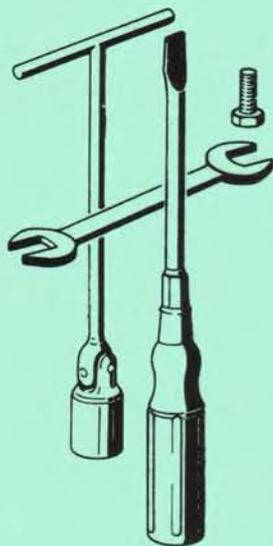


Product: Moto Guzzi V1000 G5 and 1000 SP Motorcycle Service Repair Workshop Manual
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WORKSHOP MANUAL



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The illustrations and descriptions in this manual are indicative only, the manufacturer reserving itself the right to introduce without notice any modification it may deem necessary for a better performance of the motorcycle or for constructive or commercial reasons.

GBM S.p.A. - MOTO GUZZI - SERVIZIO PUBBLICAZIONI TECNICHE
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INTRODUCTION

Purpose of this manual is to give the necessary instructions for overhauling and carrying out repairs in a rational way.

All data herein contained are meant to give a general knowledge of the main checking operations to be done when overhauling the different component groups.

To this end, the manual contains many illustrations, drawings, diagrams, and tables to assist you in the stripping, checking, and assembling operations.

This manual will also be a guidance for anybody who wishes to familiarize with the manufacturing characteristics of the various component parts of the **V 1000 G 5** and **1000 SP** models.

The knowledge of these will be an essential factor for performing a good job.

All illustrations and descriptions in this manual should be intended as indicative only as the Manufacturer reserves itself the right to introduce at any time and without prior advice any modification it may deem useful for a better performance or for any other reason of a constructional or commercial nature.

NOTE The terms «right» and «left» in the text are to be considered as seen by the rider astride the machine.

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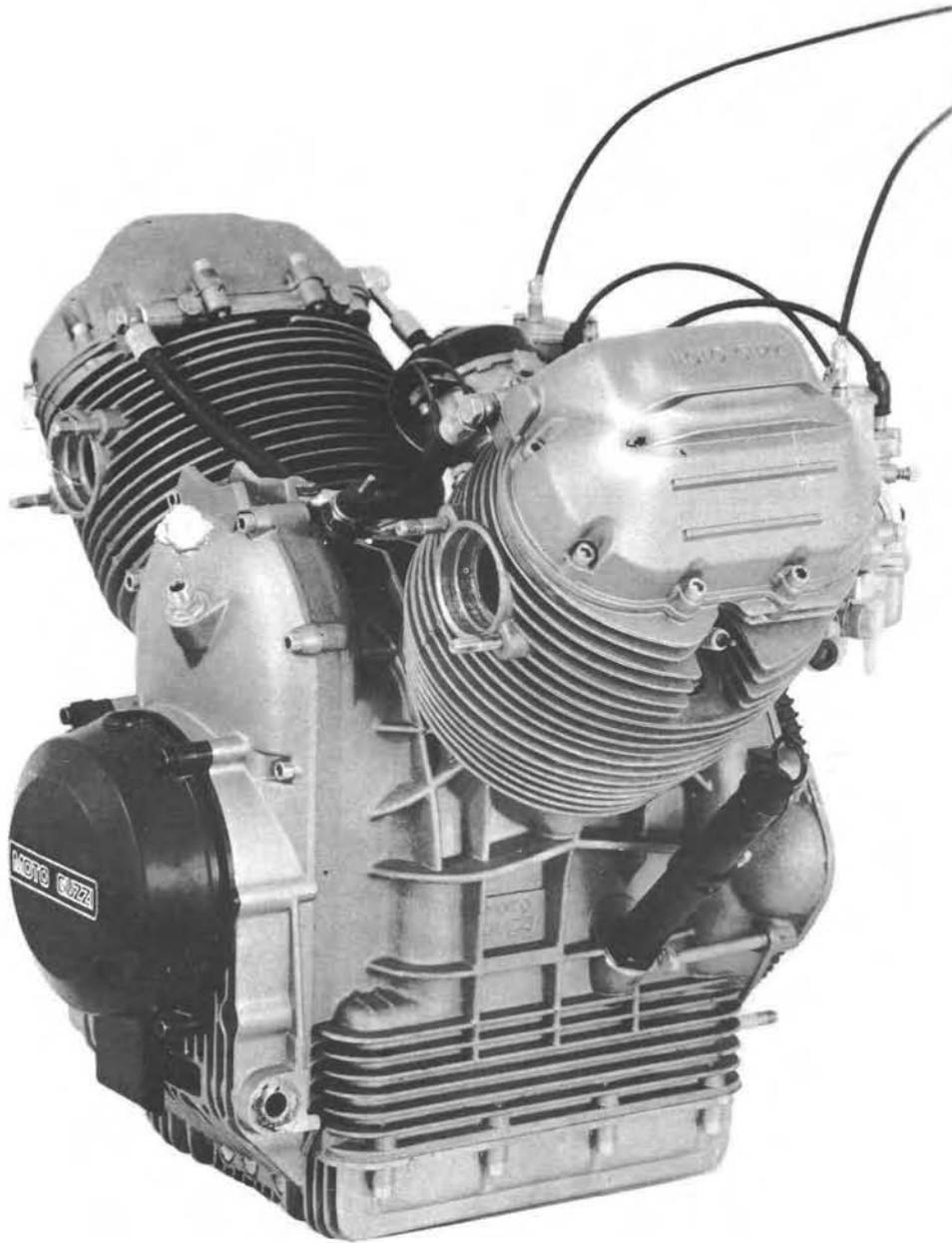
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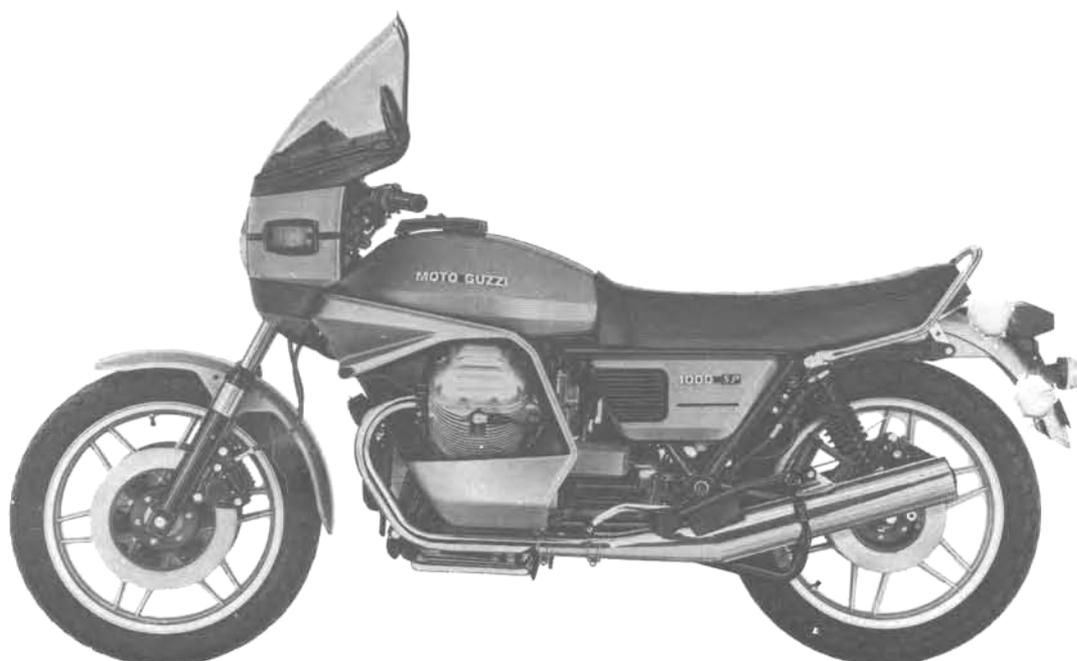
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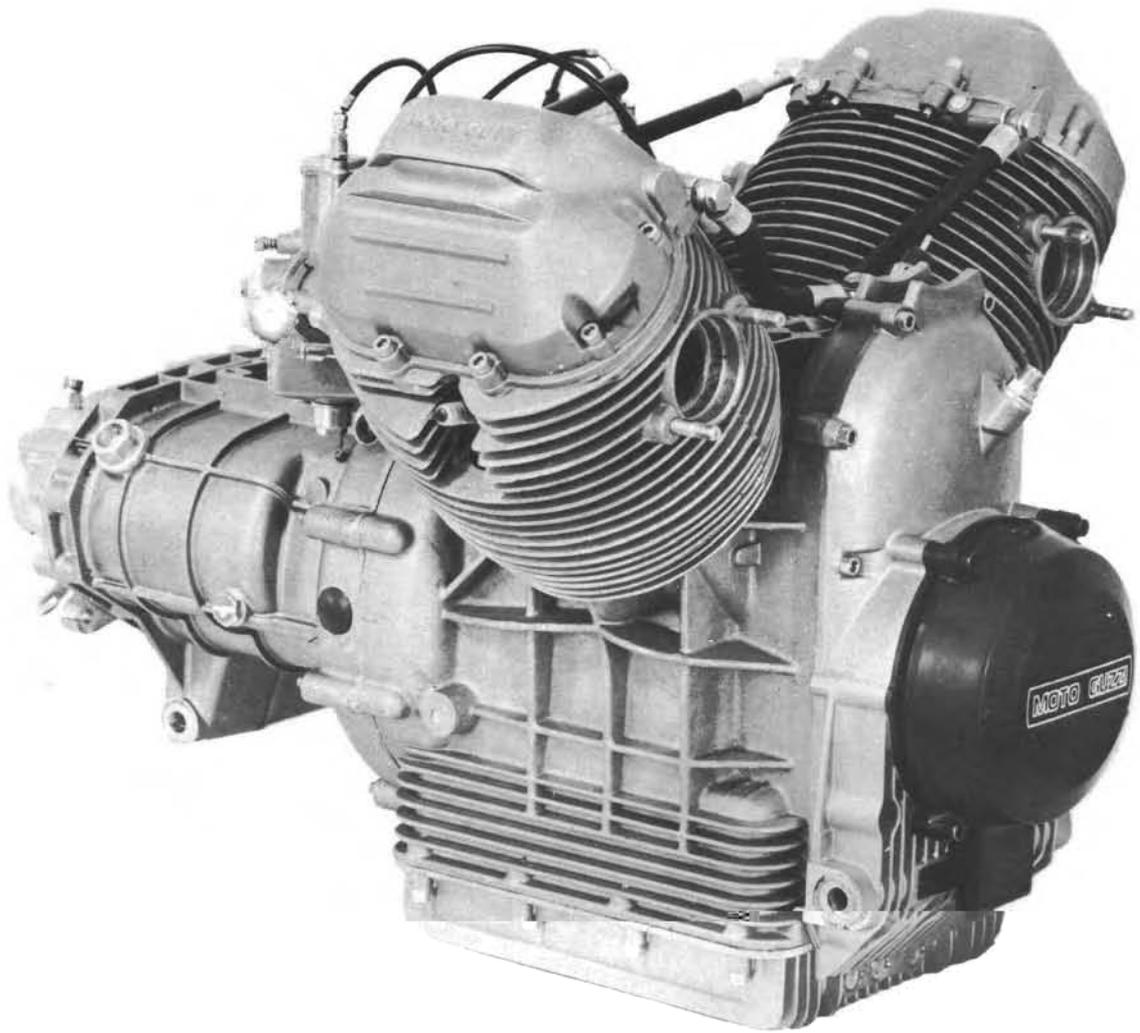
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1 IDENTIFICATION DATA

(fig. 1)

Every motorcycle is identified by an identification plate located on the frame downtube and a serial number stamped on the engine crankcase. The identification plate number is also mentioned in the motorcycle logbook and identifies the vehicle to all legal effects.

1.1 SPARE PARTS

In case of any replacements, ensure that «Original Moto Guzzi Spare parts» only are used. The use of non-genuine parts invalidates every warranty right.

1.2 WARRANTY

The warranty is valid for a period of 6 months with a limitation to 10.000 km (6000 miles) from the selling date and expires in case of modifications to the motorcycle or participation to racing competitions. Tyres as well as parts or accessories which are not manufactured in the SEIMM MOTO GUZZI factories are excluded from this warranty.



1

2. MAIN FEATURES

2.1 MODEL V 1000 G 5

Engine	2-cylinder, 4-stroke
	Cylinder disposition «V», 90°
	Bore 88 mm
	Stroke 78 mm
	Displacement 948.8 cc
	Compression ratio 9.2 to 1
	Max torque 8.6 kgm at 5200 rpm
Valve gearing	OHV, push rod operated
Carburation	2 Dell'Orto carburetors VHB 30 CD (right), VHB 30 CS (left).
Lubrication	Pressure, by gear pump. Wire gauze and cartridge filters in oil sump. Normal lubrication pressure 3.8 ÷ 4.2 kg/sqcm (54-60 p.s.i.). Controlled by pressure relief valve.
Generator-alternator	Front, on crankshaft (14 V-20 A).
Ignition	Battery-coil ignition with twin contact breaker and automatic advance. Ignition data: <ul style="list-style-type: none">■ initial advance (fixed) 2°■ automatic advance 31°■ full advance (f. + a.) 33° Contact points gap: 0.37 ÷ 0.43 mm (.014-.016). Spark plugs: AC - 44 XL Bosch W 225 2 T Champion N 9 Y Lodge HLNY Marelli CW 7 LP Plug points gap: 0.6 mm (.023") 2 ignition coils
Starting	Electric starter (12 V-0.7 KW) with electromagnetic ratchet control. Ring gear bolted on the flywheel. Starter button (START) on the right side of the handlebar.

TRANSMISSIONS

Clutch	Dry type, twin plates. Hand controlled by lever on the left side of the handlebar.
Primary drive	By gears. Ratio: 1.235 (Z = 17/21)

Gear box	<p>Five-speeds. Constant mesh gear with frontal engagement incorporating cush drive. Pedal controlled from the L/H side of the vehicle. Gear ratios:</p> <p>1st gear = 1 : 2 (14/28) 2nd gear = 1 : 1.388 (18/25) 3rd gear = 1 : 1.047 (21/22) 4th gear = 1 : 0.869 (23/20) High gear = 1 : 0.750 (28/21)</p>														
Secondary drive	<p>By cardan shaft and bevel gear set. Ratio: 1 : 4.714 (7/33) Overall ratios (engine-rear wheel)</p> <p>1st gear = 1 : 11.643 2nd gear = 1 : 8.080 3rd gear = 1 : 6.095 4th gear = 1 : 5.059 High gear = 1 : 4.366</p>														
FRAME	Duplex cradle, tubular structure.														
Wheels	Spoked rims, WM 3/2.15 - 18"														
Tyres	<p>Front: 100/90 H 18 (MT 18) Rear: 110/90 H 18 (MT 18)</p> <p>Tyre pressure:</p> <p>Front, solo riding or with pillion 2.1 kg/cm² (30 lbs s.i.). Rear, solo riding 2.4 kg/cm² (34 p.s.i.) with pillion 2.6 kg/cm² (37 p.s.i.).</p> <p>The above figures apply for normal riding (cruising). If using the motorcycle at constant high speed or on highways, it is recommended to increase pressure by 0.2 kg/cm² (3 p.s.i.).</p>														
Brakes	<p>Front: twin disc brake, fixed caliper with two cylinders. Hand controlled by lever on the right hand side of the handlebar. Braking circuit independent from rear brake. Disc Ø 300 mm (11.8"). Cylinder dia. 38 mm (1.49"). Master cylinder dia. 12.7 mm (.5").</p> <p>Rear: Disc brake, foot controlled from the right side of the motorcycle. Double cylinder caliper and hydraulic hose. Disc dia. 242 mm (9.52"). Cylinder dia. 48 mm (1.49"). Master cylinder dia. 15.857 mm (.63"). The rear brake is hydraulically connected to a second front brake of same type and sizes as the hand operated front brake.</p>														
Dimensions and weights	<table border="0"> <tr> <td>Wheelbase</td> <td>1.470 m (58")</td> </tr> <tr> <td>Length</td> <td>2.200 m (86.5")</td> </tr> <tr> <td>Width</td> <td>0.850 m (33")</td> </tr> <tr> <td>Height</td> <td>1.100 m (46")</td> </tr> <tr> <td>Ground clearance</td> <td>0.175 m (6.9")</td> </tr> <tr> <td>Ground clearance</td> <td>0.175 m (6.8")</td> </tr> <tr> <td>Dry weight abt.</td> <td>220 kg (485 lbs)</td> </tr> </table>	Wheelbase	1.470 m (58")	Length	2.200 m (86.5")	Width	0.850 m (33")	Height	1.100 m (46")	Ground clearance	0.175 m (6.9")	Ground clearance	0.175 m (6.8")	Dry weight abt.	220 kg (485 lbs)
Wheelbase	1.470 m (58")														
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Ground clearance	0.175 m (6.9")														
Ground clearance	0.175 m (6.8")														
Dry weight abt.	220 kg (485 lbs)														
Performances	<p>Top speed, solo riding abt 190 km/h (120 m.p.h.). Fuel consumption: 5,8 lts × 100 km (abt. 36 m.p.g.).</p>														

FUEL AND OIL CAPACITIES

Group or part	Quantity	Recommendation
Fuel tank	24 lts. (6.5 US gls.)	} Petrol 98/100 NO-RM
Reserve (warned by light)	4 lts. (abt. 1 US gl.)	
Oil sump	3 lts. (abt. 3 ¹ / ₈ qts US)	Oil «Agip Sint 2000 SAE 10 W/50»
Gear box	0.750 lts. (abt. 25 oz. US)	Oil «Agip F. 1 Rotra MP SAE 90»
Rear drive box (bevel gear lubrication)	0.250 lts. (8 ¹ / ₂ oz.) of which 0.230 lts. (8 oz.)	Oil «Agip F. 1 Rotra MP SAE 90»
	0.020 lts. (1/2 oz.)	} Agip Rocol ASO/R oil } Molikote oil type A
Front fork (each leg)	0.080 lts. (2 oz.)	Agip F. 1 ATF Dexron
Braking circuits (front and rear)		Agip F. 1. Brake fluid SAE J 1703 B

2.2. MODEL..000 SP

Engine

Two-cylinder, 4-stroke

Cylinder disposition «V», 90°

Bore 88 mm

Stroke 78 mm

Displacement 948,8 cc

Compression ratio 9.2 to 1

Max torque 8.6 kgm at 5200 r.p.m.

Valve gearing

OHV, push rod operated.

Carburation

2 Dell'Orto carburettors VHB 30 CD (right) VHB 30 CS (left).

Lubrication

Pressure, by gear pump.

Wire gauze and cartridge filters in oil sump.

Normal lubrication pressure 3.8 ÷ 4.2 kg/sqcm (54-60 p.s.i.).

Controlled by pressure relief valve.

Generator-alternator

Front, on crankshaft (14 V - 20 A).

Ignition

Battery-coil ignition with twin contact breaker and automatic advance.

Ignition data:

■ initial advance (fixed) 2°

■ automatic advance 31°

■ full advance 33°

Contact breaker gap: 0.37-0.43 mm (.014 ÷ .016").

Spark plugs: AC-44 XL
Bosch W 225 T 2
Marelli CW 7 LP

Champion N 9 Y

Lodge H L N Y

Plug points gap: 0.6 mm (.023")

2 ignition coils

Starting Electric starter (12 V - 0.7 KW) with electromagnetic ratchet control.
Ring gear bolted on the flywheel.
Starter button (START) on the right side of the handlebar.

TRANSMISSION

Clutch Dry type, twin driven plates. It is housed on the flywheel. Hand controlled by lever on the L/H side of the handlebar.

Primary drive By gears. Ratio: 1 to 1.235 (17/21).

Gear box 5-speeds. Constant mesh gear with frontal engagement.
Cush drive incorporated. Pedal controlled on the L/H side of the vehicle.

Gear ratio:

Low gear = 1 to 2 (14/18)

2nd gear = 1 to 1.388 (18/25)

3rd gear = 1 to 1.047 (21/22)

4th gear = 1 to 0.869 (23/20)

High gear = 1 to 0.750 (28/21)

Secondary drive By cardan shaft, bevel gear set.
Ratio: 1 to 4.714 (7/33).

Overall gear ratios (engine-wheel):

Low gear = 1 to 11.643

2nd gear = 1 to 8.080

3rd gear = 1 to 6.095

4th gear = 1 to 5.059

High gear = 1 to 4.366

FRAME Duplex cradle, tubular structure.

Wheels Light alloy casting. Rims WM 3/2. 15-18" CP 2.

Tires Front: 100/90 H 18 (MT 18).

Rear: 110/90 H 18 (MT 18).

Tire pressure:

Front, solo or with pillion 2.1 kg/cm² (30⁺ p.s.i.).

Rear, solo 2.4 kg/cm² (34 p.s.i.).

with pillion 2.6 kg/cm² (37 p.s.i.).

The above data apply for normal riding (cruising speed).

If using the motorcycle at constant high speed or on high ways, the above pressure should be increased by 0.2 kg/cm² (3 p.s.i.).

Brakes Disc type with double cylinder caliper. Lever controlled from the R/H side of the handlebar. Hydraulic circuit independent from the rear brake.

Disc dia. mm 300 (11.8").
 Cylinder dia. 38 mm (1.49").
 Master cylinder dia. 12.7 mm (.5").

Rear wheel

Disc type with double cylinder fixed caliper. Foot controlled from the R/H side of the byke.

Rear brake and the left front brake are interconnected by a hydraulic circuit actuated by the same pedal.

Disc dia. 242 mm (9.52").
 Cylinder dia. 48 mm. (1.88").
 Master cylinder dia. 15.857 mm (.62").

The rear brake is hydraulically connected to a second front brake of same type and sizes as the hand operated front brake.

Dimensions and weights

Wheelbase (loaded)	1.480 m (58")
Length	2.180 m (86")
Width	0.750 m (29.5")
Width (incl. windshield)	1.380 m (54")
Min. ground clearance	0.175 m (6.9")
Dry weight	abt. 210 kgs. (463 lbs)

Performances

Max speed, stable riding abt 200 km/h (125 m.p.h.).
 Fuel consumption: 5.8 lts × 100 km (36 m.p.g.).

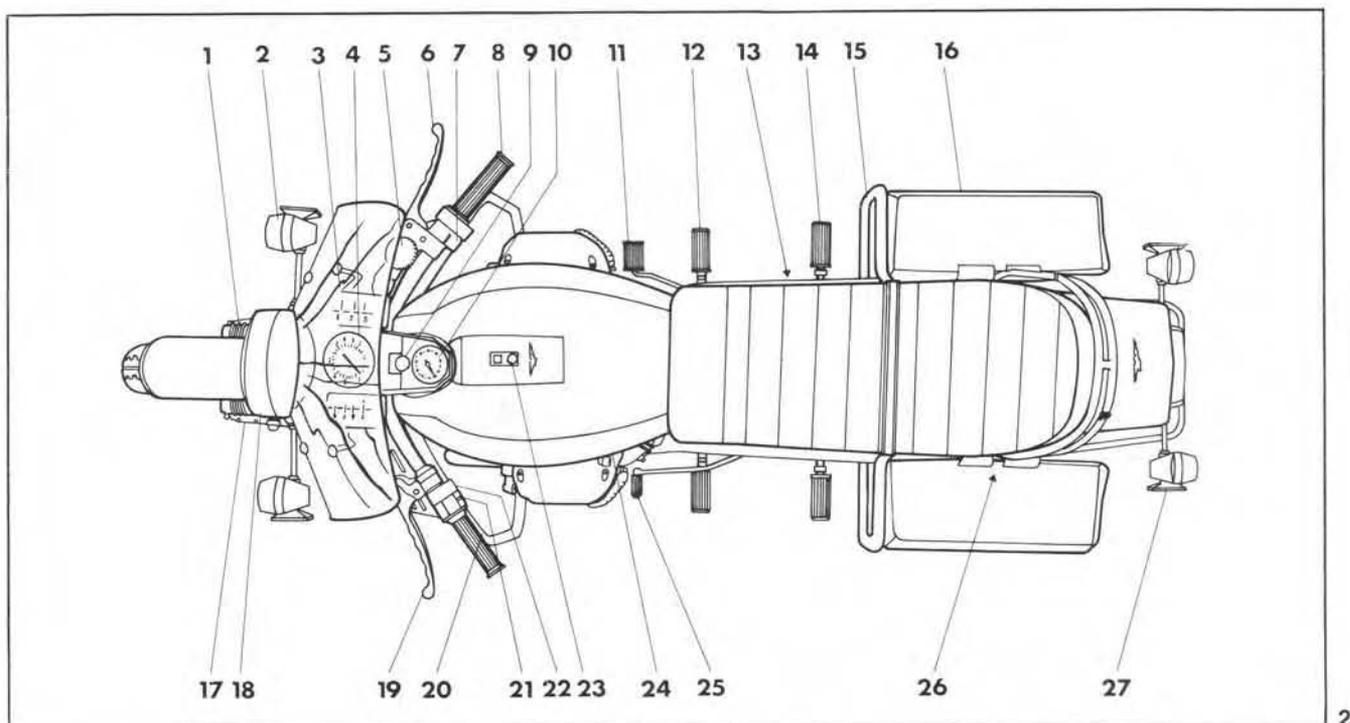
FUEL AND OIL CAPACITIES

Group or part	Quantity	Recommendation
Fuel tank	24 lts. (6.5 US gls.)	} Petrol 98/100 NO-RM
Reserve	4.lts. (abt. 1 US gl.)	
Oil sump	3 lts. (abt.3 ¹ / ₈ qts. USA)	Oil Agip SINT 2000 SAE 10 W/50
Gear box	0.750 lts. (25 oz. US)	Oil Agip F. 1. Rotra MP SAE 90
Rear drive box	0.250 lts. (abt. 8 ¹ / ₂ oz.) of dhich	Agip F. 1 Rotra MP SAE 90 Agip Rocol ASO/R oil Molikote oil type «A» Agip F. ATF Dexron
	0.230 lts. (8 oz.)	
	0.20 lts. (1/2 oz.)	
Front fork (each leg)	0.090 lts. (abt. 3 oz.)	Agip D. 1 Brake fluid SAE J 1703 B
Braking circuits (front and rear)		

3 CONTROLS AND ACCESSORIES

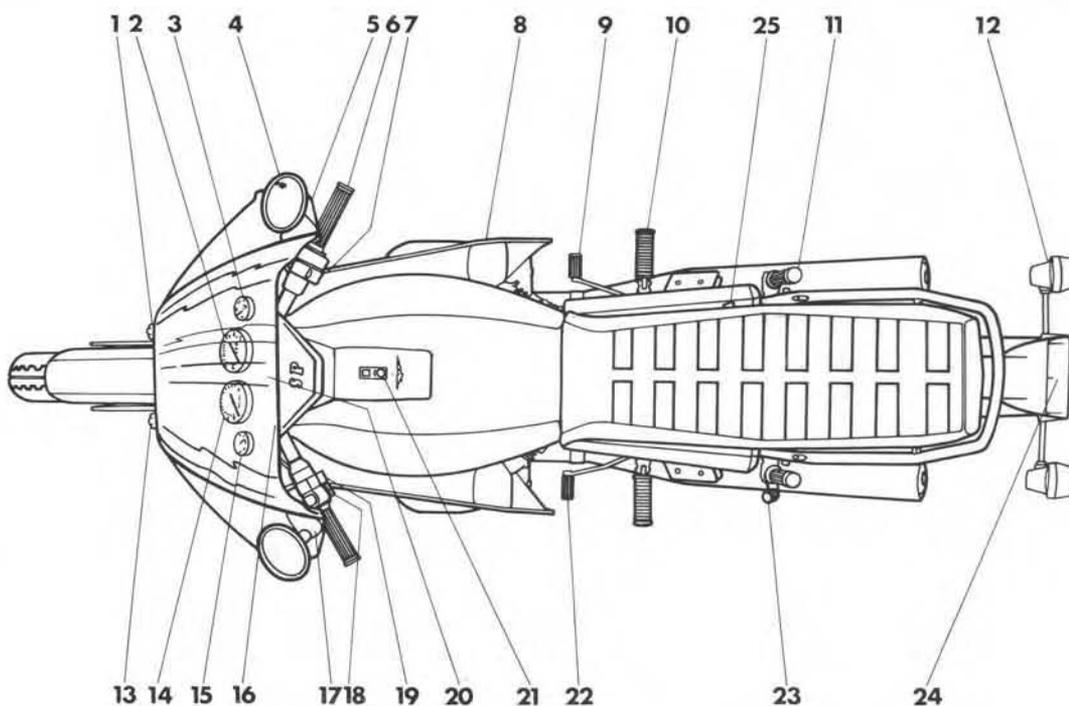
3.1 MODEL V 1000 G 5 (fig. 2)

- 1 Caliper, right front brake
- 2 Turn light indicator, front
- 3 Panel with warning lights
- 4 Speedometer
- 5 Reservoir (master cylinder), right front brake
- 6 Lever, right front brake
- 7 Starter and emergency stop button
- 8 Throttle control grip
- 9 Light and ignition key switch
- 10 Rev counter
- 11 Pedal, left front and rear brakes
- 12 Foot rest
- 13 Reservoir (master cylinder), left front and rear brakes
- 14 Footrest, pillion
- 15 Safety bar, rear
- 16 Saddle bag
- 17 Caliper, left front brake
- 18 Headlight
- 19 Clutch lever
- 20 Safety bar, front
- 21 Buttons controlling horn, flashing lights, and turn signal lights
- 22 Light switch
- 23 Lock, filler cap cover opening
- 24 Easy start control lever
- 25 Gear selector pedal
- 26 Caliper, rear brake
- 27 Turn signal indicator, rear



3.2 MODEL 1000 SP (fig. 3)

- 1 Caliper, right front brake
- 2 Speedometer
- 3 Voltmeter
- 4 Rear view mirror
- 5 Lever, right front brake
- 6 Throttle control grip
- 7 Start and emergency stop button
- 8 Front fairing
- 9 Pedal, left front and rear brakes
- 10 Footrest
- 11 Pillion footrest
- 12 Turn signal indicator, rear
- 13 Caliper, left front brake
- 14 Rev-counter
- 15 Clock
- 16 Windshield
- 17 Clutch lever
- 18 Control buttons (horn, flashing lights, turn signal)
- 19 Light switch
- 20 Ignition key
- 21 Lock, fuel filler cap cover
- 22 Gear selector pedal
- 23 Center stand
- 24 Tail light
- 25 Saddle release catch



4 LUBRICATIONS

4.1 ENGINE LUBRICATION (fig. 4 and 4/1)

Checking the oil level

Every 500 km (300 miles) check the oil level in the crankcase.

Correct level is nearly at the top notch on the filler dipstick «A». If the oil is lower, top up with oil of the same brand and density. This check should be done after the engine has idled for a few minutes.

For model V 1000 G5 (fig. 4), filler cap with dipstick «A» has to be fully screwed down.

For model 1000 SP (fig. 4/1), filler cap with dipstick «A» has to be kept fully pressed down.

Replacing the engine oil

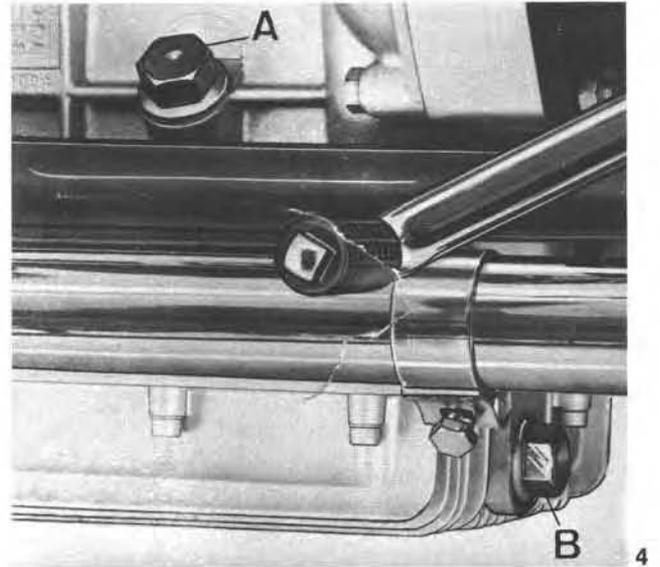
After the first 500 - 1000 km (300 - 600 miles) and later on every 3000 km (abt 2000 miles), replace the engine oil.

This replacement should be made on a warm engine, after draining all the old oil.

«A» = Filler cap and dipstick.

«B» = Oil drain plug (for model 1000 SP see fig. 5).

Quantity required: 3 lts. of oil AGIP Sint 2000 SAE 10W/50 (abt. 3¹/₈ qts. US).



4

4.2 REPLACING THE OIL FILTER CARTRIDGE AND CLEANING THE WIRE GAUZE FILTER (fig. 5)

Every 15.000 km (9000 miles) that is after 5 oil changes, replace cartridge «A», proceeding as follows:

- Undo plug «B» and let the old oil drain fully.
- Undo fixing screws and remove the oil sump with filter cartridge «A», wire gauze filter «D», and oil pressure valve «E».
- Unscrew cartridge «A» and replace it with an original one.

When replacing cartridge «A» it is recommended to also remove wire gauze filter «D». Wash this in a petrol bath, drying it with a jet of compressed air. The oil passage in the sump should also be blown through with compressed air.

Do not forget to replace the sump gasket when refitting this.



4/1

4.3 LUBRICATING THE GEAR BOX (fig. 6 and 6/1)

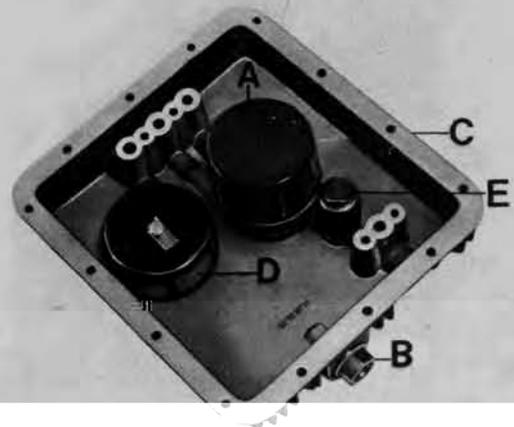
Checking the oil level

Every 3000 km (abt. 2000 miles), check if the oil level in the box is nearly up to inspection hole «B».

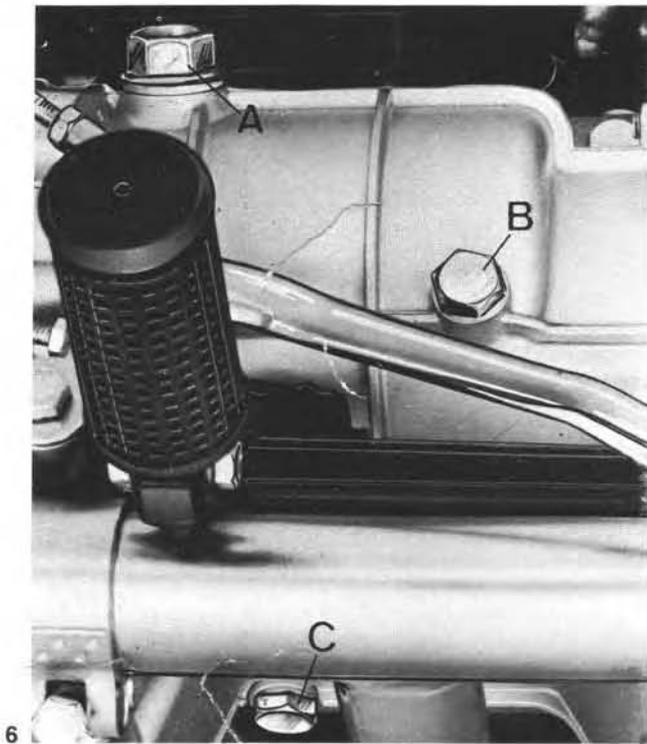
If the oil is lower, top up with oil of same brand and density.

Replacing the oil

Every 10.000 km (abt. 6000 miles), the gear box oil should be replaced. This replacement has to be done



5



on a warm engine as in such condition the oil is fluid and more easy to drain. Do not forget to let the old oil drain fully before any fresh one is introduced.

«A» - filler cap.

«B» - inspection hole cap.

«C» - drain plug.

Quantity required: 0.750 lts. (abt. 1³/₄ pints us) AGIP F. 1 Rotra MP oil SAE 90.

4.4 LUBRICATION OF REAR DRIVE BOX (fig. 7)

Checking the oil level

Every 3000 km (2000 miles) ensure the oil level is nearly up to inspection hole «A». If lower, top up with oil of same brand and density.

Oil change

Every 10.000 km (6000 miles) replace the oil in the rear drive box.

This replacement is best done on a warm engine when the oil is easier to be drained. Let the old oil drain fully before adding fresh oil.

«A» Level control cap.

«B» filler cap.

«C» Drain plug.

Quantity required: 0.250 lts. (abt. 8¹/₂ oz) of which 0.230 lts. (abt. 8 oz) Oil Agip F. 1. Rotra MP SAE 90 and lts. 0.020 (about 1/2 oz) Agip Rocol ASO/R. (Molykote type «A»).

4.5 FORK (LUBRICATION (fig. 8 and 9)

To replace the oil in the fork legs, proceed as follows:

- Undo drain plug with gasket «A».
- Undo bolt «B».

Before introducing fresh oil, let the fork legs drain fully.

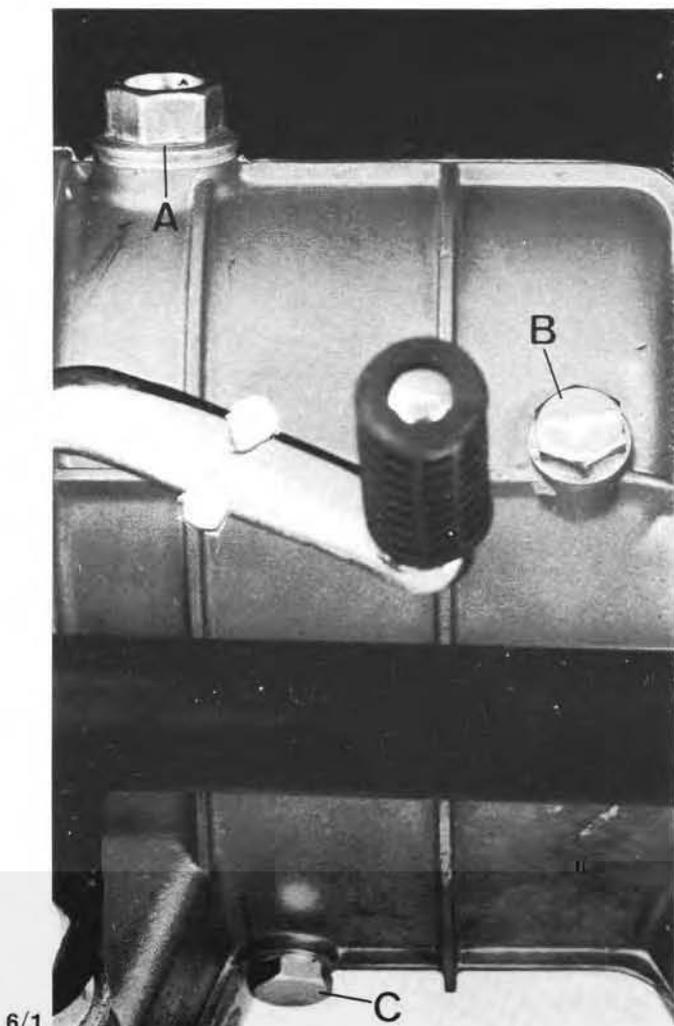
«A» Fluid drain screw.

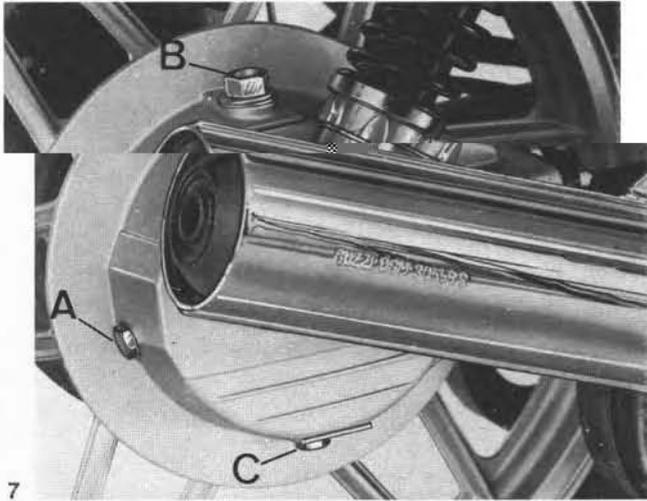
«B» Fluid filler cap.

Quantity required: 0.090 lts. (abt. 3 oz.) each leg. Oil: AGIP F. 1 ATF Dexron.

Lubrication of the steering and rear fork bearings

For this operation use «AGIP F.1 Grease 30».

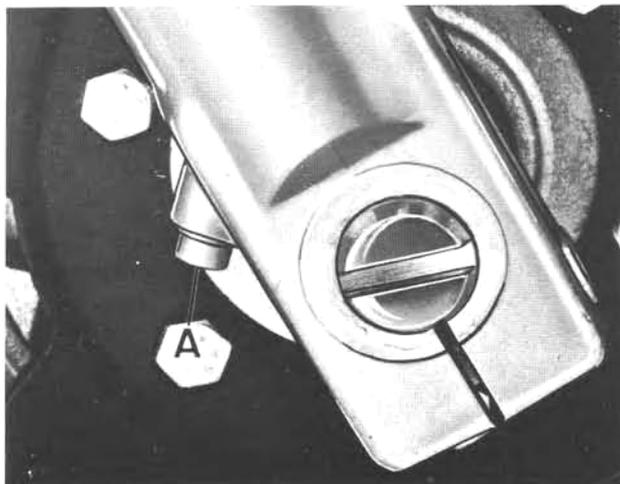
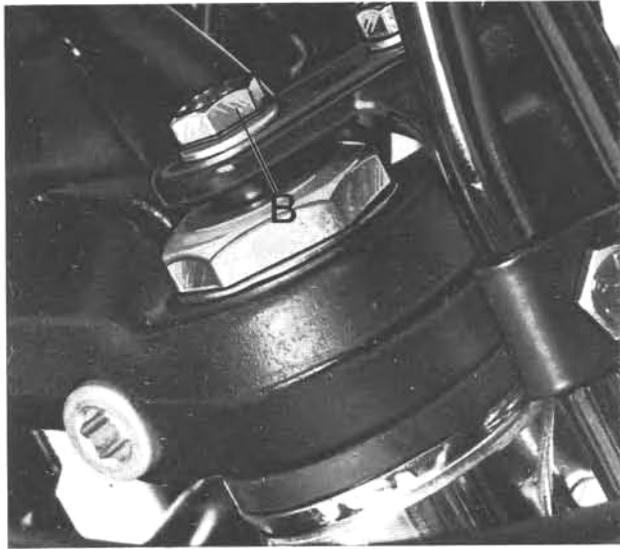




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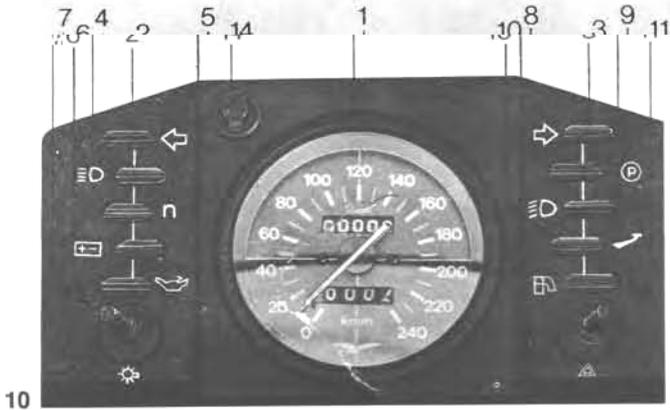
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8

5 INSTRUMENTS AND CONTROLS

5.1 PANEL BOARD V 1000 G5 (fig. 10)



- 1 Speedometer in miles or km.
- 2 Warning light (green), left turn signal.
- 3 Warning light (green), right turn signal.
- 4 Warning light (blue), high beam on.
- 5 Warning light (orange), neutral indicator. It is lighted when the transmission is in neutral.
- 6 Warning light (red) indicating current delivery from generator. Should go out when the engine reaches a certain number of revolutions.
- 7 Warning light (red), oil pressure gauge. It goes out when the oil pressure is sufficient for normal engine lubrication. If it does not, this means that oil pressure is not correct and in such case the engine has to be stopped and the cause for the failure looked for.
- 8 Warning light (green) indicating side stand engaged. By turning the ignition key in position «A» (fig. 11) the light keeps on flashing. If the stand is not raised, the engine will not start.
- 9 Warning light (green) indicating parking lights «ON».
- 10 Warning light (red) indicating incorrect fluid level in the front left and rear brake reservoir. When this light is on, top up the fluid level and check if the braking circuit has any leakages.
- 11 Warning light (red), fuel reserve. To use the reserve fuel, bring the tap lever on the right fuel tank in position «RES» (fig. 19).
- 12 Courtesy light switch (available).
- 13 Switch, right and left rear emergency flashers.
- 14 Speedometer reset.

5.2 Ignition key V 1000 G5 (fig. 11)

The key has 3 positions:

«OFF» In line with panel mark - machine at standstill. Key removable.

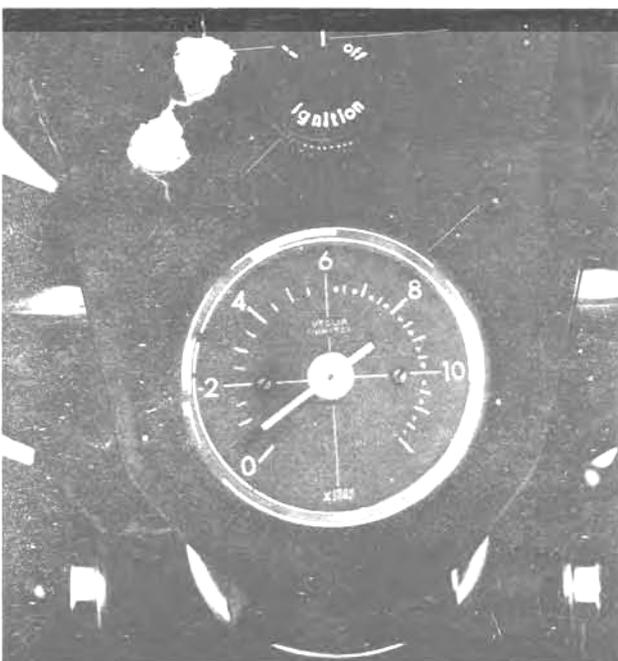
«A» In line with panel mark (turned clockwise). Machine ready to be started. All circuits «ON». Key not removable.

«B» Turned clockwise in line with panel mark. Machine at standstill. With switch «A» fig. 11 in position «O», parking lights «ON». Key removable.

- 2 Rev-counter.

5.3 PANEL BOARD 1000 SP (fig. 12)

- 1 Clock.
- 2 Rev-counter.
- 3 Speedometer.
- 4 Voltmeter.



5 Ignition key:

«OFF» In line with panel mark «C». Machine at standstill. Key removable.

«A» In line with panel mark «C» (turned clockwise). All circuits «ON». Key not removable.

«B» In line with panel mark «C». Machine at standstill. With switch «A» in fig. 13 in position «O», parking light on. Key removable.

6 Warning light (green), left turn light.

7 Warning light (orange) indicating gearbox in neutral. Lights up when gearbox is in neutral.

8 Warning light (red) indicating current delivery from generator. Should go out as soon as the engine reaches a certain number of revolutions.

9 Warning light (red), oil pressure gauge. Goes out when oil pressure is sufficient for normal engine lubrication. If not, this means oil pressure is incorrect. In such case the engine should be immediately stopped and the cause for the fault looked for.

10 Warning light (red) indicating incorrect fluid level in the front and rear brake reservoir. When this light is on, top up the fluid level and check the braking circuit for leakages.

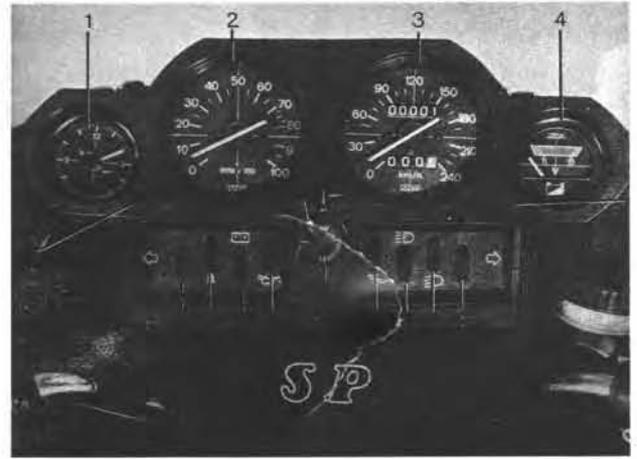
11 Warning light (blue), high-beam on.

12 Warning light (green), parking lights on.

13 Warning light (green), right turn signal.

14 Switch, right and left rear emergency flashers.

15 Speedometer zero reset.



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5.4 LIGHT SWITCHES (fig. 13)

Are located on the left handlebar.

Switch «A»

- Position «O» = parking lights.
- Position «1» = two-light lamp «ON».
- Position «2» = lights off.

Switch «B»

With switch «A» in position «1»:

- Position «4» = low beam.
- Position «5» = high beam.

5.5 HORN, TURN LIGHTS, AND FLASHING LIGHTS BUTTONS (fig. 13)

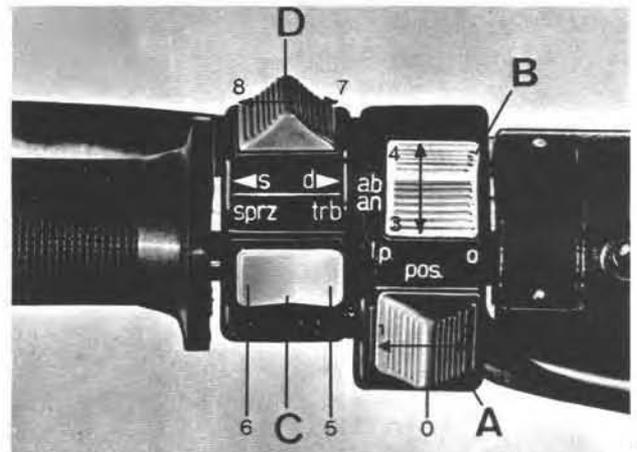
Are located on the left handlebar.

Button «C»

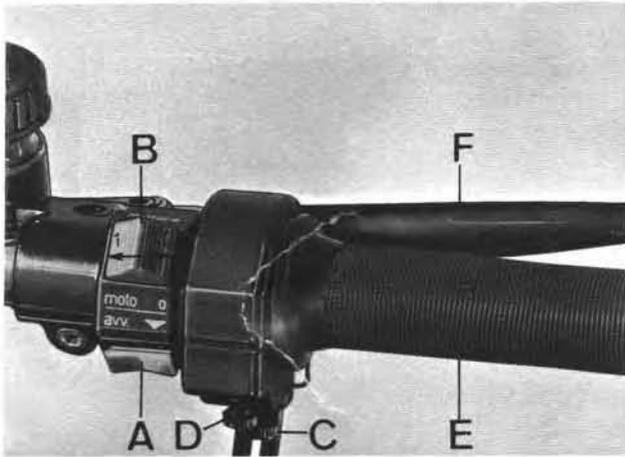
- 5 (horn button).
- 6 (flash) flashing light button.

Button «D»

- 7 left turn signals control.
- 8 right turn signals control.



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5.6 ENGINE STARTING AND EMERGENCY STOP BUTTON (fig. 14)

Right, on the handlebar. With ignition key in position «A», the engine is ready to be started.

To start the engine proceed as follows:

- Ensure switch «B» is in position «1».
- Pull clutch lever fully.
- On a cold engine, set easy starter lever on «A» (fig. 20)
- Push start button «A».

To stop the engine (in case of an emergency), move switch «B» in position «2».

After stopping the engine, turn the ignition key anti-clockwise until mark «OFF» is in line with the panel mark, and withdraw the key.

5.7 EASY STARTER LEVER (fig. 20 and 20/1)

The control lever for starting a cold engine is located on the L/H side of the vehicle.

- «B» Starting position.
- «C» Riding position.

5.8 THROTTLE CONTROL GRIP («E» fig. 14)

Right, on the handlebar. Throttle is opened by turning towards the rider and viceversa.

5.9 CLUTCH CONTROL LEVER

It is on the left handlebar and should be used only for starting and gearshifting.

5.10 RIGHT FRONT BRAKE CONTROL LEVER («F» fig. 14)

Right, on the handlebar. It controls the front right master cylinder.

5.11 TWIN BRAKE CONTROL, FRANT LEFT AND REAR («A» fig. 15)

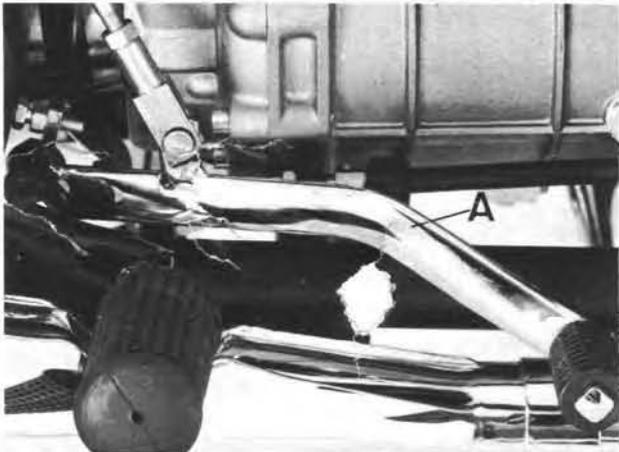
The control pedal is located on the R/H side of the motorcycle and is link connected to the master cylinder (fuel reservoir). It operates both front left and rear brakes at the same time.

5.12 GEARSHIFT PEDAL (fig. 16 and 16/1)

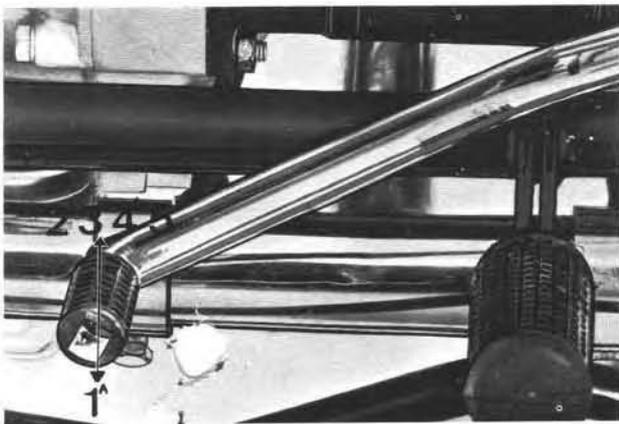
It is centrally located on the L/H side of the machine.

- 1st gear = pedal downwards.
- 2nd, 3rd, 4th, and top gear = pedal upwards.

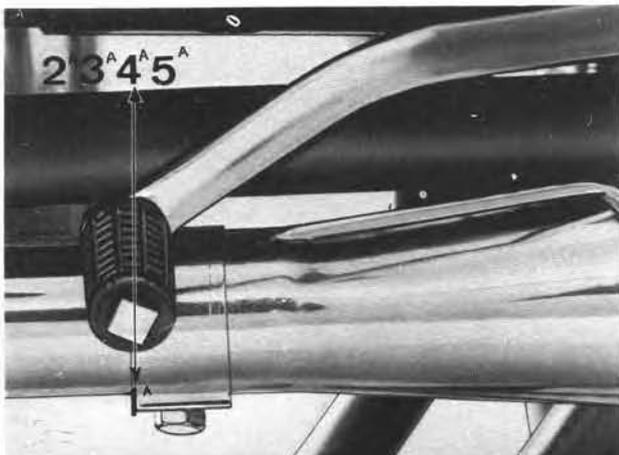
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16

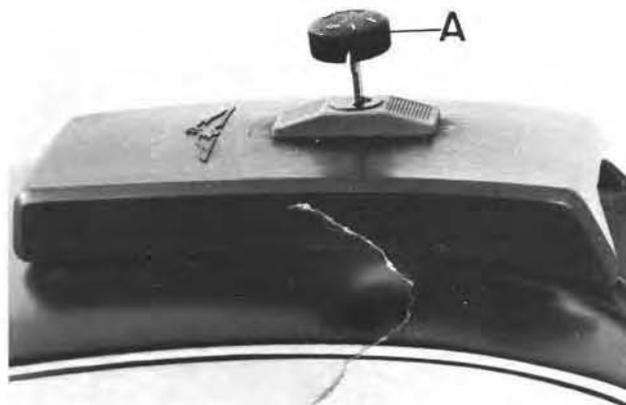


16/1

Before changing gear, it is necessary for the clutch lever to be pulled fully in.

5.13 FUEL FILLER CAP (fig. 17)

To lift up the filler cap cover, turn cover key «A» counterclockwise when the cap can be removed.



17

5.14 FUEL LEVEL V 1000 G5 («A» in fig. 18)

A panel indicator («11» in fig. 10) connected to a solenoid (A) on the right side of the tank indicates when the fuel level is in reserve.

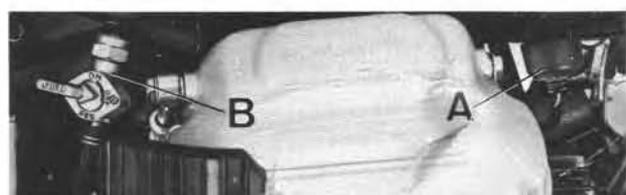
5.15 FUEL TAP V 1000 G5 («B» in fig. 18)

It is located on the rear right side of the tank. It has 3 positions:

«ON» = Open, arrow upwards.

«RES» = Reserve, arrow downwards.

«OFF» = Closed, arrow horizontal.



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5.16 FUEL TAP 1000 SP (fig. 19)

It is located at the rear under the tank. It has 3 positions:

«ON» = open, lever upwards.

«RES» = reserve, lever arrow downwards.

«OFF» = closed, lever horizontal.



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5.17 ELECTROVALVE V 1000 G5 («A» in fig. 20)

It fitted on the left hand side under the fuel tank and feeds the carburetors. Starts operating when ignition key (fig. 11) is in position «A».

5.18 TERMINAL BLOCK WITH FUSES (fig. 21)

It is located on the R/H side of the motorcycle. To accede to it, it is necessary to remove the right side cover and the block cover. The box fits 6 fuses of 16A.

Fuses V 1000 G 5 model

Key controlled

«1» Tail light, horns, flashing lights.

«2» Starter relay, warning light «n», electrovalve.

«3» Warning lights (Oil - Gen - Brake - Fuel - Headlamp) - low and high beam and its warning light.

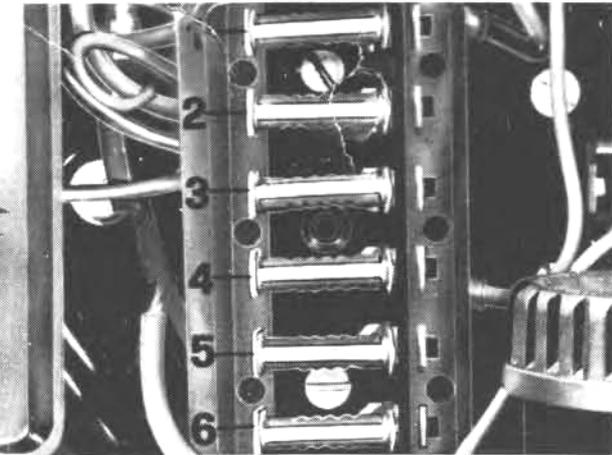
«4» Parking lights - panel lights - warning light «L».



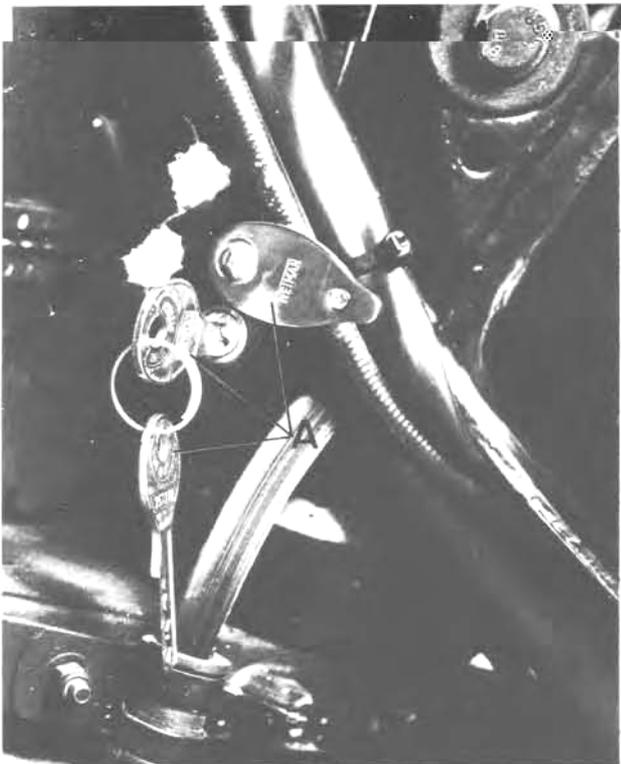
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21



22

Out of key control

- «5» Additional courtesy light.
- «6» Turn signals and their indicator bulbs.

Fuses 1000 SP

- «1» Starter relay - stop cutout.
- «2» Flashing light solenoid - horns.
- «3» Warning lights: neutral, generator, oil pressure, brake fluid, parking, low and high beam, front stop cutout, parking lights, panel lights, high beam.
- «4» Parking lights, parking light indicator, panel lights.
- «5» Turn signal and their indicators.
- «6» Clock.

5.19 STEERING LOCK («A» in fig. 22)

To lock and unlock the steering proceed as follows:

Locking

- Turn the handlebar fully to the right.
- Insert the key in the lock set, turn it counterclockwise, and push it in fully. Then release it and take it out.

Unlocking

- Insert the key into the lock set, turn it counterclockwise, release it and take it out.

5.20 SIDE STAND - V 1000 G5 (see fig. 23)

The motorcycle is equipped with a side stand to be used for short stops only.

For longer stops, it's always advisable to set up the byke on the center stand. When the side stand is in the parking position (all out), a special device cuts off the current from the ignition coils.

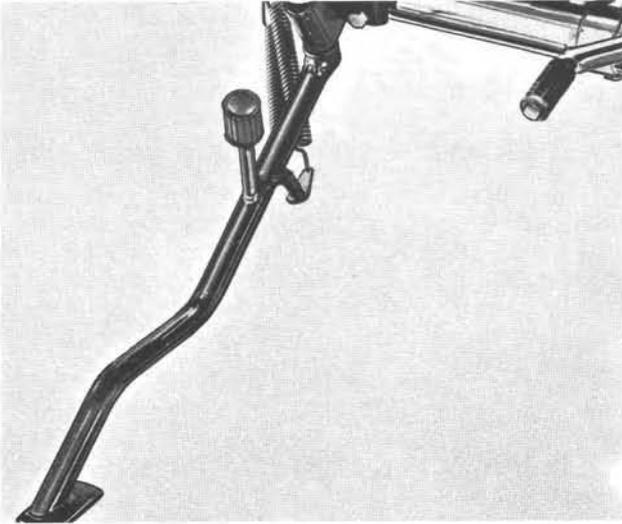
When mark «A» on switch «1» is in line with the mark on the rev-counter panel, the warning light («8» in fig. 10) on the panel warns that the side stand has to be raised before starting the engine or else it will not fire.

5.21 SIDE STAND - 1000 SP (fig. 24)

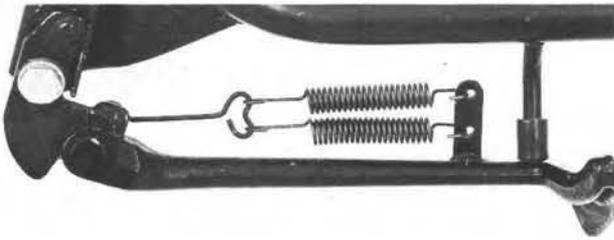
To be used only for short stops. Since the stand is automatically retractible, it is recommended to always set up the machine on the centre stand for greater stability.

5.22 STEERING DAMPER - 1000 SP (fig. 25)

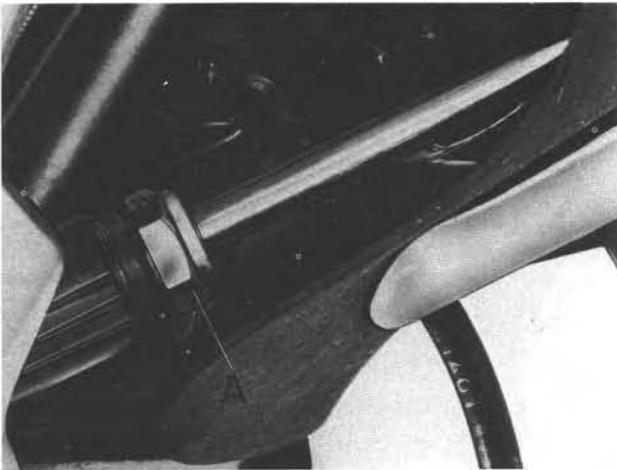
It is fitted between the frame and steering yoke on the right hand side. To harden or loosen the steering: screw in or out nut «A».



23

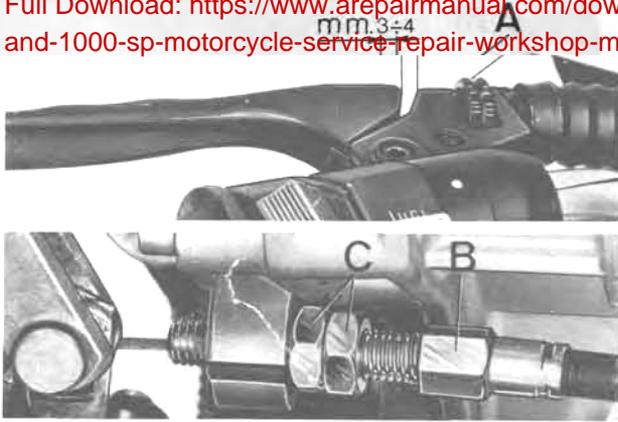


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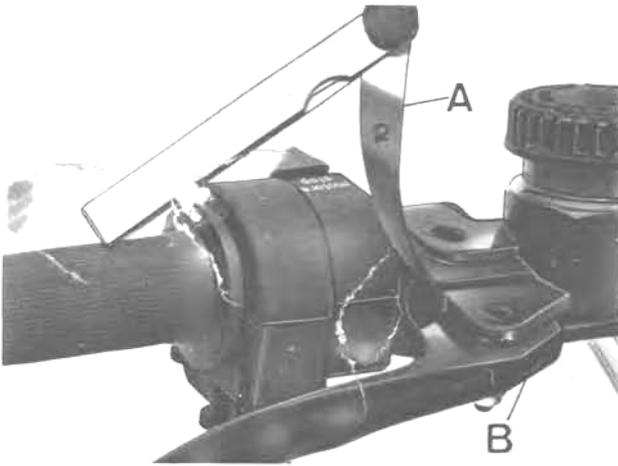
26



6.1 ADJUSTING THE CLUTCH LEVER PLAY (fig. 26)

If the handlebar play at the handlebar lever is more or less than 3-4 mm (abt. 1/8"), operate on the thumb screw to obtain the correct play. This adjustment can also be made by slackening locknuts «C» and operating on cable adjuster «B» on the right side of the gearbox.

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6.2 ADJUSTING THE RIGHT FRONT BRAKE LEVER (fig. 27)

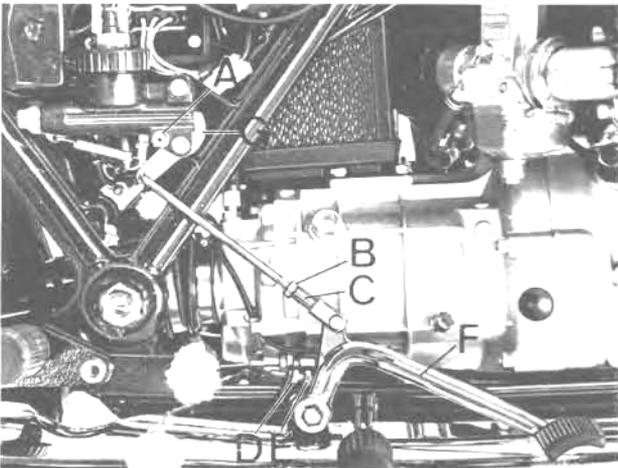
Proceed as follows:

- Fit a feeler gauge «A» between floater in master cylinder and the control lever end. Then turn thumb screw «B» to obtain the correct play (0.05-0.15 mm = .0019-.0059").

6.3 ADJUSTING THE FRONT LEFT AND REAR BRAKE PEDAL (fig. 28 and 28/1)

Check the floater-lever end play (G) as follows: Fit a feeler gauge between master cylinder floater and the operating lever end and act on eccentric screw «A». Correct play is 0.05-0.15 mm (.0019-.0059").

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6.4 ADJUSTING THE REAR SUSPENSION (fig. 29)

The external springs of the rear suspensions can be adjusted to 3 positions by means of wrench «A». In case of faulty damper operation, have them checked by our dealers.

Do not forget that the two springs have to be adjusted to the same position to ensure good vehicle stability.

6.5 ADJUSTING THE STEERING (fig. 30 and 30/1)

For safe riding the steering has to be adjusted so that the handlebar can move freely without any play.

- Loosen steering head bolt «A».
- Undo steering head nut «B».
- Screw adjusting nut «C» in or out until the correct play is obtained.

After adjusting, re-tighten nut «B» and top steering head bolt «A».

6.6 ADJUSTING THE THROTTLE TWIST GRIP («D» and «C» in fig. 14)

To adjust the grip travel, screw in or out adjuster «D».

28/1

