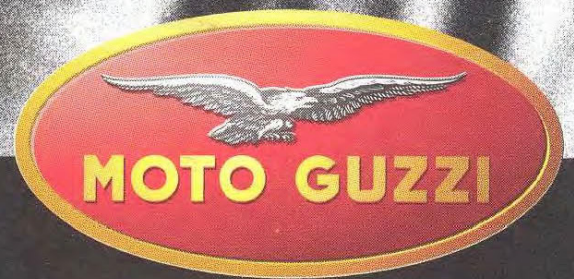
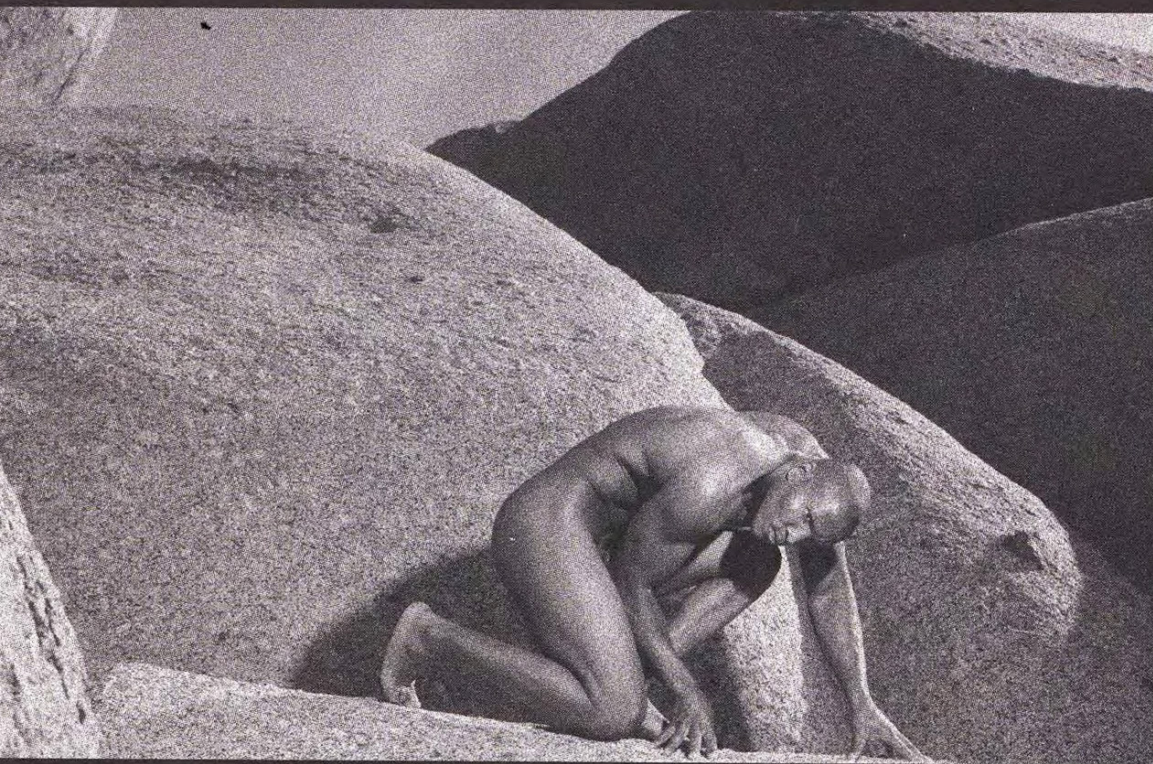


Stone

CALIFORNIA



Free of everything, in search of pure emotion,
without restraints and preconceived values.
On a voyage towards the essence, inspired by
the raw nucleus and drawing
upon the stone, indifferent to the passing
changes. Away from a world that is only
appearances. Light-years distant from all that
does not serve it. Concentrated on a single
destination. Only one path: the horizon and
California Stone.



Raw, solid, strong and precious material.

Stone
CALIFORNIA



SLATE BLACK





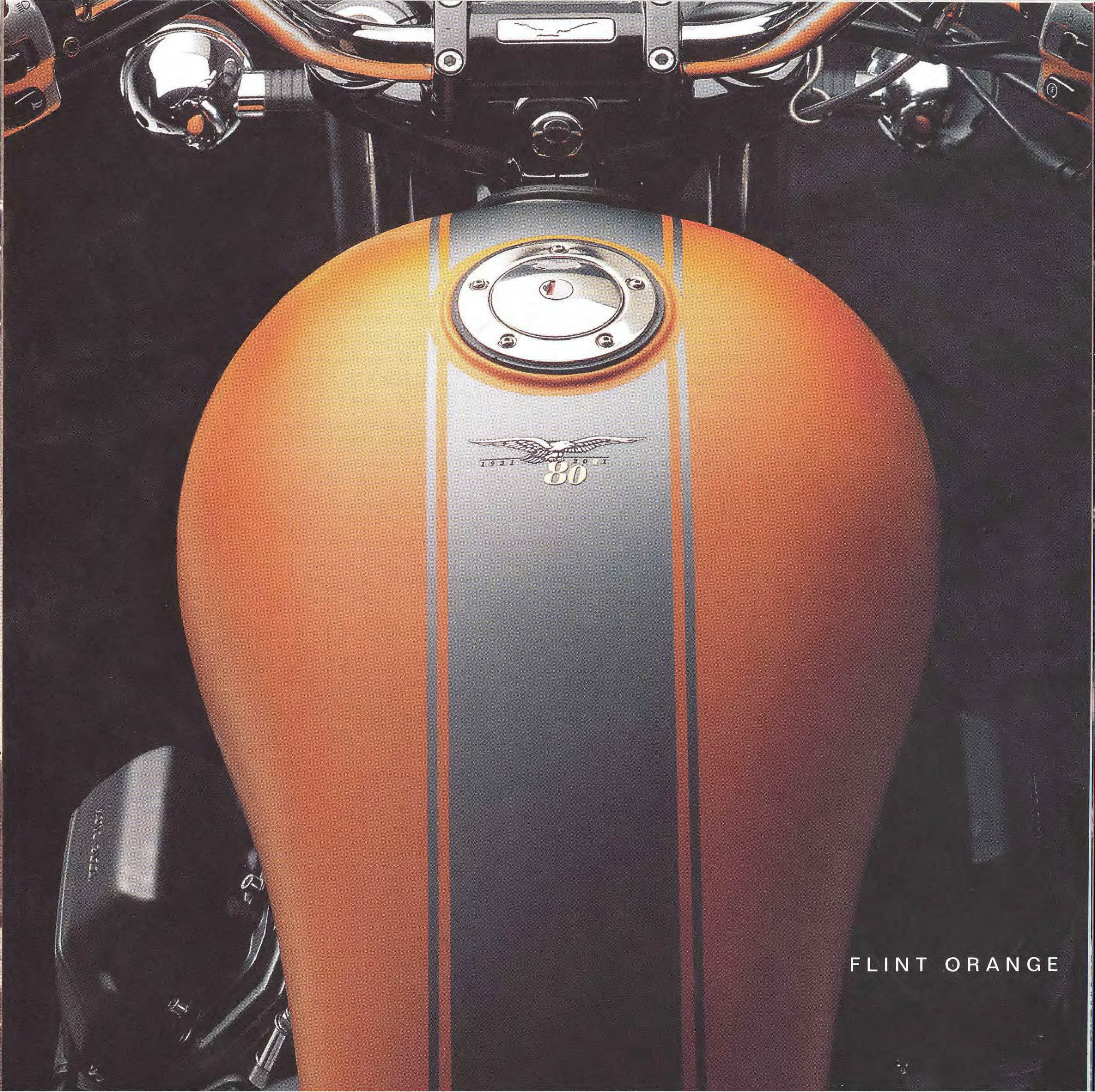
PORPHYRY GREY





LIMESTONE WHITE





FLINT ORANGE



Above all, Unconventional.





California Chromosomes.

The Stone's DNA is 100% California, and it shows. The frame is the classic detachable tubular steel duplex cradle. Rigid and very robust, it bestows upon the Stone impeccable road performance with sensitive and reactive steering. Firm and immediate braking with a single 320 mm disc on the front and a 282 mm disc on the rear.



Passion ignited.

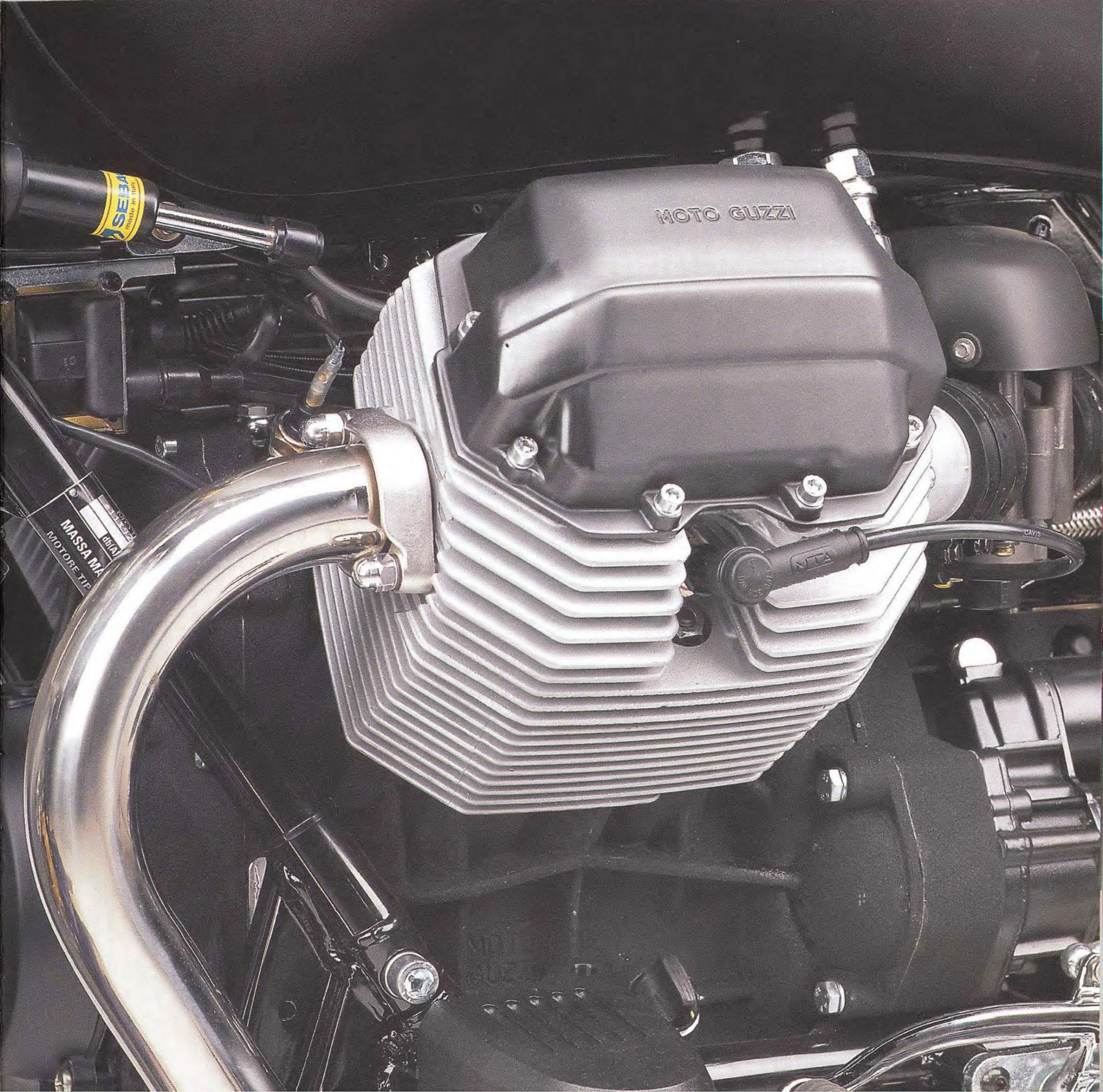
The pulsations increase,
perfectly synchronized with the
beat of a legendary motor.

The mythical 90° V twin,
which created the history
of the Californias, is still
performing and is even better
in its most recent evolution.

The Stone accelerates decisively
and safely, and it travels at an
excellent cruising speed.

Start it up and go - the legend
continues.





MOTO GUZZI

MASSA MA
MOTORE TIP

NTA



Strictly nonconformist.

The Stone is born from the concept that a motorcycle must be simple, minimalist, essential. Close to it's rider, like a second skin.

As personal as a pair of jeans, as unique as the passion of the person who selects it. A motorcycle without anything superfluous, a naked and rebellious cruiser inspired by mythic bobbers from the Fifties, constructed piece by piece by a generation that wanted to invent the rules, not submit to them. Young and free, of a determined character, it does not accept compromises, because it is solid and resilient.

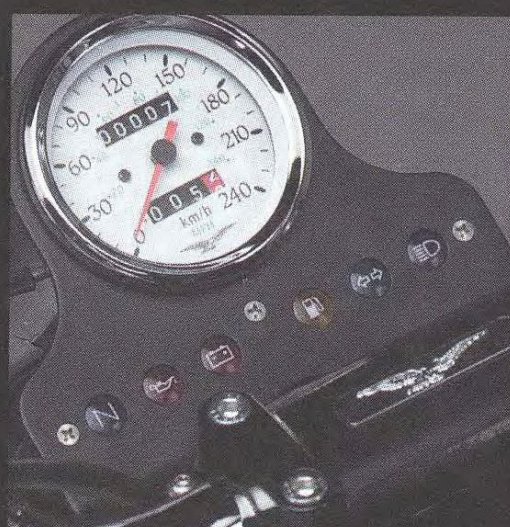
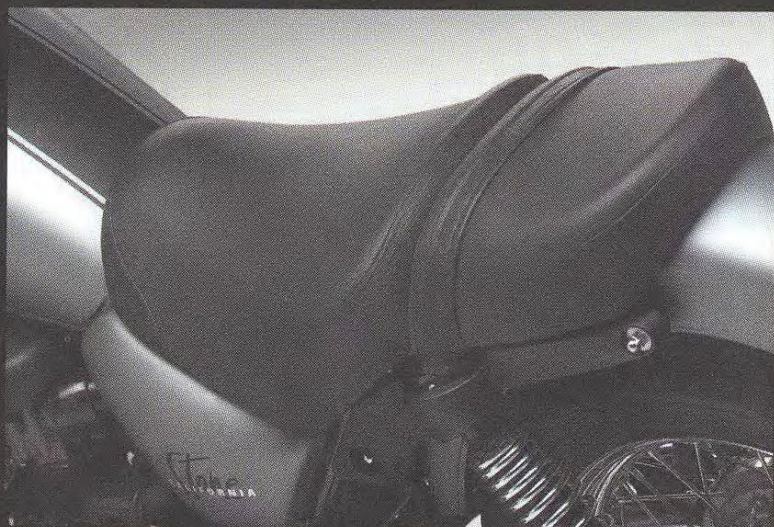
Like a rock.



To be, not to appear to be.

Do not look for a superfluous element on the Stone. It would be a waste of time. Everything needed is there. The latest descendant of a dynasty - that of the Californias - which for thirty years has traveled the roads of the world, the Stone maintains its charisma but renews it with numerous technical improvements.

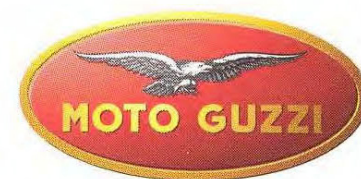
The handlebars are sturdier, the diameter has been increased to 30 mm. It improves the feel on the new grips, and the introduction of new brushed aluminum electronic handlebar switches increasing driving comfort.



Along the same lines, the gearbox has been redesigned, thereby reducing shift lever travel and effort. The neutral position is easier to locate, and the lever has new, more efficient rubber covers. The calibration of the rear shock absorbers, which incorporate new springs, has also changed. The saddle is more padded and comfortable. The new side stand is practical and elegant, easier to bring back into position and enhanced with a new pivot cover. There is actually a small concession to the aesthetics, the light molding on the rear shock absorber attachment. Because the California Stone is spartan...but not too much.



Technical Specifications



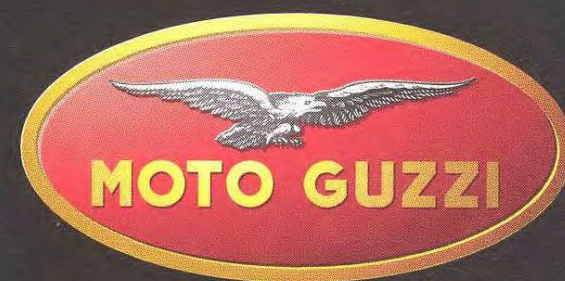
Engine	90° v-twin, air cooled
Displacement	1064cc
Bore and Stroke	92mm x 80mm
Maximum Power	74 hp @ 6400 rpm
Maximum Torque	70 ft/lbs @ 5000 rpm
Fuel System	Two 40mm diameter throttle bodies with Weber IW 031 injectors
Ignition	Magneti Marelli IAW electronic digital ignition with inductive spark
Clutch	Double disk, dry
Compression ratio	9.5:1
Valves and Operation	2 overhead valves with light alloy push-rods
Starting System	Electric
Lubrication	Forced lube with geared pump and pressure regulator
Transmission	Primary: helical gears; Secondary: shaft drive
Gear Box	5 speed, constant mesh gears with built-in cush drive
Frame	Detachable tubular duplex cradle in special high-strength steel
Front Suspension	45mm telescopic fork
Rear Suspension	Swing arm with 2 hydraulic shock absorbers
Electrical System	12V; 14V 25A alternator; 30Ah battery
Braking System Front	Single Brembo ORO series stainless steel 320mm floating disc with Brembo 4 piston caliper
Braking System Rear	Single stainless steel 282mm fixed disc with Brembo 2 piston caliper
Wheels	Front: 2.50 x 18", Rear: 3.50 x 17"
Tires	Front: 110/90 VB18, Rear: 140/80 VB17
Fuel Capacity	4.9 gallons
Fuel Consumption	47 mpg
Dry Weight	541 lbs

Moto Guzzi suggests to ride carefully and always wear a helmet and protective clothing.

Specifications and colours shown may change without notice.

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