



# CALIFORNIA VINTAGE

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## An Italian custom bike for the US police.



Thirty-five years have gone by, but the Moto Guzzi California continues to play a leading role in the collective imagination of motorcyclists. In 1971 when the first model was introduced, the custom market was divided into the original US models and their imitations from the East. Moto Guzzi introduced a motorcycle with a strong personality based on the tried and tested frame of the V7 Special and the legendary 90° V-Twin engine with a capacity

of 757cc. A winning combination, not least because it proposed a new way of motorcycling, in contrast to the exaggerated quest for performance. On a Guzzi California, you travel in total relaxation. The seat, as comfortable as an armchair, enables you to enjoy the landscape protected from the wind in the shelter of the large windshield. These qualities enabled the V7 California to triumphantly cross the ocean where it was adopted first by the L.A.P.D.



(Los Angeles Police Department) and subsequently by other US states. The California has every right to be considered as one of those industrial design objects which have left their mark on our history. Its wheels have never stopped - and neither has its evolution. Year after year, the look and technology has been updated, without altering its original personality and spirit. Now, Moto Guzzi has decided to create an exclusive Vintage version.



## The discreet charm of tradition.

Technology and tradition have inspired the numerous changes defining the character of the California Vintage, a cult object even before its market launch. The reference to the past is obvious in the delightful spoked wheels, in the newly-designed steel mud-guards, in the new Brembo front callipers with black finish and in the supplementary fog lights, controlled by a switch on the right block.

In this model, attention is paid to the smallest detail - the windshield is decorated with a stainless steel strip and both the handlebar and two-tone seat are exclusive to the model. The classic engine is protected by chromed steel tubes with integrated. The special bags are fixed, made from rotational nylon, waterproof, lined and again protected with chromed steel tubes. The luggage rack is also chromed for a high-class touring look. The California Vintage is a precious object to be looked after with love and attention. Moto Guzzi has therefore also designed a special bike cover for this motorcycle where luxury is standard.



## An all-new ride.

While externally the California Vintage retains the same unmistakable look which brought it success throughout the world, technically it has been profoundly changed over the years and for the 2006 season it has undergone radical treatment. The engine has been almost entirely imported from the Brevia 1100,



with a considerable improvement in performance. The heads, cylinders, conrods, pistons, sintered valve seats and guides and Nymonic exhaust valves come from the Mandello del Lario naked and inherit its power characteristics. The alternator has also been improved and the flywheel is new. Combustion is more efficient thanks to the twin spark cylinder heads, while the timing system is entrusted to the well-proven mechanical tappets. Other minor technical

modifications include the new throttle body guards and cableways between the cylinders and tank. As far as the mechanics are concerned, the braking pressure distributor has been modified to improve efficiency. More powerful, easier to ride and safer, the look of the California Vintage has also been radically changed. An exclusive and well deserved tribute to a motorcycle which has become a symbol.



# Specifications

## Engine

Type	90° V-twin, 4 strokes
Cooling system	Air cooled
Displacement	1.064 cc
Bore and stroke	92 x 80 mm
Compression ratio	9,8 : 1
Timing system	2 overhead valves, moved by light alloy push-rods and rocker arm with hydraulic tappets

## Valve timing:

intake open	96° B.T.D.C.
intake close	128° A.B.D.C.
exhaust open	120° B.B.D.C.
exhaust closes	92° A.T.D.C.
Maximum power	55 kW at 6.400 rpm
Maximum torque	94 Nm at 5.000 rpm
Fuel system	Magneti Marelli IAW alfa-n system Multipoint phased sequential fuel; 2 nozzle holders of Ø 40 mm, with injectors Weber IW 031
Starting system	Electric
Ignition	Magneti Marelli IAW 15RC electronic digital ignition with inductive spark
Exhaust system	steel, 2 tubes connected to an expansion room, that is connected to 2 steel mufflers; three-way catalyzer with Lambda sensor (Euro 3)
Homologation	Euro 3

## Transmission

Gearbox	5 speed, costant mesh gears with built-in cush drive
Internal ratios	1° 14/28 = 1 : 2 2° 18/25 = 1 : 1,389 3° 21/22 = 1 : 1,048 4° 23/20 = 1 : 0,870 5° 28/21 = 1 : 0,750
Lubrication	Forced lobes, with geared pump and pressure regulator
Primary drive	By helical gears, ratio: 17/21=1 : 1,235
Secondary drive	Shaft drive ratio: 8/33=1 : 4,125
Clutch	dual disc dry with mechanical control

## Chassis

Frame	Detachable tubular duplex cradle in special high-strength steel
Wheelbase	1.560 mm
Trail	116 mm
Rake	29 °
Front suspension	Marzocchi hydraulic telescopic fork, Ø 45 mm, adjustable separately
Front wheel travel	140 mm
Rear suspension	swing arm with 2 hydraulic shock absorbers, extension adjustable
Rear wheel travel	96 mm
Breaking system	Integral breaking system, with proportioning and delay valve
Front brake	double Brembo Serie Oro stainless steel floating disc, Ø 320 mm, 4 piston calipers
Rear brake	single Brembo stainless steel floating disc, Ø 282 mm, 2 piston calipers
Wheels:	Behr spoked steel rims
Front rim	2.50" x 18"
Rear rim	3.50" x 17"
Front tyre	110/90 VB18"
Rear tyre	140/70 VB17"



## Electrical equipment

Voltage	12 V
Battery	12 V - 30 Amp/h
Alternator	12 V - 350 Watt

## Dimensions

Length	2.380 mm
Width	815 mm
Height	1.390 mm
Seat height	780 mm
Ground clearance	190 mm
Handlebar height	1.050 mm
Front footboard height	326 mm
Rear footboard height	385 mm
Dry weight	263 kg
Fuel tank capacity	19 litres
Reserve	4 litres

\* Technical specifications of California Vintage may change without notice.

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