



MOTO GUZZI

1000 SP



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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 machine's front end is held more firmly on the road at high speeds. This new safer fairing combined with Moto Guzzi unique integral brake system helps to make this new machine the world's safest, most beautiful and exciting motorcycle.



COMPREHENSIVE INSTRUMENT PANEL

CONTAINING SPEEDOMETER WITH TRIPMETER, REV. COUNTER, QUARTZ CLOCK, VOLTMETER, OIL-PRESSURE LIGHT, HIGH BEAM AND PARKING LIGHTS, INDICATOR AND HAZARD WARNING LIGHTS, GENERATOR AND NEUTRAL WARNING LIGHT, BRAKE OIL WARNING LIGHT



IMPROVEMENTS IN FRAME
PROVIDING A PERFECT
RIDING POSITION EVEN
FOR RIDERS TALLER
THAN STANDARD SIZE



NEW SILENCERS PROVIDING
NOISE CONTROL SYSTEM,
COMBINED WITH EXPANSION
VOLUMES AND RESONANT
CHAMBERS

A SYSTEM FOR PURIFYING
THE OIL BY USE OF A GAUZE
FILTER, PLUS A CARTRIDGE
FILTER

SMOKE-COLOURED
SCREEN COMPLYING
WITH SAFETY STANDARDS

SPECIAL AIR FILTER
TO RE-CYCLE THE OIL MIST
COMING FROM THE CRANK CASE

FUEL TANK CAP LOCKABLE

REGULATOR VALVE
FOR THE INTEGRAL
BRAKING SYSTEM

HIGH OUTPUT ALTERNATOR
DRIVEN DIRECTLY BY
THE CRANK-SHAFT

LIGHT ALLOY CASTING WHEELS
(SAFETY RIMS)

FIVE SPEED
GEAR BOX

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.

*PATENT NR. 1.037.677



1000 SP

TECHNICAL SPECIFICATIONS

Engine twin cylinder, 4-stroke

Displacement 948,8 cc

Bore and stroke 88 x 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

Fuel tank capacity 24 lts (5,3 gls approx.)

Fuel consumption 5,8 lts x 100 kms

Brakes twin front disc \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)





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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 optionals.

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.