



Mandello del Lario, date.....

For the attention of: the Dealer

For the attention of: your Warranty Manager

Dear Dealer,

Re: Recall campaign: Cardan unit Brevia 1100, Griso 1100

Through our ongoing technical controls for improving the products we have ascertained the possibility that some Brevia 1100 and Griso 1100 machines may have a problem in the rear transmission box, with oil leaking and dirtying the rear wheel.

As this is a defect tied to matters of safety, in the campaign maximum priority will be given to motorcycles that are already in circulation and, only by way of exception, motorcycles in stock.

It is therefore essential to respect the following:

- (i) **no motorcycles in stock with frame corresponding to the numbers given below can be delivered to customers or third parties prior to replacement of the rear transmission box;**
- (ii) **regarding motorcycles already in circulation, the enclosed procedure must be carefully followed;**
- (iii) **the replaced cardan transmission units must be promptly returned according to the relevant procedure.**

The frames concerned are those prior to:

ZGULS...6M111954 for Griso 1100 - ZGULP...6M113250 for Brevia 1100

The rear transmission boxes concerned are those prior to no. 003171. The cardan number is given under the rubber boot.

Therefore the sellout of machines with the above-mentioned frames must be postponed, if the material is not available.

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Tax File No. 00113050413 – VAT No. 02016990133 – Share Capital € 2,500,000 fully paid-up – Lecco R.E.A. No. 212.342
– Foreign Comm. Pos. LC 011315 – Lecco Trade Register No. 12645



Checking of the single frame numbers must be done carefully, using the A2D system, in which the intervention must be entered using the special "INTERVENTION IN CAMPAIGN" function.

In short, the procedure is as follows:

CUSTOMER MOTORCYCLES: Moto Guzzi will send a letter (see encl.) to customers of the motorcycles concerned, asking them to promptly carry out the intervention at the official Moto Guzzi network. In the workshop, priority over other routine servicing must be given to these interventions. This is in order to speed up intervention times and limit the inconvenience for customers.

MOTORCYCLES IN STOCK: the cardan transmission units will be sent free of charge; the order will only be carried out if excess material is available with respect to the motorcycles in circulation. For complete reinstatement of your stock, we will be informing you with a special communication.

For correct repair of the motorcycle and the supply of spare parts, follow the instructions given in the enclosed Intervention Procedure and shown on the site www.servicemotoguzzi.com.

The time recognised for refund of labour costs 1.3 hours, inclusive of costs for consumable materials. The costs will be refunded when the cardan units are received by Moto Guzzi.

Important: As this concerns "safety parts", after carrying out the intervention the same MUST be recorded in the A2D for matters pertaining to the LEGAL aspect and for reasons regarding possible subsequent customer claims that were not submitted the first time.

In thanking you in advance for the collaboration, we remain,

Yours sincerely,

Moto Guzzi

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C.A.R.C. DRIVE ASSEMBLY REPLACEMENT PROCEDURE

PREPARING THE VEHICLE

- Support the vehicle using a lift and secure it with slings to make sure it is stable.



DANGER

If the vehicle falls during the procedure, damage to vehicle and severe injury to operators may result.



DRAINING TRANSMISSION FLUID

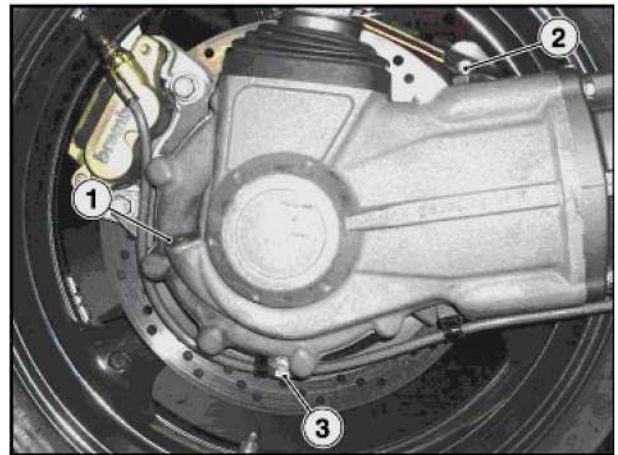
- Place a container capable of holding more than 500 cc (30.5 cu. in.) under the drain plug (3).
- Unscrew and remove the drain plug (3).
- Unscrew and remove the breather plug (2).
- Let the fluid drain into the container and allow several minutes for the fluid to drip off.
- Refit and tighten the plugs (1), (2) and (3)

Note for reassembly:

Tightening torque for screw (1): 35 Nm

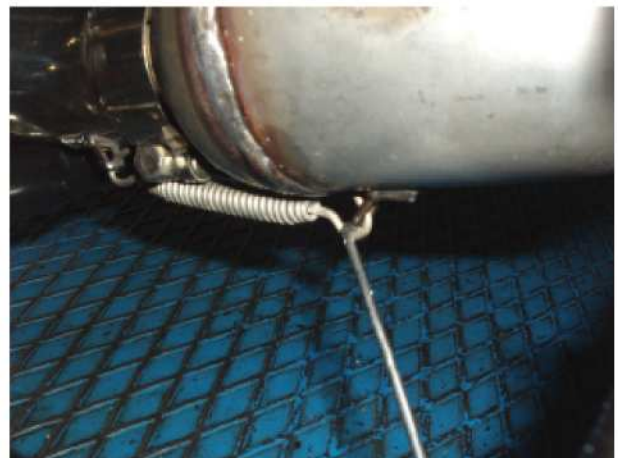
Tightening torque for screw (2): 30 Nm

Tightening torque for screw (3): 30 Nm



BREVA 1100 EXHAUST REMOVAL

- Remove the spring attached to exhaust and central manifold using a suitable spring removal tool.



- Slacken the clamp attached to exhaust and central manifold.



Note for reassembly: Tightening torque: 10 Nm

- Unscrew and remove the screw securing the exhaust to the frame and collect nut, spacer and washers.



WARNING

Support the exhaust during this operation or it will fall.

Note for reassembly: Tightening torque: 25 Nm

- Remove the exhaust.



GRISO 1100 EXHAUST REMOVAL

- Slacken the clamp attached to exhaust and central manifold.

Note for reassembly: Tightening torque: 10 Nm



- Unscrew and remove the two screws securing the exhaust to the frame at the front end and collect the nuts.

Note for reassembly: Tightening torque: 25 Nm



- Unscrew and remove the screw securing the exhaust to the frame at the rear end and collect nut, spacer and washer.



WARNING

Support the exhaust during this operation or it will fall.

Note for reassembly: Tightening torque: 25 Nm

- Remove the exhaust.



REAR WHEEL AND BRAKE CALLIPER REMOVAL

- Remove the cover.



- Operate the rear brake lever and **slacken** the four mounting screws of the rear wheel.



WARNING

Do not unscrew the rear wheel mounting screws completely just yet, or you might damage the braking system.

Note for reassembly: Tightening torque: 110 Nm



- Unscrew and remove the two screws.

Note for reassembly: Tightening torque: 50 Nm



- Remove the brake calliper using great care and leave it attached to the brake hose.



WARNING

Do not operate the rear brake lever when the calliper has been removed from the vehicle or the pistons might fall out of their housing causing a brake fluid leakage.



- Unscrew and remove the four rear wheel mounting screws.
- Remove the rear wheel.



C.A.R.C. DRIVE ASSEMBLY REMOVAL

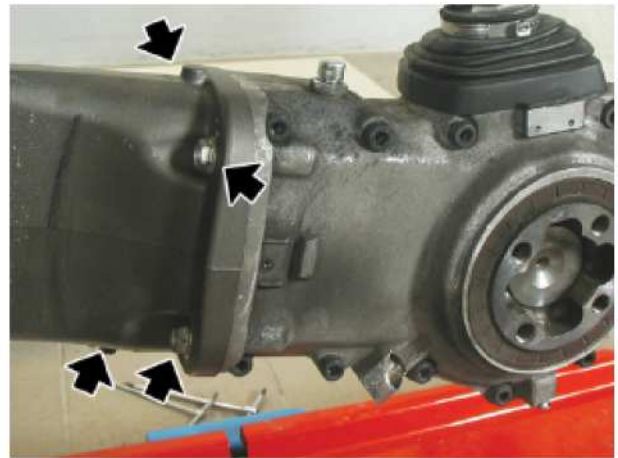
- Unscrew and remove the linkage nut.
- Remove the screw.
- Secure the linkage to the frame using a tie.

Note for reassembly: Tightening torque: 50 Nm



- Unscrew and remove the four screws.

Note for reassembly: Tightening torque: 50 Nm



- Remove the C.A.R.C. drive assembly together with the universal joint.




- Place the new dust seal supplied with the new drive assembly between wheel rim and universal joint; position the seal with the collar facing the drive assembly.
- Install the new drive assembly by reversing the removal procedure.



WARNING

The C.A.R.C. drive assembly is supplied **DRY**.
Fill with the correct amount of transmission
fluid; see relevant manual for instructions.

Note for reassembly: Use 500cc (30.5 cu. in.) of transmission
fluid  TRUCK GEAR 80 W 90

RETURN PROCEDURE - HOW TO RETURN THE REMOVED DRIVE ASSEMBLY

Drive assemblies removed from eligible vehicles must be returned to Moto Guzzi.

Otherwise, you will be charged the price of the new drive assembly.

Carefully pack the drive assembly removed from vehicle - which you will have drained from oil - using the same reinforced box the new drive assembly was shipped in. Provide adequate protection from shock and damage.

