



**MOTO GUZZI**

**1000 SP**





Moto Guzzi are proud to present a new standard of safety in motorcycle fairings. The new SP fairing was designed in the famous factory wind tunnel, not just to be aerodynamically correct for the machine, but to be correct for the machine with rider mounted. This new design concept offers the rider not only protection from the weather and outstanding streamlining, but with integral front spoilers the machines' front end is held more firmly on the road at high speeds.

This ne  
to mak  
motorc



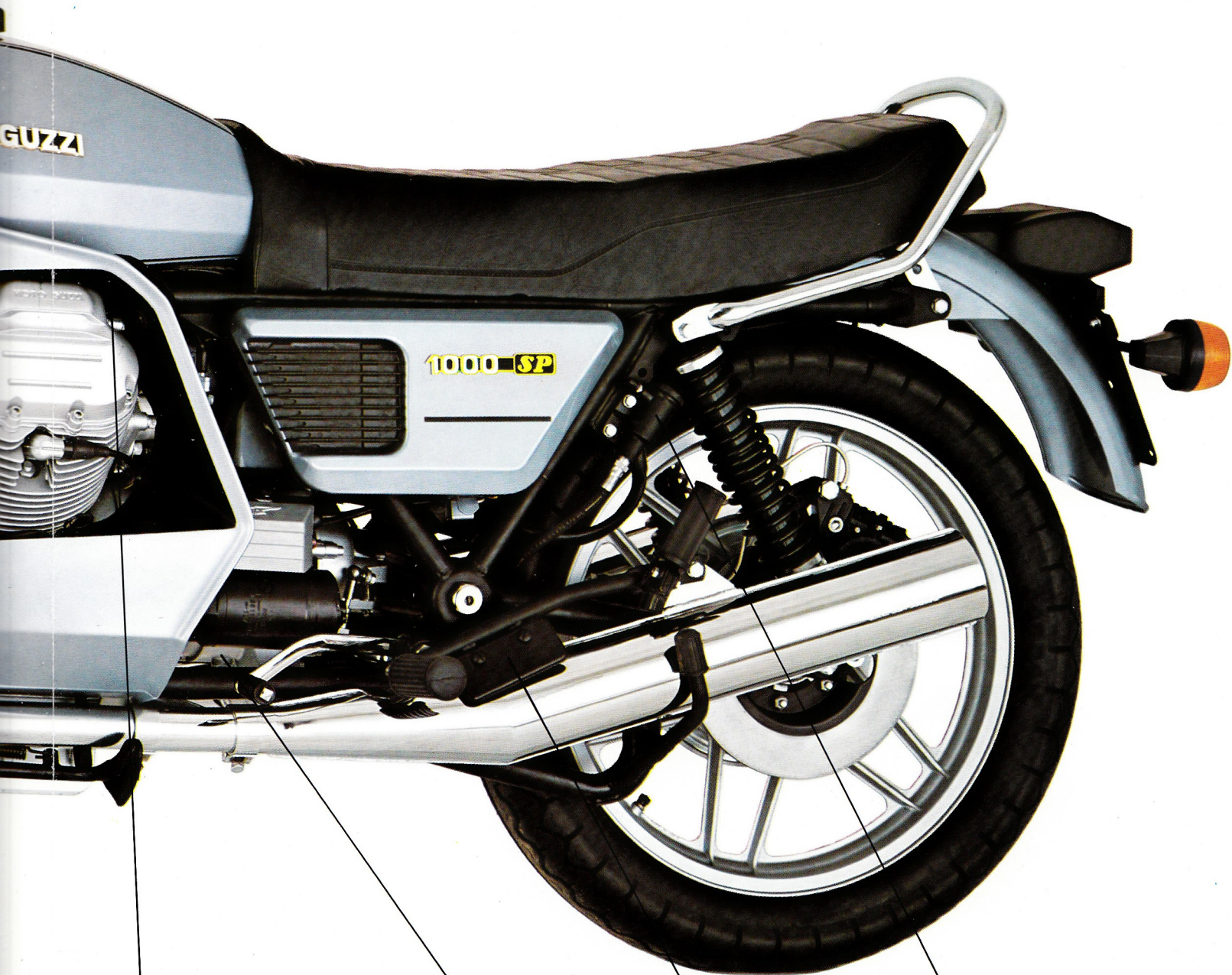
*Light alloy casting wheels  
(safety rims)*

*High output alternator,  
driven directly by  
the crank-shaft.*

*A system for purifying  
the oil by use of a gauze filter,  
plus a cartridge filter.*

his new safer fairing combined with Moto Guzzi's unique integral brake system helps make this new machine the world's safest, most beautiful and exciting motorcycle.

The 1000 SP is equipped with the integral braking system, patented by Moto Guzzi in 1975. This major contribution to motorcycle safety won the «Safety Prize» in 1977, presented by the German Automobile Club and is acknowledged as the safest motorcycle braking system by specialised press all over the world.



*Special air filter  
to re-cycle the oil mist  
coming from the crank case.*

*Five speed  
gear box.*

*Exhaust pad  
protectors.*

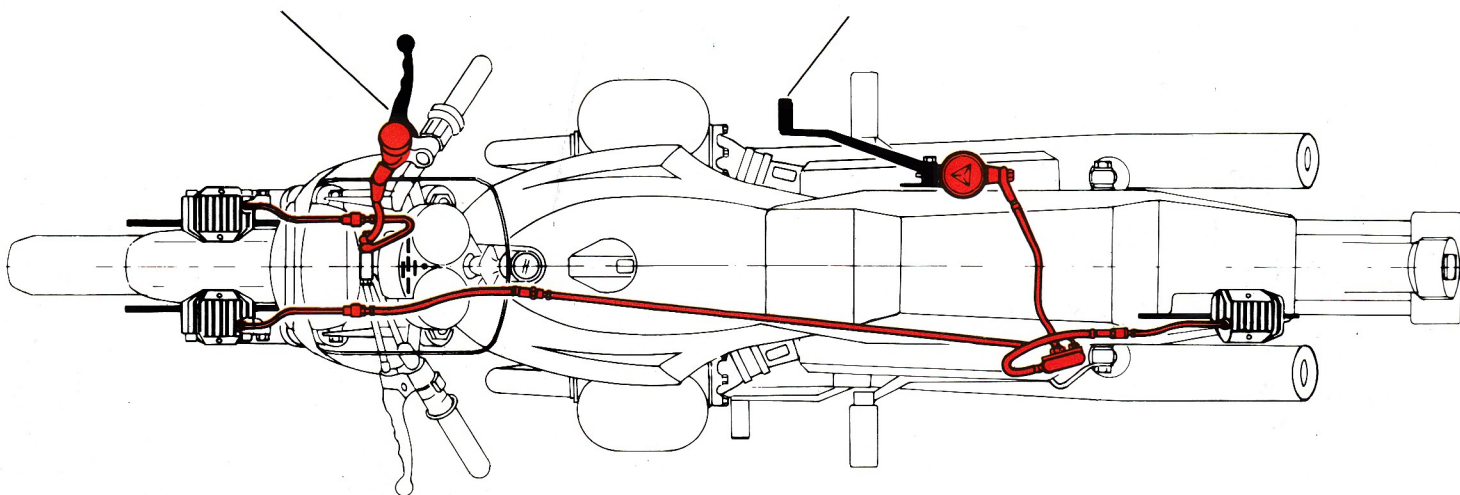
*Regulator valve  
for the integral  
braking system.*

# A technical revolution, the integral braking system<sup>®</sup>

It is one of the more revolutionary inventions by the Moto Guzzi technicians. It is composed of three (groups of) disc-brakes, fitted to both wheels, opportunely dimensional and united, in order that the motor, when braking, finds itself in the best condition of adherence and equilibrium.

The lever on the handlebar moves independantly, the second disc-brake on the front wheel. This second brake serves to complete the braking to the limit of adherence.

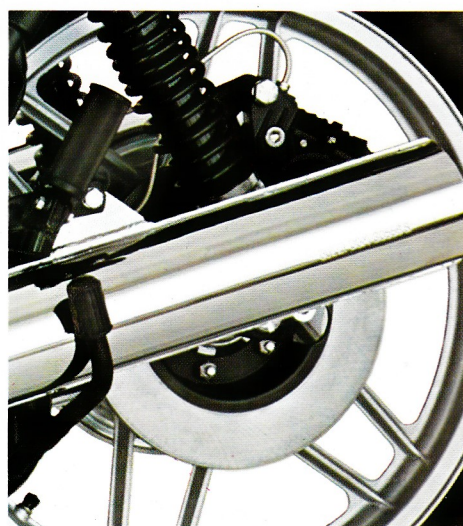
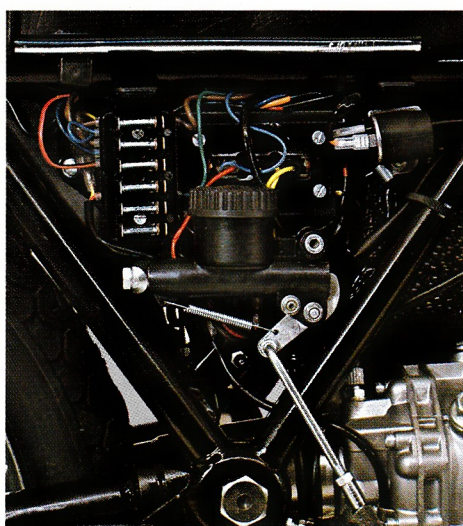
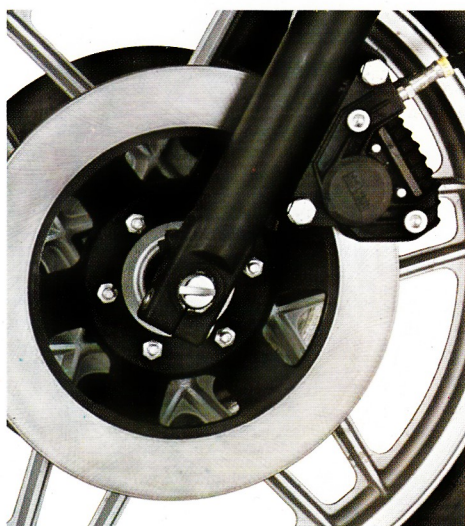
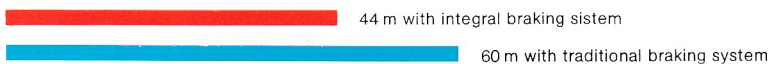
With a light pressure on the pedal the fluid moves simultaneously and compensates the front disc and the rear disc, which are balanced to avoid seizing the wheels.



With integral braking system you have the maximum security and stability on the curves and in the wet. The braking movement on the rear wheel controlled by the foot pedal and integrated with a simultaneous braking movement on the front wheel with the distribution

of stability are the characteristics of the motor vehicle. On the front wheel is mounted a second braking system composed of one disc, one caliper and one master cylinder with a hand lever fitted on the handlebar which is independant of the footbrake.

Stopping distance at 100 km/h



## TECHNICAL SPECIFICATIONS

**Engine:** twin cylinder, 4-stroke

**Displacement:** 949 cc.

**Bore and stroke:** 88 × 78

**Max torque:** 8,6 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

**Instruments:** new instrument layout incorporated in a dashboard made of shock-proof material. It includes a km or M.p.h. counter with re-set, a rev. counter, a quartz watch, a volt-meter to measure the battery voltage

**Fuel tank capacity:** 24 lts

**Fuel consumption:** 5,8 lts × 100 kms

**Brakes:** twin front discs  $\varnothing$  300 mm; single rear disc  $\varnothing$  242 mm;  
*integral brake system*

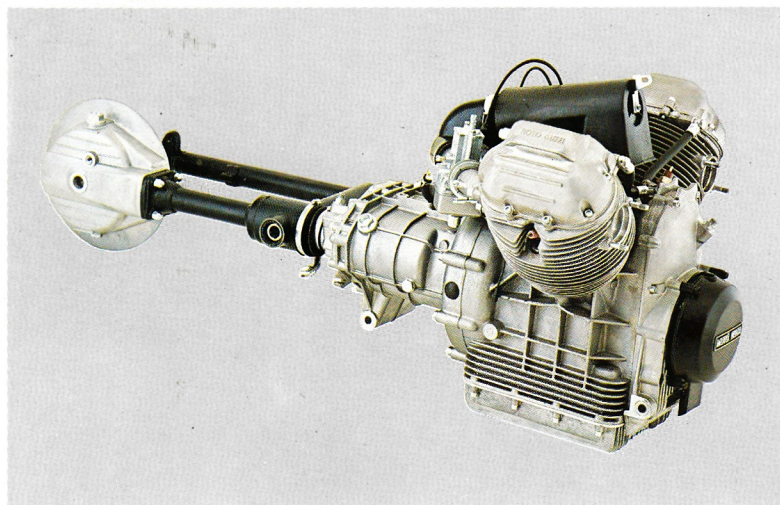
**Wheels:** light alloy casting

**Tires:** front 100/90 H 18" (MT 18); rear 110/90 H 18" (MT 18)

**Maximum speed:** approx. 200 kms/h (120 m.p.h.)

**Dry weight:** 210 kgs: (approx. 460 lbs)

The illustrations and descriptions given in this leaflet are intended as a general guide only, and must not be taken as binding. The company, therefore, reserves the right to make, at any moment and without notice, any changes it thinks necessary to improve the motorcycle or to meet any requirements of manufacturing or commercial nature.



It is recommended to use original fittings from Moto Guzzi, which are tested in the factory and supplied as optionals.

Sole U.S. and Canadian Importer

**PREMIER MOTOR CORPORATION**

Railroad St. & Plant Rd.

Hasbrouck Hgts., N.J. 07604

**SEIMM MOTO GUZZI S.p.A.**

22054 Mandello del Lario - Como

Tel. 0341 - 731.112 - 732.512

Telex 380095 SEIMM

# 1000 SP

