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**V 1000**  
I-CONVERT

1000 **SP**

**V 1000**  
**G 5**

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**ADDITION TO THE OWNER'S MANUAL**  
FOR USA - MODEL 1980



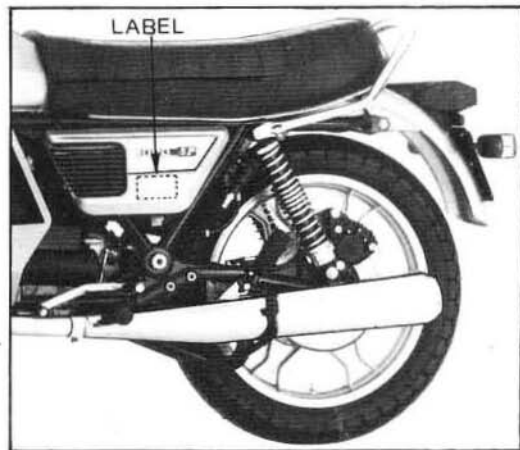


These motorcycles conform with U. S. Environment Protection Agency Emissions Regulations applicable to motorcycles for 1980 model year. However, to maintain the vehicle within this compliance it is necessary to follow all the servicing and lubrication instructions indicated.

It is also very important for all the specified running in instructions to be strictly observed. All maintenance and lubrication jobs should al-

ways be carried out by our dealers who have qualified personnel and the necessary facilities, also original MOTO GUZZI spares.

#### LABEL AFFIXED INSIDE THE L/H BATTERY COVER



#### VEHICLE EMISSION CONTROL INFORMATION

SEIMM - Co. ITALY

Trade Mark: MOTO GUZZI

Engine Size: 948,8 c.c.

Engine Family: « V6 »

Engine Tune-up specification: Adjustments performed in neutral  
Breaker point gap: 0.37 - 0.43 mm.

Ignition timing: 2 degree B. T. D. C.

Idle speed: 900 ± 50 rpm (Warm engine, CO 4 ÷ 4,5 %)

- Adjustment by stop screw
- Adjustment CO% by pilot screw

Recommended Fuel: Leaded (98/100 NO-RM)

Engine oil: SE in API classification and viscosity 10 W 50 SAE

**THIS VEHICLE CONFORMS TO U. S. EPA REGULATIONS  
APPLICABLE TO 1980 MODEL YEAR NEW MOTORCYCLES**

## SERVICE SCHEDULE

ITEMS	MILEAGE COVERED ▶	900 mi. (1500 km)	1800 mi. (3000 km)	3700 mi. (6000 km)	5600 mi. (9000 km)
• Engine oil		R	R	R	R
• Oil filter cartridge		R			
• Wire gauze oil filter		C			
• Air filter				C	R
• Contact breaker points		A	A	A	A
• Ignition timing		A	A	A	A
• Spark plugs		A	A	A	R
• Rocker clearance		A	A	A	A
• Carburetion		A	A	A	A
• Nuts and bolts		A			
• Fuel tank, filters and pipes					C
Gear box oil		A	A	A	R
Rear drive box oil		A	A	A	R
Wheel and steering bearings					
Fork legs oil					
Starter motor and generator					
Brake systems fluid		A	A	A	A
Brake pads		A	A	A	A

A = Inspections - Adjustments - Possible replacements - Servicing • C = Cleanings • R = Replacements.

• Operations required for maintaining the vehicle according to emission regulations.

Occasionally, check the electrolyte level in battery; every 500 km (300 miles) check the engine oil level. In any case, renew this oil at least once a year.

7500 mi. (12000 km)	9400 mi. (15000 km)	11300 mi. (18000 km)	13200 mi. (21000 km)	15100 mi. (24000 km)	17000 mi. (27000 km)	18900 mi. (30000 km)
R	R	R	R	R	R	R
	R					R
	C					C
	C	R		C	R	
A	A	A	A	A	A	A
A	A	A	A	A	A	A
A	A	R	A	A	R	A
A	A	A	A	A	A	A
A	A	A	A	A	A	A
	A					A
		C			C	
A	A	R	A	A	R	A
A	A	R	A	A	R	A
			A			
			R			
			A			
A	R	A	A	A	A	R
A	A	A	A	A	A	A

## MAINTENANCE RECORD

MODEL		FRAME SERIAL NUMBER	
Recommended mileage	Workshop name	Carried out (clock reading)	Date
900 mi.			
1800 mi.			
3700 mi.			
5600 mi.			
7500 mi.			

Recommended mileage	Workshop name	Carried out (clock reading)	Date
9400 mi.			
11300 mi.			
13200 mi.			
15100 mi.			
17000 mi.			
18900 mi.			

Detailed receipts verifying the performance of required maintenance should be retained. These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.



All servicing and maintenance procedures specified in the owner's manual still apply. However, the instructions on carburation and idling speed adjustment are changed as follows:

## CARBURATION ADJUSTMENT

Warm the engine up to its normal riding temperature by running the machine on the road for a few minutes at moderate cruising speed.

Temperatures to be reached: engine oil about 90 °C (195 °F) - cylinder head (under spark plug gasket): about 140 °C (285 °F).

With the machine in the neutral position, act on screws «D» to adjust throttle slide opening of each carburettor using a two-mercury column vacuummeter connected to the hole on the intake pipes, after removing plug «P».

Idling speed should be adjusted to 850-950 rpm, checking it with an accurate rev-counter.

Operate on screws «E» until both exhaust pipes emit the same amount of CO: 4 ÷ 4.5 %.

**Note** - If by screwing in or out adjusters «E», the idling speed adjustment should change, it will be necessary to restore it to 850-950 rpm acting again on screws «D», checking always throttle

slides opening with a vacuummeter. If necessary, adjust again the CO emission.

After this, slowly and gradually turn the twist grip control to synchronize valves opening, checking on the vacuummeter dial if in each grip position



the slides have the same opening. If not, undo locknuts «G» and act on adjusters «F».

**Note** - Before proceeding with the carburation adjustment, it is necessary to make sure that the starting and riding position («B» and «C» respectively) of the easy start device are accurately set, adjusting any slight offset through the cable adjusters.

With the easy start lever in position «C», there should be about 3 mm (.11") play between the cable terminal and adjusters «H».

If not, adjust through these, after loosening the locknuts.

**Caution** - Do not carry out any carburation adjustments before all others have been made (ignition, rocker clearance, etc.).

### Standard carburettor setting

N. 2 carburettors «Dell'Orto» type PHF 30.

Choke	∅ 30 mm
Throttle valve	50/3
Atomiser	262 AB1
Main jet	112
Idling jet	50
Starter jet	75
Needle	K 27 (2nd notch)
Floater	10 gr

### Ignition data

Initial advance (fixed)	2°
automatic advance	31°
full advance (f. + a.)	33°
contact breaker gap	mm 0,37 ÷ 0,43 (.014" ÷ .016")
spark plugs:	Marelli CW 7 LP AC 44 XL Bosch W 225 T2 Champion N 9 Y Lodge H LNY
plug points gap	mm 0,6 (.023")



