

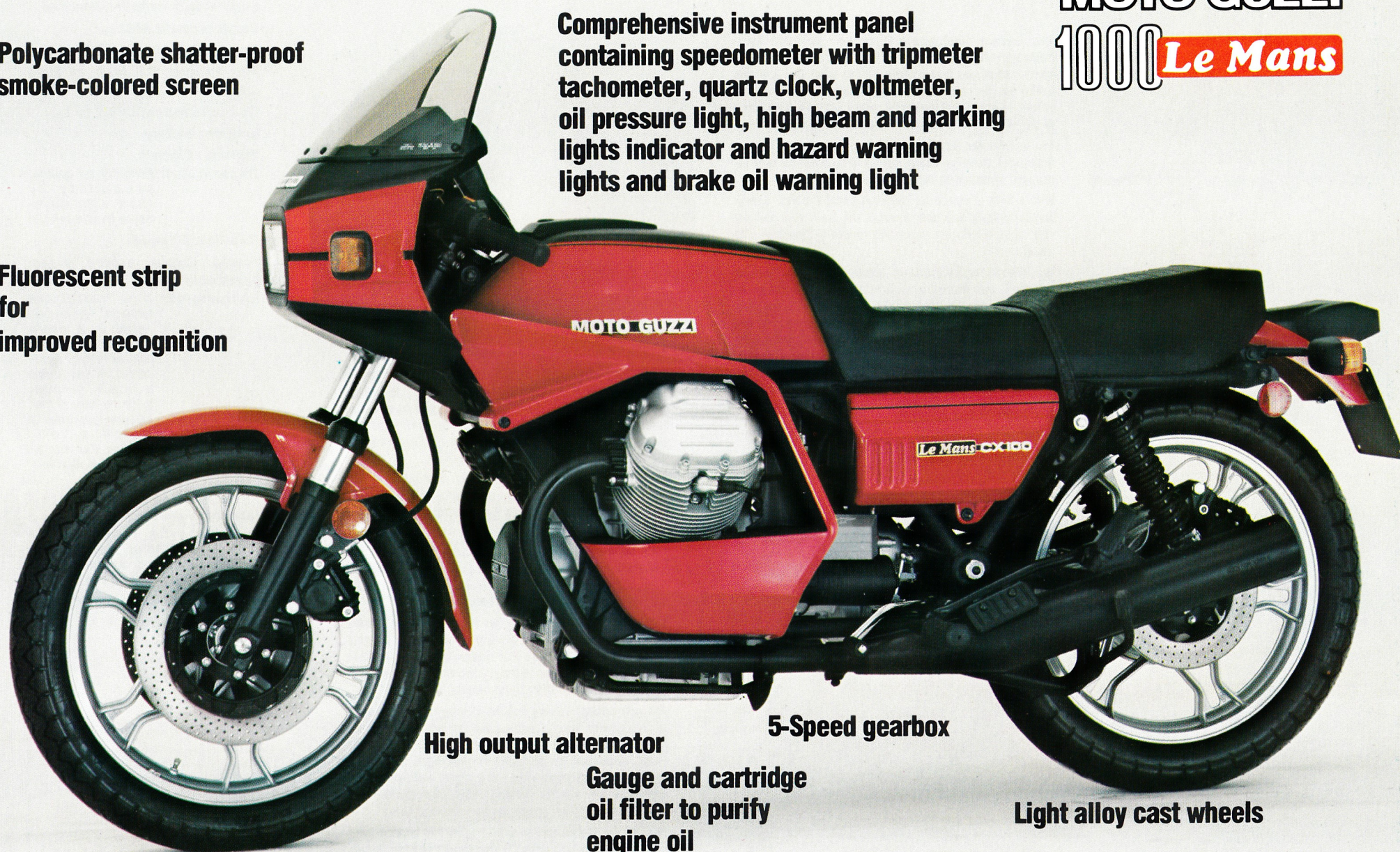
A Masterpiece Of Elegance And Craftsmanship


MOTO GUZZI
1000 Le Mans

**Polycarbonate shatter-proof
smoke-colored screen**

**Comprehensive instrument panel
containing speedometer with tripmeter
tachometer, quartz clock, voltmeter,
oil pressure light, high beam and parking
lights indicator and hazard warning
lights and brake oil warning light**

**Fluorescent strip
for
improved recognition**



High output alternator

5-Speed gearbox

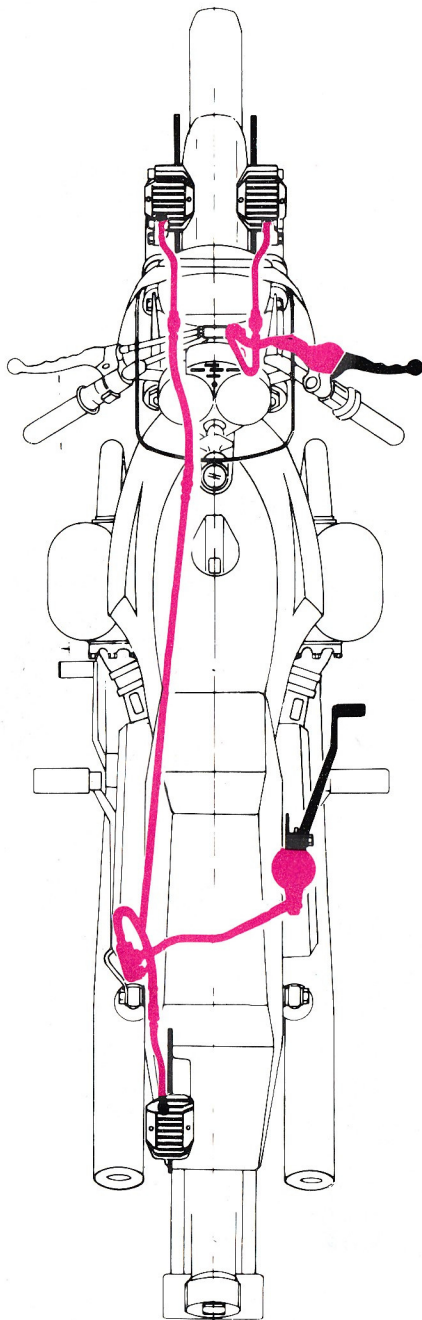
**Gauge and cartridge
oil filter to purify
engine oil**

Light alloy cast wheels

**Twin front and single rear discs made from cast iron and
drilled to improve thermal efficiency and water dispersal**

Premier Motor Corporation, Hasbrouck Heights, N.J. 07604

An organization that offers over 45 years of motorcycle experience and
maintains a national dealer network and a constant flow of genuine spare parts.



A TECHNICAL REVOLUTION, THE INTEGRAL BRAKING SYSTEM

This modern development is one of the more revolutionary inventions by the Moto Guzzi technicians. It is composed of two disc-brakes, on the front and one disc brake on the rear wheel, opportunely dimensional and united, in order that the motor, when braking, finds itself in the best condition of adherence and equilibrium.

The hand brake actuates one of the front disc brakes. Additional stopping ability comes into question with increased pressure on the hand brake lever.

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

The integral braking system allows you to operate the LeMans II with maximum security and stability. The braking action on the rear wheel, controlled by the foot pedal, and integrated with a simultaneous braking action of the front wheel, introduces an equal distribution delivering maximum safety. The front wheel has a second braking system composed of disc, caliper and master cylinder with a lever fitted on the handlebar which is independent of the foot-brake system.

The illustration 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.



THE 1000 LEMANS II — A MOTORCYCLIST'S MOTORCYCLE

Since 1972 with the introduction of the 750 Sport to our Moto Guzzi line we have given the motorcycle buying public the possibility of owning a true sports motorcycle. The tremendous success of this machine worldwide has encouraged us to produce even better machines and we followed the 750 Sport with the 850 LeMans.

It is with some pride that Moto Guzzi now presents the 1000 LeMans II complete with cockpit and lower fairing to give the sports rider even greater riding comfort and increased stability.

Fully tested in the famous Moto Guzzi wind tunnel the complete streamlining effect has been tested with a rider in position and the results of this test ensure the best balance between rider and machine.

The braking system is surely the safest and most powerful offered. Incorporating the highly successful integral braking system, all three discs made from cast iron are now drilled to increase thermal efficiency, lightness and the dispersal of water from the braking surface.

The new cockpit fairing houses a comprehensive range of instruments to assist the experienced rider, and includes speedometer with tripmeter, tachometer, quartz clock, voltmeter, oil pressure warning light, high beam and parking light indicator, turn signal indicator light, generator, and neutral warning lights, oil brake warning light and finally emergency hazard warning lights.

The LeMans II now comes with a recessed locking filler cap which improves even further the streamline beauty of this machine. With its superb frame capable of handling the increased performance and power given to the LeMans II, yet still offering a quietness that can prove deceptive.

This is undoubtedly the flag ship of the Moto Guzzi line.

TECHNICAL SPECIFICATIONS

Engine: twin cylinder, 4-stroke
Displacement: 949cc.
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
shaft with cush-
drive in the wheel

Gearbox: 5 Speed

Frame: Duplex cradle, disas-
semblable

Instruments: New instrument
layout incorpo-
rated in a dash-
board made of
shock-proof ma-
terial. It includes
a m.p.h. counter
with re-set, a rev.
counter, a quartz
watch, a volt-
meter to mea-
sure the battery
voltage

Fuel tank capacity: 22.5 lts.
(approx. 5 gallons)

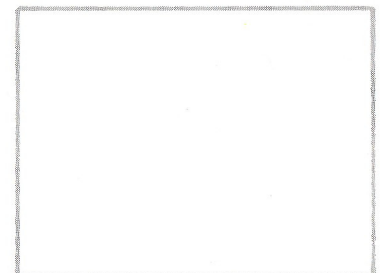
Brakes: twin front disc ϕ
300mm; single rear
disc ϕ 242mm; inte-
gral brake system

Wheels: Light alloy, cast wheels

Tires: Front 350H X 18"; rear
4.10V X 18

Dry weight: 198 kgs;
(approx. 433 lbs.)

Sold and serviced by



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Sole U.S. and Canadian Distributor

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