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MOTO GUZZI

GRISO

workshopmanual

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INTRODUCTION

0

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0.1. INTRODUCTION

0.1.1. FOREWORD

This manual provides the information required for normal servicing.
This publication is intended for use by **Moto Guzzi** Dealers and their qualified mechanics; many concepts have been omitted on purpose as their inclusion would be superfluous. Since complete mechanical explanations have not been included in this manual, the reader must be familiar with basic notions of mechanics, as well as with basic repair procedures. Without such familiarity, repairs and checks could be ineffective and even hazardous. Since the repair and vehicle check instructions are not exhaustive, special care must be taken to avoid damage and injury. **Moto Guzzi s.p.a.** undertakes to constantly improve the design of its products and their literature to ensure that the customer is satisfied of the product. The main technical modifications and changes in repair procedures are communicated to all **Moto Guzzi** dealers and agencies world-wide. Such modifications will be entered in subsequent editions of the manual. Should you need assistance or clarifications about the inspection and repair procedures, please contact the **Moto Guzzi** SERVICE DEPT., they will be glad to give you any information on the matter, or supply you with any detail on updates and technical changes applied to the vehicle.

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For further details, see (REFERENCE MANUALS).

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0.1.2. REFERENCE MANUALS

PARTS CATALOGUES

guzzi part# (description)							
GU078_00	I	F	D	NL	E	UK	USA

OWNER'S MANUALS

guzzi part# (description)						
06.90.00.00	I	F	D	NL	E	UK
06.90.00.01				USA		

CHASSIS WORKSHOP MANUAL

guzzi part# (description)						
8140900				I		
8140901				F		
8140902				D		
8140903				E		
8140904				UK		
8140905				USA		
8CM0095	I	F	D		E	UK
8CM0096				USA		

ENGINE WORKSHOP MANUAL

guzzi part# (description)					
8CM0093	I	F	D	E	UK
8CM0094			USA		

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0.1.3. ABBREVIATIONS/SYMBOLS/CONVENTIONS

#	= number
<	= less than
>	= greater than
≤	= less than or equal to
≥	= greater than or equal to
~	= approximately
∞	= infinity
°C	= degrees Celsius (centigrade)
°F	= degrees Fahrenheit
±	= plus or minus
A.C.	= alternating current
A	= Ampere
Ah	= Ampere per hour
API	= American Petroleum Institute
AT	= high voltage
AV/DC	= Anti-Vibration Double Countershaft
bar	= pressure measurement (1 bar = 100 kPa)
D.C.	= direct current
cc	= cubic centimetres
CO	= carbon monoxide
CPU	= Central Processing Unit
DIN	= German industrial standards (Deutsche Industrie Norm)
DOHC	= Double Overhead Camshaft
ECU	= Electronic Control Unit
rpm	= revolutions per minute
HC	= unburnt hydrocarbons
ISC	= Idle Speed Control
ISO	= International Standardization Organization
kg	= kilograms
kgm	= kilogram metre (1 kgm = 10 Nm)
km	= kilometres
km/h	= kilometres per hour
kΩ	= kilo Ohm
kPa	= kiloPascal (1 kPa = 0.01 bar)
KS	= clutch side (from the German "Kupplungsseite")
kW	= kilowatt
l	= litres
LAP	= racetrack lap
LED	= Light Emitting Diode
LEFT SIDE	= left-hand side
m/s	= metres per second
max	= maximum
mbar	= millibar (1 mbar = 0.1 kPa)
mi	= miles
MIN	= minimum
MPH	= miles per hour
MS	= flywheel side (from the German "Magnetoseite")
MΩ	= MegaOhm
N.A.	= Not Available
N.O.M.M.	= Motor Octane Number
N.O.R.M.	= Research Octane Number
Nm	= Newton metre (1 Nm = 0.1 kgm)
Ω	= ohm
PICK-UP	= pick-up
BDC	= Bottom Dead Centre
TDC	= Top Dead Centre
PPC	= Pneumatic Power Clutch
RIGHT SIDE	= right-hand side
SAE	= Society of Automotive Engineers
SAS	= Secondary Air System

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TEST	= diagnostic check
T.B.E.I.	= crown-head Allen screw
T.C.E.I.	= cheese-head Allen screw
T.E.	= hexagonal head
T.P.	= flat head screw
TSI	= Twin Spark Ignition
UPSIDE-DOWN	= inverted fork
V	= Volt
W	= Watt
Ø	= diameter

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GENERAL INFORMATION 1

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1.1 STRUCTURE OF THE MANUAL

1.1.1 CONVENTIONS USED IN THE MANUAL

- This manual is divided in sections and subsections, each covering a set of the most significant components. For quick reference, see the summary of sections.
- Unless expressly specified otherwise, assemblies are reassembled by reversing the assembly procedure.
- The terms "left" and "right" are referred to the motorcycle when viewed from the riding position.
- Motorcycle operation and basic maintenance are covered in the "OWNER'S MANUAL".

In this manual any variants are identified with these symbols:

OPT	optional
#	catalytic version
-	all versions
MP	national certification
SF	European certification (EURO 1 limits)

VERSION:

I	Italy	GR	Greece	MAL	Malaysia
UK	United Kingdom	NL	Holland	RCH	Chile
A	Austria	CH	Switzerland	HR	Croatia
P	Portugal	DK	Denmark	AUS	Australia
SF	Finland	J	Japan	USA	United States of America
B	Belgium	SGP	Singapore	BR	Brazil
D	Germany	SLO	Slovenia	RSA	South Africa
F	France	IL	Israel	NZ	New Zealand
E	Spain	ROK	South Korea	CDN	Canada

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1.1.2 SAFETY WARNINGS

The symbols and warnings used throughout this manual have the following meanings:

Safety warning. When you find this symbol on the vehicle or in the manual, be careful of the potential risk of personal injury. Disregarding the instructions identified by this symbol may compromise the safety of the user, the motorcycle and third parties.

DANGER
Indicates a potential hazard which may result in serious injury or even death.

WARNING
Indicates a potential hazard which may result in minor personal injury or damage to the vehicle.

NOTE *The word "NOTE" in this manual identifies important information or instructions.*

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1.2 GENERAL RULES

1.2.1 BASIC SAFETY RULES

CARBON MONOXIDE
When an operation must be performed with the engine running, position the motorcycle outdoors in a well-ventilated area.
Never run the engine in an enclosed place.
Use an exhaust emission extraction system when working indoors.

DANGER
Exhaust gases contain carbon monoxide, a poisonous gas which, if inhaled, may cause loss of consciousness or even death.

FUEL

DANGER
The fuel used to operate engines is highly flammable and becomes explosive under particular conditions.
Refuelling and maintenance operations should be carried out in a well-ventilated area, with the engine off.
Do not smoke when refuelling or in the proximity of sources of fuel vapours. Avoid contact with bare flames, sources of sparks and any other source which may ignite fuel or lead to explosion.

DO NOT DISPOSE OF FUEL IN THE ENVIRONMENT.

KEEP AWAY FROM CHILDREN.

HOT COMPONENT PARTS
The engine and exhaust component parts become hot when the engine is running and will stay hot for some time after the engine has been stopped.
Wear insulating gloves before handling these components or allow for the engine and the exhaust system to cool down before proceeding.

USED GEARBOX AND FORK FLUIDS

DANGER
Wear latex gloves when servicing.
Prolonged or repeated contact with gear fluid may cause severe skin damage.
Wash your hands thoroughly after handling.
Dispose of it through the nearest waste oil reclamation firm or through the supplier.
Wear latex gloves when servicing.

DO NOT DISPOSE OF FLUID IN THE ENVIRONMENT.

KEEP AWAY FROM CHILDREN.

BRAKE FLUID

WARNING
Brake fluid can damage plastic, rubber or painted parts. When servicing the brake system, protect all such parts with a clean cloth.
Always wear safety glasses when servicing the brake system.
Brake fluid is highly irritant. Avoid contact with the eyes.
In case of contact with the eyes, rinse thoroughly with cool, clean water and immediately seek medical attention.

KEEP AWAY FROM CHILDREN.

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HYDROGEN GAS AND BATTERY ELECTROLYTE

DANGER
The battery electrolyte is a toxic, caustic substance containing sulphuric acid and thus able to cause severe burns in case of contact.
Wear close-fitting gloves and protective clothing when handling this fluid.
In case of contact with the skin, rinse thoroughly with fresh water.
Always use eye protection as even a very small amount of the battery fluid can cause blindness. If battery fluid comes in contact with the eyes, flush thoroughly with water for fifteen minutes and contact an eye specialist immediately.
If battery fluid is swallowed accidentally, drink plenty of water or milk. Seek medical attention immediately and keep drinking milk of magnesia or vegetable oil in the meantime.
The battery gives off explosive gases. Keep the battery well away from any sources of ignition, such as flames, sparks, or any heat sources; do not smoke near the battery.
Make sure the area is well ventilated when servicing or refilling the battery.

KEEP AWAY FROM CHILDREN.

Battery fluid is corrosive.
Avoid spillage. Take special care not to spill battery fluid on plastic parts.
Make sure that the electrolyte fluid you are using is the suitable type for your battery.

GENERAL PRECAUTIONS AND INFORMATION

Follow these instructions closely when repairing, disassembling or reassembling the motorcycle or its components.

DANGER
Using bare flames is strictly forbidden when working on the motorcycle. Before servicing or inspecting the motorcycle: stop the engine and remove the key from the ignition switch; allow for the engine and exhaust system to cool down; where possible, lift the motorcycle using adequate equipment placed on firm and level ground. Be careful of any parts of the engine or exhaust system which may still be hot to the touch to avoid scalds or burns.
Never put mechanical parts or other vehicle components in your mouth when you have both hands busy. None of the motorcycle components are edible. Some components are harmful to the human body or toxic.
Unless expressly indicated otherwise, reassemble the units by repeating the disassembly operations in reverse order. Where a procedure is cross-referred to relevant sections in the manual, proceed sensibly to avoid disturbing any parts unless strictly necessary. Do not use polishing pastes on matt paints.
Never use fuel instead of solvent to clean the motorcycle.
Do not clean rubber or plastic parts or the seat with alcohol, petrol or solvents. Use only water and mild soap.
Always disconnect the battery negative (-) lead before soldering any electrical components.
When two or more persons service the same motorcycle together, special care must be taken to avoid personal injury.
For further warnings, see DANGEROUS ELEMENTS

BEFORE DISASSEMBLING ANY COMPONENTS

- Clean off all dirt, mud, and dust and clear any foreign objects from the vehicle before disassembling any components.
- Use the model-specific special tools where specified.

DISASSEMBLING THE COMPONENTS

- Never use pliers or similar tools to loosen and/or tighten nuts and bolts. Always use a suitable spanner.
- Mark the positions of all connections (hoses, wiring, etc.) before disconnecting them. Identify each connection using a distinctive symbol or convention.
- Mark each part clearly to avoid confusion when refitting.
- Thoroughly clean and wash any components you have removed using a detergent with low flash point.
- Mated parts should always be refitted together. These parts will have seated themselves against one another during running as a result of normal wear and tear and should never be mixed up with other similar parts when refitting.
- Certain components are matched-pair parts and should always be replaced as a set.
- Keep away from heat sources.

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REASSEMBLING THE COMPONENTS

DANGER
Never reuse a circlip or snap ring. These parts must always be replaced with new ones once they have been removed.
When fitting a new circlip or snap ring, open the ends just enough to allow fitting to the shaft.
Make a rule to check that a newly fitted circlip or snap ring is fully housed in its groove.
Never use compressed air to clean bearings.

NOTE *All bearings must run freely with no hardness or noise. Replace any bearings that do not meet these requirements.*

- Use ORIGINAL **Moto Guzzi** spare parts only.
- Use the specified lubricants and consumables.
- Where possible, lubricate a part before assembly.
- When tightening nuts and bolts, start with the largest or innermost nut/bolt and observe a cross pattern. Tighten evenly, in subsequent steps, until the specified torque has been achieved.
- Replace any self-locking nuts, gaskets, seals, circlips or snap rings, O-rings, split pins, bolts and screws which have a damaged thread.
- Lubricate the bearings abundantly before assembly.
- Make a rule to check that all components you have fitted are correctly in place.
- After repairing the motorcycle and after each service inspection, perform the preliminary checks, and then test ride the motorcycle in a private estate area or in a safe area away from traffic.
- Clean all mating surfaces, oil seal edges and gaskets before assembly. Apply a thin layer of lithium grease along the edges of oil seals. Fit oil seals and bearings with the marking or serial number facing outwards (in view).

ELECTRICAL CONNECTORS

Disconnect electrical connectors as follows: failure to follow these instructions can seriously damage the connectors and the wiring.
Press the special safety hooks, where fitted.

WARNING
Never separate two connectors by pulling on the wiring.

- Grasp both connectors and pull them in opposite directions until they become separated.
- Remove dirt, rust, moisture, etc., from inside the connectors with compressed air.
- Ensure that the wires are securely crimped to the terminals inside each connector.

NOTE A connector will fit properly only in the matching connector and when inserted in the correct fitting position.

- Reconnect the two connectors. Ensure that they are correctly coupled (if fitted with hooks, they should click audibly into place).

TIGHTENING TORQUES

DANGER
Always remember that the tightening torques of all wheel, brake, wheel shaft and other suspension parts are essential to ensuring safe operation of the motorcycle and must be set to the indicated values. Ensure that these values are always within the specified limits.
Regularly check the tightening torques on all fastenings, and always use a torque wrench when fitting them.
Failure to observe these instructions can result in parts loosening or coming away, thus jamming a wheel or creating other problems which would affect the handling of the motorcycle, potentially resulting in serious injury or death.

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1.3 DANGEROUS ELEMENTS

1.3.1 WARNINGS

FUEL

DANGER
The fuel used to operate engines is highly flammable and becomes explosive under particular conditions.
Refuelling and maintenance operations should be carried out in a well-ventilated area, with the engine off.
Do not smoke when refuelling or in the proximity of sources of fuel vapours. Avoid contact with bare flames, sources of sparks or any other source which may ignite the fuel or lead to explosion.
Take care not to spill fuel out of the filler, as it may ignite when in contact with hot engine parts.
In the event of accidental fuel spillage, ensure that the affected area is fully dry before starting the engine. Fuel expands from heat and when left under direct sunlight.
Never fill the fuel tank up to the rim. Tighten the filler cap securely after each refuelling.
Avoid contact with the skin. Do not inhale vapours. Do not swallow fuel. Do not transfer fuel between different containers using a hose.
DO NOT DISPOSE OF FUEL IN THE ENVIRONMENT.
KEEP AWAY FROM CHILDREN.

Use only premium grade unleaded petrol, min. O.N. 95 (RON) and 85 (MON).

LUBRICANTS

DANGER
Correct lubrication is essential to the safety of the motorcycle.
Failure to maintain the lubricant level or the use of incorrect, old or dirty lubricant can cause the engine or transmission to seize, resulting in accident, serious injury or death.
Prolonged or repeated contact with gear fluid may cause severe skin damage.
Wash your hands thoroughly after use.
Do not dispose of oil in the environment.
For disposal, contact the nearest waste oil reclamation firm or the supplier.

WARNING
Avoid spillage when filling the vehicle with oil. Immediately clean up any spilt oil, as it can damage painted parts.
Oil on the tyres can make them very slippery and dangerous to use.
In case of leaks, do not use the motorcycle. Identify the cause of the leak and repair it.

ENGINE OIL

DANGER
Prolonged or repeated contact with engine oil may cause severe skin damage.
Wash your hands thoroughly after handling.
Do not dispose of oil in the environment.
For disposal, contact the nearest waste oil reclamation firm or the supplier.
Wear latex gloves when servicing.

FRONT FORK FLUID

DANGER
Front suspension response can be modified to a certain extent by changing damping settings and/or selecting a particular grade of oil. Standard oil viscosity: SAE 20 W. Choose suitable oil grades according to the desired set-up (choose SAE 5W for a softer suspension, 20W for a stiffer suspension).
The two grades can also be mixed in varying solutions to obtain the desired response.

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BRAKE FLUID

NOTE *This vehicle is fitted with front and rear disc brakes. Each brake system is operated by an independent hydraulic circuit. The information provided below applies to both brake systems.*

DANGER
Do not drive the vehicle if the brakes are worn or not operating correctly. The brakes are the vehicle's most important safety component and using the vehicle with the brakes in less than perfect operating condition comprises a high probability of traffic accident, which can result in serious injury or death.
The brakes are significantly less effective on a wet road surface.

DANGER
If the road surface is wet, maintain a double braking distance, as both the brakes and the grip of the tyres are significantly less effective in such conditions.
Water on brakes, whether due to a recent wash or picked up from a wet road surface, puddles or drains, can result in significantly reduced brake efficiency.
Failure to observe these instructions can result in serious accidents, with the risk of serious personal injury or death.
The brakes are essential to your safety. Do not drive the vehicle if the brakes on not in perfect operating condition.
Always check the brakes before riding the motorcycle.
Brake fluid is an irritant. Avoid contact with the eyes or skin.
In the event of accidental contact, wash affected body parts thoroughly. In the event of accidental contact with the eyes, contact an eye specialist or seek medical attention.
DO NOT DISPOSE OF BRAKE FLUID IN THE ENVIRONMENT.
KEEP AWAY FROM CHILDREN.
Avoid spillage. Brake fluid can damage plastic or painted parts.

DANGER
Do not use brake fluids other than the specified type. Never mix different types of fluids to top up the level, as this will damage the brake system.
Do not use brake fluid from containers which have been kept open or in storage for long periods of time.
Any sudden changes in slack or hardness in the brake levers are warning signs of problems with the hydraulic circuits.
Make sure that the brake discs and brake linings have not come in contact with oil or grease. This is particularly important after servicing or inspections.
Make sure the brake lines are not twisted or worn.
Avoid accidental entry of water or dust into the circuit.
Wear latex gloves when servicing the hydraulic circuit.

DISC BRAKES

DANGER
The brakes are the vehicle's most important safety component
To ensure your personal safety, they must be in perfect working order and should be checked before every ride.
A dirty disc soils the pads.
Dirty pads must be replaced. Dirty or oily discs must be cleaned with a high-quality degreasing product.
If the vehicle is often used on wet road surfaces or on dusty or rough tracks, or if used in competition, reduce the service intervals by half.
Check brake pads for wear.
When the brake pads are worn, the fluid level lowers to compensate for the wear.
The front brake fluid reservoir is on the right-hand side of the handlebar, next to the front brake lever.
The rear brake fluid reservoir is located under the right-hand side fairing.
Do not use the vehicle if the brake system leaks fluid.

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TYRES

WARNING
An over-inflated tyre results in a hard, uncomfortable and less secure ride.
Over inflation also affects grip, especially on curves and wet surfaces.
An under-inflated tyre (insufficient pressure) can slip on the wheel rim, resulting in loss of control.
Under inflation also affects grip and handling, as well as braking efficiency.
Tyre changing and repair, and wheel servicing and balancing are delicate operations. They should be carried out using adequate tools and are best left to experienced mechanics.
New tyres may be covered with a thin layer of protective coating which is slippery. Drive carefully for the first few kilometres (miles).
Never use rubber treatment products on the tyres.
In particular, do not allow the tyre to come in contact with liquid fuel, which rapidly deteriorates the tyre rubber.
In case of contact with oil or fuel, do not clean but change the tyres.

DANGER
Some of the factory-assembled tyres of this vehicle are provided with wear indicators.
There are various types of wear indicators.
For more information on how to check the wear, contact your Dealer.
Check wear visually and have the tyres replaced when they are worn.
If a tyre deflates during a ride, do not attempt to continue the trip.
Avoid sudden braking or steering manoeuvres, and do not decelerate abruptly.
Slowly decelerate and move to the edge of the road braking with the engine until you come to a standstill.
Failure to observe these instructions can result in accidents, with the risk of serious personal injury or death.
Never use tube tyres on tubeless tyre rims, or vice versa.

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1.4 RUNNING-IN

1.4.1 RUNNING-IN

Proper engine running in is essential to preserving engine life and performance over time.
Twisty roads and gradients are ideal for breaking in engine, suspension and brakes effectively.
Varying speed frequently is also recommended.
This will vary the amount of stress placed on vehicle components continuously, allowing engine parts to cool down when less stressed.
While it is important to put a certain amount of stress on engine components during the running-in period, it is equally important to spare the engine at this stage in the vehicle's life.

WARNING
Top acceleration performance is only obtained after covering the first 2000 km (1243 mi).

Follow these recommendations:

- Do not open the throttle completely when the engine is running at low speed, both during and after the running-in period.
- Until you have covered the first 100 km (62 mi), use the brakes gently and avoid harsh, prolonged braking. This will help the brake pads bed in properly against the brake disc.
- During the first 1000 km (621 mi), never exceed 5000 rpm (see table).

WARNING
After covering the first 1000 km (621 mi), perform the checks listed in the "After running-in" column (see REGULAR SERVICE INTERVALS CHART) to avoid personal injury to yourself or third persons, or vehicle damage.

- After the first 1000 km (621 mi) and until covering 2000 km (1243 mi), drive more briskly, varying speed and using maximum acceleration for just a few seconds, in order to ensure better component coupling; never exceed 6000 rpm (see table).
- After the first 2000 km (1243 mi) you may run the engine harder, however, without exceeding the maximum rpm allowed (7600 rpm).

Recommended maximum rpm	
Mileage km (mi)	**rpm**
0-1000 (621)	5000
1000-2000 (621-1243)	6000
Over 2000 (1243)	7600

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1.5 POSITION OF THE SERIAL NUMBERS

1.5.1 POSITION OF THE SERIAL NUMBERS

These numbers are necessary for vehicle registration.

NOTE *Altering the vehicle's identification numbers is punishable by law with heavy fines and penalties. Altering the frame number voids the warranty.*

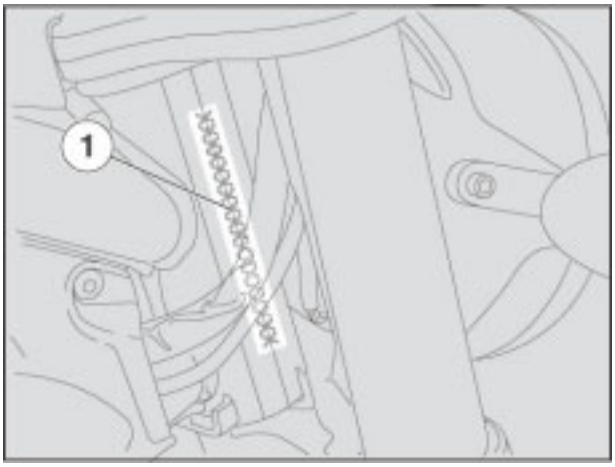
This number consists of figures and letters as shown in the example below.

ZGULP00005MXXXXXX

Key:
ZGU: WMI (World manufacture identifier) code;
LP: model;
000: version;
0: free digit
5 year of manufacture variable (5 = 2005)
M: manufacturing facility (M= Mandello del Lario);
XXXXXX: progressive number (6 digits);

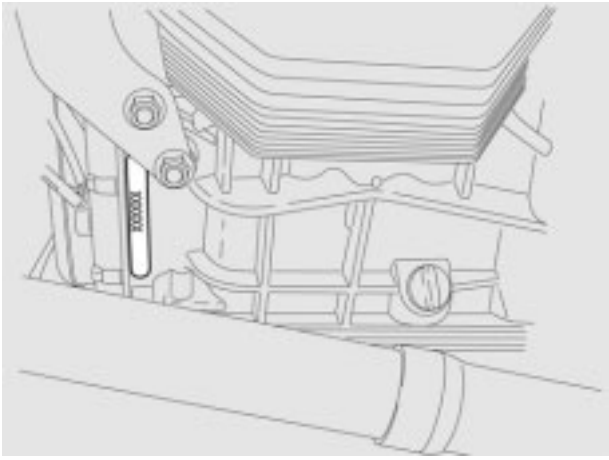
FRAME NUMBER

The frame number is stamped on the right-hand side of the headstock.



ENGINE NUMBER

The engine number is stamped on the left-side, near the engine oil level plug.



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GENERAL TECHNICAL INFORMATION 2

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2.1 TECHNICAL INFORMATION

2.1.1 TECHNICAL DATA

DIMENSIONS	
Max. length	2260 mm (88.98 in.)
Max. width	880 mm (34.64 in.)
Max. height	1070 mm (42.12 in.) (excluding the rear/view mirrors)
Seat height	800 mm (31.49 in.)
Wheelbase	1554 mm (61.18 in.)
Minimum ground clearance	185 mm (7.28 in.)
Weight in running order	240 kg (529.1 lb)
ENGINE	
Type	twin-cylinder, 90° V transversal, 4-stroke engine
Number of cylinders	two
Cylinder arrangement	V, 90°
Total displacement	1064 cu cm (65 cu in)
Bore/stroke	92 x 80 mm (3.6 x 3.1 in).
Compression ratio	9.6 : 1
Starting	electric
Engine idling speed	1100 ± 100 rpm
Clutch	dry, twin disc
Lubricating system	System under pressure, adjustment by valves and vane pump
Air filter	cartridge, dry
Cooling system	air cooled
TIMING SYSTEM	
Timing diagram:	2 valves, with rods and rocker arms
Values with inspection clearance between rocker arms and valve	intake 0.10 mm (0.0039 in.) exhaust 0.15 mm (0.0059 in.)
CAPACITIES	
Fuel (reserve included)	17.2 litres
Fuel reserve	3.3 litres
Engine oil	Engine oil and oil filter change 3600 cu. cm (219 cu in)
Gearbox fluid	500 cu cm (30.5 cu in)
Transmission fluid	380 cu cm (23.2 cu in)
Fork oil	520±2.5 cu cm (31.7 ± 1.5 cu in) (per leg)
Seats	2
Max. vehicle load	210 kg (462.97 lb) (rider + passenger + luggage)
TRANSMISSION SYSTEM	
primary drive	gear, ratio: 24/35 = 1:1.4583
gearbox	Mechanic, with 6 speeds, controlled by a pedal on engine left side
overall gear ratios:	
1st gear	17/38 = 1:2.2353
2nd gear	20/34 = 1:1.7
3rd gear	23/31 = 1:1.3478
4th gear	26/29 = 1:1.1154
5th gear	31/30 = 1:0.9677
6th gear	29/25 = 1:0.8621
final drive	with cardan joint
ratio	12/44 = 1:3.6667
FUEL SYSTEM	
Type	Electronic injection (Weber – Marelli) with stepper motor
Choke	Ø 36 mm (1.417 in.)
Fuel	Premium grade unleaded petrol, minimum octane rating 95 (RON) and 85 (MON).
FRAME	
Type	Tube, with double cradle in high-strength steel
Steering head angle	26°30’
Trail	108 mm (4.25 in.)

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SUSPENSIONS	
Front	Hydraulic upside-down telescopic fork Ø 43 mm (1.69 in); spring preload, compression and rebound damping are adjustable.
Wheel travel	120 mm (4.72 in.)
Rear	single-sided with progressive linkage, monoshock with adjustable rebound and compression damping and spring preload
Wheel travel	110 mm (4.33 in.)
BRAKES	
Front	Twin stainless steel floating disc - Ø 320 mm (12.60 in), callipers with four separate opposed pistons
Rear	Stainless steel disc Ø 282 mm (11.10 in)
WHEEL RIMS	
Type	3 hollow spokes in aluminium alloy, chill cast
Front	3.5" x 17”
Rear	5.5" x 17”
TYRES	
Type	Dunlop D208 RR - Metzeler rennsport - Pirelli diablo corsa -Michelin pilot power
Front	Size: 120/70 - ZR 17” 58 W Inflating pressure: 2.3 atm (230 kPa) Inflating pressure with passenger: 2.3 atm (230 kPa)
Rear	Size: 180/55 - ZR 17” 73 W Inflating pressure: 2.5 atm (250 kPa) Inflating pressure with passenger: 2.7 atm (270 kPa)
SPARK PLUGS	
Internal (long life)	NGK PMR8B
External	NGK BPR6ES
Electrode gap	0.6 – 0.7 mm (0.024 – 0.028 in.)
ELECTRIC SYSTEM	
Battery	12 V – 18 Amp/h
Main fuses	30 A
Auxiliary fuses	3 A – 15 A – 20 A
Generator (with permanent magnet)	12 V – 550 W
BULBS	
Parking light	12 V – 5 W
Low beam bulb/high beam	12 V – 55 W / 60W H4
Turn indicator light	12 V – 10 W
Stop/rear parking lights	LED
Instrument panel lighting	LED
Number plate light	12 V – 5 W
WARNING LIGHTS	
Turn indicators	LED
Oil pressure	LED
Neutral	LED
Side stand down	LED
High beam	LED
Fuel reserve	LED
Alarm, gear shift indicator	LED

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2.1.2 SCHEDULED MAINTENANCE CHART

OPERATIONS TO BE PERFORMED BY THE **Moto Guzzi** Authorised Dealer (AND CAN BE PERFORMED BY THE USER AS WELL).

1 = check and clean, adjust, lubricate or change, if necessary;
2 = clean;
3 = replace;
4 = adjust.

NOTE *Perform maintenance operations more frequently if the vehicle is used in rainy and dusty areas, on uneven ground, or for racing.*

(*) = Change every 5000 Km (3125 mi), if used for racing
(**) = Check every two weeks or at indicated intervals.

Component	After running-in [1500 km (621 mi)]	Every 10000 km (6250 mi) or 12 months	Every 20000 km (12500 mi) or 24 months
External plugs (*)	-	3	-
Engine oil filter (*)	3	3	-
Fork	1	-	1
Headlight beam direction - operation	-	1	-
Light system	1	1	-
Safety switches	1	1	-
Brake fluid	-	1	-
Engine oil	3	3	-
Tyres	1	1	-
Tyre pressure (**)	4	4	-
Idling rpm	4	4	-
Battery terminal tightening	1	-	-
Head bolt tightening	4	-	-
Engine oil pressure warning light	at every starting: 1		
Brake pad wear	1	before every trip and every 2000 km (1250 mi): 1	
Emptying the oil drain hose from filter box end	Every 5000 km (3125 mi): 2		

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OPERATIONS TO BE PERFORMED BY THE **Moto Guzzi** Authorised Dealer.

1 = check and clean, adjust, lubricate or change, if necessary;
2 = clean;
3 = replace;
4 = adjust.

NOTE *Perform maintenance operations more frequently if the vehicle is used in rainy and dusty areas, on uneven ground, or for racing.*

(*) = Change every 5000 Km (3125 mi), if used for racing
(**) = Check every two weeks or at indicated intervals.

Component	After running-in [1000 km (621 mi)]	Every 10000 km (6250 mi) or 12 months	Every 20000 km (12500 mi) or 24 months
Gearbox fluid	3	3	-
Idle mixture (CO)	-	1	-
Transmission and control cables	1	1	-
Steering bearings and steering play	1	1	-
Wheel bearings	-	1	-
Brake discs	1	1	-
Air filter	-	1	3
Vehicle general operation	1	1	-
Brake systems	1	1	-
Brake fluid	-	-	3
Front fork fluid	after the first 10000 km (6250 mi) and then every 20000 km (12500 mi): 3		
Fork oil seals	after the first 30000 km (18750 mi) and then every 20000 km (12500 mi): 3		
Brake pads	every 2000 km (1250 mi): 1 - if worn: 3		
Adjusting the valve clearance	4	4	-
Wheels / Tyres	1	1	-
Tightening of nuts and bolts	1	1	-
Battery terminal tightening	1	-	-
Cylinder synchronisation	1	1	-
Suspensions and trim	1	-	1
Final transmission fluid	3	3	-
Fuel hoses	-	1	Every four years: 3
Brake lines	-	1	Every four years: 3
Clutch wear (*)	-	1	-
Internal spark plugs	-	-	4
Generator belt	every 20000 km (12500 mi): 4, every 50000 km (31250 mi): 3		
Head stud bolt tightening	4	-	-
Exhaust pipe flange bolts	1	-	-

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2.1.3 LUBRICANT TABLE

LUBRICANT	PRODUCT
Engine oil	RECOMMENDED: Agip RACING 4T 5 W 40 As an alternative to recommended oils, top brand oils meeting or exceeding CCMC G-4 A.P.I. SG specifications can be used.
Transmission fluid	RECOMMENDED: Agip TRUCK GEAR 80 W 90
Gearbox fluid	RECOMMENDED: Agip ROTRA MP/S 85 W 90
Front fork fluid	RECOMMENDED: IP F.A. 5W or IP F.A. 20W, as an alternative Agip FORK 5W or Agip FORK 20W.
Bearings and other lubrication points	RECOMMENDED: IP BIMOL GREASE 481, IP AUTOGREASE MP or Agip GREASE SM2. As an alternative to recommended grease, use top brand rolling bearing grease that will resist a temperature range of -30°C to +140°C (-22°F to +284°F), with dripping point 150°C to 230°C (302°F to 446°F), high corrosion protection, good resistance to water and oxidisation.
Battery terminals	Use neutral grease or Vaseline.
Brake fluid	RECOMMENDED: IP Autofluid FR. DOT 4 (the braking system is also compatible with DOT5); or Agip BRAKE 5.1 DOT 4 (the braking system is also compatible with DOT 5). As an alternative to the recommended product, top brand brake fluid meeting or exceeding SAE J1703, NHTSA 116 DOT 4, ISO 4925 specifications for synthetic brake fluid can be used. ***NOTE*** *Use new brake fluid only. Do not mix different makes or types of oil without having checked bases compatibility.*

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2.1.4 TIGHTENING TORQUE SETTINGS

DESCRIPTION	Q.ty	SCREW / NUT	TIGHTENING TORQUE (Nm)	NOTE
FRAME				
Engine to frame front fastening	2	M12x50	80	
Gearbox to frame fastener (M12x250 + M12x230)	1+1	M12	50	
Gearbox rh plate fastener	2	M8X30	25	
Blow-by sec.plate fastener	1	M6X16	10	
Coil plate fastener	4	M6x20	10	
Electronic control unit fastener	2	M6x20	10	
Bushes to electronic control unit fastener	2	M6X35	10	Loctite 243
Rear reservoir rubber blocks to frame fastener	2	Silentbloc k M6	Man	Loctite 243
Air box pins fastener	2	M6	10	
Lh and rh footrest plate to frame top fastener	2 + 2	M8X30	25	stainl.steel – A4 –80
Lh and rh footrest plate to frame bottom fastener	2+2	M8x75	18	stainl.steel – A4 –70
Brake switch to plate fastener	1	M8	Man.	Pitch 1
Chromed ring to plate fastener	6	M5x10	6	
Cable rings to rh footrest plate fastener	3	M5x10	6	
FOOTRESTS AND LEVERS				
Footrest rubber mat fastener	8	M6x12	10	
Rider footrest safety pin M8	2	M8	25	
Passenger footrests support to side plates fastener	4	M10X30	38	stainl.steel – A4 –70
Rider heel guard to plates fastener	4	M5X15	6	
Passenger heel guard fastener	4	M4X10	3	
Linkage fastening nut	1+1	M6	10	Self-locking nut
Brake/gear change lever pin fastener	1+1	M6X16	10	
Pre-selector lever fastener	1	M6x20	10	
Brake/gear change lever pin fastener	1+1	M8	15	Apply Loctite 243
SIDE STAND				
Stand plate to engine top fastener	1	M10X25	50	
Stand plate to engine bottom fastener	2	M8X25	25	
Side stand securing pin	1	M10x1.25	10	
Switch screw	1	M6x20	10	Loctite 243
Lock nut	1	M10x1.25	30	
Stand cable guide to engine fastener	1	M10	50	
Side lever section fastener	2	M6X16	10	Loctite 243

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DESCRIPTION	Q.ty	SCREW / NUT	TIGHTENING TORQUE (Nm)	Note
SWINGING ARM				
Swinging arm clamp to bush fastener	2	6x25	10	
Swinging arm to bevel gears fastener	4	M10x35	50	
Linkage to bevel gears fastener	1	M10x50	50	
Linkage to frame fastener	1	M10x50	50	
Swinging arm shaft to swinging arm fastener	1	M12x1.25	60	
Preload bush to swinging arm shaft fastener	1	M25x1.5	10	
FRONT SUSPENSION				
FRONT FORK				
Tube stop plate to bottom yoke fastener	2	M5x16	6	
Fork leg to steering head fastener	2	M8X30	20	Stainl.steel A4 cl. 80
Fork leg to bottom yoke fastener	6	M8X30		Stainl.steel A4 cl. 80
			22	First tighten top screw to 22 Nm
			22	Then tighten bottom screw to 22 Nm
			18	Then tighten centre screw to 18 Nm
Steering tube ring nut	1	M35x1	40	
Steering tube lock ring nut	1	M35x1	Man.	0 to 90 degrees
Steering head plug	1	M29x1	100	Use a torque wrench
Fork clamps blanking	2+2	M8X40	25	
REAR SUSPENSION				
SHOCK ABSORBER				
Shock absorber to frame fastener 8.8	1	M10x80	50	
CONNECTING RODS				
Double connecting rod/shock absorber fastener 10.9	1	M10x47	40	
Single connecting rod/double connecting rod fastener 10.9	1	M10x95	50	
Single connecting rod to frame fastener 8.8	1	M10x85	50	
Double connecting rod/swinging arm fastener 10.9	1	M10x82	50	
AIR BOX – BLOW BY				
Expansion tank spacer to engine fastener	1	M6	10	
Blow by expansion tank to spacer fastener	1	M6	10	
Air box to frame fastener	2	M6x20	10	
EXHAUST				
Exhaust pipe to engine fastener	4	M8x1.25	25	
Silencer connecting tube to frame fastener	1	M8X50	25	
Silencer to footrest support fastener	2	M8X45	25	
Protection to connection tube fastener	1	M6	10	
Oxygen sensor fastener	1	M18x1.5	38	
Clamp fastener	3	M6	10	

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DESCRIPTION	Q.ty	SCREW / NUT	TIGHTENING TORQUE (Nm)	Note
FRONT WHEEL				
Wheel shaft nut	1	M25x1.5	80	
REAR WHEEL				
Disc fastener	6	M8x20	25	
Rear wheel fastener	4	M12x65	110	
BRAKING SYSTEM				
Front brake rh and lh callipers fasteners	2+2	M10x28	50	
REAR SYSTEM				
Rear brake calliper fastener	2	M10X30	50	
Rear brake fluid reservoir fastener	1	SWP5x20	3	
Rear brake reservoir support to plate fastener	1	M6X16	10	
Rear brake lever lock nut	1	M6	Man.	
Brake master cylinder fasteners	2	M6x20	10	Apply Loctite 243
HANDLEBAR AND CONTROLS				
Handlebar lower U-bolts to steering head fastener	2	M10X40	50	
Handlebar upper U-bolts fastener	2+2	M8X30	25	stainl.steel – A4 —80
Counterweights fasteners	2	M6x60	10	
Brake and clutch master cylinder U-bolts fasteners	2+2	M6	10	
Rh and Lh dip switch fasteners	2	M5	1.5	
Clutch master cylinder to gearbox fastener	3	M6	10	
Mirror	1+1	M10	Man.	
ELECTRIC SYSTEM				
Coil fastener	8	M4x25	2	
Horn fastener	2	M8	15	
Odometer sensor to bevel gears fastener	2	M4X10	3	
INSTRUMENT PANEL AND HEADLIGHT				
Instrument panel support to headlight support fastener	2	M6X16	10	
Instrument panel support to steer.head fastener	2	M6X16	10	
Instrument panel fasteners	3	SWP5x14	3	
Headlight support to bottom yoke fastener	2	M8x35	25	
Front+rear turn indicators fasteners	2+2	M6		
Headlight fasteners	2	M8X30	15	
Tail light to tail guard fastener	4	SWP5x14	3	

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Product: Moto Guzzi Griso Motorcycle Service Repair Workshop Manual
Full Download: https://www.arepairmanual.com/downloads/moto-guzzi-griso-motorcycle-service-repair-workshop-manual/

DESCRIPTION	Q.ty	SCREW / NUT	TIGHTENING TORQUE (Nm)	Note
FUEL TANK				
FUEL PUMP FLANGE				
Tank breather fitting	2	M6	6	
Pump support to tank fastener	6	M5x16	6	
TANK				
Union to tank fastener	4	M5x16	5	
Plug ring nut to tank fastener	4	M5X15	5	
Screws to plug ring nut (aesthetic)	4	M5X15	5	
Tank to frame front fastening	2	M6X35	10	
Battery box and tank to frame rear fastener	2	M6X25	6	
BODYWORK				
FRONT				
Front mudguard fastener	2+2	M5	6	
Electronic control unit fastener	2	M5	6	
Conveyor to frame upp. front fastener	1+1	M5	Man	
Conveyor to frame low. front fastener	1+1	M5	Man	
Conveyors to frame rear fastener	1+1	M5	Man	
Conveyors to conveyor clos.fastener	2X3	self-tapping	Man	
REAR				
Cat's eye to support fastener	1	M5	4	
Cat's eye support to number plate holder fastener	2	M5x12	4	
Reinforcement to number plate holder and light fastener	1	M5	4	
Number plate holder to low.clos. fastener	2	self-tapp.	Man	
Tail guard low.clos. to frame fastener	4	M8x35	25	
Fuse bracket and relay supp. fastener	4	M5	4	
ACCESSORIES				
Ignition switch fastener – shear bolt	2	M8x28		Shear completely

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