



MOTO GUZZA

850 - T5

INSTRUMENT CONSOLE MADE OF IMPACT CUSHIONING SAFETY MATERIAL, FULLY INTEGRATED WITH THE FAIRING, CONTAINING: REV. COUNTER, SPEEDOMETER WITH TRIPMETER, VOLTMETER AND QUARTZ CLOCK. SIX WARNING LIGHTS ENSURE COMPLETE RIDER CONTROL. NEW DESIGN SWITCH ASSEMBLIES.

THE INTEGRAL BRAKING SYSTEM®

IT IS ONE OF THE MORE REVOLUTIONARY INVENTIONS IN MOTORCYCLING, THE RESULT OF **MOTO GUZZI** PERSISTENT RESEARCHES IN THE SAFETY FIELD. WITH A LIGHT PRESSURE ON THE PEDAL THE FLUID MOVES SIMULTANEOUSLY AND COMPENSATES THE FRONT AND THE REAR DISC, WHICH ARE BALANCED TO AVOID SEIZING THE WHEELS. THE LEVER ON THE HANDLEBAR MOVES INDEPENDENTLY THE SECOND DISC-BRAKE ON THE FRONT WHEEL.

SEAT COMFORT ASSURED WITH VARIABLE LAYERED FOAM PADDING

ANTI-FLEX HEAVY-DUTY FRONT SUSPENSION WITH 38 MM. FORK TUBE. FRONT AND REAR SUSPENSIONS WITH OIL/AIR DAMPERS



HIGH OUTPUT ALTERNATOR DRIVEN DIRECTLY BY THE CRANK-SHAFT

LIGHT ALLOY CAST WHEELS (SAFETY RIMS)

16" FRONT WHEEL WITH 110/90 TYRE

SPECIAL LIGHT ALLOY CYLINDERS WITH SPECIAL PATENTED COATING BY MOTO GUZZI

16" REAR WHEEL WITH 130/90 TYRE

A SYSTEM FOR PURIFYING THE OIL BY USE OF A GAUZE FILTER, PLUS A CARTRIDGE FILTER

FINAL SHAFT DRIVE WITH CUSH-DRIVE IN THE REAR WHEEL

NEW SILENCERS PROVIDING NOISE CONTROL SYSTEM, COMBINED WITH EXPANSION VOLUMES AND RESONANT CHAMBERS

850-T5

The prestige of Moto Guzzi has risen to a new level with the introduction of the 850 T5. A completely new touring motorcycle sporting 16" wheels, aerodynamically designed bikini fairing with comprehensive instrumentation. The stylish design has been carried out through the tank, side panels and tail piece, achieving an aggressive and functional touring motorcycle.

 **MOTO GUZZI** An Italian dimension the world admires.

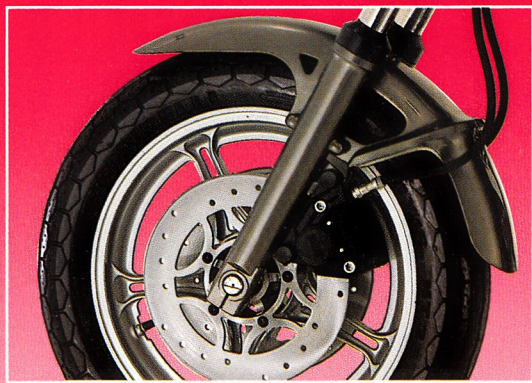
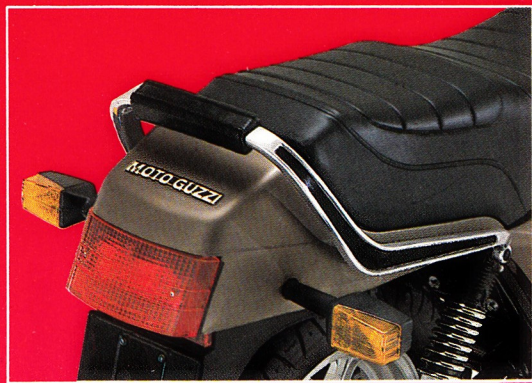




FULLY INTEGRATED
REAR TAIL LAMP

LIGHT ALLOY GRAB RAIL
WITH RUBBER HAND-GRIP

FRONT GUARD WITH
MOULDED SPOILER



TECHNICAL SPECIFICATIONS

Engine twin cylinder, 4-stroke, V 90°

Displacement 844,05 cc

Bore and stroke 83 x 78

Output 67 HP at 6800 r.p.m.

Max. torque 7,5 kgm at 5750 r.p.m.

Fuel delivery two carburetors ϕ 30,
with air filtering and inlet silencer

Ignition current distributor

Starting electric

Clutch dry with double disc

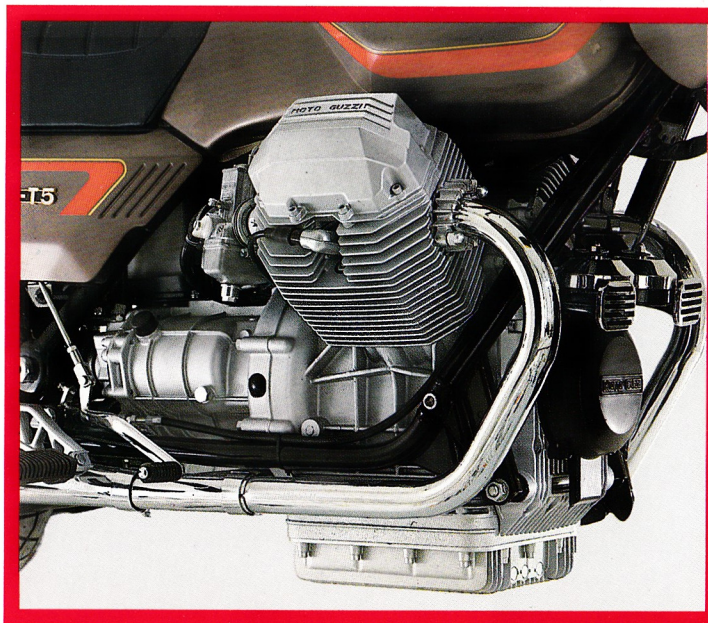
Compression ratio 9,5 to 1

Timing O.H.V.

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, quartz
clock on panel complete with warning lights

Electrical system 12 V, alternator 14 V-20 A, battery 24 Ah

Brakes twin front disc, single rear disc
integral brake system device

Wheels light alloy casting, 16"

Tyres front 110/90 V 16 - rear 130/90 V 16

Fuel tank capacity 23 lts approx (5,1 gls)

Fuel consumption 5,4 lts x 100 kms (1,2 gls)

Maximum speed 200 kms/h approx (124 m.p.h.)

Dry weight 220 kgs (485 lbs)

