



MOTO GUZZI

V 50 III



LIGHT ALLOY
CAST WHEELS
(SAFETY RIMS)



COMFORTABLE SEAT
WITH REAR GRAB RAIL

LOCKING FUEL
TANK CAP

REAR SWINGING ARMONE
PIECECASTING
CONNECTED TO THE
ENGINE GIVES GREATER RIGIDITY

SPECIAL LIGHT ALLOY CYLINDERS
WITH A SPECIAL
PATENTED COATING BY MOTO GUZZI

INSTRUMENT PANEL,
INCLUDING REV. COUNTER,
TACHO-SPEEDOMETER WITH
TRIPMETER AND WARNING LIGHTS

FRONT AND REAR
SUSPENSIONS WITH
OIL/AIR DAMPERS



HIGH PERFORMANCE
SILENCERS WITH
INTERNAL RUSTPROOF
DOUBLE LINING

V50 III



TECHNICAL SPECIFICATIONS

Engine 50° V twin, 4-stroke
Bore/Stroke 74 x 57
Displacement 490.23 cc
Output 47 HP at 7500 r.p.m.
Compression ratio 10.4 to 1
Feeding by two carburetors PHBH28 with air filtering and engine gas re-cycling
Ignition battery
Starting electric
Transmission primary by gear secondary by cardan shaft with cush-drive in the wheel
Gearbox 5 speeds, foot controlled
Frame duplex cradle, disassemblable
Suspensions front, Moto Guzzi telescopic air fork rear, light alloy swinging fork with oil/air dampers
Brakes twin front disc Ø 260 mm single rear disc Ø 235 mm integral brake system
Wheels light alloy casting
Tyres front 3.50 S 18" or 90/90 S 18" rear 3.50 S 18" or 100/90 S 18"
Fuel tank capacity 16 lts (3.5 gls)
Consumption lts 4/100 kms
Maximum speed 170 kms/h (106 m.p.h. approx)
Dry weight 158 kgs (348 lbs approx)



THE HANDLEBAR MOVES INDEPENDENTLY THE SECOND DISC BRAKE ON THE FRONT WHEEL.

PATENTED LOGGERT



THE INTEGRAL BRAKING SYSTEM®

IT IS ONE OF THE MORE REVOLUTIONARY INVENTIONS IN MOTORCYCLING, THE RESULT OF MOTO GUZZI PERSISTING 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

