

CALIFORNIA VINTAGE



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PANNIERS

A pair of 30 litre panniers with chrome plated mounting racks and key locking are the perfect enhancement for this bike's elegant lines.

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.



FOG LIGHTS

A pair of extra fog lights, controlled from the right hand switch block, assists the already powerful headlight.



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.

THE DISCREET CHARM OF TRADITION.



Thirty-five years have gone by, but the Moto Guzzi California continues to play a leading role in the collective imagination of motorcyclists throughout the world. 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 which won international success, not least because it proposed a new way of motorcycling, in contrast to the exaggerated quest for performance. On a Guzzi California, you travelled - and 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, fitted as standard together with the panniers, a clear sign of its vocation for travel. Year after year, the look and technology has been updated, without altering its original personality and spirit.

Now, 35 years after its birth, Moto Guzzi has decided to pay tribute to this extraordinary model by creating an exclusive Vintage version, dedicated to those who want to go on dreaming.

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 mudguards, 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, 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.

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.

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ENGINE

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

TRANSMISSION

Gearbox:	5 speed, costant mesh gears with built-in cush drive
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

Braking system:	integral braking 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 VB 18"
Rear tyre:	140/70 VB 17"

ELECTRICAL EQUIPMENT

Voltage:	12 V
Battery:	12 V – 30 Ah
Alternator:	12 V – 350 W

DIMENSIONI

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

CALIFORNIA VINTAGE 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.