

CHASSIS

All welded steel tube full loop duplex cradle with detachable bottom tubes.

MkI – wheelbase 1470mm. Colours – primarily red, but also available to order in metallic blue and later white.

MkII – similar fairing to SP1000 model with two rigidly fixed side panels and a headlamp section which turned with the handlebars.

MkIII – new frame with 20mm longer swinging arm. Wheelbase 1505mm. Forks also longer with 20mm more travel. Bigger 25 litre fuel tank. Colours, available in red/black, white/black, metallic grey/black. Smaller fairing combined best aspects of MkI and II fairings.

MkIV/V – shared frame with 850 15 at 1514mm. Bodywork based on V65 Lario model.

WHEELS

MkI – 1 FS cast alloy 18in wheels with two Brembo 300mm discs front, with calipers forward of fork legs, one

242mm disc rear. Heavier than the Borrani spoked wheels of the V7 etc, the cast wheels were fashionable. Each

SEAT

MkI – familiar hump up the tank, smooth faced.

MkII – similar style front with more traditional rear section dual seat, less slippery pattern to seat top.

MkIII – similar front but with fashionable bodywork to the rear incorporating new style rear mudguard and number plate.

MkIV/V – swooping seat unit incorporating rear mudguard, grab handles, number plate, indicators and side panels.

ENGINE

844cc air-cooled, two valves per cylinder, 90 degree, ohv twin of bore and stroke 83 x 78mm and a CR of 10.2:1. Two 36mm Dell'Orto carburetors. Black exhaust system. (9.8:1 MkIII with angular cylinder and heads and chromed exhaust system). MkIV/V 88 x 78mm equating to 949cc with 9.5:1 CR, two 40mm Dell'Ortos.

We show you exactly what to look for... **MOTO GUZZI LE MANS**

MOTO GUZZI LE MANS

1975 TO 1993

Though by no means a big bike in today's world, the Le Mans epitomised the hairy, racer on road muscle bike of the time. The Japanese were not producing motorcycles with much true resemblance to what they raced and the British industry was in its death throes, so it was left to the Italians to lead the way in race-bred chassis design.

The Le Mans was born from the successful race antics of the V7 based works endurance machines, the first with the 844cc engine.

Without doubt, the MkI Le Mans has become a classic style icon, a yardstick which, like the 916 Ducati of years later, was virtually impossible to better in subsequent updates. As such, the MkI is a highly prized

and sought after machine. It made its debut at the Milan Show of 1975 and quickly established itself as one of the finest handling machines of the day.

The MkII appeared in 1978, sporting a fairing and sundry other alterations. It was still an excellent motorcycle though the initial raw appeal of its predecessor was lost. By 1980 UK importers Coburn & Hughes were forced to give their MkIIs a black and gold paintjob in order to shift unsold stock.

The MkIII of 1981 could boast no less than 44 significant modifications and improvements and its new look, almost Katana-esque angular styling proved successful enough to re-establish Guzzi in the sales charts. It was to become the best

seller of all Le Mans and enjoyed the longest production run. Which is more than could be said about the MkIV, proving that bigger is not always better. The first of the 1000cc models suffered from appalling quality and assembly standard.

Taking heed of universal complaint, Guzzi introduced the MkV in 1987, a much improved machine that soldiered on with only few changes until being retired in 1993. It was a very good machine but was produced several years too late. The Le Mans in all its forms is much revered in Guzzi circles.

