**MOTO GUZZI V7 III**

**TO CELEBRATE THE FIFTY YEAR ANNIVERSARY OF THE FIRST MODEL, MOTO GUZZI INTRODUCES THE V7 III. THE THIRD GENERATION OF THE MOTO GUZZI THAT IS KNOWN AND LOVED ALL OVER THE WORLD HAS BEEN COMPLETELY REVAMPED: EVERY DETAIL HAS BEEN FINE-TUNED TO MAXIMISE OWNER SATISFACTION AND RIDING PLEASURE, LEAVING THE ORIGINALITY AND AUTHENTICITY TYPICAL OF THIS ICONIC MOTORCYCLE UNALTERED**

V7 is one of the most celebrated and well-known Moto Guzzi models. This world fame is due to its ability to remain faithful to the expectations and reputation of a legendary brand like Moto Guzzi. Since 1967, the year the first units were sold in Italy, the V7 became a pillar of the product range and the representative of the Italian motorcycle par excellence, standing out for its content and design, highly popular with a truly transversal and varied public.

Fifty years later, Moto Guzzi introduces the third act of a first work: V7 III. The challenge of introducing a new version of such a famous motorcycle with such a rich heritage and so much success is one of the most difficult, considering the fact that the V7, the brand's best-seller since 2009, constitutes the Moto Guzzi entry-level bike, dedicated to both women and men, in addition to young people who want to proudly own one of the most iconic Mandello del Lario production motorcycles.

As was the case with the V7 II compared with the first-born V7, for the V7 III the revamping is profound enough to merit a new progressive number in Roman numerals, that has always distinguished the most popular and long-lasting Moto Guzzi bikes, such as the Le Mans and the California. V7 III is the result of Moto Guzzi's modern passion and courage, able and skilled in renewing its best-seller, leaving the **character and authenticity** unaltered, two values that are destined to weather the test of time.

**Four versions and infinite interpretations**

V7 III is available in the three well-known and popular versions, **Stone, Special and Racer** that, compared with the past, now take on stronger connotations and **differ more from one another**. Consistent with the other Moto Guzzi models in the range, the V7 III also has a dark version that stands out for its total black graphics. It is the Stone and a more classic one dominated by chroming, more in line with the design of the forerunner, which is the Special. The Racer, on the other hand, represents the successful sports heritage of Moto Guzzi, a winner of 15 world titles and 11 Tourist Trophies when the decision was made to retire from racing (in 1957). The V7 range has now been expanded: Moto Guzzi pays homage to fifty years of the V7 model by introducing a fourth version, called the **Anniversario**, a numbered edition limited to just 750 units, characterized by brand new and exclusive details. The “seven-fifty” from Mandello has proven to be an excellent base foundation for customization projects. In fact, it was protagonist of **Lord of the Bikes**, the first TV talent show dedicated to motorcycle customizing, broadcast in Italy on Sky, that took Moto Guzzi onto the small screen. The original Moto Guzzi **accessories range**, already quite rich for the V7 II, was created as a supplementary part of the project and it has been expanded even farther. The V7 III therefore lends itself exceptionally well to customization, so you can create your own made to measure special, like a tailor fitted garment.

**More pleasure to own and ride a V7**

Although maximum power increased 10% thanks to the introduction of the new engine, increasing performance was not the main objective driving the V7 revamping. The third generation of the “seven-fifty” from Mandello will continue to be the Moto Guzzi entry-level model, easy to ride, with the most contained size and weight in its category, but at the same time with a strong and authentic character, typical of all Moto Guzzi bikes, much of which is shown off by the transversal V-twin engine, a one-of-a-kind configuration. The primary goals that led this evolution had to do with style, standard equipment and performance on the road, in other words, aspects that influence the **pleasure of owning and riding a V7**.

V7 III keeps the stylistic personality of the model intact, characterized by a design that dialogues through shapes inspired by Moto Guzzi heritage and modern motorcycle requirements. However, the first impression is that you are in the presence of a more mature and robust bike, a sensation due primarily to the **presence of the dual pipe exhaust manifold and cylinder heads**, both oversized. In reality, besides these two parts, the volumes are more or less identical to those of the previous generation, confirming the V7 III as one of the most accessible and sleek classic motorcycles. On the other hand, the metal fuel tank has not changed, with its excellent 21-litre capacity and style inspired, as always, by the one on the magnificent 1971 V7 Sport. The aluminium **fuel cap** is no longer flush with the tank line, but it is a screw cap and, as previously, it has a lock. Other new style elements involve the **new design injector covers, the sleeker side fairings and the new saddle** with brand new and dedicated graphics for each of the models. The turn indicators are also new, as are the mirrors, 40 mm wider in order to increase visibility and the **instrumentation**. In line with the essential image of the V7 III Stone, the latter mounts a spectacular unit with a single circular display 100 mm in diameter, whereas the Special, Racer and Anniversario versions have a second circular display that contains the Rev. counter. The speedometer is analogue, whereas all the other information is included on the digital display: odometer, partial and daily trip (resets automatically eight hours after being switched off), trip time, instantaneous and average consumption, air temperature, average speed and the MGCT level, as well as the engaged gear indicator, for which the minimum and maximum rpm value can be adjusted by the user. This way, you can keep a determined engine rpm range under control, for example to run in the bike as effectively as possible or to reduce fuel consumption to a minimum. The rider interacts with the instrumentation using the button on the new right hand electrical block. The rich catalogue of dedicated accessories includes the **MG-MP**, the Moto Guzzi multimedia platform that connects your smartphone to your vehicle, providing an exceptional quantity of useful travel information.

**New chassis architecture: guarantee of quality in Moto Guzzi tradition**

Moto Guzzi's skill designing super-fine chassis architectures is already well-known. The best recent example of this ability is represented by the California 1400, the only custom with the riding dynamics of a cruiser. The traditional delightful ride of the V7 has its origins in the distant past. In 1970, after a highly demanding series of tests, the V7 Police won the selection to join the LAPD (Los Angeles Police Department) team, demonstrating the Larian brand's authority on the matter even overseas. Moto Guzzi does not disappoint in redesigning the frame of the new V7, despite the fact that the riding qualities of the second generation were already high enough to pass with flying colours when put to the test by critics, the general public and the market. The steel **frame** maintains the dismountable double cradle layout of its predecessor and the same weight distribution (46% front; 54% rear), but the **front part has been completely revamped and reinforced**, also introducing a **new steering geometry** that guarantees a more dynamic ride in corners, better handling and stability, thereby meeting all the riding needs of the modern biker. Furthermore, the entire structure has benefited from a painstaking finishing operation on the details, including the welds and the painting. **The pair of Kayaba shock absorbers is new**, adjustable in spring preload: thanks to their superior quality and the greater inclination on the fixing point to the frame, they provide a more progressive and controlled response in any situation, even when riding two-up. The passenger can also count on a comfortable seating position, thanks to the **repositioning of the foot pegs**, lower and farther forward. The rider's position changes, although not by much, with the **lower saddle** (now 770 mm from the ground) and the new aluminium foot pegs. The saddle-handlebar-foot pegs triangulation therefore takes on ideal measurements for any size rider. The chassis structure revamping is completed by the **rear brake master cylinder with built-in reservoir** that guarantees quicker response and braking modulability.

**New small block engine: unique character and sound**

There are many excellent twin cylinder engines in the world, but **there is only one transversal V and it is the Moto Guzzi twin**, born in 1967 out of an ingenious intuition by Mr. Giulio Cesare Carcano and characterized by a configuration of the cylinders so particular that it made it an integral part of the bike's design, like a true modern art metallic sculpture. In the small block version, it has now arrived at its third evolution and it has therefore been entirely revamped with respect to the previous unit mounted on the V7 II. It was developed with the goal of **raising riding pleasure and fun on the road to a maximum**, as well as guaranteeing higher performance and reliability.

The aluminium crankcase, stiffened in the key points, uses a new oil sump and a crankshaft with inertial calculated to provide a more lively response and an adequate engine brake. The lubrication system in the crankcase has been designed to dissipate the heat in the best possible way and to reduce power absorption in favour of both performance and a reduction in fuel consumption. There is also a ventilation system that reduces power loss due to the internal pumping of the crankcase chambers and a reduced capacity oil pump capable of absorbing less power. The oil pump intake duct is new, as is the related by-pass valve and piston cooling oil jets have been introduced that have a flow control and management valve. The alternator cover is also new, now with built-in exhaust blow-by.

In the upper part of the engine, the aluminium heads, pistons and cylinders are completely new, although the bore and stroke values are the same as the previous unit (respectively 80x74 mm), just as the engine capacity has not changed, a specific choice that **confirms the V7 III as the Moto Guzzi entry-level motorcycle**. As per tradition, the timing is controlled by a pushrod and rockers system with 2 valves per cylinder, now arranged in an inclined position (more efficient) in the head. The fuel system is entrusted to a single-body Marelli electronic injection system managed by an electronic control unit. The exhaust system is also new, fitted with double pipe manifolds that improve thermal insulation. With the auxiliary air system intake in the heads, combined with the trivalent catalytic converter, the double oxygen sensor and the new engine design, the Moto Guzzi twin 750 complies with the Euro 4 pollution standard.

Maximum power has increased, now reaching 52 HP at 6,200 rpm, whereas maximum torque measures in at 60 Nm at 4,900 rpm, with a truly flat torque curve that promise ease of use combined, as always, with that typical character and quick response of a Moto Guzzi engine. The reduced-power version is also available, in line with the limitations set by the A2 class driver's license and ideal for new Guzzi riders, who can also count on the reduced total weight and size and the overall easy ride of all the V7 III versions.

Another innovative aspect of the Moto Guzzi engine is the 170 mm **dry single disc clutch** that increases sturdiness and reliability over time, also decreasing the load on the lever at the handlebar, all to the advantage of modulability and riding comfort. The six-speed gearbox introduced on the V7 II, precise and smooth, is unchanged but now benefits from a **different first and sixth gear ratio**, handy for taking full advantage of the engine's torque and power characteristics.

**Safety: a Moto Guzzi asset**

Moto Guzzi has always been at the top of its game with it comes to safety aspects as well. The 1928 Norge GT was the first motorcycle to adopt an “elastic frame”, fitted with front and rear suspension, with enormous advantages in terms of safety and riding pleasure. The 1973 V750 S, on the other hand, was one of the first in the world with a dual disc front brake, followed by the S3 fitted with disc brakes on the rear as well. In 1975 the Moto Guzzi 850 T3 introduced combined braking, called “integral” used through 2011 on the California ’90 Anniversario. The goal of the device was to increase the stability of the bike in braking, at the same time reducing stopping distances, actually implementing two of the functions of modern ABS systems ahead of its time. In 2012, Moto Guzzi was the first to introduce the ABS/traction control duo on a custom motorcycle, the California 1400, safety systems that were then implemented on all the models in the range. V7 III has an **ABS system and a new adjustable MGCT (Moto Guzzi Traction Control) system that can also be disabled**. The former is a two-channel Continental system that prevents the wheels from locking up during intense braking, whereas the latter is a system that prevents rear wheel spin in acceleration. **The new MGCT system is adjustable to two sensitivity levels**, one more conservative and ideal, for example, in poor grip situations due to wet or slippery asphalt and the other is designed to cater to the thrill of riding in safety on dry roads. Another peculiarity of the MGCT system is the possibility of recalibrating the rear tyre circumference, compensating for any wear or the use of a tyre with a different profile than the original so that the traction control system will always be accurate.

**V7 III Stone**

V7 III Stone now has stronger and more personal aesthetic connotations than its predecessor. Eclectic and essential, it foregoes any chromium parts, embracing the darkness of its matt black paintwork that goes well with the **graphic dedicated only to the V7 III Stone** of the saddle, fitted with a passenger grab strap. It is, however, available in other attractive, satin finish colours inspired by typical '70s shades: Nero Ruvido, Azzurro Elettrico, Verde Camouflage and Giallo Energico. The total “dark matt” look characterizes the V7 III and distinguishes it from the other versions, but that is not the only difference. V7 III Stone is the only one of the “four-of-a-kind” to have **spoked wheels** and **single circular display instrumentation**. The front fender has also been shortened in order to highlight the essential look of this model.

**V7 III Special**

Of the V7 models it is the one that comes closest to the spirit of the original model. Classic and elegant, it has numerous chromium parts and decidedly bright graphics. Like the famous 1975 V750 S3, it has the typical **coloured stripe on the side panels under the saddle** that complement the matching coloured horizontal bands on the tank. The **spoked wheels** have polished channels and black hubs; the **instrumentation is made up of dual circular displays** and the chromium plated steel passenger grab handle comes standard. V7 III Special also boasts **a saddle with “old school” stitching**, elements that highlight its classic and elegant roots. Unlike the Stone and the Racer, the V7 III Special and Anniversario have fork stanchion protectors instead of dust boots. The available colour schemes are also new: Nero Inchiostro, Blu Zaffiro.

**V7 III Racer**

Produced in a **numbered edition**, as indicated by the plate located on the upper steering yoke, V7 III Racer is not only the most sporty of the range, but also the one **with the most prestigious parts**, that once again demonstrate Moto Guzzi's ability to create true custom models. There are numerous technical and aesthetic differences that distinguish it from the previous version and from the other V7 III models. As for the stylistic aspects, V7 III Racer introduces a new graphic for the satin finish chromium fuel tank where the red eagle is prominently displayed. This feature is reminiscent of the “Rosso Corsa” colour chosen to paint the frame and the swingarm: an explicit reminder of the first 1971 V7 Sport series, nicknamed “red frame”. The V7 III Racer's sporty nature is emphasized by its **semi-handlebars and its splendid, humped saddle**. In accordance with tradition, the Racer has a single-seater sport bike look, but in reality, **this new version is approved for two-up riding**. In fact, it has pillion foot pegs and, as before, the seat cover can be easily removed when necessary. One of the most distinctive features of this “factory special” worth a mention is the widespread use of **anodized black aluminium**. This hand-crafted treatment, which requires superb artisan skill, characterises the new side panels and the throttle body guards, whereas the new front **number plate** is made of brushed aluminium**.** The spoked wheel rims have black channels and red Moto Guzzi stickers like the other sport models from the brand, including the Audace muscle bike. Other premium components that stand out are the **set-back footpegs** machined from solid billets, the lightened steering stem and the steering yoke guard. The most important technical innovation is constituted by the pair of **Öhlins shock absorbers**, adjustable in spring preload and in rebound and compression, that ensure tighter performance on the road in sport riding.

**V7 III Anniversario**

This is Moto Guzzi's tribute to the fiftieth anniversary of the V7 and, for this reason, it is a truly special version. Produced in a **numbered edition limited to 750 units**, V7 III Anniversario is built on the V7 III Special base, from which it is distinguished by numerous details, starting with the **dedicated graphics** characterized by the prestigious, chromium finished fuel tank that hosts the refined, gold coloured Moto Guzzi eagle, combined with a brand new **genuine leather saddle**. The locking fuel cap in made from billet aluminium, as are the steering yoke risers that bear the laser incised model serial number. The **polished aluminium mudguards**, the chromium plated steel rear grab handle and the wheel rims with exclusive polished channels and grey hubs are highly prestigious. All of these details work together to make the V7 III Anniversario a motorcycle with an almost hand-crafted refinement for true collectors.

**The Moto Guzzi Media Platform connects V7 III to the world**

The Moto Guzzi multimedia platform is available as an option for the new V7 III range. MG-MP is the innovative multimedia system which allows you to **connect the bike to your smartphone**. Thanks to a dedicated application, downloadable free from App Store and Google Play, your smartphone (iPhone or Android) becomes an actual sophisticated on board multifunctional computer and the link between the vehicle and the Internet.

The Bluetooth connection allows you to simultaneously view five parameters of your choice at a time, selected from a vast menu and including the speedometer, rev counter, instant power, instant torque, instant and average fuel consumption, average speed and battery voltage, longitudinal acceleration and extended trip computer. The “Eco Ride” feature helps to limit fuel consumption and to maintain eco-compatible riding conduct, providing a brief assessment of the results obtained during the trip.

**You can record trip information** and review it on your computer or directly on your smartphone, analysing the route taken, viewing the vehicle operating parameters point by point. The system also allows you to easily locate your vehicle when you park in a strange place, automatically saving the position where it was switched off. MG-MP includes the “Grip Warning” function which replicates the indications on traction control operation and alerts you in the event of excessive use of available traction. Thanks to the synergistic use of gyroscopes and the information coming from the direct connection with the vehicle electronics, the smartphone becomes a sophisticated instrument to measure the lean angle in turns.

**Original Moto Guzzi accessories: a wider and wider range**

After the success achieved on V7 and V7 II, the **Moto Guzzi Garage** customization philosophy continues on the V7 III as well. This means that there are countless accessories available so that every Guzzi rider can personalize their motorcycles in a fun and safe way, creating a true made to measure special. All of the parts have been conceived, designed and made by Moto Guzzi and they are subjected to strict control test cycles just like any other original part on the bike in order to guarantee a quality and long-lasting product. Since they have been conceived and fine tuned by Moto Guzzi they are perfectly interchangeable with the factory parts, allowing you to easily revert your bike to its original configuration. They are also fully approved and therefore absolutely “street legal”.

**Red shock absorber springs:** designed specifically to be fitted on the V7 III standard shock absorbers.

**Satin finish aluminium side fairings:** the satin finish aluminium side fairings contribute to making the V7 II profile even more tapered and prestigious, thanks to the materials and the craftsmanship.

**Fuel tank cover**: these are two soft rubber covers that are applied on the sides of the fuel tank where the rider's knees rest in order to increase riding comfort.

**Motorcycle cover**: this cover is made from black scratch proof material and is made precious by the Moto Guzzi logo on both sides, and also in the "Eagle" and "Shape" versions.

**Windshield**: this is designed to provide greater aerodynamic protection without compromising the attractive aesthetics of the V7 III. Type-approved for the strictest standards (DOT and TUV), it has been road tested in all weather conditions by Moto Guzzi test riders.

**Injector covers**: these are made in aluminium and provide protection of the injectors area from accidental contact with the rider's knees.

**Leather and touring side panniers:** thanks to the side frames with fast click quick release system, you can use various types of side panniers on the V7 III. The Moto Guzzi accessories range includes a pair of precious leather, hand tooled bags with steel buckles and the hot-stamped Moto Guzzi logo, as well as a pair of Touring bags in sturdy technical fabric to withstand any travel conditions. A special anti-theft locking system prevents any undesired fast click quick release.

**Luggage rack:** this valuable item serves two important purposes: on one hand it is a luggage rack and on the other it provides a solid hold thanks to the two built-in handles. Painted black, it mounts in place of the original passenger grab handles.

**Top box bag**: this attaches to the dedicated luggage rack with belts and is made of genuine waterproof leather. It can be easily transported thanks to the rear handle.

**Tank cover band**: tank cover band in waterproof, genuine leather, this adds a strong “garage” characterization to the tank on your V7III and lets you attach the leather tool bag (available separately).

**Single-seat saddle:** refined materials and a unique design to configure your V7 III single-seater.

**Premium leather saddle:** made of high quality material with a finish and craftsmanship reminiscent of the style and shapes of skins that are handmade by saddle specialists. The perfect accessory to give your V7 III a “garage” touch of originality and exclusivity.

**Comfort gel saddle**: dedicated to those who demand maximum comfort, it has a gel insert arranged both in the rider and passenger seating area. Thanks to the tapered sides it also provides a better position when the rider has both feet on the ground. The upholstery is styled like the original saddle and is enhanced with the punched “Comfort gel” logo. It is also available in a lowered version.

**Aluminium brake and clutch levers**: made of billet aluminium with a unique and popular style, they enrich your V7's controls with noble materials and exclusive style

**The origins of the legendary V7**

The year was 1961 and the success of the mass produced car was radically reorganizing the motorcycle market. Moto Guzzi, empowered with enviable design capacity reacted to the unfavourable circumstances by exploring new markets, from delivery tricars to agricultural machinery and special vehicles - even cars. For the latter, the genius designer **Giulio Cesare Carcano** designed a **90° V-twin** air cooled engine destined for a **sport version of the Fiat 500**, capable of touching 140 km/h. They liked the new engine in Lingotto, but the annual quantity that Vittorio Valletta requested exceeded the production capacity of the Mandello del Lario plant, so the agreement never came to fruition.

Mr. Carcano, however, did not lose heart and he **increased the size of the two cylinder engine to 754 cc** to use it **on the "3X3", a popular, variable track three wheel drive vehicle** destined for use by Alpine troops. At the same time a **ministerial tender was launched to provide motorcycles for the Highway Police**; the winner would be whoever could travel 100,000 km with the lowest maintenance cost. It was the right occasion to place Mr. Carcano's two-cylinder on a bike, **the Moto Guzzi V7**. It was an innovative project that combined the reliability of automotive standards with a level of comfort and mechanical affordability unknown to the competition that arose the curiosity even of foreign police forces, Los Angeles being among the first. The commissioning of the new **V7 700 began in 1964**. The bike had a **703.3 cc engine which developed 40 HP** and it weighed 230 kg. In 1966 mass production began, destined for the police department and foreign markets, whereas the following year the **V7 700 was distributed in Italy at the competitive price of 725,000** lira, much more affordable than the German and English competitors.

**Evolution according to Lino Tonti**

Giulio Cesare Carcano's creation was perfected by an expert designer who joined Moto Guzzi in 1967: **Lino Tonti.** Hailing from Forlì, with a great deal of experience in competitions with Mondial, Bianchi and Gilera, the engineer was called on by the **general manager Romolo Stefani** to expand the range of the maxi-bike from Mandello del Lario. The V7 appeared at the right time, bikes were coming domineeringly back into fashion almost as a reaction to the conformism of the car and the market is particularly open to innovations.

The first thing Tonti did was to **increase the engine size to 757 and the power to 45 HP** to launch the **V7 special in 1969**, faster, more refined and elegant compared to the V7 700. Then he created, initially for the American market, **the V7 Ambassador and the California**, the latter destined to be one of the greatest Moto Guzzi success stories. The next milestone coincided with **Lino Tonti's masterpiece: the V7 Sport.** The designer from Forlì had clear ideas and he set the three parameters of the sport bike from Mandello: **200 km/h, 200 kg, 5 gears**. To reach the objective he made some changes to the engine, taking the **displacement to 748.3 cc and the power to more than 52 HP**, redesigning the crankshaft and camshafts, in addition to placing the alternator in the front in order to keep the vertical bulk down.

The engine was lodged in a tight, double cradle frame in chromemolybdenum steel, **painted red for the first 200 units** and assembled directly in the experience department on via Parodi, No. 57. The bike made its début in 1971 and in June of the same year it **participated in the "500 kilometres of Monza" race taking third place with Raimondo Riva**. This was the beginning of a series of flattering results obtained in endurance races such as the 24 Hour Le Mans and Liegi races which would contribute, together with very popular riders such as **Vittorio Brambilla**, to making it the most famous Italian sport bike of the 1970s.

**From the V7 to the 850 generation**

Over a couple of seasons the **technological evolution which was achieved with the V7 Sport Moto Guzzi was also transferred to the rest of the range.** The new frame, the four pad front brake and the five speed transmission introduced on the V7 Sport represented, together with the increased engine size, the primary innovations **of the V850 GT, a model which would mark the retirement of the lucky V7 Special in 1973**. **The Sport** would also lose the famous alphanumeric name, **replaced in 1974 by the Moto Guzzi 750S**. The last model to give up the glorious alphanumeric name was the **V7 850 California**, which would not pass the baton to the new 850 T California until 1976.

**Moto Guzzi V7 III: Technical Specifications**

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| Displacement  Bore  Travel  Timing system | 744 cc  80 mm  74 mm  2 valves with light alloy pushrods and rockers |
| Max Power | 38 kW (52 HP) at 6200 rpm |
| Maximum torque at crankshaft | 60 Nm at 4900 rpm |
| Exhaust system | 3-way catalytic converter with double lambda probe |
| Cooling  Frame:  Wheelbase:  Trail:  Headstock angle: | Air  double cradle tubular frame in ALS steel with detachable elements.  1463 mm  106 mm  26.4° |
| Front suspension  Travel: | Ø 40 mm hydraulic telescopic fork  130 mm |
| Rear suspension  Wheel travel: | die cast light alloy swing arm with 2 shock absorbers with adjustable spring preload (Öhlins fully adjustable for Racer)  93 mm (shock absorber travel 80 mm) (Stone/Special/Anniversario)  96 mm (shock absorber travel 75 mm) for Racer |
| Front Brake | Ø 320 mm stainless steel floating discs, Brembo callipers with 4 differently sized opposed pistons |
| Rear brake | Ø 260 mm, stainless steel disc, floating calliper with 2 pistons |
| Front wheel | 18" in lightweight alloy (Stone), spoked (Special/Racer/Anniversario)100/90 (110/80 R18 as alternative) |
| Rear wheel | 17" in lightweight alloy (Stone), spoked (Special/Racer/Anniversario)130/80 |
| Saddle height  Length:  Height:  Minimum ground clearance: | 770 mm  2,185 mm  1110 mm  150 mm |
| Fuel tank capacity | 21 litres (including 4 litre reserve) |
| Kerb weight | 189 kg (Stone) – 193 (Special/Anniversario) |
| Kerb weight\* | 209 kg (Stone) – 213 (Special/Anniversario) |
|  | \* *Weight with motorcycle ready for use with all operating fluids and with 90% fuel.* |