

**GRISO 850**



# GRISO 850

## ENGINE

The catalytic exhaust system and a Lambda probe oxygen sensor ensure that the Brevia engine respects the strict limits imposed by Euro3 standards. The electronic injection system and throttle stepper motor also keep idling constant and regular and make moving off easy under all conditions. On the road, the system guarantees smooth, linear power with reduced fuel consumption and emission.



CORSA RED

## TAIL LIGHT

The slender tail terminates at a stunning tail light. Three high intensity LEDs guarantee excellent visibility. Because they are designed to reflect light, however, they are actually invisible from the outside. The lens is decorated with the Moto Guzzi eagle.



# BALANCED AGGRESSION.

It's hard not to be seduced by the shapes of the Griso, so far from all the others and so close to the dreams of every motorcyclist. It is rare to feel the pulsations of a twin even with the engine off, but with Griso this happens. Its extraordinary character attracts such a vast and heterogeneous public that Moto Guzzi has decided to make this legendary motorcycle more accessible, equipping it with an 850cc engine, an old friend of Moto Guzzi fans. Obviously the only thing left over from the past is the engine capacity, because it only takes a turn of the throttle grip to realise that under the aggressive exterior of the Griso lies a totally new heart, which is technologically advanced and capable of sports performance, especially when the road rises or becomes an

unending series of sharp curves. From the outside there is no sign that the motorcycle is the little sister of the Griso 1100, at least at first glance. Those attentive to details, however, will notice the absence of the oil tank on the right side, the black colouring of the frame, the grey paint of the transmission. In brief, this is a bike with a strong and exuberant character, which exerts a fascination over all who ride it. That's why Moto Guzzi has decided to highlight its originality by creating a whole range of accessories and clothing designed and produced with the same quality level and anti-conformist, highly individual style. Completing the picture, appropriately, are the traditional liveries, such as the splendid Corsa Red and the tenebrous Guzzi Black.

## CA.R.C.

Moto Guzzi's patented CA.R.C. (Cardano Reattivo Compatto - Compact Reactive Shaft Drive) system integrates the drive shaft in the aluminium alloy swingarm. The drive shaft incorporates two universal joints with built-in torsional dampers to ensure a smooth but precise response and to eliminate the anti-shaft effect typical of conventional shaft drive systems.



**GUZZI BLACK**



# GRISO 850



## ENGINE

<b>Type:</b>	90° V-Twin, 4 stroke
<b>Cooling system:</b>	air cooled
<b>Displacement:</b>	877 cc
<b>Bore and stroke:</b>	92 x 66 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>	56 kW at 7,800 rpm
<b>Maximum torque:</b>	70 Nm at 6,800 rpm
<b>Fuel injection system / Ignition:</b>	Magneti Marelli IAW5A, alfa-n type; 2 Ø 45 mm throttle bodies, Weber IWP 162 injectors, Lambda control, idle stepper motor control
<b>Spark plug:</b>	NGK BPR6ES
<b>Starting:</b>	electric
<b>Exhaust system:</b>	stainless steel, 2 in 1, with tree ways catalyser and Lambda probe oxygen sensor
<b>Homologation:</b>	Euro3

## TRANSMISSION

<b>Gearbox:</b>	6 speed
<b>Lubrication:</b>	splash
<b>Primary drive:</b>	helical gears, ratio 23/36=1:1.565
<b>Final drive:</b>	CA.R.C. Compact Reactive Shaft Drive; double universal joint with floating bevel gear, ratio 12/44 = 1:3.666
<b>Clutch:</b>	dual disc dry

## CHASSIS

<b>Frame:</b>	high tensile strenght tubular steel
<b>Wheelbase:</b>	1,554 mm
<b>Trail:</b>	108 mm
<b>Steering head angle:</b>	26.30°
<b>Steering angle:</b>	34°
<b>Front suspension:</b>	Ø 43 mm upside down fork, fully adjustable in spring preload and compression and rebound damping
<b>Front wheel travel:</b>	120 mm
<b>Rear suspension:</b>	single sided swingarm with rising rate linkages, monoshock with separate gas reservoir, fully adjustable in spring preload and compression and rebound damping

<b>Rear wheel travel:</b>	110 mm
<b>Front brake:</b>	twin Ø 320 mm stainless steel floating discs and two calipers with four opposed pistons
<b>Rear brake:</b>	single Ø 282 mm stainless steel fixed disc and floating caliper with two parallel pistons
<b>Wheels:</b>	gravity casting aluminium alloy, triple hollow spoke
<b>Front wheel:</b>	3.50" x 17"
<b>Rear wheel:</b>	5.50" x 17"
<b>Front tyre:</b>	120/70 ZR17"
<b>Rear tyre:</b>	180/55 ZR17"

## ELECTRICAL EQUIPMENT

<b>Voltage:</b>	12 V
<b>Battery:</b>	12 V – 18 Ah
<b>Alternator:</b>	12 V – 550 W

## DIMENSIONS

<b>Lenght:</b>	2.260 mm
<b>Width:</b>	880 mm
<b>Height:</b>	1.070 mm
<b>Seat height:</b>	800 mm
<b>Rider footrest height:</b>	185 mm
<b>Dry weight:</b>	227 kg
<b>Fuel tank capacity:</b>	17.2 litre
<b>Reserve:</b>	3.3 litre

GRISO 850 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.