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V7Cafe
CLASSIC



INTRODUCTION

A half-handlebar legend.

We first have to take a forty-year step backwards if we want to understand how the mythical Moto Guzzi V7 Sport, which inspired today's V7 Cafè Classic, has evolved. In 1969 the Mandello del Lario mechanics increased the cubic capacity of their transverse 90° V engine from 703 to 757cc which greatly increased the level of maximum performances without in any way diminishing the notorious reputation of reliability and sturdiness that was behind the success of the V7 in the market and with the police forces of half the world. Fully aware of the power of this engine, Moto Guzzi decided to publish the results, building a faired prototype of the V7 Special with the new 757cc engine which, in June and October of that same year on the high speed ring of the Monza track, set numerous records among them the 100 km, at an average speed of 218,426 km/h and the 1,000 km at an average of 205,932 km/h.

No one at that time had ever dreamt of such results from a bike created from an openly declared touring bike which was the V7 Special, so much so that the effects of such an accomplishment gave Moto Guzzi the incentive to create a sports model that was greatly appreciated by a new public compared to that acquired with the previous V7s. The task was given to Lino Tonti, one of the most brilliant Italian designers who, using the generous forms of the 750cc engine, built a highly streamline CrMo tubular frame. Low, long and hunched over the suspensions, the V7 Sport made its first appearance in the market with a rather unusual chromatic combination, obtained with the "Legnano" green used for the upper structures contrasting with the red frame of the first 150 specimens assembled in the Moto Guzzi testing department using a CrMo tubular frame as well as some changes to distribution and ignition details with respect to the next versions which had a black coloured frame.

Boasting an excellent dynamic performance, the V7 Sport impressed the public and critics alike for being the first mass produced bike in the world able to exceed the maximum speed of 200 km/h and this fact was worthy of a report in 1972 by a renowned Italian motorbike magazine. Symbol of the "Italian style" sports bike, all substance and no frills, the V7 Sport magically reappears today in the distinct lines of the new V7 Cafè Classic. The similarities with its renowned ancestor blend together in the excellence of its dynamic performance and in the class of the stylistic features common to both, like the "Legnano" green of the upper structures, the rich chromings, the slanted half-handlebars, the instrument cockpit and other details that are unmistakably Moto Guzzi.



V7 Cafè
CLASSIC



STYLE

Under the sign of “Legnano” green

V7 Cafè Classic’s design is very similar to the style of the famous V7 Sport, faithfully maintaining the forms and volumes of the tank and side fairings.

This style is one of the very best examples of Italian design of the 70s, so famous in fact that trade press didn’t delay in declaring the V7 Sport the archetype of Italian sport bikes where the essence of style conveys the effectiveness of the function for which the bike was designed.

There are many similarities between the ancestor and the new V7 Cafè Sport starting with the particularly compact front thanks to the two slanting half-handlebars that tempt the rider to take an aerodynamic position with eyes on the instruments and body just a span from the top of the tank, the latter painted in the “Legnano” colours, a shade of green and metallised gold that, in a satin tone, reminds us of the typical colour of the sportiest Moto Guzzi bikes.

Celebration of the “Seventies” style continues with the profusion of chroming, spoked wheels, raised silencers, the instrument dial inspired by the famous Veglia-Borletti and the saddle with integrated tail that follows the line of the rear mudguard, the latter in a dark colour matching the front.





COMFORT

Sportingly comfortable.

V7 Cafè Classic is a light and compact motorbike, immediately offering you the feeling of being in control thanks to the decidedly sporty riding position.

The rider is not forced to squeeze into the indents of the tank, on the V7 Cafè Classic you get comfortable in the saddle sitting down into it, not up, in the most classical style of the 70s. The footrest, saddle and handlebar "triangle" position has been designed in such a way that most of the rider's weight is concentrated at the front as is good practice on sports bikes. This might give you the impression that the position is restricting but this is not so thanks to the correct slanting angle of the adjustable half-handlebars, the footrest that is slightly forward and to the generously padded saddle.

Rear suspension also helps greatly in terms of comfort with the dual shock absorber that allows a 118 mm travel of the wheel and the possibility of adjusting the spring preload to adapt the suspension to the different riding conditions. While riding, the cockpit that reminds us of the Veglia-Borletti instrument dials of the 70s is a real pleasure: but so we don't forget that we're riding a modern bike there's a dual display with clock, external temperature and total/trip odometer functions that fits in discreetly with the speedometer and rpm indicator dials.





FRAME

As precise as a razor.

The versatility of the V7 Cafè Classic decreed a chassis that was suitable for town slalom races and for the hairpin bends of a mountain pass, able to elevate the overtly sporty vocation of this bike but also guaranteeing comfort on a par with the reputation of this Trade-mark.

A chassis made with top quality components to offer excellent road-holding qualities and stability that make riding easy and pleasant for novices but which are also highly appreciated by the more expert riders.

The key element of the bike is the double-cradle frame with bolted, removable bottom elements. A great deal of care has been taken with steering geometry where the headstock slants 27°50', an angle of incidence that ensures stability and precision when changing direction thanks also to the support of the Marzocchi fork with 40 mm stems.

Front suspension has a travel of 130 mm and is combined with the action of two rear shock absorbers (with spring preloading adjustment) which extend 118 mm. The braking section consists of a floating 320 mm front disc and a rear one, 260 mm. Wheel section is also worthy of note, the front being 18" and the rear 17" for high profile tyres that ensure excellent manoeuvrability of the bike with a great feeling when riding it.





ENGINE AND TRANSMISSION

Torque for fun and all the power you need

Famed for its reliability and low consumption, the 744 cc 90° V twin 744 cc (bore and stroke - 80 mm by 74 mm) houses special graphite low wear pistons and aluminium alloy cylinders.

The small block from Mandello is fed by an electronic Weber Marelli fuel injection system with 36 mm throttle bodies and a Lambda probe that puts the engine firmly into the Euro 3 homologation category. The five-speed gearbox is precise with neutral easy to find and the ratios have been chosen for touring purposes to provide an exciting, immediate response.

In terms of maximum performance, maximum torque of 54.7 Nm comes in at only 3600 rpm. That doesn't mean poor acceleration however as the maximum power output of nearly 50 CV is synchronised to perfection with the characteristics of the V7 Cafè Classic. This bike has no need to race against the clock, it just has to enjoy itself. Like every Moto Guzzi, the booming sound from the V twin says it all.

It has to be said that the music from the V7 Cafè Classic's twin exhausts is probably the best ever from any Moto Guzzi.





MAIN CHARACTERISTICS

DESIGN

- Tanks and side panels with 70s style Moto Guzzi graphics.
- Adjustable half-handlebar.
- Twin saddle with 70s style
- Chromed passenger grab handles.
- Chromed rocker boxes.
- Chromed adjustable sport handlebars
- Spoked wheels.
- Chromed heat shields.
- Chromed instrumentation.
- 70s style instrument graphics.
- Colour coded rear mudguard.
- Chromed rear light cluster.
- Chromed locking tank filler.

ENGINE

- 744 cc 90° V two valve twin.
- Weber Marelli electronic fuel injection.
- Single plate clutch.
- New high performance exhaust system.
- 5-speed gearbox.
- Euro 3.

FRAME

- ALS steel tubular twin cradle with removable lower components.
- 40 mm front forks.
- Pre-load and rebound adjustable twin rear shock absorbers.
- Front brakes - 320 mm disc and 4 (opposed) piston calipers.
- Rear brakes - 260 mm disc with floating caliper fitted with 2 parallel pistons.
- Spoked wheels.
- Metzeler Lasertec 100/90- 18 56H TL front tyre.
- Metzeler Lasertec 130/80 -17 65H TL rear tyre.





TECHNICAL DATA SHEET

ENGINE

Type	Four-stroke V 90 twin
Capacity	744cc
Bore and stroke	80x74 mm
Compression ratio	9.6:1
Timing	2 valves per head operated by light alloy pushrods
Timing diagram	
<i>Intake valve opening</i>	18° before TDC
<i>Intake valve closure</i>	50° after LDC.
<i>exhaust valve opening</i>	53° before LDC
<i>exhaust valve closure</i>	15° after TDC.
	(with 1 mm of play between rocker gear and valves)
Maximum power output	35.5 kW at 6,800 rpm (48.8 CV)
Max Torque	54.7 Nm at 3,600 rpm
Fuel supply	Weber-Marelli electronic fuel injection.
Exhaust system	Three-way catalyser with lambda probe

TRANSMISSION

Gearbox	5-speed
Gear ratios	
1st	11/26 = 1 : 2.3636
2nd	14/23 = 1 : 1.6429
3rd	18/23 = 1 : 1.2778
4th	18/19 = 1 : 1.0556
5th	20/18 = 1 : 0.9
Lubrication	Forced lubrication with lobe pump – capacity 1.78 kg
Primary drive	Helicoidal gears, ratio 16/21=1:1.3125
Final drive	Shaft drive, ratio 4.825
Clutch	Dry single plate with flexible couplings

FRAME

Frame	ALS steel tubular dismountable twin cradle
Wheelbase	1,449 mm
Trail	109
Steering rake	27°50'
Front suspension	Marzocchi Ø 40 mm telescopic front forks
Front wheel travel	130 mm
Rear suspension	Oscillating light alloy swingarm with 2 pre-load adjustable shock absorbers.
Rear wheel travel	118 mm
Brakes	Brembo



PRESS INFORMATION 2009



Front brake:	Floating 320 mm stainless steel disc 4 opposed calipers of differing diameters
Rear brake:	260 mm stainless steel disc
Brake pump cylinder diameter	
Front pump	13 mm
Rear pump	13 mm
Caliper diameter	
Front caliper	30/34 mm
Rear caliper	32 mm
Brake surface area	Front 21.3 cm ² , rear. 16.1 cm ²
Brake pad material	Front Frendo 222, rear Ferodo ID 450
Wheels	spoken steel rims
Front wheel	2.50" X18"
Rear wheel	3.50" X17"
Tyres	
Front	Metzeler Lasertec 100/90- 18 56H TL
Rear	Metzeler Lasertec 130/80 -17 65H TL

ELECTRICS

Voltage	12 V
Battery	12 V - 14 Amp/h
Alternator	12 V - 330 Watt
Headlight	12 V - 55/60 W
Rear light	12V - 5/21 W
Indicators	12V - 10 W

DIMENSIONS

Length	2,185 mm
Width	800 mm
Height	1,115 mm
Saddle height	805 mm
Minimum ground clearance	182 mm
Steering angle.	32°
Dry weight	182 kg
On the road weight	198 kg
Type of tank	Plastic
Fuel tank capacity	17 litres
Reserve	2.5 litres

