



**MOTO GUZZI**

**STORNELLO SPORT**

**125 cc**

**RIDER'S HANDBOOK**

**SHELL X-100 MOTOR OIL**



# MOTO GUZZI

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# STORNELLO SPORT

## 125 cc

## TOOL KIT

Allen wrench, oil drain cap.

Screwdriver.

Spanner, tappet adjustment

Double ended spanner 8-10 mm.

Double ended box spanner 14-17 mm.

Spanner, hexagonal grooved cylindrical head screws.

Plug spanner, 19-21-22 mm., box.

Tyre levers, 2.

Tyre inflator.

Instruction booklet.

## ENGINE AND FRAME NUMBERS

Each machine has a single serial number for both frame and engine. This number is stamped on the right down tube of the frame and on the front crankcase cover. It is the only number valid for all selling and legal purposes and it appears also in the certificate of origin and the circulation book.

This number should always be referred to when ordering spare parts.

# INDEX

Controls and accessories . . . . .	Page 9
General characteristics . . . . .	» 10
Maintenance instructions . . . . .	» 14
Fuel taps . . . . .	» 14
Ignition key . . . . .	» 14
Starting the engine . . . . .	» 15
Racing the engine . . . . .	» 16
Starting the motor cycle . . . . .	» 16
Use of gear box . . . . .	» 16
Stopping the machine . . . . .	» 17
Stopping the engine . . . . .	» 17
Inspection . . . . .	» 18
Storing the machine . . . . .	» 18
Carburation faults and cures . . . . .	» 18
Ignition faults and cures . . . . .	» 18
Loss of compression . . . . .	» 19
Overheating . . . . .	» 19
Ill use of machine . . . . .	» 20
Running in . . . . .	» 20
Important notice . . . . .	» 20
Table for periodical maintenance . . . . .	» 21
Lubrication of engine gear-box unit . . . . .	» 23
Centrifugal filter . . . . .	» 26
Chain lubrication . . . . .	» 27
Telescopic front fork . . . . .	» 28
Carburettor . . . . .	» 31

Cleaning of silencer . . . . .	Page 35
Valve timing . . . . .	» 35
Ignition timing . . . . .	» 38
Ignition . . . . .	» 38
Spark plug . . . . .	» 40
Cylinder head and valves . . . . .	» 40
Tappet adjustment . . . . .	» 41
Clutch adjustment . . . . .	» 41
Steering head adjustment . . . . .	» 41
Chain adjustment . . . . .	» 43
Adjustment of handlebar controls . . . . .	» 44
Front brake adjustment . . . . .	» 44
Adjustment of rear brake . . . . .	» 44
Removal of front wheel . . . . .	» 44
Removal of rear wheel . . . . .	» 46
Electrical equipment . . . . .	» 47
Wiring diagram . . . . .	» 47
Headlamp . . . . .	» 47
Changing bulbs and fuses . . . . .	» 47
Battery . . . . .	» 47
Horn and dipper switch . . . . .	» 52
Electric horn . . . . .	» 52
Cables . . . . .	» 52
General maintenance . . . . .	» 52
Re-touching paint work . . . . .	» 53
Transfers . . . . .	» 53
Home concessionaires . . . . .	» 54
Concessionaires abroad . . . . .	» 61

*Punzonatura "GUZZI 1GM 2279 S,  
 Regime di controllo: giri/1' 7500  
 db di controllo per i silenziatori usati: 83*

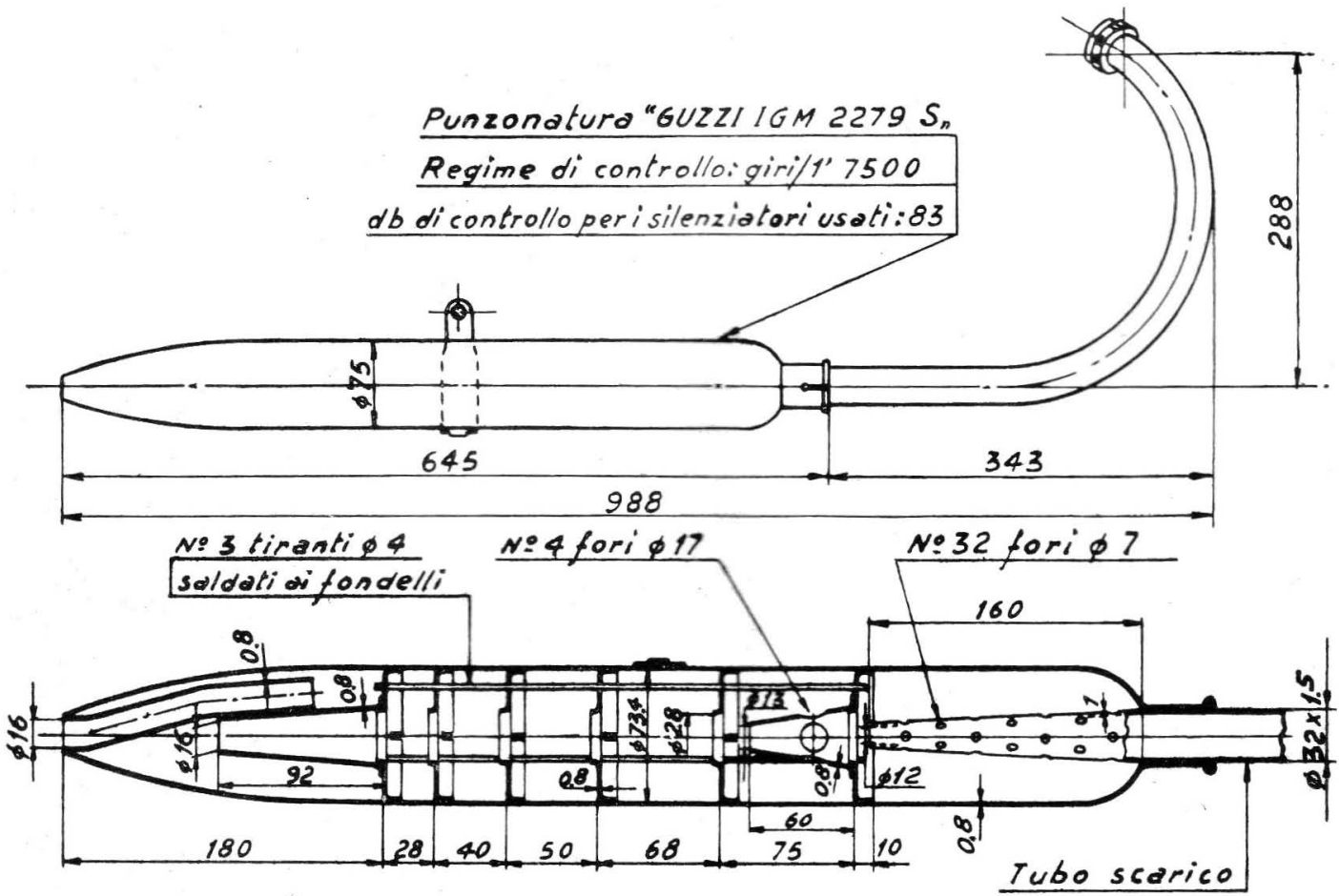
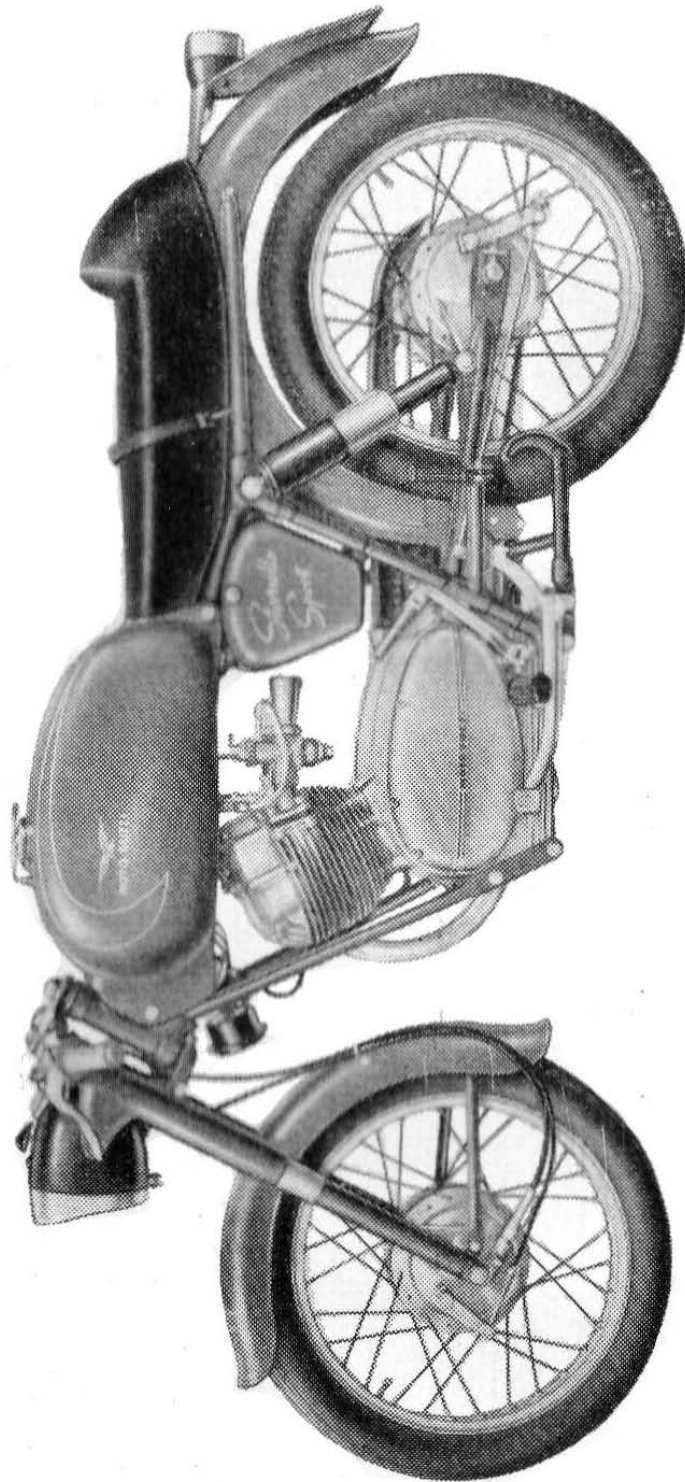
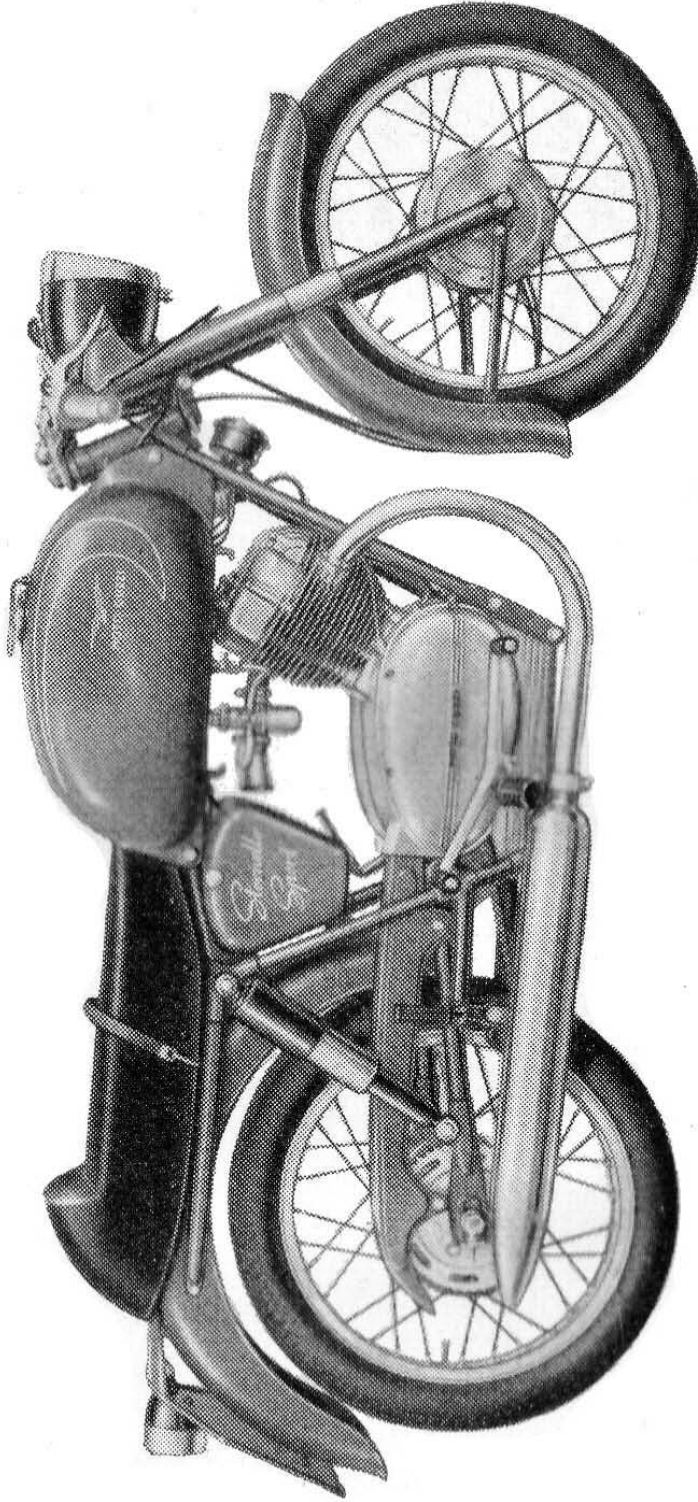


Fig. 1 - Silencer

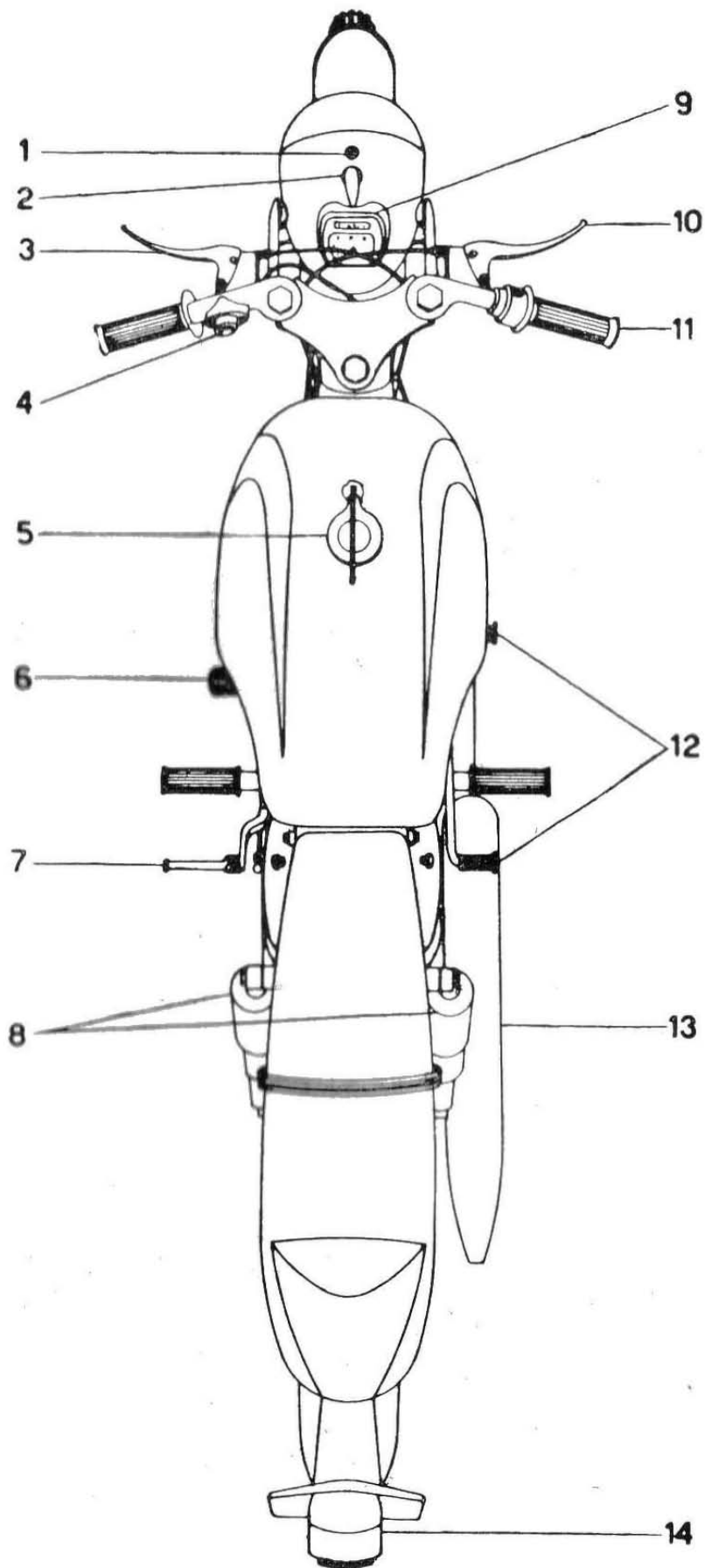


**Fig. 2 - Motorcycle, left hand view**



**Fig. 3 - Motorcycle, right hand view**





**Fig. 4 - Controls and accessories**

## CONTROLS and ACCESSORIES

(see fig. 4)

- 1 - Green lamp for city lights.
- 2 - Ignition key, engine starting, electrical equipment, and lighting system.
- 3 - Clutch control lever
- 4 - Dip switch and electric horn button
- 5 - Petrol filler cap
- 6 - Rear brake pedal
- 7 - Kickstarter
- 8 - Rear suspension and hydraulic shock absorbers
- 9 - Speedometer
- 10 - Front brake lever
- 11 - Twist grip throttle control
- 12 - Gear lever
- 13 - Silencer
- 14 - Rear lamp for plate illumination and stop light

**N.B.** - In the text the terms **right** and **left** are used in the sense they would appear to one sitting in the saddle.

# GENERAL CHARACTERISTICS

## ENGINE

### Engine

Single cylinder four stroke, O.H.V.

### Cylinder

In light alloy with special cast iron inserted liner, 25° inclination.

### Cylinder head

In light alloy with valve gear running in oil bath.

### Valve gear operation

Push rod and rockers.

Stroke . . . . .	58 mm.
Bore . . . . .	52 mm.
Swept volume . . . . .	125 cc.
Rating . . . . .	2 HP
Output . . . . .	8.5 HP
Compression ratio . . . . .	9.8 to 1

### Ignition

6 V - 28 W flywheel alternator with remote H.T. coil.

**N.B. - Make sure the battery is always on whilst riding or the rectifier might soon get damaged.**

### Plug

Marelli CW 260 L

### Fuel

High octane petrol. Petrol tank capacity about 14.5 liters (3 and 1/4 gls.). Twist grip controlled carburettor, Dell'Orto make type ME 18 BS with air filter and inlet silencer type B 20 B.

## Lubrication

By pressure through a delivery and return gear pump. The oil is contained in a crankcase well of about 1.9 liters (7/16th gls.) capacity. Screen pattern oil filter in the crankcase, centrifugal filter on the crankshaft.

## Cooling

By air. Cylinder and cylinder head extensively finned.

## Clutch

Multiplate clutch in oil bath, controlled by handlebar lever.

## Gear box

Constant mesh gears. Four speeds foot operated.

Bottom gear	. . . . .	3.04
Second gear	. . . . .	1.81
Third gear	. . . . .	1.29
Top gear	. . . . .	1

## Transmission

Primary drive by helical gears. Secondary drive by roller chain.

Gear ratios:

from engine to gear box	. . . . .	2.8	(25-70)
from gear box to chain wheel	. . . . .	2.94	(16-47)

Overall gear ratios (engine-rear wheel):

Bottom gear	. . . . .	25
Second gear	. . . . .	14,9
Top gear	. . . . .	10,6
Third gear	. . . . .	8,2

## F R A M E

Overall dimensions:

Wheelbase . . . . .	1.250 m. (50")
Length . . . . .	1.900 m. (76")
Width . . . . .	0.550 m. (22')
Height (dry) . . . . .	0.900 m. (36")
Minimum ground clearance (light from lowest part of frame) . . . . .	0.160 m. (6 <sup>3</sup> / <sub>8</sub> ")
Dry weight . . . . .	about 92 kgs (202 lbs.)

### Suspension

**Front:** telescopic fork with hydraulic dampers.

**Rear:** swinging fork with coil springs in hydraulic shock absorbers.

### Wheels

Spoked wheel rims 17 x 2 ¼.

### Tyres

Front 2 ½ x 17 ribbed, rear 2.75 x 17 R studded.

### Brakes

Expanding type. Two brakes: one on the front wheel operated by lever on the right handlebar, the other on the rear wheel operated by a pedal on the left hand side of the machine.

### Electrical equipment

Generator: flywheel alternator.

Rectifier for battery charge in the headlamp.

Headlamp with key for engine starting and operation of the lighting system. This key is also used as a switch for city and country lights.

5 inches headlamp. Dipper switch and electric horn button on handlebar.

Rear lamp for plate illumination, parking, and stop light.

Electric horn.

6 V 7 ampere battery.

### **Speedometer**

Incorporated in the headlamp.

### **Performances**

Gradients climbable: 31 % solo on good surfaced roads.

Fuel consumption: 2.7 liters per 100 kms. (about 104 m.p.g.), measured according to **CUNA standards**.

Maximum speeds permissible in the various gears:

bottom gear . . . . .	kms.	33 (20.5 miles)
second gear . . . . .	»	55 (34.1 miles)
third gear . . . . .	»	77 (47.8 miles)
top gear . . . . .	»	110 (about 70 miles)

## MAINTENANCE INSTRUCTIONS

Before starting make sure there is sufficient petrol in the crankcase well. Oil level is checked by means of the dipstick welded on to the filler cap. Correct oil level is in between the minimum and maximum marks (fig. 5). This check should be made with the filler cap unscrewed.

**Under no circumstances should hills be descended with the gear in neutral or the clutch disengaged.** It is far better to utilize the braking effect of the engine with the throttle control at minimum opening. Steep hills should be descended in the lower gears, as this will save overheating of the drums and wear of the linings. On wet or slippery roads proceed with the utmost care, avoiding violent acceleration and/or fierce brakings. In such conditions, it is well to consider decreasing slightly the tyre pressure.

Hills should be climbed in the gear which allows the engine to run at normal revolutions. **Under no circumstances whatever should hills be climbed by slipping the clutch.** This would rapidly wear the plates out.

Particular care should be taken not to exceed the maximum speeds in the different gears specified in « Performances ».

### Fuel taps

The left tap is the reserve tap and should be kept closed for use in an emergency only. However, it is a good rule to occasionally check its efficiency and to clean it out if obstructed by grit or other foreign matter.

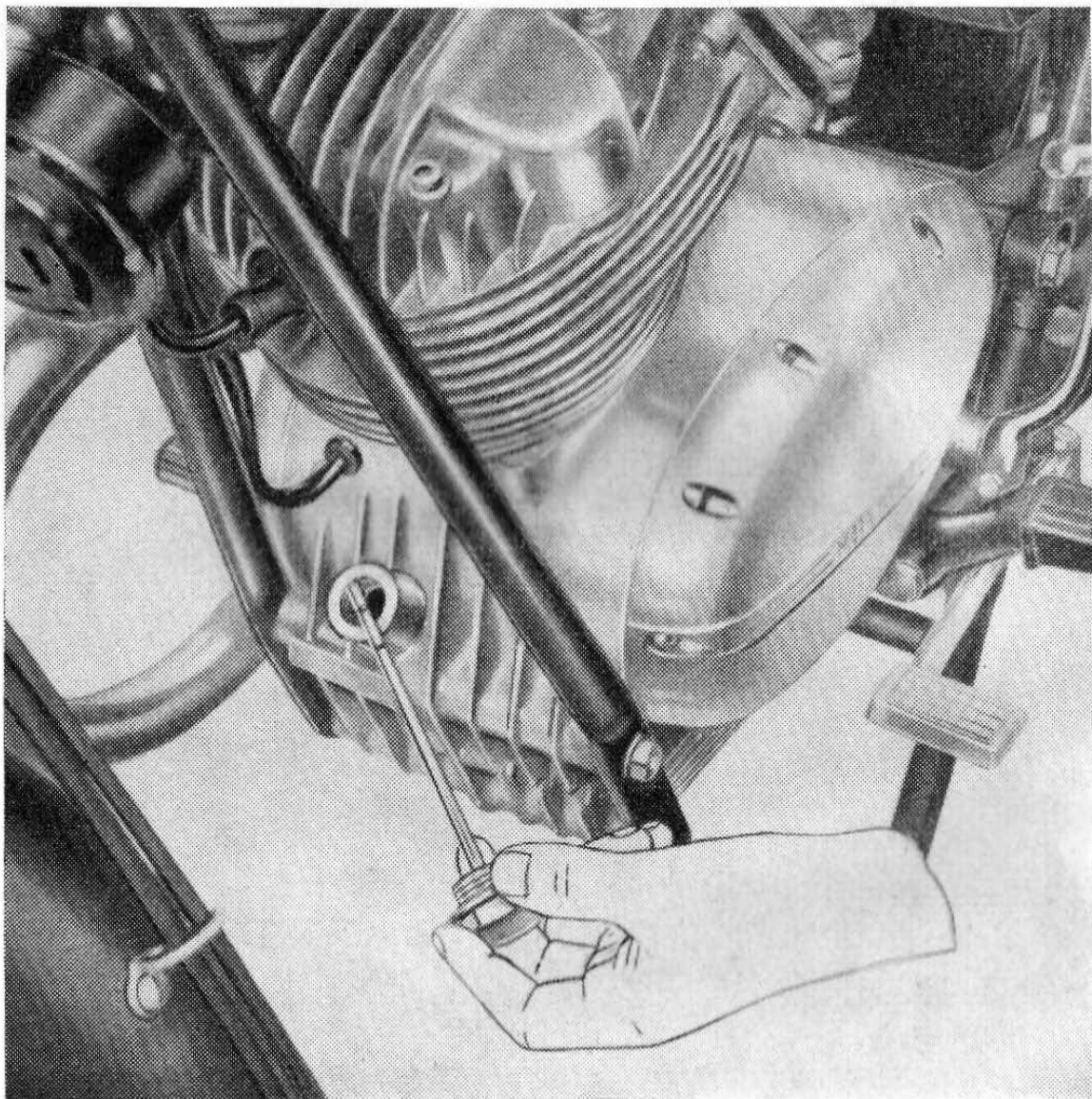
### Ignition key

Before the engine can be started or the electrical equipment used, it is necessary for the ignition key to be pushed right

down in its « contact » position. To stop the engine, the key should always be withdrawn from contact.

### **Starting the engine**

To start the engine from cold: open right hand fuel tap, check if gear lever is in neutral, push ignition key down in its



**Fig. 5**



contact position, turn twist grip lightly, push down carburettor air slide (Fig. 11 A), and depress the kickstarter sharply. One or two kick are generally sufficient to start the engine.

When starting from cold, and especially in winter time, it is convenient to slightly flood the carburettor, taking care not to overdo this as it may then make starting rather difficult. This is unnecessary to start a hot engine.

In the cold season, it is well to let the engine idle a short while to allow the oil to warm up before taking off. Be sure to restore the air slide to its original riding position.

**N.B. - This engine can also be started with an engaged gear by depressing the kickstarter with the clutch withdrawn.**

### **Racing the engine**

Under no circumstances whatever should the engine be allowed to run at high revolutions before taking off.

### **Starting the motor cycle**

After the engine is started, withdraw fully the clutch lever, engage bottom gear, and slowly release the clutch accelerating the engine at the same time as the clutch starts to « bite ».

### **Use of gear box**

(see fig. 6)

To change to a higher gear, the throttle should be shut and the clutch simultaneously withdrawn, moving the gear lever in the next position. The clutch should then be released slowly and the throttle gradually re-opened.

To change down, the procedure is reversed, except that the throttle should not be completely closed.

Change up rather than let the engine race. Change down rather than let it slog.

## Stopping the machine

To come to a standstill, close the throttle and apply both brakes evenly. Just before the machine stops, pull the clutch and select neutral.

In case of an emergency stop whilst going in a straight line, it is advisable to use both brakes simultaneously to avoid wheel lock which might lead to the danger of a fall.

## Stopping the engine

To stop the engine, disconnect the ignition key from its « contact » position and turn off the fuel tap.

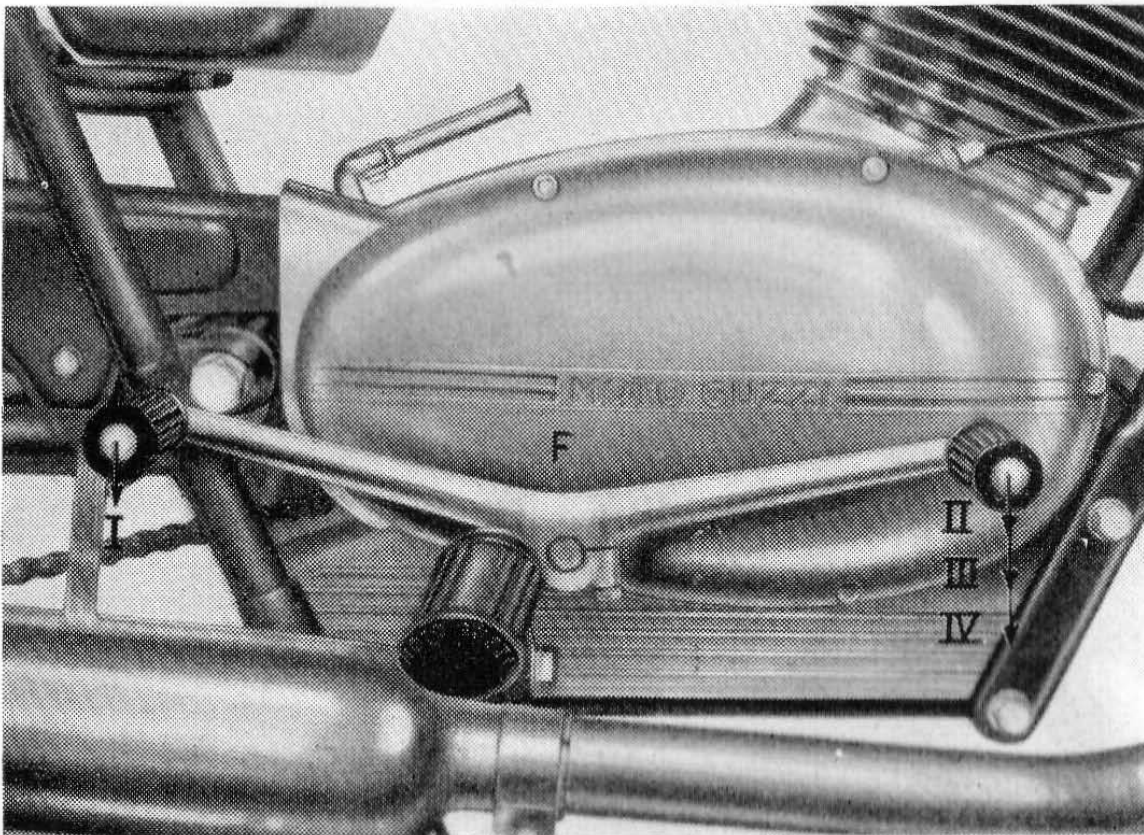


Fig. 6

## **Inspection**

After a wet ride or one over particularly bad roads, the machine should always be checked over externally and dried.

## **Storing the machine**

If the machine is being put away for a fairly long period:

— Thoroughly clean the machine « see Periodical Maintenance ».

— Introduce a little oil into the cylinder through the plug hole and revolve the engine a few times to evenly distribute the oil over the cylinder walls.

— Raise the machine so that the tyres are out of contact with the ground, especially if the floor is slippery or greasy.

— Cover with vaseline or antirust compound all metal parts not enamelled.

## **Carburation faults and cures**

If the engine will not start or stops suddenly, the cause may be one of the following:

— Lack of fuel. Check if there is fuel in the tank, also if the tap is open.

— Obstruction of fuel pipes and/or filters. Clean and blow through to clear the obstruction.

— Carburettor jets obstructed. Clean with air jet.

## **Ignition faults and cures**

If the engine will not start and the carburation is in order, suspect the fault in the ignition.

Check if there is a spark at the plug by holding its body against the cylinder and revolving the engine with the kickstarter.

If there is no spark this may be due to:

- Damp plug. Allow it to dry.
- Oiled up or fouled plug. Clean with petrol and a wire brush.
- Cracked or chipped insulator. Change the plug.
- Incorrect gap setting. Reset to 0,6 mm. (.023").
- High tension lead. Ensure it is not perished or disconnected at the coil end.

In the event that even a new plug will give no spark, check the contact breaker gap which should be 0,40 mm. (.0158") and clean if necessary.

— Loose or disconnected coil leads. Check whether all leads are properly connected to the terminal board on the coil.

— Ignition too advanced or retarded. Check ignition timing.

### **Loss of compression**

This may be caused by:

- Loose cylinder head bolts.
- Loose plug or plug with no washer.
- Worn or broken piston rings.
- Cylinder worn oval.
- Leaking valve seats.
- Incorrect tappet adjustment.

### **Overheating**

If the engine gets too hot the cause may be:

- Oil pump not working, use of bad or too old oil, centrifugal filter obstructed;
- Ignition too retarded;
- Mixture too weak;
- Cylinder head heavily caked with oil and/or dust.

### **Ill use of machine**

Do not ill use your machine by violent acceleration or braking. If possible, ride at fairly constant speed. Harsh riding leads to increased oil and fuel consumption and generally shortens the life of all machine components.

### **Running in**

Too much emphasis cannot be placed on the advantages of a careful running in. Do not allow the engine to run very fast or under heavy loads during the first 1000 kms. (600 miles). Never forget that the efficiency, performance, and life of the engine are largely dependant on how the machine is used during the running in period.

### **Important notice**

After the running in period all nuts and screws should be checked for tightness, especially the cylinder head nuts. This is a precaution which it is well to follow periodically, at least every 10.000 kms. (6000 miles), as one loose nut or screw can be the cause of serious engine trouble or lead to an accident.

# TABLE FOR PERIODICAL MAINTENANCE

(see diagram pag. 25)

## Every month

- 1) Check level of electrolyte in the battery. This should be done every month in the summer and about every months in the winter.

## Every 300 kms (200 miles)

- 2) Check tyre pressure using a gauge. This should be 11,7 kgs/sq. cm. (about 24 lbs.) solo and 1.85 kg/sq. cm. (about 26 lbs.) with pillion rider for the front tyre and 26 lbs. or 2.8 kg/sq. cm. (35 lbs.) with pillion for the rear tyre.
- 3) Check oil level in the crankcase, topping up as necessary. Correct oil level is in between the minimum and maximum marks on the dipstick.

## After 500 kms. (300 miles)

- 4) Check and adjust tappets (see « Tappet Adjustment »).
- 5) Ensure all nuts and screws are tight.
- 6) Renew engine oil and clean filter (See « Lubrication of engine-gear box unit »).

## Every 2000 kms (1200 miles)

- 7) Speedo drive. Inject grease through the nipple on the front brake block.
- 8) Renew engine oil and clean filter. (see « Lubrication of engine-gear box unit »).
- 9) Rear chain. Wash with petrol and smear lightly with grease.
- 10) Carburettor. Clean filter in banjo union.
- 11) Battery. Check level of electrolyte and top up, if necessary.

### **Every 3000 kms. (1800 miles)**

- 12) Sparking plug. Clean and check points' gap (0.6 mm. = .023").

### **Every 5000 kms (3000 miles)**

- 13) Flywheel alternator. Clean, lubricate, and check contact points. Correct gap: 0,40 mm. = .016".

### **Every 10.000 kms (6000 miles)**

- 14) Cylinder head. Remove all carbon deposits. (see « Cylinder head and valves »).
- 15) Petrol pipes and tap. Clean out thoroughly, especially the filters just above the taps.
- 16) Carburettor. Strip, check, and clean.
- 17) Nuts and bolts. Check tightness.
- 18) Telescopic fork. Check fluid level (see « Telescopic fork »).
- 19) Steering head cups. Pack with grease.

### **Every 20.000 kms. (12.000 miles)**

- 20) Clean centrifugal oil filter (see « Centrifugal filter »).

# MAINTENANCE INSTRUCTIONS

## Lubrication of engine-gear box unit

In this type of the engine the oil combines the functions of a lubricant and a cooling medium. A gear pump draws the oil from the crankcase sump and it is fed in the crankshaft after being cleaned by the centrifugal filter fitted on the crankshaft itself. It then emerges from suitable passageways under the big end which it lubricates and is flung then by centrifugal force on the gudgeon pin, piston, cylinder walls and the gears in the gear box which it cools and lubricates. Surplus oil falls down in the bottom of the crankcase where it collects in the sump.

The rocker-valves assembly is lubricated by oil fed by the pump through a passage drilled in one of the cylinder head, hold down studs. The oil flowing through this hollow stud falls on the rocker pins and through suitable drillings emerges on the rocker pins and bushes which it lubricates. Excess oil falls down in the crankcase well.

### Important notice

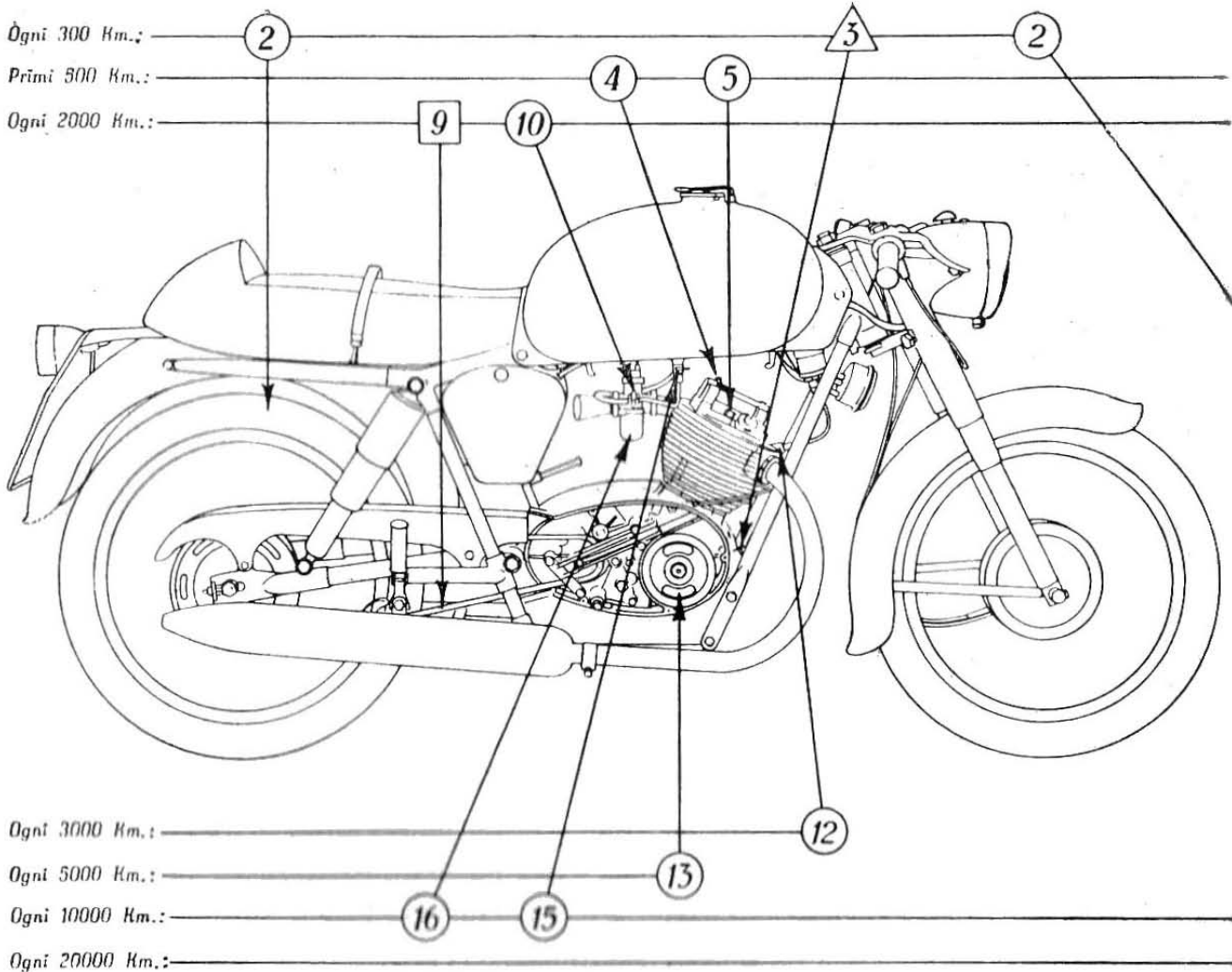
As engine lubricant we recommend the following oil:

- Below 10° C: Shell X 100 - SAE 30
- Above 10° C: Shell X 100 - SAE 40.

Oil should be renewed after the first 500 kms (300 miles) and then every 2000 kms (1200 miles). This operation should be made with the engine warm. Quantity: about 1.9 liters (about ½ gallon).

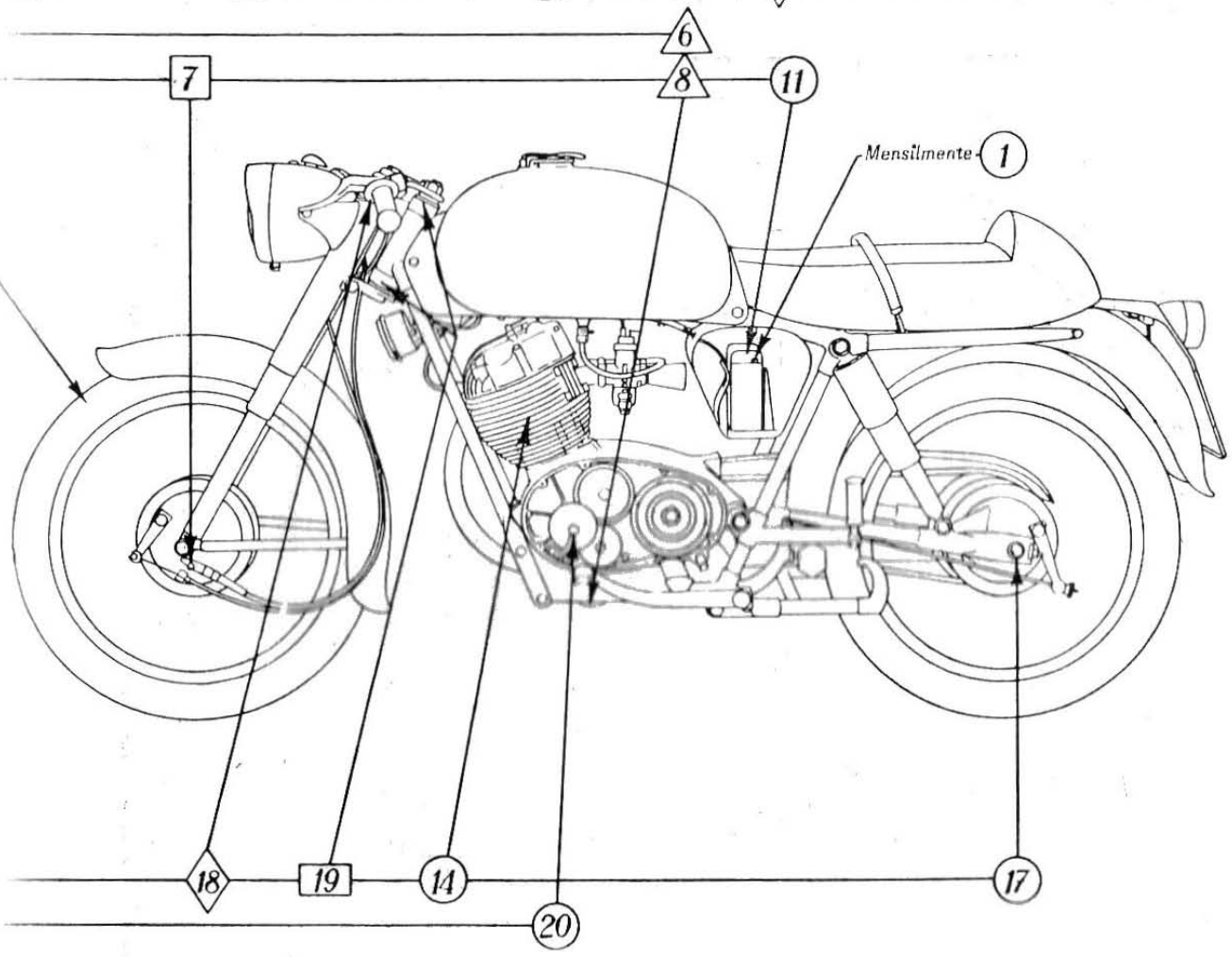
The oil is drained by unscrewing the hexagon cap under crankcase and filter (see fig. 9). Always clean this filter as well and in re-assembling ensure it fits snugly in its crankcase housing. Oil renewal is effected through the cap on top of the crankcase (fig. 5).





**LUBRICATI**  
 (See tabl

○ MANUTENZIONE    △ SHELL X 100 SAE 30÷40    □ SHELL RETINAX A    ◇ SHELL X 100 SAE 20    ◻ GRASSO



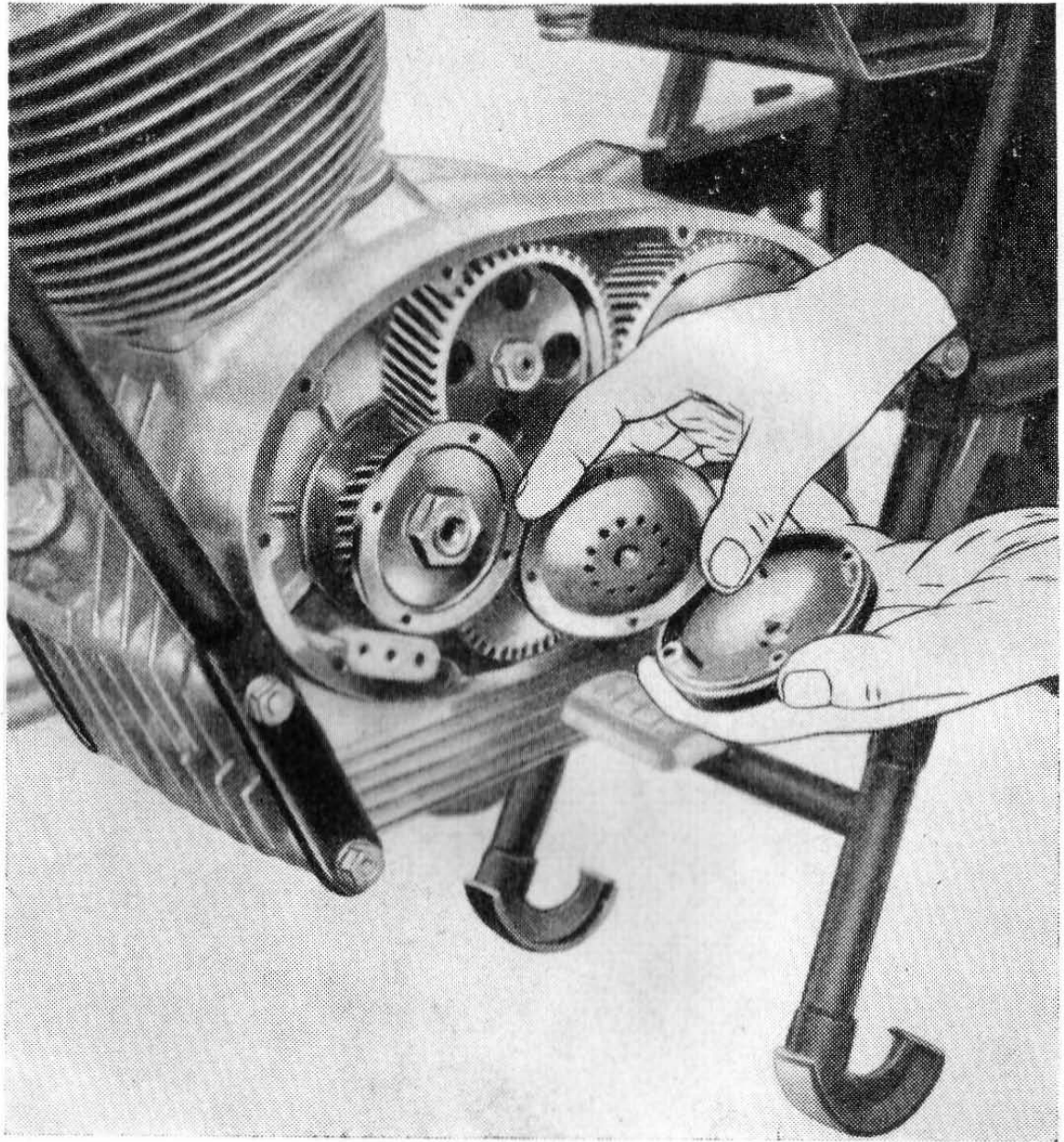
**ON CHART**

( page 21)

## Centrifugal filter

It is a good practice to clean this thoroughly every 2000 kms. (1200 miles) to safeguard the efficiency of all engine parts.

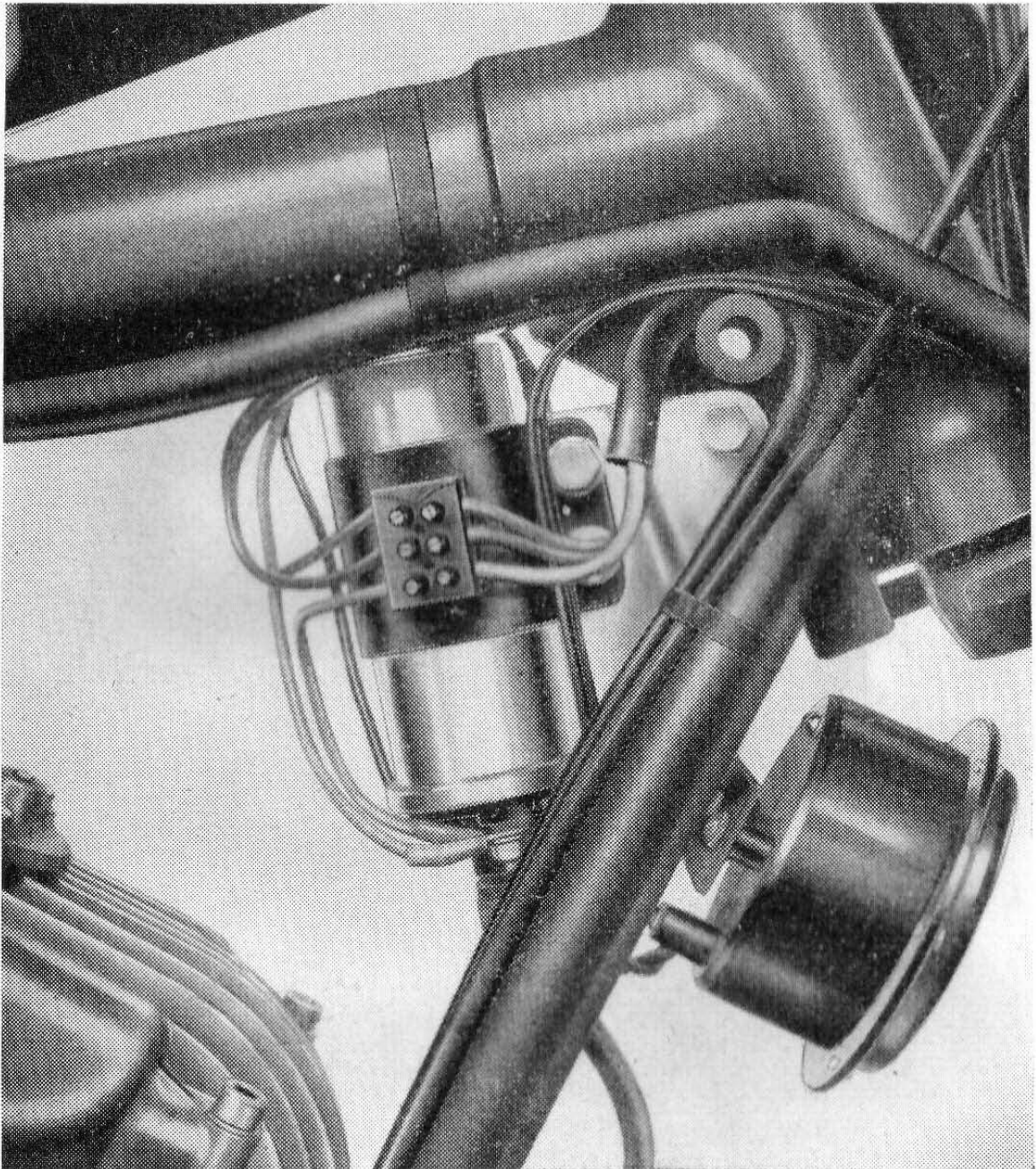
To get access to this filter, remove the left crankcase cover and disconnect the oil pipe from the pump when the filter assembly can be removed (fig. 7).



**Fig. 7**

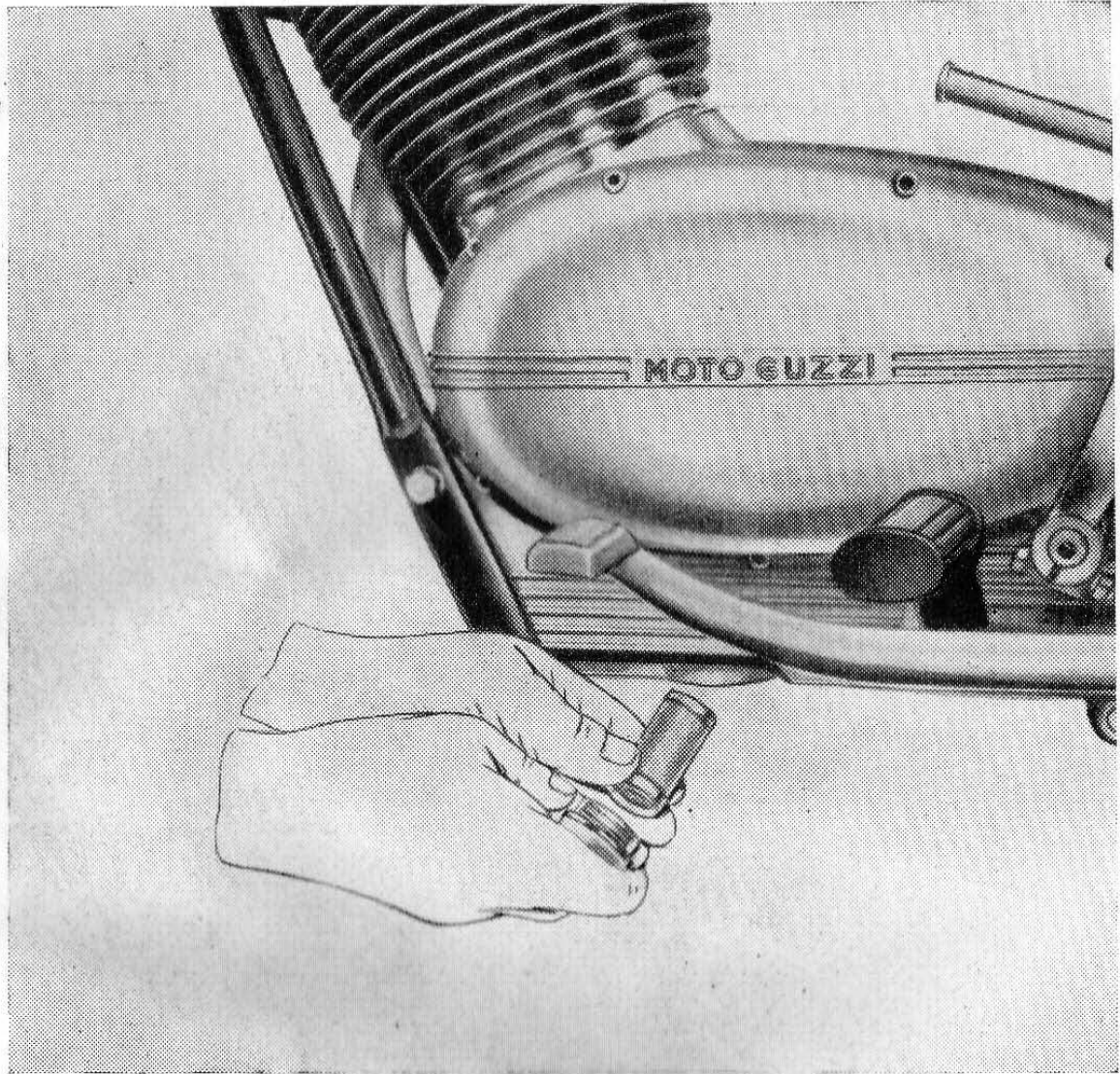
## Chain Lubrication

Every time the chain looks dry, which is often the case after a long wet ride, it should be smeared lightly with Shell Retinax



**Fig. 8**

A grease. However, every 2000 miles or so it is advisable to wash the chain with petrol and when dry to smear it with grease of the above mentioned brand.

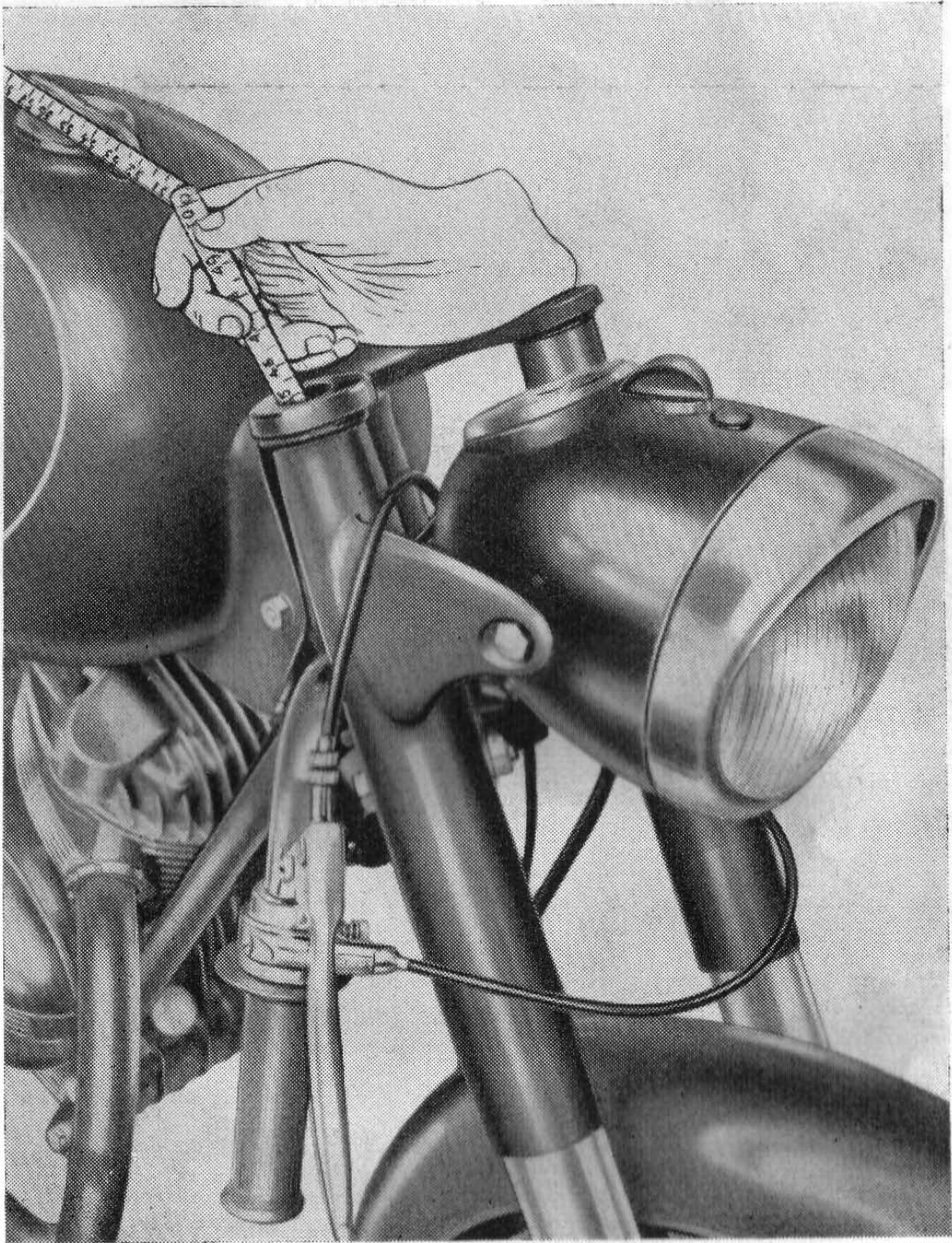


**Fig. 9**

### **Telescopic front fork**

(see fig. 10)

Normally, the front fork does not require any lubrication but every 10.000 kms (6000 miles) or any time it appears to



**Fig. 10**

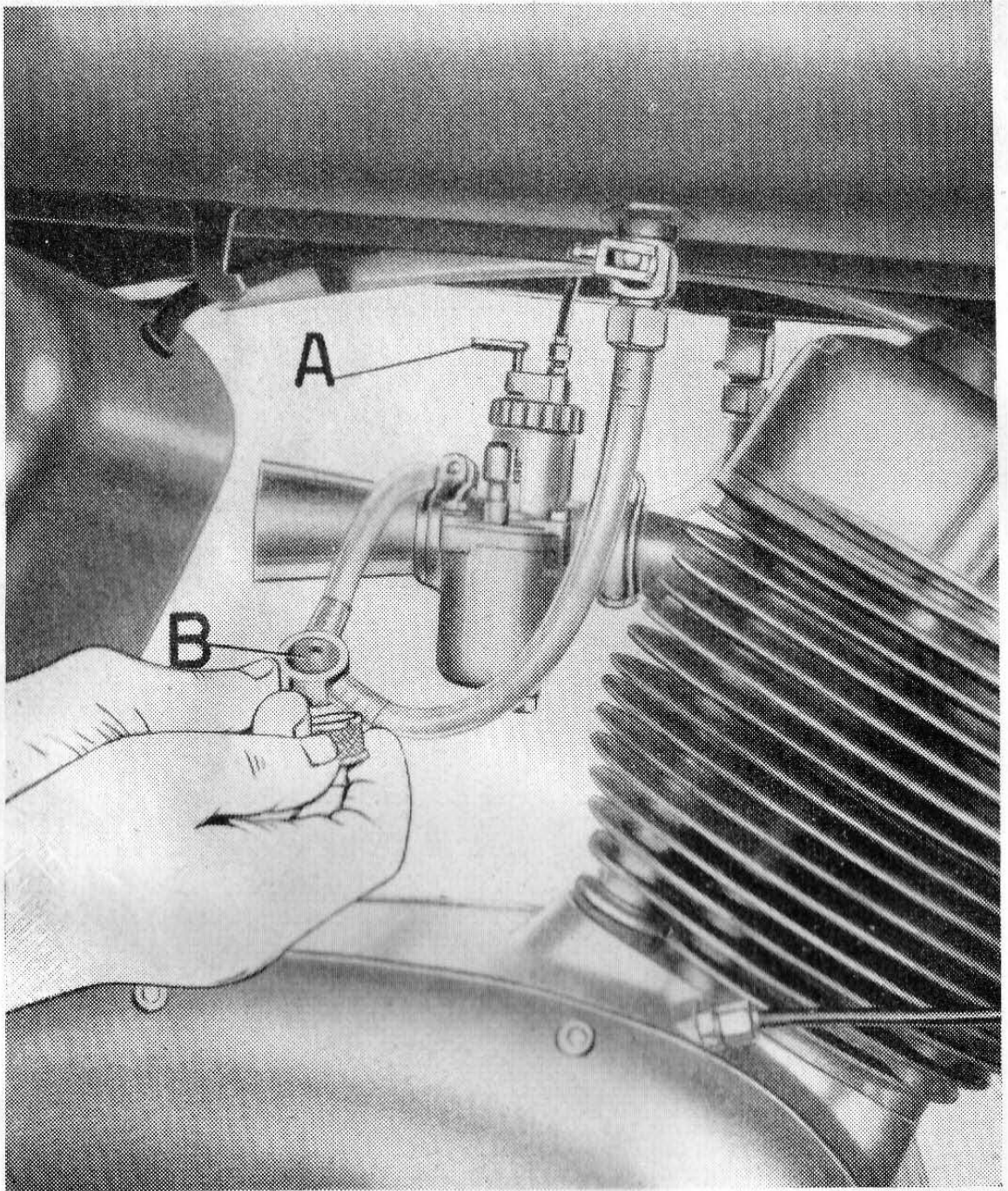


Fig. 11

be necessary, it is well to top it up with fresh oil. This is done as follows:

- 1) Set the machine on the stand, ensuring the fork is not under load.
- 2) Loosen the two handlebar securing nuts.
- 3) Check level of oil by introducing a ruler in the fork leg down to a depth of 45 cms (7") see fig. 10. Correct oil level is 7 cm. (2.75") which is equal to 125 cubic centimeters of oil in each leg. Oil recommended is Shell X 100 SAE 20.

### **Carburettor**

(see fig. 11)

This model features a two-control carburettor, the throttle control being by twist grip and the air control a small plunger (A fig. 11).

This plunger should always be pushed down to start a cold engine (rich mixture) and lifted up as soon as the engine is warm. (normal mixture) Every 2000 kms (1200 miles) it is recommended to clean the filter in the banjo union (B). Unscrew the top nut to obtain access to this filter.

#### **Normal setting**

Air choke . . . . .	20 mm.
Atomizer . . . . .	260/B
Main jet . . . . .	90/100
Pilot jet . . . . .	40/100
Throttle slide . . . . .	n. 50
Needle B 10, second notch from top.	

In very cold weather it is advisable to raise the needle one notch.



## Regulation of maximum speed and acceleration

This is effected by changing the size of the jet or raising or lowering the needle. Raising the number of the jet or the needle richens the mixture and viceversa.

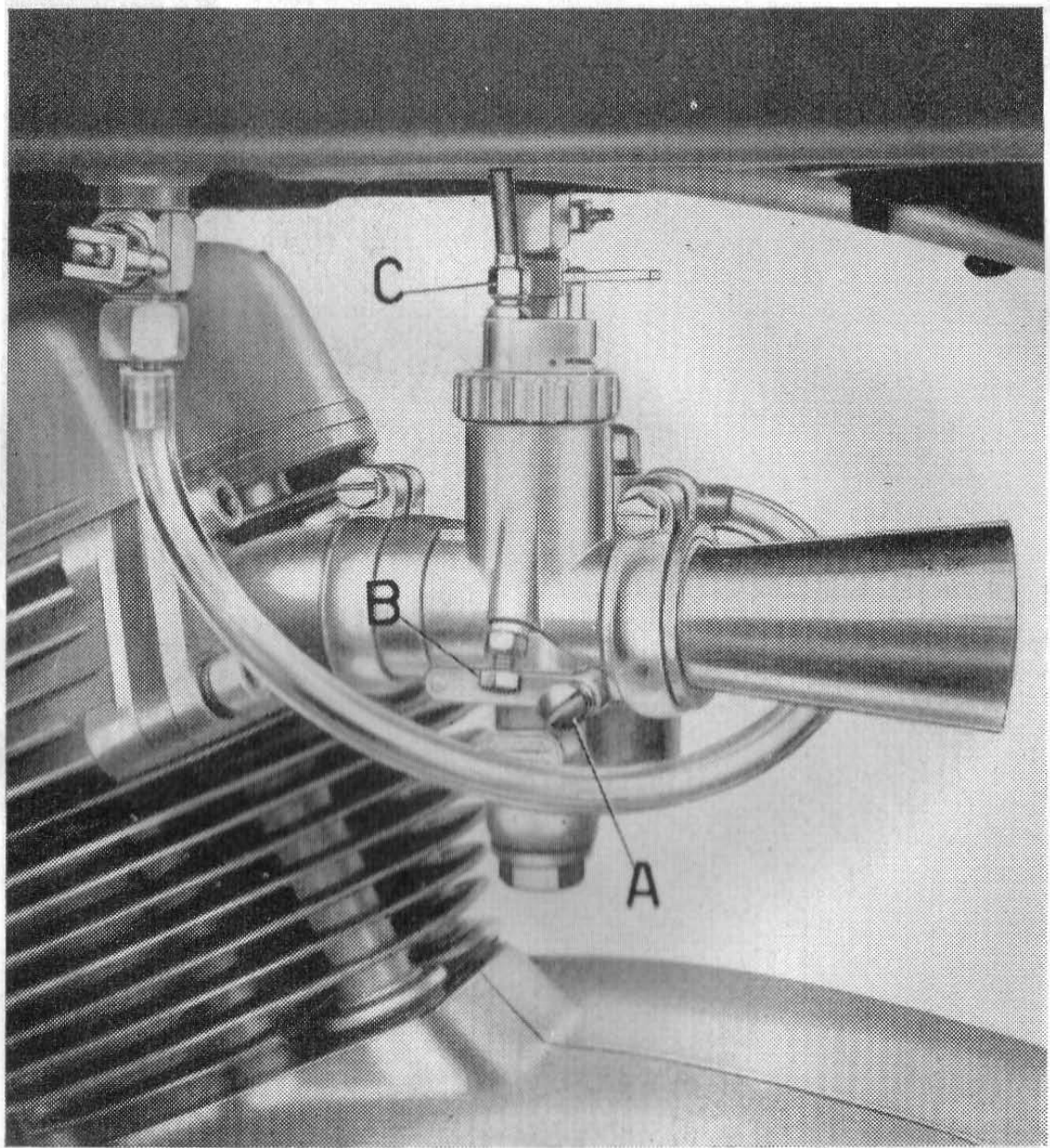


Fig. 12

Indications of too rich a mixture are: excessive fuel consumption, blackened points internally, blackish smoke from the exhaust, backfiring.

Indications of too poor a mixture are: whiteness of the plug internally, porous plug points, poor engine performance, or abnormal overheating of the engine.

### **Setting for idling speed**

(see fig. 12)

This operation should always be carried out on a warm engine. Adjust the horizontal knurled screw « A » which is the slow running screw. Screwing it into its seat richens the mixture and viceversa. Just besides screw « A » there is screw « B » which is the throttle adjusting screw. Adjust first screw « B » so that with the throttle fully closed the engine can still run at low revolutions. Then screw in or out screw A till the best mixture strength is obtained. Finally, adjust screw B to a point where the required idling is obtained.

### **Dismantling of carburettor**

(see fig. 13)

After about 10.000 kms. (6000 miles) it is advisable to strip the carburettor and to check and clean all its component parts.

Remove :

— Air intake pipe (1) loosening the strap fixing nut and unscrewing it from the carburettor block (18).

— Mixing chamber cover (2) with air plunger. Unscrew retaining ring to free.

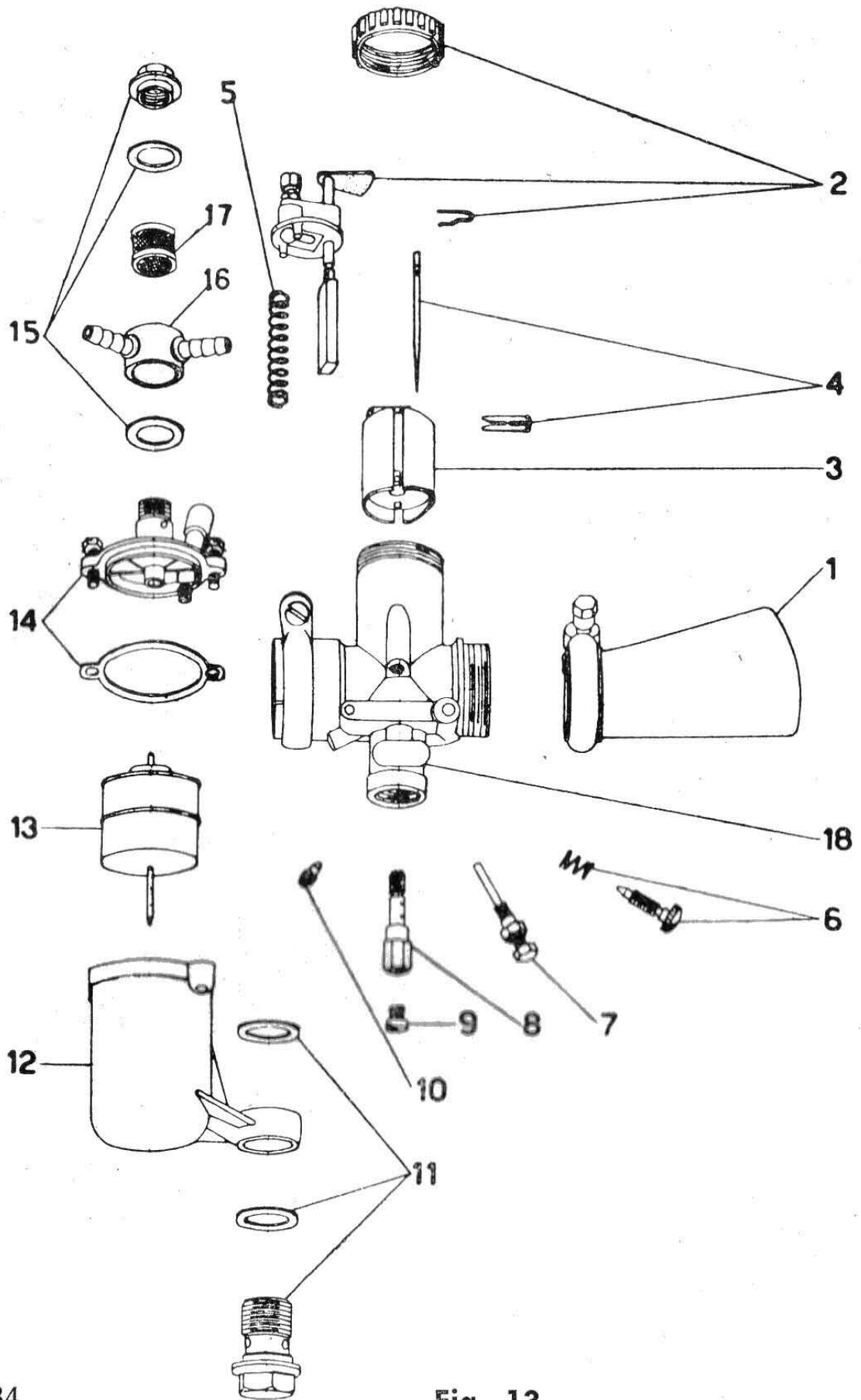


Fig. 13

— Throttle slide (3), taper needle (4) with locating peg and throttle slide spring (5).

— Slow running screw (6) and throttle adjusting screw (7);

— Atomizer (8), main jet (9), pilot jet (10).

— Bolt and washer (11), and float chamber (12).

— Float (13), and float chamber cover with washer (14).

— Banjo union fixing nut (15), union (16), and filter (17).

When stripping the carburettor clean also all pipes and the filters on top of the fuel taps.

### **Cleaning of silencer**

To clean the silencer proceed as follows.

Remove the complete silencing unit from the frame and fill it up with a solution of boiling water and caustic soda (20 %), leaving it to stay for about an hour when it can be emptied and rinsed out again with fresh boiling water, shaking it vigorously to remove all scalings.

### **Valve timing**

Remove gear pedal, right cover plate, rocker cover and then proceed as follows.

Allow 0,5 mm. (0.19") play to the exhaust valve with piston at TDC and both valves closed (i.e. at the end of the compression stroke). In this position the arrow on the crankcase cover and the arrow on the flywheel should be opposite each other (see fig. 14). Then, holding the flywheel in this position, mark off anticlockwise a distance of 118-122 mm. (4.6 - 4.8") on the flywheel rim, as shown in fig. 14. Turn now the flywheel clockwise till this new mark is in front of the arrow traced on the crankcase cover when the exhaust valve should start to open. With the setting of the exhaust valve, inlet valve timing follows automatically.

When this adjustment has been made, it is necessary to re-set tappet adjustment as described in « Tappet Adjustment ».

If the timing gears have been dismantled, in re-assembling these do not forget to insert the crankshaft key in the gear

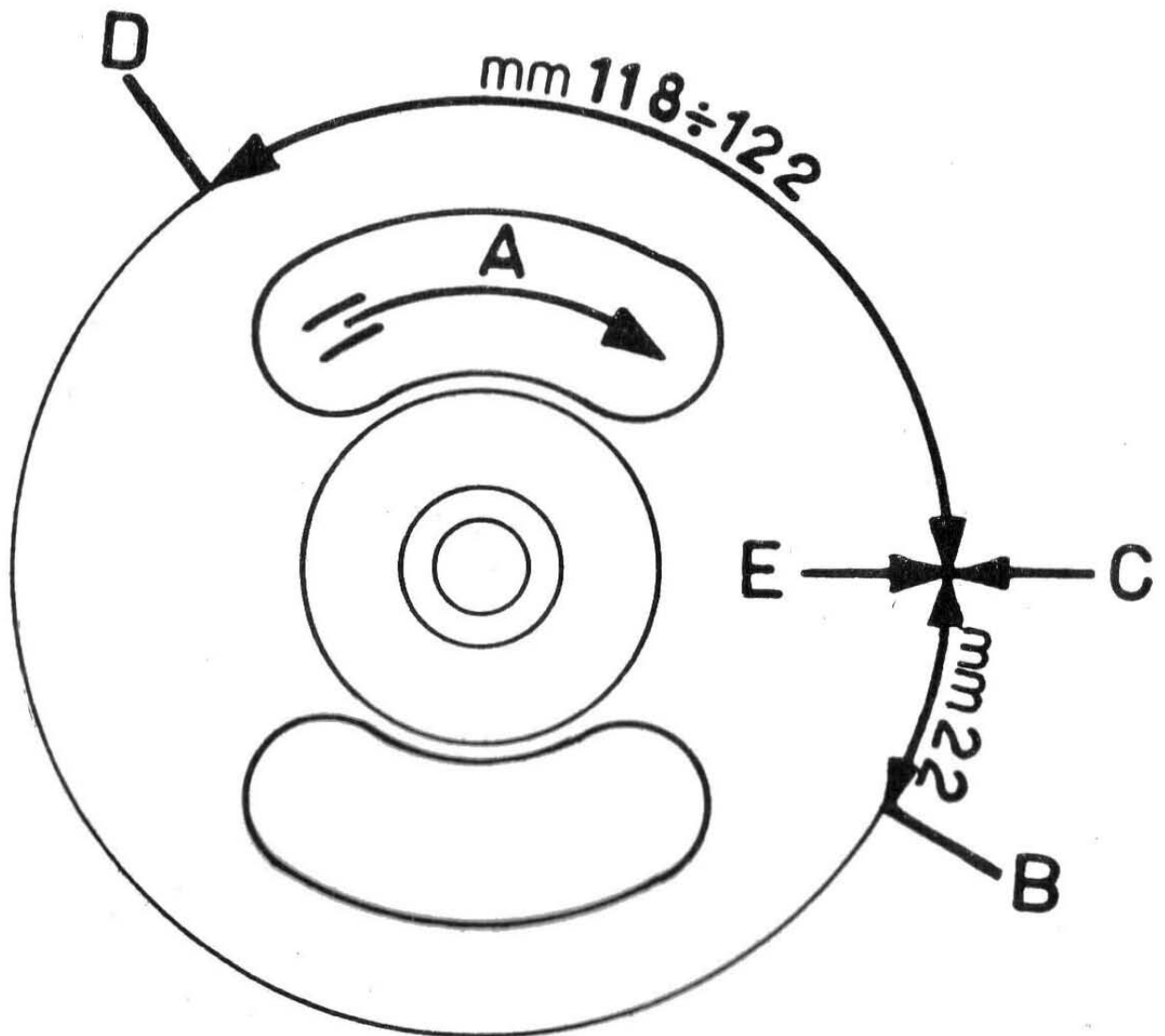
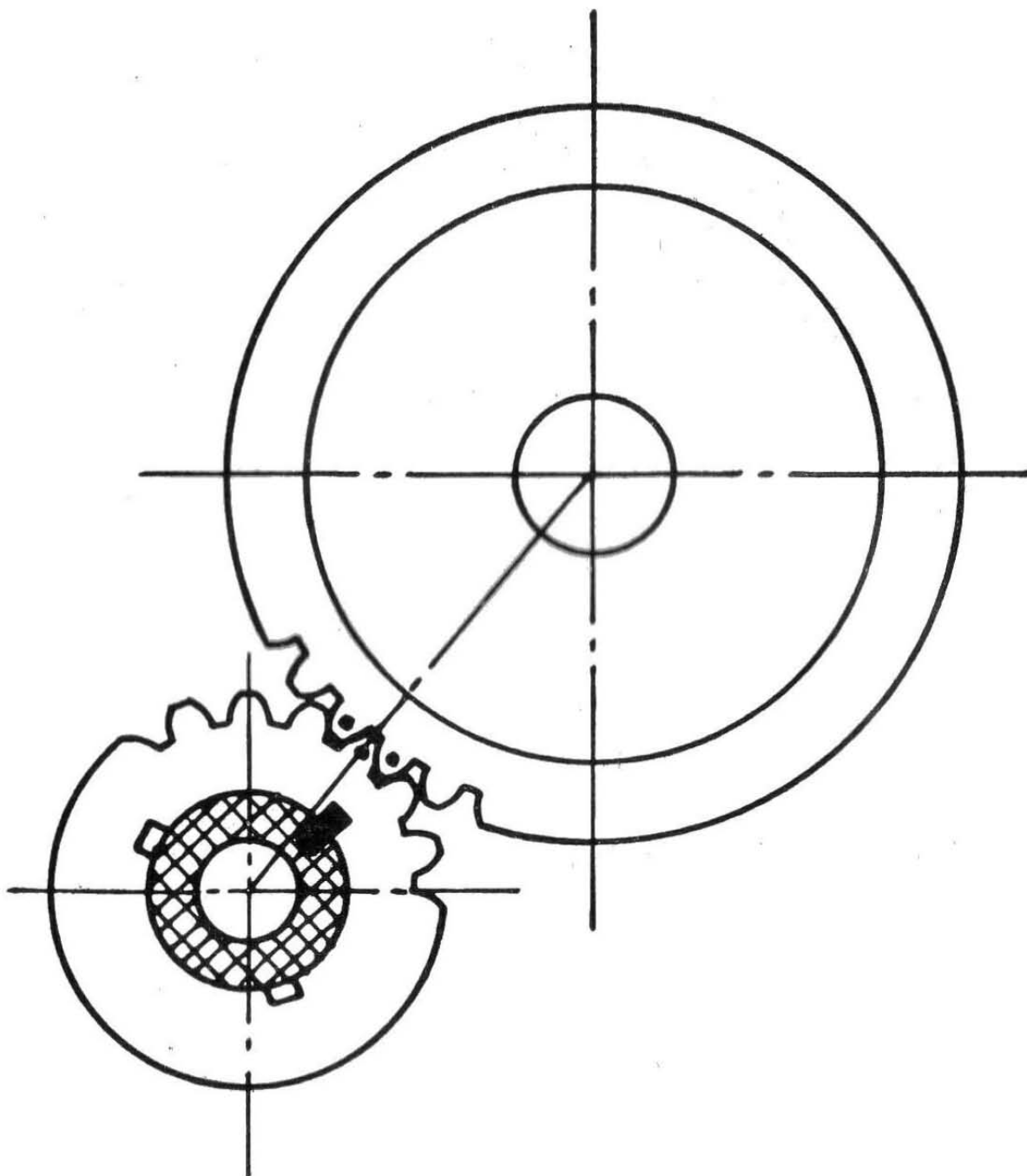


Fig. 14

slot nearest to the marked gear tooth and to set up the marked tooth on the gear in between the two marked teeth of the cam wheel as shown in fig. 15.



**Fig. 15**

## Ignition timing

First of all, remove gear lever and right hand cover plate and ensure the flywheel mark traced in a clockwise direction at a distance of 22 mm. from the arrow on the flywheel is quite visible. Then bring the flywheel mark opposite the arrow on the crankcase cover (see fig. 14). With the flywheel in this position check whether the contact breaker points are correctly set at 0,4 mm. (.0157"). Place now a piece of tissue paper between the points and turn the flywheel anticlockwise till the paper is firmly gripped. Turn again the flywheel clockwise to the position where the paper can be released with a slight pull and check now whether the 22 mm. mark is in front of the arrow on the crankcase cover. If the points do not open at this point, it will be necessary to remove the flywheel rotor and to shift the stator to a position where the contacts start opening correctly. The rotor is removed by slackening the 3 holding down screws (see A in fig. 16). Finally re-lock the stator.

## Ignition

To set and lubricate the alternator it is necessary to remove first the gear lever and the right crankcase cover to expose the flywheel.

After 5000 kms. (3000 miles or so) it is well to check if the breaker gap (B) is 0,40 mm. (.0157"). If not, proceed as follows.

Slacken screw C half a turn which will free the fixed points carrier and move eccentric D to a position which will give the correct gap. Finally, relock screw C.

**N.B. - This setting must be made with the breaker cam in its fully open position.**

Examine the contact breaker points which should be free from oxidation and quite smooth. If necessary, dress them with a dead smooth file.

When carrying out the above operation, take the opportunity of re-oiling the cam felt pad (E), also the cam follower

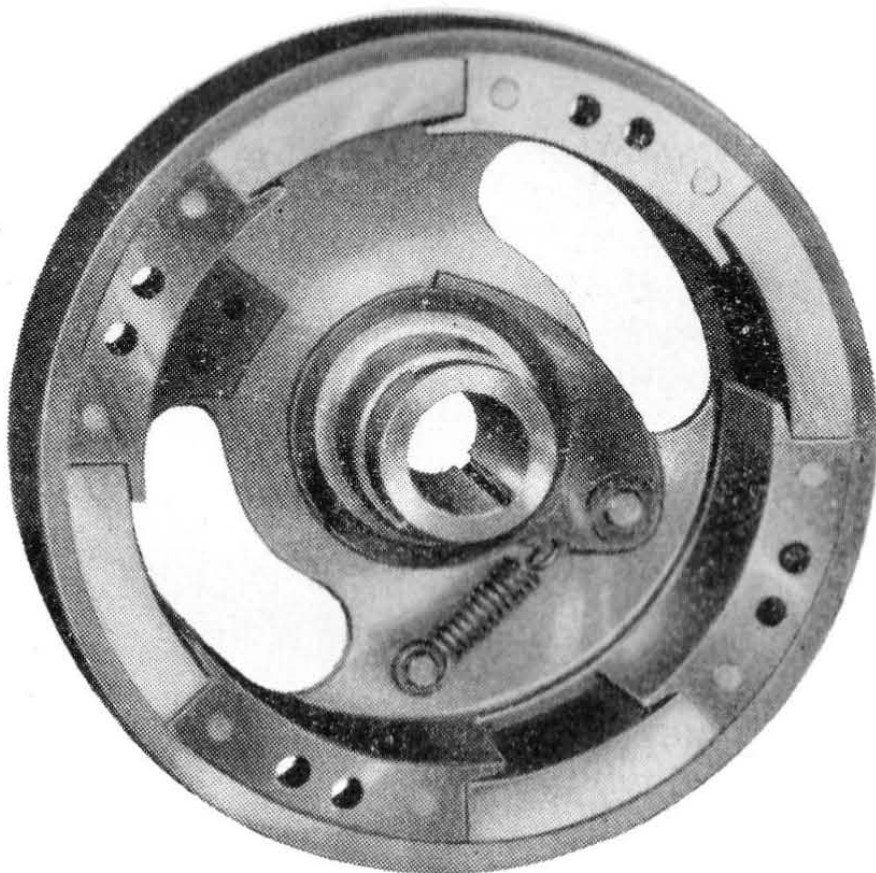
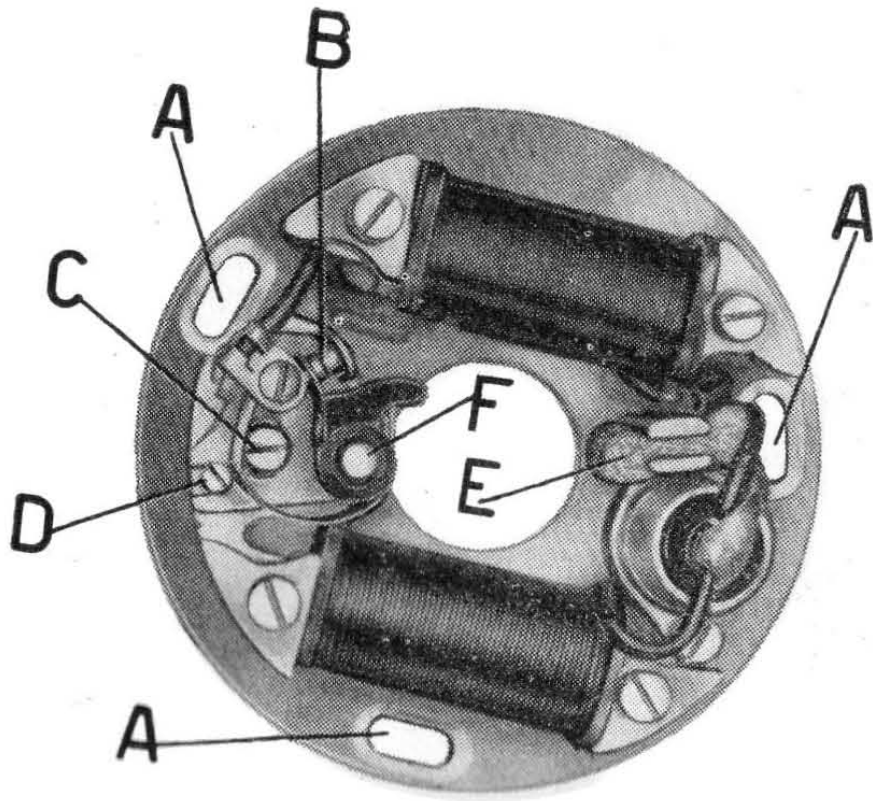


Fig. 16



spindle (F). A few drops of oil will suffice as too much may get on to the contacts.

There is no necessity of removing the flywheel as this operation can easily be carried out through the webs.

### **Spark plug**

Every 3000 kms. (1800 miles) it is a good rule to check the plug points which should be 0,6 mm. (.025") apart. If the insulator is cracked or broken, replace the plug. To clean, use petrol and a wire brush. When fitting the plug, ensure it is started by hands for a few turns to avoid possible strippings of the thread.

Complete this operation using the plug spanner but be careful not to overtighten as the thread might get strained.

Examine the condition of the high tension cable from magneto pick-up to plug.

### **Cylinder head and valves**

Every 10.000 kms. (6000 miles) the engine should be decarbonised and if necessary the valves ground in.

To remove the cylinder head, take off the carburettor, exhaust pipe, rocker box, rockers, and the 4 holding down nuts. Then raise the petrol tank just sufficiently to allow the cylinder head to be withdrawn.

In carrying out this operation, particular care should be taken not to damage the four rubber washers in their housing in the head.

Ensure there are no valve leakages by setting up the head on a bench and pouring some petrol into each port to see if any seeps through into the combustion chamber.

If the seats are defective, it will be necessary to grind in the valves and in such case the valves will have to be dismantled from the head.

To clean this latter and the ports, use a scraper and a wire brush.

To grind in the valves use fine paste only, ensuring that every trace of the abrasive is thoroughly cleaned off before re-assembly.

If the cylinder is withdrawn, take care not to disturb the relative position of the piston rings which, if removed, should be refitted in the original position.

### **Tappet adjustment**

Should be made on a cold engine after the first 500 km (300 miles) and then periodically, as recommended. Remove rocker cover and acting on locknuts A and adjusting screws B (see fig. 17) allow 0,15 mm. (.0059") play to the exhaust valve and 0,1 mm. (.003937") to the inlet. Then, holding the screws tight, relock locknuts, ensuring the adjustment has not varied.

This adjustment must be made with the piston at top dead center with both valves closed (end compression stroke).

### **Clutch adjustment**

This becomes necessary when the free movement at the end of the handlebar lever is more or less than about 4 mm ( $3/32''$ ).

If there is less than this amount, the clutch may slip causing the plates to wear or distort and abnormal engine performance.

If the play is more, there may be incomplete disengagement of the clutch with consequent difficulty in changing gear.

For adjustment see « handlebar controls ».

### **Steering head adjustment**

(see fig. 18)

If the steering head is too loose there may be movements which are harmful to the ball and races.

To adjust: slacken nut A on the steering stem and using a spanner or a drift on the notches of the adjusting lock ring B, remove all play but ensuring the fork is allowed the necessary free movement. Re-lock nut A keeping a tight hold on the

To adjust slacken off the nuts of the rear wheel spindle when the two tensioners on the wheel spindle can be screwed in or out to tighten or slacken the chain. Make sure both tensioners are turned by an equal amount to avoid offsetting the wheel.

After this operation it is well to check the rear brake adjustment as well.

## **Adjustment of handlebar controls**

The front brake and clutch levers are adjusted by means of the knurled cable adjusters. Slacken off locknut and screw in or out the cable adjuster to obtain the required adjustment. Do not forget to re-tighten lock-nut (see fig. 19). The twist grip is adjusted by means of the small nut at the carburettor end of the cable. (See C in fig. 12).

### **Front brake adjustment**

It is a good rule to check the front brake periodically.

The brake is adjusted when there is about 20-25 mm (.6 - 8") clearance at the handlebar lever before the linings contact the drums. This play is adjusted by means of the knurled cable adjuster at the handlebar lever (See « handlebar controls »).

### **Adjustment of rear brake**

This should also be checked periodically. The brake is adjusted when there is about 25-30 mm (.6-8") clearance at the pedal lever before the linings contact the drums.

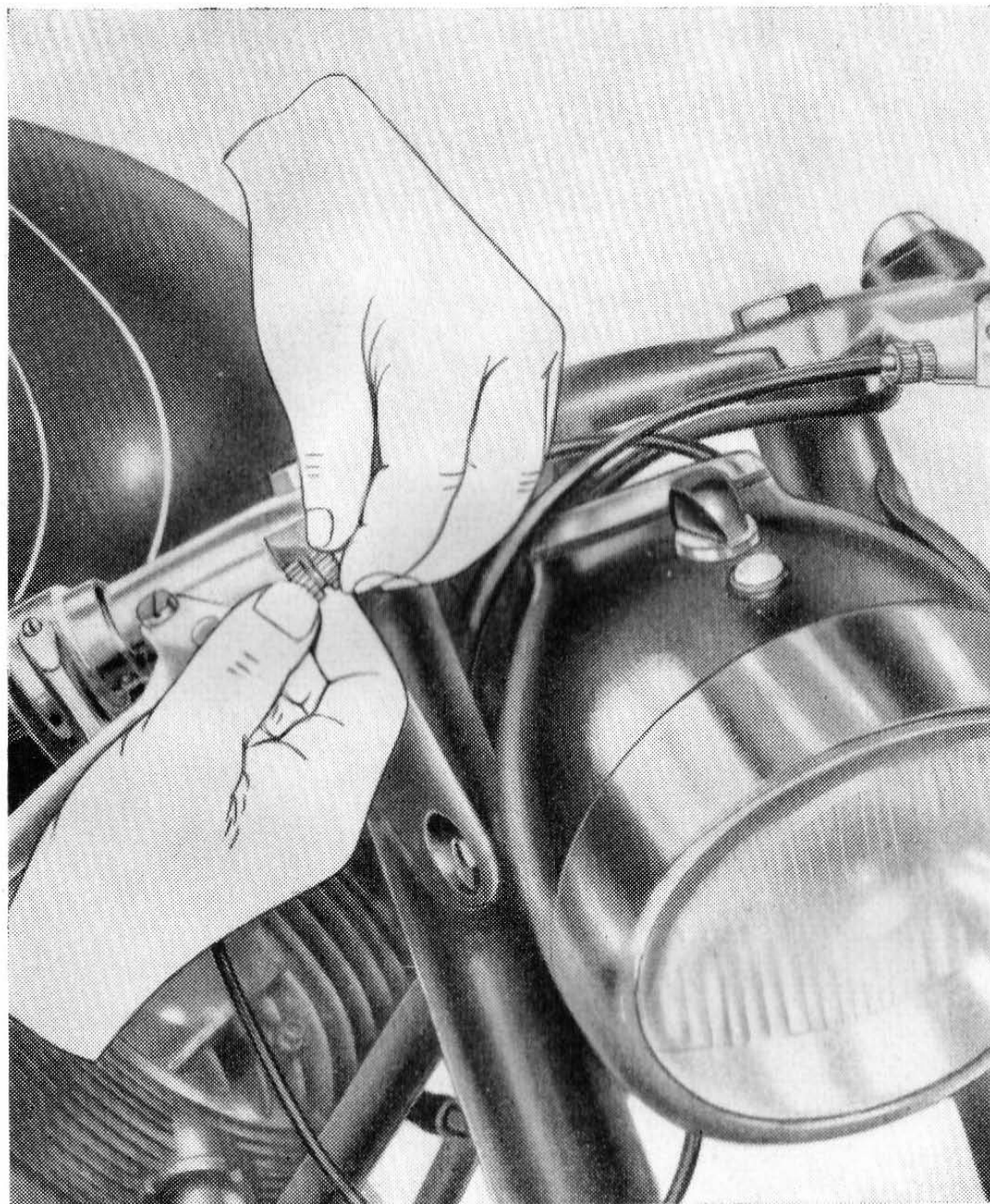
Adjustment is made through the knurled adjuster at the end of the rear brake rod.

### **Removal of front wheel**

(see fig. 20)

Release the front brake cable from the cam lever on the brake block and disconnect the speedo cable from its drive. Unscrew the left hand wheel spindle nut and loosen right bolt

A to withdraw the spindle. The wheel can now be slipped off. In re-fitting do not forget to fit the brake block in the anchoring peg.



**Fig. 19**

## Removal of rear wheel

Proceed as follows: unscrew the rod nut on the brake cam lever. Slacken the two hub spindle nuts and push the wheel inwards just enough to allow the chain to be taken off when the wheel can be removed.

When reassembling do not forget to see the brake anchorage is inserted in its slot on the block. Also, that the chain is properly tensioned and the wheel trued.

Finally, adjust the rear brake.

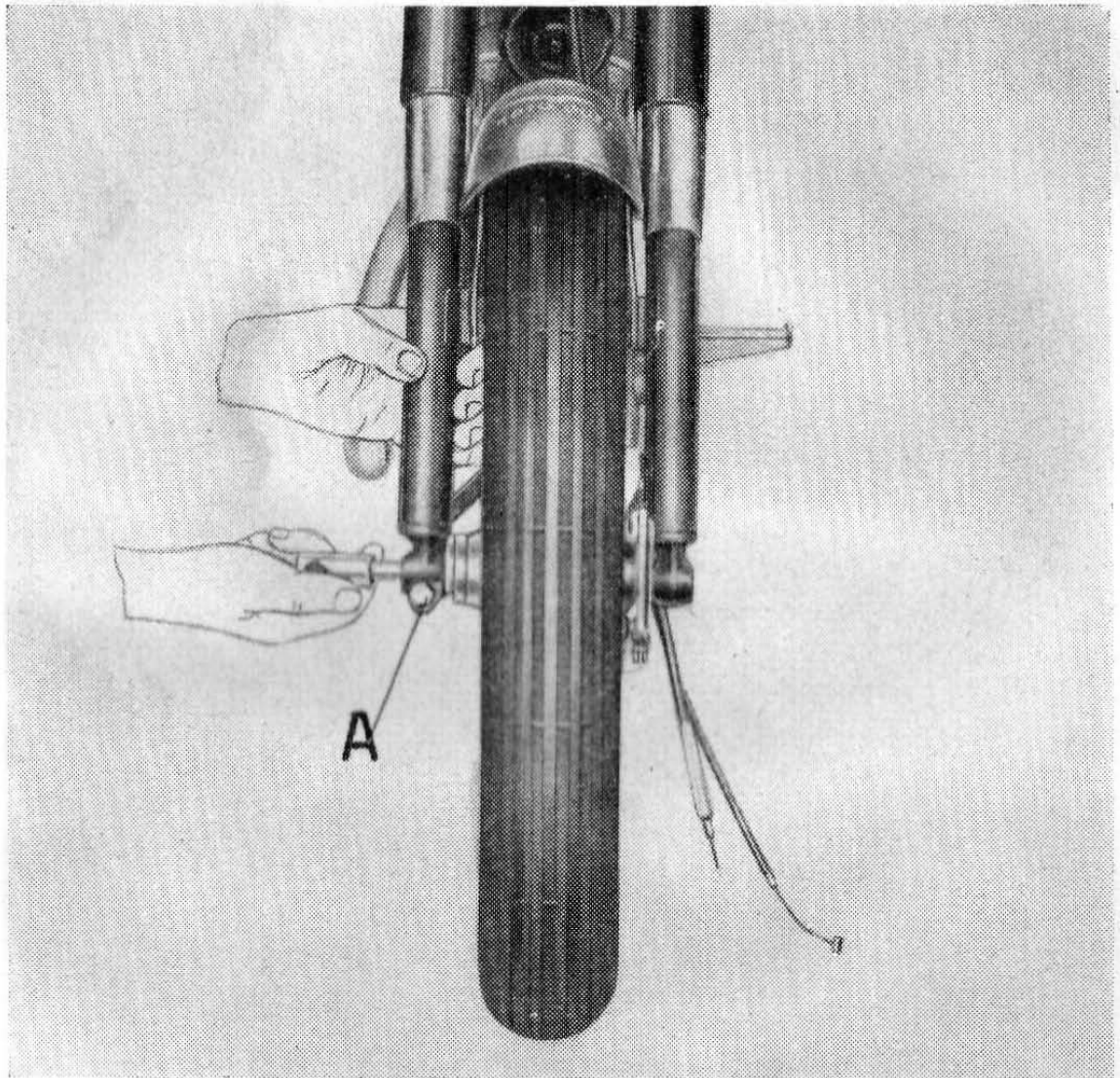


Fig. 20

## Electrical equipment

(See diagram fig. 22)

Current for all the electrical appliances is supplied by the flywheel alternator either directly or indirectly through the battery which is itself charged by the alternator through a rectifier in the headlamp.

The battery feeds the rear lamp for the number plate and stop light, the headlamp pilot light, and the horn.

### Headlamp

It is perfectly watertight which makes internal inspection practically unnecessary. The reflector should never be polished as it is extremely delicate and might easily lose its lustre.

The focus is fixed and is determined by the lamp filaments. Always use bulbs of the same power and size as originally fitted.

### Changing bulbs and fuses

The headlamp bulbs are changed from behind the reflector which can be removed complete with the glass (see fig. 21),

Use bulbs of the following characteristics :

- main bulb 25/25 W - 6 Volt
- pilot 5 W - 6 Volt.
- rear lamp bulb combining plate illumination and stop light: 3/15 W - 6 V.

If a fuse is blown, first of all find and cure the cause for the failure and then fit a fuse of the same power (8/10 A).

## Battery

The 7 Amp. battery is housed in the box under the saddle (left hand side) and is charged by the flywheel alternator. To remove it see fig. 23.

To maintain the battery in good condition :

Check periodically the level of the electrolyte and, if necessary, add distilled water until the drilled splash guard is

## WIRING DIAGRAM (APRILIA AND CEV)

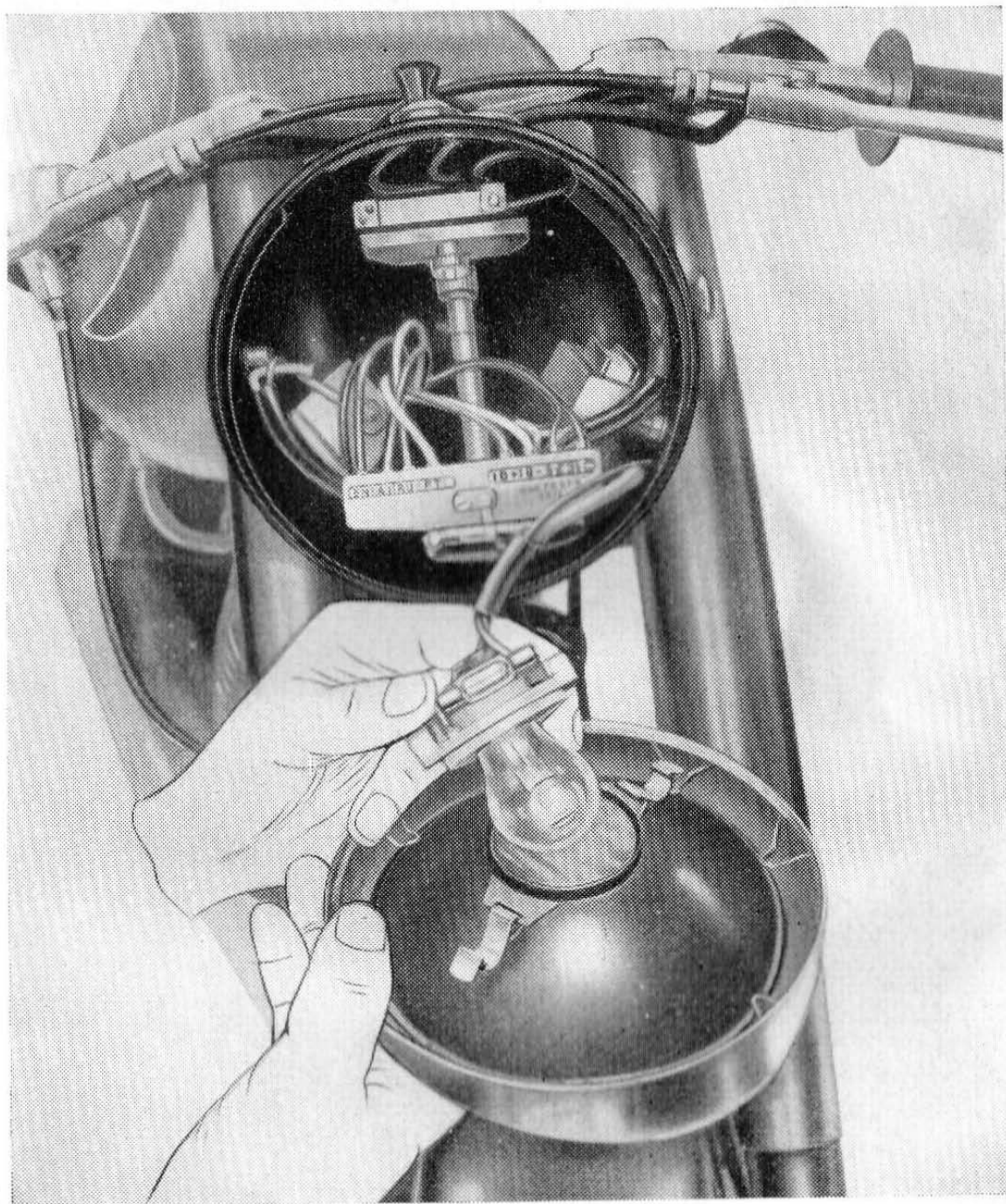
### Terminal board colours

Gen	=	red
A 1	=	green
Ru	=	grey
FT	=	yellow
St	=	black
B +	=	blu
B —	=	white
T +	=	black
T —	=	black

Contatto chiuso con chiave innestata . . . . .	=	Contact closed with key inserted
Deviatore luce e pulsante avvisatore	=	Light switch and horn button
Luce pos. ant. 6V-5W . . . . .	=	Pilot lamp in headlamp 6V 5W
Lamp. proiettore 6V 25/25W . . . . .	=	Main hlamp bulb 6V 25/25W
Fusibile da 8/10 amp. . . . .	=	Fuse 8/10 amp.
Bobina impedenza . . . . .	=	Impedance coil
Raddrizzatore . . . . .	=	Rectifier
Morsettiera . . . . .	=	Terminal board
Tromba . . . . .	=	Electric horn
Generatore Alternatore . . . . .	=	Alternator Generator
Candela . . . . .	=	Plug
Fanalino targa, lampada biluce per targa e stop 6V 3/15W . . . . .	=	Rear lamp, two filament bulb for plate illumination and stop light
Il cavo per eventuale montaggio contachilometri illuminato va fissato al morsetto FT. Lampada 6V 1,5 or 2W . . . . .	=	If an illuminated speedo is fitted its cable should be connected to terminal FT. Bulb 6V 1,5 - 2W
Lunghezza cavo 30 cm. . . . .	=	Cable length 30 cm.
Il fusibile protegge tutto quanto è alimentato dalla batteria e cioè:	=	The fuse safeguards all bulbs fed by the battery i. e.:
1) Luce stop . . . . .	1)	Stop light
2) Fanalino targa . . . . .	2)	Tail lamp
3) Fanalino posizione anteriore	3)	Pilot light in headlamp
4) Tromba . . . . .	4)	Electric horn
<b>Morsettiera faro CEV . . . . .</b>	=	<b>Terminal board fitted on CEV headlamps</b>

submerged about 1 mm. (.039"). This check should be made every 2000 kms. (1200 miles) or oftener in the summer.

The terminals should be kept free from oxidation and this can be assisted by keeping them smeared with vaseline, avoiding the use of any other lubricant.

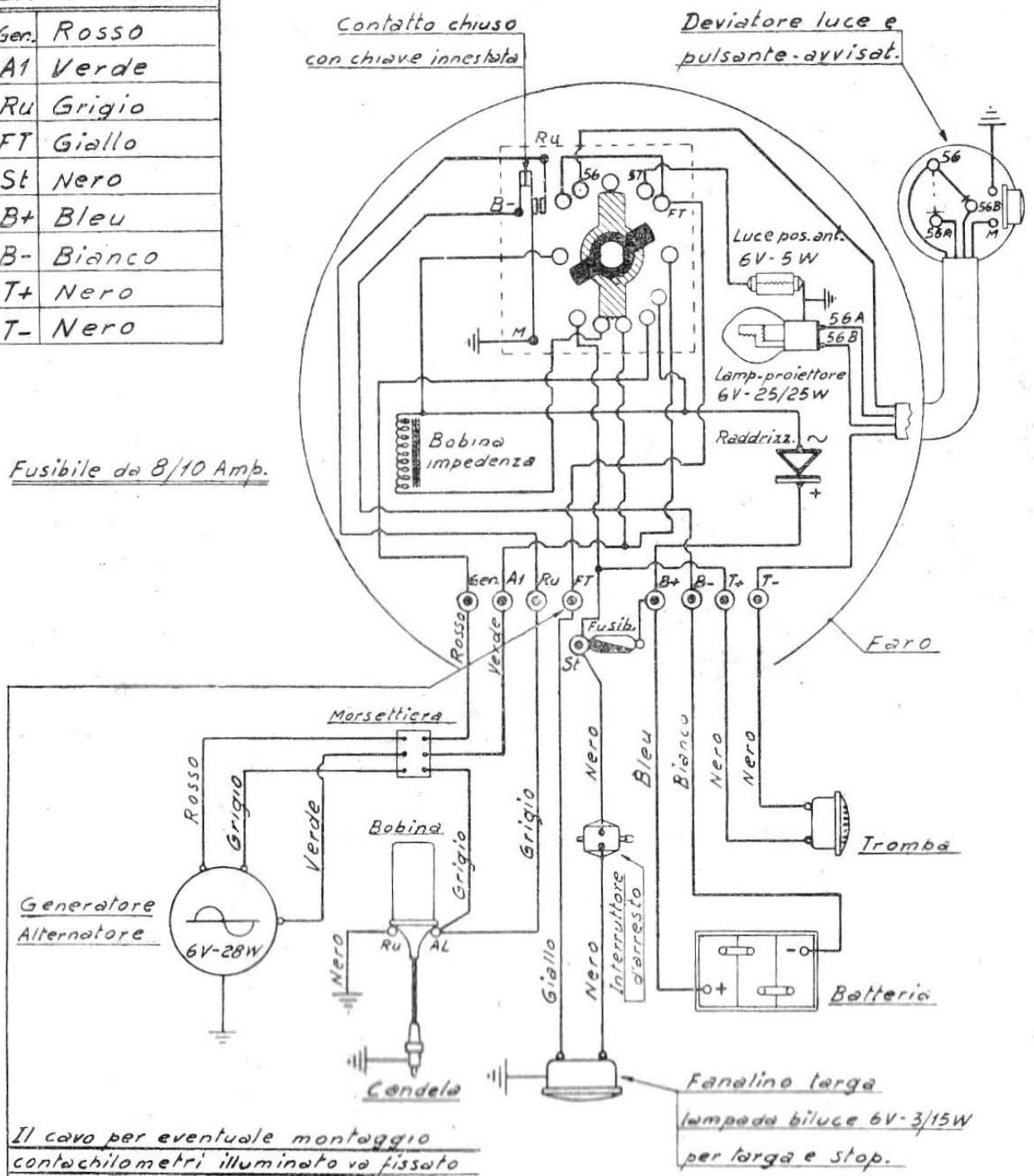


**Fig. 21**



Colori morsettiera	
Gen.	Rosso
A1	Verde
Ru	Grigio
FT	Giallo
St	Nero
B+	Bleu
B-	Bianco
T+	Nero
T-	Nero

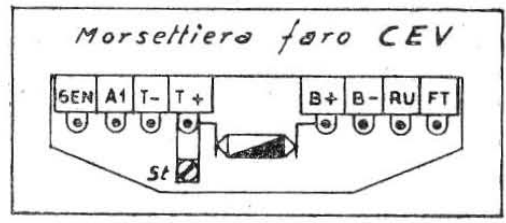
Fusibile da 8/10 Amp.



Il cavo per eventuale montaggio  
contachilometri illuminato va fissato  
al morsetto FT.  
Lampada 6V.-15÷2W.-Zoccolo Ba 9s  
Lunghezza cavo m.0,30

Il fusibile protegge tutto quanto è alimentato dalla batteria cioè:

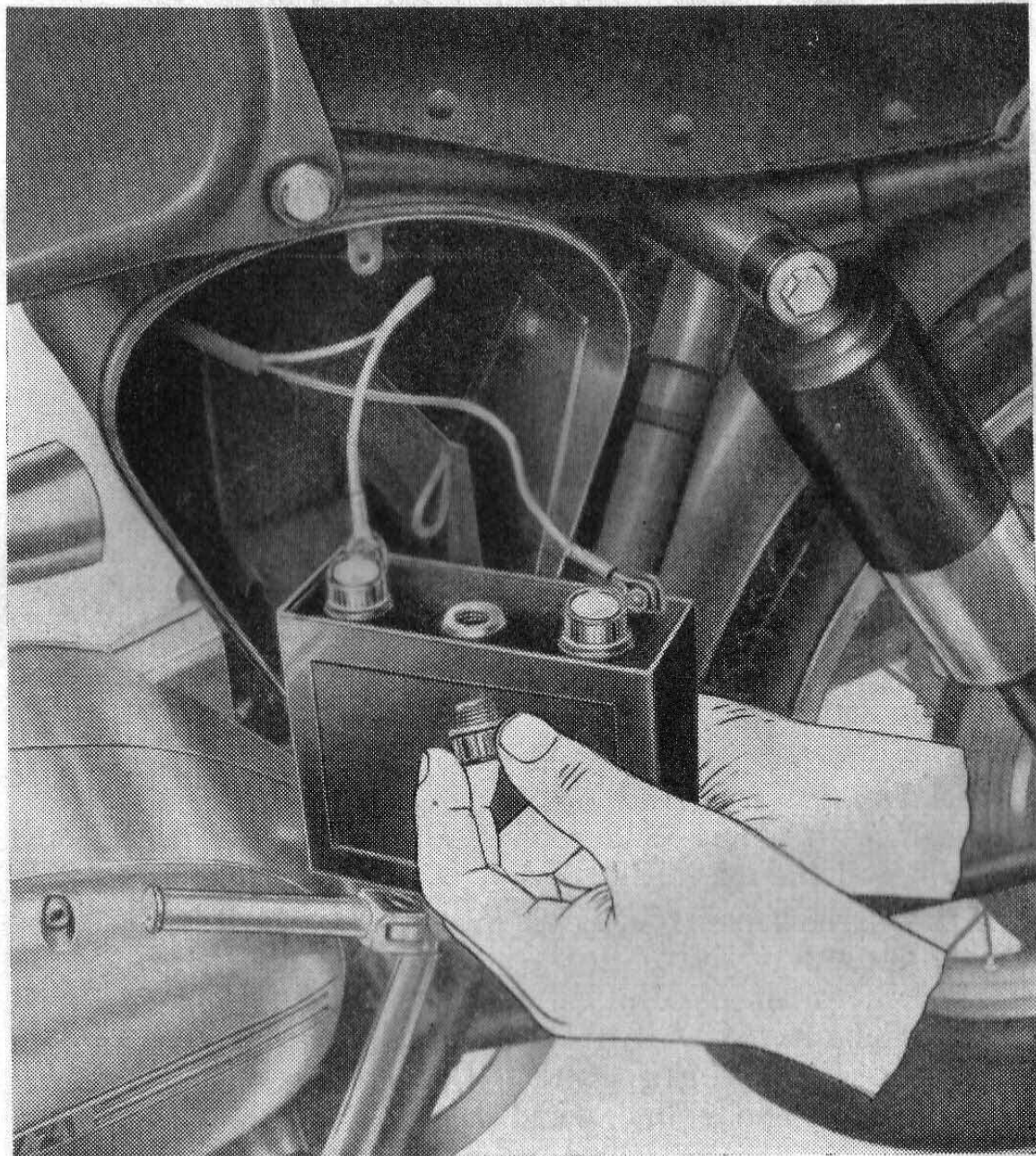
- 1) Luce Stop
- 2) " Fanalino targa
- 3) " Posizione anter.
- 4) Tromba



**Fig. 22 WIRING DIAGRAM - APRILIA AND CEV**

When the battery gives less than 5,4 V under load and the density of the electrolyte is about 20 degrees Baumé, it should be re-charged at the rate of  $0.6 \div 0.8$  Amp. up to about 30 degrees Bé.

If the machine is going to be kept out of use for a fairly considerable time, it is well to have the battery re-charged every 40 days or so in order to safeguard its efficiency.



**Fig. 23**

## **Horn and dipper switch**

Do not require any adjustment but in case of any trouble, remove the switch cover and ensure that all wires are properly screwed down.

## **Electric horn**

After some time the horn may lose its tone due to the wear of some parts or to the bedding down process of others and in such cases it should be adjusted. After ensuring that the battery is not discharged, regulate the adjusting screw with a screwdriver until the correct sound intensity is obtained.

## **Cables**

Occasionally check over all the electric wires, paying special attention to places where they may rub on to metal parts. If there is any danger of shorts, renew the cables.

## **General maintenance**

To keep the machine in good condition pay attention to the following points.

The engine is best cleaned with petrol and a brush and dried off with rags.

The enamelled parts should never be cleaned dry or the enamel will get scratched. Thoroughly wet with a sponge and wash off with a hose and sponge, ensuring all traces of dust are removed before finally drying off with a chamois leather.

To keep the enamel in good condition it should be rubbed off lightly with a soft cotton cloth and a good car polish. Do not use petrol or paraffin on the enamel as it will render it opaque and ultimately destroy it. Also, do not let any alcohol or caustic soda solutions contact it. If you want your machine always bright and shiny, avoid leaving it standing for long periods under the scorching sun or in the open on frosty nights.

## **Re-touching paint work**

The type of varnish used is synthetic enamel dried off in infra red ovens. In the case of small parts, it is usually best to re-enamel the complete part.

## **Transfers**

The transfer with the eagle and wording « Moto Guzzi » are affixed on both sides of the tank and on the mudguards. To affix a transfer: wet it with flattening varnish and let it stand for five minutes when it can be applied in the required position. Peel off the paper back with a wet sponge and finally polish off the remaining transfer with a soft cotton cloth and a polish to give it a good lustre.

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- LATINA - **Tari Francesco** - via G. Matteotti, 70 - tel. 43733.
- LAVENO MOMBELLO (Varese) - **Cortelezzi Paolo** - via Labiena, 51.
  - LECCE - **Tommasi Giovanni**

}	v. Leuca, 42 A-B-C (neg.) - tel. 2396.
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  - RAVENNA - **Bandini Terzo** - via Maggiore, 1 - tel. 22685.
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- tel. 22665  
via Reggio Campi.
  - REGGIO CALABRIA - **Tortora Fausto** - via Torrione, 31 E/F - tel. 27143.
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v. della Seggiola, 9 (neg.) - tel. 564845.
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via S. Nicolò da T., 22 - tel. 474400/42178.  
Scalo S. Lorenzo, 33 (off.).
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  - ROVIGO - **Marotto Giovanni** - via Ricchieri, 1.

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- SALERNO - **Tortora Augusto** - via G. Vicinanza, 22-24 - tel. 22581.
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}	v.le Curtatone, 4 (sede).
	R.ne Provenzano, 17 (off.) - t. 22016.
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  - SOMMA LOMB. (Varese) - **Magnoli Francesco** - via Milano, 27 - tel. 26232.
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  - SULMONA (L'Aquila) - **S.r.l. Motauto** - via della Pace, 17.
  - TARANTO - **Feroni Costantino** - via Dante A., 26-28-30 - ang. via Duca di Genova - tel. 4564.
  - TERAMO - **Ciarelli Mario** - viale Bovio, 4 - tel. 22139.
  - TERNI - **Gresta & Tarquini** - via Carrara, 23 - tel. 41171.
  - TERNI - **SO.CO.MO.** - via 1° Maggio, 55 - ang. via Faustini - tel. 23287.
  - THIENE (Vicenza) - **Berton Rino** - via Trieste, 32 - tel. 31065/31197.
  - TIRANO (Sondrio) - **Monti Sergio** - p.za Marinoni, 2 - tel. 71144.
  - TIVOLI (Roma) - **De Santis Rita** - v.le Trieste, 123 - tel. 20 752.
  - TORINO - **E. Botto** - c.so Mediterraneo, 66 - tel. 595233.

- TORINO - **Gamba & Dolza** - via Palestrina, 2 - tel. 852750.
- TORTOLI (Nuoro) - **Depau Vittorio** - via V. Emanuele 10 - tel. 6017
- TORTONA (Alessandria) - **Fossati Andrea** - c.so Alessandria, 58-60 - tel. 82009.
- TRAPANI - **Torente Pietro** - via Vespri ang. via Måtera - tel. 21695.
- TRENTO - **Nocchi Marj & C.** - via Manzoni, 23 - tel. 23102.
- TRENTO - **Petrich Onorato** - p.za Venezia, 1 - tel. 21759.
- TREVIGLIO (Bergamo) - **Bonaldi Lorenzo** - p.za Cameroni, 3 - tel. 2814.
- TREZZO D'ADDA (Milano) - **Pirotta Clorinda** - via Gramsci, 23 - telefono 9090139.
- TREVISO - **O. Tenni di Bruna & Giuseppe Tenni** - via S. Margherita, 5 - tel. 22667 - via Castel Menardo - tel. 5521.
- TRIESTE - **Mototecnica Cremascoli G. & R. Cremascoli** - via Fabio Severo, 18 - tel. 38903.
- UDINE - **Nadali M. di Mario & Ettore Nadali** - p.za 1° Maggio, 4 e 40 A - tel. 55341.
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  - VARESE - **Cortelezzi Paolo e Figli** - via Bernascone, 16 - tel. 21161.
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  - VELLETRI (Roma) - **Tetti Irene** - via Lata, 67 - tel. 960826.
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  - VERCELLI - **Botto Steglia D. & Botta M.** - corso Prestinari, 23 - tel. 61747.
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Teleg. « Elve Congo Leopoldville » -  
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- REP. DOMINICANA - **Casa Americo Europea** - Santo Domingo - 30 de Marzo, 7.
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