



**MOTO GUZZI**

CALIFORNIA II

COMFORTABLE SEAT  
WITH HEADLIGHT RAIL  
AND CARRIER

LOCKING FUEL  
TANK CAP

WIDE WINDSCREEN WITH  
AN AERODYNAMIC SHAPE



FLEXIBLY MOUNTED  
HORIZONTAL FOOTBOARDS

LARGE CAPACITY  
PANNERS MADE OF  
ANTI-SHOCK MATERIAL  
AND REAR TRUNK

The CALIFORNIA II complies with CEE 78.1015 European regulations governing noise as well as international anti-pollution standards. In meeting these standards without sacrificing power and performance, Moto Guzzi again has shown its technological leadership.



### THE INTEGRAL BRAKING SYSTEM®

IT IS ONE OF THE MORE REVOLUTIONARY INVENTIONS IN MOTORCYCLING. THE RESULT OF **MOTO GUZZI** PERSISTENT RESEARCHES IN THE SAFETY FIELD WITH A LIGHT PRESSURE ON THE PEDAL THE FLUID MOVES SIMULTANEOUSLY AND COMPENSATES THE FRONT AND THE REAR DISC, WHICH ARE BALANCED TO AVOID SEIZING THE WHEELS. THE LEVER ON THE HANDLEBAR MOVES INDEPENDENTLY THE SECOND DISC BRAKE ON THE FRONT WHEEL.



**MOTO GUZZI**  
*California II*

Evolved from the V7 line model range, the California II is introduced as a model based on the Moto Guzzis used by some Police Departments in California. The basic American features of high and wide handlebars leading to an upright riding position which is further enhanced by a wide saddle and flexible mounted footboards. The saddle has a rear grab rail and rack, front and rear safety bars are fitted as standard, as are locking panniers, a comprehensive dashboard and a locking side stand with engine cut-out switch.

HIGH OUTPUT ALTERNATOR  
DRIVEN DIRECTLY BY  
THE CRANK-SHAFT

A SYSTEM FOR PURIFYING  
THE OIL BY LOG OF A GAUZE  
AND CARTRIDGE FILTER



NEW HIGH PERFORMANCE EXHAUST  
SYSTEM AND NEW HIGHSPEED  
ALUMINUM CYLINDERS, DEVELOPED  
AND PATENTED BY MOTO GUZZI

## TECHNICAL SPECIFICATIONS

**Engine** twin cylinder, 4-stroke  
**Displacement** 948,8 cc  
**Bore and stroke** 88x78  
**Max torque** 7,7 kgm at 5200 r.p.m.  
**Compression ratio** 9:2 to 1  
**Ignition** battery  
**Starting** electric  
**Transmission** primary by gears;  
secondary by cardan shaft with cush-drive  
in the wheel  
**Gearbox** 5 speed  
**Frame** duplex cradle, disassemblable  
**Fuel tank capacity** 25 lts  
(5,5 gls approx.)  
**Fuel consumption** 5,8 lts x 100 kms  
(1,27 gls)  
**Brakes** twin front discs  $\phi$  300 mm;  
single rear disc  $\phi$  242 mm;  
integral brake system  
**Wheels** light alloy casting  
**Tires** front and rear 120/90 H 18  
**Maximum speed** approx. 190 kms/h  
(119 m.p.h.)  
**Dry weight** 250 kgs (approx. 555 lbs)

