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V7 *CLASSIC*



INTRODUCTION

A tribute to a legend.

In 1967, the motorcycle market reeled in shock at the appearance of the first Italian maxi motorcycle: Created by the legendary Giulio Cesare Carcano, the Moto Guzzi V7 marked the debut of the transverse V90 twin-cylinder 703 cc engine that set a record at that time. The V7 was enthusiastically acclaimed by the press and public. This success helped the worldwide promotion of Moto Guzzi's image as manufacturers of an exclusive, elegant, comfortable and above all, highly reliable motorcycle. For many people, owning a V7 was one of the most important things in their lives. It left them with unforgettable memories that reminded them of their younger days, of friends and of journeys made together and made that time perhaps one of the highest points in Moto Guzzi's history. After a further forty years of success and as part of Moto Guzzi's worldwide relaunch project, the flame of creativity shines brightly once more in the new V7 Classic. The V7 has character to spare and is a superb interpretation of the fundamental beauty of the original V7 but this time incorporating all the latest technology that was unavailable to its predecessor.

The new machine is fully up-to-date with its equipment levels, frame engineering and 750cc Euro 3 engine. The V7 Classic brings earlier days to mind with the line of the tank that nestles comfortably on the tubular frame and runs back to meet the saddle. This in turn is perfectly flat and blends in gracefully with the rear mudguard. The side panels house the same stowage compartments that so stylishly set off the side view of the original machine.

Times gone by can also be seen in the gleaming chrome finish on the exhaust system, the shock absorbers, rear light cluster, front headlight and the comfortable handlebars that house the chromed rev counter and speedometer. Just as on its predecessor, the wheels too are spoked and shod with high profile sports tyres while the instrument panel with its retro-style graphics houses two modern displays that provide information on operating and diagnostic parameters. Although the V7 Classic is somewhat smaller than other Moto Guzzis, it is ideally suited for carrying pillion passengers with a comfortable saddle, convenient handholds and well positioned footpegs. The V7 Classic is easy to ride, instinctive and creates a feeling of confidence right from the first time you climb aboard. The manageable size and excellent riding position are perfect for both town use and longer mixed journeys. The sheer pleasure of riding the machine will be enhanced even further by owners having to answer countless questions from curious onlookers about the white machine they are riding as it looks just like its famed predecessor.

V7 CLASSIC



STYLE

A stunning blend of tradition and modernity.

The design of the V7 Classic mirrors Moto Guzzi's expertise and history with a mixture of various V7 model characteristics. Some of it comes from the luxurious Special like its chrome and decorations and some from the Sport from which it takes its tank.

The inheritance of the classic beauty of such details along with modern day technology and the latest styling have created a stunning blend of tradition and modernity that pays homage to one of the best examples of Italian design of the 60s and 70s. The lines can be recognised immediately and are made even more attractive by numerous additional touches of styling. Apart from all the chromed items, these touches include the spoked wheels, the cigar shaped exhausts, the instruments that clearly resemble the Veglia-Borletti ones from the 70s and the flat elongated saddle with the Moto Guzzi name at the back.

The V7 Classic gives the immediate impression of being compact, agile and easy to ride. These impressions are a far cry from the original models that were designed for more experienced riders that could handle the power output of what was the first Italian produced maxi-moto.

Now the new V7 Classic meets the needs of present-day motorcycling and offers versatility, low running costs, reliability and low environmental impact while still being an iconic motorbike.

V7 *CLASSIC*



COMFORT

Simplicity is another word for comfort

The V7 Classic is a light compact motorbike and offers an immediate sense of control thanks to the natural riding position that is an integral part of its unmistakable style.

Due to this natural riding position, the rider will hardly have to move an inch along the slight flare on both sides of the V7 tank and will find it easy both getting on and off the bike in true classic 70s style.

This factor also provides great comfort to pillion passengers that no longer have to be contortionists to climb aboard the new generous V7 Classic saddle.

The perfect, slightly forward positioning of the foot pegs and the wide handlebars complete the layout of a machine that is as comfortable to ride as it is a pleasure.

The rear suspension with its twin shock absorbers provides 118 mm of travel as well as pre-load adjustment to suit differing riding conditions. The cockpit houses 70's style Veglia-Borletti instruments but, as a reminder that we are riding a modern-day bike, we have a twin display showing time and external temperature along with a total and partial mileage readout that integrates perfectly with the elegant speedometer and rev counter.



FRAME

Agile and manageable to suit any rider.

To make the V7 highly versatile meant creating a frame that was just as good at dealing with the daily business of city roundabouts as at negotiating mountain passes without losing any of Moto Guzzi's traditional touring characteristics.

The frame has been manufactured with the highest quality materials to provide superb road holding and stability that make it easy and a pleasure to ride not just for inexperienced riders but for experts too.

The key to the bike lies in its twin cradle frame with removable bolt-on lower components. Great attention was paid to the steering geometry where the rake is set at 27°50' to ensure stability and precision when cornering. Of no less importance are the 40 mm Marzocchi forks. Travel on the front suspension is 130 mm and works in combination with two adjustable rear shock absorbers with 118 mm travel. Braking is looked after by a 320 mm floating disc at the front and a 260 mm disc at the rear. The V7 Classic is fitted with 18" wheels up front and 17" at the rear with high profile tyres so as to offer superb handling and feed-back characteristics.



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 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 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.
- Twin saddle with 70s style Moto Guzzi name
- Chromed passenger grab handles.
- Chromed rocker boxes
- 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

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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	Three-spoked forged aluminium alloy
Front wheel	2.50" X 18"
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

V7 CLASSIC