

MOTO GUZZI WOULD LIKE TO THANK YOU

for choosing one of its products. We have compiled this booklet to provide a comprehensive overview of your vehicle's quality features. Please read it carefully before riding the vehicle for the first time. It contains information, tips and precautions for using your vehicle. It also describes features, details and devices to assure you that you have made the right choice. We believe that if you follow our suggestions, you will soon get to know your new vehicle well and that it will continue to give you satisfactory service for many years to come. This booklet forms an integral part of the vehicle; should the vehicle be sold, it must be transferred to the new owner.

V85 TT



The instructions in this manual have been prepared to offer mainly a simple and clear guide to its use; it also describes routine maintenance procedures and regular checks that should be carried out on the vehicle at an **authorised Moto Guzzi Dealer or Workshop**, The booklet also contains instructions for simple repairs. Any operations not specifically described in this booklet require the use of special tools and/or particular technical knowledge; for these operations, please take your vehicle to an **authorised Moto Guzzi Dealer or Workshop**.



Personal safety

Failure to completely observe these instructions will result in serious risk of personal injury.



Safeguarding the environment

Sections marked with this symbol indicate the correct use of the vehicle to prevent damaging the environment.



Vehicle intactness

The incomplete or non-observance of these regulations leads to the risk of serious damage to the vehicle and sometimes even the invalidity of the guarantee

The symbols illustrated above are very important. They are used to highlight parts of the booklet that should be read with particular care. The different symbols are used to make each topic in the manual simple and quick to locate. Before starting the engine, read this booklet thoroughly and the "SAFE RIDING" section in particular. Your safety as well as other's does not only depend on the quickness of your reflexes and agility, but also on how well you know your vehicle, the state of maintenance of the vehicle itself and your knowledge of the rules for SAFE RIDING. For your safety, get to know your vehicle well so as to safely ride and master it in road traffic IMPORTANT This booklet is an integral part of the vehicle, and must be handed to the new owner in the event of sale.

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Chap. 01
General rules

Carbon monoxide

CAUTION



EXHAUST EMISSIONS CONTAIN CARBON MONOXIDE, A POISONOUS GAS WHICH CAN CAUSE LOSS OF CONSCIOUSNESS AND EVEN DEATH.

CAUTION



CARBON MONOXIDE IS ODOURLESS AND COLOURLESS, THEREFORE IT CANNOT BE DETECTED BY SMELL, SIGHT OR OTHER SENSES. DO NOT BREATHE IN EXHAUST FUMES UNDER ANY CIRCUMSTANCES.

Fuel

CAUTION



FUEL USED TO DRIVE EXPLOSION ENGINES IS HIGHLY INFLAMMABLE AND CAN BECOME EXPLOSIVE UNDER SPECIFIC CONDITIONS. IT IS THEREFORE RECOMMENDED TO CARRY OUT REFUELLING AND MAINTENANCE PROCEDURES IN A VENTILATED AREA WITH THE ENGINE SWITCHED OFF. DO NOT SMOKE DURING REFUELLING OR NEAR FUEL VAPOUR. AVOID ANY CONTACT WITH NAKED FLAME, SPARKS OR OTHER HEAT SOURCES WHICH MAY CAUSE IGNITION OR EXPLOSION.

DO NOT ALLOW FUEL TO DISPERSE INTO THE ENVIRONMENT.

KEEP OUT OF THE REACH OF CHILDREN.



IF THE VEHICLE FALLS OR IS ON A STEEP INCLINE FUEL CAN LEAK.

Hot components

The engine and the exhaust system components get very hot and remain in this condition for a certain time interval after the engine has been switched off. Before handling these components, make sure that you are wearing insulating gloves or wait until the engine and the exhaust system have cooled down.

Warning lights



IF THE ALARM WARNING LAMPS ILLUMINATE DURING THE NORMAL ENGINE OPERATION, THIS MEANS THAT THE ELECTRONIC CONTROL UNIT HAS FOUND AN ABNORMALITY.



IF THE GENERAL ALARM WARNING LAMP FLASHES DURING THE NORMAL ENGINE OPERATION, THIS MEANS THAT THE OIL PRESSURE IN THE CIRCUIT IS INSUFFICIENT.

IN THIS CASE THE ENGINE MUST BE SHUT OFF IMMEDIATELY IN ORDER TO PREVENT POSSIBLE DAMAGE.



PERFORM THE MOTOR OIL LEVEL CHECK. IF THE INSUFFICIENT MOTOR OIL PRESSURE LIGHT REMAINS DESPITE THE ABOVE PROCEDURE BEING PERFORMED CORRECTLY, CONTACT AN AUTHORIZED Moto Guzzi Dealer TO HAVE THE SYSTEM CHECKED.

Used engine oil and gearbox oil

CAUTION



WHEN CARRYING OUT MAINTENANCE OPERATIONS, IT IS ADVISABLE TO WEAR PROTECTIVE IMPERMEABLE GLOVES.

THE ENGINE OR GEARBOX OIL MAY CAUSE SERIOUS INJURIES TO THE SKIN IF HANDLED FOR PROLONGED PERIODS OF TIME AND ON A REGULAR BASIS.

WASH YOUR HANDS CAREFULLY AFTER HANDLING OIL.

HAND THE OIL OVER TO OR HAVE IT COLLECTED BY THE NEAREST USED OIL RECYCLING COMPANY OR THE SUPPLIER.

DO NOT DISPOSE OF OIL IN THE ENVIRONMENT

KEEP OUT OF THE REACH OF CHILDREN.

Brake fluid



BRAKE FLUID MAY BE HARMFUL TO PAINTWORK, PLASTIC AND RUBBER. WHEN SERVICING THE BRAKING SYSTEM PROTECT THESE COMPONENTS WITH A CLEAN CLOTH. ALWAYS WEAR PROTECTIVE GOGGLES WHEN SERVICING THESE SYSTEMS. BRAKE FLUID IS EXTREMELY HARMFUL TO THE EYES. IN THE EVENT OF ACCIDENTAL CONTACT WITH THE EYES, RINSE THEM IMMEDIATELY WITH PLENTY OF COLD, CLEAN WATER AND SEEK MEDICAL ADVICE.

KEEP OUT OF THE REACH OF CHILDREN.

Battery hydrogen gas and electrolyte

CAUTION



THE BATTERY ELECTROLYTE IS TOXIC, CORROSIVE AND AS IT CONTAINS SULPHURIC ACID, IT CAN CAUSE BURNS WHEN IN CONTACT WITH THE SKIN. WHEN HANDLING BATTERY ELECTROLYTE, WEAR TIGHT-FITTING GLOVES AND PROTECTIVE APPAREL. IN THE EVENT OF SKIN CONTACT WITH THE ELECTROLYTIC FLUID, RINSE WELL WITH PLENTY OF CLEAN WATER. IT IS PARTICULARLY IMPORTANT TO PROTECT YOUR EYES BECAUSE EVEN TINY AMOUNTS OF BATTERY ACID MAY CAUSE BLINDNESS. SEEK SPECIALISED MEDICAL ATTENTION IMMEDIATELY IN THE EVENT OF CONTACT WITH THE EYES. THE BATTERY RELEASES EXPLOSIVE GASES; KEEP IT AWAY FROM FLAMES, SPARKS, CIGARETTES OR ANY OTHER HEAT SOURCES. ENSURE ADEQUATE VENTILATION WHEN SERVICING OR RECHARGING THE BATTERY.

KEEP OUT OF THE REACH OF CHILDREN.

BATTERY LIQUID IS CORROSIVE. DO NOT POUR IT OR SPILL IT, PARTICULARLY ON PLASTIC COMPONENTS. ENSURE THAT THE ELECTROLYTIC ACID IS COMPATIBLE WITH THE BATTERY TO BE ACTIVATED.

Reporting of defects that affect safety

Unless otherwise specified in this Use and Maintenance Manual, do not remove any mechanical or electrical component.

CAUTION

SOME CONNECTORS IN THE VEHICLE MAY BE ACCIDENTALLY SWAPPED AND MAY COMPROMISE NORMAL VEHICLE OPERATION IF INCORRECTLY INSTALLED.

V85 TT



Chap. 02
Vehicle

Arrangement of the main components (02_01, 02_02)



02_01



02_02

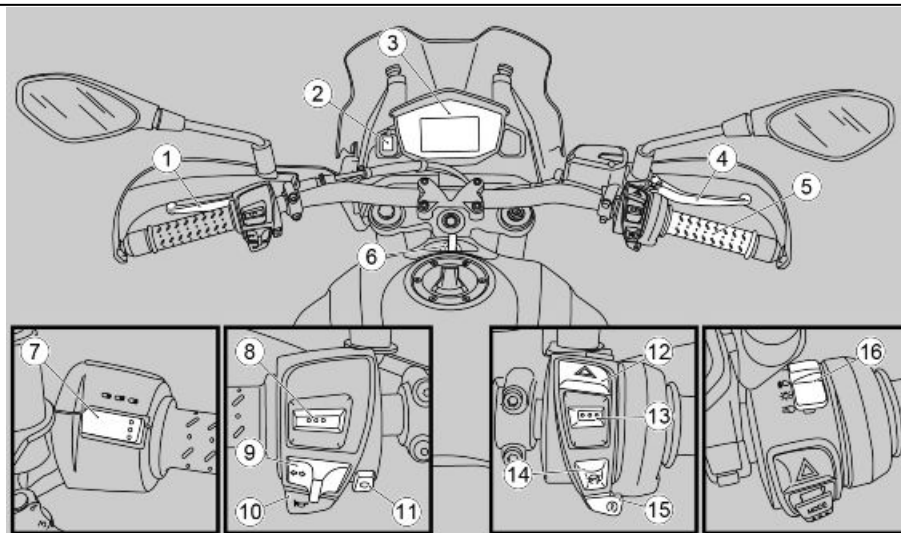
Key:

1. Headlamp
2. Headlamp support frame
3. Adjustable windshield
4. Front left turn indicator
5. USB port
6. Instrument panel
7. Left hand guard
8. Clutch lever
9. Left rear-view mirror
10. Left light switch
11. Fuel tank cap
12. Fuel tank
13. Air filter

14. Left side fairing
15. Main fuses
16. Two-seater saddle
17. Accessory support frame
18. Taillight
19. Seat lock
20. License plate light
21. Rear left turn indicator
22. Silencer
23. Rear brake calliper
24. Rear tone wheel sensor
25. Rear tone wheel
26. Passenger left footrest
27. Side stand
28. Left rider footrest
29. Gear shift lever
30. Engine oil level inspection port
31. Engine oil filler plug
32. Oil sump guard
33. Horn
34. Front left brake calliper
35. LH front brake disc
36. LH stem protection
37. LH fork stem
38. Left hand reflector
39. Front mudguard
40. Rear right turn indicator
41. Secondary fuses
42. Right side fairing
43. Accelerator control
44. Right light switch
45. Right rear-view mirror
46. Front brake lever
47. Right hand guard
48. Front right turn indicator
49. Right hand reflector
50. RH fork stem (adjustable)
51. Front tone wheel

- 52. Front tone wheel sensor
- 53. Front right brake calliper
- 54. Rear brake oil tank
- 55. Rear brake lever
- 56. Right rider footrest
- 57. Rear shock absorber (adjustable)
- 58. Right passenger footrest

Dashboard (02_03)



02_03

Key:

1. Clutch control lever
2. USB port
3. Instruments and gauges
4. Front brake lever
5. Throttle grip
6. Ignition switch /steering lock
7. High beam/passing light switch
8. Cruise control button
9. Turn signal switch
10. Horn button
11. Heated hand grips
12. Turn indicator switch
13. MODE selector switch
14. Motor cut-out switch
15. Starter button
16. Daytime lights/taillights/additional headlamps switch

**Instrument panel (02_04, 02_05)****Key:**

1. Multifunctional digital display box
2. Indicator lights.



The instrument panel has an immobilizer system which prevents start-up if the system does not identify a key which has been stored previously.

The vehicle is supplied with two keys already programmed. The instrument panel accepts a maximum of four keys at the same time: contact an Authorised **Moto Guzzi** dealer to enable these keys or to disable a key that has been lost. When the vehicle is delivered and approximately ten seconds after the key is turned to ON, the instrument panel remembers a personal five-digit code that has been entered.

To enter the personal code, see the "Advanced functions" chapter

The far left of the display shows a value when using the MODE selector that varies from 0 to 9. Press the centre of the MODE selector to confirm each of the five figures. Once confirmed, the display shows the code in a fixed manner, this is so the user can check the code that has been entered. To remove the screen showing the code that has been entered, carry out a KEY OFF- KEY ON cycle. In the future you can always change the last code entered. This request is no longer displayed once the personal code is entered.

It is important to remember the personal code because:

- the vehicle can be started if the immobilizer system is faulty
- the instrument panel need not be replaced should the ignition switch be changed
- new keys can be programmed

NOTE

IF THE PERSONAL CODE IS NOT MEMORISED AND THE VEHICLE IS USED, THE MESSAGE DISAPPEARS AFTER 10 SECONDS BUT REAPPEARS AT EACH KEY ON.

NOTE

THE FACTORY SET CODE CONSISTS OF FIVE ZEROS.



Light unit (02_06)

Key:

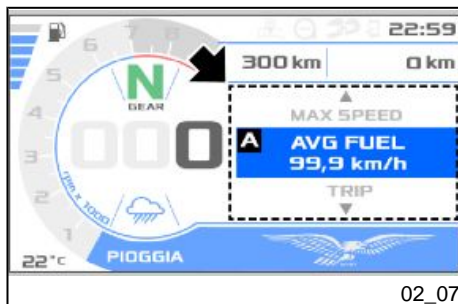
1. Neutral indicator light, green.
2. High beam indicator light, blue.
3. Cruise control indicator light, green.
4. ABS indicator light, orange.
5. MI indicator light, orange.
6. Turn indicator light, green.
7. Overspeed threshold/shift light indicator light, white/orange/red. MGCT indicator lights, only orange
8. Immobilizer indicator light, red
9. Low fuel indicator light, orange.
10. MGCT indicator light, orange.
11. General warning light, red
12. Daytime light indicator light, green.
13. Side stand indicator light, orange.

Digital lcd display (02_07, 02_08, 02_09, 02_10, 02_11, 02_12, 02_13)

NOTE

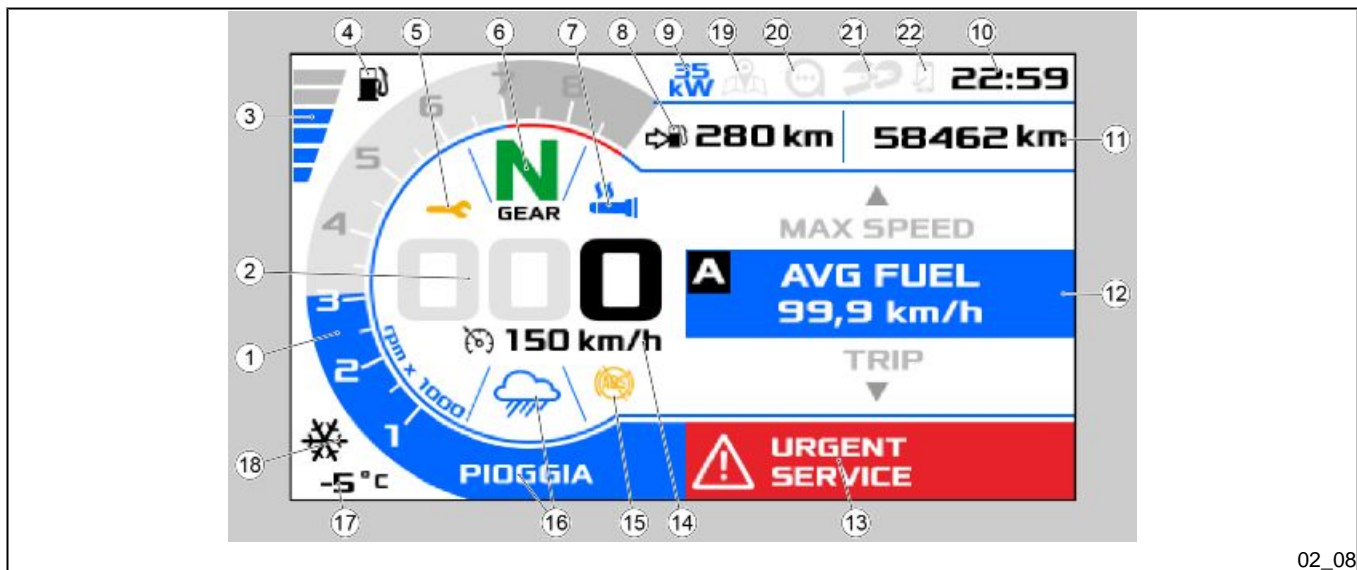
THE INSTRUMENT PANEL IS PROVIDED WITH A TWILIGHT SENSOR THAT, BASED ON THE AMBIENT LIGHTING, CAN PASS FROM DAYLIGHT MODE TO NIGHT TIME MODE, CHANGING THE COLOUR OF THE BACKGROUND WHEN "AUTO" (AUTOMATIC) MODE IS SET IN THE ADVANCED FUNCTIONS.

- Turning the ignition switch to 'KEY ON', the following illuminate on the instrument panel for about two seconds:
 - A dynamic graphic presentation.
 - All indicator lights on.



Using the MODE selector you can move between the information available in the "trip log".

The following information can be seen in the digital display



Key:

- 1) Engine revs (rpm x 1000).
- 2) Speed (speedometer) (displayed in km/h or in mph).
- 3) Fuel gauge.
- 4) Reserve fuel symbol.
- 5) Maintenance icon.
- 6) Gear engaged (only visible when the engine is running and the vehicle is moving)
- 7) Heated hand grips (if present); Engine overheating alarm
- 8) Number of km/mi left.
- 9) Presence of underpowered map indicator (35kW).
- 10) Clock (can be displayed both in 24H mode, as well as 12H mode without AM/PM).
- 11) Odometer.
- 12) Trip computer log.
- 13) Pop-ups.
- 14) Cruise control.
- 15) ABS system only on front wheel in "OFF ROAD" mode only.
- 16) Riding mode selected.
- 17) Ambient temperature (can be displayed in C° or in F°).
- 18) Ice warning (displayed from -15 C° (5 F°) to +3 C° (37.4 F°)) / Battery warning (voltage between terminals too low).

Where the MGMP ECU is present (accessory):

- 19) GPS/Navigator (where active)
- 20) Data transmission with smartphone

21) Rider/passenger intercom.

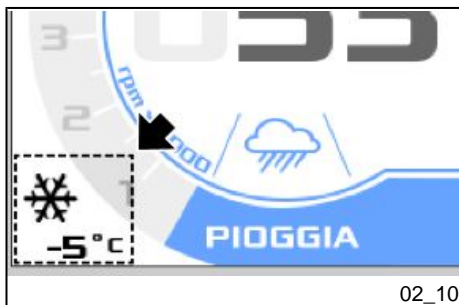
22) Audio transmission with smartphone for calling, sending vocal commands and playing music



MAINTENANCE ICON

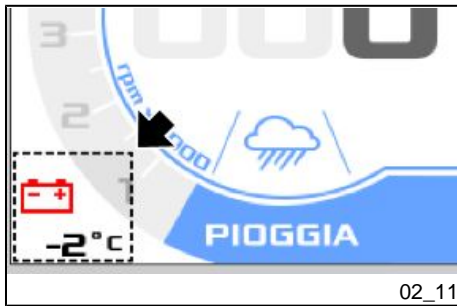
When a maintenance interval threshold is exceeded, an icon with a spanner is shown.

This indicator may be reset once scheduled maintenance has been completed by an **authorised Moto Guzzi Dealer or service centre**.



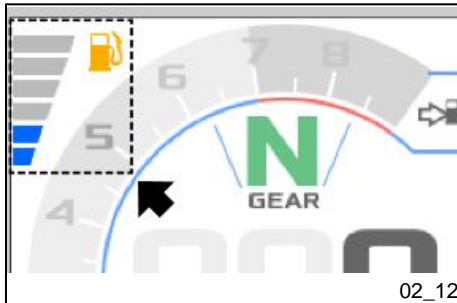
ICE WARNING

When the external temperature is lower than or equal to 3 C° (37.4 F°), up to a minimum of -15 C° (5 F°), the ice alarm symbol appears on the display alternately with the battery alarm (if activated).



BATTERY WARNING

If the battery symbol in the bottom left of the digital display comes on, this indicates that there is a problem in the battery recharge system alternately with the ice alarm (if activated).



FUEL LEVEL

The fuel level in the tank is indicated on the display by a number of bars.

When the fuel level drops below the third bar, the symbol on the digital display turns orange and the indicator light comes on.

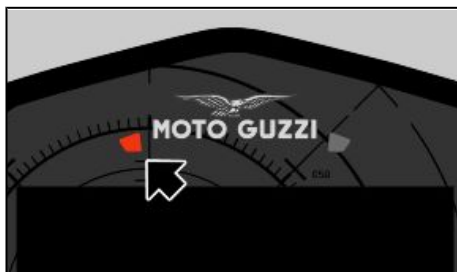
NOTE

IF THE FUEL LEVEL INDICATOR LIGHT FLASHES WHEN THE IGNITION IS SWITCHED ON, THIS MEANS THAT THE SENSOR IS BROKEN.

IF THE FUEL LEVEL SENSOR DOES NOT WORK CORRECTLY WHEN THE ENGINE IS RUNNING, THE FUEL LEVEL BARS WILL NO LONGER BE SHOWN ON THE DIGITAL DISPLAY. PLEASE TAKE YOUR VEHICLE to an Authorised Moto Guzzi Dealer.

NOTE

THE FUEL LEVEL INDICATION MAY VARY ACCORDING TO THE INCLINATION OF THE MOTORCYCLE WHEN IT IS ON THE SIDE STAND AS OPPOSED TO WHEN IT IS GOING UP OR DOWN LONG SLOPES.



02_13

With the key set to "KEY OFF" the general alarm warning light flashes to indicate activation of the locking system. To reduce battery consumption the light stops flashing after about 48 hours.



02_14

Alarms (02_14, 02_15, 02_16, 02_17, 02_18, 02_19, 02_20, 02_21, 02_22)

In the event of a fault, the digital display will show the cause.

Contact an Authorised **Moto Guzzi** Dealer as soon as possible.

SERVICE ALARM

In case of failure found in the instrument panel or in the electronic control unit, the instrument panel signals the failure by displaying the word SERVICE and the red general warning light turns on.

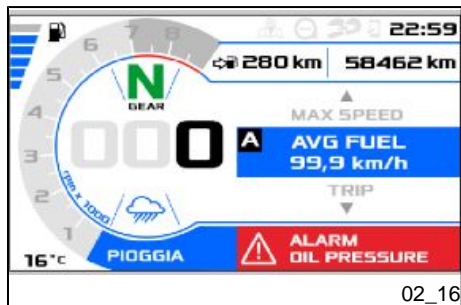


02_15

If there is an immobilizer failure at ignition, the instrument panel requests you to enter a user code. If the code is entered correctly, the instrument panel signals the failure by displaying the word SERVICE and the red general warning light turns on.

URGENT SERVICE ALARM

A serious failure is signalled by a fast flashing (two flashes per second) of the general warning light and by the words URGENT SERVICE on the digital display. Contact an Authorised **Moto Guzzi** Dealer as soon as possible. In these cases, the ECU activates a safety procedure limiting vehicle performance in order to allow the rider to go to an Authorised **Moto Guzzi** Dealer at a reduced speed. Depending on the type of failure, performance can be limited in three ways: a) by reducing the maximum torque pro-



Oil failure

If a fault is detected with the oil pressure, the digital display shows "ALARM OIL PRESSURE".

CAUTION

THE SIGNAL IS ACCOMPANIED BY THE RED GENERAL WARNING LIGHT FLASHING.

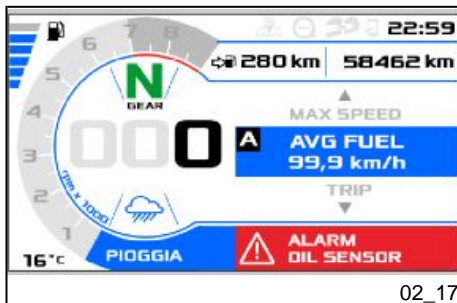


STOP THE VEHICLE AND IMMEDIATELY CONTACT AN Authorised Moto Guzzi Dealer.

duced; b) by keeping the engine at idle speed but slightly accelerated (during this operation, the throttle control is disabled); c) the engine rpm is steady at around 3000 rpm; Under these conditions the throttle control provides limited management of the torque.

NOTE

WHEN THE "URGENT SERVICE" ERROR APPEARS ON THE DIGITAL DISPLAY, THE FOUR ARROWS FLASH FOR 30 SEC. TO WARN THE VEHICLES BEHIND OF A POTENTIALLY HAZARDOUS SITUATION UNTIL THE TURN INDICATOR IS ACTIVATED TO ALLOW THE DRIVER TO PULL OVER.



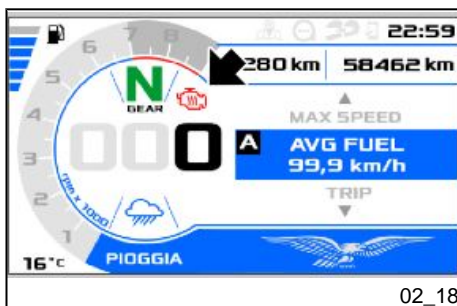
If a fault is detected with the oil pressure sensor, the digital display shows "ALARM OIL SENSOR".

CAUTION

THE SIGNAL IS ACCOMPANIED BY THE RED GENERAL WARNING LIGHT TURNING ON.

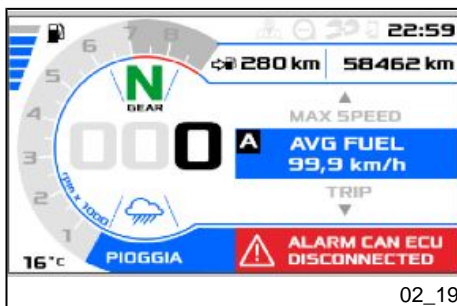
WARNING

Contact an Authorised Moto Guzzi Dealer AS SOON AS POSSIBLE.



Engine overheating alarm

The engine overheating alarm is activated when the temperature reaches 170 °C (338 °F). This is signalled by a general alarm red warning light coming on and the temperature alarm icon appearing on the digital display.



Electronic control unit disconnected alarm

If there is no connection, the instrument panel signals the fault by displaying "ALARM CAN ECU DISCONNECTED" and lighting up the general alarm red warning light.

NOTE

THE PRESENCE OF THE "ALARM CAN ECU DISCONNECTED" ERROR ON THE DIGITAL DISPLAY AND ACCOMPANIED BY THE FLASHING OF THE FOUR ARROWS TO WARN THE VEHICLES FOLLOWING OF A POSSIBLE DANGEROUS SITUATION, UNTIL THE TURN INDICATOR IS ACTIVATED TO ALLOW THE DRIVER TO PULL OVER .

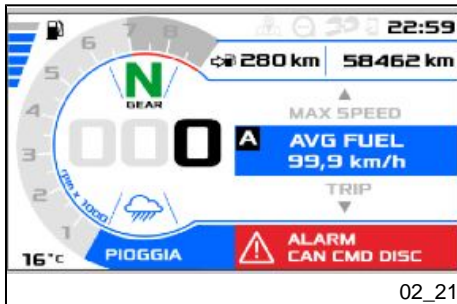


MGCT alarm disabled

the alarm disabling the MGCT system is activated when there is a problem that can cause the system itself to be disabled.

WARNING

DRIVE CAREFULLY AND IMMEDIATELY CONTACT AN Authorised Moto Guzzi Dealer.



CAN line disconnection from light switch alarm

The alarm disconnecting the interface line of the LH light switch is activated when there is a problem that can cause the light switch itself to be disabled.

When this error occurs, the arrows, cruise control and heated hand grips (if present) do not work.

CAUTION

THE SIGNAL IS ACCOMPANIED BY THE RED GENERAL WARNING LIGHT TURNING ON.

WARNING

DRIVE CAREFULLY AND IMMEDIATELY CONTACT AN Authorised Moto Guzzi Dealer.



Immobilizer alarms

For the immobilizer alarms, refer to the "Operating of the immobilizer system" paragraph. The error code may vary.

If an alarm is generated, you must enter the user code to start the vehicle.

CAUTION

THE SIGNAL IS ACCOMPANIED BY THE RED GENERAL WARNING LIGHT TURNING ON.

WARNING

DRIVE CAREFULLY AND IMMEDIATELY CONTACT AN Authorised Moto Guzzi Dealer.



Mapping selection (02_23, 02_24)

The engine control unit has 3 different "riding modes" for managing the electronic accelerator, displayed as follows in the lower middle part of the digital display:

- ROAD
- RAIN
- OFF ROAD

The **ROAD** mode is designed for touring use of the vehicle.



02_24

The **OFF ROAD** mode is not suitable for road use. It is designed for use on various low grip surfaces.

CAUTION

WE RECOMMEND USING THIS MODE ON LOW GRIP SURFACES. IT IS RECOMMENDED FOR OFF ROAD USE.

TRACTION CONTROL IS NOT VERY INVASIVE.

ONLY IN THIS MODE THE ABS SYSTEM REMAINS ACTIVATED ONLY FOR THE FRONT WHEEL AND A SPECIAL SYMBOL APPEARS ON THE DIGITAL DISPLAY WHICH REMINDS THE RIDER TO TAKE SPECIAL CARE.

The **RAIN** mode is designed for use of the vehicle on wet surfaces or in conditions of poor grip. The system supplies torque gradually to prevent loss of grip. In this mode, the vehicle performance is limited, and therefore, the maximum speed cannot be reached.

EVEN IN THIS MODE, ALWAYS USE PARTICULAR CAUTION WHEN RIDING IN POOR GRIP CONDITIONS.

You can pass through the various riding modes using the starter button that, 3 seconds after the engine has started, acts as a "Riding mode selection button".

CAUTION

THE RIDING MODE SELECTION PROCEDURE IS ONLY ACTIVE WITH THE ENGINE RUNNING AND THE THROTTLE RELEASED. THIS PROCEDURE CAN ALSO BE CARRIED OUT WITH THE MOTORCYCLE MOVING AND THE THROTTLE RELEASED.

IT IS ALSO POSSIBLE TO CARRY OUT THE PROCEDURE WITH THE THROTTLE OPEN, BUT THE EFFECTIVE PASSAGE TO THE NEW RIDING MODE SELECTED WILL ONLY TAKE PLACE WHEN THE THROTTLE IS CLOSED. IN THIS CASE, THE ICON WILL FLASH.

To change the riding mode, proceed as follows:

- If you press the button once, the symbol of the riding mode currently applied will flash.
- If you press the button again within 1.5 seconds of the first time, the next riding mode will be selected and will flash. If more than 1.5 seconds elapse without pressing the button (which would select the next available riding mode), and the throttle grip is not used, the new riding mode lights up permanently on the display indicating that the new riding mode has been implemented.

CAUTION

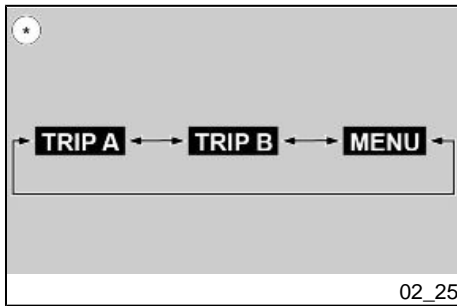
IF THE THROTTLE IS USED WHEN THE NEW DESIRED RIDING MODE IS FLASHING ON THE DISPLAY (THEREFORE STILL BEING ACCEPTED BY THE CONTROL UNIT), THE NEW RIDING MODE SELECTED WILL NOT BE EFFECTIVELY APPLIED UNTIL THE THROTTLE IS RELEASED.

IF THE PROCEDURE IS CARRIED OUT WITH THE THROTTLE OPEN, THE NEW RIDING MODE SELECTED WILL CONTINUE TO FLASH UNTIL THE THROTTLE IS RELEASED.

Control buttons (02_25, 02_26, 02_27)

CONTROL BUTTONS

- Push the "MODE" selector up or down to scroll and view the name given in the display in the trip log.
- Hold down the centre of the "MODE" selector to reset the data except for the "FUEL" function.



Trip A and Trip B

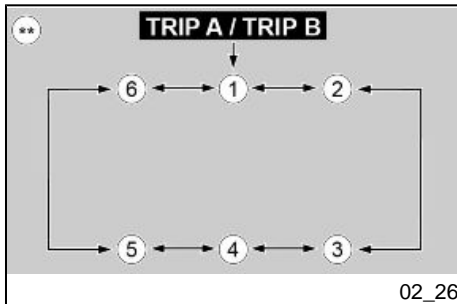
Two trip logs are available (*).

Hold down the centre of the "MODE" selector to display cyclically TRIP A, TRIP B and the MENU.

In both trip logs, briefly press the "MODE" selector up or down to display the following information (**):

- (1) TRIP
- (2) FUEL
- (3) AVG FUEL
- (4) AVG SPEED
- (5) MAX SPEED
- (6) TIME

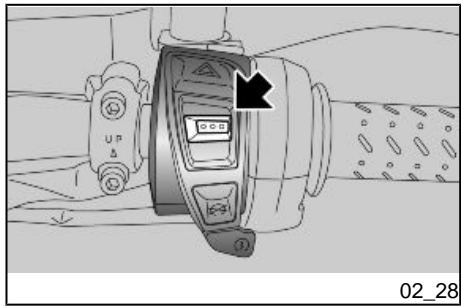
In all the functions, holding down the centre of the "MODE" selector clears the information stored in the active TRIP except for the "FUEL" function.



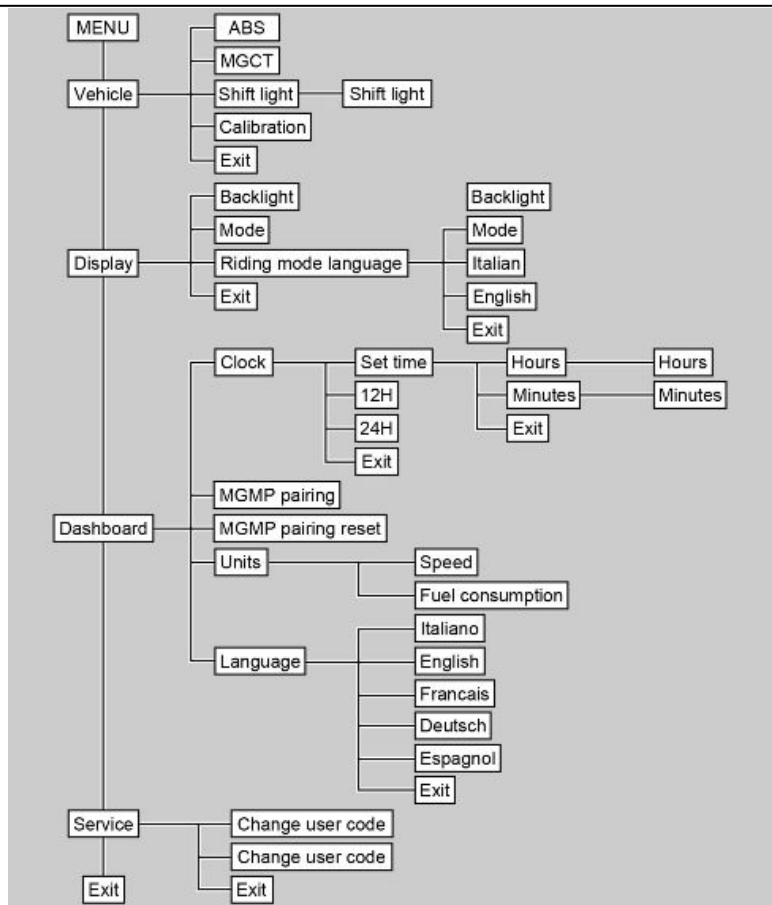
Advanced functions (02_27, 02_28, 02_29, 02_30, 02_31, 02_32, 02_33, 02_34, 02_35, 02_36, 02_37, 02_38, 02_39, 02_40, 02_41, 02_42, 02_43, 02_44, 02_45, 02_46, 02_47, 02_48, 02_49, 02_50, 02_51, 02_52, 02_53, 02_54, 02_55, 02_56, 02_57)

MENU

After having been selected, the configuration menu can be immediately accessed by pressing and quickly releasing the centre of the MODE selector directly from the main screen.



The flow chart below shows the menu structure.





The menu is composed of the following entries:

- 1) Vehicle
- 2) Display
- 3) Dashboard
- 4) Service
- 5) Exit



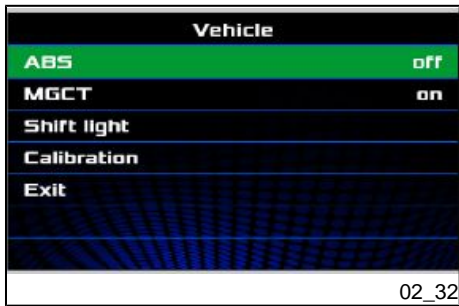
1) Vehicle

The "Vehicle" menu consists of the following items:

- 1.1) ABS
- 1.2) MGCT (Moto Guzzi Traction Control)
- 1.3) Shift light
- 1.4) Calibration
- 1.5) Exit

The functions of the "Vehicle" menu are shown in the paragraphs below.

To go back to the main "MENU", briefly press the centre of the MODE selector.



1.1) ABS

This function allows you to deactivate the ABS system that is normally active ("On").

briefly press the centre of the MODE selector to deactivate the function ("Off") and press again to "reactivate".

The function can only be deactivated when the vehicle is in "OFF ROAD" mode. If the driving mode is changed, the ABS system is reactivated.

To go back to the "MENU", briefly press the centre of the MODE selector when on "Exit".

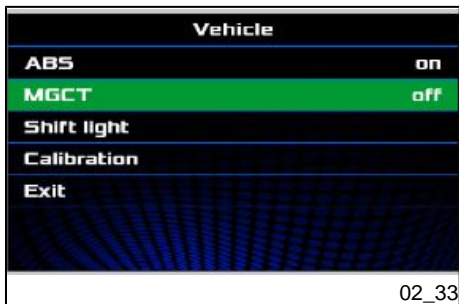
CAUTION

IT IS DISABLED ONLY TEMPORARILY, WHEN THE KEY IS INSERTED THE SYSTEM IS ALWAYS ACTIVE.

CAUTION

DISABLING IS POSSIBLE ONLY WHEN THE VEHICLE IS IN "OFF ROAD" MODE. IF THE RIDING MODE IS CHANGED, ABS REACTIVATES.

IF DISABLED, THE ABS INDICATOR LIGHT STAYS ON STEADY.



1.2) MGCT (Moto Guzzi Traction Control)

This function allows you to deactivate the MGCT system that is normally active "On".

briefly press the centre of the MODE selector to deactivate the function ("Off") and press again to "reactivate".

To go back to the "MENU", briefly press the centre of the MODE selector when on "Exit".

CAUTION

IT IS DISABLED ONLY TEMPORARILY, WHEN THE KEY IS INSERTED THE SYSTEM IS ALWAYS ACTIVE.



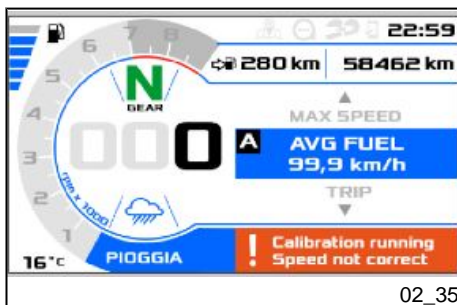
1.3) Shift light

This function allows you to set the rpm threshold that lights up the relative warning lights when exceeded.

briefly press the centre of the MODE selector to highlight the function in red and move up or down to modify the threshold.

To exit the modification function, briefly press the centre of the MODE selector.

To go back to the main "MENU", briefly press the centre of the MODE selector when on "Exit".



1.4) Calibration

When the Calibration function is selected (with the vehicle at a standstill), a screen appears with the following description in the bottom right of the display:

Calibration running Speed not correct

CAUTION

THE MGCT INDICATOR LIGHT COMES ON TO INDICATE THE SYSTEM HAS BEEN DEACTIVATED



To calibrate the MGCT (Moto Guzzi Control Traction) system, ride along a flat straight road in second gear at a speed of 30 +/- 2 km/h (18.64 +/- 1.24 mph) for about 10 seconds until the message "Calibration running Hold speed" appears on the digital display.



If calibration is completed correctly, the message "Calibration done Key OFF" is displayed.

NOTE

WHEN THE MESSAGE "Calibration done Key OFF" DISAPPEARS FROM THE DISPLAY, STOP THE VEHICLE AND SWITCH OFF THE IGNITION FOR AT LEAST 60 SECONDS TO COMPLETE THE CALIBRATION PROCEDURE .

THIS ALLOWS THE CALIBRATION TO BE STORED IN THE MEMORY.

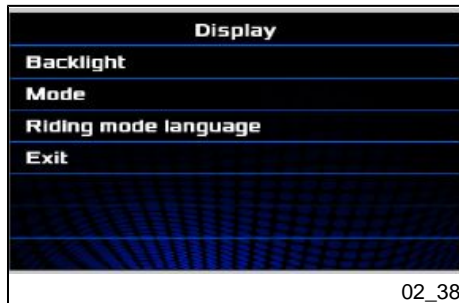
NOTE

THE CALIBRATION OPERATION IS USED TO OPTIMISE THE MGCT SYSTEM IN CASE OF A CHANGE IN TYRE TYPE.

NOTE

TURN THE IGNITION SWITCH OFF TO ABORT THE CALIBRATION PROCEDURE.

DURING CALIBRATION, THE MGCT SYSTEM IS AUTOMATICALLY REACTIVATED (IF PREVIOUSLY DEACTIVATED).



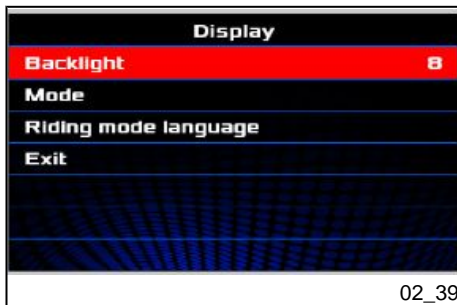
2) Display

The "Display" menu consists of the following:

- 2.1) Backlight
- 2.2) Mode
- 2.3) Riding mode language
- 2.4) Exit

The functions of the "Display" menu are shown in the paragraphs below.

To go back to the main "MENU", briefly press the centre of the MODE selector.



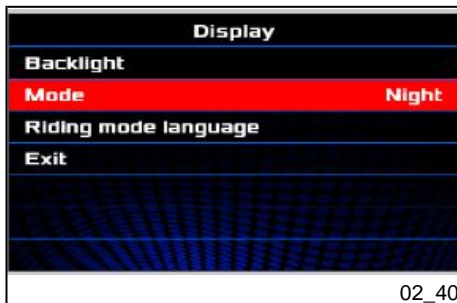
2.1) Backlight

This function allows you to change the backlight of the digital display, from a minimum value of 1 to a maximum value of 10.

If you briefly press the centre of the MODE selector, the "Backlight" function turns red. Briefly moving the MODE selector up or down, the intensity of the backlight increase or decreases.

Pressing the MODE selector again confirms the value selected and exits the modification function.

To return to the "Display" menu, select "EXIT" on the menu and briefly press the centre of the MODE selector.



2.2) Mode

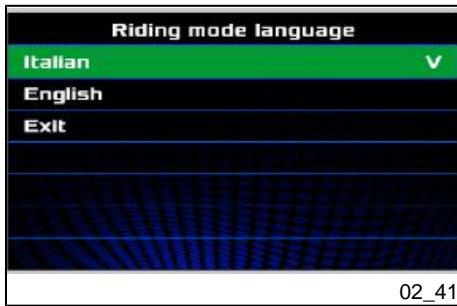
This function allows you to change the display mode of the digital display.

- AUTO.
- DAY.
- NIGHT.

If you briefly press the centre of the MODE selector, the "Mode" function turns red. Briefly shifting the MODE selector to the left or right, it is possible to select the preferred mode.

Pressing the MODE selector again confirms the selection and exits the modification function.

To return to the "Display" menu, select "EXIT" on the menu and briefly press the centre of the MODE selector.



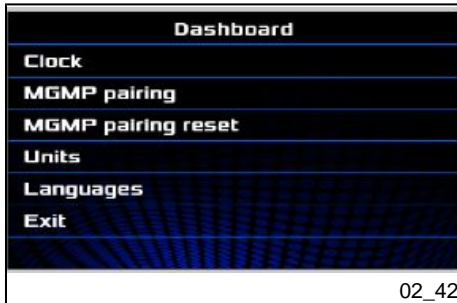
2.3) Riding mode language

This function allows you to change the language of the riding mode on the digital display.

- Italian.
- English
- Exit.

By moving the MODE selector up and down, you can select the preferred language which is confirmed by the check mark "V".

To return to the "Display" menu, select "EXIT" on the menu and briefly press the centre of the MODE selector.



3) Dashboard

The "Dashboard" menu consists of the following items:

- 3.1) Clock.
- 3.2) MGMP pairing.
- 3.3) MGMP pairing reset.
- 3.4) Units.
- 3.5) Languages.
- 3.6) Exit.

The functions of the "Dashboard" menu are shown in the paragraphs below.

To go back to the main "MENU", briefly press the centre of the MODE selector.



3.1) Clock

The "Clock" menu is composed of the following:

3.1.1) Set time

3.1.2) 12H

3.1.3) 24H

3.1.4) Exit

The functions of the "Clock" menu are shown in the paragraphs below.

To go back to the main "MENU", briefly press the centre of the MODE selector.



3.1.1) Set time

This menu allows you to set the clock and is divided in turn into the following entries:

3.1.1.1) Hours

3.1.1.2) Minutes

3.1.1.3) Exit

The functions of the "Set time" menu are shown in the paragraphs below.

To go back to the "Clock" menu, briefly press the centre of the MODE selector on "Exit".



3.1.1.1) Hours / 3.1.1.2) Minutes

To edit and as a result modify the value of one of the two selected functions, briefly press the centre of the MODE selector. The background of the selected function will be red.

By briefly moving the MODE selector up or down, you can change its value.

To exit the modification function, briefly press the MODE selector.

To go back to the "Clock" menu, briefly press the centre of the MODE selector on "Exit".



3.1.2) 12H / 3.1.3) 24H

To activate the time display format, 12H or 24H, press and quickly release the centre of the MODE selector at the format desired. The selection is confirmed by the check mark "V".

To go back to the "Dashboard" menu, briefly press the centre of the MODE selector on "Exit".



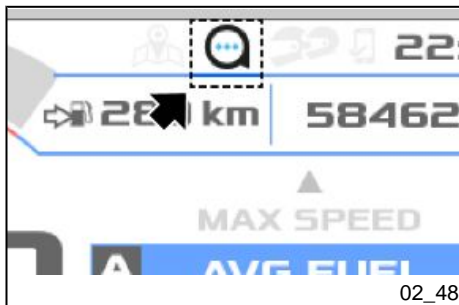
3.2) MGMP pairing

This function allows an external device to be connected to the MGMP (Moto Guzzi Multimedia Platform) control unit on the motorcycle.

Select **MGMP pairing** and press and quickly release the centre of the MODE selector to activate the function.

At this point the digital display will return to the standard screen, which will contain a box with the message "PAIRING ENABLED".

For more details, see the specific **MGMP Infotainment** booklet.



When the MGMP system is connected to the smartphone via Bluetooth Low Energy, the specific icon on the digital display is highlighted.

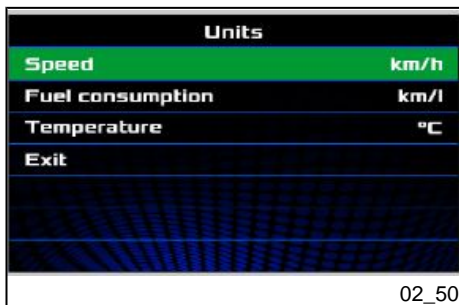


3.3) MGMP pairing reset

This function resets the pairing function and can therefore be used to remove all previously paired devices.

NOTE

TURN THE IGNITION OFF AND THEN ON AGAIN TO COMPLETE THE OPERATION. THE MESSAGE "NO PAIRED PHONES FOUND" WILL APPEAR WHEN YOU TURN THE IGNITION ON.



3.4) Units

This menu allows you to change the settings for displaying the units of measurement and is divided as follows:

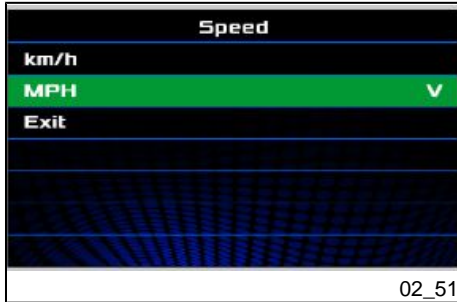
3.4.1) Speed

3.4.2) Fuel consumption

3.4.3) Temperature

3.4.4) Exit

To return to the "Dashboard" menu, select "EXIT" on the menu and briefly press the centre of the MODE selector.



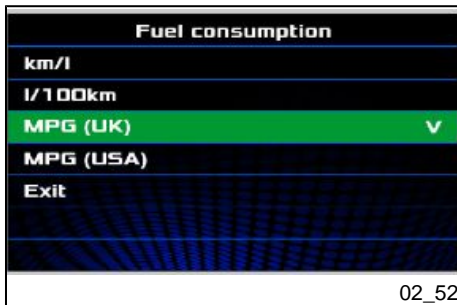
3.4.1) Speed

To activate the desired units, expressed in km/h or in MPH, select the unit and press and quickly release the centre of the MODE selector. The selection is confirmed by the check mark "V".

To go back to the "Units" menu, briefly press the centre of the MODE selector on "Exit".

NOTE

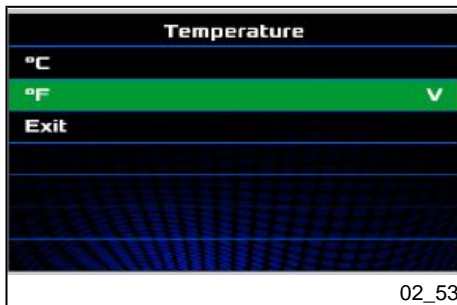
IF THE UNIT OF MEASURE SET AT THE FACTORY HAS BEEN CHANGED, THE SPEED'S UNIT OF MEASURE WILL FLASH FOR 30 SECONDS EACH TIME THE KEY IS ENGAGED.



3.4.2) Fuel consumption

To activate the desired units for fuel consumption, select the unit and press and quickly release the centre of the MODE selector. The selection is confirmed by the check mark "V".

To go back to the "Units" menu, briefly press the centre of the MODE selector on "Exit".



3.4.3) Temperature

To activate the desired units for ambient temperature, press and quickly release the centre of the MODE selector on the desired value. The selection is confirmed by the check mark "V".

To go back to the "Units" menu, briefly press the centre of the MODE selector on "Exit".



3.5) Languages

This menu allows you to set the display language of the dashboard.

To activate the desired language, press and quickly release the centre of the MODE selector on the desired language. The selection is confirmed by the check mark "V".

To go back to the "Units" menu, briefly press the centre of the MODE selector on "Exit".



4) Service

The "Service" menu consists of the following:

- 4.1) Change user code
- 4.2) Code recovery
- 4.3) EXIT

The functions of the "Service" menu are shown in the paragraphs below.

To go back to the main "MENU", briefly press the centre of the MODE selector.



4.1) Change user code

This function is used to modify an old code. The user code enables engine start even in the event of an immobilizer system fault. The user code is set by default as five zeros (00000) on a new vehicle, and the message "INSERT CODE" is shown on the display for ten seconds.

This function allows you to change the code and remove this message.

The far left of the display shows a value that varies from 0 to 9 (it can be changed by moving the MODE selector up or down). Press and quickly release the centre of the "MODE" selector to confirm the selected value. Repeat for all the numbers. Once the code is confirmed, the new code is shown steadily on the display to let the user verify that the code has been entered correctly. Turn the ignition off and then on again to unlock the dashboard. The last code set may be modified again in future. Access the setting mode again, enter the last user code used (OLD CODE), then enter a new user code (NEW CODE) as described previously.



4.2) Code recovery

This function must be used should it be necessary to change the user code when the user no longer remembers the current code. Both keys stored in the vehicle memory are needed to access this function.

When the function is activated, by pressing and quickly releasing the centre of the MODE selector, the screen "INSERT KEY 1" is displayed to signal the recognition request of the first key. Insert the key. If the correct key is recognised within twenty seconds, the message "INSERT KEY 2" is shown on the display. Insert the second key. If the second key is also recognised within twenty seconds, the dashboard resets the user code to the default code (five zeros - 00000). Enter the new user code following the "CHANGE USER CODE " procedure.

Ignition switch (02_58)

The ignition switch is on the front of the fuel tank where the steering headstock is.

The vehicle is supplied with two keys (one is the spare key).

The lights can only be switched off with the ignition switch turned to OFF.

NOTE

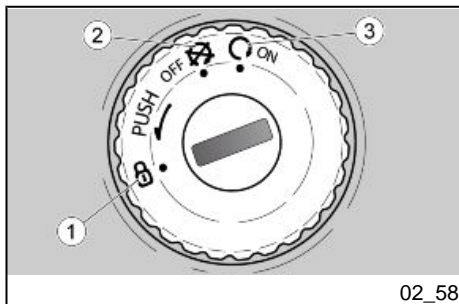
THE KEY ACTIVATES THE IGNITION SWITCH/ STEERING LOCK, THE FUEL TANK CAP LOCK AND THE SADDLE LOCK.

NOTE

THE LIGHTS COME ON AUTOMATICALLY AFTER THE ENGINE STARTS.

NOTE

KEEP THE SPARE KEY IN DIFFERENT PLACE, NOT WITH THE VEHICLE.



LOCK (1): The steering is locked. It is not possible to start the engine or switch on the lights. The key can be extracted

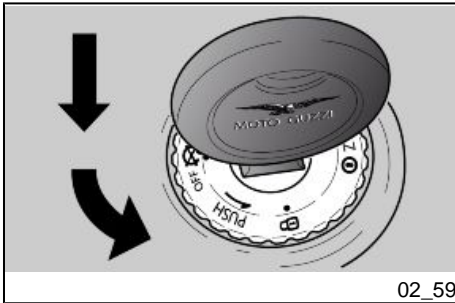
OFF (2): The engine and lights cannot be set to work. The key can be extracted.

ON (3): The engine can be started. The key cannot be extracted.

Locking the steering wheel (02_59)

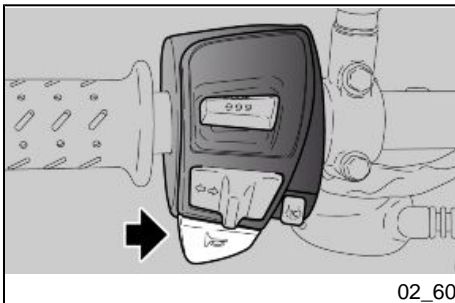


TO AVOID LOSING CONTROL OF THE VEHICLE, NEVER TURN THE KEY TO "LOCK" WHILE RIDING.



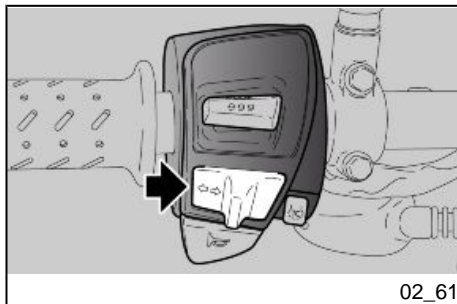
To lock the steering:

- Turn the handlebar fully to the left.
- Turn the key to «OFF».
- Push in the key and turn it anticlockwise (to the left), steer the handlebar slowly until the key is set to «LOCK».
- Extract the key.



Horn button (02_60)

Press it to activate the horn.



Switch direction indicators (02_61)

Move the switch to the left to indicate a left turn; move the switch to the right to indicate a right turn. Pressing the switch deactivates the turn indicator.

CAUTION

IF THE INDICATOR LIGHT WITH ARROWS FLASHES QUICKLY, IT MEANS THAT ONE OR BOTH TURN SIGNALS LIGHT BULBS ARE BURNT OUT.

The turn indicators have a self-cancelling function that implements the following logic.

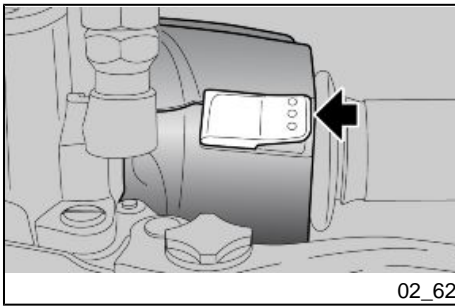
With the vehicle at a standstill (speed = zero), the turn indicators continue flashing indefinitely.

With the vehicle in motion, the turn signals self-cancel when one of the two following conditions is met:

- After a time (t) = 40 sec.
- After riding 500 m (0.31 mi)

If the vehicle speed reaches zero during this period, the time and distance counts are reset and start again from zero when the vehicle starts moving once again.

Switching on the opposite side turn indicators without pressing the switch in the intermediate reset position causes both the time and distance counters to reset and recommence from zero.



02_62

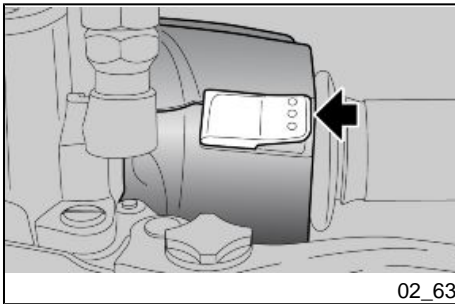
High/low beam selector (02_62)

In the mode with daytime lights activated:

- the light switch functions are disabled except for the high beam flasher function
- In the right hand position the high beam flashes in case of danger or emergency.

In the mode with night lights activated:

- the switch in the central position keeps the daylight running lights, the instrument panel lights and the low beam on.
- In the left hand position the high beam is activated.
- In the right hand position the high beam flashes in case of danger or emergency.

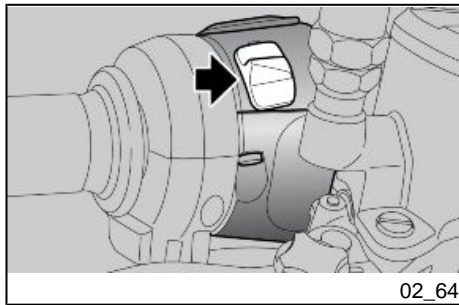


02_63

Passing button (02_63)

Uses the high beam flash in case of danger or emergency.

Releasing the switch deactivates the high beam flash.

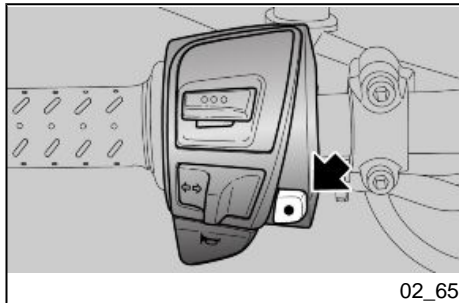


Daytime/night lights switch (02_64)

- Directing the switch towards the rider, the daytime lights are activated
- Directing the switch to central position turns on the high beam/low beam night lights
- Directing the switch forwards activates the high beam/low beam lights and, where provided, the fog lights.

Heated handgrip control (02_65, 02_66)

(IF AVAILABLE)



Activation, deactivation and heat level of the handgrips take place by short pressing the control.



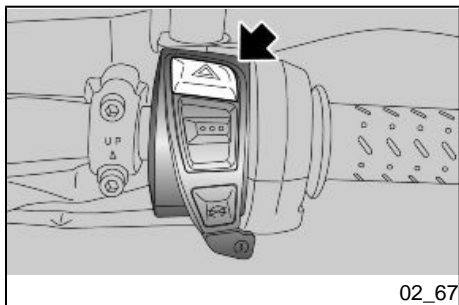
02_66

There are 3 heat intensity levels which are activated cyclically from level 1 (minimum) to level 3 (maximum) each time the control is pressed. After level 3, pressing the control again deactivates the function.

If the key is switched to the OFF position, upon restarting the function will be deactivated.

NOTE

THE HANDGRIPS ARE HEATED ONLY WHEN THE ENGINE IS RUNNING AND ABOVE 2000 RPM, REGARDLESS OF THE SELECTED INTENSITY LEVEL.



02_67

Flasher button (02_67)

The HAZARD system is only available at key ON. By pressing the button, the four turn indicators and their warning lights on the panel are turned on at the same time. Pressing again deactivates the system. The HAZARD light remains on even after extracting key but it cannot be deactivated.

If the key is switched to the OFF position, upon restarting the function will be deactivated.

CAUTION

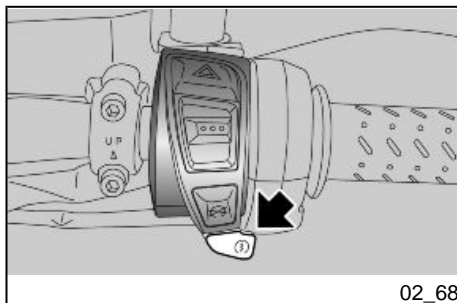
IF A TURN INDICATOR IS SWITCHED ON WHILE THE HAZARD SYSTEM IS ACTIVE, THE HAZARD SYSTEM IS DISABLED TEMPORARILY UNTIL THE TURN INDICATOR IS RESET.

Start-up button (02_68)

With the key in the ignition and turned to ON, when the button is pressed, the starter motor will start the engine



AFTER A FEW SECONDS FROM THE ENGINE START-UP, THE START-UP BUTTON ASSUMES THE MAPPING CHANGE FUNCTION.



Engine stop switch (02_69)

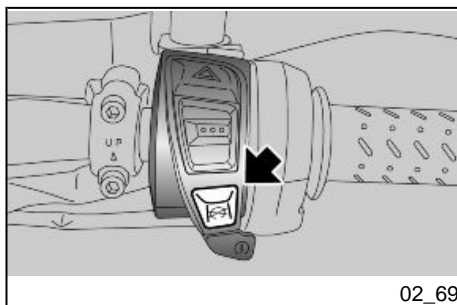
CAUTION



DO NOT OPERATE THE ENGINE STOP SWITCH WHILE RIDING THE VEHICLE.

It acts as a safety or emergency switch.

Press this switch to stop the engine.





Button Cruise Control (02_70, 02_71)

Cruise control is an electronic system that keeps the vehicle at a constant speed selected by the rider.

To turn on the system (switching from OFF to ON state), hold down the centre of the cruise control selector with a long press (more than 1 second) and the indicator light flashes on the instrument cluster to indicate that the system has been turned on.

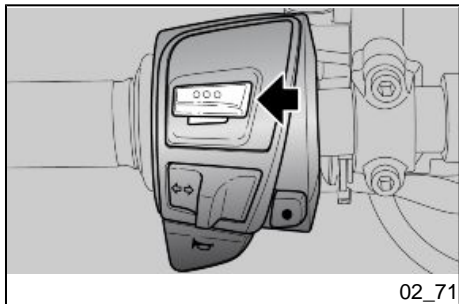
The system can be used in certain ranges of speeds for the gears from the second to the sixth, even during deceleration and with the throttle grip released.

Minimum:

- 30 km/h (18.64 mph) for second gear
- 35 km/h (21.75 mph) for third gear
- 40 km/h (24.85 mph) for fourth gear
- 55 km/h (34.18 mph) for fifth and sixth gear

Maximum:

- 60 km/h (37.28 mph) for second gear
- 85 km/h (52.82 mph) for third gear
- 110 km/h (68.35 mph) for fourth gear
- 135 km/h (83.89 mph) for fifth gear
- 175 km/h (108.74 mph) for sixth gear



After reaching the desired speed, the system can be activated (transition to SET state) by a short central press (less than 1 second) of the cruise control selector under the following conditions:

- The engaged gear cannot be less than the third and even in neutral;
- The brakes should not be operated;
- The clutch must not be operated;
- The speed conforms to the limit established for each gear

The indicator lamp on the instrument cluster lights continuously to indicate that the system is active.

The rider may now release the throttle grip, as the system will automatically maintain the set speed.

The cruising speed can be increased or decreased by quickly pressing (less than 0.6 second) the cruise control switch up or down and releasing it (increase/decrease the

speed by 2 km/h (1.24 mph)) or holding the switch (from 1 to 20 seconds) up or down (constant increase/decrease in speed). The throttle may be used to increase speed temporarily by up to 30 km/h (18.64 mph) for the second, third and fourth gear and 40 km/h (24.85 mph) for the fifth and sixth gear with respect to the selected speed without turning off the system (e.g. overtaking). If the increase in speed exceeds 30 km/h (18.64 mph) for the third, fourth and fifth gear and 40 km/h (24.85 mph) for the sixth gear, it will cause a system deactivation (change from SET to ON, flashing light). Released the throttle grip, the motorcycle will return to the selected cruising speed. For each gear, exceeding the maximum limit by 20 km/h (12.43 mph) causes the system to deactivate (switching from SET to ON status, or a flashing indicator light).

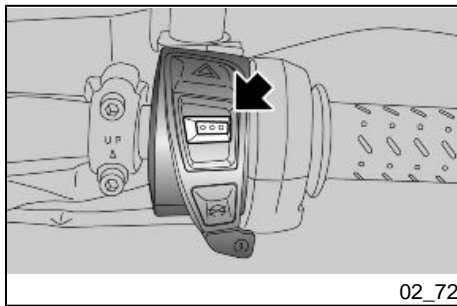
The system is deactivated (change from SET to ON status) if any of the following conditions:

- By operating the clutch;
- Operating the front/rear brake;
- At each gear shift;
- Pressing and quickly releasing the centre of the left selector;
- If the engine rpm limiter is activated;
- If the traction control is activated;
- If climbs or particularly steep descents appear;
- Turning the throttle grip in the direction of contrary rotation

The system can be reactivated, always observing the conditions described above, by holding up the selector (more than 0.6 second) if you want to reconfirm the last cruising speed used (RESUME function), or by holding down the centre of the cruise control switch (more than 0.6 second) to set a new cruising speed.

The system turns off completely (change from SET to the OFF state), then the stored speed is lost and the instrument cluster light goes off, if any of the following conditions are present:

- The centre of the cruise control selector is held down (more than 0.6 second);
- Run-off interrupter activated;
- Engine stop (Key-OFF);
- If any devices linked to the cruise control malfunction:



Selector MODE (02_72)

It allows you navigate through the functions of the instrument panel.

System ABS (02_73, 02_74)

The ABS system is a device that prevents wheel locking in case of an emergency braking, thus increasing vehicle stability when braking, compared with a conventional braking system.

The ABS system improves vehicle control provided that the physical limits of vehicle grip on the road are not exceeded. The rider is fully responsible for riding at a suitable speed based on weather and road conditions, always leaving an appropriate safety margin.

Under no circumstances can the ABS system compensate for the rider's misjudgment or improper use of brakes.

NOTE

WHEN THE ABS STARTS WORKING, A PULSING IS FELT ON THE BRAKE LEVER.



THE ANTI-LOCK BRAKING SYSTEM OF THE WHEEL DOES NOT PREVENT FALLS WHILE CORNERING.

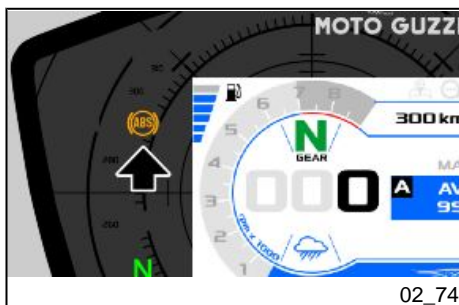
AN EMERGENCY BRAKING WITH THE VEHICLE INCLINED, HANDLEBAR TURNED, ON UNEVEN OR SLIPPERY ROADS, OR WITH POOR GRIP, CREATES A LACK OF STABILITY DIFFICULT TO HANDLE. RIDE CAREFULLY AND SENSIBLY AND ALWAYS BRAKE GRADUALLY.

DO NOT SPEED RECKLESSLY. THE VEHICLE GRIP ON THE ROAD IS SUBJECT TO LAWS OF PHYSICS WHICH NOT EVEN THE ABS SYSTEM CAN ELIMINATE.

In **OFF ROAD** mode, the ABS system is automatically deactivated for the rear wheel.

CAUTION

ONLY IN THIS MODE DOES THE ABS SYSTEM STAY ACTIVE EXCLUSIVELY FOR THE FRONT WHEEL AND THE DEDICATED SYMBOL APPEARS ON THE DISPLAY TO REMIND THE RIDER TO TAKE PARTICULAR CARE.



Upon starting the vehicle, after the initial instrument panel check, the ABS indicator light flashes until a speed of 5 kph (3.11 mph) is exceeded and then it switches off or continues to flash even after exceeding the speed of 5 kph (3.11 mph).

If the ABS indicator light continues flashing or is permanently on, a failure has been detected and the ABS has been automatically deactivated.

In this case carry out the following operations:

- stop the vehicle;
- OFF-ON key;
- ride over 5 km/h (3.11 mph): the ABS indicator light must be turned off;
- ABS is functioning.

If the ABS disabled indication remains:

NOTE

IF THIS OCCURS, CONTACT AN Authorised Moto Guzzi dealer

NOTE

THE ABS HAS BEEN DESIGNED AND DEVELOPED, LIKE THE REST OF THE VEHICLE, ALSO FOR OFF ROAD USE.

IF THE VEHICLE IS USED ON PARTICULARLY ROUGH ROADS, THE ABS SYSTEM MAY BE AUTOMATICALLY DISABLED; IN ANY CASE, THE BRAKING SYSTEM WORKS PERFECTLY WELL AS A TRADITIONAL NON-ABS BRAKING SYSTEM WITH NORMAL BRAKING.

IN ORDER TO REACTIVATE THE SYSTEM JUST SHUT OFF AND START THE VEHICLE UP AGAIN AND RIDE OVER 5 km/h (3.11 mph).



THE ABS SYSTEM ACTS ON BOTH THE FRONT AND REAR WHEELS BY OBTAINING INFORMATION FROM THE ROTATION/ LOCKING TONE WHEELS. ALWAYS CHECK THAT THE TONE WHEEL IS CLEAN, AND REGULARLY CHECK THAT THE DISTANCE FROM THE SENSOR IS CONSTANT ON ALL 360 DEGREES. SHOULD THE WHEELS BE REMOVED AND REFITTED, IT IS VERY IMPORTANT TO CHECK THAT THE DISTANCE BETWEEN TONE WHEEL AND SENSOR IS THE ONE SPECIFIED. FOR CHECKING AND ADJUSTMENT, CONTACT AN Authorised Moto Guzzi Garage.



IN THE CASE OF A MOTORCYCLE WITH THE ABS SYSTEM, BRAKE PADS WITH FRICTION MATERIALS THAT ARE NOT TYPE APPROVED WILL JEOPARDISE BRAKING, DRASTICALLY REDUCING RIDING SAFETY.

NOTE

THE SYSTEM'S SENSORS, HAVING A SIGNIFICANT ACCURACY OF READING THE TONE WHEELS, MAY GENERATE, A MOTORCYCLE STOPPED AND THE

ENGINE RUNNING, INDICATION OF SPEED OF SOME km / h (mph) ON THE DIGITAL DISPLAY.

SUCH BEHAVIOUR IS TO BE CONSIDERED NORMAL AND DOES NOT CREATE MALFUNCTIONS IN THE SYSTEM.



IF THE GAP FOR ONE OR BOTH SENSORS IS NOT WITHIN THE TOLERANCE INDICATED BELOW, TAKE THE MOTORCYCLE TO AN Authorised Moto Guzzi Dealer

Characteristic

Distance between tone wheel and front sensor

0.1 - 3.17 mm (0.004 - 0.125 in)

Distance between tone wheel and rear sensor

0.1 - 3.10 mm (0.004 - 0.122 in)

MGCT system(Moto Guzzi Controllo Trazione) (02_75)

The MGCT system is a device that helps the rider during acceleration in manoeuvres with the aim to increase the stability of the vehicle, especially on slippery surfaces or in conditions that can cause sudden slippage of the rear wheel. In these situations, the MGCT automatically intervenes by reducing engine output within the limit imposed by the grip conditions, contributing significantly to the maintenance of stability of the vehicle. The rider is entirely responsible for riding at an appropriate speed in relation to the weather, road conditions, vehicle load and state of the tyres, and allowing for an adequate margin of safety, taking into consideration that the physical limits of vehicle grip on the road never have to be exceeded. Under no circumstances can MGCT compensate for any rider error or improper use of the throttle.

CAUTION

THE MGCT SYSTEM DOES NOT PREVENT FALLING IN TURNS.

ACCELERATING SUDDENLY WHILE THE VEHICLE IS INCLINED OR WITH THE HANDLEBARS TURNED WILL PUT THE VEHICLE IN AN UNSTABLE STATE THAT IS EXTREMELY DIFFICULT TO RECTIFY.

DO NOT SPEED RECKLESSLY. LIMITS OF GRIP ARE DETERMINED BY LAWS OF PHYSICS, WHICH EVEN THE MGCT SYSTEM CANNOT OVERCOME.

WARNING

THE MGCT SYSTEM IS BASED ON THE RECOGNITION OF SPEED DIFFERENCES BETWEEN FRONT AND REAR WHEEL. FOR THE SYSTEM TO PERFORM CORRECTLY IN ALL CONDITIONS, THE PROCEDURE MUST BE PERFORMED EACH TIME A TYRE IS REPLACED EVEN IF ONLY ONE OF THE TYRES IS REPLACED.

TO CALIBRATE, CARRY OUT THE PROCEDURE OUTLINED IN THE "ADVANCED FUNCTIONS" CHAPTER



02_75

To deactivate the MGCT system, see the "Advanced functions" chapter.

The MGCT system indicator lights consist of orange warning lights on the upper part of the instrument panel and an orange MGCT indicator light on the RH part.

Flashing mode:

- Off with the vehicle in gear: the system is working, but is not active (normal condition).
- Flashing quickly with moving vehicle: the system is up and running (conditions of low grip and intervention to reduce engine power); we recommend the utmost caution because the grip limit has been exceeded; restore the vehicle safety conditions by gently reducing the throttle opening.

- Permanently on with the vehicle in gear: the system is disabled and will not intervene in case of loss of grip.

- If deactivation is intentional, we recommend reactivating the system as soon as possible.
- If deactivation was NOT intentional, there is an MGCT failure: in this case you must contact an Authorised Service Centre for the diagnosis and reactivation of the system.

To ensure maximum safety of the vehicle it is advisable to keep the system active. Deactivation may only be necessary if starting on very low grip surfaces (mud, snow, gravel) on which intervention of the MGCT could prevent the vehicle from moving.

CAUTION

THE STATE OF THE MGCT SYSTEM CAN ONLY BE MODIFIED WHEN THE KEY IS SWITCHED TO ON.

NOTE

AT VEHICLE START-UP THE MGCT INDICATOR LIGHT FLASHES AT THE SAME FREQUENCY AS THE ABS INDICATOR LIGHT, INDICATING A DIAGNOSTIC PHASE OF THE SYSTEM. IN THE ABSENCE OF ERRORS, BOTH INDICATOR LIGHTS TURN OFF AT THE SAME TIME WHEN EXCEEDING 5 km/h (3.11 mph).

IN CASE OF ABSENCE OF FLASHING AT START-UP, THE SYSTEM MAY NOT WORKING, PLEASE CONTACT AN AUTHORISED SERVICE CENTRE.

WARNING



IF DISABLED BY THE USER, THE MGCT SYSTEM KEEPS THE STATE OF INACTIVITY ONLY IF THE VEHICLE IS OFF BY USING THE ENGINE STOP SWITCH (RUN-OFF).

CAUTION

IT IS EMPHASISED THAT THE RIDING AUXILIARY SYSTEM CANNOT CHANGE THE PHYSICAL LIMITS OF GRIP AND IS NOT A SUBSTITUTE FOR PROPER MANAGEMENT OF POWER, BOTH ON STRAIGHT STRETCHES AND IN TURNS. THEREFORE, IT IS RECOMMENDED TO ALWAYS USE THE VEHICLE WITH THE UTMOST CARE AND IN ACCORDANCE WITH THE REGULATIONS IN FORCE.

NOTE

WHEN GOING OVER ROAD JOINTS, RAILS AND/OR ROADS FULL OF POT-HOLES, BRIEF ACTIVATION OF THE MGCT SYSTEM MAY OCCUR. SUCH EVENT APPEARS UNDER NORMAL OPERATION CONDITIONS OF THE VEHICLE.

CAUTION

A POOR STATE OF MAINTENANCE OF THE TYRES (PRESSURE TOO LOW OR FLAT TYRES/WEAR) CAN RESULT IN ABNORMAL OPERATION OF THE MGCT SYSTEM.

IN CASE OF REPEATED INTERVENTIONS OF THE MGCT SYSTEM, EVEN ON ROAD SURFACES WITH GOOD GRIP OR SMALL THROTTLE OPENINGS, IT IS NECESSARY TO CHECK FOR WEAR AND/OR THE STATE OF INFLATION OF TYRES FIRST. IF THE PROBLEM PERSISTS, DEACTIVATE THE MGCT SYSTEM AND CONTACT AN AUTHORIZED SERVICE CENTRE.

CAUTION

IN THE EVENT OF MALFUNCTION OF THE BATTERY, THE ABS - MGCT SYSTEM TURNS OFF.



IF THE GAP FOR ONE OR BOTH SENSORS IS NOT WITHIN THE TOLERANCE INDICATED BELOW, TAKE THE MOTORCYCLE TO AN Authorised Moto Guzzi Dealer

Characteristic

Distance between tone wheel and front sensor

0.1 - 3.17 mm (0.004 - 0.125 in)

Distance between tone wheel and rear sensor

0.1 - 3.10 mm (0.004 - 0.122 in)



Immobilizer system operation (02_76, 02_77, 02_78)

For enhanced theft protection, the vehicle is equipped with an electronic immobilizer system that is activated automatically when the ignition key is removed.

Keep the second key in a safe place since it is not possible to make a copy if it gets lost. This would imply replacing numerous parts of the vehicle (besides the locks).

Each key in the grip has an electronic device - transponder - which modulates the radio frequency signal emitted by a special aerial inside the switch when the vehicle is started.

The modulated signal is the "password" by which the appropriate central unit recognises the key and only after this occurs, it allows the engine start-up.

CAUTION

THE IMMOBILIZER SYSTEM CAN MEMORISE UP TO FOUR KEYS.

DATA STORAGE CAN ONLY BE PERFORMED BY A DEALER.

DATA STORAGE PROCEDURE CANCELS THE EXISTING CODES. THEREFORE, IF A CUSTOMER WANTS TO PROGRAM SOME NEW KEYS, S/HE SHOULD GO TO THE DEALER TAKING ALL THE KEYS S/HE WANTS TO ENABLE.



In the event the instrument panel detects a fault with the immobilizer system when the key is connected, you will need to enter the user code to start the motorcycle. At the same time the indicator light appears on the instrument panel, the general red warning light will come on.



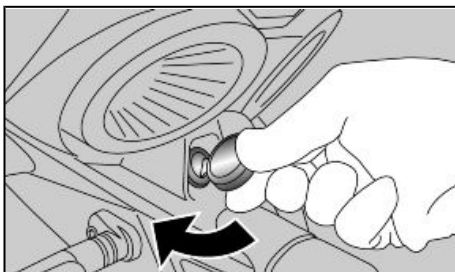
Once the code has been correctly entered, the error will be displayed on the screen. You can then start up the motorcycle and go immediately to an Authorized **Moto Guzzi** Dealership.

CAUTION

PRESSING OR MOVING ANY CONTROL ON THE LEFT SWITCH CLUSTER, IT IS POSSIBLE TO REMOVE THE ERROR NOTIFICATION SCREEN, BUT THE SCREEN WILL BE VISIBLE AGAIN AFTER ABOUT 10 SECONDS.

Opening the saddle (02_79, 02_80, 02_81)

- Rest the vehicle on its stand.
- Insert the key in the saddle lock underneath the taillight.
- Turn the key clockwise.

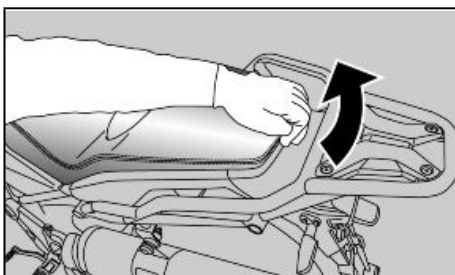


02_79

- Press down lightly in the centre of the saddle rear seat to release the pin, lift and remove the saddle at the rear.

CAUTION

BEFORE LOWERING AND LOCKING THE SADDLE, MAKE SURE THAT THE IGNITION KEY HAS NOT BEEN FORGOTTEN IN AN UNSUITABLE POSITION UNDER THE SADDLE.



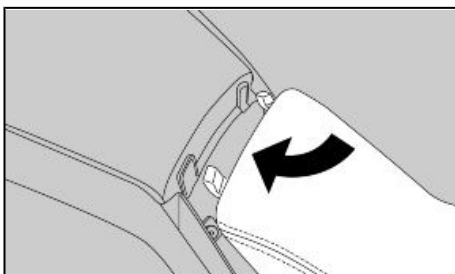
02_80

To lock the saddle:

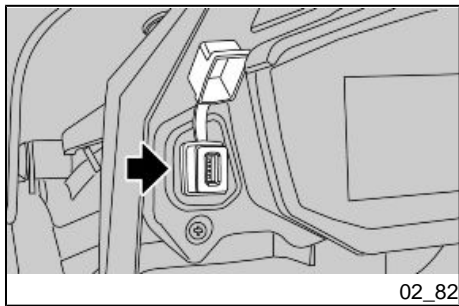
- Place the saddle's front part in its seat and lower the rear part.
- Press the rear part to trip the lock.



BEFORE RIDING, MAKE SURE THAT THE SADDLE IS CORRECTLY LOCKED.



02_81



USB Port (02_82)

There is a USB socket on the LH side of the motorcycle, near the digital display.

To use it, remove the protection cap.



TO AVOID THAT WATER AND/OR HUMIDITY CAN DAMAGE THE USB PLUG, DO NOT CONNECT ANY DEVICES IN CASE OF RAIN.



IF A USB DEVICE IS CONNECTED, ENSURE THE CORRECT POSITIONING OF THE CABLE TO AVOID THAT IT WILL BE SMASHED.

The USB port is active once the key is turned to «ON».

WARNING

PROLONGED USE OF THE PLUG SOCKET MAY RESULT IN PARTIAL DISCHARGE OF THE BATTERY.

USB PORT

| | |
|------------------|------------------|
| Output voltage | (5.00+/-0.25) DC |
| Charging current | 1A Max |

Identification (02_83, 02_84)

Write down the chassis and engine number in the specific space in this booklet. The chassis number is handy when purchasing spare parts.

CAUTION

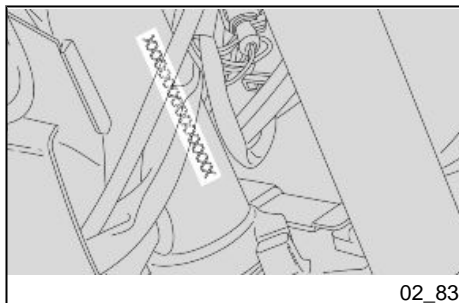


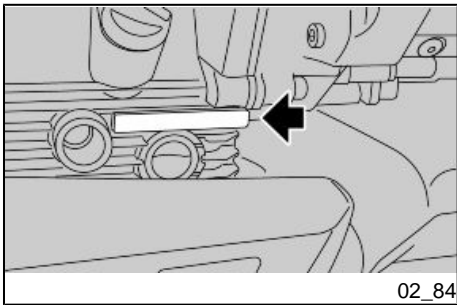
THE MODIFICATION OF THE IDENTIFICATION CODES IS A SERIOUS PUNISHABLE CRIME. HOWEVER, THE LIMITED WARRANTY FOR NEW VEHICLES WILL BE VOID IF THE VEHICLE IDENTIFICATION NUMBER (VIN) HAS BEEN MODIFIED OR NOT PROMPTLY DETERMINED.

FRAME NUMBER

The chassis number is stamped on the RH side of the headstock.

Chassis No.

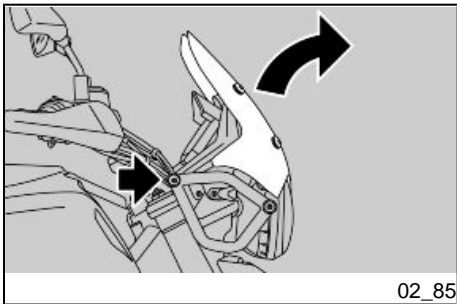




ENGINE NUMBER

The engine number is stamped on the left side, close to the engine oil filler plug.

Engine No.



Adjusting the windscreen (02_85)

The windshield can be manually adjusted as follows:

- Loosen the two screws on both sides.
- Adjust the windshield to the desired position and tighten the two screws.

V85 TT



Chap. 03
Use

Checks (03_01)

CAUTION

BEFORE SETTING-OFF, ALWAYS CARRY OUT A PRELIMINARY CHECK OF THE VEHICLE, FOR CORRECT AND SAFE OPERATION. FAILURE TO DO SO MAY LEAD TO SEVERE PERSONAL INJURY OR VEHICLE DAMAGE. DO NOT HESITATE TO CONTACT AN Authorised Moto Guzzi Dealer IF YOU DO NOT UNDERSTAND HOW SOME CONTROLS WORK OR IF MALFUNCTIONING IS DETECTED OR SUSPECTED. CHECKS DO NOT TAKE LONG AND RESULT IN SIGNIFICANTLY ENHANCED SAFETY.

This vehicle has been programmed to indicate in real time any operation failure stored in the electronic control unit memory.

Every time the ignition switch is set to 'KEY ON', all the indicator lights come on for about two seconds.



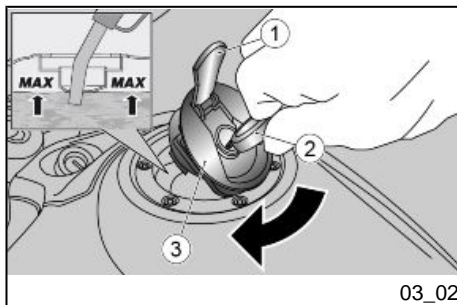
PRE-RIDE CHECKS

Front and rear disc brake

Check for proper operation. Check brake lever empty travel and brake fluid level. Check for leaks. Check

| | |
|---------------|--|
| | brake pads for wear. If necessary top-up with brake fluid. |
| Throttle grip | Check that the rotation is smooth in both directions and that there is no jamming. |
| Engine oil | Check and/or top-up as required. |
| Wheels/ tyres | <p>Check that tyres are in good conditions. Check inflation pressure, tyre wear and potential damage.</p> <p>Remove any possible strange body that might be stuck in the tread design.</p> |
| Brake levers | <p>Check they function smoothly.</p> <p>Lubricate the joints and adjust the travel if necessary.</p> |
| Clutch lever | Check correct operation and empty travel. Check the condition of the cable on the handlebar and on the engine. The cable must be replaced if it shows any signs of fraying. Lubricate the joints if necessary. |
| Steering | Check that the rotation is uniform, smooth and there are no signs of clearance or slackness. |
| Side stand | Check that it slides smoothly and that it snaps back to its rest position upon spring tension. Lubricate couplings and joints if necessary. |

| | |
|---|--|
| Clamping elements | <p>Check that the clamping elements are not loose.</p> <p>Adjust or tighten them as required.</p> |
| Fuel tank | <p>Check level and refill if necessary.</p> <p>Check the circuit for leaks or obstructions.</p> <p>Check that the tank cap closes correctly.</p> |
| Engine stop switch (ON - OFF) | Check function. |
| Lights, indicator lights, horn, rear stop light switch and electrical devices | <p>Check function of horn and lights.</p> <p>Replace bulbs or repair any faults noted.</p> |
| Transmission oil - Guzzi | <p>Check. Should top-up be necessary, please refer to an authorised Moto Guzzi repair shop.</p> |
| Tone wheels | <p>Check that the tone wheels are perfectly clean and in good conditions.</p> |



03_02

Refuelling (03_02, 03_03)

To refuel:

- Lift the cover (1).
- Insert the key (2) into the fuel tank cap lock.
- Turn the key clockwise and pull and open the fuel filler cap (3).

CAUTION



ALWAYS USE PETROL WITH A MAXIMUM OF 10% BIOETHANOL CONTENT (E10).

DO NOT USE PETROL WITH AN ETHANOL CONTENT HIGHER THAN 10%; THIS COULD DAMAGE THE FUEL SYSTEM COMPONENTS AND/OR COMPROMISE ENGINE PERFORMANCE.

Characteristic

Fuel tank (reserve included)

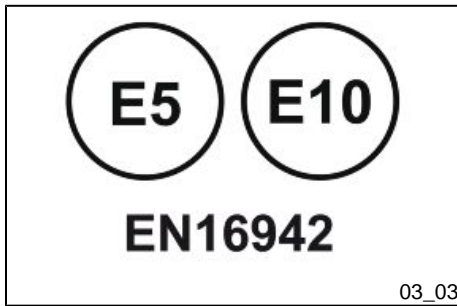
23 +/- 1 l (5.06 +/- 0.22 UK gal; 6.08 +/- 0.26 US gal)

Fuel tank reserve

5 +/- 0.5 l (1.10 +/- 0.11 UK gal; 1.32 +/- 0.13 US gal)

NOTE

DO NOT FILL THE TANK UP TO THE RIM; FUEL MAXIMUM LEVEL MUST ALWAYS BE BELOW THE LOWER EDGE OF THE FILLER NECK (SEE FIGURE).



According to the European standard EN 16942, consumers must be provided with information on compatibility between the type of fuel and their vehicles in the form of graphic symbols. The symbols shown below make it easier to recognise the correct type of fuel to use on your vehicle. Before refuelling, check the symbols near the fuel filler neck and compare them with the symbol on the fuel pump.

E5: unleaded petrol with up to 5% ethanol.

E10: unleaded petrol with up to 10% ethanol.

The label on each fuel pump has only one value; if, for example, it has E5, it means that the petrol is unleaded with up to 5% ethanol.

The label on the vehicle, on the other hand, may have more than one value. If, for example, it has the values E5 and E10, it means that the vehicle is compatible with fuel containing up to a maximum of 10% ethanol and customers can therefore refuel from a pump with an E5 label as well as one with an E10 label (but not from one with an E85 label).

- Refill.

CAUTION



**DO NOT ADD ADDITIVES OR ANY OTHER SUBSTANCES TO THE FUEL.
WHEN USING A FUNNEL, ENSURE THAT IT IS PERFECTLY CLEAN.**



DURING REFUELLING AVOID FUEL LEAKAGES, WHICH MAY CAUSE DAMAGE TO THINGS OR PERSONS AND FIRE HAZARD.

DURING REFUELLING, AVOID THE USE OF ELECTRIC DEVICES AND/OR MOBILE PHONES, BECAUSE FUEL VAPOURS MAY CAUSE DAMAGE TO OBJECTS AND/OR PERSONAL INJURIES.

After refuelling:

- The cap can only be closed if the key (2) is inserted.
- Once the key (2) is inserted, press the cap to close it again.
- Remove the key (2).
- Close the cover (1).



MAKE SURE THE CAP IS TIGHTLY CLOSED.

Rear shock absorbers adjustment (03_04, 03_05)

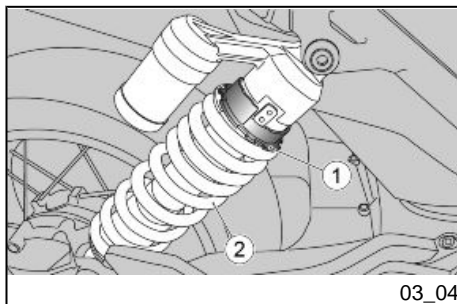
The shock absorber has an adjuster ring (1) in order to regulate the spring preload (2).

NOTE

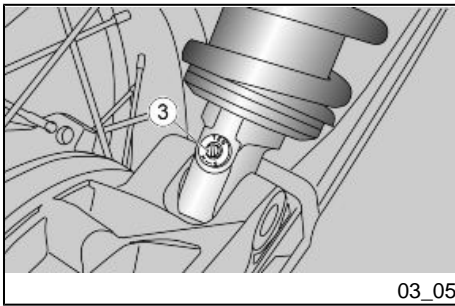
THE PRE-LOAD OF THE SHOCK ABSORBER CAN BE VARIED ACCORDING TO THE LOAD ON THE VEHICLE (PASSENGER OR HEAVY LOAD).

CAUTION

DO NOT FORCE THE ROTATION OF THE ADJUSTMENT SCREW BEYOND THE LIMIT STOP IN BOTH DIRECTIONS, IN ORDER TO PREVENT ANY DAMAGE.



03_04



An adjuster (3) is located on the bottom part of the shock absorber for rebound damping adjustment.

CAUTION

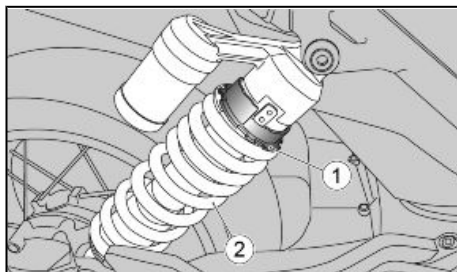
DO NOT FORCE THE ROTATION OF THE ADJUSTMENT SCREW BEYOND THE LIMIT STOP IN BOTH DIRECTIONS, IN ORDER TO PREVENT ANY DAMAGE.

Spring pre-load

By adjusting the spring pre-load, the seat of the spring itself is moved. Carrying out the adjustment, you can decrease or increase the stiffness of the spring and therefore lower or raise the height of the rear of the vehicle. The spring pre-load is essential for the function performed by the rear shock absorbers. If the spring pre-load is not adjusted correctly, no other adjustment will be effective to obtain good shock absorber performance.

Rebound braking

Rebound braking controls the energy absorption when the shock absorber is in the rebound phase. In other words, rebound braking adjusts the speed at which the shock absorber returns to the normal position after having been compressed.

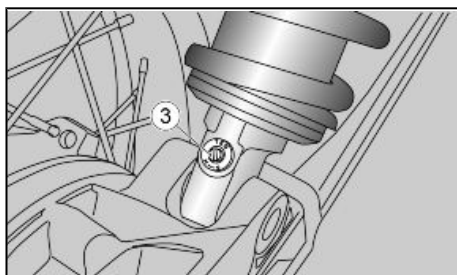


03_06

Rear shock absorbers setting (03_06, 03_07)

Spring pre-load adjustment

Turn the adjuster ring (1) with a hook spanner to change the shock absorber spring preload (2) setting. Rotate the ring adjuster (1) clockwise to increase the pre-load or anticlockwise to decrease the pre-load.



03_07

Rebound braking adjustment

Rebound braking adjustment is carried out by rotating the adjuster (3) located on the bottom part of the shock absorber. Rotate the ring adjuster clockwise to increase rebound braking or anticlockwise to decrease rebound braking.

Follow the instructions given in the tables below for the vehicle setting that best suits the conditions of use.

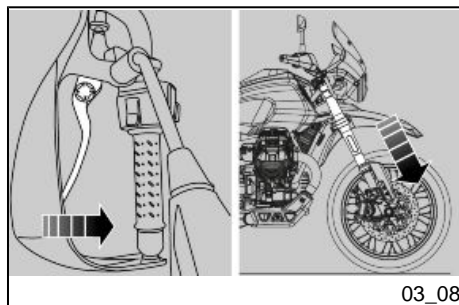
RECOMMENDED SETTING

| TYPE OF ADJUSTMENT | RIDER ONLY | RIDER + LUGGAGE AND TOP BOX OR RIDER + PASSENGER | RIDER + PASSENGER + LUGGAGE AND TOP BOX |
|--------------------|------------|--|---|
| PRELOAD (RING NUT) | 1 bar | 3 bars | 7 bars |

| TYPE OF ADJUSTMENT | RIDER ONLY | RIDER + LUGGAGE AND TOP BOX OR RIDER + PASSENGER | RIDER + PASSENGER + LUGGAGE AND TOP BOX |
|---|------------|--|---|
| HYDRAULIC DAMPING (ADJUSTER SCREW) - FROM FULLY CLOSED (*) OPEN (**) | 2 turns | 1 turn | 0.5 turns |

(*) = clockwise

(**) = anticlockwise



03_08

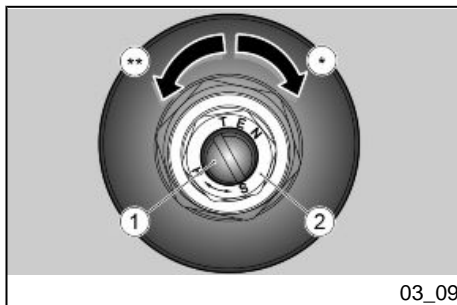
Front fork adjustment (03_08, 03_09)

Operating the front brake lever, press the handlebar repeatedly to send the fork fully down. The shock absorber should compress and extend smoothly with no signs of oil leakage on the stanchions.

Check the tightening of all the elements and the correct operation of the front and rear suspension joints.

CAUTION

**TO HAVE THE FRONT FORK OIL AND OIL SEALS REPLACED, CONTACT AN
Authorised Moto Guzzi Dealer.**



The front suspension consists of a hydraulic fork connected to the headstock by means of two plates.

The right stem of the fork has an upper nut (2) for adjusting the spring pre-load and an upper adjustment screw (1) for adjusting the hydraulic braking in rebound.



DO NOT FORCE THE ROTATION OF THE ADJUSTMENT SCREW BEYOND THE LIMIT STOP IN BOTH DIRECTIONS, IN ORDER TO PREVENT ANY DAMAGE.

WHEN SPRING PRE-LOAD IS INCREASED, REBOUND DAMPING MUST ALSO BE INCREASED TO PREVENT EXCESSIVE SUSPENSION KICKBACK WHEN RIDING.

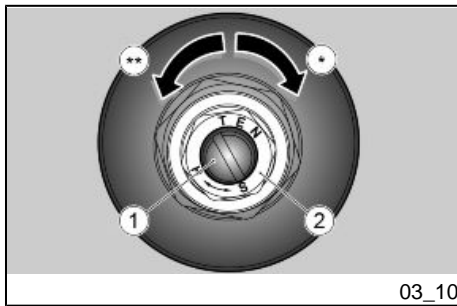
The standard front fork setting is adjusted to suit most high and low speed riding conditions, whether the vehicle is partially or fully loaded.

However, the setting can be modified for specific needs according to vehicle use.

CAUTION

FOR THE CORRECT SETTING PARAMETERS, READ THE PARAGRAPH "SETTING THE FRONT FORK" CAREFULLY.

IF NECESSARY, CONTACT AN Authorised Moto Guzzi Dealer.



Front fork setting (03_10)



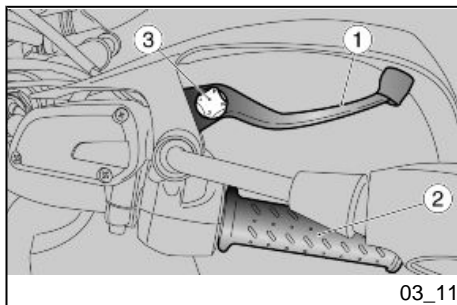
TO COUNT THE NUMBER OF CLICKS AND/OR REVOLUTIONS OF ADJUSTMENT SETTINGS ALWAYS START FROM THE MOST RIGID SETTING (WHOLE CLOCKWISE ROTATION OF THE SETTING).

RECOMMENDED SETTING

| TYPE OF ADJUSTMENT | RIDER ONLY | RIDER + LUGGAGE AND TOP BOX OR RIDER + PASSENGER | RIDER + PASSENGER + LUGGAGE AND TOP BOX |
|--|------------|--|---|
| PRELOAD (NUT) - FROM FULLY CLOSED (*) OPEN (**) | 1 bar | 1 bar | 1 bar |
| HYDRAULIC DAMPING (ADJUSTER SCREW) - FROM FULLY CLOSED (*) OPEN (**) | 10 clicks | 10 clicks | 10 clicks |

(*) = clockwise

(**) = anticlockwise



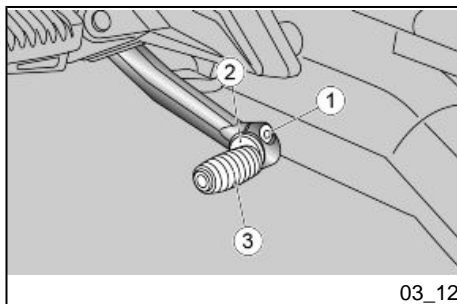
Justering af greb til forbremse (03_11)

It is possible to adjust the distance between the end of the lever (1) and the grip (2), turning the adjuster (3).

- Push the control lever (1) forwards and turn the adjuster (3) until the lever (1) is at the desired distance.
- Turning the adjuster anticlockwise, the lever (1) gets closer to the grip (2).

CAUTION

IF THE FRONT BRAKE LEVER MUST BE REMOVED, CHECKED AND CHANGED BY AN Authorised Moto Guzzi Dealership



Rear brake pedal adjustment (03_12)

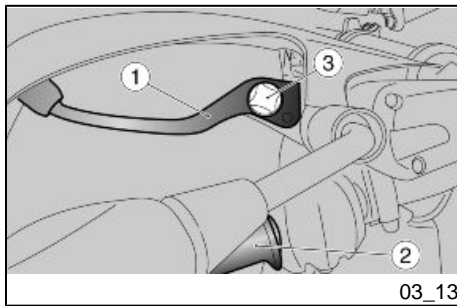
The control levers are positioned ergonomically when the vehicle is being assembled.

if necessary, it is possible to customise the position of the levers.

- Rest the vehicle on its stand.
- Partially undo the screw (1).
- Turn the cam (2) finding the best position for the pedal (3).
- Tighten the screw (1) and check the cam is stable in position.

CAUTION

TO ADJUST THE BRAKE LEVER CLEARANCE, CONTACT AN Authorised Moto Guzzi Dealer.



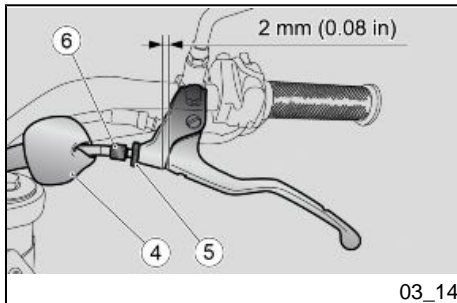
Clutch lever adjustment (03_13, 03_14, 03_15)

It is possible to adjust the distance between the end of the lever (1) and the grip (2), turning the adjuster (3).

- Push the control lever (1) forwards and turn the adjuster (3) until the lever (1) is at the desired distance.
- Turning the adjuster anticlockwise, the lever (1) gets closer to the grip (2).

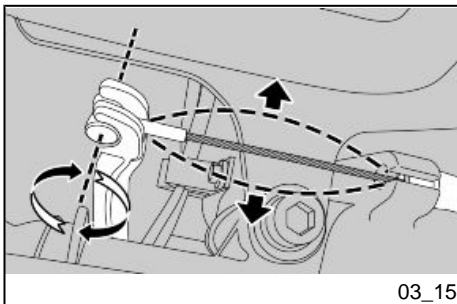
Adjust the clutch when the engine stops or the vehicle tends to move forward even when clutch lever is operated and the gear engaged, or if the clutch "slides", resulting in acceleration delay considering the engine revs.

- In order to maintain a correct tension and an optimal clutch operation, it is necessary to check and if necessary provide tension to the cable:
- Urban use every 1,000 km (621.37 mi)
- Extra urban use every 5,000 km (3,106.86 mi)
- In any case, every time you detect that the clutch has disengaged before the standard factory setting.



To adjust, do the following:

- Remove the protection casing (4)
- Loosen the ring nut (5)
- Turn the set screw (6) with straight handlebar until the empty travel corresponding to the fixed abutment on the handlebar is 2 mm (0.08 in)
- Push the clutch control lever placed on the gearbox towards the rear wheel
- Pull the clutch control lever placed on the gearbox towards the opposite side (as in point 4) checking that the cable is not tightened.
- During the previous operation, check that the cable lug turns freely around its axis, regarding the clutch lever
- Tighten the ring nut (5), holding the adjuster nut (6) to prevent it from turning
- Refit the protection casing (4)



- If the condition of "point 6" cannot be ascertained after the adjustment in point 3, contact an Authorised **Moto Guzzi Dealer** to check that the clutch control is working correctly.
- If the adjuster stroke (6) is not sufficient to ensure the required clearance, contact an Authorised **Moto Guzzi Dealer**

Running in

Running in is essential to ensure the durability of the vehicle. During the first 1,500 Km (932.06 mi), observe the following rules to ensure the reliability and performance of the vehicle throughout its lifetime:

- Avoid full throttle starts and hard acceleration;
- Avoid exceeding 4500 rpm;
- Avoid hard or prolonged braking;
- Do not ride for prolonged periods at sustained high speed; preferably ride the motorcycle on varied routes with frequent, gentle acceleration and deceleration;
- Ride prudently to gradually gain familiarity with the motorcycle, testing progressively higher throttle apertures only as you gain confidence

CAUTION

THIS VEHICLE IS EQUIPPED WITH A SINGLE DISC DRY CLUTCH. IN CERTAIN CONDITIONS, THE CLUTCH MAY EMIT A SLIGHT AND DISTINCTIVE ODOUR OF CLUTCH MATERIAL. THIS IS NORMAL AND IS NOT INDICATIVE OF A FAULT.

CAUTION

THE FULL PERFORMANCE OF THE VEHICLE IS ONLY AVAILABLE AFTER THE SERVICE AT THE END OF THE RUNNING IN PERIOD.



TO PREVENT THE RISK OF INJURY TO YOURSELF OR OTHERS AND/OR DAMAGE TO THE VEHICLE, TAKE THE YOUR MOTORCYCLE TO AN AUTHORISED Moto Guzzi DEALER AT THE SPECIFIED MILEAGE INTERVALS TO HAVE THE CHECKS LISTED IN THE MAINTENANCE SCHEDULE TABLE CARRIED OUT.

Starting up the engine (03_16, 03_17, 03_18)

This vehicle is extremely powerful and must be used carefully and driven with caution and respect for its power and potential.

Do not place objects inside the top fairing (between the handlebar and the instrument cluster), as this may impede the movements of the handlebar and obstruct visibility of the instruments.



EXHAUST FUMES CONTAIN CARBON MONOXIDE, AN EXTREMELY HARMFUL SUBSTANCE IF INHALED.

NEVER START THE ENGINE IN A CLOSED OR INSUFFICIENTLY VENTILATED SPACE.

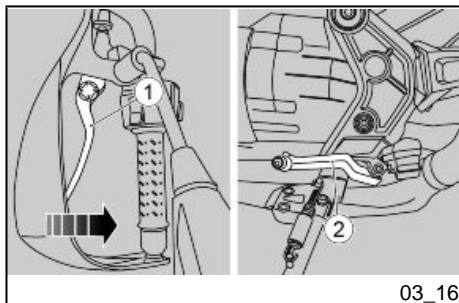


FAILURE TO OBSERVE THIS WARNING COULD LEAD TO UNCONSCIOUSNESS AND EVEN DEATH DUE TO SUFFOCATION.

CAUTION

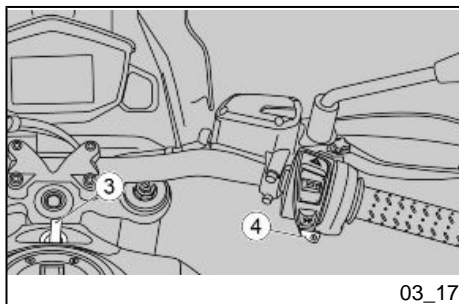
WITH THE SIDE STAND LOWERED, THE ENGINE MAY ONLY BE STARTED WITH THE GEARBOX IN NEUTRAL. IF YOU ATTEMPT TO ENGAGE THE GEAR, THE ENGINE WILL STOP.

WITH THE SIDE STAND RETRACTED, THE ENGINE MAY BE STARTED WITH THE GEARBOX IN NEUTRAL OR WITH THE GEAR ENGAGED AND THE CLUTCH LEVER OPERATED.



03_16

- Get on the motorcycle, assuming the correct driving posture.
- Make sure that the side stand has been fully retracted.
- Operate the front or rear brake (or both).
- Operate the clutch lever (1) and make sure that the transmission (2) is in neutral.



03_17

- Turn the ignition switch (3) to "ON".

At this stage:

- The starting screen will be displayed on the digital display for about 2 seconds and then the screen with the standard parameters will appear.
- All the indicator lights on the instrument panel will come on for about 2 seconds.
- Press the starter button (4) once only.
- With the engine running normally, all the instant parameters will appear on the digital display.



IF THE LOW FUEL INDICATOR LIGHT ON THE INSTRUMENT PANEL TURNS ON, REFUEL THE VEHICLE AT ONCE.



INTENSE USE/ON THE TRACK IN RESERVE CAN DAMAGE THE ENGINE.



ON NEW VEHICLES, THE SHIFT LIGHT THRESHOLD IS SET TO 5200 RPM. RAISE THE THRESHOLD GRADUALLY UNTIL YOU HAVE BECOME FAMILIAR WITH THE VEHICLE AND THE RUN-IN HAS BEEN COMPLETED.



A FEW SECONDS AFTER ENGINE START-UP, THE START-UP BUTTON ACTS AS A RIDING MODE CHANGE BUTTON.



IF THE GENERAL WARNING LIGHT ON THE INSTRUMENT PANEL COMES ON, IT MEANS THAT THE CONTROL UNIT HAS ENCOUNTERED A FAULT AND YOU MUST CONTACT AN Authorised Moto Guzzi Dealer.



DO NOT SET OFF SUDDENLY WHEN THE ENGINE IS COLD. RIDE AT LOW SPEED FOR SEVERAL KILOMETRES. THIS WILL ALLOW THE ENGINE TO WARM UP AND REDUCE POLLUTING EMISSIONS AND FUEL CONSUMPTION.

Moving off / riding (03_19, 03_20, 03_21)

CAUTION

THE ECU INSTALLED ON THIS MOTORCYCLE COMPENSATES FOR INCREASED ELECTRIC POWER CONSUMPTION BY TEMPORARILY RAISING THE IDLE SPEED; VARIATIONS IN ENGINE SPEED WITHIN THIS RANGE ARE THEREFORE NORMAL.



IF THE LOW FUEL WARNING LIGHT ON THE INSTRUMENT PANEL TURNS ON, REFUEL THE VEHICLE AT ONCE.

WARNING

IF THE MOTORCYCLE TURNS OFF ACCIDENTALLY THE ECU ALLOWS A RESTART WITHIN THE NEXT 5 SECONDS. ONCE THIS PERIOD OF TIME HAS PASSED THE ECU WILL PREVENT STARTING FOR ANOTHER 3 SECONDS AND ONLY THEN WILL IT BE POSSIBLE TO START THE MOTORCYCLE.

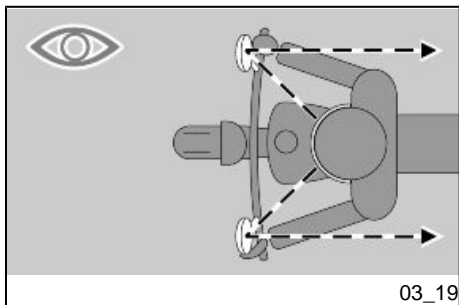
CAUTION

WHEN TRAVELLING WITHOUT PASSENGERS, MAKE SURE THE PASSENGER FOOTRESTS ARE FOLDED UP.

CAUTION

PASSENGERS MUST BE SUITABLY INSTRUCTED ON HOW TO BEHAVE TO PREVENT DANGEROUS SITUATIONS WHEN RIDING.

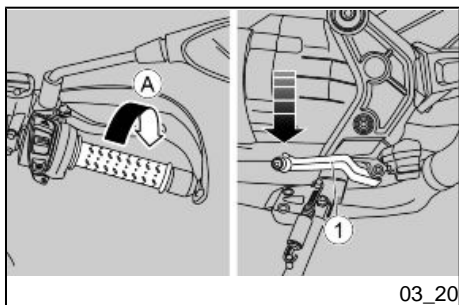
BEFORE SETTING OFF, MAKE SURE THE STAND HAS BEEN COMPLETELY RETRACTED TO ITS POSITION.

**To start:**

- Turn on the engine.
- Adjust the inclination of the rear-view mirrors to ensure proper visibility.

CAUTION

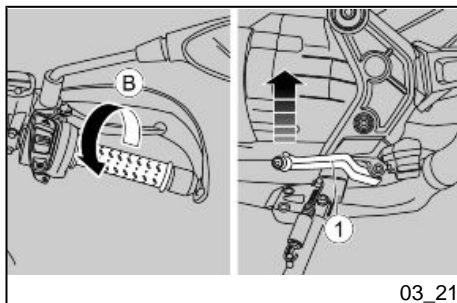
WITH THE VEHICLE AT STANDSTILL, PRACTICE USING THE REAR-VIEW MIRRORS. THE MIRRORS ARE CONVEX, SO OBJECTS MAY SEEM FARTHER AWAY THAN THEY REALLY ARE. THESE MIRRORS OFFER A WIDE-ANGLE VIEW AND ONLY EXPERIENCE HELPS YOU JUDGE THE DISTANCE SEPARATING YOU AND THE VEHICLE BEHIND.



- With a closed throttle grip (Pos. A) and the engine idling, pull the clutch lever.
- Push the gearbox lever (1) downward to select the first gear.
- Release the clutch lever (activated during start-up).

CAUTION

WHEN TURNING OFF THE VEHICLE, DO NOT RELEASE THE CLUTCH TOO QUICKLY OR SUDDENLY, AS THIS COULD CAUSE THE ENGINE TO STOP OR THE VEHICLE TO REAR UP ON THE BACK WHEEL. DO NOT ACCELERATE SUDDENLY WHEN RELEASING THE CLUTCH FOR THE SAME REASON.



03_21

- Slowly release the clutch lever and accelerate by slightly turning the throttle grip at the same time (Pos. B).

The vehicle starts moving forward.

- For the first kilometres travelled, limit the speed in order to warm up the engine.
- Speed up by gradually turning the throttle grip (Pos. B) without exceeding the recommended revs.



RIDE IN THE CORRECT GEAR AND SPEED FOR THE CONDITIONS.

DO NOT OPERATE THE THROTTLE GRIP ABRUPTLY.

- Release the throttle grip (Pos. A), operate the clutch lever and lift the gear control lever (1), release the clutch lever and accelerate.
- Repeat the last two operations and engage a higher gear.



IT IS SUGGESTED TO GO UP TO A HIGHER GEAR THAN TO A LOWER GEAR:

- When riding downhill and under braking, using engine compression to increase braking power.
- When going uphill, when the engaged gear does not suit the speed (high gear, moderate speed) and the number of engine revs falls.

CAUTION

DOWNSHIFT ONE GEAR AT A TIME; WHEN SHIFTING TO A LOWER GEAR, DOWNSHIFTING MORE THAN ONE GEAR AT A TIME COULD OVERREV THE ENGINE; THAT IS, THE MAXIMUM RPM VALUE PERMITTED FOR THE ENGINE COULD BE EXCEEDED.

- Release the throttle grip (Pos. A).
- If necessary, pull the brake levers gently and reduce speed.
- Operate the clutch lever and lower the gearshift lever (1) to engage a lower gear.
- Release the brake levers when it is operated.
- Release the clutch lever and accelerate moderately.



IN ORDER TO AVOID CLUTCH OVERHEATING, SHUT THE ENGINE OFF AS SOON AS POSSIBLE ONCE THE VEHICLE HAS STOPPED AND AT THE SAME TIME THE GEAR IS ENGAGED AND THE CLUTCH LEVER OPERATED.



OPERATE THE FRONT OR THE REAR BRAKE ONLY SIGNIFICANTLY REDUCES THE BRAKING FORCE OF THE VEHICLE.

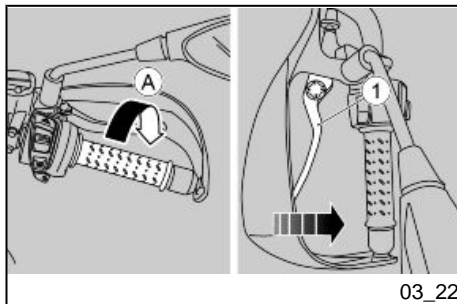
WHEN STOPPING UPHILL, DECELERATE COMPLETELY AND ONLY USE THE BRAKES TO MAINTAIN THE VEHICLE IN THE STOPPED POSITION.

USING THE ENGINE TO KEEP THE MOTORCYCLE STOPPED COULD CAUSE THE CLUTCH TO OVERHEAT. BRAKING CONTINUOUSLY WHEN DRIVING DOWNHILL COULD CAUSE THE BRAKE PADS TO OVERHEAT, WHICH REDUCES BRAKING AND LIMITS BRAKING POWER.

IT IS RECOMMENDED TO USE THE ENGINE COMPRESSION, DOWNSHIFTING AND USING BOTH BRAKES INTERMITTENTLY.

WHEN DRIVING DOWNHILL, NEVER RIDE WITH THE ENGINE TURNED OFF.

WHEN RIDING ON WET SURFACES OR SURFACES WITH POOR GRIP (SNOW, ICE, MUD, ETC.) USE MODERATE SPEED, AVOID SUDDEN BRAKING OR MANOEUVRES THAT MAY CAUSE TO A LOSS OF TRACTION AND POSSIBLY TO A FALL OR CRASH.



03_22

Stopping the engine (03_22)

- Release the throttle grip (Pos. A), brake gradually and simultaneously down-shift to slow down.

Once the speed is reduced, before stopping the vehicle:

- Operate the clutch lever (1) so that engine does not shut off.

When the vehicle is at a standstill:

- Set the gearshift lever to neutral ("N" appears on digital display with green "N" indicator light on).
- Release the clutch lever (1).
- While at a temporary halt, keep at least one of the vehicle brakes held.

CAUTION



WHENEVER POSSIBLE, AVOID ROUGH BRAKING, SUDDEN DECELERATION AND BRAKING IN EXCESS.

Parking

It is very important to select an adequate parking spot, in compliance with road signals and the guidelines described below.

CAUTION

PARK ON SAFE AND LEVEL GROUND TO PREVENT THE MOTORCYCLE FROM FALLING.

DO NOT LEAN THE VEHICLE AGAINST A WALL OR LAY IT ON THE GROUND.

ENSURE THAT THE VEHICLE AND, IN PARTICULAR, PARTS OF THE VEHICLE WHICH MAY BECOME HOT (ENGINE, EXHAUST SYSTEM, BRAKE DISCS) ARE

NOT A HAZARD TO PERSONS OR CHILDREN. DO NOT LEAVE YOUR VEHICLE UNATTENDED WITH THE ENGINE ON OR THE KEY IN THE IGNITION SWITCH.

CAUTION

IF THE VEHICLE FALLS OR IS ON A STEEP INCLINE FUEL CAN LEAK.

FUEL USED TO DRIVE INTERNAL COMBUSTION ENGINES IS HIGHLY FLAMMABLE AND CAN BECOME EXPLOSIVE UNDER CERTAIN CONDITIONS.



DO NOT REST THE RIDER OR PASSENGER WEIGHT ON THE SIDE STAND.

Catalytic silencer

The vehicle has silencers with a "platinum - palladium - rhodium three-way" metal catalytic converter.

This device oxidises the CO (carbon monoxide) producing carbon dioxide, and the UHC (unburned hydrocarbons) producing water vapour and reduces NOx (nitrogen oxide) producing oxygen and nitrogen present in the exhaust fumes.



DO NOT PARK THE VEHICLE NEAR DRY BRUSHWOOD OR IN PLACES EASILY ACCESSIBLE BY CHILDREN BECAUSE THE CATALYTIC CONVERTER REACHES HIGH TEMPERATURES DURING VEHICLE OPERATION; FOR THIS REASON, PAY UTMOST ATTENTION AND DO NOT TOUCH IT UNTIL IT HAS COMPLETELY COOLED DOWN.



DO NOT USE LEADED PETROL AS IT CAUSES IRREPARABLE DAMAGE TO THE CATALYTIC CONVERTER.

Vehicle owners are warned that the law may prohibit the following:

- the removal of any device or element belonging to a new vehicle or any other action by anyone leading to render it non-operating, if not for maintenance, repair or replacement reasons, in order to control noise emission before the sale or delivery of the vehicle to the ultimate buyer or while it is used;
- using the vehicle after that device or element has been removed or rendered non-operating.

Check the exhaust silencer and the silencer pipes, ensuring there are no signs of penetrative corrosion and that the exhaust system works properly.

If the noise produced by the exhaust system increases, get immediately in touch with the Dealer or with a Moto Guzzi authorised repair shop.

NOTE

DO NOT TAMPER WITH THE EXHAUST SYSTEM.

Stand (03_23, 03_24)

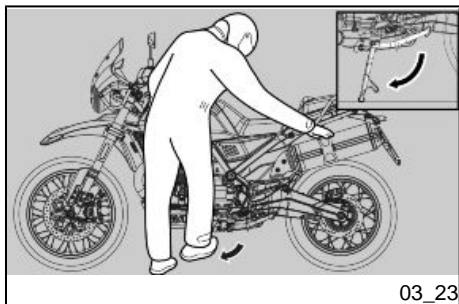


BEFORE SETTING OFF, MAKE SURE THE STAND HAS BEEN COMPLETELY RETRACTED TO ITS POSITION.

DO NOT REST THE RIDER OR PASSENGER WEIGHT ON THE SIDE STAND.



THE SIDE STAND MUST ROTATE FREELY. IF NECESSARY GREASE THE JOINT.



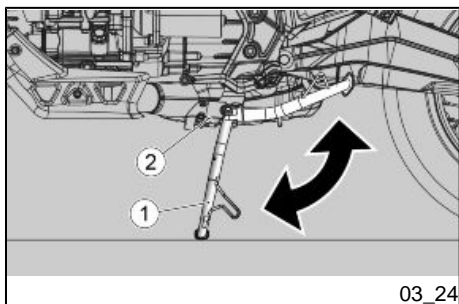
SIDE STAND

If the stand has been folded up for any manoeuvre (for example, when the vehicle is in motion), place the vehicle on the stand again as follows:

- Grasp the left grip and put the right hand on the upper rear part of the vehicle.
- Push the side stand with your right foot to fully extend the stand.
- Lean the vehicle until the stand touches the ground.
- Turn the handlebar fully leftwards.

CAUTION

MAKE SURE THE VEHICLE IS STABLE.



A safety switch (2) is installed on the side stand (1) to inhibit ignition or to stop the engine when a gear is engaged and the side stand (1) is lowered.

CHECK THAT THE AREA AROUND THE SWITCH IS NOT DIRTY. CLEAN THE AREA IF NECESSARY AND CHECK ON THE INSTRUMENT PANEL THAT THE INDICATOR LIGHT COMES ON WHEN THE STAND IS LOWERED.

IF THE SIDE STAND INDICATOR LIGHT DOES NOT COME ON WHEN THE STAND IS LOWERED EVEN AFTER CLEANING, CONTACT AN Authorised Moto Guzzi Dealer.

Suggestion to prevent theft

CAUTION

WHEN USING A DISC LOCKING DEVICE, PAY UTMOST ATTENTION TO REMOVE IT BEFORE RIDING. FAILURE TO OBSERVE THIS WARNING MAY CAUSE SERIOUS DAMAGE TO THE BRAKING SYSTEM AND ACCIDENTS WITH CONSEQUENT PHYSICAL INJURIES OR EVEN DEATH.

NEVER leave the ignition key in the lock and always use the steering lock. Park the vehicle in a safe place such as a garage or a place with guards. Whenever possible, use an additional anti-theft device. Make sure all vehicle documents are in order and the road tax paid. Write down your personal details and telephone number on this page to help identifying the owner in case of vehicle retrieval after a theft.

LAST NAME:

NAME:

ADDRESS:

TELEPHONE NO.:

WARNING

IN MANY CASES, STOLEN VEHICLES CAN BE IDENTIFIED BY DATA IN THE USE / MAINTENANCE BOOKLET.

Safe driving

Some simple tips are provided below that will enable you to use your motorcycle on a daily basis in greater safety and peace of mind. Your mechanical knowledge and ability are the foundation for safe driving. We recommend trying out the motorcycle in traffic-free zones to familiarise with it.

1. Before riding off, remember to put the helmet on and fasten it correctly.

2. Slow down and drive carefully over bumpy roads.
3. After driving over a long stretch of wet road without using the brakes, braking will not be as efficient the first time/s you use them again. When driving under conditions like this, you should brake periodically.
4. Although the vehicle is equipped with an ABS system, pay attention when braking on wet surfaces, on dirt or on a slippery road surface.
5. Avoid riding off by mounting the scooter when it is resting on its support.
6. When riding on roads covered with sand, mud, snow mixed with salt, etc. We recommend cleaning the brake discs frequently with a non-corrosive detergent in order to prevent corrosive particles from building up in the holes, which may cause early brake pad wear.

CAUTION

TO ALLOW THE QUICK REACHING OF THE PERFECT GRIP OF NEW TYRES AT THE FIRST MILEAGE, IT IS RECOMMENDED A PARTICULARLY CAREFUL GUIDE OF THE MOTORCYCLE, AVOIDING SUDDEN STEERING OR VIOLENT ACCELERATION AND BRAKING.

CAUTION

ALWAYS RIDE WITHIN YOUR LIMITS. RIDING UNDER THE INFLUENCE OF ALCOHOL OR OTHER DRUGS AND CERTAIN MEDICINES IS EXTREMELY DANGEROUS.

CAUTION

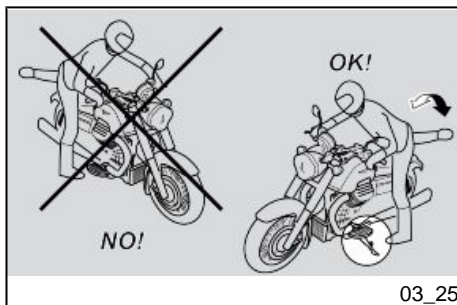
ANY ELABORATION THAT MODIFIES THE VEHICLE'S PERFORMANCES, SUCH AS TAMPERING WITH ORIGINAL STRUCTURAL PARTS IS STRICTLY FORBIDDEN BY LAW, AND RENDERS THE MOTORCYCLE NO LONGER CONFORMING TO THE APPROVED TYPE AND DANGEROUS FOR RIDING.

CAUTION

DO NOT ADJUST THE MIRRORS WHILE DRIVING. THIS COULD CAUSE YOU TO LOOSE CONTROL OF THE MOTORCYCLE.

CAUTION

STOP THE VEHICLE MAINLY USING THE FRONT BRAKE. THE REAR BRAKE MUST ONLY BE USED TO BALANCE THE BRAKING EFFECT, AND ONLY TOGETHER WITH THE FRONT BRAKE.

**Basic safety rules (03_25, 03_26, 03_27, 03_28, 03_29)**

The following recommendations should receive your maximum attention, because they are provided to increase your safety, and decrease damage to people, things and vehicles, in the case of a fall of the rider or passenger from the vehicle and/or from the fall or overturning of the vehicle.

Mounting and dismounting the vehicle should always be performed with total freedom of movement and with the hands free of all objects. (i.e.- objects, helmet, gloves, or glasses).

Mount and dismount only on the left side of the vehicle, and only with the side stand lowered.

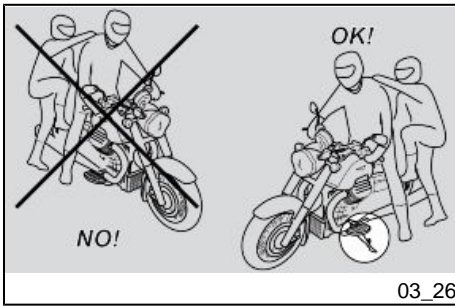
The stand is designed to support the weight of the vehicle and a small additional weight, which does not include the rider and passenger.

Mounting into driving position, with the side stand in place, is permitted only to prevent the possibility of the vehicle falling or overturn, and does not indicate the possibility for the rider and passenger's weight to be placed on the side stand.

During mounting and dismounting the vehicle's weight can cause a loss of balance, with consequent loss of equilibrium and the possibility of falling or overturning.

CAUTION

THE RIDER SHOULD ALWAYS BE THE FIRST TO MOUNT AND THE LAST TO DISMOUNT FROM THE VEHICLE, AND SHOULD CONTROL THE STABILITY AND EQUILIBRIUM OF THE VEHICLE WHILE THE PASSENGER IS MOUNTING AND DISMOUNTING



In any case, the passenger should mount and dismount the vehicle using caution to avoid causing the vehicle or the rider to lose balance.

CAUTION

THE RIDER TO INSTRUCT THE PASSENGER ABOUT THE PROPER WAY TO MOUNT AND DISMOUNT FROM THE VEHICLE.

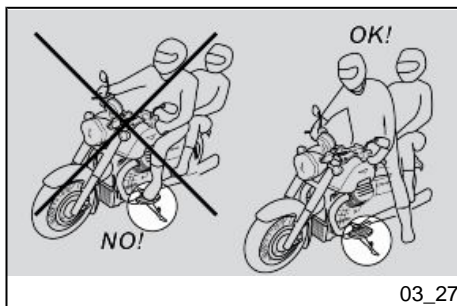
THE VEHICLE INCLUDES PASSENGER FOOTRESTS WHICH SHOULD BE USED DURING MOUNTING AND DISMOUNTING. THE PASSENGER SHOULD ALWAYS USE THE LEFT FOOTREST FOR MOUNTING AND DISMOUNTING FROM THE VEHICLE.

DO NOT DISMOUNT OR EVEN ATTEMPT TO DISMOUNT BY JUMPING OR STRETCHING OUT YOUR LEG IN ORDER TO TOUCH THE GROUND. IN BOTH CASES THE STABILITY AND EQUILIBRIUM OF THE VEHICLE COULD BE COMPROMISED.

CAUTION

BAGGAGE OR OBJECTS ATTACHED TO THE REAR PART OF THE VEHICLE CAN CREATE AN OBSTACLE DURING MOUNTING AND DISMOUNTING FROM THE VEHICLE.

IN ALL CASES, THINK AHEAD AND MOVE YOUR RIGHT LEG CAREFULLY, AS IT WILL HAVE TO AVOID AND CLEAR THE REAR PART OF THE VEHICLE (INCLUDING BAGGAGE AND THE TAIL FAIRING) WITHOUT CAUSING LOSS OF BALANCE.



03_27

MOUNTING

- Grip the handlebar properly and mount the vehicle without placing your weight upon the side stand.

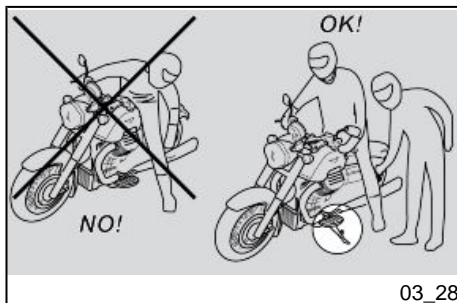
CAUTION

IN THE CASE THAT YOU ARE NOT ABLE TO REST BOTH FEET ON THE GROUND, PUT THE RIGHT FOOT ON THE GROUND, (IN THE CASE OF A LOSS OF BALANCE THE LEFT SIDE IS "PROTECTED" BY THE SIDE STAND) AND KEEP YOUR LEFT FOOT READY TO BE POSITIONED.

- Place both feet on the ground and straighten the vehicle into the driving position, always maintaining its equilibrium.

CAUTION

THE RIDER SHOULD NOT OPEN OR TRY TO OPEN THE PASSENGER FOOTRESTS FROM THE RIDER'S SEAT, AS IT COULD COMPROMISE THE STABILITY AND EQUILIBRIUM OF THE VEHICLE.



03_28

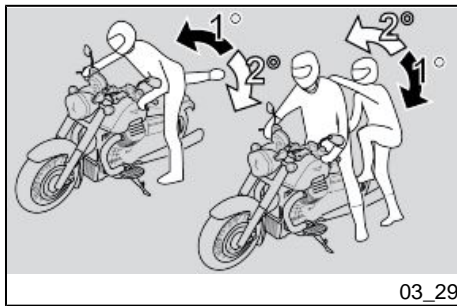
- Have the passenger open the two passenger foot pegs.
- Show the passenger how to mount the vehicle.
- Use your left foot to push on the side stand and make it fully return to its position.

DISMOUNTING

- Select an appropriate parking spot.
- Stop the vehicle.



MAKE SURE THAT THE GROUND ON WHICH THE MOTORCYCLE IS PARKED IS FIRM, EVEN AND FREE OF OBSTACLES.



- Use the heel of your left foot to completely open the side stand.

CAUTION

IN THE CASE THAT YOU ARE NOT ABLE TO REST BOTH FEET ON THE GROUND, PUT THE RIGHT FOOT ON THE GROUND, (IN THE CASE OF A LOSS OF BALANCE THE LEFT SIDE IS "PROTECTED" BY THE SIDE STAND) AND KEEP YOUR LEFT FOOT READY TO BE POSITIONED.

- Place both feet on the ground and keep the vehicle balanced in the driving position.
- Show the passenger how to dismount from the vehicle.



RISK OF FALLING OR OVERTURNING.

**MAKE SURE THAT THE PASSENGER HAS DISMOUNTED FROM THE VEHICLE.
DO NOT PLACE YOUR WEIGHT UPON THE SIDE STAND.**

- Lean the motorcycle until the stand touches the ground.
- Correctly grip the handlebar, and dismount from the vehicle.
- Turn the handlebar completely to the left.
- Place the passenger footrest in its place.

CAUTION



MAKE SURE THE VEHICLE IS STABLE.

V85 TT



Chap. 04 Maintenance

Foreword

In general terms, scheduled maintenance can be carried out by the owner; however, some operations may require specific tools and technical training. For periodic maintenance, servicing or technical advice, contact an **Official Moto Guzzi Dealer** for prompt and accurate service.

WARNING

THIS VEHICLE HAS BEEN PROGRAMMED TO INDICATE IN REAL TIME ANY ACTIVATION FAILURE STORED IN THE ELECTRONIC CONTROL UNIT MEMORY.

ANY TIME THE IGNITION SWITCH IS SET TO "ON", THE "GENERAL ALARM" WARNING LIGHT ON THE INSTRUMENT PANEL TURNS ON FOR THREE SECONDS. IF THE WARNING LIGHT TURNS OFF, IT MEANS THAT THERE ARE NO MALFUNCTIONS.

NOTE

CARRY OUT MAINTENANCE OPERATIONS AT HALF THE INTERVALS SPECIFIED IF THE VEHICLE IS USED IN PARTICULAR RAINY OR DUSTY CONDITIONS, OFF ROAD OR FOR TRACK USE.

Engine oil level check (04_01)

Check the engine oil level frequently.

NOTE

CARRY OUT MAINTENANCE OPERATIONS AT HALF THE INTERVALS SPECIFIED IF THE VEHICLE IS USED IN PARTICULAR RAINY OR DUSTY CONDITIONS, OFF ROAD OR FOR TRACK USE.

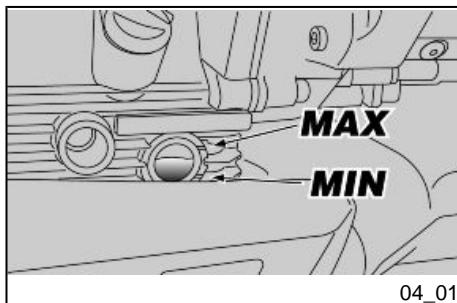


THE OIL LEVEL MUST BE CHECKED WHEN THE ENGINE IS WARM.

CAUTION

DO NOT LET THE ENGINE IDLE WITH THE VEHICLE AT A STANDSTILL TO WARM UP THE ENGINE AND OBTAIN THE OPERATING TEMPERATURE OF ENGINE OIL.

PREFERABLY CHECK THE OIL AFTER A JOURNEY OF AFTER TRAVELLING APPROXIMATELY 15 Km (10 miles) IN EXTRA-URBAN CONDITIONS (ENOUGH TO WARM UP THE ENGINE OIL TO OPERATING TEMPERATURE).

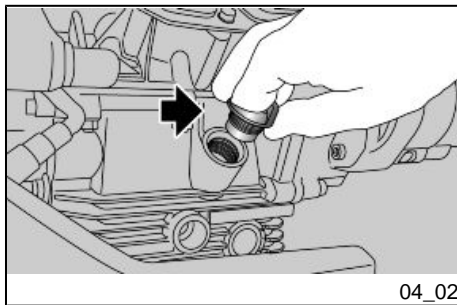


- Shut off the engine.
- Keep the vehicle upright with both wheels on the earth.
- Using the relative opening on the engine casing, check the oil level.

MAX (top notch) = maximum level.

MIN (bottom notch) = minimum level

- The level is correct if it reaches the "**MAX**" level.



04_02

Engine oil top-up (04_02)

If the engine oil needs to be topped up, proceed as follows:

- Unscrew and remove the cap.

CAUTION

ONLY USE ENGINE OIL RECOMMENDED ON THE PRODUCTS TABLE.

- Pour in the necessary quantity of engine oil to reach the correct level.

CAUTION

DO NOT ADD ADDITIVES OR ANY OTHER SUBSTANCES TO THE OIL. WHEN USING A FUNNEL OR ANY OTHER ELEMENT, MAKE SURE IT IS PERFECTLY CLEAN.

Engine oil change

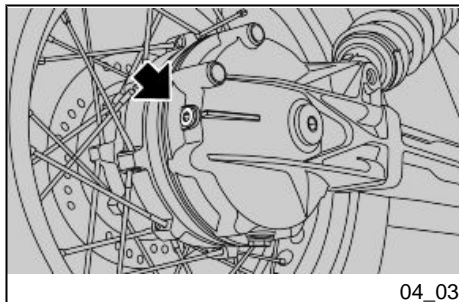
CAUTION

THE ENGINE OIL MUST BE CHECKED AND CHANGED BY AN Official Moto Guzzi Dealership

Engine oil filter replacement

CAUTION

THE ENGINE OIL FILTER MUST BE CHECKED AND CHANGED BY AN Official Moto Guzzi Dealership



Bevel gear pair oil level (04_03)

Check the cardan shaft oil level regularly; change the oil at the specified intervals according to the scheduled maintenance table

To check:

- Keep the vehicle upright with both wheels on the earth.
- Unscrew and remove the level plug.
- Check that the oil level is on the rim of the hole of the level plug. Top-up if oil is below the specified level.

CAUTION

CHECK THE CONDITION OF THE SEALING WASHER OF THE LEVEL PLUG IN CASE OF CHECK OF THE OIL IN THE CARDAN SHAFT TRANSMISSION UNIT. IT IS ALSO RECOMMENDED TO REPLACE SUCH WASHER AT AN AUTHORISED Moto Guzzi Dealer.

CAUTION

TO TOP-UP OR CHANGE THE OIL IN THE CARDAN SHAFT TRANSMISSION UNIT, CONTACT AN Authorised Moto Guzzi Dealer.

Gearbox oil level

CAUTION

THE GEARBOX OIL MUST BE CHECKED AND CHANGED BY AN Official Moto Guzzi Dealership.

Tyres (04_04)

This vehicle is fitted with tyres with inner tubes (Tube type).

CAUTION

CHECK TYRE INFLATION PRESSURE REGULARLY AT AMBIENT TEMPERATURE. THE MEASUREMENT MAY BE INCORRECT IF TYRES ARE WARM. CHECK TYRE PRESSURE MAINLY BEFORE AND AFTER A LONG TRIP. AN OVER-INFLATED TYRE WILL PROVIDE A HARSH RIDE AS SURFACE UNEVENNESS IS NOT CUSHIONED AND IS SENT TO THE HANDLEBAR, THUS REDUCING GRIP AND ROAD HOLDING SPECIALLY WHEN CORNERING.

ON THE OTHER HAND, AN UNDER-INFLATED TYRE CAUSES THE CONTACT PATCH TO INCLUDE A LARGER PORTION OF THE TYRE SIDE WALLS. IF SO, THE TYRE MIGHT SLIP ON OR GET DETACHED FROM THE WHEEL RIM, RESULTING IN LOSS OF CONTROL OVER THE VEHICLE.

EVENTUALLY THE VEHICLE MIGHT SKID IN A BEND.

CHECK THE SURFACE CONDITION AND WEAR BECAUSE POOR TYRE CONDITION COULD COMPROMISE GRIP AND HANDLING OF THE VEHICLE.

SOME TYRE TYPES APPROVED FOR THIS VEHICLE FEATURE WEAR INDICATORS.

THERE ARE SEVERAL TYPES OF WEAR INDICATORS. CONSULT YOUR DEALER ON METHODS TO CHECK FOR WEAR.

CARRY OUT A VISUAL INSPECTION FOR TYRE WEAR AND TEAR, REPLACE TYRES WHEN WORN.

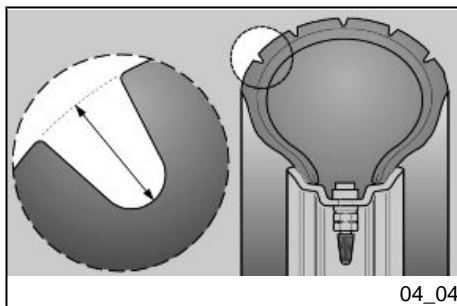
WHEN TYRES ARE OLD, THE MATERIAL MAY HARDEN AND NOT PROVIDE ADEQUATE ROAD HOLDING, EVEN IF TYRES ARE STILL WITHIN THE WEAR LIMIT. REPLACE TYRES IF THIS OCCURS. REPLACE THE TYRE IF IT IS WORN OR IF THERE IS A PUNCTURE LARGER THAN 5 mm (0.197 in) IN THE TREAD AREA.

WHEEL MUST BE BALANCED AFTER A TYRE IS MENDED.

USE ONLY TYRE SIZES INDICATED BY THE MANUFACTURER. DO NOT FIT TYRES WITH INNER TUBES ON RIMS FOR TUBELESS TYRES OR VICE VERSA. CHECK THAT THE INFLATION VALVES HAVE THEIR CAPS FITTED TO AVOID UNEXPECTED FLAT TYRES.

REPLACEMENT, REPAIR, MAINTENANCE AND BALANCING OPERATIONS ARE HIGHLY IMPORTANT AND SO THEY SHOULD BE CARRIED OUT USING THE SPECIFIC TOOLS AND WITH THE ADEQUATE KNOWLEDGE. HAVE YOUR TYRES AND WHEELS SERVICED AT AN AUTHORISED DEALER OR A SPECIALISED TYRE WORKSHOP.

NEW TYRES MAY BE COATED WITH AN OILY FILM: RIDE WITH CAUTION DURING THE FIRST KILOMETRES. DO NOT APPLY UNSUITABLE LIQUIDS ON TYRES.



Minimum tread depth:

front and rear 2 mm (0.079 in) (USA 3 mm) (USA 0.118 in) and anyway not lower to what it is specified in the current legislation in the country in which the vehicle is used.

Spark plug dismantlement

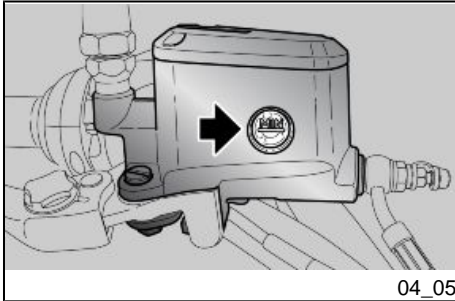
CAUTION

FOR REMOVAL, CHECK, AND REPLACEMENT OF THE SPARK PLUGS CONTACT AN OFFICIAL Moto Guzzi Dealer.

Removing the air filter

CAUTION

TO REMOVE, CHECK AND REPLACE THE AIR FILTER, CONTACT AN Official Moto Guzzi Dealer.



04_05

Checking the brake oil level (04_05, 04_06)

Front brake fluid check

- Rest the vehicle on its stand.
- Turn the handlebar so that the fluid is at the same level as the plug
- Make sure that the fluid level in the reservoir is above the "**MIN**" reference mark

MIN = minimum level

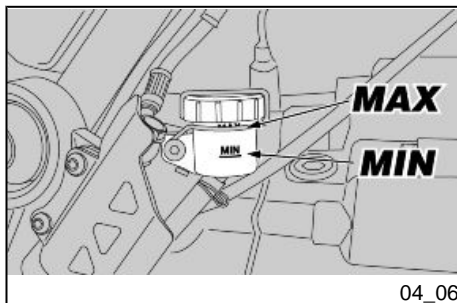
If the fluid does not reach at least the "**MIN**" reference mark:

CAUTION

FLUID LEVEL DECREASES GRADUALLY AS BRAKE PADS WEAR DOWN.

- Check brake pads and discs for wear.

If the brake pads and/or brake discs do not have to be replaced, have the braking system checked at an **Official Moto Guzzi Dealership**.



04_06

Rear brake fluid check

- Keep the vehicle upright so that the fluid in the reservoir is at the same level as the plug.
- Make sure that the fluid level in the reservoir is above the "MIN" reference mark:

MIN = minimum level

MAX = maximum level

If the fluid does not reach at least the "MIN" reference mark:

CAUTION

FLUID LEVEL DECREASES GRADUALLY AS BRAKE PADS WEAR DOWN.

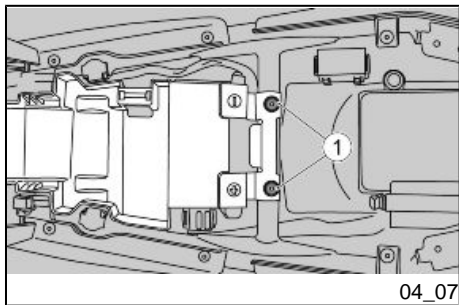
- Check brake pads and discs for wear.

If the brake pads and/or brake discs do not have to be replaced, have the braking system checked at an **Official Moto Guzzi Dealership**.

Braking system fluid top up

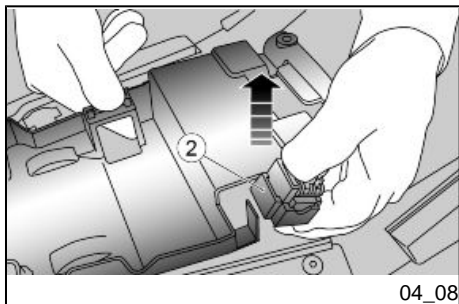
CAUTION

FOR THE TOP-UP OF THE BRAKING SYSTEMS COOLANT, CONTACT AN Official Moto Guzzi Dealer.

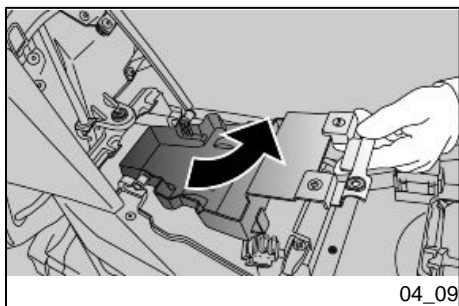


Battery removal (04_07, 04_08, 04_09, 04_10)

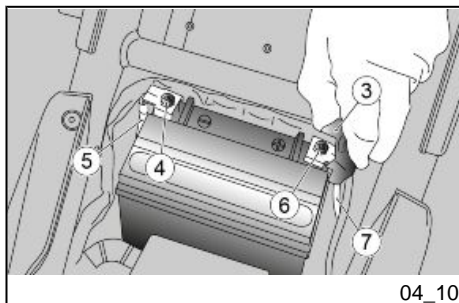
- Ensure that the ignition switch is turned to "KEY OFF";
- Remove the saddle;
- Remove the glove box fixing screws (1);



- Detach the main fuse support (2) from the glove box;



- Detach the glove box at the front and remove it.



- Unscrew and remove the screw (4) of the negative terminal (-).
- Move the negative lead (5) aside.
- Remove the protective cap (3) and unscrew and remove the screw (6) from the positive terminal (+).
- Move the positive lead (7) aside.
- Remove the battery retainer bracket (7).
- Grip the battery firmly and remove from its seat.
- Put the battery away on a level surface, in a cool and dry place.



CHECK THAT THE CABLE TERMINALS AND BATTERY LEADS ARE:

- **IN GOOD CONDITION (NOT CORRODED OR COVERED BY DEPOSITS);**
- **COVERED BY NEUTRAL GREASE OR PETROLEUM JELLY.**



REMOVING THE BATTERY RESETS THE DIGITAL CLOCK AND THE TRIP LOG FUNCTIONS.

CAUTION



ONCE REMOVED, THE BATTERY MUST BE PUT AWAY IN A SAFE PLACE OUT OF THE REACH OF CHILDREN.

CAUTION

WHEN REFITTING, CONNECT THE LEAD TO THE POSITIVE TERMINAL (+) FIRST AND AFTERWARDS THE LEAD TO THE NEGATIVE TERMINAL (-).

Checking the electrolyte level

WARNING

THIS VEHICLE IS FITTED WITH A MAINTENANCE-FREE BATTERY AND DOES NOT NEED ANY INTERVENTION, EXCEPT FOR SPORADIC CHECKS AND RECHARGE.

Charging the battery

- Remove the battery.
- Get an adequate battery charger.
- Set the battery charger for the recharge type indicated.
- Connect the battery to the battery charger.

CAUTION



WHEN RECHARGING OR USING THE BATTERY, BE CAREFUL TO HAVE THE ROOM ADEQUATELY AIRED. DO NOT BREATHE GASES RELEASED WHEN THE BATTERY IS RECHARGING.

- Switch on the battery charger.

CHARGE MODES

Ordinary recharge

- Electric current: 1.4 A
- Time required: 5 -10 hours

Quick recharge

- Electric current: 6 A

- Time required: 1 hours

Long periods of inactivity

If the vehicle is inactive longer than fifteen days, it is necessary to recharge the battery to avoid sulphation.

- Remove the battery and put it away in a cool and dry place.

In winter or when the vehicle is out of use for prolonged periods, check charge level frequently (about once a month) to prevent deterioration.

- Recharge it fully with an ordinary charge.

If the battery is still on the vehicle, disconnect the cables from the terminals.

Checking and cleaning terminals and leads

- Partially remove the battery from its housing.
- Check that the battery cable terminals and leads are in good conditions (not corroded or covered by deposits) and covered with neutral grease or petroleum jelly.

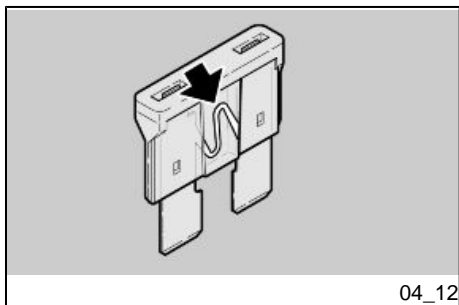
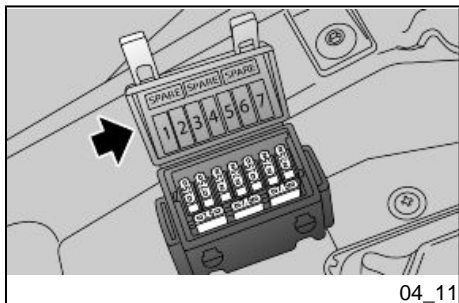
Fuses (04_11, 04_12, 04_13, 04_14)

CAUTION



DO NOT ATTEMPT TO REPAIR FAULTY FUSES.

NEVER USE A FUSE THAT IS DIFFERENT THAN WHAT IS SPECIFIED TO PREVENT DAMAGES TO THE ELECTRICAL SYSTEM OR SHORT CIRCUITS, AND THE RISK OF FIRE.

**NOTE**

A FUSE THAT BLOWS FREQUENTLY MAY INDICATE A SHORT CIRCUIT OR OVERLOAD. IF THIS OCCURS, CONTACT AN Authorised Moto Guzzi Dealer.

To check:

- Set the ignition switch to 'OFF' to avoid an accidental short circuit.
- Remove the saddle.
- Remove the fuse box cover.
- Take out one fuse at a time and check if the filament is broken.
- Before replacing the fuse, find and solve, if possible, the reason that caused the problem.
- If the fuse is damaged, replace it with one of the same current rating.

NOTE

IF THE SPARE FUSE IS USED, REPLACE WITH ONE OF THE SAME TYPE IN THE CORRESPONDING FITTING.

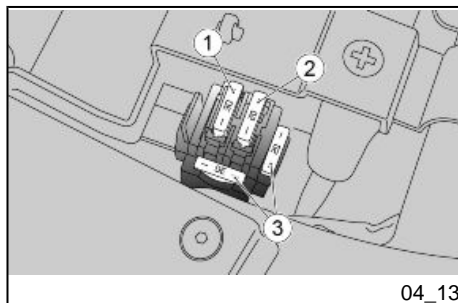
MAIN FUSES

| | |
|-------------|--|
| A) 30A fuse | Battery recharge, primary injection relay, key, injection loads, taillights, starter relay |
|-------------|--|

| | |
|-------------|------------------|
| B) 20A fuse | ABS power supply |
|-------------|------------------|

| |
|----------------|
| L) spare fuses |
|----------------|

These are located underneath the saddle on the LH side

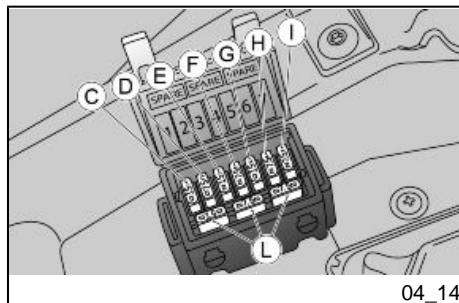


SECONDARY FUSES

| | |
|-------------|---|
| C) 15A fuse | Low beam/high beam and passing lights, brake lights, DRL/taillights, horn, fog lights |
|-------------|---|

| | |
|----------------|--|
| D) 7.5A fuse | Instrument panel power supply, antitheft system power supply, hand grips and turn indicators |
| E) 15A fuse | ECU live positive lead |
| F) 7.5A fuse | ECU permanent positive lead |
| G) 15A fuse | Coils, secondary air injectors, fuel pump |
| H) 7.5A fuse | USB sockets, antitheft system |
| I) 7.5A fuse | Bluedash (GPS), OBD |
| L) spare fuses | |

These are located underneath the saddle on the RH side



Front light group

NOTE

WHEN THE REAR WHEEL EXCEEDS THE SPEED OF 1 km/h (0.62 mph) (EVEN WITH THE ENGINE OFF, AND THE KEY SET TO ON), THE HEADLIGHTS WILL TURN ON AND WILL REMAIN ON FOR 30 SECONDS (FROM THE TIME IN WHICH THE REAR WHEEL STOPS MOVING).

CAUTION

TO REMOVE, CHECK AND REPLACE THE LIGHTS IN THE FRONT LIGHT ASSEMBLY, PLEASE CONTACT AN Authorised Moto Guzzi Dealership

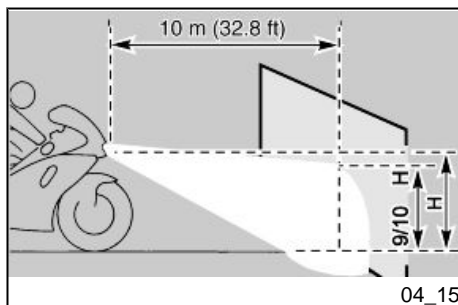
Headlight adjustment (04_15, 04_16, 04_17)

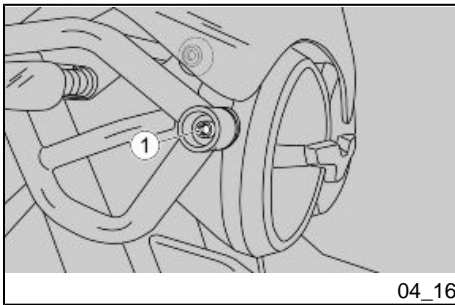
NOTE

IN COMPLIANCE WITH LOCAL LEGAL REQUIREMENTS, SPECIFIC PROCEDURES MUST BE FOLLOWED WHEN CHECKING LIGHT BEAM ADJUSTMENT.

For a quick check of the correct direction of the front light beam:

- Place the vehicle 10 m (32.81 ft) away from a vertical wall and make sure the ground is level.
- Turn on the low beam light, sit on the vehicle and check that the light beam projected to the wall is a little below the headlight horizontal straight line (about 9/10 of the total height).

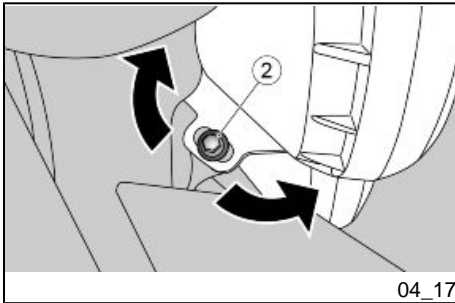




04_16

To carry out vertical adjustment of the light beam:

- Stand the motorcycle in a vertical position.
- Slightly loosen the headlight fixing screws (1) on both sides.



04_17

- Slightly loosen the headlight fixing screw (2), and move the light beam manually to the desired position.
- Once adjusted, tighten all the screws.

After adjusting:

NOTE

CHECK THAT THE LIGHT BEAM VERTICAL DIRECTION IS CORRECT.

Front direction indicators

NOTE

TO REMOVE, CHECK AND REPLACE THE FRONT INDICATORS, PLEASE CONTACT AN Authorised Moto Guzzi Dealership

Rear optical unit

CAUTION

TO REMOVE, CHECK AND REPLACE THE TAILLIGHT UNIT, PLEASE CONTACT AN Authorised Moto Guzzi Dealership.

Rear turn indicators

NOTE

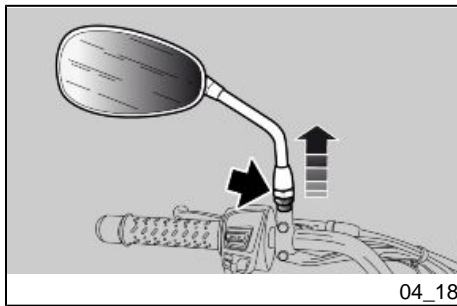
TO REMOVE, CHECK AND REPLACE THE REAR INDICATORS, PLEASE CONTACT AN Authorised Moto Guzzi Dealership

Rear-view mirrors (04_18, 04_19)



DO NOT RIDE WITH REAR-VIEW MIRRORS INCORRECTLY SET.

ALWAYS CHECK THAT THE MIRRORS ARE ADJUSTED CORRECTLY BEFORE SETTING OFF.



04_18

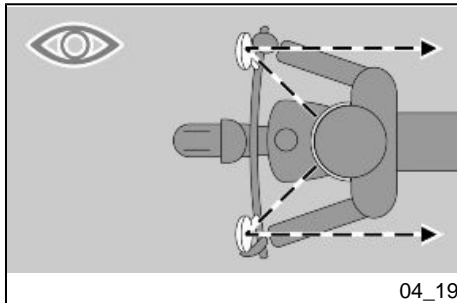
Rear-view mirrors removal:

- Rest the vehicle on its stand.
- Lift the rubber protection.
- Loosen the locking nut.
- Slide up and remove the complete rear-view mirror unit.

Repeat the procedure to remove the other rear-view mirror, if necessary.



UPON REFITTING AND BEFORE TIGHTENING THE LOCKING NUT, MAKE SURE THAT THE REAR VIEW MIRROR SUPPORT STEM IS ALIGNED WITH THE HANDLEBAR.



04_19

Rear-view mirrors adjustment:

- Get onto the bike in the riding position.
- Turn the mirror, correctly adjusting the inclination.

Repeat the procedure to adjust the other mirror.

- Make sure there is no dirt or mud.

Front and rear disc brake (04_20, 04_21, 04_22)

CAUTION



A DIRTY DISC SMEARS THE PADS RESULTING IN POOR BRAKING.

REPLACE DIRTY PADS AND CLEAN AGAIN THE DIRTY DISC USING A TOP QUALITY DEGREASING PRODUCT.

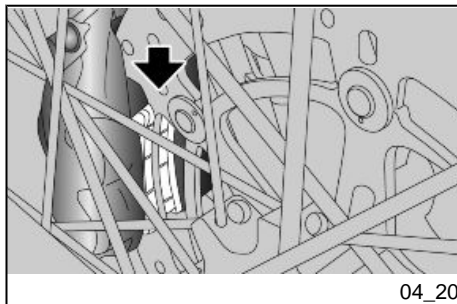
CAUTION

TAKE YOUR VEHICLE TO AN Authorised Moto Guzzi Dealer TO HAVE THE FRONT WHEEL REMOVED.

CAUTION



CHECK BRAKE PADS FOR WEAR MAINLY BEFORE EACH RIDE.



04_20

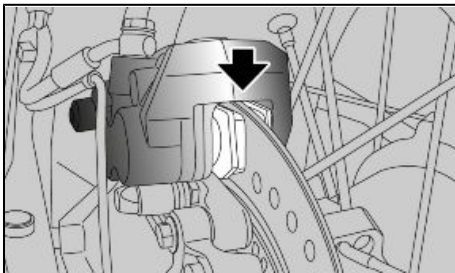
To perform a quick pad wear check:

Place the vehicle on the stand and visually inspect the brake disc and pads as follows:

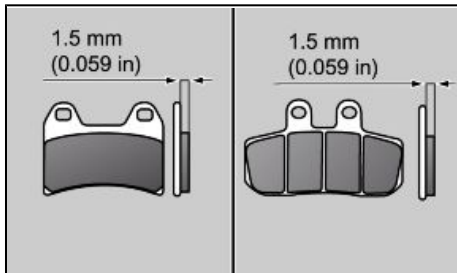
- **For the front brake callipers:** standing on the LH side of the vehicle, check the RH brake calliper (through the rim) and vice versa for the LH brake calliper.
- **For the rear brake calliper:** stand behind.

CAUTION

EXCESSIVE WEAR OF THE FRICTION MATERIAL MAKES THE PAD METAL SUPPORT GET INTO CONTACT WITH THE DISC, WHICH RESULTS IN A METALLIC NOISE AND SPARKS IN THE CALLIPER; THEREFORE, BRAKING EFFICIENCY AND DISC SAFETY AND INTEGRITY ARE AT RISK.

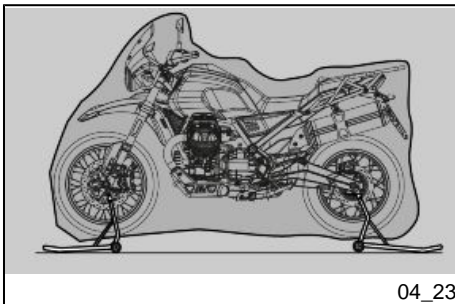


04_21



04_22

If the friction material thickness (even of one front or rear pad) is reduced to a value of about **1.5 mm (0.059 in)** (or even if one of the wear indicators is not very visible), contact an **Authorised Moto Guzzi Dealer** to replace all the brake callipers.



04_23

Periods of inactivity (04_23)

Take some measures to avoid the side effects of not using the scooter. Besides, it is necessary to carry out general repairs and checks before garaging the motorcycle as one can forget to do so afterwards.

Proceed as follows:

- Remove the battery.
- Wash and dry the motorcycle.
- Apply wax polish to painted and chromed surfaces.
- Inflate the tyres.

- Set the vehicle in a room with no heating or humidity, with minimum temperature variations and not exposed to sun rays.
- Wrap and tie a plastic bag around the exhaust pipe opening to keep moisture out.

CAUTION

PLACE THE VEHICLE ON SUITABLE SUPPORTS TO KEEP THE TYRES OFF THE GROUND.

Cover the vehicle but do not use plastic or waterproof materials.

CAUTION

TO AVOID BATTERY DETERIORATION, FOLLOW THE PROCEDURE DESCRIBED FOR PROLONGED INACTIVITY.

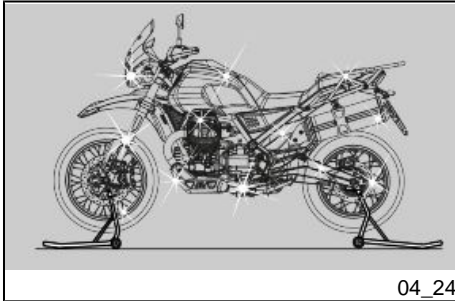
AFTER STORAGE**NOTE**

TAKE THE PLASTIC BAGS OFF THE EXHAUST PIPE OPENING.

- Uncover and clean the vehicle.
- Check the battery for correct charge and install it.
- Refill the fuel tank.
- Carry out the pre-ride checks.

CAUTION

AS A TEST, RIDE THE MOTORCYCLE FOR A FEW KILOMETRES AT A MODERATE SPEED AND AWAY FROM TRAFFIC AREAS.



04_24

Cleaning the vehicle (04_24, 04_25, 04_26)

Moto Guzzi recommends using quality products for cleaning the vehicle. The use of unsuitable products can damage vehicle components. For cleaning do not use solvents such as "nitro thinner", "cold cleaning agents", or similar fuels, or cleaning products that contain alcohol.

WASHING THE MOTORCYCLE

Moto Guzzi recommends softening with water and then carefully removing the insects and stubborn stains before washing the vehicle.

To prevent stains, do not wash the motorcycle immediately after exposure to sunlight, and do not wash it in the sun.

If the vehicle is used during the winter months, be sure to frequently wash the motorcycle. To remove anti-icing salt sprayed on roads in the winter, wash the motorcycle with cold water immediately after use.



USE OF HOT WATER INTENSIFIES THE EFFECT OF THE SALT. USE ONLY PLENTY OF COLD WATER TO WASH AND REMOVE ANTI-ICING SALT



USE OF HIGH PRESSURE WASHING SYSTEMS (OR STEAM CLEANERS) CAN DAMAGE THE SEALS, OIL SEALS, BRAKING SYSTEM, ELECTRICAL SYSTEM AND THE SADDLE. DO NOT USE STEAM OR HIGH PRESSURE CLEANING SYSTEMS. DO NOT USE STEAM OR HIGH PRESSURE CLEANING SYSTEMS.

CLEANING OF SENSITIVE PARTS

BODYWORK

To keep the motorcycle bright, wash it regularly, especially if used in areas with high levels of pollution or mud. Aggressive stains from tree resins, gasoline, oil, brake fluid or bird excrement in general.

must be removed immediately, otherwise permanent stains on the paint can appear. After washing is easy to identify marks and residual stains, remove these from the bodywork using a soft cloth, of a non-abrasive polish brand. Periodic care, a thorough cleaning of the bodywork preserves the aesthetic quality of the motorcycle over the long term.

PLASTIC COMPONENTS



IF THE PLASTIC COMPONENTS ARE CLEANED USING AGGRESSIVE AGENTS, THE SURFACE MAY BE DAMAGED. DO NOT USE CLEANING PRODUCTS CONTAINING ALCOHOL, SOLVENTS OR THAT ARE ABRASIVE FOR THE CLEANING OF PLASTIC PARTS. ROTARY BRUSHES OR SPONGES WITH HARD SURFACES CAN MAKE SCRATCHES

FRONT HEADLIGHT

Do not use products containing aggressive agents during use or during washing, due to the structure of the bottom bracket cup, under the frame can be detected water or dirt.

Since water outside the headlight will dry due to the heat and ventilation during use of the motorcycle, in case of persistence use compressed air at a distance of 10 cm from the headlight.



TO CLEAN THE HEADLIGHTS USE A SPONGE SOAKED IN WATER AND MILD DETERGENT, RUBBING THE SURFACE GENTLY AND RINSING FREQUENTLY WITH PLENTY OF WATER. DO NOT POLISH MATT-PAINTED SURFACES WITH POLISHING PASTE. THE VEHICLE SHOULD NEVER BE WASHED IN DIRECT SUNLIGHT, ESPECIALLY DURING SUMMER, OR WITH THE BODYWORK STILL

HOT AS THE CAR SHAMPOO CAN DAMAGE THE PAINTWORK IF IT DRIES BEFORE BEING RINSED OFF.

CHROME PARTS AND POLISHED METAL



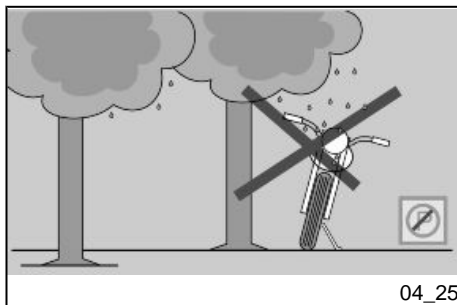
TREAT THE PARTS MADE OF CHROME, ALUMINIUM OR POLISHED STEEL IN A SPECIAL MANNER. WASH THEM WITH PLENTY OF WATER AND CAR SHAMPOO, POLISH AND REGULARLY BRIGHTEN THEM WITH DEDICATED PASTE, PROTECT THEM WITH SUITABLE ACID-FREE PRODUCTS (E.G. VASELINE)

RUBBER PARTS

Clean the rubber parts using water and mild shampoo (brand-name, suitable for car bodies)



THE USE OF SILICONE SPRAY TO CLEAN THE RUBBER SEALS MAY CAUSE DAMAGE. DO NOT USE OTHER PRODUCTS CONTAINING SILICON FOR CLEANING THE MOTORCYCLE



Clean the motorcycle frequently if exposed to adverse conditions, such as:

- Air pollution (cities and industrial areas).
- Salinity and humidity in the atmosphere (seashore areas, hot and wet weather).
- Special environmental/seasonal conditions (use of salt, anti-icing chemical products on the roads in winter).
- Always clean off any smog and pollution residue, tar stains, insects, bird droppings, etc. from the bodywork.
- Avoid parking the vehicle under trees. During some seasons, resins, fruits or leaves containing aggressive chemical substances that may damage the paintwork may fall from trees.

CAUTION



BEFORE WASHING THE VEHICLE, COVER THE ENGINE AIR INTAKES AND THE EXHAUST PIPES.

CAUTION

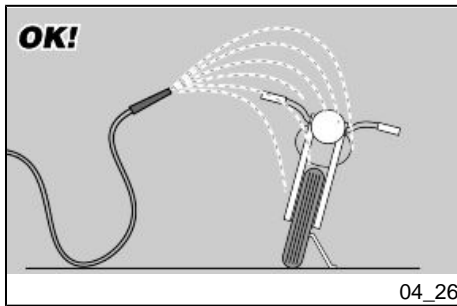


CLEAN THE INSTRUMENT PANEL WITH A SOFT CLOTH MOISTENED WITH WATER.

CAUTION



AFTER CLEANING YOUR MOTORCYCLE, BRAKING EFFICIENCY MAY BE TEMPORARILY AFFECTED DUE TO THE PRESENCE OF WATER ON THE FRICTION SURFACES OF THE BRAKING CIRCUIT. ALLOW LONGER BRAKING DISTANCES TO PREVENT ACCIDENTS. BRAKE REPEATEDLY TO RESTORE NORMAL OPERATION. CARRY OUT THE PRE-RIDE CHECKS.



To remove dirt and mud accumulated on painted surfaces, wet the soiled areas thoroughly with a low-pressure water jet, then remove dirt and mud with a soft car body sponge soaked abundantly in a solution of car body shampoo in water (2 - 4% shampoo dissolved in water). Then rinse with plenty of water, and dry with a chamois leather. To clean the engine outer parts, use degreasing detergent, brushes and old cloths. Wash anodised or painted aluminium parts with neutral soap and water. Using aggressive detergents may damage the surface treatment of these components.

CAUTION

NEVER USE CLOTHS SOAKED IN PETROL, DIESEL OIL OR KEROSENE FOR CLEANING THE PAINTED OR PLASTIC SURFACES SO AS NOT TO DAMAGE THE LUSTRE FINISH OR ALTER THE MECHANICAL PROPERTIES.

CAUTION



DO NOT USE WATER (OR LIQUIDS) AT TEMPERATURES OVER 40°C (104°F) WHEN CLEANING THE VEHICLE PLASTIC PARTS. DO NOT AIM HIGH PRESSURE AIR/WATER JETS OR STEAM JETS DIRECTLY ON THESE COMPONENTS. DO NOT USE ALCOHOL OR SOLVENTS TO CLEAN ANY RUBBER OR PLASTIC SADDLE COMPONENTS USE WATER AND MILD SOAP.

CAUTION

DO NOT USE SOLVENTS OR PETROL BY-PRODUCTS (ACETONE, TRICHLOROETHYLENE, TURPENTINE, PETROL, THINNERS) TO CLEAN THE SADDLE. USE INSTEAD DETERGENTS WITH SURFACE ACTIVE AGENTS NOT EXCEEDING 5% (NEUTRAL SOAP, OR NEUTRAL DETERGENTS).

DRY THE SADDLE WELL AFTER CLEANING.

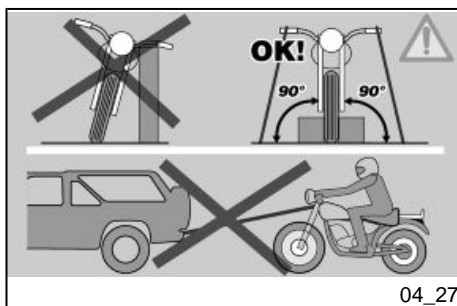
THE USE OF WAX OR SIMILAR PRODUCTS COMPROMISES THE SAFETY OF THE SADDLE ITSELF.



WHEN USING A SYSTEM OF PRESSURE WASHING (AFTER CHECKING THAT ANY DETERGENTS ARE COMPATIBLE WITH THE MOTORCYCLE FINISH), KEEP A DISTANCE OF AT LEAST ONE METRE.



CLEAN THE VEHICLE IMMEDIATELY WITH COLD WATER AFTER RIDING ON A ROAD TREATED WITH SALT: SALT IS HIGHLY CORROSIVE.



Transport (04_27)

NOTE



BEFORE TRANSPORTING THE VEHICLE, CAREFULLY EMPTY THE FUEL TANK AND CHECK THAT IT IS COMPLETELY DRY.

WHILE IT IS BEING MOVED, THE VEHICLE MUST REMAIN IN THE VERTICAL POSITION AND BE FIXED SECURELY IN POSITION IN ORDER TO AVOID SPILLING FUEL OR OIL.

IN CASE OF FAILURE, DO NOT TOW THE VEHICLE BUT CONTACT A ROAD ASSISTANCE SERVICE INSTEAD TO HAVE THE INFLAMMABLE FLUIDS DRAINED .

V85 TT



Chap. 05
Technical data

WEIGHT AND DIMENSIONS

| | |
|-----------------------------------|-----------------------------------|
| Max. length | 2,240 mm (88.19 in) |
| Maximum width | 950 mm (37.40 in) |
| Height (at adjustable windshield) | 1300 - 1325 mm (51.18 - 52.17 in) |
| Wheelbase | 1530 mm (60.24 in) |
| Kerb weight | 229 kg (504.86 in) |

ENGINE

| | | |
|-------------------|---------------------------------------|---------------|
| Type | traverse-mounted four-stroke V 90° | twin-cylinder |
| Cylinder number | 2 | |
| Engine capacity | 853 cm ³ (52.05 cu.in) | |
| Bore / stroke | 84x77 mm (3.31x3.03 in) | |
| Compression ratio | 10.5 ± 0.5 : 1 | |
| Start-up | Electric | |
| Engine idle speed | 1300 +/- 100 rpm | |

| | |
|-------------|--|
| Clutch | dry single-disc clutch with flexible coupling |
| Lubrication | pressure-fed, controlled by valves and trochoidal pump |
| Air filter | cartridge-type dry filter |
| Cooling | air |

GEARBOX

| | |
|------|--|
| Type | mechanical, 6 speeds with foot lever on the left hand side of the engine |
|------|--|

CAPACITY

| | |
|------------------------------|--|
| Fuel tank (reserve included) | 23 +/- 1 l (5.06 +/- 0.22 UK gal; 6.08 +/- 0.26 US gal) |
| Fuel tank reserve | 5 +/- 0.5 l (1.10 +/- 0.11 UK gal; 1.32 +/- 0.13 US gal) |
| Engine oil | Oil change and oil filter replacement: 1760 cm ³ (107.40 cu.in) |
| Gearbox oil | 700 cm ³ (42.72 cu in) |

| | |
|-----------------------|--|
| Bevel gear set oil | 180 cm ³ (10.98 cu.in) |
| Seats | 2 |
| Maximum carrying load | 448 kg (987.67 lb) (rider + passenger + luggage) |

TRANSMISSION

| | |
|-----------------------|--|
| Primary drive | with gears, ratio 18/23 = 1 : 1.277 |
| Gear ratios, 1st gear | 16 / 39 = 1 : 2.437 |
| Gear ratios, 2nd gear | 18 / 32 = 1 : 1.777 |
| Gear ratios, 3rd gear | 21 / 28 = 1 : 1.333 |
| Gear ratios, 4th gear | 24 / 26 = 1 : 1.083 |
| Gear ratios, 5th gear | 25 / 24 = 1 : 0.96 |
| Gear ratios, 6th gear | 27 / 24 = 1 : 0.888 |
| Final drive | with cardan shaft, ratio: 8 / 33 = 1 : 4.125 |

FUEL SYSTEM

| | |
|------|-------------------------------------|
| Type | Electronic injection (Marelli 7SM2) |
|------|-------------------------------------|

| | |
|---------|-----------------------------------|
| Venturi | diam. 52 mm (2.05 in) |
| Fuel | Unleaded petrol max E10 (95 RON). |

FRAME

| | |
|---------------|--------------------------|
| Type | High strength steel tube |
| Steering rake | 25.7° |
| Trail | 128.3 mm (5.05 in) |

SUSPENSIONS

| | |
|--------|---|
| Front | hydraulic telescopic fork diam. 41 mm (1.61 in) |
| Stroke | 168 mm (6.61 in) |
| Rear | Swingarm in die-cast light alloy with 1 shock absorber with adjustable spring pre-load and rebound damping. |
| Stroke | 102 mm (4.02 in) |

BRAKES

| | |
|-------|--|
| Front | stainless steel floating disc diam. 320 mm (12.59 in) calliper with 4 horizontally opposed pistons diam. 32 mm (1.26 in) |
| Rear | stainless steel disc diam. 260 mm (10.24 in) floating calliper with 2 pistons diam. 22 mm (0.87 in) |

WHEELS

| | |
|-------|--------------------|
| Type | alloy, with spokes |
| Front | 2.5" x 19" |
| Rear | 4.25" x 17" |

TYRES

| | |
|--------------------|-------------------------------|
| Front | 110 / 80 R19 59V |
| Inflation pressure | 2.5 bar (250 kPa) (36.26 PSI) |
| Rear | 150 / 70 R17 69V |
| Inflation pressure | 2.8 bar (280 Kpa) (40.61 PSI) |

WARNING

If knobbly tyres are used, we recommend reducing the inflation pressure by 0.2 bar (20 Kpa) (2.90 PSI) at the front and 0.3 bar (30 Kpa) (4.35 PSI) at the rear.

SPARK PLUGS

| | |
|--------------------------|-------------------|
| Standard | NGK IR MR8BI-8 |
| Spark plug electrode gap | 0.8 mm (0.031 in) |
| Resistance | 7.5 KOhm (MAX) |

ELECTRICAL SYSTEM

| | |
|-----------------------------|------------------------------|
| Battery | 12 V - 12 Ah |
| Fuses | 30 - 20 - 15 (3) - 7.5 (4) A |
| Permanent magnet alternator | 12V - 430W |

BULBS

| | |
|-------------------------------|-----|
| High beam/low beam light | LED |
| Front daylight running lights | LED |

| | |
|---|-----|
| Turn signal lights | LED |
| Rear daylight running light /stop light | LED |
| Dashboard lighting | LED |

INDICATOR LAMPS

| | |
|--|-----|
| Gearbox in neutral | LED |
| High beam light | LED |
| Cruise control indicator light | LED |
| ABS indicator light | LED |
| MI indicator light | LED |
| Turn indicators | LED |
| Overspeed threshold/shift light indicator lights | LED |
| Immobilizer indicator light | LED |
| Fuel reserve | LED |
| MGCT indicator light | LED |
| General alarm | LED |
| Daytime light indicator light | LED |
| Side stand indicator light | LED |

V85 TT



Chap. 06
Programmed
maintenance



06_01

Scheduled maintenance table (06_01, 06_02)

Adequate maintenance is fundamental to ensure long-lasting, optimum operation and performance of your vehicle.

For this reason a series of checks and maintenance services has been prepared, available for purchase separately, listed together in the chart on the following page. It is a good idea to report small performance anomalies right away to an **Authorised Service Centre**, without waiting for the next scheduled service, so they can be repaired immediately.

It is necessary to have your vehicle serviced to the prescribed intervals of time, even if you have not reached the predicted mileage. Services must be performed punctually at the correct intervals to maintain the validity of the warranty. For any additional information concerning Warranty procedures and 'Scheduled Maintenance', please consult the 'Warranty Conditions'.

NOTE

CARRY OUT MAINTENANCE OPERATIONS AT HALF THE INTERVALS SPECIFIED IF THE VEHICLE IS USED IN PARTICULAR RAINY OR DUSTY CONDITIONS, OFF ROAD OR FOR TRACK USE.

I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY

C: CLEAN, R: REPLACE, A: ADJUST, L: LUBRICATE

(1): Replace if leaks occur

(2): Replace every 4 years

(3): At each engine start

(4): Check every month

(5): Check every 5,000 km (3,106 mi)

(6): Check and clean, adjust or replace, if necessary, every 1,000 km (621 mi)

(7): Replace when whichever of the following comes first: 40,000 km (24,855 mi) or 4 years

(8): At each service (except the first one), check if there is oil inside the filter box. If this is the case, clean it.

SCHEDULED MAINTENANCE TABLE

| Km x 1.000 (mi x 1,000) | 1,5 (0.9) | 10 (6.2) | 20 (12.4) | 30 (18.6) | 40 (24.9) | 50 (31.1) | 60 (37.3) | EVER Y 12 MONT HS | EVER Y 24 MONT HS |
|--|----------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--------------------------------------|--------------------------------------|
| Spark plugs | | I | I | R | I | I | R | | |
| Steering bearings and steering clearance | I | I | I | I | I | I | I | I | I |
| Wheel bearings - Wheels | | I | I | I | I | I | I | I | I |
| Diagnosis by tool | I | I | I | I | I | I | I | I | I |
| Brake discs - Brake pad wear (4) | I | I | I | I | I | I | I | I | I |
| Air filter | | R | R | R | R | R | R | | |
| Engine oil filter | R | R | R | R | R | R | R | R | R |
| Vehicle general operation | I | I | I | I | I | I | I | I | I |
| Valve clearance | A | A | A | A | A | A | A | | |
| Braking systems | I | I | I | I | I | I | I | I | I |
| Light circuit | I | I | I | I | I | I | I | I | I |
| Safety switches | I | I | I | I | I | I | I | I | I |
| Brake fluid | I | I | I | I | I | I | I | I | R |
| Gearbox oil | | | | R | | | R | | |

| Km x 1.000 (mi x 1,000) | 1,5 (0.9) | 10 (6.2) | 20 (12.4) | 30 (18.6) | 40 (24.9) | 50 (31.1) | 60 (37.3) | EVER Y 12 MONT HS | EVER Y 24 MONT HS |
|-----------------------------|--------------|-------------|--------------|--------------|--------------|--------------|--------------|----------------------------|----------------------------|
| Fork oil (5) | | | | | R | | | | |
| Engine oil (3) | R | R | R | R | R | R | R | R | R |
| Final drive oil | | | | R | | | R | | |
| Headlight aiming | | I | I | I | I | I | I | | |
| Fork oil seals (1) | | I | I | I | | I | I | | |
| Tyres - pressure / wear (2) | I | I | I | I | I | I | I | I | I |
| Clutch clearance adjustment | A | A | A | A | A | A | A | A | A |
| Bolts and nuts tightening | I | I | I | I | I | I | I | | |
| Suspension and set-up | | | I | | I | | I | I | I |
| Filter box drain plug | | C | C | C | C | C | C | C | C |
| Brake pipes | | I | I | I | I | I | I | | |
| Fuel lines | | I | I | I | I | I | I | I | I |



06_02

The scheduled maintenance table refers to road use. If the new V85 is used for racing, in heavy duty conditions or on challenging roads, in order to monitor correctly the level of deterioration of the engine oil, an electronic device intervenes that records engine performance and determines the need for maintenance.

For this purpose, when the maintenance icon (see figure) lights up permanently, you must contact a Moto Guzzi Service Centre to schedule the specific maintenance work. Note that running the vehicle with deteriorated engine oil reduces the reliability of the mechanical parts and causes damage to and premature wear of the components.



06_03

Recommended products (06_03)

Piaggio Group recommends the products of its "Castrol Official Partner" for the scheduled maintenance of its vehicles.

Use lubricants and liquids having specifications that are equivalent, or superior, to the recommended products. These indications also apply when topping up fluid levels.

TABLE OF RECOMMENDED PRODUCTS

| Product | Description | Specifications |
|---|---|---|
| Engine oil 10W-60 | Synthetic based lubricant for high performance four-stroke engines. | SAE 10W 60; JASO MA, MA2; API SG |
| 75W-140 lubricant for gearboxes and transmissions | Synthetic lubricant for gearboxes and transmissions | SAE 75W-140 - API GL5 |
| Fork oil 7.5W | Fork oil. | SAE 7.5W |
| Molybdenum disulphide grease | Lithium grease with molybdenum disulphide | Grey black grease. |
| Vaseline | neutral grease for battery terminals | - |
| Brake fluid DOT 4 | Synthetic brake fluid. | SAE J 1703; FMVSS 116; ISO 4925; CUNA NC 956 DOT4 |

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THE VALUE OF SERVICE

As a result of continuous updates and specific technical training programmes for Moto Guzzi products, only **Moto Guzzi** Official Network mechanics know this vehicle fully and have the specific tools necessary to carry out maintenance and repair operations correctly.

The reliability of the vehicle also depends on its mechanical conditions. Checking the vehicle before riding it, its regular maintenance and the use of **original Moto Guzzi spare parts** only are essential factors!

For information on the nearest **Official Dealer and/or Service Centre** consult our website:

www.motoguzzi.com

Only by requesting Moto Guzzi original spare parts can you be sure of purchasing products that were developed and tested during the actual vehicle design stage. All Moto Guzzi original spare parts undergo quality control procedures to guarantee reliability and durability.

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