

# CALIFORNIA TOURING



# CALIFORNIA TOURING

## LUGGAGE SYSTEM

The luggage system of the 2006 California Touring includes a pair of 40 litre panniers polypropylene and ABS, with matching colour inserts, and a customized Moto Guzzi 45 litre top box.

## BRAKES

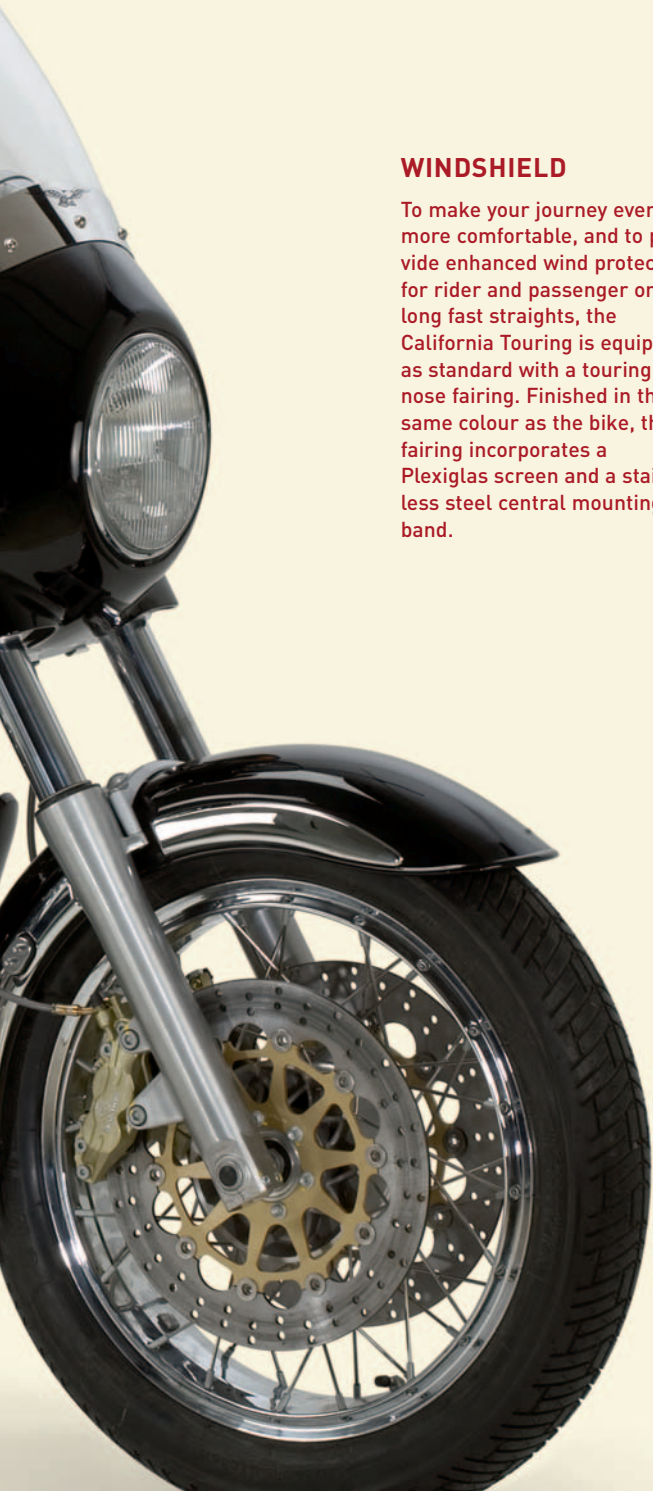
The California's integral braking system boasts two 320 mm floating front discs with a four piston caliper and a 282 mm rear disc. This is the system that sets the standard in braking efficiency for all big custom tourers.

## GUZZI BLACK

## ENGINE

The new engine uses the advanced cylinders and heads of the Brevia 1100, with twin spark ignition and a catalytic exhaust system with Lambda probe oxygen sensor. The new engine therefore conforms easily to the strict limits imposed by Euro3 standards.





## WINDSHIELD

To make your journey even more comfortable, and to provide enhanced wind protection for rider and passenger on long fast straights, the California Touring is equipped as standard with a touring nose fairing. Finished in the same colour as the bike, the fairing incorporates a Plexiglas screen and a stainless steel central mounting band.

# AN EVERGREEN LEGEND.

When you think of California, you think of open spaces, never ending straight roads, horizons moving ever closer. Its unmistakable silhouette, relaxed riding position and reassuring throb of the engine have written chapters of motorcycling history, winning a place for Italian inventiveness, style and technology even in the homeland of cruisers. A legend which has never stopped travelling down roads the whole world over and which has never stopped evolving and developing year after year. The sign of continuity with the past is the 90° V-Twin engine, retaining all its former qualities but updated to the point of appearing completely different from the original. It has been further reworked for the 2006 season, inheriting the thermal elements from the Brevia 1100. But the feeling immediately established with a California is not just a matter of the engine alone. The traditional handling and riding pleasure offered by one

of Moto Guzzi's historic models have been increased with the introduction of an improved and more efficient braking pressure distributor. The most recent version of the legendary California also has a new look, enhanced with new graphics and attractive details such as the new throttle body guards which further emphasise the curves of the tank. Its touring heart is emphasised further by the rich standard fittings. The integrated front fairing improves aerodynamic protection, while at the rear a 45 litre top box, coordinated with the panniers, increases carrying capacity. Riding comfort is incomparable, thanks to the foot guards, perfectly integrated with the look of the motorcycle as a whole, and heated handgrips. For no-limits riding pleasure, even in bad weather. Corsa Red, Guzzi Black and White/Grey are the three essential colours.



CORSA RED



WHITE/GREY

# CALIFORNIA TOURING



## ENGINE

|                                |                                                                                                                              |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>Type:</b>                   | 90° V-Twin, 4 stroke                                                                                                         |
| <b>Cooling system:</b>         | air cooled                                                                                                                   |
| <b>Displacement:</b>           | 1,064 cc                                                                                                                     |
| <b>Bore and stroke:</b>        | 92 x 80 mm                                                                                                                   |
| <b>Compression ratio:</b>      | 9.8 : 1                                                                                                                      |
| <b>Valve gear:</b>             | 2 overhead valves operated by light alloy push-rods and rockers;                                                             |
| <b>Maximum power:</b>          | 54 kW at 6,400 rpm                                                                                                           |
| <b>Maximum torque:</b>         | 94 Nm at 5,000 rpm                                                                                                           |
| <b>Fuel injection system /</b> | Magneti Marelli IAW15RC, alfa-n type; 2 throttle bodies of Ø 40 mm                                                           |
| <b>Ignition:</b>               | with injectors Weber IW 031, Lambda control, twin spark ignition                                                             |
| <b>Spark plug:</b>             | internal NGK PMR8B (Long Life)<br>external NGK BPR6ES                                                                        |
| <b>Starting:</b>               | electric                                                                                                                     |
| <b>Exhaust system:</b>         | steel, 2 tubes connected to an expansion room, that is connected to 2 steel mufflers; three-way catalyzer with Lambda sensor |
| <b>Homologation:</b>           | Euro3                                                                                                                        |

## TRANSMISSION

|                         |                                                       |
|-------------------------|-------------------------------------------------------|
| <b>Gearbox:</b>         | 5 speed, costant mesh gears with built-in cush drive  |
| <b>Lubrication:</b>     | forced lobes, with geared pump and pressure regulator |
| <b>Primary drive:</b>   | by helical gears, ratio 17/21 = 1: 1.235              |
| <b>Secondary drive:</b> | shaft drive, ratio 8/33 = 1:4.125                     |
| <b>Clutch:</b>          | dual disc dry with mechanical control                 |

## CHASSIS

|                            |                                                                     |
|----------------------------|---------------------------------------------------------------------|
| <b>Frame:</b>              | detachable tubular duplex cradle in special high-strength steel     |
| <b>Wheelbase:</b>          | 1,560 mm                                                            |
| <b>Trail:</b>              | 116 mm                                                              |
| <b>Rake:</b>               | 29°                                                                 |
| <b>Front suspension:</b>   | Marzocchi hydraulic telescopic fork, Ø 45 mm, adjustable separately |
| <b>Front wheel travel:</b> | 140 mm                                                              |
| <b>Rear suspension:</b>    | swing arm with 2 hydraulic shock absorbers, extension adjustable    |

|                           |                                                                                       |
|---------------------------|---------------------------------------------------------------------------------------|
| <b>Rear wheel travel:</b> | 96 mm                                                                                 |
| <b>Braking system:</b>    | integral braking system, with proportioning and delay valve                           |
| <b>Front brake:</b>       | double Brembo Serie Oro stainless steel floating disc,<br>Ø 320 mm, 4 piston calipers |
| <b>Rear brake:</b>        | single Brembo stainless steel floating disc, Ø 282 mm, 2 piston calipers              |
| <b>Wheels:</b>            | Behr tubeless spoked steel rims                                                       |
| <b>Front rim:</b>         | 2.50" x 18"                                                                           |
| <b>Rear rim:</b>          | 4.00" x 17"                                                                           |
| <b>Front tyre:</b>        | 110/90 VB 18"                                                                         |
| <b>Rear tyre:</b>         | 150/70 VB 17"                                                                         |

## ELECTRICAL EQUIPMENT

|                    |              |
|--------------------|--------------|
| <b>Voltage:</b>    | 12 V         |
| <b>Battery:</b>    | 12 V – 30 Ah |
| <b>Alternator:</b> | 12 V – 350 W |

## DIMENSIONS

|                               |          |
|-------------------------------|----------|
| <b>Length:</b>                | 2,380 mm |
| <b>Width:</b>                 | 815 mm   |
| <b>Height:</b>                | 1,150 mm |
| <b>Seat height:</b>           | 780 mm   |
| <b>Ground clearance:</b>      | 190 mm   |
| <b>Handlebar height:</b>      | 1,050 mm |
| <b>Front footrest height:</b> | 326 mm   |
| <b>Rear footrest height:</b>  | 385 mm   |
| <b>Dry weight:</b>            | 259 kg   |
| <b>Fuel tank capacity:</b>    | 19 litre |
| <b>Reserve:</b>               | 4 litre  |

CALIFORNIA TOURING is an ecological vehicle with UE homologation, in respect of Euro3 noise and emission limits. Moto Guzzi suggests careful riding, wearing a helmet and protective clothing. Technical specifications and colours indicated in this catalogue, may change without notice.