

BREVA 750

A new wind

A name which should bring good luck as the Brevia is a wind which blows over Lake Como - where Moto Guzzi is based - coming from the south and bringing fine weather.

A way of emphasising, also with the name, the "breath of fresh air" in Guzzi, picking up all the inheritance of the past and giving it new form and new technology.

The Brevia is the first sign of a new way of living, closer to the habits and needs of a vast public.

The simple essential lines trace out a form which seems ready to leap out onto the roads, communicating the concept inspiring the design even from the outside.

The BREVA is a new entry level from Moto Guzzi, a bike which breathes new life into the 750 cc segment - the important first approach to a motorcycle suitable for everyone - always pleasant and safe to ride.

With its attractive look, the Moto Guzzi BREVA is even more gratifying and pleasant to ride as it has been designed to give even those who have never before climbed onto a saddle the possibility of having fun straight away.

The riding position is natural and the anatomic shape of the tank enables even the tallest of riders to keep their knees tight in, forming a single block with the bike.

Travelling in comfort, even in company

Particular attention has been dedicated to the mechanics, designed for touring use, in line with the Moto Guzzi tradition.

Particularly easy to handle thanks to the light weight and small size, it is also comfortable when riding two up, thanks to the configuration and generous padding of the saddle.

The manoeuvrability is backed by the engine, a 90° V twin, reworked and corrected in line with the latest developments in technology and fitted with electronic injection.

The high engine torque, present right from low revs, guarantees a relaxing ride even for less expert motorcyclists.

Output is "full" and linear and acceleration surprising, for immediate take off from stationary and problem free overtaking to offer even more safety.

More sporty riders won't fail to appreciate the position of the exhaust - short and sloping upwards - for unequalled handling, even on routes calling for the bike to be got down repeatedly.

CALIFORNIA TITANIUM

The conquest of distance

Titanium is light and exceptionally strong. It is commonly used in alloys for the aerospace industry and in advanced technical applications where a combination of strength and light weight is essential.

Titanium is the symbol of advanced technology. For 2003 it is also the high-tech inspiration for a very different motorcycle.

The California Titanium defies definitions. As a motorcycle, it is in a class of its own. With its breathtaking top speed and precision cornering it rides like a supersport. With its upright riding position and forward mounted footrests it has the comfort of a cruiser.

With its unmistakable styling, colour and graphics, it fears no rivals as a Café Racer. And its 90° V twin engine, with hydraulic tappets and catalysed exhaust, give it all the character of a Moto Guzzi.

The California Titanium is all of these things, because it establishes a uniquely personal feeling with its rider, based on equally personal sensations. The gear change for example inspires confidence instantly, thanks to its precise action, easy engagement, and quick-to-find neutral.

The comfortable seat makes two up travelling a pleasure. And the sports windshield affords an impressive amount of protection. Naturally, the chassis, shared with the Aluminium, is an exceptional piece of engineering too. It is designed to keep the bike stuck to the road, whatever the surface, while the powerful Brembo disk brakes ensure totally safe braking.

CALIFORNIA EV TOURING

Designed to satisfy

Most people set a limit to what they want. Some of us, however, when we reach that limit, want something more. This is the type of touring rider for whom Moto Guzzi has produced the California EV Touring. This special version of the Guzzi touring flagship has everything you could possibly want (and more !) to turn every journey into an unforgettable touring experience.

All the Guzzi chromosomes are there. The engine is the powerful and tireless Guzzi V twin with hydraulic tappets and catalysed exhaust. The design is timeless, with a relaxed riding position and the shiny chrome of a true cruiser. The massive braking system can stop you effortlessly. And the suspensions are what comfort is all about.

Yet the California EV Touring can still amaze with its extra features.

The California EV Touring embodies the same innovations as its twin sister, the California EV, but is even better equipped. The protective windshield is coloured to match the tank and bodywork, as are the stylish inserts on the elegant 40 litre panniers that come as standard. The refined blue colour scheme is also brand new.

And good looks can be functional too, as the new stainless steel pannier racks prove. These new racks will keep their good looks over the years while their new shape gives an improved riding position and aerodynamics.

Everything about the California EV Touring is designed to remove riding limits. Even the handlebar grips are heated to help you break through the cold barrier, for all year round long distance riding pleasure.

On board the California EV Touring you can even charge your mobile phone from the practical 12 V accessory socket.

STONE TOURING

Essential without exaggeration

Some bikes have natural personality. These are the bikes that seduce you just with their looks; bikes that start a trend, lead a fashion, and introduce a new way of being.

The Stone is one of these bikes. It stands alone. Though a member of the Touring family, the Stone is a ... Stone.

The Stone Touring is Guzzi's entry level tourer. No frills but everything you need to tour comfortably two up. Essential but not Spartan. Relaxed yet agile.

An indestructible double cradle frame in high strength steel and the irreplaceable 90° V twin with hydraulic tappets and catalysed exhaust form the basis of the bike. But the Stone also has an efficient suspension system based on a Marzocchi 45 mm hydraulic telescopic front fork and double hydraulic shock absorbers with adjustable spring preload at the rear. So road-holding, stability on bends and superb passenger comfort are guaranteed. Safe braking is also always on tap from the 320 mm Brembo Gold floating disk at the front and 282 mm fixed disk at the rear.

The Stone has everything you need for trouble-free touring and plenty of equipment for longer journeys too; practical, capacious Hepco-Becker luggage, with inserts to match the tank, for example. A good coefficient of aerodynamic penetration is afforded by the compact Plexiglas windshield that keeps the rider free from buffeting without spoiling the bike's clean lines.

Ideas, designs and concepts are presented in two display areas known as “laboratories” dedicated respectively to style and technology where you can see previews illustrating the current orientation of Moto Guzzi’s work.

In the “Style Laboratory”, you can see and touch two “concept bikes” expressing the full potential of the brand.

The models we are presenting in the “Style Laboratory” need no comment as they clearly demonstrate their unique personality, developed around a legendary engine and able to thrill at the first glance.

GRISO

The birth of a new species.

From the pages of Alessandro Manzoni’s “Promessi Sposi”, one of Italy’s most famous novels set right on the banks of the Lecco branch of Lake Como, the grit of a “bodyguard” of the past, Griso, who has given his name and personality to a naked with a unique character.

Muscular and aggressive, the “Griso” has all the power and traction of the 90° V twin with four valves per cylinder, an ultra-new 90° frame and innovative aluminium single sided swingarm linked to a single rear shock absorber.

GRISO - TECHNICAL SPECIFICATION

- Engine type: 90° V twin, four-stroke, four-valve
- Cooling: Air
- Displacement: 992cc
- Max. power: 102 Hp at 8,400 rpm
- Maximum torque: 9 Kgm at 7,800 rpm
- Gearbox: 6 gear
- Front suspension: 43 mm dia. upside-down fork, completely adjustable
- Rear suspension: Single sided swingarm with fully adjustable monoshock
- Front brake: Brembo Gold Series, 2 floating disks, stainless steel, 320 mm dia., calliper with four differentiated opposing pistons
- Rear brake: Brembo Gold Series, stainless steel disk
- Front Wheel: 3,5x17” rims - wheel 120/70
- Rear Wheel: 6x17” rims - wheel 200/50
- Tyres
- Length: 2.180mm
- Width: 840mm
- Wheelbase: 1.560mm
- Seat height: 790mm
- Dry weight: 199 Kg
- Fuel tank capacity: 18 litres

MGS-01

A no-compromises bike

The vigorous lines of the MGS/01 express a decidedly sporty temperament, while not compromising on the elegance of an original aggressive design.

The winning spirit of bikes from the Mandello del Lario company is proposed here in an ultra-modern interpretation and the lines reflect the technical characteristics of a bike able to transmit strong emotions. The use of lightweight components such as the box-section aluminium swingarm has enabled the weight to be kept down. This lightness, together with the rigidity of the box-section steel single backbone frame and high performance Öhlins suspension give this bike extraordinary handling.

MGS/01 - TECHNICAL SPECIFICATION

- Engine type: 90° V twin, four-stroke, four-valve
- Cooling: Air
- Displacement: 992cc
- Max. power: 102 Hp at 8,400 rpm
- Maximum torque: 9 Kgm at 7,800 rpm
- Gearbox: 6 gear
- Front suspension: 43 mm dia. Ohlins upside-down fork, fully adjustable
- Rear suspension: aluminium rear arm, with Ohlins fully adjustable monoshock
- Front brake: Brembo Gold Series, 2 floating disks, stainless steel, 320 mm dia., calliper with four differentiated opposing pistons
- Rear brake: Braking, stainless steel disk
- Front Wheels: 3,5x17" Oz rim - wheel 120/70
- Rear Wheels: 5,5x17" Oz rim - wheel 190/50
- Length: 2.110mm
- Width: 690mm
- Height: 810mm
- Seat height: 810mm
- Dry weight: 194 Kg
- Fuel tank: capacity 17 litres

V11 LE MANS "ROSSO CORSA"

A bike with the chequered flag at heart

Respect for a winning tradition and continuous research and innovation go hand in hand in this classical 1.064 cc 90° V twin engine with two valves per cylinder and push-rod valve timing. But that is where tradition ends, because the power unit of the 2003 V11 Le Mans "Rosso Corsa" has a new, higher compression ratio, a special balancer pipe linking the exhaust down-pipes and a brand new catalyser conforming to Euro 2 standards. All this means meatier, more consistent power and torque at low and medium revs as well as absolute respect for the environment.

The chassis is new too. The 43 mm Öhlins front fork and Öhlins rear shock guarantee razor sharp handling on bends as well as real touring comfort for rider and passenger.

The V11 Le Mans "Rosso Corsa" also features ergonomic controls and a new easy-to-read instrument cluster with elegant black numbering that is perfectly legible under all riding conditions.

AN INJECTION OF ELECTRONIC VITALITY FOR THE 750 CC ENGINES

At the economy end of the Moto Guzzi range, the 750 cc segment plays a particularly important role, as this at present represents the entry level displacement, the first approach to the market and the principle access for a large band of users.

Moto Guzzi is thus dedicating its resources to progressive development of the segment and the first strong signal in this direction is adoption of the electronic injection system on the 750 cc engine fitted to the new Moto Guzzi BREVA.

A definite improvement in combustion efficiency, increasing yield in all conditions - starting, hot, cold, take-off and progressive acceleration.

The engine is more reactive and “cleaner”, helped by the more compact arrangement of the injectors which direct the jet of fuel directly onto the intake valve.

Adoption of electronic injection led to a complete “reworking” of the engine, with modifications also introduced to the transmission.

The pistons have a new wear-resistant coating and new rings to increase working life and reduce oil consumption. The design of the camshaft has been modified, as has the venting system. Oil vapour circulation has been improved. The filter case has also been optimised for electronic injection, making maintenance much easier.

As far as the gearbox is concerned, the modified selector and neutral mechanism make finding the right gear and neutral more precise and smoother. The new gear lever linkage reduces the effort required to operate the lever and its travel. The gear ratios are better suited to the characteristics of the engine with electronic injection. Finally, the modified lubrication and internal components improve functionality and working life.

NEW DRIVE

In the 2003 version, the engine fitted on all California models has been completely renewed.

The advantages of hydraulic rather than mechanical tappets are well-known and can be summed up as a drastic reduction in noise levels as the system eliminates the play between valve and rocker arm.

Engine performance is also improved at intermediate revs through modification of the compression ratio from 9.5:1 to 9.8:1 and at low revs thanks to modification of the exhaust manifolds. A new “crosspiece” connecting the manifolds of the two cylinders improves the balance of the exchange between the thermal elements and improves power output by several horsepower.

Comfort and performance is improved and maintenance reduced as the system guarantees continuous contact between components in the timing system and compensates for the expansion caused by the increase the temperatures of these components, the cylinder and the cylinder head.

In addition, a new system has been adopted to cool the piston by means of jets of oil obtained by introducing a new forged connecting rod, considerably improving operation in difficult conditions and prolonging the life of the component.

Another innovation involves the blow-by circuit where the system venting gases drawn between the piston and cylinder has been optimised by modifying the timing case.

Emissions have also been considerably reduced by the introduction of a Lambda sensor and two new three-way catalytic converters in the exhausts. After measuring the quantity of gasses given off, the sensor transmits the data to the electronic control unit which constantly calibrates carburetion, maintaining the catalysers at maximum efficiency.

There is also a new lighter and more sensitive single disk clutch with steel plate.

In short, those riding a Moto Guzzi in the Touring series (California EV Touring, California EV, Stone Touring) and Custom series (California Titanium, California Aluminium) have a less noisy, cleaner and more efficient engine for unequalled travelling comfort.