



The Moto Guzzi Brand

California



Moto Guzzi contains a world of excitement, travels, meetings and passion. A unique bike to own and to show.... and of course, "Made in Italy".



History of the product

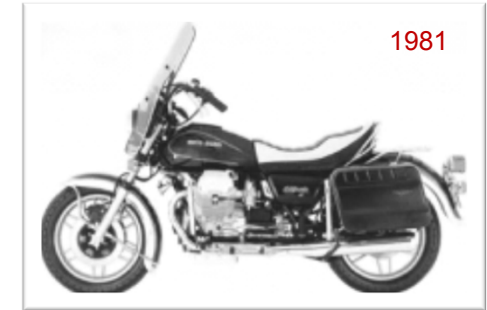
California



850 GT California



850 T3 California



California II



California III



California 1100/1100ie



California EV



California Stone



California Vintage



California 90° Anniversario



Mission

California

The California 1400's technical solutions, new mechanical components and innovative yet faithful design make the bike the archetypal tourer. The essential reference for the entire category.



The Moto Guzzi California enters in the segment of the modern custom cruiser with force, thanks to:

- Ergonomics
- Low seat
- Straight leg position
- Wide handlebars
- Wide rear tire
- Long wheelbase
- Overall size



Driving Characteristics vs. Competitors:

- Superior handling
- Lower weight
- Superior brakes performance
- Superior engine delivery and performance
- ABS and traction control
- Able to ensure driving pleasure and excellent performance even on twisty mountain passes.



- ✓ **Style:** The Moto Guzzi California is not a Harley "copy", but has a background of style typical of the Moto Guzzi brand, with the 90° V engine, an undisputed icon of the motorcycle world. In addition, as opposed to Harley Davidson, it's not the bike for the "outlaw" or the "rebel", but it's positioned as an elegant object to be admired, in line with the Moto Guzzi tradition and "Made in Italy" craftsmanship moniker.



- ✓ **Content and Technology:** The Moto Guzzi California offers the best technological features available on the market. Features that can improve the comfort, safety, performance, fuel economy and driving pleasure. Contrary to Harley Davidson, who hides behind “limited” features, Moto Guzzi flaunts it in the new California: **elastic engine, DRL, cruise control, ABS, traction control, Ride-By-Wire and multi-map.**



The new Moto Guzzi California:

- ✓ ***Design***
- ✓ ***Engine***
- ✓ ***Handling***
- ✓ ***Equipment***
- ✓ ***Sound***



Design

- ✓ Tradition
- ✓ Function
- ✓ Innovation



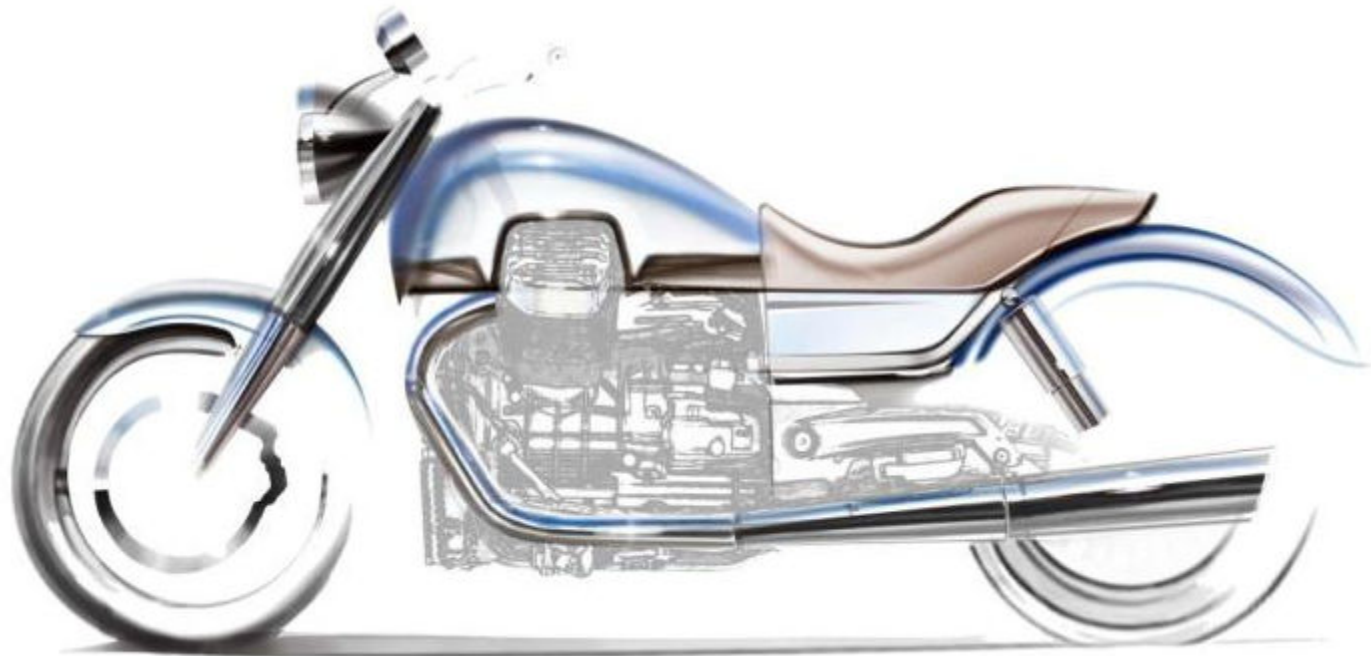
The design of the new California is unique, building off an icon of Italian motorcycles to create the perfect fusion of functionality, tradition and attention to detail.



The result is a true work of Italian art with unique stylistic and technical features, such as the **V-engine** nestled in the tank, the "**cross**" formed by the horizontal tank / saddle and the vertical tank / fairing, the **two-seater saddle**, the **steel grab rail** with the "V" on the back and the **flat floorboards** with **double cantilever gearshift**.

Design

California

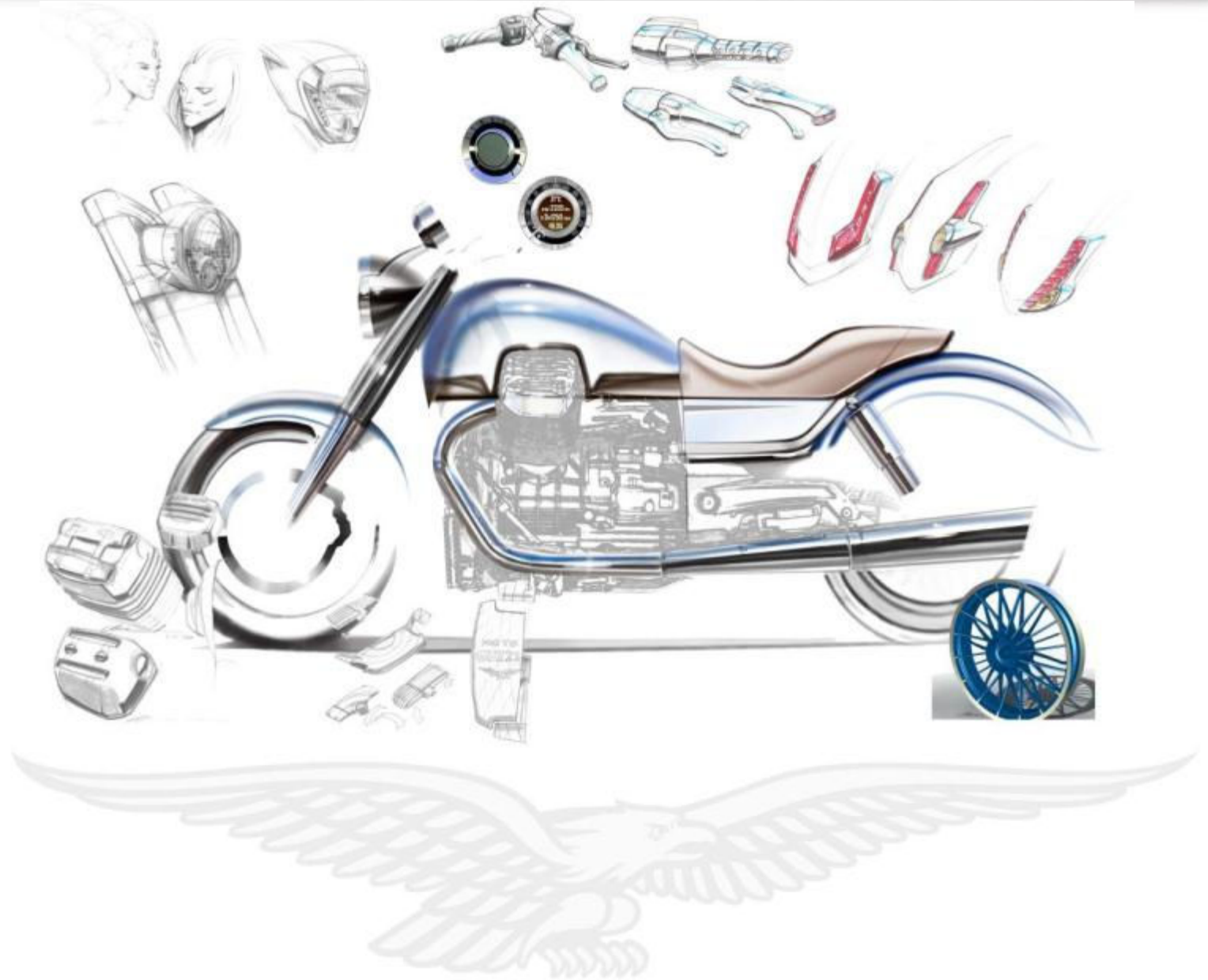


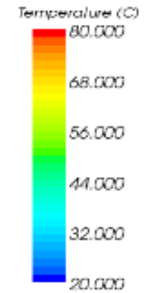
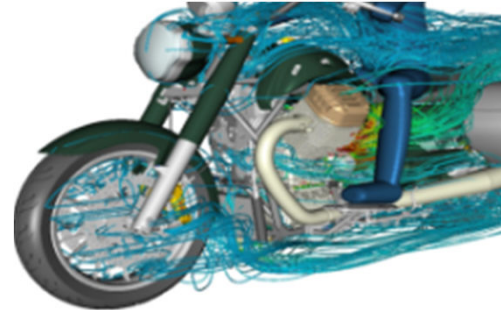
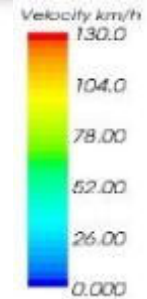
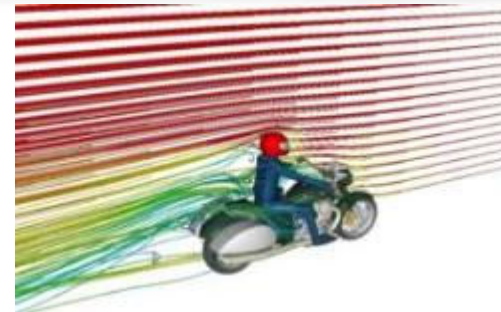
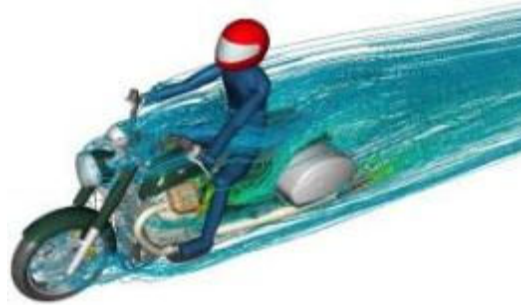
***Design and function to
create a category leader***



Design

California





Extensive analysis of fluid dynamics simulations with CFD (Computational Fluid Dynamics) and several test sessions in the wind tunnel have helped make the California not only beautiful, but also extremely efficient. The California offers excellent aerodynamic and thermal comfort for the rider and passenger including efficient engine cooling.



In the new Moto Guzzi California, the tradition is perfectly fused with modern and innovative elements, such as the headlight with **DRL** (Daytime Running Lights), the **round dashboard** with analog scale and active matrix display, and the massive **200mm rear tire** shrouded with an elegant fender incorporating **LED lighting** on two lines with integrated turn signals.

Engine

- ✓ The largest Guzzi has ever created



For the California, Moto Guzzi developed the largest engine in its history. The goal was not high power, but exceptional delivery and high torque from very low revs, resulting in an exemplary delivery curve, with a torque value over **87 Lb / Ft - 12kgm** from 2,500rpm.

The technical scheme respects the traditional transversal 90° V engine, a configuration that guarantees positive driving dynamics and a unique sound, staying true to Moto Guzzi tradition.





The high cubic displacement has been obtained by using robust pistons of 104mm bore, which, thanks to an innovative design, has allowed a reduction in reciprocating mass while achieving a noted displacement of 1380cc.

The power supply is delivered by 4 valves per cylinder, operated by a single camshaft per head via rocker arms and **efficient roller tappets**.

The ignition is controlled by two spark plugs per cylinder: a central plug and a lateral plug that intervenes only during transients and at low engine speeds.

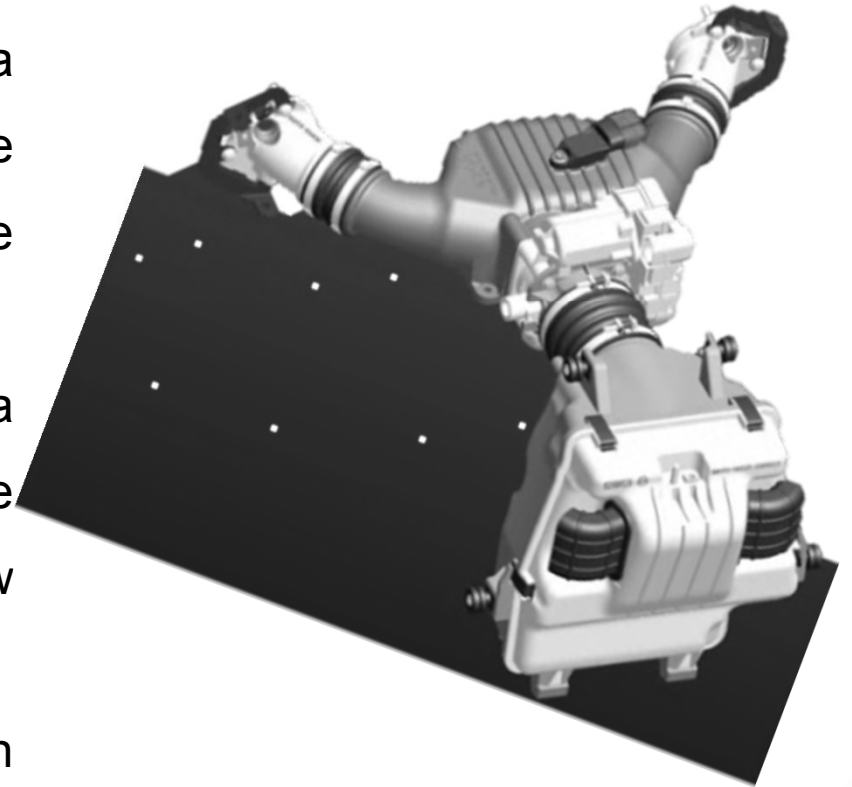
Engine

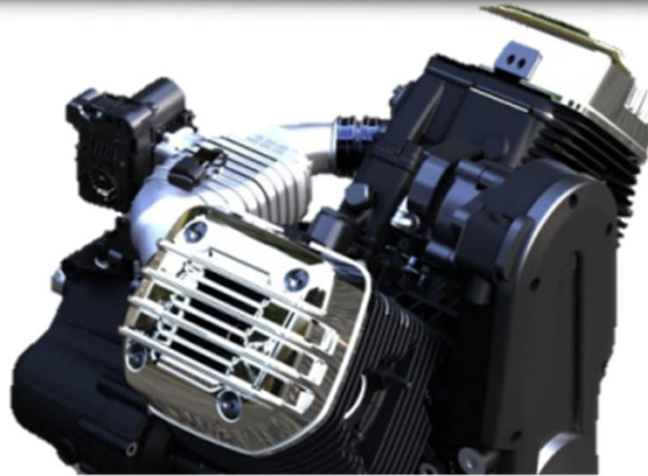
California

The intake uses two long conical ducts that are connected in an aluminum plenum, fed by a single 52mm ride-by-wire throttle body and air filter box accessible from under the seat.

This configuration allows a delivery and throttle response that is “immediate” from low revs.

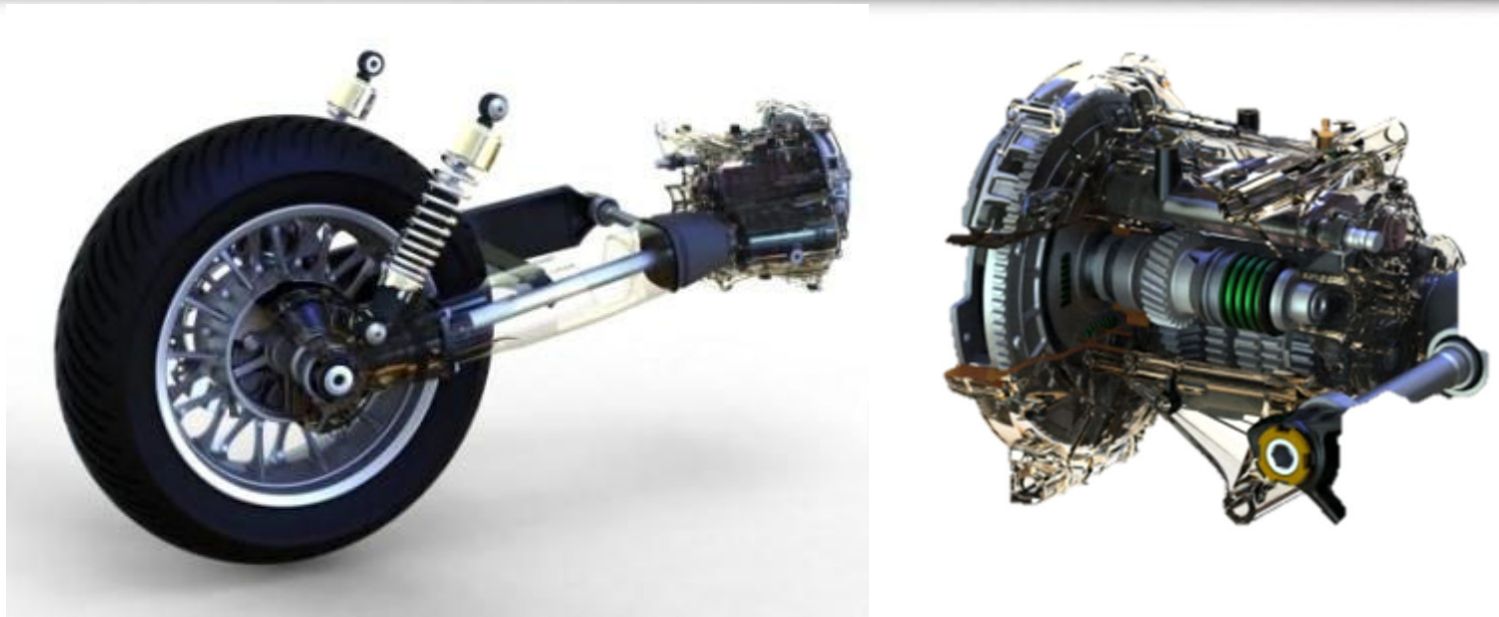
The bi-jet injectors, are placed in an ideal position close to the intake valves.





The engine is controlled by a Marelli 7SM last generation ECU, that controls the fuel injection, the independent ignition for the two spark plugs per cylinder and the throttle opening. Information is received from the throttle and twist grip sensors and by the two oxygen sensors, one per cylinder, to guarantee perfect efficiency, containment of fuel consumption and emissions, and operating parameters of the engine.

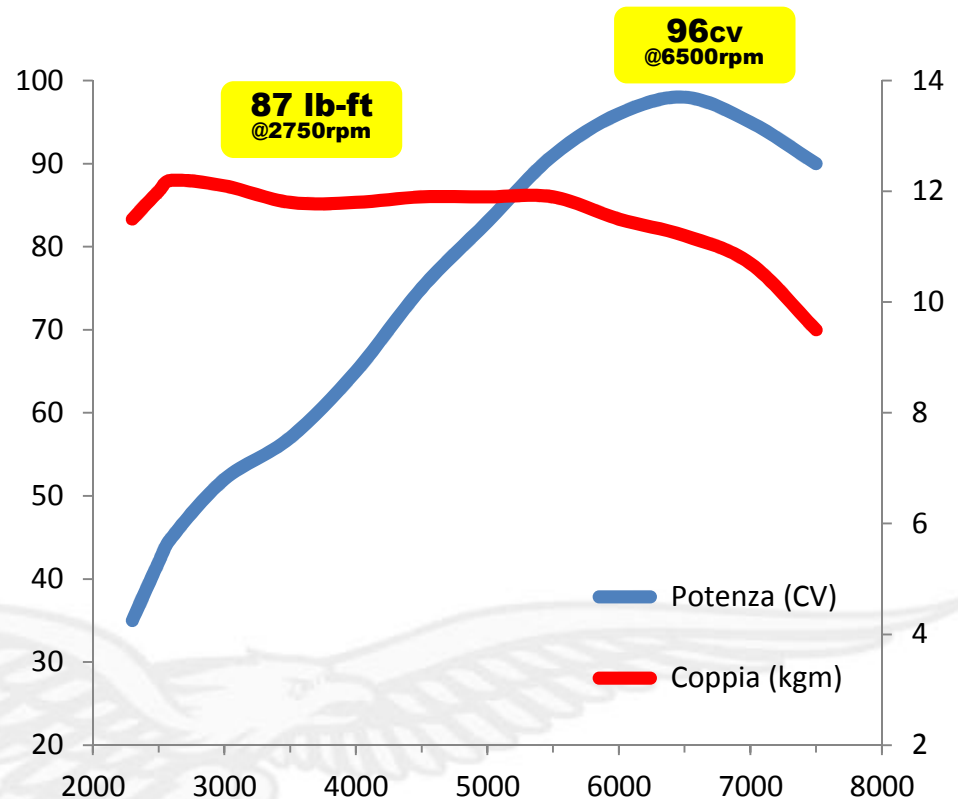
The ECU also integrates the management of **3 engine maps** and the implementation of the **Traction Control** and **Cruise Control**.

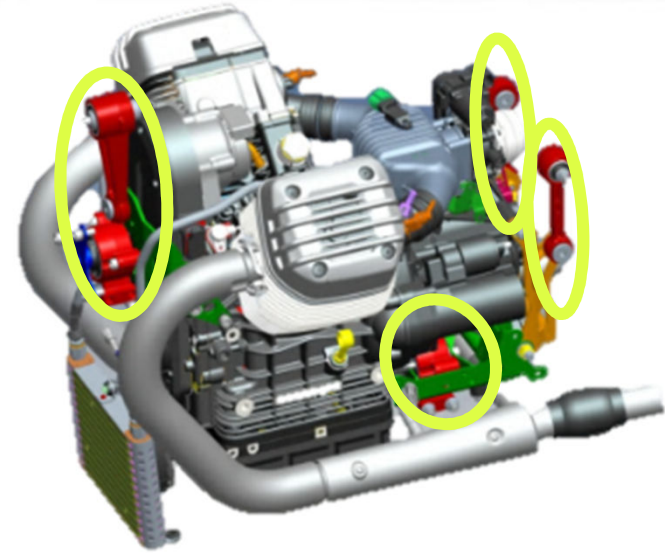


The transmission has been developed to tame the high torque of the engine and to deliver maximum comfort. For this engine a new single plate clutch at low load is coupled with a new final drive shaft with dual shocks. The transmission has a gear ratio with a tall sixth gear overdrive (4,100rpm at 80mph -130km/h) to take advantage of the delivery of the engine and reduce the RPM for highway use.

With regard to the curves, the result is of absolute importance: the 1400 engine is capable of delivering a maximum torque exceeding **87 Lb/Ft - 12kgm** at a very low 2,500 rpm, with an exemplary delivery curve, but is also able to stretch up to 7,000 rpm.

The result of a thorough development aimed at maximum efficiency is confirmed by the fact that the new engine has the **best specific fuel consumption** of the entire production of Moto Guzzi.





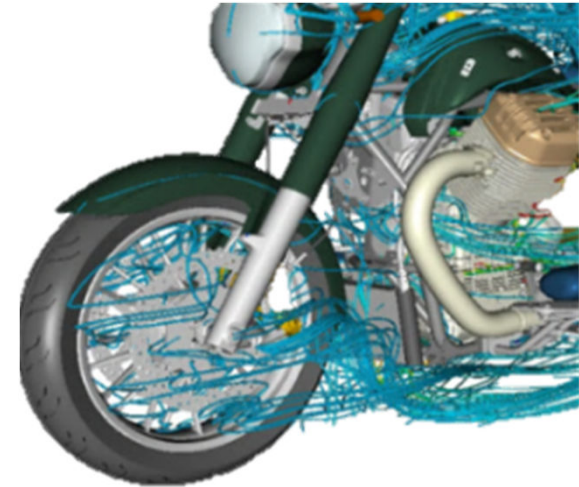
Floating Engine

The new California showcases an innovative kinematic engine support system that reduces the transfer of vibration from the engine to the vehicle. This feature ensures an extraordinary level of comfort, without compromising the driving experience. The engine and all components connected to it (exhaust, intake, commands) are isolated from the frame, therefore pilot and passenger feel much less vibration than with a rigidly mounted engine.

Floating Engine

A unique Moto Guzzi solution, which guarantees comfort and performance without adding too much weight. A reliable solution, because it employs elastic components widely used in the automotive world.





Air / Oil Cooling

The generous **wide head fins** and cylinders are supported by an oil cooler with significant dimensions, of which the positioning has been carefully studied in order to obtain the maximum efficiency without impacting the thermal comfort of the rider.

The oil cooler is equipped with electric fan, to ensure the ideal operating condition for the engine, even at low speeds.

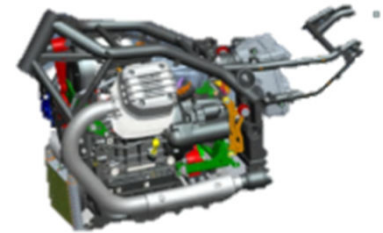
Handling

- ✓ Technical solutions are tops in the category
- ✓ Handling ease
- ✓ Superior comfort



Sport Chassis

A steel tube double cradle frame; a perfect balance of weight. Careful tuning of the chassis dynamics guarantees a reference in handling for the entire category....pure driving pleasure.



Reduction in weight

A careful design of the entire vehicle has allowed us to reduce the weight, that in spite of the massive proportions, is less than that of the best competitors, ensuring unique agility and ease of operation.





Comfort

Comfort and excellent control; the reduced height of the saddle and an ergonomic and generously dimensioned driving position can accommodate riders of different heights.



Equipment

- ✓ The richest ever



Components of reference

The outstanding handling performance and driving pleasure are guaranteed by the choice of state-of-the-art components:

- ✓ Robust 46mm forks and a 240mm wheelbase
- ✓ Long swingarm with twin shocks
- ✓ (Touring)-adjustable for spring preload, (Custom)-adjustable for preload and rebound



Equipment

California

- ✓ Generous tires with a 130/70R18 front and a mighty 200/60 R16 rear 6" wide rim
- ✓ Dual 320 mm floating front discs with **Brembo 4 piston radial calipers**
- ✓ 282mm rear disc with dual-piston caliper





Double Channel ABS system (on all models)

Continental's latest generation dual-channel ABS system can ensure maximum performance and safety in all conditions.

Multi-map

Ride-By-Wire engine control that is able to handle three engine map strategies to fit the riders style of riding

Touring, Sport, Rain: three ways to enjoy the engine of the new California by simply pressing a button.

- ✓ Integrated Ride-By-Wire system
- ✓ Engine-braking management



Touring

Comfort

Sport

Performance

Rain

Control



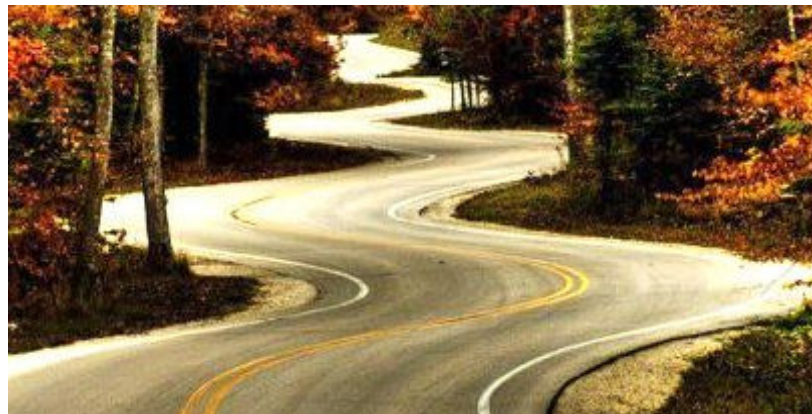
Touring

The Touring map has been designed for maximum driving comfort, relying on absolute engine flexibility and a smooth delivery. It is indicated as “Turismo” on the display.



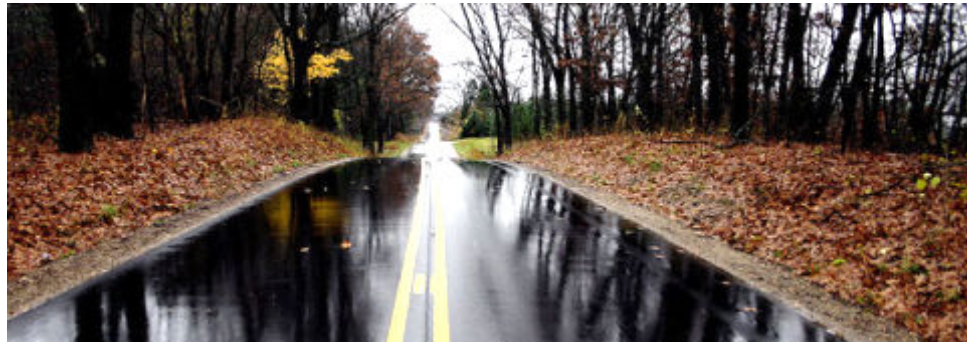
Sport

The Sport map is designed for more aggressive riding, to lean and have fun using the excellent handling dynamics and full performance of the engine's torque, with more pronounced engine-braking. It is indicated by "Veloce" on the display.

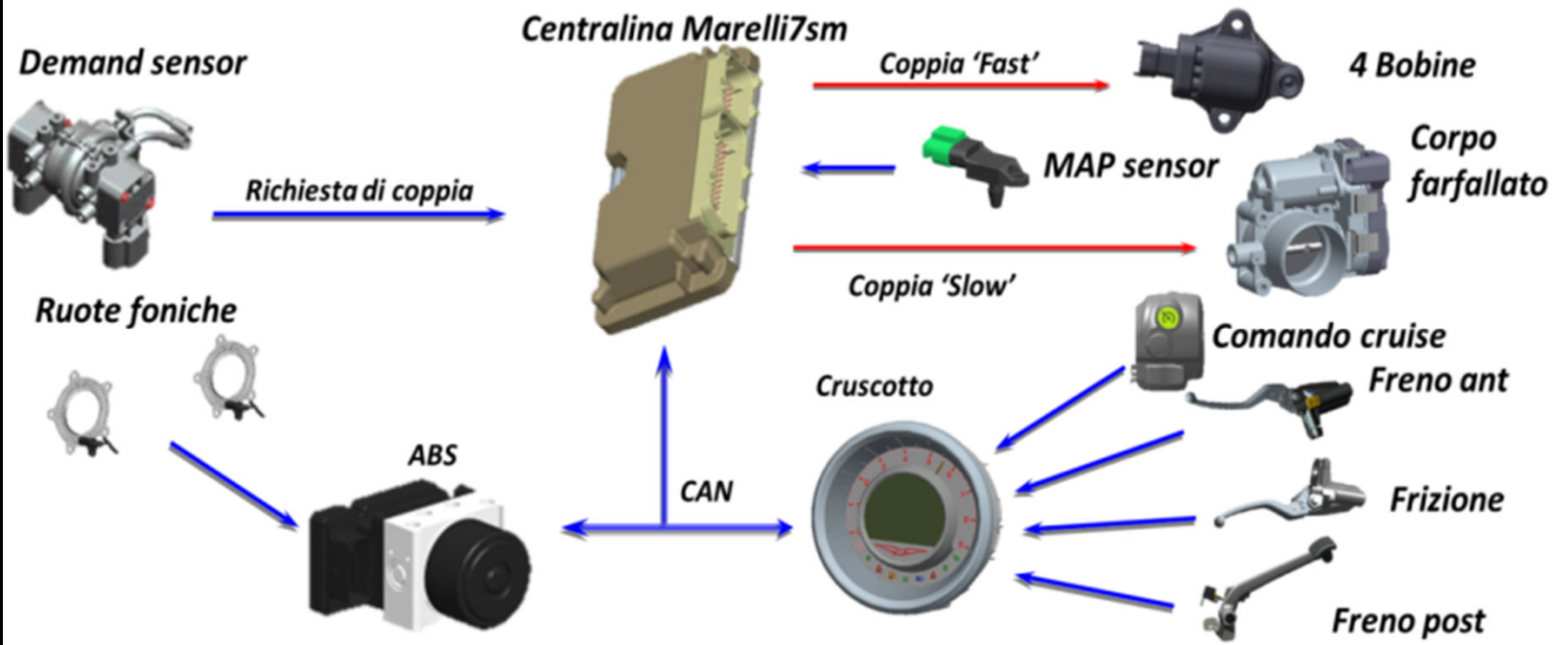


Rain

The Rain map has been developed for those wishing to travel on wet asphalt, while preserving the conditions of comfort and safety. The bike adapts to conditions of low grip, reducing the exuberant torque and engine-braking. It is indicated as “Pioggia” on the display.



State of the art electronics



Engine Maps Selection

The transition to the various mappings, which can be executed with the engine running or while riding (with the throttle released), occurs through the start button. After five seconds from the engine start, it becomes the function button for the selection of the mappings.

To select a map:

1. First press the button once. The symbol of the current map will be displayed in a "negative" on the display
2. Press the button a second time, within 1.5 seconds of the first press, and the next mapping will be selected, highlighted in a "negative" value.

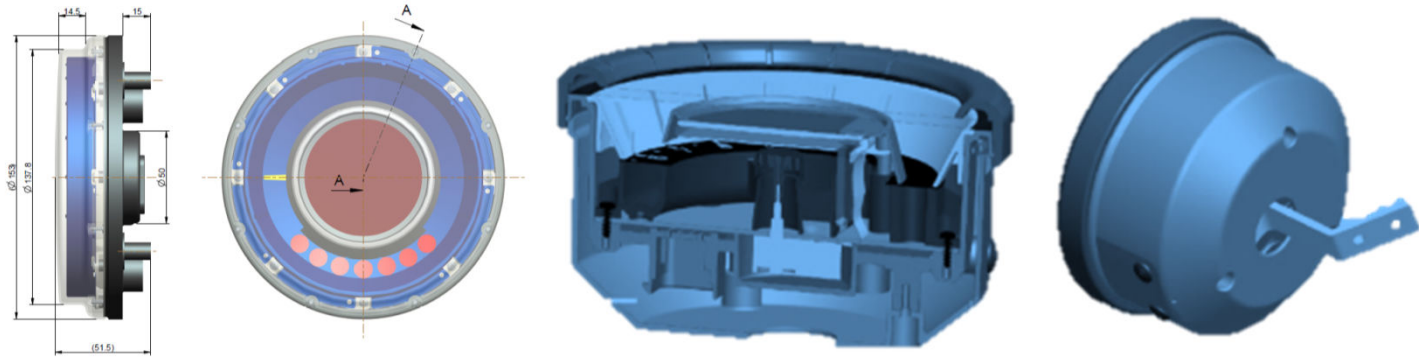


Engine Maps Selection

If 1.5 seconds elapses without pressing the button and without turning the throttle, the new map will be highlighted in "positive" on the display, indicating the new map has been applied.

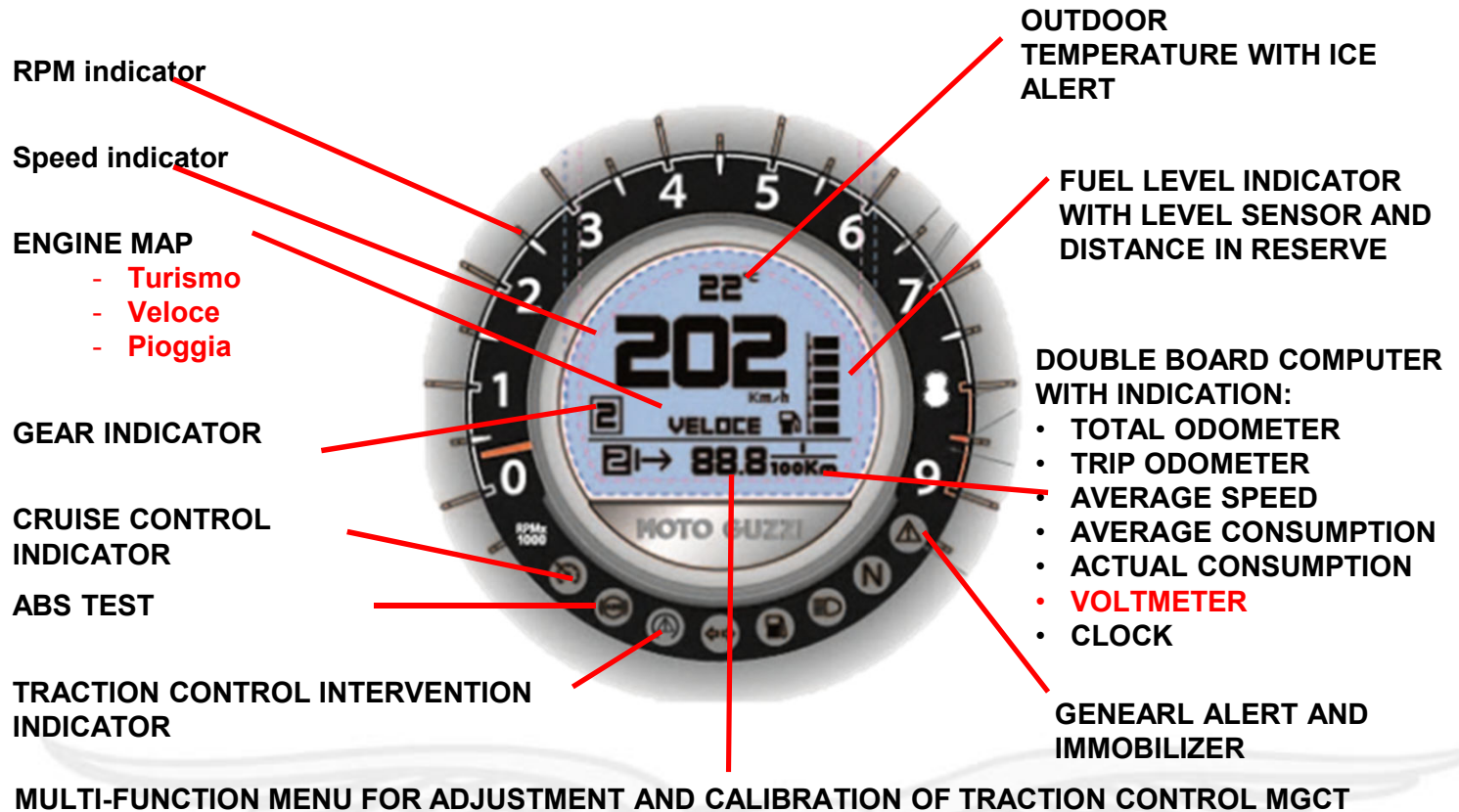
If at the time when the display shows the new mapping in negative (acceptance phase) and throttle is being applied, the new map will begin to flash in positive on the display, but will not be actually applied until the moment in which the throttle is released.

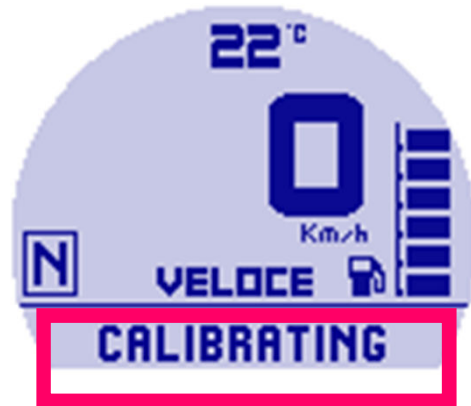




The mixed "full matrix" dashboard allows the management of all functions at a glance, thanks to the exclusive **multilayer configuration**, which includes the ultra-thin display that overcomes the hand, creating a 3D effect. The two on-board computers, that can be managed directly from the left switchgear while riding, provides all the information needed to guide and support all on-board functions and management of equipment and accessories such as cruise control, heated grips, etc.

Dashboard: key features





SLIP =

 $\frac{\text{Rear W Spd} - \text{Front W Spd}}{\text{Rear W Spd}}$

Rear W Spd

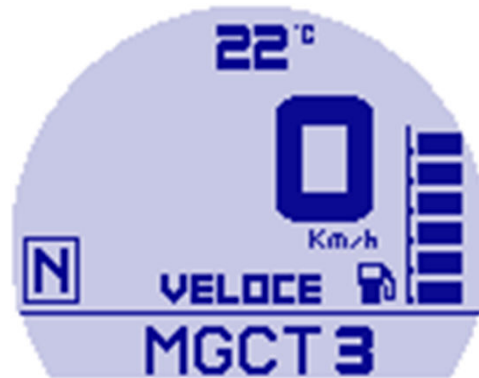
Moto Guzzi Traction Control

(MGCT, Moto Guzzi Controllo di Trazione)

An advanced system, integrated with the engine management, to ensure maximum safety without compromising driving pleasure:

- ✓ Safety and performance helps the driver to manage the motorcycle in each condition
- ✓ **Anti-slip registration system**
- ✓ Calibration procedure





Moto Guzzi Traction Control (MGCT)

It uses the same algorithms of the World Superbike winning Aprilia racing motorcycles, adjustable in three different positions, with static vehicle

- 3: for poor grip conditions
- 2: for normal conditions
- 1: for high grip conditions and aggressive driving
- OFF





MGCT: functionality

Scrolling your TRIP1 or TRIP2 by short presses of the MODE command to the left or right, you can display the MGCT functionality.

With a brief press on the control mode in central position you can access the MGCT. Moving the switch to the right, with a long press, the system is activated and the display shows the value "1" (minimum intervention).

The MGCT indicator will blink. Move the selector to the right with short presses will increase the level of assistance up to a maximum of "3" (maximum intervention).

MGCT: functionality

To disarm the system, starting from the value "1", move the selector to the left with a long press, until the value is "-". The light MGCT be lit. To exit MGCT briefly press the selector or set in motion the motorcycle.

Once the dashboard is turned off, the next time it is turned on the MGCT system keeps the last setting selected.



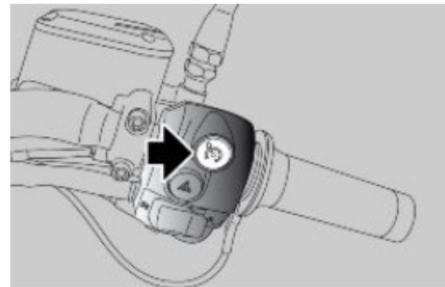


Electronic Cruise Control

Electronic Cruise Control: for maximum comfort on long motorway journeys. The system is capable of maintaining a speed selected by the rider without acting on the accelerator. Like all electronic devices, the development of cruise control followed the automotive methodology FMEA (Failure Mode and Effect Analysis). To ensure the maximum "safety" of the rider, all the sensors connected to the Electronic Cruise Control can be diagnosed.

Electronic Cruise Control: functionality

To turn on the system (ON/Standby state), press the button "Cruise Control" with a long press (2 seconds).



The system ignition is highlighted with the icon flashing on the dashboard.



Electronic Cruise Control: functionality

When the desired speed is reached, the system can be activated (changes to SET state) with a short press of the Cruise control button, under the following conditions:

- ✓ The gear **can not be less than the third**
- ✓ The **brakes must not be operated**
- ✓ The **clutch must not be actuated**

The system can be used in a range of speeds between 25mph - 40 km/h and 112mph - 180 km/h, only from third to sixth gear, even during deceleration and with throttle released



Electronic Cruise Control: functionality

The system activation will be highlighted by the steady lit Electronic Cruise Control light on the dashboard.



At this point, the throttle may be released because the system will keep the selected speed.

You can also act on the accelerator to temporarily increase the speed, **up to a maximum of an additional (19mph/30km/h)** with respect to the selected speed, without deactivating the system (e.g. overtaking). When releasing the gas, the motorcycle will return to cruising speed selected.

Electronic Cruise Control: functionality

Acting further on the accelerator, or exceeding the threshold of (112mph/180km/h), will cause the deactivation of the system (transition from SET to the ON/Standby state- flashing). In addition, the system turns off in the following cases:

- ✓ Operating the clutch
- ✓ Applying the brakes front / rear
- ✓ Changing gears
- ✓ If the rev limiter is engaged
- ✓ If the traction control intervenes
- ✓ If you face particularly steep ascents and descents



Electronic Cruise Control: functionality

If one the following conditions are met, the system turns off completely (transition from SET to the OFF state), the stored speed is lost, and the indicator light in the instrument panel goes off:

- ✓ Cruise Control button pressed (long pressure)
- ✓ Run-OFF switch actuated
- ✓ Engine turned off (key-off)





Head Lamp Projector

- ✓ Headlamp with DRL day lights, polyellipsoidal low beam and separate high beam. A design object, with gills for cooling the powerful DRL diodes. High performance in all conditions of use.
- ✓ Double full LED rear light with integrated turn signals, perfectly harmonized with the design of the tail of the bike. Design and functionality, to see and be seen, always.

Note: Canada does not have Daytime lights due to homologation regulations.

- ✓ Daytime: DRL turned on at full power



- ✓ Nighttime: DRL switched on at minimum power and polyellipsoidal turned on



- ✓ Integrated turn signals

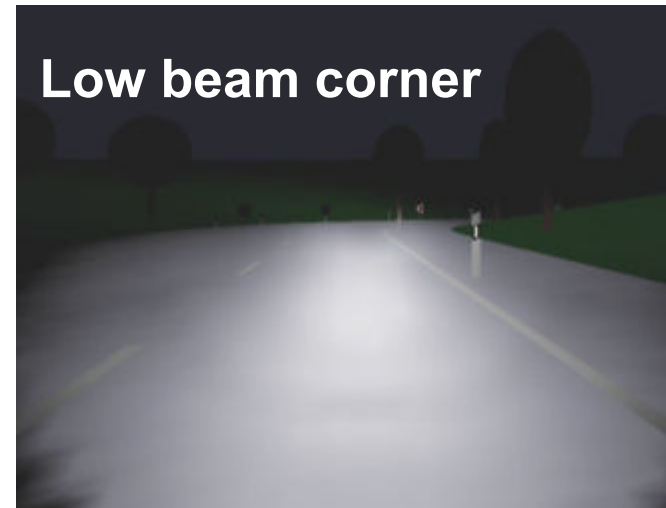


Head lamp projectors

Low beam straight



Low beam corner



High beam straight

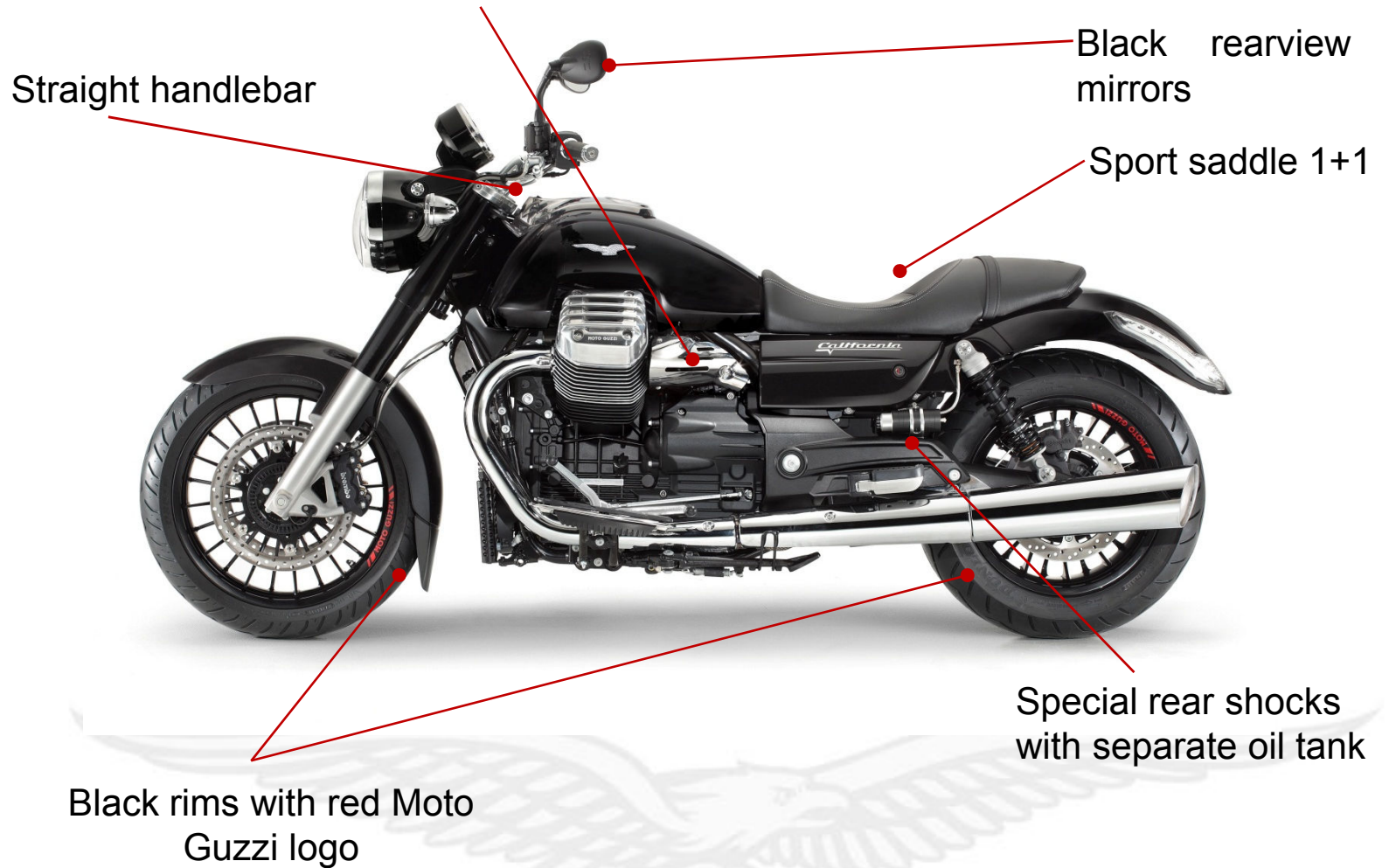


High beam corner



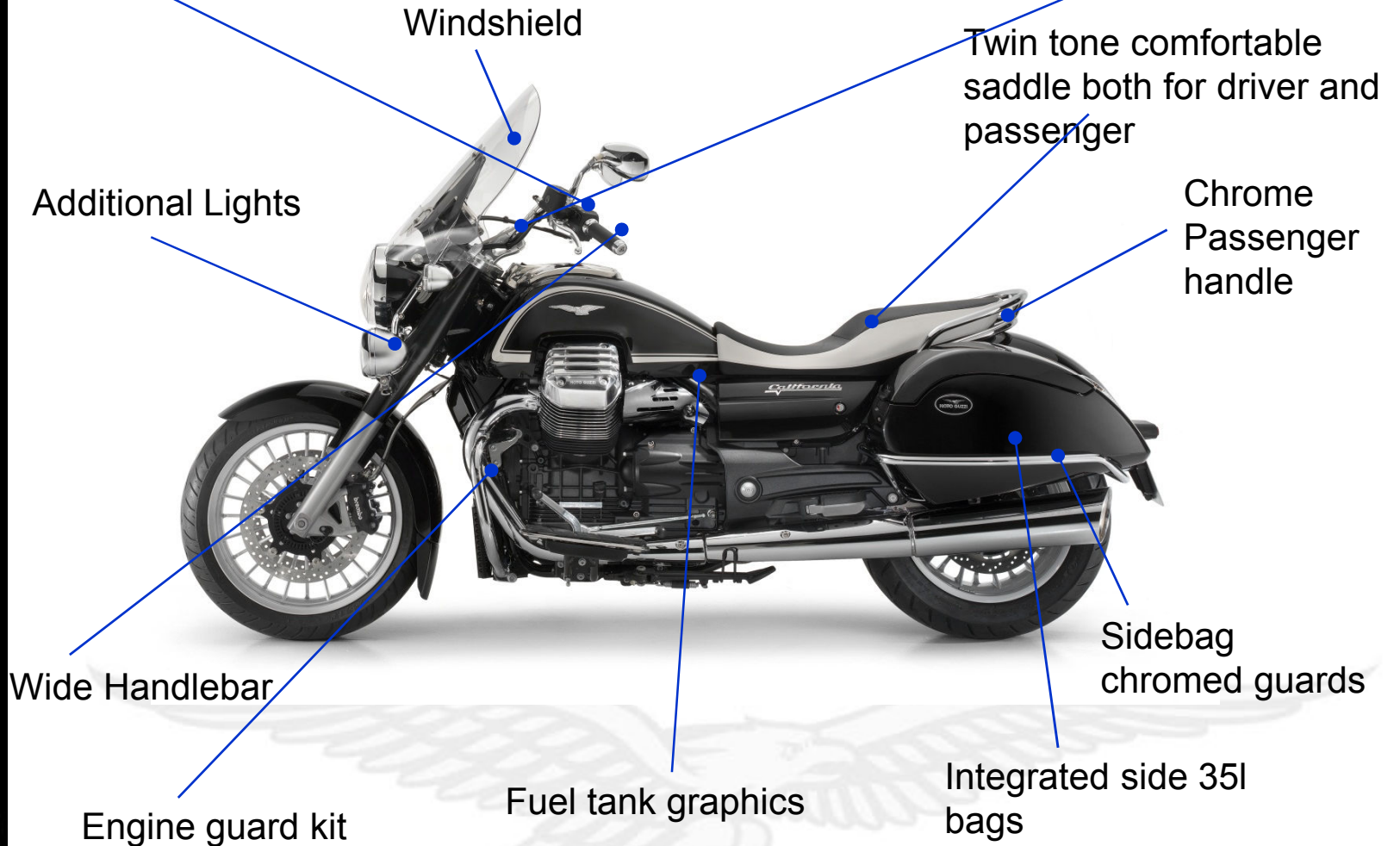
Custom

Traction Control, ABS, 3 Engine Maps, Electronic Cruise Control



Touring

Traction Control, ABS, 3 Engine Maps, Electronic Cruise Control Electronic Alarm



Sound

- ✓ The soul of a Guzzi



Two long chromed steel silencers provide the typical Moto Guzzi sound:









- ✓ At minimum RPM the unmistakable V-twin gurgling
- ✓ While running maximum comfort, the Moto Guzzi "soul" is always present when the throttle is opened.



Positioning









BRAND	MODEL		USA Base MSRP	ABS + Cruise Control	TC	Extra
Moto Guzzi	California Custom		\$ 14,990	Standard	Standard	\$0 Cali Emission \$0 Color Option
Moto Guzzi	California Touring		\$ 17,990	Standard	Standard	\$0 Cali Emission \$0 Tow-Tone
Harley Davidson	Night Rod Special		\$ 15,499	\$ 1,195 + n/a	n/a	\$100 Cali Emission \$275 Color Option
Harley Davidson	Fat Boy Lo		\$16,799	\$ 1,195 + n/a	n/a	\$200 Cali Emission \$400 Color Option
Harley Davidson	Road King		\$ 17,699	\$ 1,195 + \$295	n/a	\$200 Cali Emission \$805 Two-Tone
Harley Davidson	Street Glide		\$ 19,799	\$ 1,195 + \$295	n/a	\$200 Cali Emission \$510 Color Option



Positioning





















BRAND	MODEL		USA Base MSRP	ABS + Cruise Control	TC	Extra	Total
Moto Guzzi	California Custom		\$ 14,990	Standard	Standard	\$0 Cali Emission \$0 Color Option	\$14,990
Moto Guzzi	California Touring		\$ 17,990	Standard	Standard	\$0 Cali Emission \$0 Tow-Tone	\$17,990
Harley Davidson	Night Rod Special		\$ 15,499	\$1,195 + n/a	n/a	\$100 Cali Emission \$275 Color Option	\$17,069
Harley Davidson	Fat Boy Lo		\$16,799	\$1,195 + n/a	n/a	\$200 Cali Emission \$400 Color Option	\$18,594
Harley Davidson	Road King		\$ 17,699	\$1,195 + \$295	n/a	\$200 Cali Emission \$805 Two-Tone	\$20,194
Harley Davidson	Street Glide		\$ 19,799	\$1,195 + \$295	n/a	\$200 Cali Emission \$510 Color Option	\$21,999



Technical Comparison Custom



	MOTO GUZZI California Custom ABS	HARLEY DAVIDSON Fat Boy Lo	HARLEY DAVIDSON Night Rod Special
			
ENGINE	90° V-twin engine, 4-stroke, 4 valve per cylinder, twin spark	Twin cam, air cooled	60° V-Twin, liquid cooled
POWER	71 kW (96 bhp) @ 6500 rpm	50kW (68 bhp) @4800 rpm	93 kW (125 bhp) @ 8250
TORQUE	87 ft-lb - 120 Nm @2750 rpm	98.7 ft-lb – 134 Nm @ 3000	83.3 ft-lb - 112 Nm – @ 6750 rpm
FRONT BRAKE	dual 320 mm stainless steel floating discs, Brembo radial calipers with 4 horizontally opposed pistons. ABS.	4-piston	4-piston front and rear
REAR BRAKE	282 mm stainless steel fixed disc, Brembo floating caliper with 2 parallel pistons. ABS.	2-piston	4-piston front and rear
FRONT SUSPENSION	Ø 46mm traditional fork with mounting bracket for radial brake caliper and upper fork slider covers	41.3 mm telescopic	Inverted forck
REAR SUSPENSION	swingarm with 2 shock absorbers with remote oil tank, adjustable rebound damping and spring preload	Hidden, horizontal-mounted, coil-over	Swing-arm dual shock absorberts
DRY WEIGHT	661 lbs. - 300kg	727.5 lbs – 330Kg	637 lbs. - 289 Kg
FUEL TANK	5.4 gal - 20,5L	5 gal – 18.9	5 gal. – 18.9 L
SEAT HEIGHT	29.1 in. (28.3 in. Opt.) - 740 mm (720 mm opt.)	26.4 in – 670 mm	26.7 in. - 678 mm
FRONT WHEEL	130/70 R 18"	140/75 R 17	120/70 R 19
REAR WHEEL	200/60 R 16"	220/55 R 17	240/40 R 18

S T A N D A R D	Radial Brembo Calipers with 320mm discs			
	Ride by wire with 3 maps		NO multi map 	NO multi map 
	Traction Control with settings			
	ABS, Electronic Cruise control			
	Maintenance free shaft transmission		Belt 	Belt 



Technical Comparison Touring



	MOTO GUZZI California Touring ABS	HARLEY DAVIDSON Road King	HARLEY DAVIDSON Street Glide
ENGINE	90° V-twin engine, 4-stroke, 4 valve per cylinder, twin spark	Twin Cam, air cooled with integrated oil cooler	Twin Cam, air cooled with integrated oil cooler
POWER	71 kW (96 bhp) @ 6500 rpm	50kW (68 bhp) @4800 rpm	50kW (68 bhp) @4800 rpm
TORQUE	87 ft-lb - 120 Nm @2750 rpm	100 ft-lb - 134 Nm@3500 rpm	100 ft-lb - 134 Nm@3500 rpm
FRONT BRAKE	Dual 320 mm stainless steel floating discs, Brembo radial calipers with 4 horizontally opposed pistons. ABS.	32 mm, 4-piston fixed front and rear	32 mm, 4-piston fixed front and rear
REAR BRAKE	282 mm stainless steel fixed disc, Brembo floating caliper with 2 parallel pistons. ABS.	32 mm, 4-piston fixed front and rear	32 mm, 4-piston fixed front and rear
FRONT SUSPENSION	Ø 46mm traditional fork with mounting bracket for radial brake calliper and upper fork slider covers	Traditional fork, Ø 41,3mm,	Traditional fork, Ø 41,3mm,
REAR SUSPENSION	swingarm with 2 shock absorbers with adjustable spring preload only	dual shock absorbers with adjustable preload	dual shock absorbers with adjustable preload
DRY WEIGHT	709.8 lbs - 322 Kg	782.6 lbd - 355 Kg	782.6 lbs - 355 Kg
FUEL TANK	5.4 gal - 20,5L	5.9 gal - 22,7L	5.9 gal - 22,7L
SEAT HEIGHT	29.1 in. (28.3 in. Opt.) - 740 mm (720 mm opt.)	28.1 in. - 714mm	27.1 in. - 688 mm
FRONT WHEEL	130/70 R 18"	130/80 R 17"	130/70 R 18"
REAR WHEEL	200/60 R 16"	180/65 R 16"	180/65 R 16"
SIDE BAGS CAPACITY	35L	32L	32L

S T A N D A R D	Radial Brembo Calipers with 320mm discs			
	Ride by wire with 3 maps		NO multi map	NO multi map
	Traction Control with settings			
	ABS, Electronic Cruise C., and electronic alarm			
	Maintenance free shaft transmission		belt	belt



Technical Comparison



The California, with a lower weight between 5 lbs (10kg) and 15 lbs (33kg) over the direct Harley Davidson competitors, results in:

- ✓ Enhanced handling and ease of use
- ✓ +Acceleration, thanks to a favorable power-to-weight ratio
- ✓ +Pick-up, thanks to a favorable torque-to-weight ratio
- ✓ Improved consumption and emissions

Model	Power to Weight	Torque to Weight
HD Fat Boy	10,1 lbs - 4,85kg / bhp	5,41 lbs - 2,46 kg / Nm
California 1400 Touring	7,39 lbs - 3,35 kg / bhp	5,91 lbs - 2,68 kg / Nm
HD Road King	11,5 lbs - 5,22kg / bhp	5.84 lbs - 2,64 kg / Nm



Client Profile Target

California

California is targeted to 40+ year old customers, who for discretionary income and vehicle use are the main clients of large displacement custom motorcycle.

In particular California is targeted to:

- **Guzzisti:** Passionate and loyal customers already using motorcycles for medium / long routes. The California represents the evolution of the bikes they already own (California 1100, Stelvio, Norge) from all points of view and therefore are sure to be the first and most valuable customers.
- **Harley clientele:** It's hard to steer a loyal Harley customer, but California offers much better performance with a less aggressive and more elegant and exclusive style. It also offers more standard equipment at an aggressive price, so it can definitely get in the basket of choice of those who want to buy a Harley or the ones who bought a new or used Harley and are in the process of upgrading.
- **BMW clientele:** In the US there is a significant BMW clientele that over the years has purchased many *R1200GS and R1200RT*. This represents a considerable pool of potential customers who could be in the process of changing their motorcycle. The California gives them a distinctive style, comfort and comparable performances, with equally innovative technological features and a lower seat that is unquestionably functional, especially considering the gradual increase in the average age of motorcyclists.



Technical Specifications (1 of 4)



TOURING (DATA FOR THE CUSTOM VERSION IN BRACKETS)

ENGINE	
Type	: 90° V-twin engine, 4-stroke, 4 valves, double ignition
Cooling	: air and oil with an independent cooling pump. Oil radiator with thermostat controlled fan.
Engine capacity	: 1380 cm ³
Bore and stroke	: 104 x 81.2 mm
Compression ratio	: 10.5 : 1
Timing system diagram (1-mm checking clearance)	: intake valve opens 19° BTDC intake valve closes 55° ABDC exhaust valve opens 49° BBDC exhaust valve closes 12° ATDC
Maximum power	: 71 kW (96 HP) at 6500 rpm
Maximum torque	: 87 ft-lb - 120 Nm @2750 rpm
Fuel supply / Ignition	: phased electronic Multipoint sequential injection, Magneti Marelli IAW7SM; "ride by wire" Ø 52 mm throttle body, IWP 243 Magneti Marelli injectors, double oxygen sensor, integrated management of 3 engine mappings, traction control, cruise control
Starter	: Electric
Spark plugs	: NGK LMAR8F, 2 per cylinder
Exhaust system	: stainless steel, 2-in-2 type, three-way catalytic converter with double lambda probe
Type approval	: EPA and CARB



TRANSMISSION	
Gearbox	: 6 speeds with final overdrive
Gear ratio values	: 1st 17/38 = 1 : 2.235
	: 2nd 20/34 = 1 : 1.700
	: 3rd 23/31 = 1 : 1.348
	: 4th 26/29 = 1 : 1.115
	: 5th 31/30 = 1 : 0.968
	: 6th 30/24 = 1 : 0.8
Primary drive	: with helical teeth, ratio 26/35 = 1: 1,346)
Final drive	: double cardan joint and fixed bevel gear seat, drive ratio 10/36 = 1: 3.6)
Clutch	: single-disc with integrated anti-vibration buffer



CHASSIS

Chassis	:	steel tubing, closed double cradle with elastic-kinematic engine mounting system to isolate vibrations.
Wheelbase	:	66.3 in - 1685mm
Trail	:	6.1 in - 155 mm
Headstock angle	:	32°
Steering angle	:	38°
Front suspension	:	Ø 46 mm hydraulic telescopic fork, with radial calliper mounting brackets
Front wheel travel	:	4.7 in - 120 mm
Rear suspension	:	swingarm with double shock absorber with adjustable spring preload and rebound damping. (Custom: special shocks with separated reservoir tank, adjustable spring preload and compression /reboud damping)
Rear wheel travel	:	4.3 in - 110 mm
Front brake	:	dual 320 mm stainless steel floating discs, Brembo radial callipers with 4 horizontally opposed pistons
Rear brake	:	282 mm stainless steel fixed disc, Brembo floating calliper with 2 parallel pistons
Wheels	:	Aluminium alloy
Front wheel rim	:	3.50" x 18"
Rear wheel rim	:	6.00" x 16"
Front tire	:	130/70 R 18"
Rear tire	:	200/60 R 16"



ELECTRICAL SYSTEM

System voltage	:	12 V
Battery	:	12V - 18 Ah
Alternator	:	12 V - 550 W

DIMENSIONS

Length	:	96.2 in. - 2445 mm
Width	:	40.5 in. - 1030mm (Custom: 33.4 in. - 850mm)
Height	:	57.4 in. - 1460 mm (Custom: 46.4 in. - 1181 mm)
Saddle height	:	29.1 in. - 740 mm (Opt: 28.3 in. - 720 mm)
Minimum ground clearance	:	6.4 in. - 165 mm
Dry weight	:	709.8 lbs.- 322 Kg (Custom: 661 lbs. - 300kg)
Kerb weight	:	742.9 lbs. - 337 Kg (Custom: 694.4 lbs. - 315kg)
Fuel tank capacity	:	5.4 gal. - 20.5 litres
Reserve	:	1.3 gal. - 5 litres



Custom



Q2 2013

Basalt Black



Q2 2013

Mercury Gray



Touring



Q2 2013

Ambassador Black



Q2 2013

Eldorado White



B064239 - 35L LEATHER SIDEBAGS

Add extra style to your California 1400 with this handmade Italian leather sidebag kit. The sidebag capacity is 35L each (70L total) and are constructed from a fiberglass shell with leather exterior. These bags feature chrome latches and work with both the OEM sidebag guards on the Touring and the accessory guards on the Custom.



B064250 - INNER LINER FOR SIDEBAGS

Less time spent packing means more time riding. These liners let you efficiently manage space and give you the ability to quickly sort, load and access your stuff. Once you arrive at your destination all the bags connect together for ease of transport.



CM228601 – 60L LUXURY FIBERGLASS TOPBOX

This 60L capacity topbox is constructed of lightweight fiberglass with enough room for two full-face helmets. The outside is completed with an oversized comfortable backrest for your passenger, chromed latches and reflectors for increased visibility. Inside, it is finished with a pneumatic prop rod to hold the lid open, a special synthetic non-static velvet that makes the inner surface soft to the touch but won't endanger electronics, netting to keep objects secured in place and a mirror for grooming.



CM228501 - 50L TOPBOX

This large topbox (50L) features a quick release system and accommodates two full-face helmets. The shell is painted to match vehicle color and there is a comfortable backrest finished in the same material as the saddle. Internally, it features a document pocket, perfect for receipts or maintenance logs and elastic bands to keep objects from shifting as you ride.



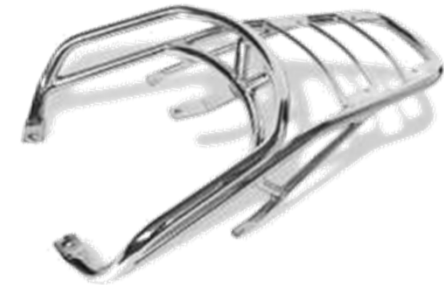
B064251 - FOG LIGHT KIT

This fog light kit provides increased visibility when driving at night or in poor weather and matches the look of the California 1400 with its chrome finish. The two lights are installed under the blinkers for a clean OEM look while easily connecting to the vehicle's wiring harness. Kit includes special brackets and come with all wiring needed.



B063992 - LUGGAGE RACK

Required to mount any of the topboxes, this chrome plated steel rack expands the cargo capacity of the bike and allows you to carry more with your California 1400.



B064243 - GPS MOUNT KIT

This support is made of polished stainless steel arranged to mount a GPS navigation system.



B064240 - SLIP-ON EXHAUST

For those who want a more throaty sound and increased performance from their California 1400, the slip-on exhaust developed by Moto Guzzi is the solution. This exhaust has a shape similar to the canisters but less weight, increased air flow and stylized end caps. The exhaust is designed to work at optimum performance with the OEM fuel mapping. For closed course use only.



B064289 – CHROMED EXHAUST TIPS

Special end caps for the OEM exhaust to add style. The outer casing is made of polished stainless steel while the tips are made of polished billet aluminum.



B064246 - BLACK CHROME TOURING HANDLEBAR

The touring handlebar available in black chrome is the perfect customization to your Touring model or can add a more upright riding position for the Custom.



B064259 - CHROMED RESERVOIR COVERS

Add style to your California 1400 with special lids for the brake and clutch reservoirs made from machined steel with a chrome finish.



B064255 - ADJUSTABLE BRAKE LEVER

B064256 - ADJUSTABLE CLUTCH LEVER

These accessory levers combine high performance with high style. Push forward to unlatch the mechanism and turn the dial to set lever distance. The levers are made of aluminum and are polished to a mirror finish.



B064245 - REARVIEW MIRRORS

Special rear view mirrors, made of machined steel with a chrome finish. The sturdy construction of the mirror lowers vibrations at speed. Fits the unique diameter and thread pitch of the California 1400.



B064272 - SWINGARM WASHER KIT

Special swing arm washers machined from steel and chromed to customize the style of the vehicle.



B064247 – CYLINDER HEAD PROTECTION

Protect the cylinder heads of your new California 1400. This kit consists of stainless steel brackets and CNC aluminum sliders polished to a mirror finish.



B064257 - CHROME STEEL GRIPS

These uniquely styled grips are made from chromed steel for a custom look and feature rubber inserts for grip and functionality.



B064249 - RIDER FLOORBOARDS

These rider floorboards are made of mirror polished billet aluminum for less weight and noticeable style while maintaining the same great ergonomics of the OEM ones. Matching passenger floorboard available.



B064248 - PASSENGER FLOORBOARDS

Matches the rider floorboard, made from the same polished billet aluminum, can be adjusted horizontally in four positions through a spring mechanism to achieve the optimal positioning, ensuring your passenger a comfortable trip.



B064244 - CHROMED TANK SIDES

These chromed side tank covers, replace the OEM pieces on your new California 1400 to give that distinct look.



B064269 - HEATED SADDLE KIT

For those who want to ride all year round in comfort, Moto Guzzi is offering a heated saddle with two levels of heat and independent zones for both the rider and passenger. Heat level is controlled via a glove friendly three position rocker switch. This heated seat is easy to install thanks to the OEM wiring already in the California 1400. This saddle has the same dimensions and aesthetic of the stock saddle.



B064237 - LEATHER SADDLE

Hand made Italian leather saddle, matches the leather used in the leather covered fiberglass sidebags. Very exclusive, best saddle that money can buy for the California 1400. Finished with two tone material same colors as California 1400.



B064236 – COMFORT GEL SEAT

This seat has gel for both the rider and the passenger and the two tone material matches the stock look. The saddle has the same height of the standard one but with the added comfort of gel inserts.



B064238 - LOWER GEL SEAT KIT

For those looking for a lower seat height combined with extra riding comfort, Moto Guzzi offers the lower saddle with gel inserts. This seat has gel for both the rider and the passenger and is two tone material matching the stock look.



REAR BRAKE FLUID RESERVOIR COVER

To match the custom look of the clutch and brake reservoir covers, Moto Guzzi is offering this polished billet aluminum reservoir cover with glossy finish. Because this is a cover, the rear brake lines do not have to be re-bled.



B064270 - HEATED GRIP KIT

These grips are easily installed on the California 1400 into a dedicated connector in the harness. The ultimate comfort accessory for people who ride in all weather conditions.



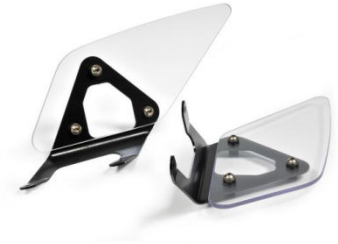
CM228701 - 35L FIBERGLASS SIDEBAGS

Standard on the Touring version, this 35L (70L total) fiberglass sidebag kit can be installed on the Custom model to considerably increase the cargo capacity. These kit comes with chromed hardware, mounting brackets and complete compatibility with all other OEM California 1400 accessories.



B064235 - AIR DEFLECTORS

Air deflectors mount to the lower area of the windshield to increase wind protection and comfort for the rider.



887335 - ELECTRONIC ALARM KIT

The only full function plug and play alarm system available for the California 1400, this alarm kit is designed to plug into the a dedicated connector in the wiring harness. The electronic anti-theft alarm system is compact and radio frequency.



TBD - FENDER ELIMINATOR KIT

Elegant plate holder made of polished stainless steel with LED light and is compatible with North American license plate dimensions.



B063993 - PASSENGER BACKREST

Passenger backrest that mounts directly on the vehicle's standard grab handle or on the rack kit. Made of polished stainless steel this kit gives extra comfort and security to the passenger on vehicles without a topbox.



B064241 - BIKE DUST COVER WITHOUT TOPBOX **B064242 - BIKE DUST COVER WITH TOPBOX**

California 1400 logo'd fitted dust cover for indoor use. It is made of non-abrasive lycra and perfectly hugs the bike's sleek lines. Cover is two tone with graphics. Available in two versions, with or without topbox.



B063588 - CHROME ENGINE GUARD

Same guard as the Touring version, the engine guard is made of chromed steel tube and follows the lines of the bike. This engine guard is meant to protect the engine and works with other Moto Guzzi Accessories.



B063624 - SIDEBAG GUARDS

Same sidebag protection as found on the Touring version, these guards are made of chromed steel tube that follow the lines of the bike. It provides protection to the sidebags mounted on the bike and adds to the style of the Custom.



B064234 - TOURING WINDSCREEN KIT

The windshield can be mounted easily on the Custom model using the support included in the kit. The screen is made of shock-proof and scratch-proof LEXAN, a high tech material that ensures years of durability while maintaining transparency and shine. DOT approved.



Moto Guzzi DEALER EXTRANET

Website: <http://www.motoguzziusadealers.com/index.cfm>

Canada: <http://dealers.pgacanada.com>

PRODUCT INFORMATION MATERIAL

Website USA: <http://www.motoguzzi-us.com/>

Website Canada: <http://www.motoguzzi-canada.ca/>

Moto Guzzi CUSTOMER SERVICE

Email: CustomerCare@piaggiogroupamericas.com

Pictures in this document are EU spec, slight changes might apply.

