central stand cod.887544** remembering to hook the return springs
- Reposition the motorcycle on the central stand by slowly lowering the bench lift



- To ensure the good functioning of the component, make sure that no light falls on the stop of the stand in the extended position





CENTRAL AND SIDE STAND					
pos.	Description	Type	Quantity	Torque	Notes
1	TCEI central stand fixing screws	M10x30	2	50 Nm (36.88 lb ft)	Loct. 270
2	TE plate fixing flanged screws	M8	2	25 Nm (18.44 lb ft)	
3	Screw	M8x35	1	25 Nm (18.44 lb ft)	
4	TBEI plate fixing screws	M12x35	4	80 Nm (59.00 lb ft)	
5	TCEI stand switch fixing screws	M5	2	6 Nm (4.42 lb ft)	Loct. 243
7	Side stand retainer nut	M10	1	30 Nm (22.13 lb ft)	Loct. 243



CENTRAL STAND AND RIGHT PLATE

WORKSHOP OPERATING INSTRUCTIONS

- With the motorcycle on the central stand, remove the engine guard by removing the 3 screws on the right side and left side



- Secure the vehicle as indicated and raise it with a bench lift positioned under the engine until the central stand is unladen





- Remove the return springs of the stand and the stand itself by removing the relative fixing screws



- Rotate the right side exhaust manifold, detaching it from the right cylinder and loosen the lower mounting to allow the most suitable position; also loosen the right side rider footrest mounting through the removal of the relative screws; at this point there is full access to the removal of the fixing screws of the right stand side support plate which is replaced with the **right plate cod. 883664**

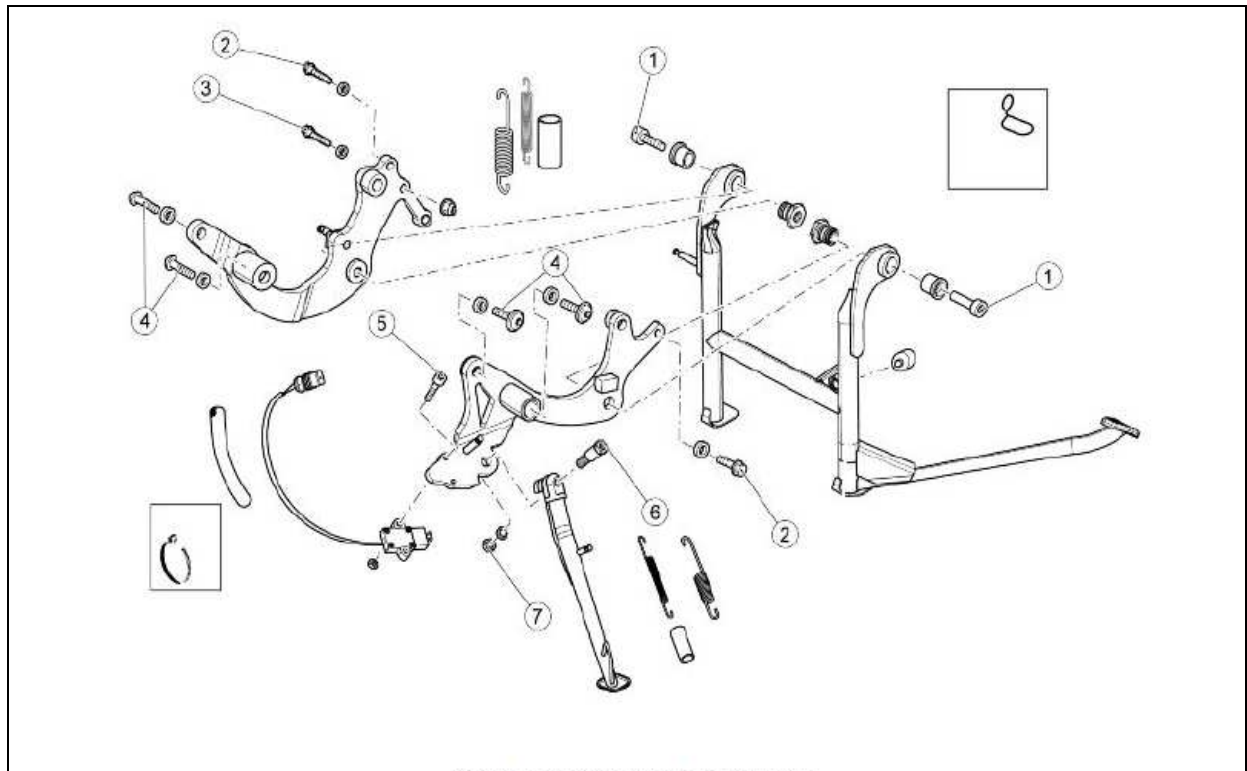


- Refit the rider footrest mounting, reposition the manifold
- Fit the new **central stand cod.887544** remembering to hook the return springs
- Reposition the motorcycle on the central stand by slowly lowering the bench lift



- To ensure the stand is fitted correctly, make sure that no light falls on the stop of the stand in the extended position





CAVALLETTO CENTRALE E LATERALE

Pos.	Descrizione	Tipo	Quantità	Coppia	Note
1	Viti TCEI fissaggio cavalletto centrale	M10x30	2	50 Nm (36.88 lbf ft)	Loct.270
2	Viti TE Flang. fissaggio piastre	M8	2	25 Nm (18.44 lbf ft)	-
3	Vite	M8x35	1	25 Nm (18.44 lbf ft)	-
4	Viti TBEI fissaggio piastre	M12x35	4	80 Nm (59.00 lbf ft)	-
5	Viti TCEI fissaggio interruttore cavalletto	M5	2	6 Nm (4.42 lbf ft)	Loct.243
7	Dado fissaggio cavalletto laterale	M10	1	30 Nm (22.13 lbf ft)	Loct.243

CENTRAL AND SIDE STAND					
pos.	Description	Type	Quantity	Torque	Notes
1	TCEI central stand fixing screws	M10x30	2	50 Nm (36.88 lb ft)	Loct. 270
2	TE plate fixing flanged screws	M8	2	25 Nm (18.44 lb ft)	
3	Screw	M8x35	1	25 Nm (18.44 lb ft)	
4	TBEI plate fixing screws	M12x35	4	80 Nm (59.00 lb ft)	
5	TCEI stand switch fixing screws	M5	2	6 Nm (4.42 lb ft)	Loct. 243
7	Side stand retainer nut	M10	1	30 Nm (22.13 lb ft)	Loct. 243



PROTECTION OF ELECTRONIC CONTROL UNIT

WORKSHOP OPERATING INSTRUCTIONS

- The protection is positioned as indicated in the figure:



- Fit the **protection cod 883968** onto the control unit from above, pulling the strap downwards until it covers the control unit completely; attach the strap properly



ECU



Control unit
with
protection



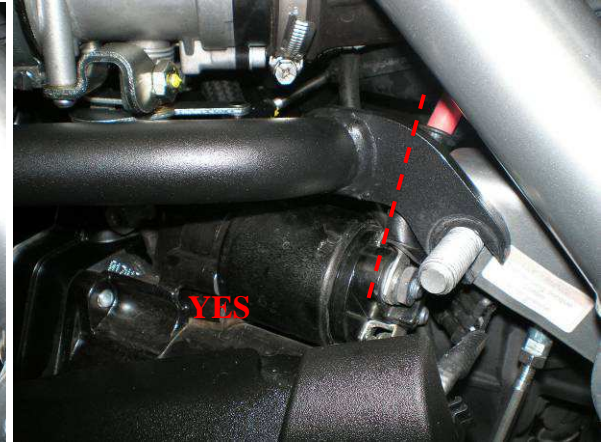
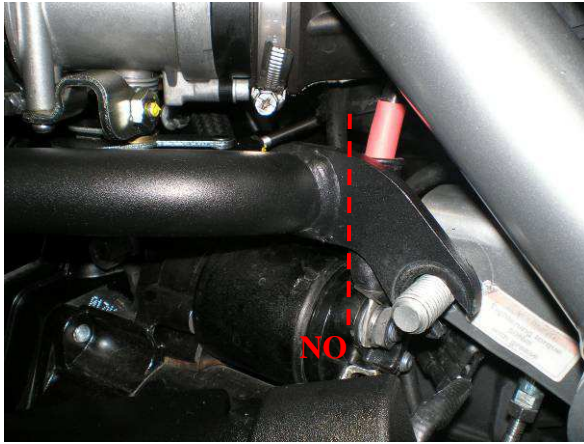
STARTER MOTOR CABLE HARNESS

WORKSHOP OPERATING INSTRUCTIONS

- Disconnect the battery
- Access the starter motor by removing the protective cover, unscrewing the 2 screws that fix it to the motor



- Check to see if the positive cable harness of the starter motor is dangerously compressed by the dresser bars
- **If it is in a dangerous position** (labelled **NO** in the photos) then remove the nut securing the dresser bars, loosen the nut on the positive cable harness clamp of the motor and then lock it in the correct position



- Tighten the cable harness clamp nut, being careful to reposition the protection of the clamp, tighten the nut fixing the dresser bars, reposition the starter motor protection, and lastly restore the connection of the starter battery.



FUSE-BOX CABLE HARNESS PROTECTION

WORKSHOP OPERATING INSTRUCTIONS

- Remove the fuse-box (located in the headstock area) simply by pulling it up in order to disconnect it from its support



- Insert the **rubber protection cod.887947**, inserting it into the fuse-box support as shown in the figure (note: the protection is symmetrical, and therefore does not have a direction of insertion)



- Insert the fuse-box again into its housing.



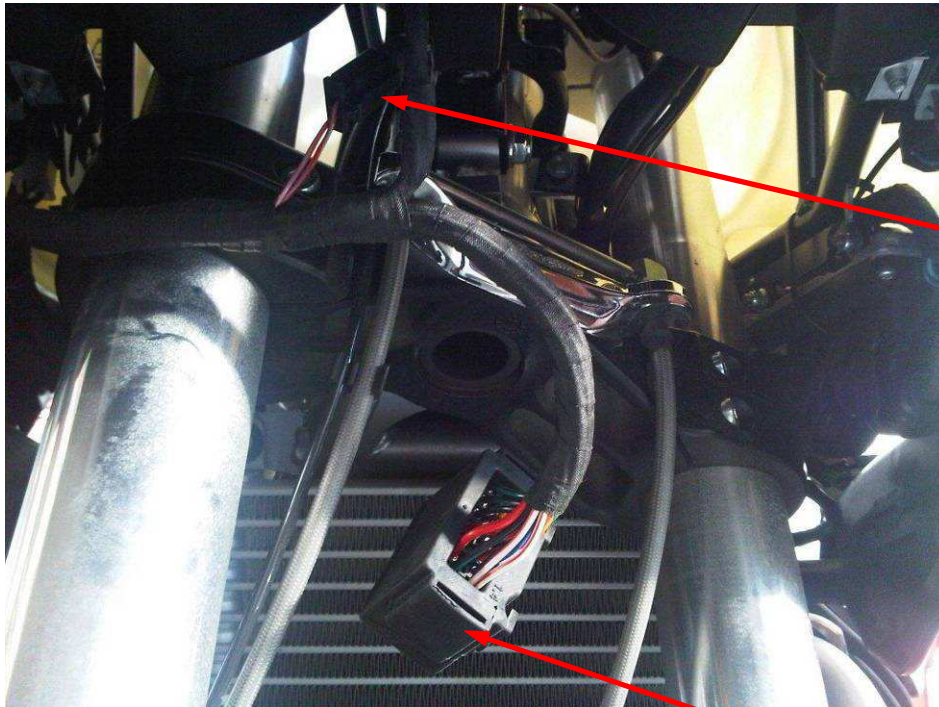
MAIN CABLE HARNESS PROTECTION

WORKSHOP OPERATING INSTRUCTIONS

- Remove the fuse-box (located in the headstock area) simply by pulling it up in order to disconnect it from its support



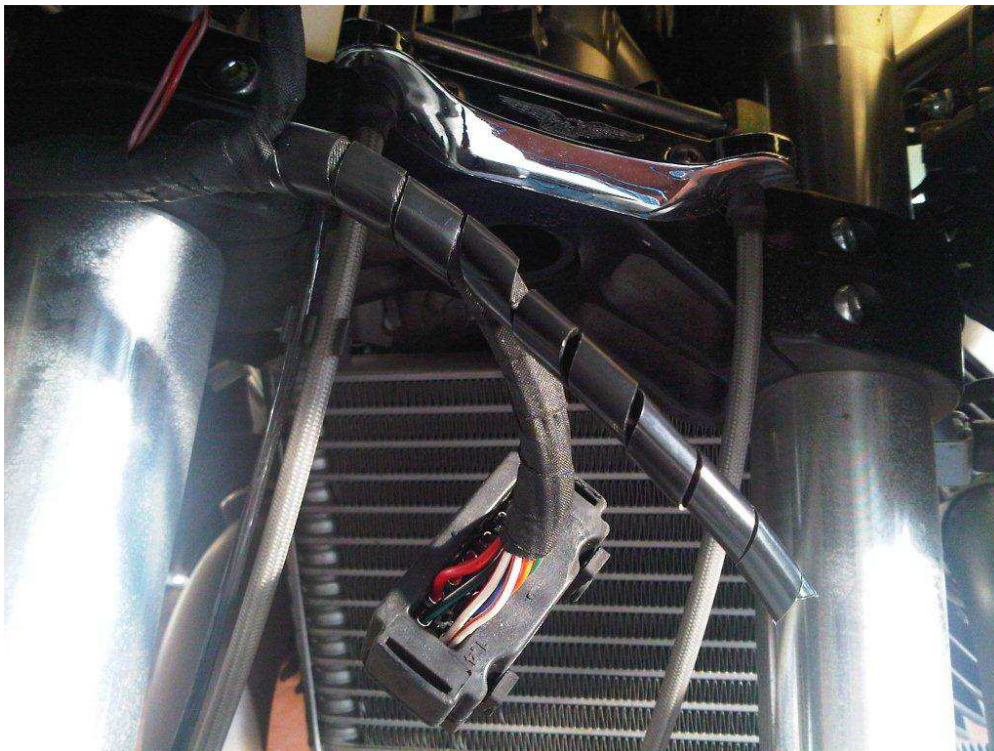
- Re-route the cable harness to remove it from the underside of the headstock to be able to work easily, also disconnecting the immobilizer connector if necessary



Immobilizer
connector

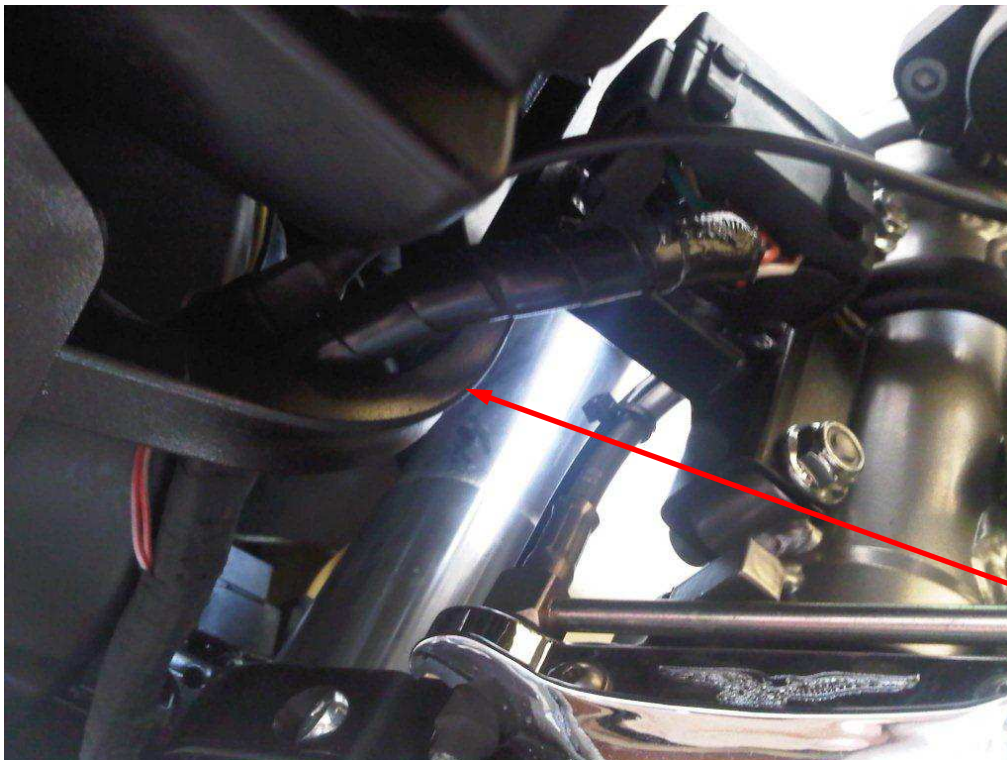
Fuse-box

- Cut a section 150 mm of the **spiralled protection cod. AP887947** and roll it around the cable harness starting from the bifurcation area of the cable harness as shown in the picture, taking care to keep the spirals wound tightly to each other; fix the ends of the protection with adhesive tape





- Re-route the cable harness into its original position (remember to also connect the immobilizer cable if previously disconnected), making sure to route it over the headlight holder support; then reposition the fuse-box in its housing



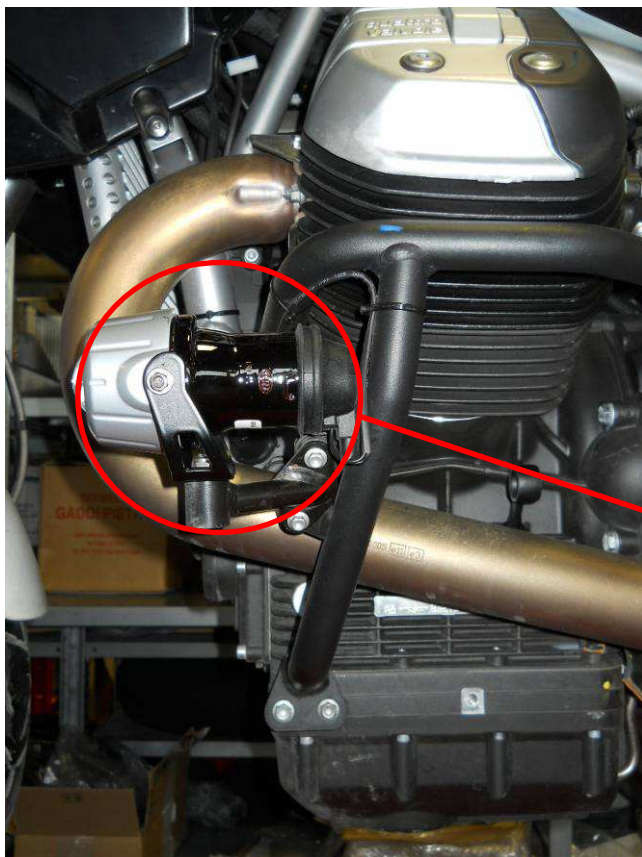
Headlight holder



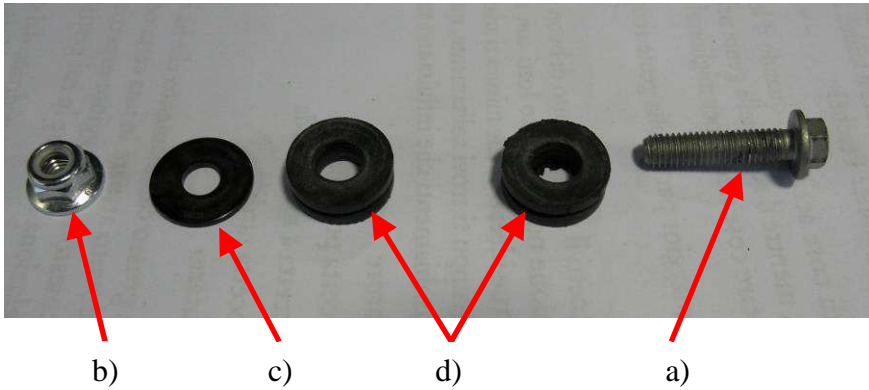
FIXING SPOTLIGHTS TO DRESSER BARS

WORKSHOP OPERATING INSTRUCTIONS

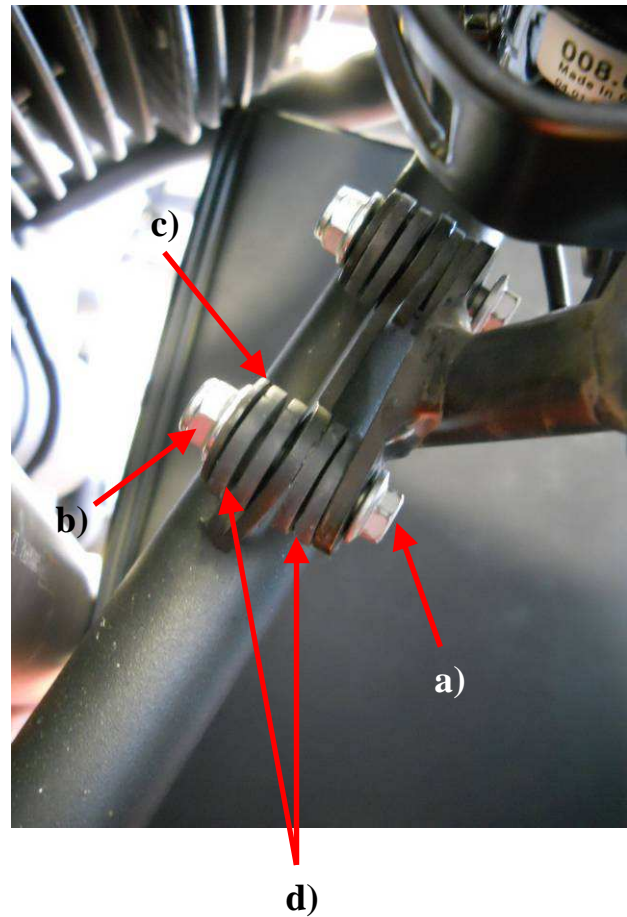
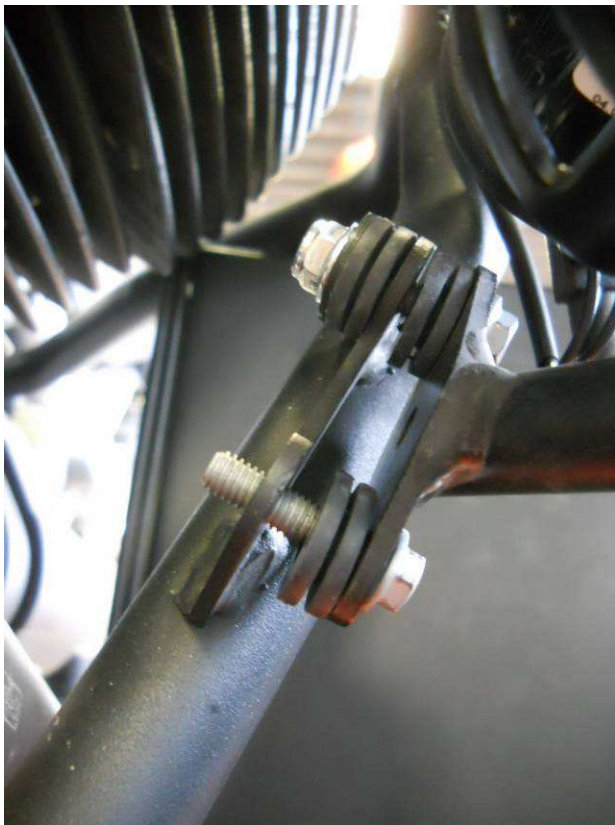
- Verify that the type of attachment mounting the spotlight to the dresser bars is like the one shown in the photo, that is, a metal fin welded to the dresser bars on which the spotlight is fixed by 2 screws.



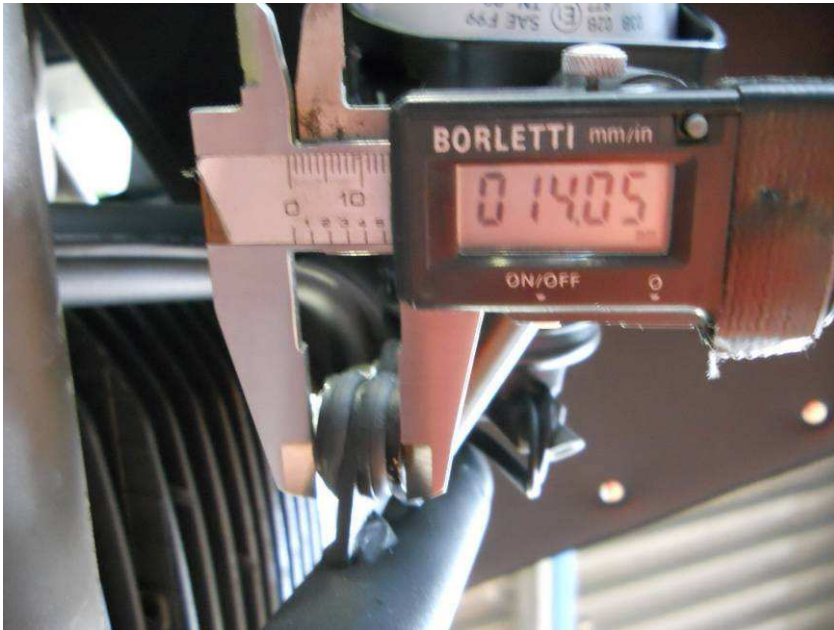
- Disconnect the spotlight support from the dresser bars by releasing the 2 corresponding screws
- To intervene on 2 spotlights, obtain the following material as shown in the figure:
 - a) cod. AP8152280 – TE flanged screw M6x25 – 4 parts
 - b) cod. AP8152299 – flange nut M6 – 4 parts
 - c) cod. AP8150179 – washer 6.4x18x1.5 – 4 parts
 - d) cod. AP9100301 – rubber – 8 parts



- Insert the rubbers between the bracket and support and then insert the washer between the nut and rubber as shown in the picture



- Tighten the nut until obtaining a distance between the outside of the washer and the outside of the spotlight support of 14 ± 1 mm

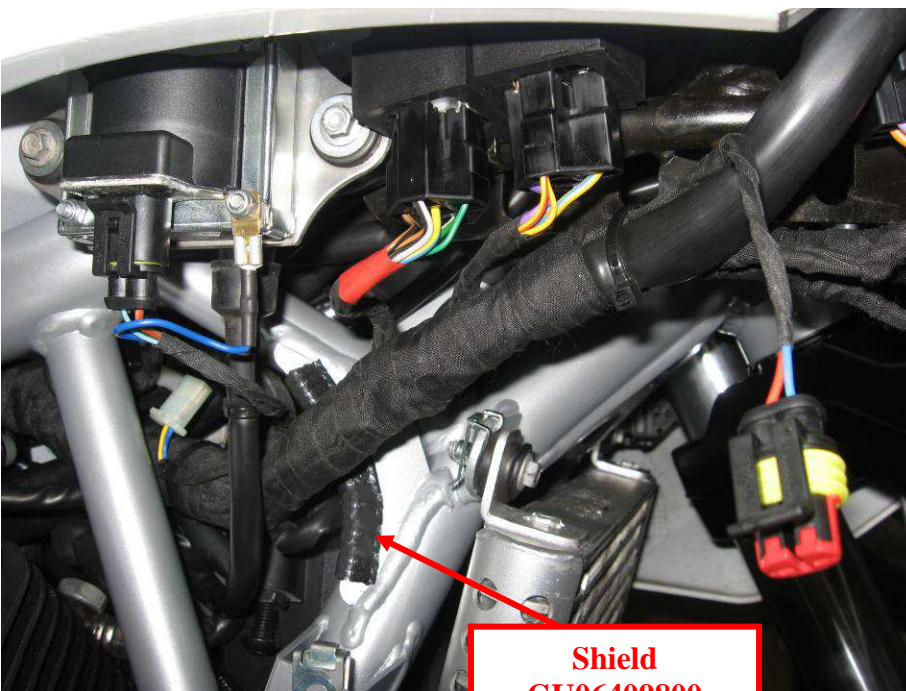
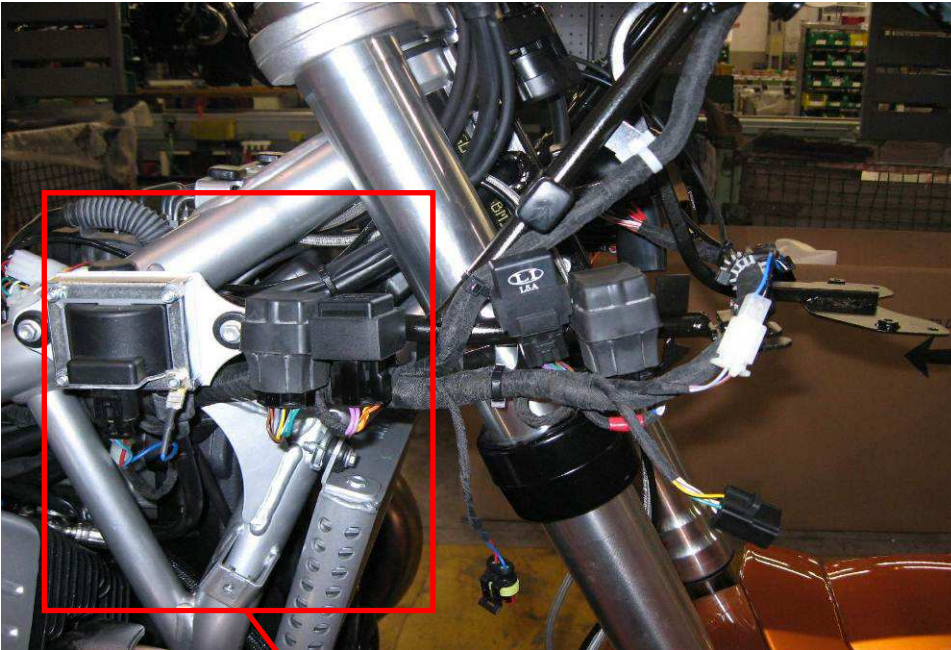




FRAME SHIELD

WORKSHOP OPERATING INSTRUCTIONS

- Fit the shield, covering the edge of the frame reinforcement plate in the position indicated
NOTE: while the plastic elements covering the area have been removed in the photograph for practicality, the operation may be performed without removing any parts by accessing the area from the front of the vehicle:





Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,


Piaggio & C. SpA
Spare Parts, Accessories and
Aftersales Technical Service BU



Date: June 10, 2013

Contact: Technical Services

Subject: Technical Update- Stelvio

Service Communication: USA : 2013-001 Technical Update- “Stelvio chassis improvements”

Affected Models: USA : A select range of 2009-2013 Stelvio models.

Concern: As part of our research aimed at improving the quality and use of our products, certain chassis improvements have been implemented on a select range of Stelvio models.

Correction: Seven different coupon procedures have been implemented for the worldwide market and four of the seven apply to the USA market. Each VIN has a specific coupon procedure that is required. Possible procedures may include a **new center stand** or a **center stand & right support plate**, a **protection cover for the ECU** and a **frame shield** (to prevent harness chaffing). Please see page two to view the four possible coupons. A VIN list with applicable coupon is found on the final pages of this bulletin.


Please **poll the GGP warranty system** to determine the specific VINS subject to this technical update campaign. You may also refer to last pages of this bulletin to view the supplemental VIN list. On affected VINs, perform the updates using the instructions provided in this bulletin. Please prioritize the repair following the guidelines below:

Vehicles in circulation: Perform update at first available opportunity

Vehicles in stock: Perform update before sale at the PDI stage.

Note: VINS that apply to this technical update will be flagged by the GGP warranty system, so vehicles within warranty and outside of warranty can be addressed and updated.

VIN Identification:

1. Login to the dealer Extranet: <http://www.motoguzziusadealers.com/Login/index.cfm>
2. On the left column, click on “**Aftersales**” then “**Service Site**” at the top of the screen
3. Once on the Service Site, find the heading “**Warranties**” (on left menu) and click on “**GGP**”. When the GGP portal opens, select “**Warranty**” then “**View Vehicle Data**”.
4. Enter the VIN number next to “**Chassis**” and select the “**Search**” button 
5. Click on “**Campaigns**” to view the technical updates or recalls that **apply** to the VIN.

This campaign is named “**Stelvio Central Stand and wiring harness rplc**”



To find the applicable coupon procedure, locate the VIN in the list at the end of this bulletin, note which coupon applies and perform the procedure shown in the table on page two of this bulletin.





6. Click on “**Maintenance jobs**” to view any technical updates or recalls that **have been completed** and already claimed for by a dealer.

If you have further questions, please contact Holly Moro at hmoro@piaggiogroupamericas.com or 646-747-6078.

PARTS TO BE ORDERED & PROCEDURES TABLE:

  Either Coupon 1, 2, 4 or 7 will apply to a specific VIN.


 : Entering the technical update campaign in the GGP warranty system does not automatically generate an order for the required spare parts. **Spare parts must be ordered manually in the BM ordering system.**

<i>Coupon</i>	Description of Measures (Part numbers to be ordered)	Coupon Time (min.)
Coupon 1	<ul style="list-style-type: none"> Central Stand and Right Plate (887544 and 883664) Protection of electronic control unit (883968) 	55 minutes
Coupon 2	<ul style="list-style-type: none"> Central Stand (887544) Starter motor cable harness check Frame shield (GU06409800) 	45 minutes
Coupon 3 <i>Not for USA or Canadian VINS</i>	<ul style="list-style-type: none"> Central Stand Fixing spotlights to dresser bars Fuse-box cable harness protection Main cable harness protection Starter motor cable harness check Frame shield 	75'
Coupon 4	<ul style="list-style-type: none"> Central Stand (887544) Protection of electronic control unit (883968) 	45 minutes
Coupon 5 <i>Not for USA or Canadian VINS</i>	<ul style="list-style-type: none"> Central Stand Fuse-box cable harness protection Main cable harness protection Starter motor cable harness check Frame shield 	65'
Coupon 6 <i>Not for USA or Canadian VINS</i>	<ul style="list-style-type: none"> Central Stand Starter motor cable harness check Main cable harness protection Frame shield 	55'
Coupon 7	<ul style="list-style-type: none"> Frame shield (GU06409800) 	8 minutes



Warranty Claiming:

1. Follow the steps above to access the GGP system, select **“Tech. Update- Recall Campaign”**, and then **“Enter Recall Campaign Claim”**.
2. Enter the VIN number under **“Frame”** and tab down using the TAB key on your keyboard
3. Under **“Element”**- select **“Stelvio Central Stand and wiring harness rplc”**
4. Under **“Coupon Type”** select, **“Extraordinary”**.
5. Under **“Coupon Number”** click the Question mark (?) and a pop-up box will appear. **Click Coupon 1**, as this is the only choice. Coupon 1 will list the parts and labor associated with the procedure being performed. **The labor code description will display the coupon procedure (1, 2, 4, or 7) that applies to the VIN.**
6. In the **“Km / Mls”** box, enter the mileage of the bike.
7. In **“Document No.”** enter your in-house repair order number.
8. In **“Document type”** select **“invoice”**.
9. Under the **“Date Carried Out”**, enter the date in European format (dd/mm/yyyy)

When you are finished, submit the claim by clicking on the **“Diskette Icon”**  in the upper left hand corner of the screen.

Important note: In order to begin the payment process, Recall claim/ Tech update submission must be followed by **“Carrying-Out”** the recall or update. This is the last step in the claim process, confirming that the work has been completed by your dealer. **“Carrying-out”** recalls or updates is performed under the function **“View/Confirm Recall Coupons”** in the GGP menu. Please see [Service communication 2010-003](#) **“Update to “Recall Campaign function”** for more details.



CENTRAL STAND (Applies to Coupon 2 or 4)

WORKSHOP OPERATING INSTRUCTIONS

- With the motorcycle on the central stand, remove the engine guard by removing the 3 screws on the right side and left side



- Secure the vehicle as indicated and raise it with a bench lift positioned under the engine until the central stand is unloaded





- Remove the return springs of the stand and the stand itself by removing the relative fixing screws

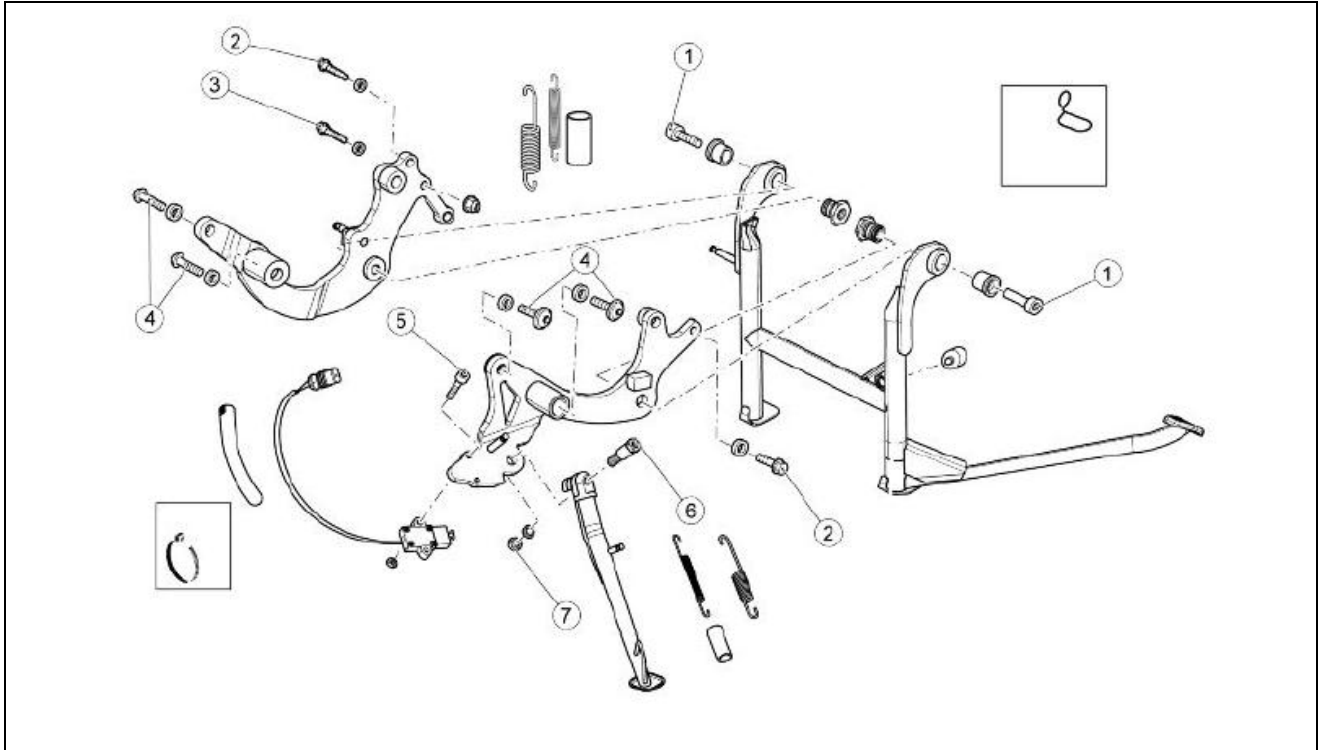


- Fit the new **central stand cod.887544** remembering to hook the return springs
- Reposition the motorcycle on the central stand by slowly lowering the bench lift



- To ensure the good functioning of the component, make sure that no light falls on the stop of the stand in the extended position





Note: please be sure to use the specified Loctite products on the screws indicated

CENTRAL AND SIDE STAND					
pos.	Description	Type	Quantity	Torque	Notes
1	TCEI central stand fixing screws	M10x30	2	50 Nm (36.88 lb ft)	Loct. 270
2	TE plate fixing flanged screws	M8	2	25 Nm (18.44 lb ft)	
3	Screw	M8x35	1	25 Nm (18.44 lb ft)	
4	TBEI plate fixing screws	M12x35	4	80 Nm (59.00 lb ft)	
5	TCEI stand switch fixing screws	M5	2	6 Nm (4.42 lb ft)	Loct. 243
7	Side stand retainer nut	M10	1	30 Nm (22.13 lb ft)	Loct. 243



CENTRAL STAND AND RIGHT PLATE (Applies to Coupon 1)

WORKSHOP OPERATING INSTRUCTIONS

- With the motorcycle on the central stand, remove the engine guard by removing the 3 screws on the right side and left side

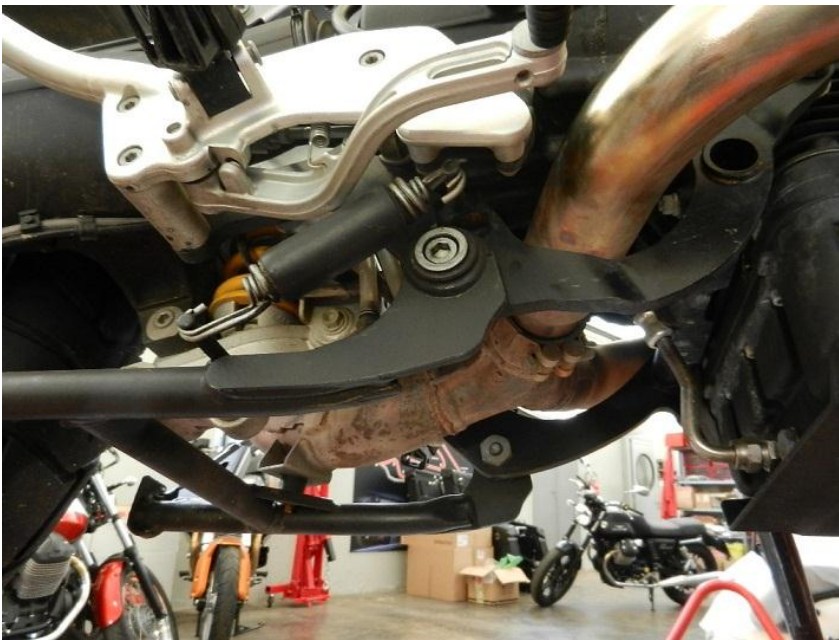


- Secure the vehicle as indicated and raise it with a bench lift positioned under the engine until the central stand is unladen

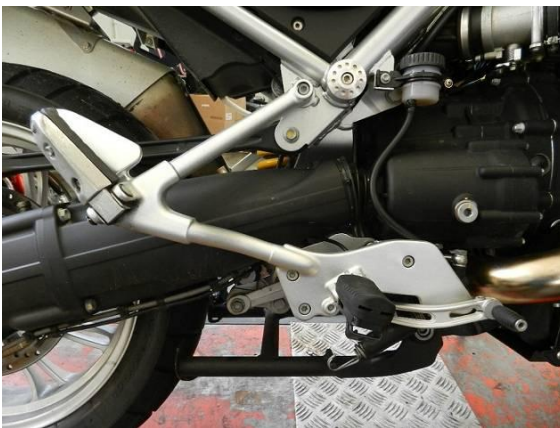




- Remove the return springs of the stand and the stand itself by removing the relative fixing screws



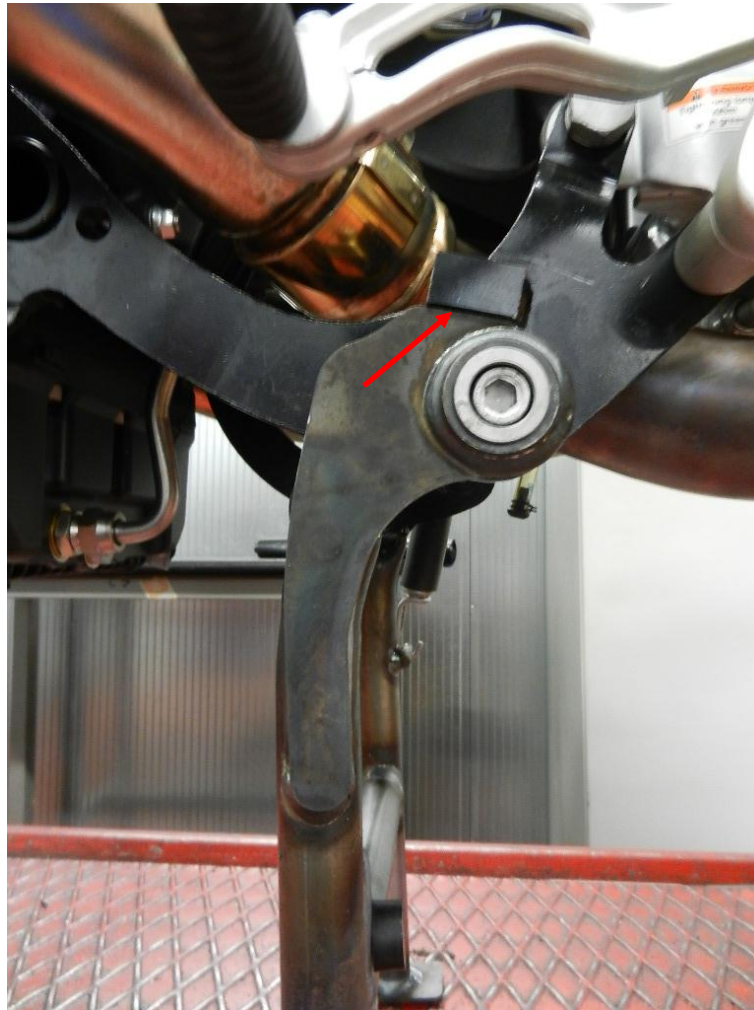
- Rotate the right side exhaust manifold, detaching it from the right cylinder and loosen the lower mounting to allow the most suitable position; also loosen the right side rider footrest mounting through the removal of the relative screws; at this point there is full access to the removal of the fixing screws of the right stand side support plate which is replaced with the **right plate cod. 883664**

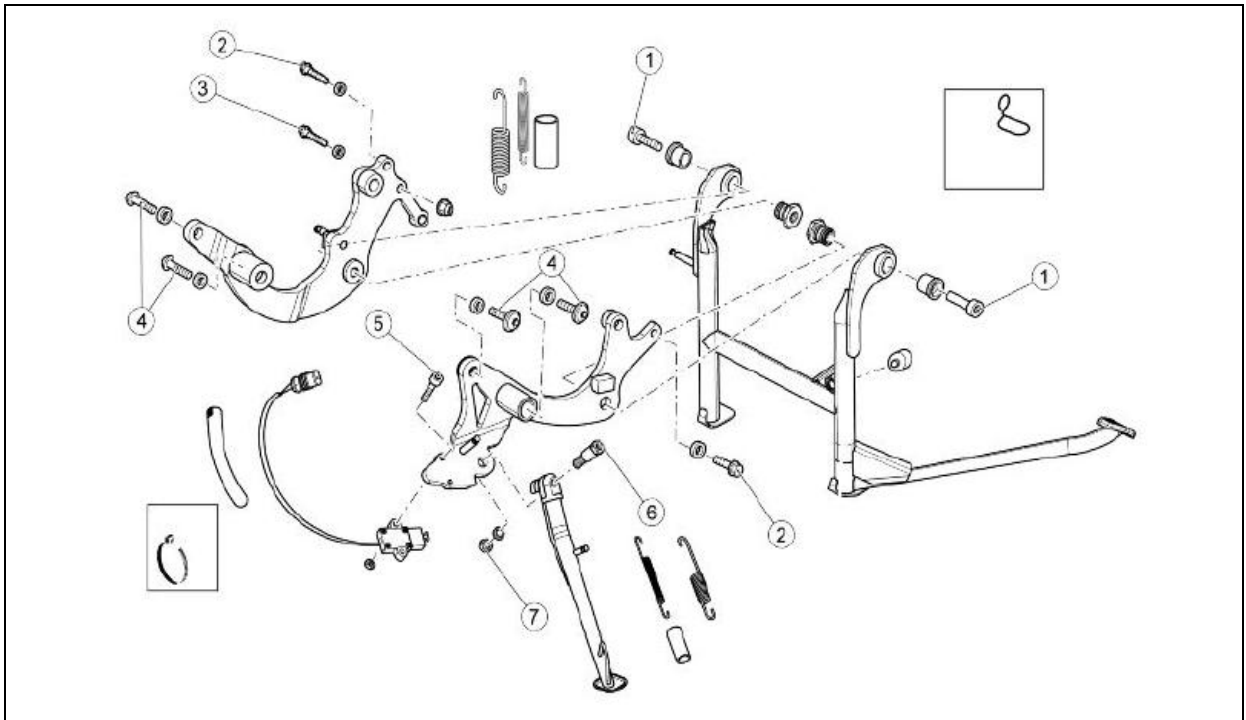


- Refit the rider footrest mounting, reposition the manifold
- Fit the new **central stand cod.887544** remembering to hook the return springs
- Reposition the motorcycle on the central stand by slowly lowering the bench lift



- To ensure the stand is fitted correctly, make sure that no light falls on the stop of the stand in the extended position





Note: please be sure to use the specified Loctite products on the screws indicated

CENTRAL AND SIDE STAND					
pos.	Description	Type	Quantity	Torque	Notes
1	TCEI central stand fixing screws	M10x30	2	50 Nm (36.88 lb ft)	Loct. 270
2	TE plate fixing flanged screws	M8	2	25 Nm (18.44 lb ft)	
3	Screw	M8x35	1	25 Nm (18.44 lb ft)	
4	TBEI plate fixing screws	M12x35	4	80 Nm (59.00 lb ft)	
5	TCEI stand switch fixing screws	M5	2	6 Nm (4.42 lb ft)	Loct. 243
7	Side stand retainer nut	M10	1	30 Nm (22.13 lb ft)	Loct. 243



PROTECTION OF ECU (Applies to Coupon 1 or 4)

WORKSHOP OPERATING INSTRUCTIONS

- The protection is positioned as indicated in the figure:



- Fit the **protection cod 883968** onto the control unit from above, pulling the strap downwards until it covers the control unit completely; attach the strap properly



ECU



Control unit
with
protection



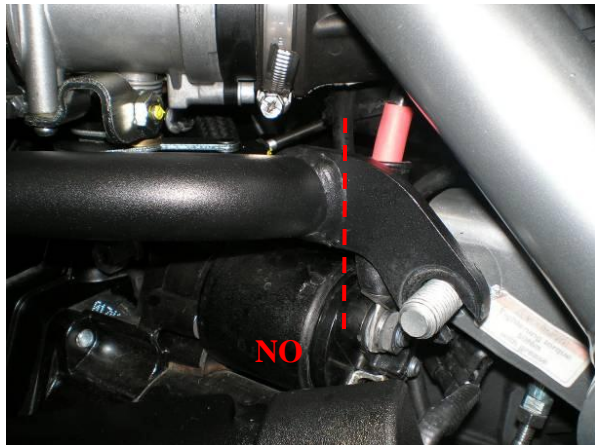
STARTER MOTOR CABLE HARNESS CHECK (Applies to Coupon 2)

WORKSHOP OPERATING INSTRUCTIONS

- Disconnect the battery from the vehicle
- Access the starter motor by removing the protective cover, unscrewing the 2 screws that fix it to the motor



- Check to see if the positive cable harness of the starter motor is dangerously compressed by the dresser bars
- **If it is in a dangerous position** (labeled **NO** in the photos) then remove the nut securing the dresser bars, loosen the nut on the positive cable harness clamp of the motor and then lock it in the correct position



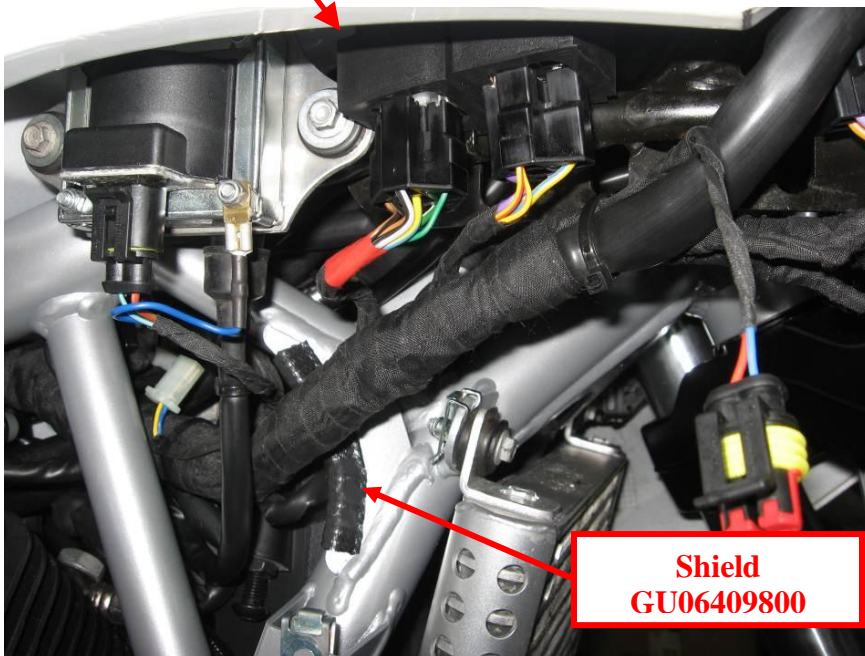
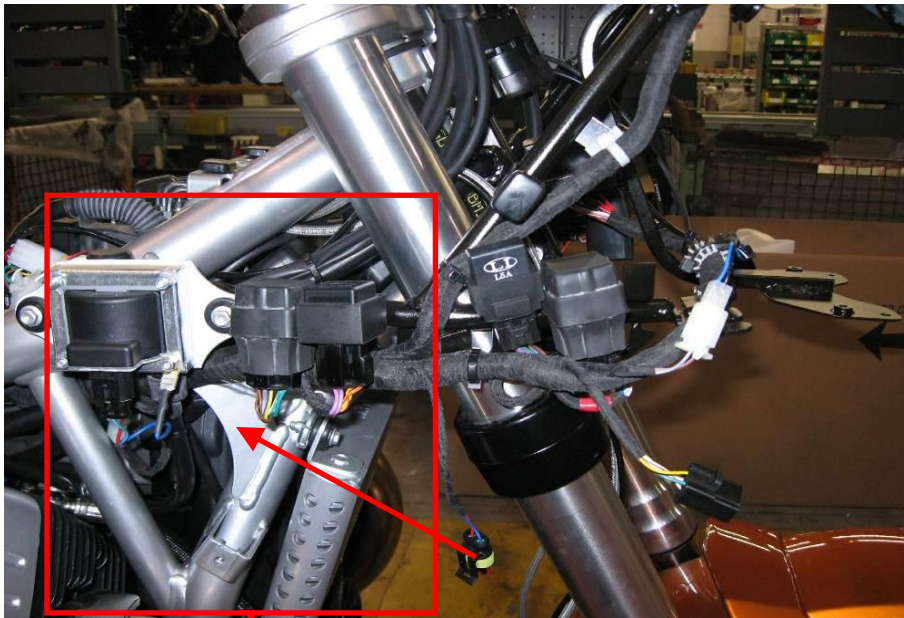
- Tighten the cable harness clamp nut, being careful to reposition the protection of the clamp, tighten the nut fixing the dresser bars, reposition the starter motor protection, and lastly restore the connection of the starter battery.



FRAME SHIELD (Coupon 2 or 7)

WORKSHOP OPERATING INSTRUCTIONS

- Fit the shield, covering the edge of the frame reinforcement plate in the position indicated
NOTE: while the plastic elements covering the area have been removed in the photograph for practicality, the operation may be performed without removing any parts by accessing the area from the front of the vehicle:





Supplemental VIN list for USA market
(VINS are sorted- see 8th, 9th and 10th digit)

VIN	Procedure
ZGULZC0009M112398	Coupon 1
ZGULZC0009M112417	Coupon 1
ZGULZC0009M112420	Coupon 1
ZGULZC0009M112434	Coupon 1
ZGULZC0009M112448	Coupon 1
ZGULZC0009M112451	Coupon 1
ZGULZC0009M112479	Coupon 1
ZGULZC0009M112496	Coupon 1
ZGULZC0009M112501	Coupon 1
ZGULZC0009M112675	Coupon 1
ZGULZC0009M112689	Coupon 1
ZGULZC0019M112393	Coupon 1
ZGULZC0019M112409	Coupon 1
ZGULZC0019M112412	Coupon 1
ZGULZC0019M112426	Coupon 1
ZGULZC0019M112443	Coupon 1
ZGULZC0019M112457	Coupon 1
ZGULZC0019M112460	Coupon 1
ZGULZC0019M112474	Coupon 1
ZGULZC0019M112488	Coupon 1
ZGULZC0019M112507	Coupon 1
ZGULZC0019M112605	Coupon 1
ZGULZC0019M112667	Coupon 1
ZGULZC0019M112670	Coupon 1
ZGULZC0019M112684	Coupon 1
ZGULZC0029M112385	Coupon 1
ZGULZC0029M112399	Coupon 1
ZGULZC0029M112404	Coupon 1
ZGULZC0029M112418	Coupon 1
ZGULZC0029M112421	Coupon 1
ZGULZC0029M112435	Coupon 1
ZGULZC0029M112449	Coupon 1
ZGULZC0029M112452	Coupon 1
ZGULZC0029M112466	Coupon 1
ZGULZC0029M112483	Coupon 1
ZGULZC0029M112497	Coupon 1
ZGULZC0029M112502	Coupon 1



ZGULZC0029M112676	Coupon 1
ZGULZC0039M112413	Coupon 1
ZGULZC0039M112427	Coupon 1
ZGULZC0039M112430	Coupon 1
ZGULZC0039M112444	Coupon 1
ZGULZC0039M112458	Coupon 1
ZGULZC0039M112461	Coupon 1
ZGULZC0039M112475	Coupon 1
ZGULZC0039M112489	Coupon 1
ZGULZC0039M112492	Coupon 1
ZGULZC0039M112508	Coupon 1
ZGULZC0039M112606	Coupon 1
ZGULZC0039M112668	Coupon 1
ZGULZC0039M112671	Coupon 1
ZGULZC0039M112685	Coupon 1
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ZGULZC0049M112422	Coupon 1
ZGULZC0049M112436	Coupon 1
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ZGULZC0049M112470	Coupon 1
ZGULZC0049M112484	Coupon 1
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ZGULZC0059M112400	Coupon 1
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ZGULZC0059M112686	Coupon 1



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ZGULZC0069M112678	Coupon 1
ZGULZC0069M112681	Coupon 1
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ZGULZC0089M112455	Coupon 1
ZGULZC0089M112469	Coupon 1
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SERVICE BULLETIN No. 008-2012

21-11-2012

Topic: Qualification and specific tools

Subject: Moto Guzzi California 1400

Dear Dealer,

Following sale of the new Moto Guzzi California 1400 model, we would like to advise you that we have prepared a new specific technical qualification.

This new qualification will be issued to the Dealerships / Service Centres which:

- have participated in the training session inserted into the programme of specific courses and have passed the final exams;
- possess the appropriate diagnostics instrument as required by Piaggio (P.A.D.S. and/or Navigator) and have subscribed to the annual subscription;
- will be in possession of the specific tools required for operating on the vehicle.

As regards this, a kit has been prepared which is comprised of 5 specific tools, specifically designed to be able to operate correctly on this model.

The kit is comprised of the 5 tools listed below:

<u>Description</u>	<u>Code</u>
Ring tightener	020945Y
Fork stanchion support	020951Y
Piston ring locking wrench	020952Y
Camshaft retainer for fixing	020953Y
Camshaft centring cup spring	020954Y

The cost to the Dealership for the entire kit will be approximately £ 150.00 (plus VAT).



Please remember that the above list does not include all the tools necessary for operating on this new vehicle. Please refer to the attached list (**Attachment 1**) and the repair manual which will be published soon.

We would like to specify that in this list (attachment 1) there are tools which would normally already be used to service other Piaggio Group vehicles, therefore we would ask you to verify whether you already have these tools in your possession.

Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,

Piaggio & C. SpA

Spare Parts, Accessories and Aftersales Technical Service BU



Attachment 1. List of Moto Guzzi California 1400 tools

In addition to the kit of 5 new specific tools for the Moto Guzzi California 1400, below is a list of other equipment necessary to work on the new model.

<u>Description</u>	<u>Code</u>
Bearing puller kit	001467Y
42x47 mm adaptor	020359Y
52x55 mm punch	020360Y
Sleeve for adaptors	020376Y
Valve installation/removal bow	020382Y
Piston pin retainer mounting tool	020470Y
Clutch pressure plate centring tool	020672Y
Service shaft gear retainer	020675Y
Piston pos. dial gauge supp.	020676Y
Belt tensioning tool	020677Y
Clutch rod verification tool	020678Y
Connecting rod lock	020716Y
25mm punch	020864Y
Preload pipe spanner	020888Y
PADS diagnostics system	020922Y
Weight	AP8140146
Steering tightening tool	AP8140190
Oil seal mounting tool	AP8140758
Gearbox support	GU05902530
Front cover insertion cone	GU05911730
Timing cover oil seal punch	GU05927230
Starter flywheel/sprocket retainer	GU12911801
Flange on crankshaft	GU12912000
Flywheel side flange disassy./assy.	GU12913600
Wrench for external clutch primary ring	GU14912603
Flywheel side flange seal	GU14927100
Flywheel side flange ring	GU19927100



SERVICE BULLETIN 009 – 2012

28-11-2012

Topic: Technical manual update

Subject: Gearbox oil / cardan shaft oil quantity – California 1400

Dear Dealer / Service Centre,

Please note that the quantities of oil for the bevel gear set and for the gearbox of the Moto Guzzi California 1400 have been revised.

The correct values to be referred to when working on the motorcycle are given as follows:

- Bevel gear set oil: 250 cc
- Gearbox oil:
 - o In case of oil change only: 430 cc
 - o In case of gearbox overhaul: 500 cc

The values indicated in the technical manual have been revised accordingly.

Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



km	1.500	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000
VEHICLES	TIME (MIN.)								
Norge GT 8v	140	270	360	270	360	330	360	270	360
Stelvio 1200 MY11	140	220	200	220	200	230	200	220	200
Stelvio 1200 NTX MY11	140	220	200	220	200	230	200	220	200
Stelvio 1200 NTX	130	210	190	210	190	220	190	210	190
Stelvio 1200 NTX ABS	130	210	190	210	190	220	190	210	190
Stelvio 1200 NTX MY10	140	220	200	220	200	230	200	220	200
Stelvio 1200 NTX ABS MY10	140	220	200	220	200	230	200	220	200
Stelvio 4V - 1200	130	210	190	210	190	220	190	210	190
Stelvio 4V - 1200 ABS	130	210	190	210	190	220	190	210	190
Stelvio 4V - 1200 MY10	140	220	200	220	200	230	200	220	200
Stelvio 4V - 1200 ABS MY10	140	220	200	220	200	230	200	220	200

km	1.000	10.000	20.000	30.000	40.000	50.000	60.000
VEHICLES	TIME (MIN.)						
Nevada MY2012	100	70	130	70	130	70	130
V7 MY2012	100	70	130	70	130	70	130

km	1.000	7.500	15.000	22.500	30.000	37.500	45.000	52.500	60.000
VEHICLES	TIME (MIN.)								
V7 Cafè Classic	130	190	130	190	130	130	190	130	130
V7 Classic	130	190	130	190	130	130	190	130	130
V7 Racer	130	190	130	190	130	130	190	130	130

km	1.500	10.000	20.000	30.000	40.000	50.000
VEHICLES	TIME (MIN.)					
California Classic/Touring	170	110	240	120	240	120

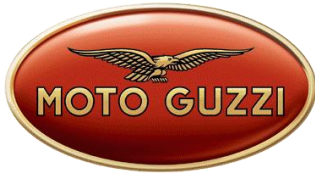


km	1.500	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000
VEHICLES	TIME (MIN.)								
1200 Sport 4V	130	270	330	270	330	270	390	210	330
California 1400cc	100	140	160	150	250	460	160	240	250
Griso 1200cc 8V	140	270	360	270	360	330	360	270	360
Norge GT 8v	140	270	360	270	360	330	360	270	360
Stelvio 1200 MY11	140	220	200	220	200	230	200	220	200
Stelvio 1200 NTX MY11	140	220	200	220	200	230	200	220	200
Stelvio 1200 NTX	130	210	190	210	190	220	190	210	190
Stelvio 1200 NTX ABS	130	210	190	210	190	220	190	210	190
Stelvio 1200 NTX MY10	140	220	200	220	200	230	200	220	200
Stelvio 1200 NTX ABS MY10	140	220	200	220	200	230	200	220	200
Stelvio 4V - 1200	130	210	190	210	190	220	190	210	190
Stelvio 4V - 1200 ABS	130	210	190	210	190	220	190	210	190
Stelvio 4V - 1200 MY10	140	220	200	220	200	230	200	220	200
Stelvio 4V - 1200 ABS MY10	140	220	200	220	200	230	200	220	200

km	1.000	10.000	20.000	30.000	40.000	50.000	60.000
VEHICLES	TIME (MIN.)						
Nevada My2012	100	70	130	70	130	70	130
V7 MY2012	100	70	130	70	130	70	130

km	1.000	7.500	15.000	22.500	30.000	37.500	45.000	52.500	60.000
VEHICLES	TIME (MIN.)								
V7 Cafè Classic	130	190	130	190	130	130	190	130	130
V7 Classic	130	190	130	190	130	130	190	130	130
V7 Racer	130	190	130	190	130	130	190	130	130

km	1.500	10.000	20.000	30.000	40.000	50.000
VEHICLES	TIME (MIN.)					
California Classic/Touring	170	110	240	120	240	120



SERVICE BULLETIN 003 - 2013

28-05-2013

Topic: Mapping update

Subject: California 1400

Dear Dealer/service centre,

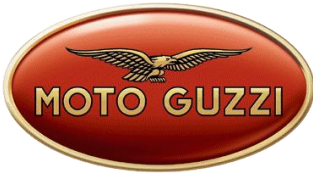
to avoid some cases of difficulty in the “*alert*” icon turning off at 10000 km servicing and to solve this issue it is advisable to **update instrument panel mapping** the first time the vehicle comes into the workshop.

Our technical service is at your complete disposal to provide any further information and support that you may require for HD service

Model: California 1400
Version: all

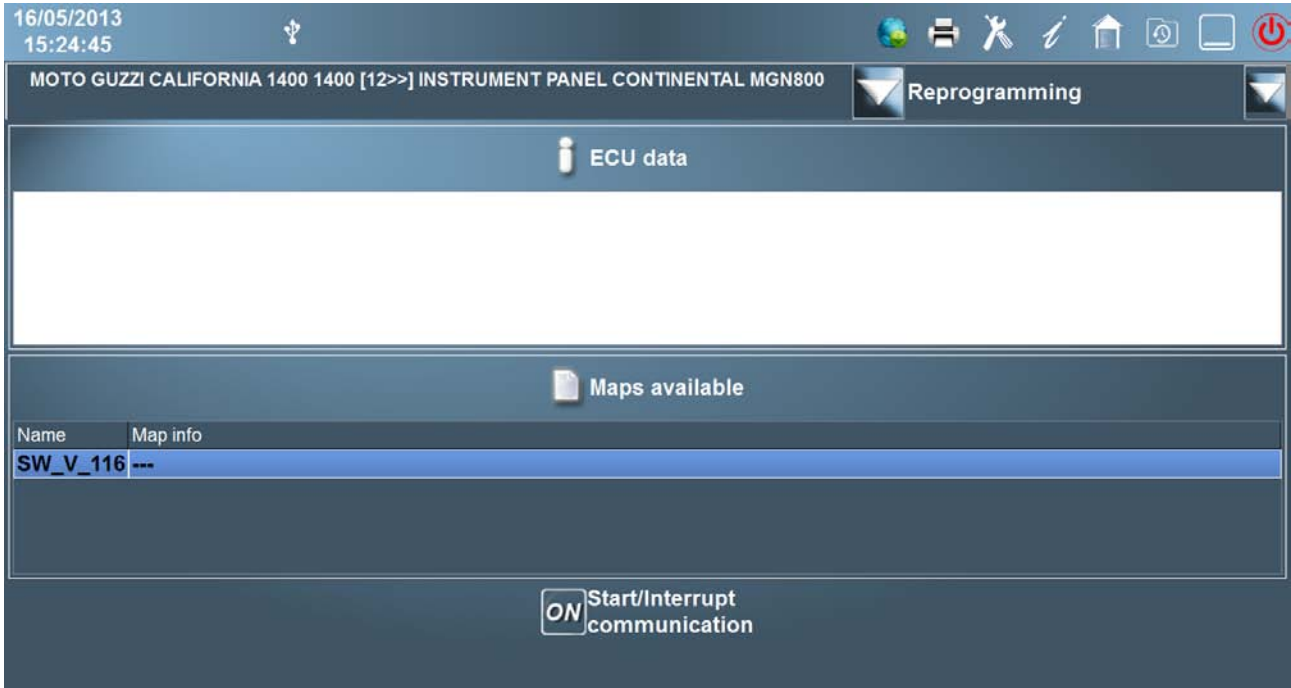
Mapping in PADS:

No.: SW_V_116



Select this configuration on the system:

Pads



Our Technical Service is at your complete disposal to provide any further information and support that you may require through the Help Desk service.

Best Regards,
Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



SERVICE BULLETIN No. 004-2013

04-06-2013

Topic: Warranty claim management

Subject: Component tampering

Dear Dealer,

We wish to inform you that if any component is tampered with such as for example silencers, transmissions, fuel/injection/ignition systems and/or electrical systems, it automatically invalidates the warranty for that particular component and, if the problem can be put down to such tampering, also for the whole vehicle.

As a result the warranty claims on tampered components will be refused or entail charging the sums contractually agreed as penalty.

Specifically, the sum charged will be twice what Piaggio asks normally for work carried out under the warranty to which the breach refers but without prejudice to Piaggio's right to claim reimbursement for any greater damages sustained.

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU



km	1.500	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000
VÉHICULE	TEMPS (MIN)								
California 1400	100	140	160	150	250	460	160	240	250
Stelvio 1200 MY11	140	220	200	220	200	230	200	220	200
Stelvio 1200 NTX MY11	140	220	200	220	200	230	200	220	200
Stelvio 4V - 1200 MY10	140	220	200	220	200	230	200	220	200
Stelvio 4V - 1200 ABS MY10	140	220	200	220	200	230	200	220	200
Stelvio 1200 NTX MY10	140	220	200	220	200	230	200	220	200
Stelvio 1200 NTX ABS MY10	140	220	200	220	200	230	200	220	200
Stelvio 4V - 1200	130	210	190	210	190	220	190	210	190
Stelvio 4V - 1200 ABS	130	210	190	210	190	220	190	210	190
Stelvio 1200 NTX	130	210	190	210	190	220	190	210	190
Stelvio 1200 NTX ABS	130	210	190	210	190	220	190	210	190
Norge GT 8V	140	260	280	260	280	320	280	260	280
1200 Sport 4V	140	240	210	240	210	240	270	180	210
Griso 1200 8V	130	220	210	220	210	280	210	220	210

km	1.000	10.000	20.000	30.000	40.000	50.000	60.000
VÉHICULE	TEMPS (MIN)						
V7 Racer MY12	100	70	130	70	130	70	130
V7 Special MY12	100	70	130	70	130	70	130
V7 Stone MY12	100	70	130	70	130	70	130
Nevada My12	100	70	130	70	130	70	130

km	1.000	7.500	15.000	22.500	30.000	37.500	45.000	52.500	60.000
VÉHICULE	TEMPS (MIN)								
V7 Racer	130	190	130	190	130	130	190	130	130
V7 Cafè Classic	130	190	130	190	130	130	190	130	130
V7 Classic	130	190	130	190	130	130	190	130	130
Nevada Anniversario	130	190	130	190	130	130	190	130	130
Nevada	130	190	130	190	130	130	190	130	130

km	1.500	10.000	20.000	30.000	40.000	50.000
VÉHICULE	TEMPS (MIN)					
California Classic/Touring	190	120	220	120	220	120