

# Moto Guzzi Brevia V750ie Maintenance Leaflet

## Issue 1 : Checking and adjusting valve clearances

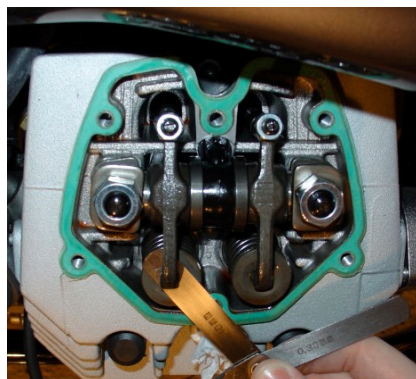
Author: Pexi | Published: December 21, 2004 | Rev 1.0

### Introduction

Some people call Guzzi engines old-fashioned. Whether that is good or bad depends on your point of view. For me one of the joys of Moto Guzzi ownership is their mechanically simple and sturdy construction. Most maintenance tasks are easy and straightforward jobs which require no special tools and which I am able to do myself during the rainy days.

Personally I'll still take my bike to the authorized dealer for periodical checks because of warranty requirements, but there in between I like to do some intermediate checks myself. These maintenance leaflets are descriptions of my trial and error experiences.

I'm not a trained motorcycle mechanic so many tasks could probably be executed with more straightforward methods. Shock horror, you may even find plain errors here. If you read and use these leaflets, do it at your own risk and with extra caution. And let me know if I've written BS.



### Preparation

Go and buy two valve cover gaskets from your dealer. You might not need to replace them, but they cost next to nothing and as they are made of thin paper/board, it's very easy to damage them while disassembling the valve cover [bad karma warning #1]. The engine must be cold when you check the valve clearances – so put the bike on neutral gear and steady it safely on the center or side stand, then leave it in the garage over the night.

### Checking the valve clearances

1. Remove the plastic “undertray” and alternator front cover. The undertray is attached to the engine with two 4 mm allen head screws both sides of the engine and with two 5 mm alternator cover lower bolts. The alternator cover drops off after removing the additional two upper bolts.



2. Remove the spark plugs on both sides. Put some paper on the

holes to prevent small screws etc dropping into the cylinder [bad karma warning #2].



3. Remove the plastic cover on top of the right cylinder (one allen head screw).



Then unscrew the six valve cover cover bolts.



A breather hose is attached to the valve cover. It's located almost invisibly behind the cylinder but is long enough so that you can carefully lift and move the valve cover away without removing the hose. Just be careful, the valve cover gasket is easily damaged at this phase [bad karma warning #3]!

4. Time to recheck that the bike is on neutral [bad karma warning #4]. Then start turning the engine anti-clockwise from the 24 mm bolt in the center of the alternator. At the same time, put a long screwdriver with a fat handgrip into the cylinder [yes,

# Moto Guzzi Breda V750ie Maintenance Leaflet

## Issue 1 : Checking and adjusting valve clearances

Author: Pexi | Published: December 21, 2004 | Rev 1.0

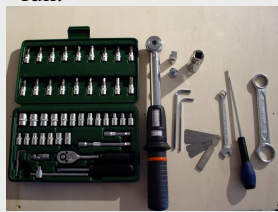
### Torque settings

Spark plug	15 Nm
Valve cover bolts	7.5 Nm

### Tools

- 4 mm and 5 mm allen keys
- Torque wrench (adjustable from 7.5 Nm to 30 Nm)
- Set of feeler blades
- Spark plug socket or spanner
- 24 mm spanner
- Flat head screwdriver and 10 mm spanner if you need to do the adjustment.

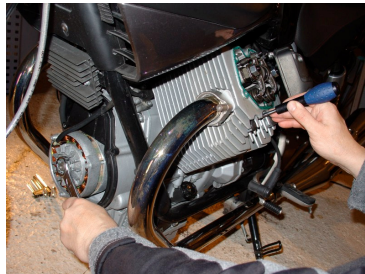
A socket set with allen heads and good small ratchet makes the work even more fun.



### Valve clearances

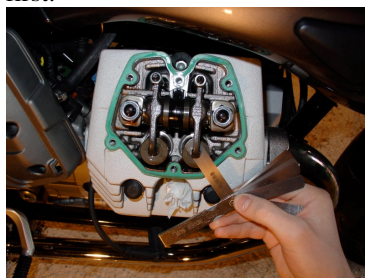
Intake	0.10 – 0.15 mm
Exhaust	0.15 – 0.20 mm

fat handgrip prevents it from falling down to the cylinder, bad karma warning #5] and turn the engine until the piston has reached the top of its stroke. The screwdriver acts here as an expensive measuring instrument. When you eventually go over the TDC, you should turn the engine backwards more than a few degrees then carefully turn it anti-clockwise again until you are at the very TDC again. This way you supposedly remove the effect of possible slack in cam drive.



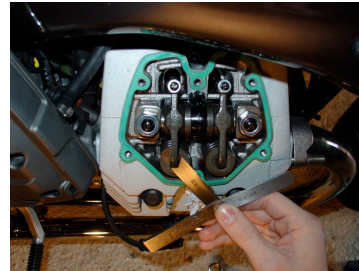
- Now verify that there is a small gap between **both** valve stems and rocker arms. If not, you are at the wrong stroke and need to turn the engine full 360° more.

- Let's check the exhaust valve first:



Use thicker and thicker feeler blades until you can feel some resistance while moving the blade between the valve stem and rocker arm. Et voila, this is the valve play on exhaust side. Correct value is between 0.15 and 0.20 mm. You can use the form on the last page to record the measured values.

- Then repeat the same for intake valve:



Correct value for intake is between 0.10 and 0.15 mm. Again, you can use the form on the last page to record the measured values.

- If you need to adjust the clearance, it's easy: open the lock nut on the tappet side of the rocker arm, then using a flat head screwdriver turn the adjustment screw until you have the correct clearance. Then retighten the lock nut. In reality it's not that easy: when you retighten the lock nut, the adjustment screw is going to turn too. You need to redo it again. And then again. But eventually you will get the hang of it and the valves get adjusted. But if anything, retighten the lock nut decently [bad karma warning #6]!
- Repeat the steps 3 to 8 for the left cylinder.
- "Refitting is a reversal of removal" <Haynes>. Use the torque settings given on the left. Remember to connect both spark plug cables before restarting the engine.

### Credits

Gruppo Moto Guzzi Finlandia  
WildGuzzi.com

# Moto Guzzi Brevia V750ie Maintenance Leaflet

## Issue 1 : Checking and adjusting valve clearances

Author: Pexi | Published: December 21, 2004 | Rev 1.0

Valve clearances		Licence plate number		Vehicle identification number, VIN	
		LEFT		RIGHT	
Date and mileage		Intake	Exhaust	Intake	Exhaust
			Checked		
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				
	Checked				
	Adjusted				