



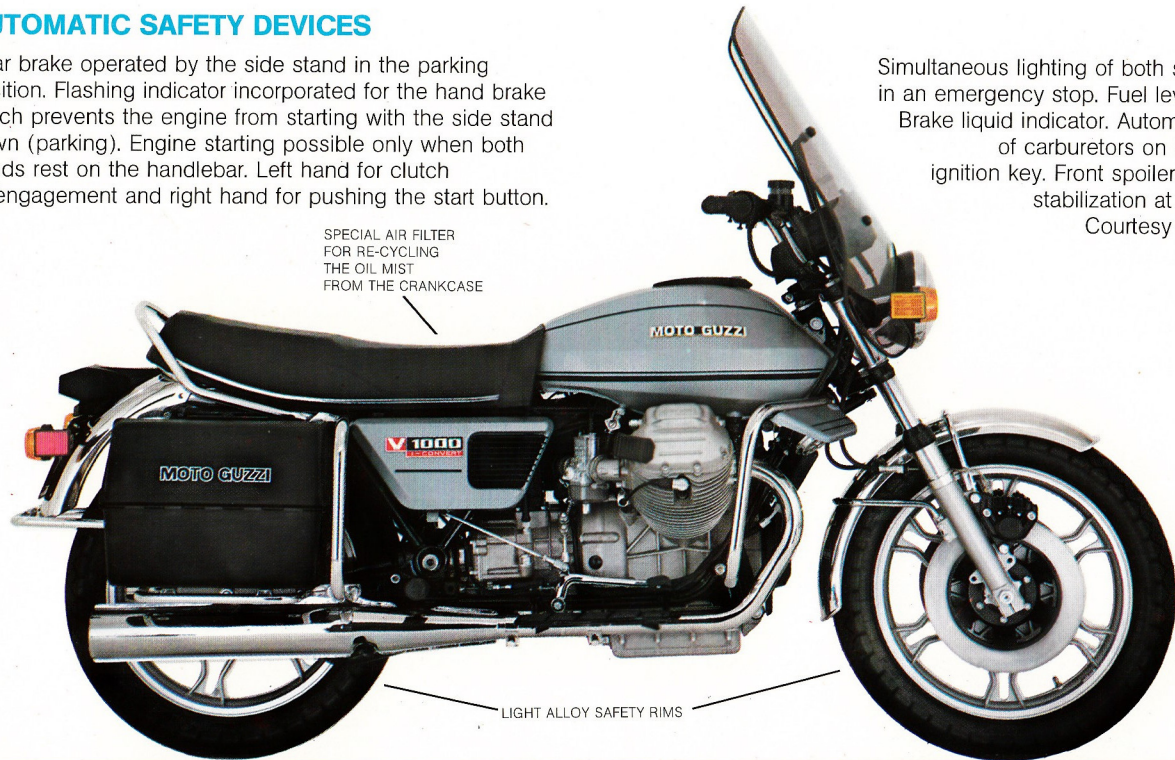
MOTO GUZZI

V1000 - I CONVERT

AUTOMATIC SAFETY DEVICES

Rear brake operated by the side stand in the parking position. Flashing indicator incorporated for the hand brake which prevents the engine from starting with the side stand down (parking). Engine starting possible only when both hands rest on the handlebar. Left hand for clutch disengagement and right hand for pushing the start button.

SPECIAL AIR FILTER
FOR RE-CYCLING
THE OIL MIST
FROM THE CRANKCASE



LIGHT ALLOY SAFETY RIMS

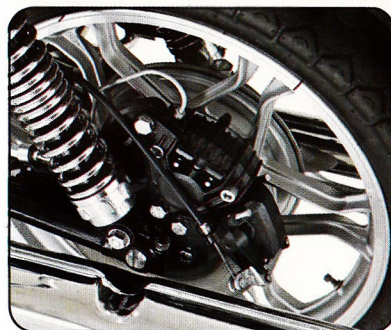
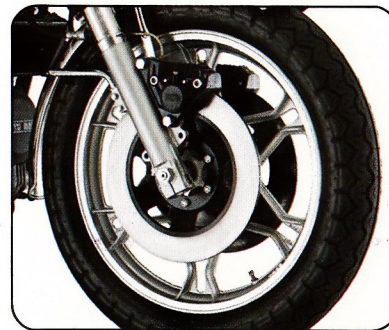
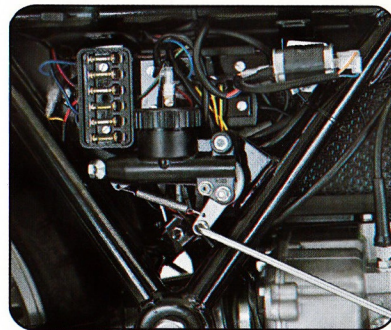
Simultaneous lighting of both side flashers in an emergency stop. Fuel level indicator. Brake liquid indicator. Automatic feeding of carburetors on inserting the ignition key. Front spoilers for greater stabilization at high speed. Courtesy light switch.

THE INTEGRAL BRAKING SYSTEM®

IT IS ONE OF THE MORE REVOLUTIONARY INVENTIONS IN MOTORCYCLING, THE RESULT OF MOTO GUZZI PERSERVERING 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.

© PATENT NR. 1.037.677





MOTO GUZZI
V 1000
I-CONVERT

Outstanding features of this new and more powerful model coming from the famous V7 line, are the automatic transmission and the integral brake system. 1000 cc displacement, hydraulic converter transmission, no clutch no gearshift but just the twist grip control! Riding safety and comfort are assured by numerous automatic devices, never before incorporated in a motorcycle. The «1000» is a very high performance bike that can be ridden by finger touch. And it is not tiring. We are not speaking of a dream byke but of a reality. A unique Moto Guzzi reality.



CARDAN SHAFT DRIVE

TECHNICAL SPECIFICATIONS

Engine: twin cylinder, 4-stroke
 Bore and stroke: 88x78
 Displacement: 949 cc
 Max torque: kgm 8,6 a 5200 r.p.m.
 Compression ratio: 9:2 to 1
 Ignition: battery with twin contact breaker
 Starting: electric
 Drive: Sachs hydraulic torque converter with cooling radiator in the oil circuit
 Clutch: multiplate, dry
 Transmission: two speeds (low and high) foot controlled from the left of the vehicle
 Frame: duplex cradle, disassemblable
 Suspension: telescopic with hydraulic dampers
 Brakes: hydraulic disc type. Left front disc and rear disc foot operated. Right front brake lever operated from the handlebar
 Tires: 4,10 H - 18 front and rear
 Dry weight: 240 kgs (530 lbs)
 Fuel tank capacity: 24 lts (5,3 gls)
 Fuel consumption: 6 ltsx100 kms (46 m.p.g.)

The motorcycle shown in this leaflet includes the following extra accessories: side bags, wind-screen, leg protection, footboards.



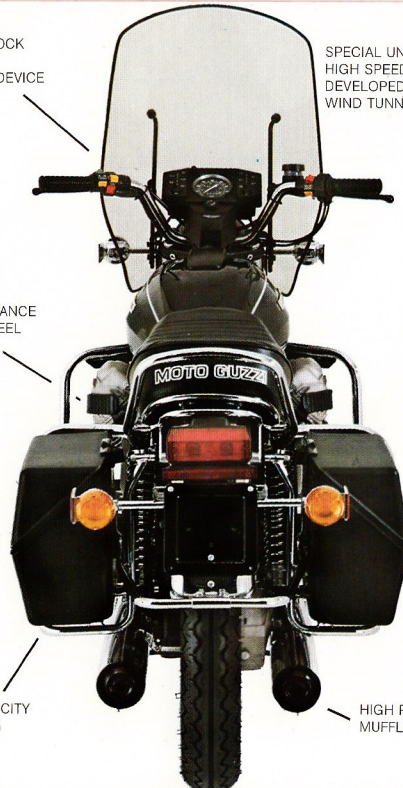
STEERING LOCK
ACTING AS
ANTI-THEFT DEVICE

SPECIAL UNBREAKABLE
HIGH SPEED WINDSCREEN
DEVELOPED FROM
WIND TUNNEL TESTS

HIGH RESISTANCE
TUBULAR STEEL
LEGGIELDS

LARGE CAPACITY
SADDLE BAG

HIGH PERFORMANCE
MUFFLER





MOTO GUZZI

SEIMM MOTO GUZZI S.p.A.

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It is recommended to use original fittings from MOTO GUZZI, which are tested in the factory and supplied as optional.

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