



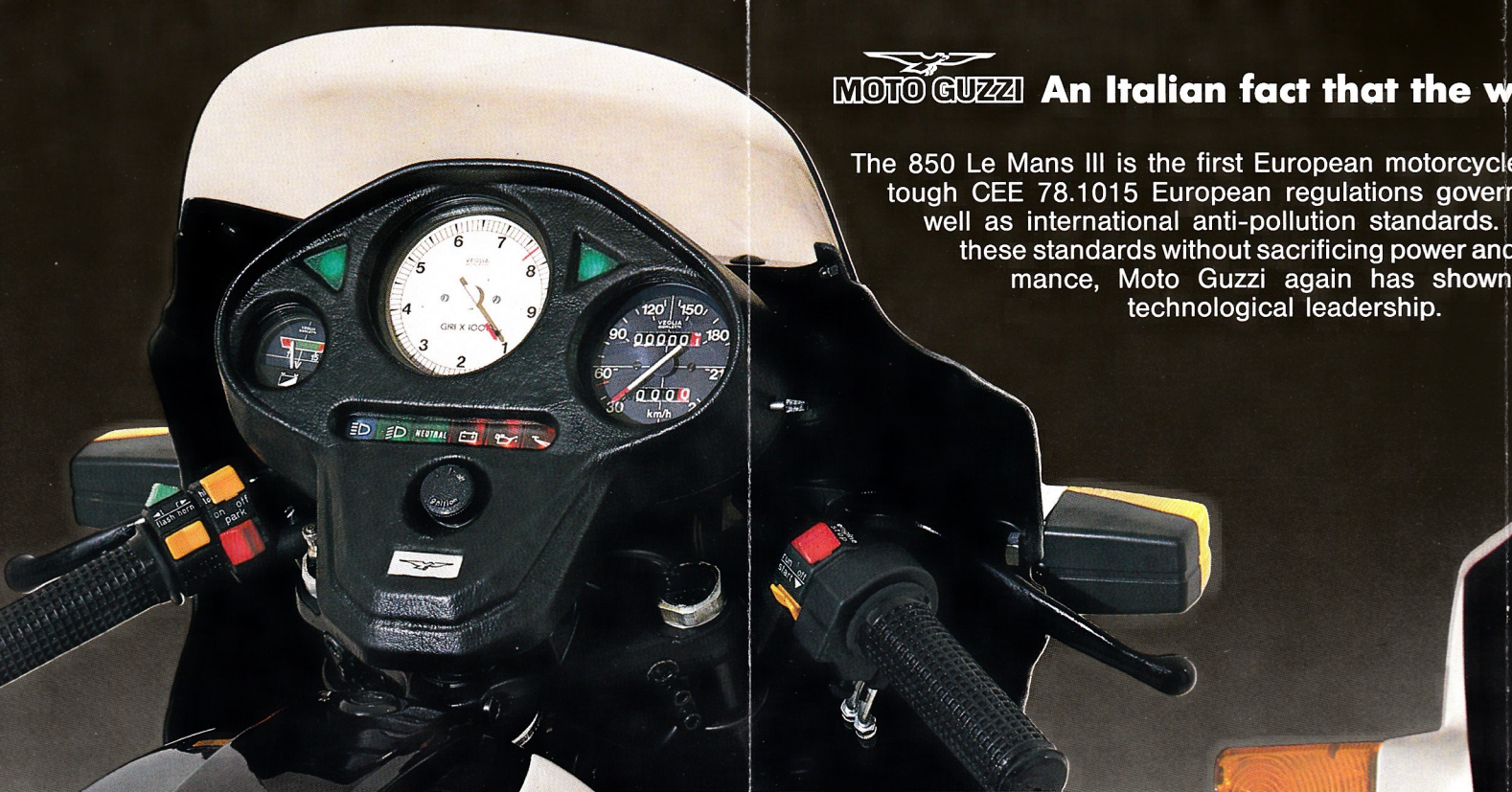
MOTO GUZZI

850 LE MANS III



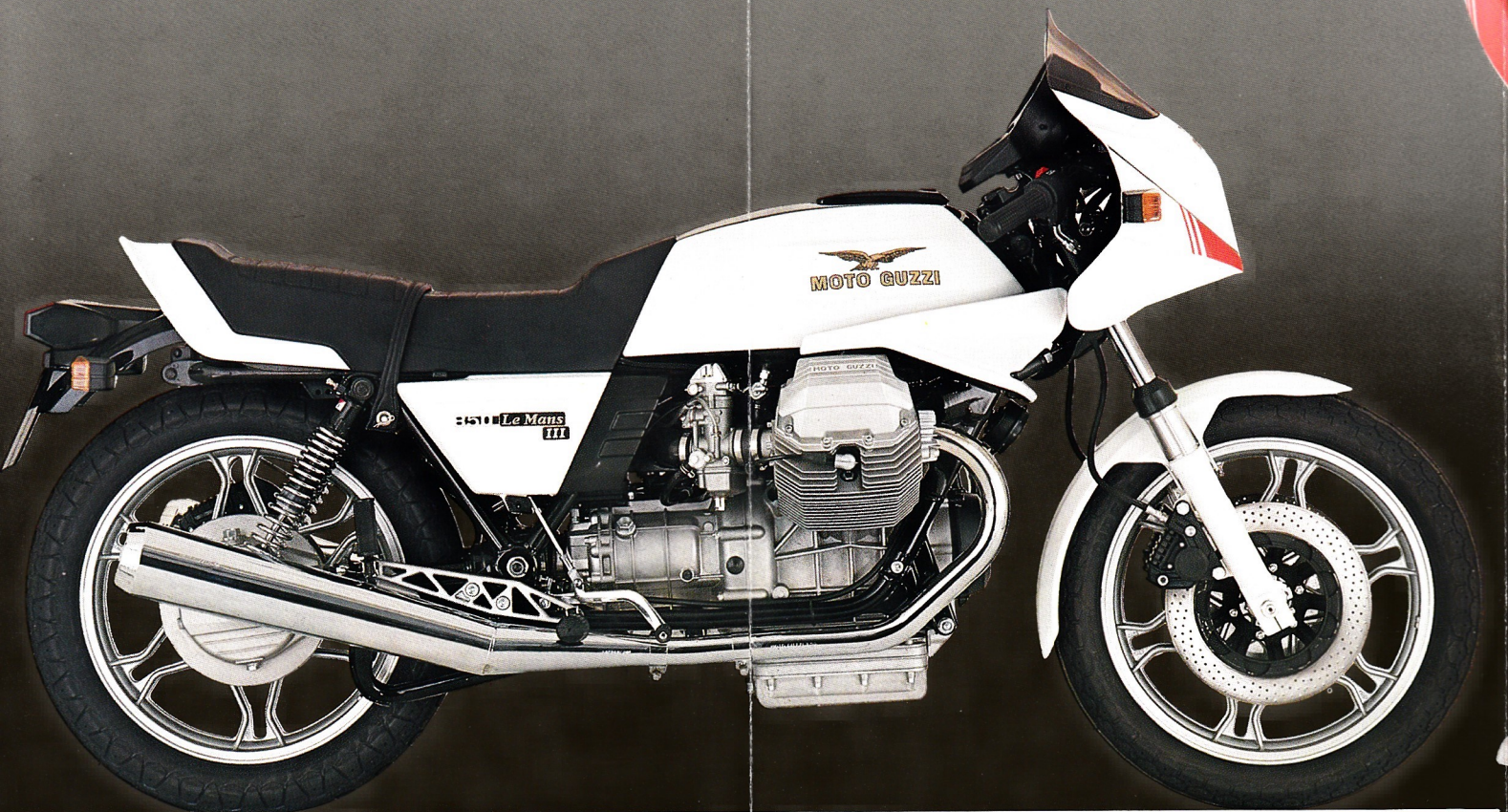
 **MOTO GUZZI** An Italian fact that the w

The 850 Le Mans III is the first European motorcycle to meet the toughest CEE 78.1015 European regulations governing emissions as well as international anti-pollution 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.

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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 \varnothing 36 with accelerator pumps, with air filtering and inlet silencer

Ignition battery and coil

Clutch dry with double disc

Compression ratio 9,8

Timing O.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, disassemblable

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 \varnothing mm 300, drilled; single rear disc \varnothing mm 242, drilled

Wheels light alloy casting

Tires front 100/90 V 18

rear 110/90 V 18

Fuel tank capacity 25 lts (5,5 gls)

Fuel consumption 5,7 lts. x 100 kms (1,25 gls)

Maximum speed approx 230 kms/h (143 m.p.h.)

Dry weight 206 kgs (454 lbs)



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.

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