



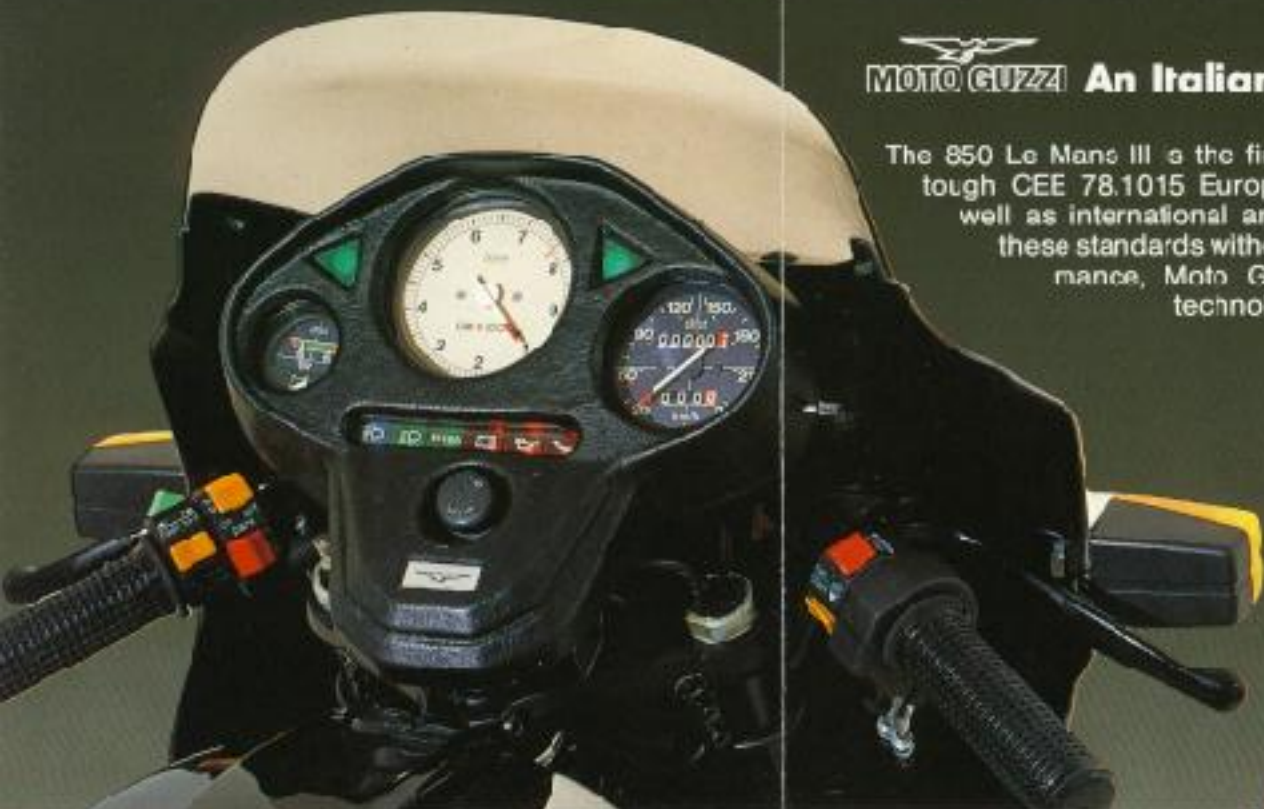
MOTO GUZZI

850 LE MANS III



MOTO GUZZI An Italian fact that the

The 850 Le Mans III is the first European motorcycle to meet the tough CEE 78.1015 European regulations governing as well as international anti-pollution standards. It achieves these standards without sacrificing power and performance. Moto Guzzi again has shown technological leadership.



INSTRUMENT CONSOLE

The newly designed instrument console, made of impact-cushioning safety material, features a 100 mm diameter rev. counter with easy-to-read dial as well as speedometer and voltmeter, and turn signal indicators. Main functions of the motorcycle are reported by six lights indicating: generator charging condition, oil pressure, neutral gear position, brake fluid level, parking light and high beam operation.



SAFETY-PERFORMANCE There are many reasons why a Moto Guzzi is built with more care. To better harness the remarkable increase in power and performance of the new 850 Le Mans III, the legendary Moto Guzzi road holding has been improved even further with longer stroke, oleo-pneumatic gas pressurized balanced suspension. Fitted to the 850 Le Mans III is Moto Guzzi's patented «Integral Brake System» well known for its safety and efficiency. The double front discs of 300 mm diameter are drilled as is the 242 mm rear disc. A new efficient yet quieter air intake filter breather recirculator, a new high performance exhaust system and new nigusil lined aluminium cylinders, developed and patented by Moto Guzzi, have achieved an increase of more than 3 HP over the previous Le Mans model.

world envies.

to comply with
ing noise as
In meeting
d perfor-
its

AERODYNAMICS

Wind tunnel testing enables Moto Guzzi to reproduce real-life riding conditions in order to achieve optimal aerodynamics of its motorcycles. In taming the airstream around the two wheeled vehicle, an envelope of still air can be made to enclose the rider while reducing frontal area and thus optimizing air penetration. The result is greater speed with less fuel consumption.



850 Le Mans

III

TECHNICAL SPECIFICATIONS

Engine 90° V-twin, 4-stroke
Displacement 844 cc
Bore and stroke 83 x 78
Max. torque 7,6 kgm at 6200 r.p.m.
Fuel delivery two carburetors ø 36 with accelerator pumps, with air filtering and inlet silencer
Ignition battery and coil
Clutch dry with double disc
Compression ratio 9,8
Timing C.H.V.
Starting electric
Lubrication by pressure pump
Transmission primary by gears; secondary by cardan shaft with cush-drive in the wheel
Gearbox 5-speed

Frame duplex cradle, telescopic
Suspensions front, Moto Guzzi telescopic air fork with pressure equalizer; rear, swinging fork with equalized oil-air damper
Instrument panel speedometer, rev. counter, voltmeter; panel complete with warning lights
Electric system 12 V, alternator 14V-20A, battery 24 Ah
Brakes integral brake system twin front disc ø mm 300, drilled; single rear disc ø mm 242, drilled
Wheels light alloy casing
Tires front 100/90 V 18 rear 110/90 V 18
Fuel tank capacity 25 lts (5,5 gal)
Fuel consumption 5,7 lts. x 100 kms (1,25 gal)
Maximum speed approx 230 kms/h (143 m.p.h.)
Dry weight 206 kgs (454 lbs)



SEMM MOTO GUZZI S.p.A.

22054 Mandello del Lario - Como - Tel. (0341) 731112-732512 - Telex 380095 SEMM I

It is recommended to use original fittings from MOTO GUZZI which are tested in the factory and supplied as complete

The illustrations and descriptions herein are subject to the approval of a competent court and do not constitute any warranty or liability for errors, omissions or inaccuracies. All information and illustrations are provided in good faith and without any liability for errors or omissions. The information is provided for informational purposes only and does not constitute any warranty or liability for errors or omissions.