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*Mille GT*

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**VARIANCES TO THE HANDBOOK «INSTRUCTIONS FOR USE» 850 T5 (cod. 28 90 00 01)**



# SPECIFICATIONS

## Engine

4-stroke, twin cylinder  
Cylinder configuration: 90° V-twin  
Bore: 88 mm  
Stroke: 78 mm  
Capacity: 948.8 cc  
Compression ratio: 9.2:1  
Max. torque: 7.7 kgm at 5200 rpm

## Valve gear

O.H.V. push rod operated rocker arms

## Carburettors

2 Dell'Orto carburettors PHF 30 CD (right) and PHF 30 CS (left)

## Lubrication

Pressure fed by gear pump  
Wire mesh and cartridge filters on oil sump  
Normal lubrication pressure 3.8-4.2 kg/cm<sup>2</sup> (pressure valve on oil sump)  
Low oil pressure sensor (electrical) on oil sump

## Generator / Alternator

On front of crankshaft (14V-20A)

## **Ignition**

Battery-coil ignition, double contact breaker with automatic advance.

Ignition timing

- Ignition advance (fixed)  $2^{\circ} \pm 1^{\circ}$

- Full advance (static and automatic)  $33^{\circ} \pm 1^{\circ}$

Contact breaker points gap: 0.37-0.43 mm

Spark plugs: Marelli CW 7 LP; Bosch W 7 D; Bosch W 7 DC; Champion N 9 Y; Lodge HLNY.

Spark plug gap: 0.6 mm

2 ignition coils mounted on frame.

## **Wheels**

Front and rear light alloy castings

Rim sizes: «WM 3/2.15 x 18" CP 2»

## **Tyres**

Front: 110/90 H18"

Rear: 120/90 H18"

## **Brakes**

Front: disc with fixed caliper, twin brake cylinder. Brake lever on right handlebar. Independent hydraulic circuit for rear brake.

- $\varnothing$  disc 300 mm;
- $\varnothing$  brake cylinder 38 mm;
- $\varnothing$  master cylinder 13 mm.

Rear: disc with fixed caliper, twin brake cylinder. Brake pedal on centre-right of motorbike;

- $\varnothing$  disc 242 mm;
- $\varnothing$  brake cylinder 38 mm;
- $\varnothing$  master cylinder 15.875 mm.

The rear brake is connected by a hydraulic circuit to the left front brake; the left front brake has the same dimensions as the right front brake controlled by the brake lever.

### **Dimensions and weight**

Wheelbase	1.505 m
Overall length	2.220 m
Overall width	0.840 m
Height (with screen)	1.320 m
Weight (dry)	230 kg

### **Performance**

Max. speed with one rider; approx. 200 kph  
Fuel consumption: 5.8 lt/100 km

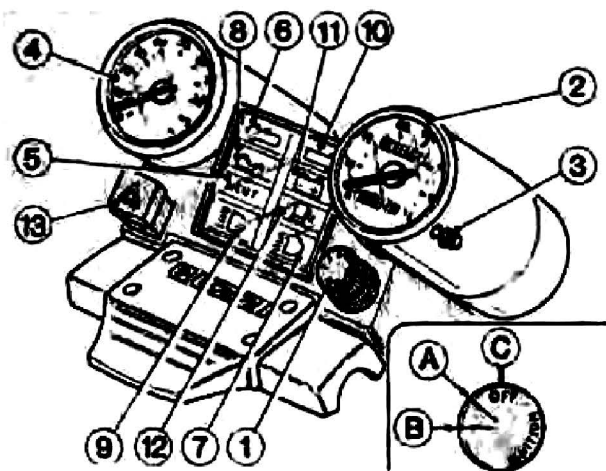
## INSTRUMENTS AND CONTROLS

### Instrument panel (fig. 4)

**1 Key switch with following positions:**

«OFF» in line with «C», vehicle stopped, keys can be removed

•A• in line with •C• (key turned clockwise), vehicle can be started. All circuits on; key cannot be removed:



«B» in line with «C» (key turned clockwise), vehicle stopped. With the switch «A» (fig. 6) in position 1 or 2 the parking lights are on and the key can be removed.

## 2 Speedometer and mileometer

### 3 Mileometer zero reset

#### 4 Rev. counter

**5** Green «Neut» warning light lights up when vehicle is in neutral.

**6 Green warning light, left direction indicators**

**7 Green warning light, sidelights**

**8** Red warning light, oil pressure. Goes out when oil pressure is sufficient to lubricate engine. If this light does not go out, oil pressure is too low, stop the vehicle immediately and trace the cause of the fault.

**9** Blue warning light, headlight, main beam.

**10** Green warning light, right direction indicators.

**11** Red warning light, generator. This should go out once the engine starts.

**12** Orange warning light, fuel on reserve

**13** Switch, hazard warning lights.

## Light switches (fig.s 5 & 6)

These switches are on the handlebar sides.

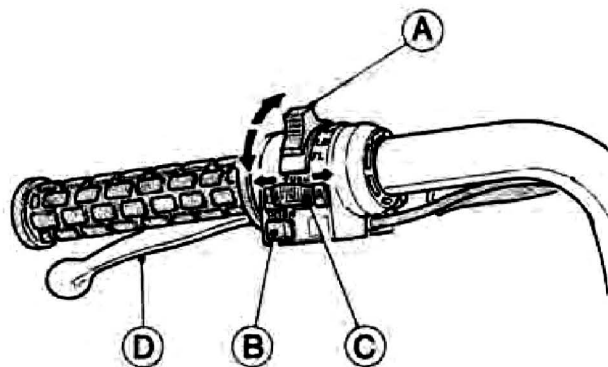
### Switch «A» (fig. 6)

- Position «O» lights off.
- Position «1» parking lights on.
- Position «2» twin-filament headlamp on.

### Switch «A» (fig. 5)

With switch A (fig. 6) in position «2»

- Position «LO» dipped beam.
- Position «HI» main beam.
- Position «FL» headlight flasher.



## Horn Button and Direction Indicators switch (fig. 5)

These are mounted on the left handlebar:

**Push-button «B»** (Horn) sounds the electric horn when pressed

### Switch «C»

- Position «R» right direction indicators
- Position «L» left direction indicators.

## Starter Button and Engine Stop Switch (fig. 6)

These are mounted on the right handlebar.

With the key («1» in fig. 4) (position «A» in line with «C»), the vehicle is ready for starting. To start the engine:

- check that switch «B» is in position «1» (run);
- pull the clutch lever in to disengage the clutch fully;
- if the engine is cold, put the starter level in the starting position;
- press the starter button «C» (start)

To stop the engine in case of emergency:

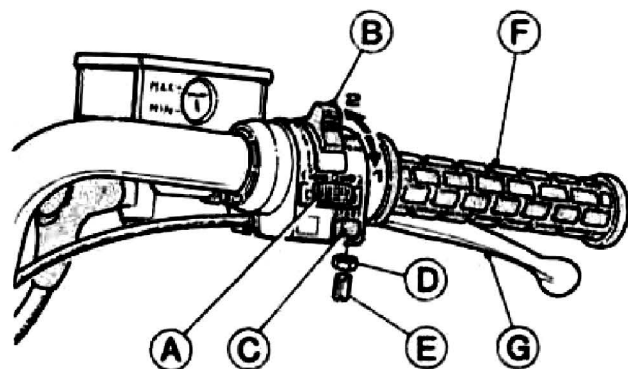
- turn the switch «B» to position «2» (off).

Once the engine has stopped, turn the key switch (fig. 4) anti-clockwise until «OFF» is in line with «C»; remove the key from the switch.

## Throttle twist grip («F» in fig. 6)

The throttle control is on the right handlebar; turning the twist-grip towards the rider opens the throttle, turning it away from the rider closes it.

The hardness of the twist grip return can be adjusted by means of the lock nut «D» and the grub screw «E».

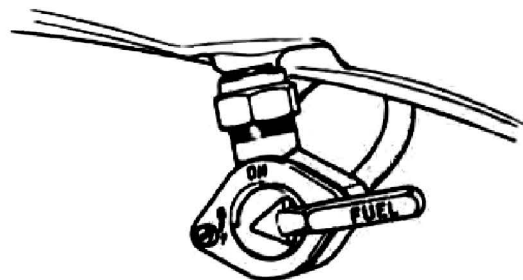


## Clutch lever («D» in fig. 5)

This is on the left handlebar and is only to be used when starting or changing gear.

## Brake lever, r/h front brake («G» in fig. 6)

This is on the right handlebar and controls the master cylinder of the right front brake.





## Fuel cocks (fig. 9)

They are located under the fuel tank on the rear part.

The levers of «fuels» cocks have two positions:

«ON» open: lever arrow upwards

«OFF» close: lever arrow horizontal

*The left cock operates the reserve fuel warn. light on dashboard.*

## Adjusting the rear shock absorbers (fig. 19)

The loading of the rear suspension springs can be adjusted to one of the three settings by using the special spanner.

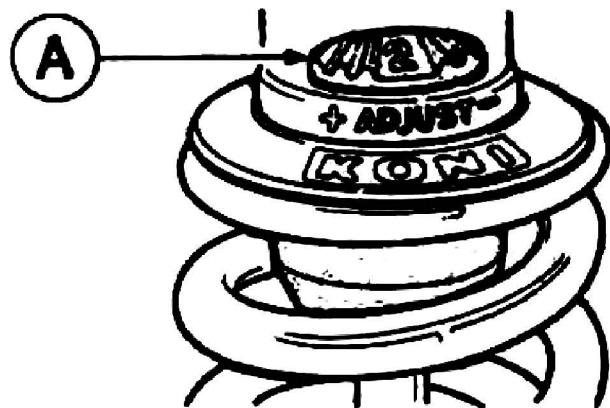
It is also possible to adjust the damping effect of the shock absorbers by turning the disc «A» (fig. 19). There are four settings corresponding to different loads and riding conditions:

- position 1 - very soft, for light loads;
- position 2 - one or two riders on good roads (e.g. motorways);
- position 3 - one or two rider with luggage, sport/touring use;
- position 4 - very hard, two riders, heavily loaded bike.

With the passing of time, when the vehicle has covered a considerable mileage it will be necessary to select a setting which is higher than that indicated above.

If the damping effect of the shock absorbers becomes noticeably irregular they should be checked by a Moto-Guzzi dealer.

**N.B. - Each shock absorber should have the same spring loading and damper setting as the other shock absorber to ensure maximum stability of the vehicle.**



## FUEL SYSTEM

### Carburettors

2 Dell'Orto carburettors, PHF 30 CD (right) and PHF 30 CS (left)

### Carburettor settings

Diffuser	Ø 30 mm
Throttle valve	50/3
Spray nozzle	264 AB
Main jet	125
Idle jet	50
Starting jet	75
Tapered needle	K 23 (3 <sup>rd</sup> notch)
Float	10 gr

Idling screw: open by 1 1/2 turns

### Tail light:

- Number plate, stop light 5/21 W

**Direction indicators** 10 W

**Speedo, rev. counter warning lights** 3 W

**Instrument panel warning lights** 1.2 W

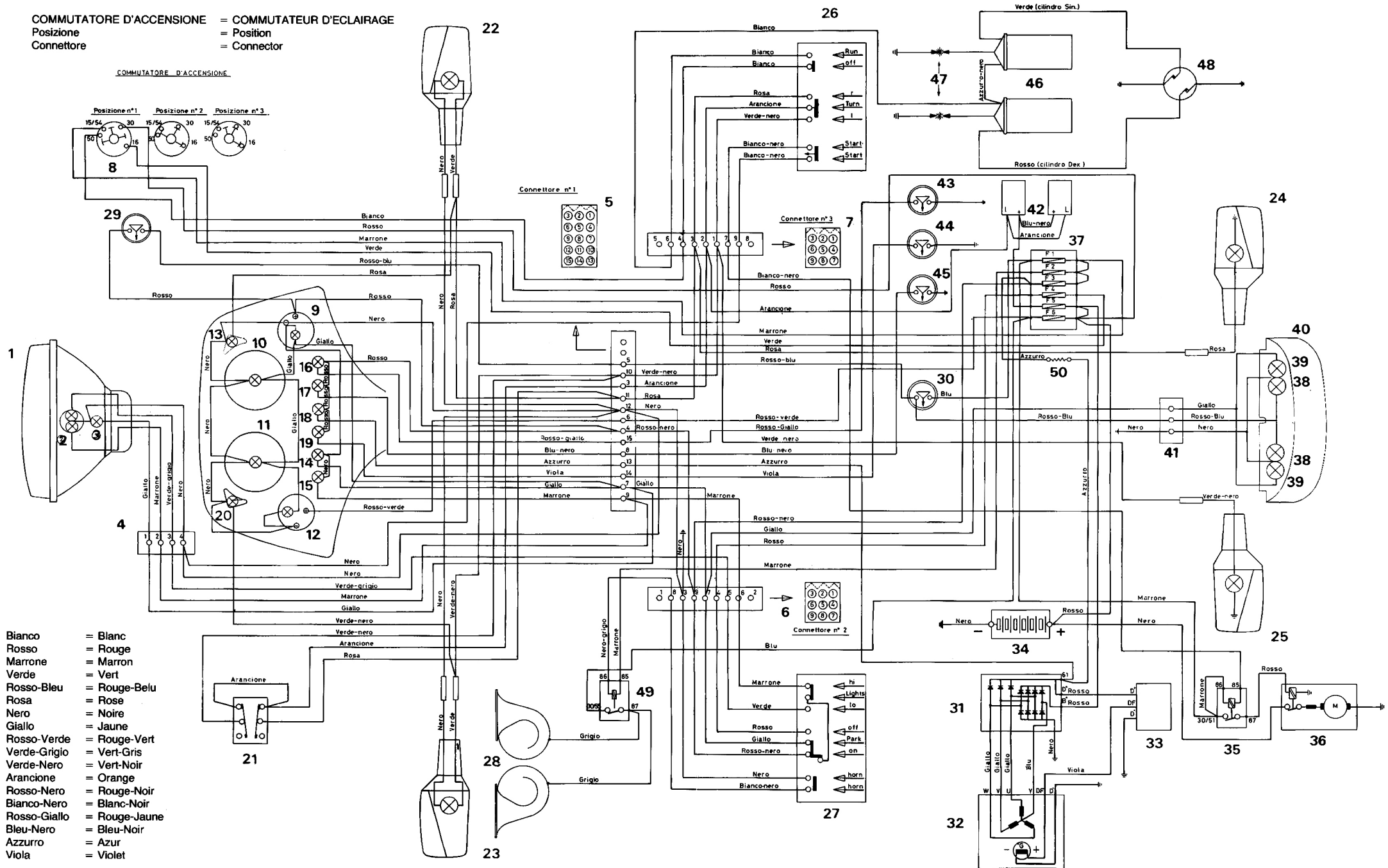
## ELECTRICAL EQUIPMENT

### Bulbs

#### Headlight:

- Dipped and main beam 60/55 W
- Side/parking lights 4 W

COMUTATORE D'ACCENSIONE = COMMUTATEUR D'ECLAIRAGE  
 Posizione = Position  
 Connettore = Connector



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