OWNER'S MANUAL

1000 RGS EXECUTIVE
1000 RGS CORSA
1000 RGS
1000 RGA

LAVERDA

IMPORTANT NOTICE

● OPERATOR AND PASSENGER

This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load as shown on the tire information label.

● ON-ROAD USE

This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush or grass covered areas may be illegal. Obey local laws and regulations.

● READ OWNER'S MANUAL CAREFULLY

Pay special attention to statements preceded by the following words:

WARNING

Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

CAUTION:

Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

This manual should be considered a permanent part of the vehicle and should remain with the vehicle when resold.

Dear LAVERDA Enthusiast,

we are glad to welcome you the ranks of LAVERDA riders, and congratulate you on the acquisition of your new machine. This motorcycle will provide you with abundant riding pleasure for many years to come, provided that you observe the following precaution:
READ THIS MANUAL COMPLETELY AND CAREFULLY BEFORE OPERATING YOUR MOTORCYCLE.

Apart from this Owner's Manual with the main items of information on your new motorcycle and the servicing vouchers, a Shop Manual is available from your LAVERDA dealer, that contains all shop repair procedures of your LAVERDA motorcycle.

THE OWNER'S MANUAL SHOULD BE CONSIDERED A PERMANENT PART OF THE MOTORCYCLE.

Wishing you safe, pleasant journeys and a lot of fun.
Yours very sincerly
MOTO LAVERDA S.p.A.

MOTO LAVERDA 1984

CONTENTS

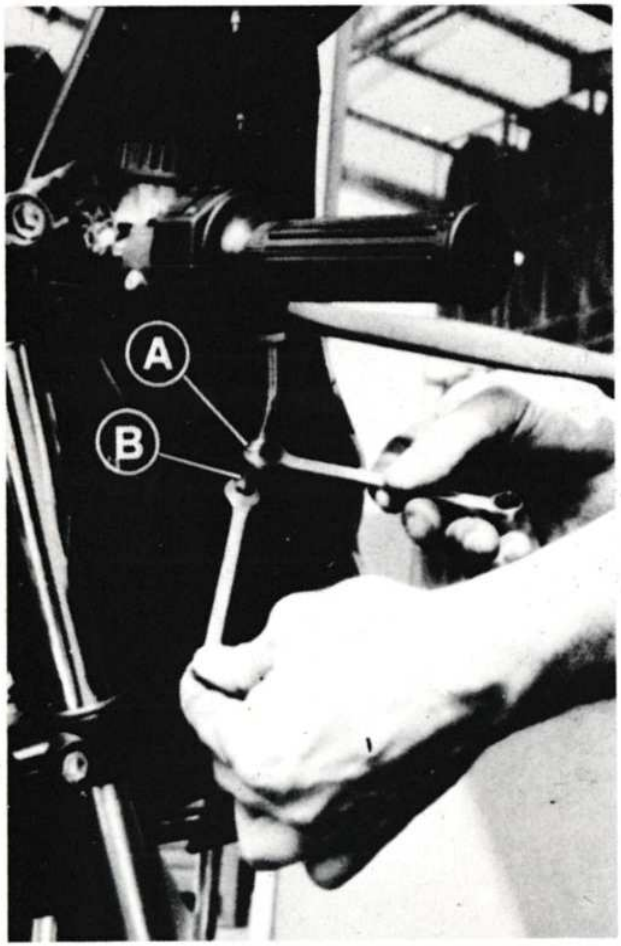

Fig. 74

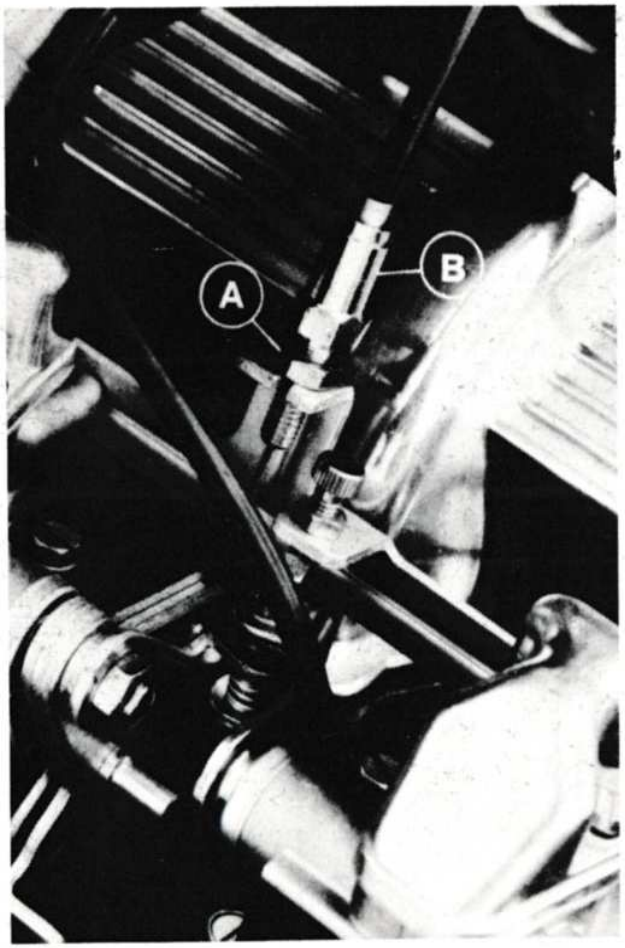

Fig. 75

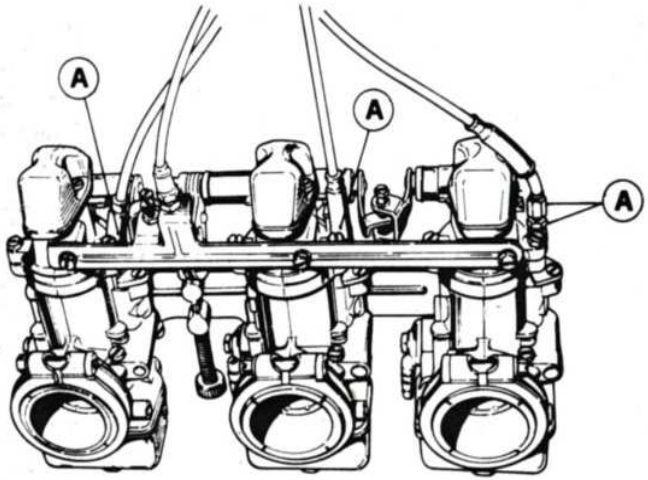

Fig. 76

Throttle Cable Adjustment. Fig. 74

The throttle twistgrip should have a certain amount of free travel (2÷3 degrees).
The free travel should be adjusted to the specified value by means of the adjusters A, B. fitted to both cable ends. Fig. 74, 75

Make certain that the three starting device cables have approx. 3 mm. (1/8 inch) free travel (when the operating lever is at rest).
Each carburetor is provided with an adjuster. (A) Fig. 76

REGISTRATION CARD

MODEL & COLOR	
Frame number - vin (on the steering head)	
Engine number (on the left crankase)	
License number	
Motorcycle owner	
Address	
Telephone number	
Selling dealer	
Date of purchase MDY	◇ ◇
Expiration date MDY	◇ ◇

KEY NUMBER

You will receive 8 keys with your new LAVERDA
1 plus 1 spare key for steering lock
1 plus 1 spare key for ignition
1 plus 1 spare key for fuel filler cap
1 plus 1 spare key for dual seat
Keep the spare keys in a safe place where they can be reached in a emergency.
Make a note of the key number in case you need a replacement key.

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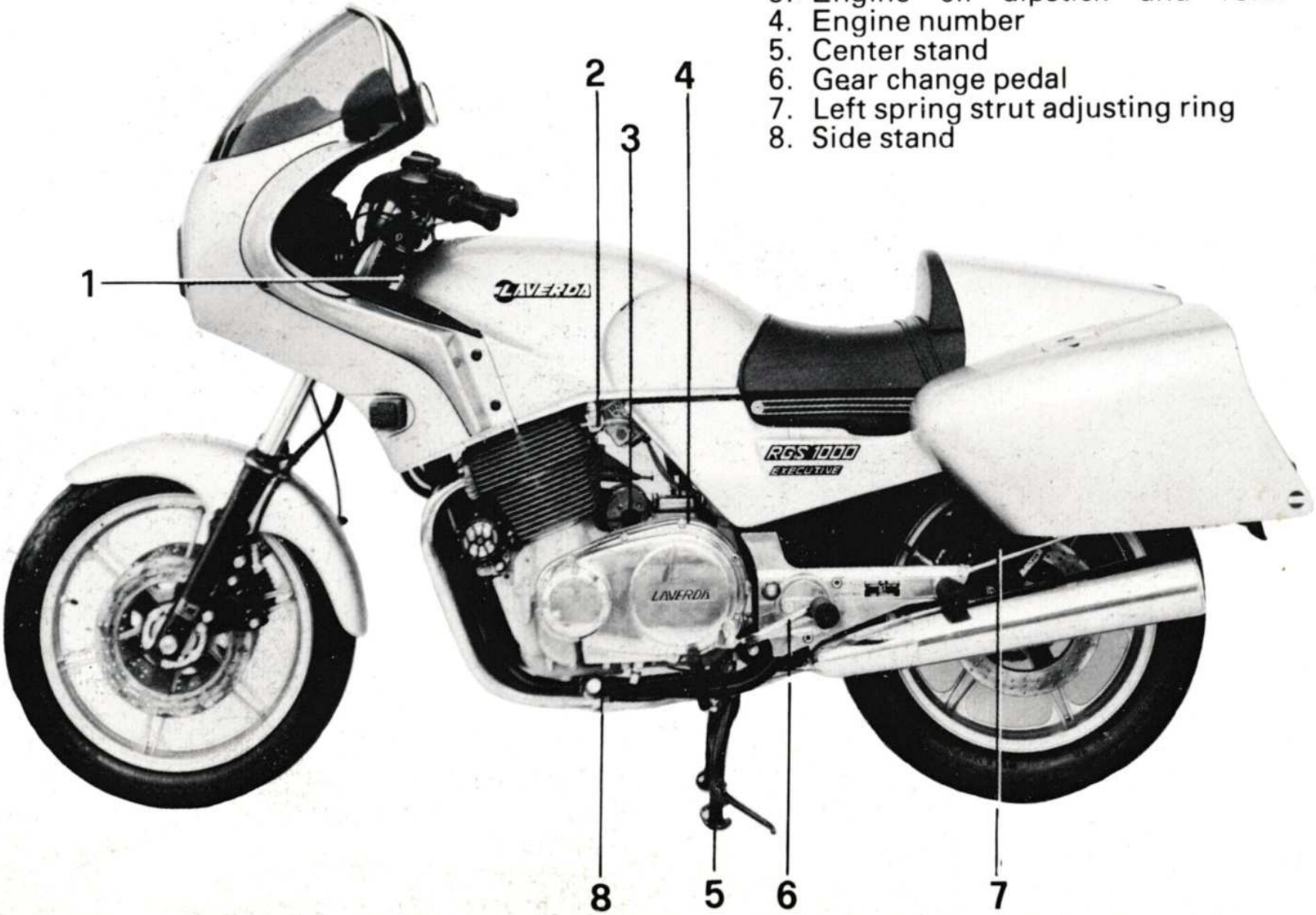
LOCATION OF PARTS

Location of parts: [left]

1. Steering lock
2. Petcock
3. Engine oil dipstick and refill opening
4. Engine number
5. Center stand
6. Gear change pedal
7. Left spring strut adjusting ring
8. Side stand



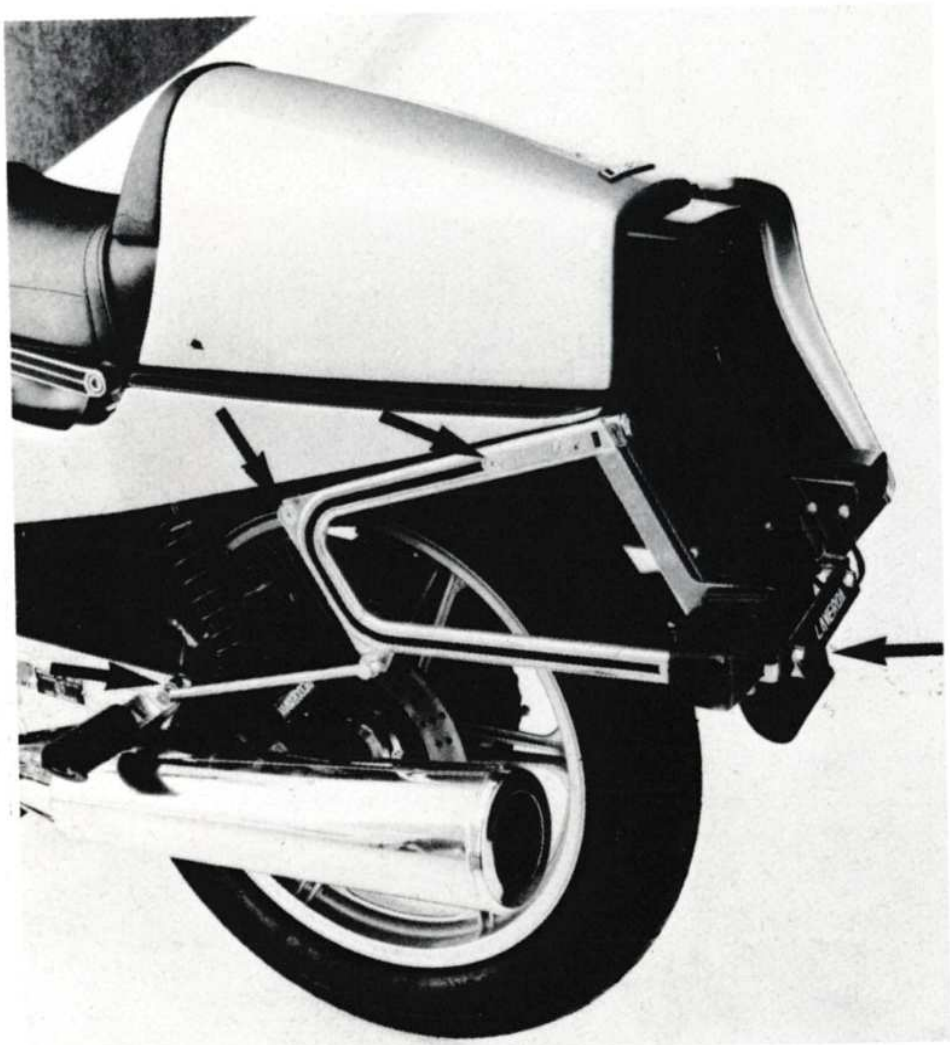


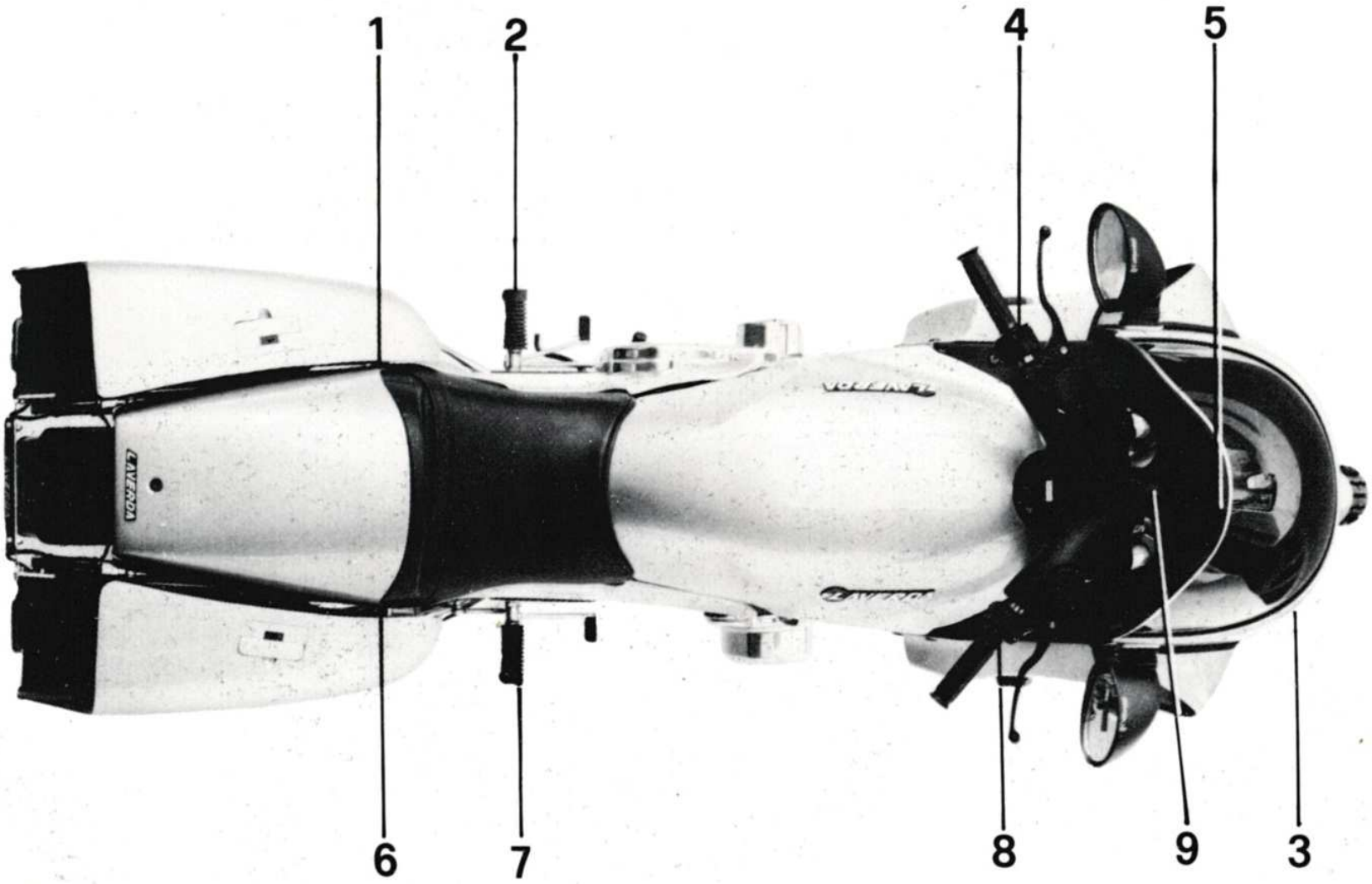
Fig. 68

Bags Removal for 1000 RGS EXECUTIVE

1) Open the bag holder padlock with the key
2) Turn backward the turn signal holder
3) Remove the bag by drawing it back
Repeat 1-3 for the bag on the other side

Bag holder Removal for 1000 RGS EXECUTIVE Fig. 68

1) Remove the bags
2) Disconnect the rear turn signal
3) Unscrew the 4 screws, see Fig. 68
Repeat 1-3 for the other side



Location of parts: (above)

2.-7. Foot peg
1.-6. Passenger foot peg
3. Fuel tank cap
4. Left handlebar cluster switches (lights, turn signals, horn)
5. Instruments and indicators
8. Right handlebar cluster switches (start and stop)
9. Ignition switch

Location of parts: [left]

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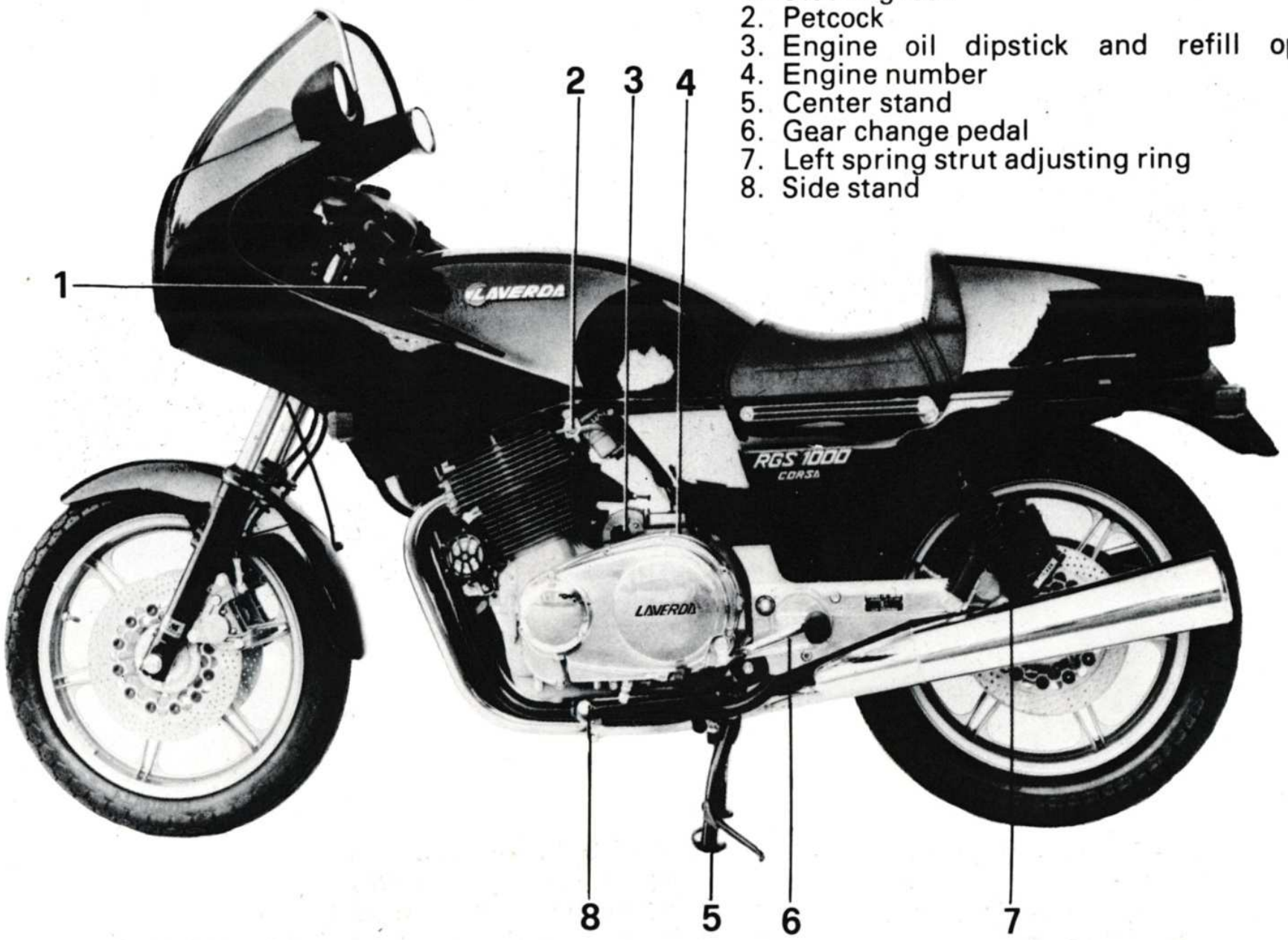
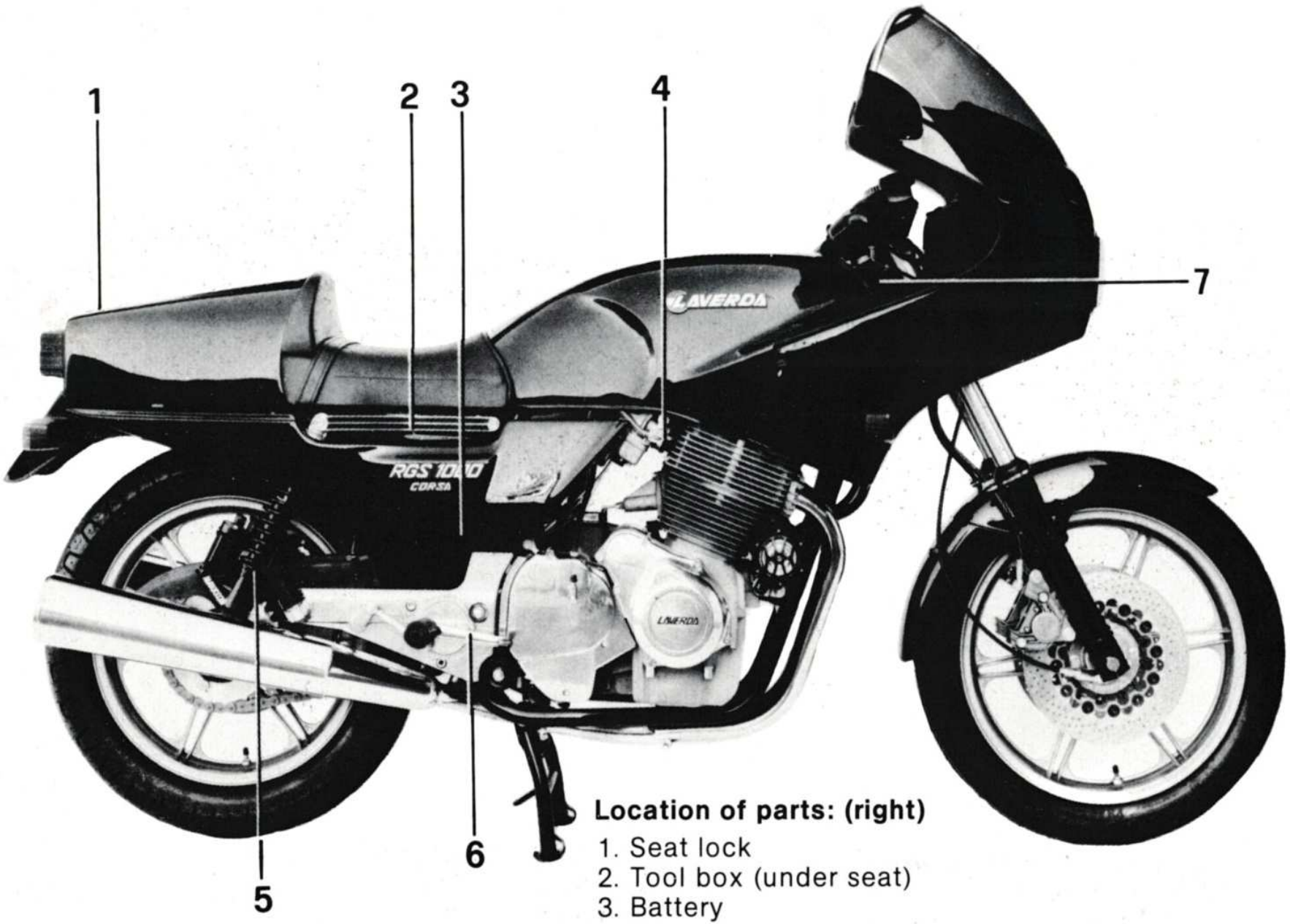
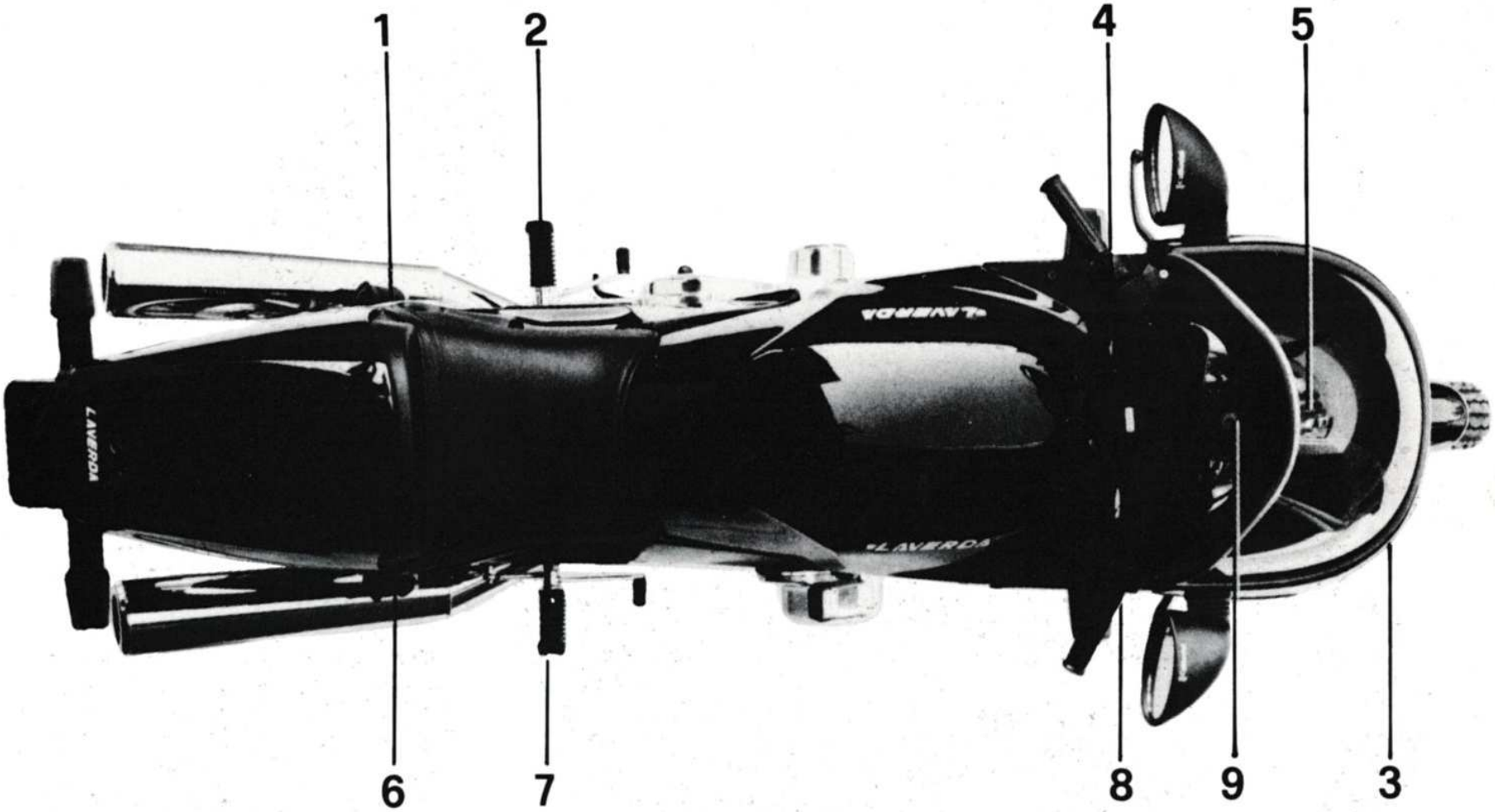




Location of parts: (right)

1. Seat lock
2. Tool box (under seat)
3. Battery
4. Petcock
5. Right spring strut adjusting ring
6. Rear brake pedal
7. Frame number (on steering head)



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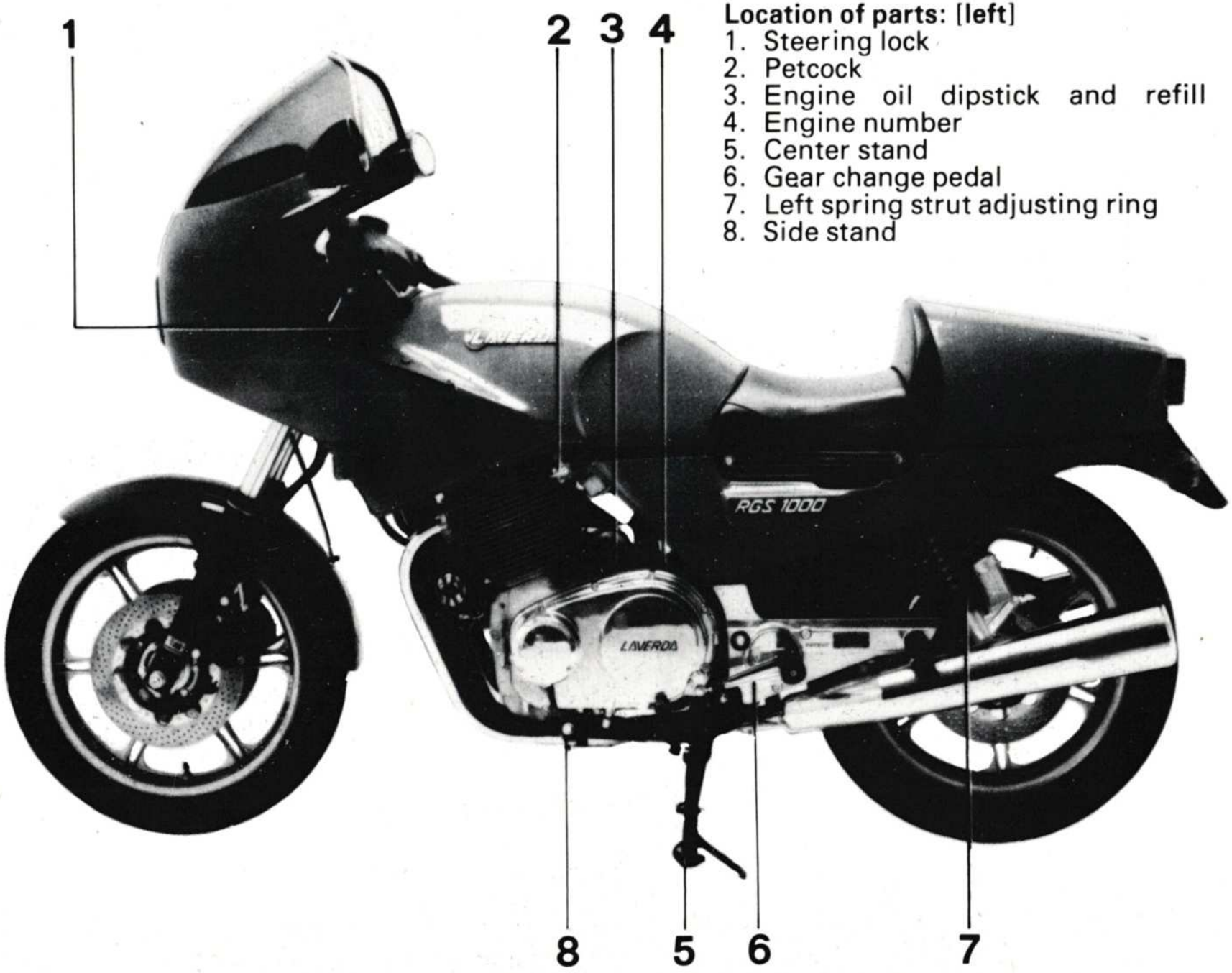

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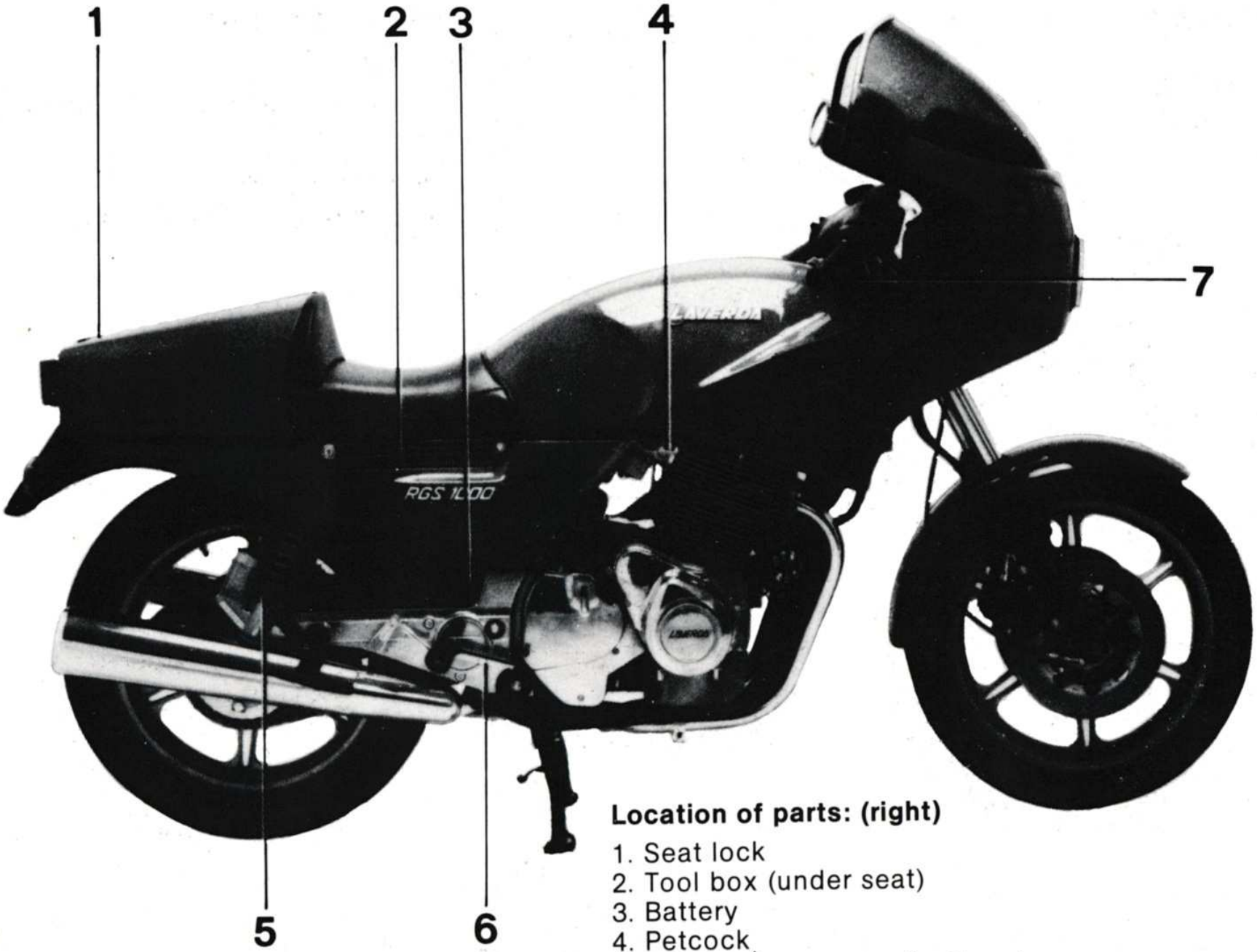

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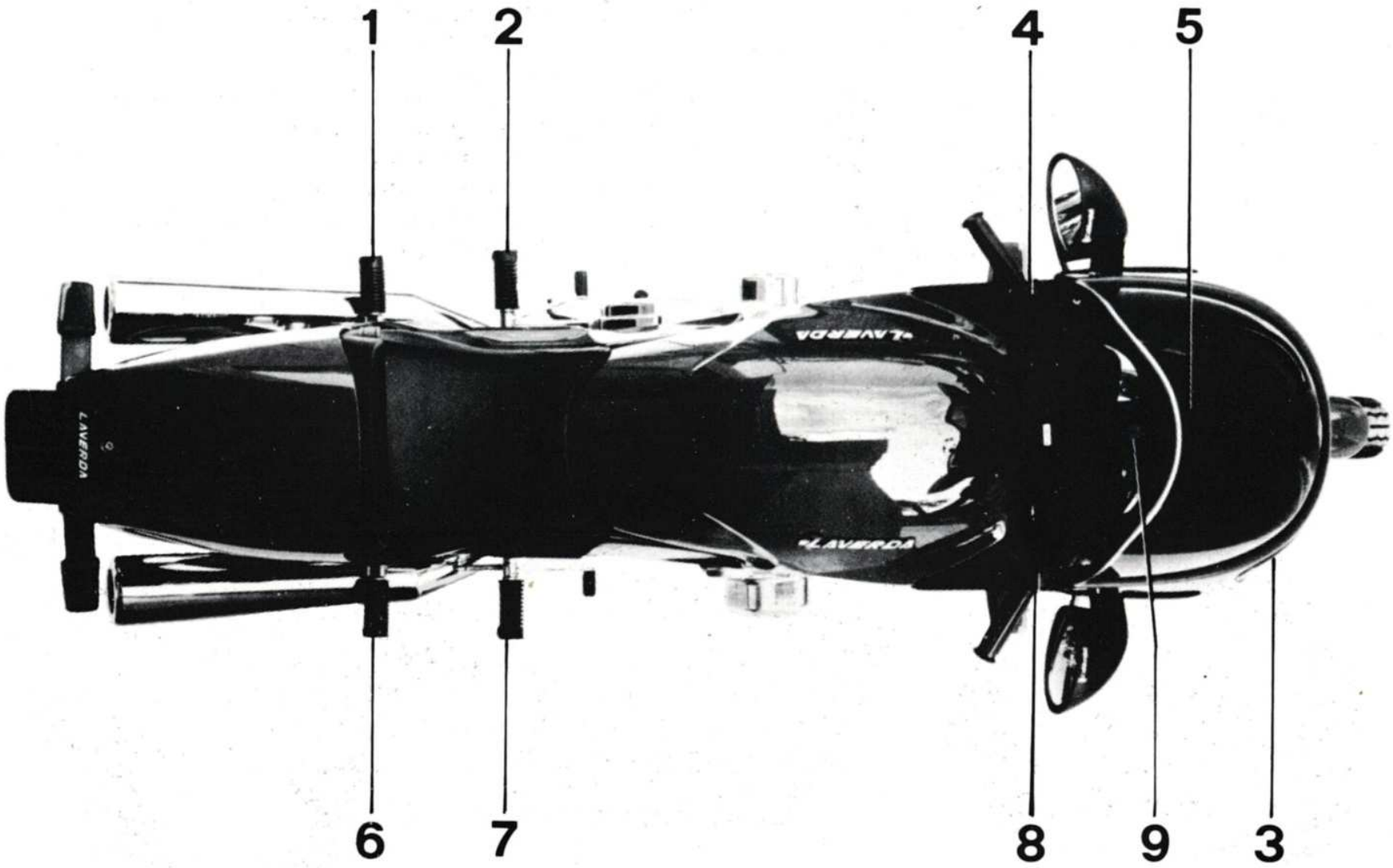

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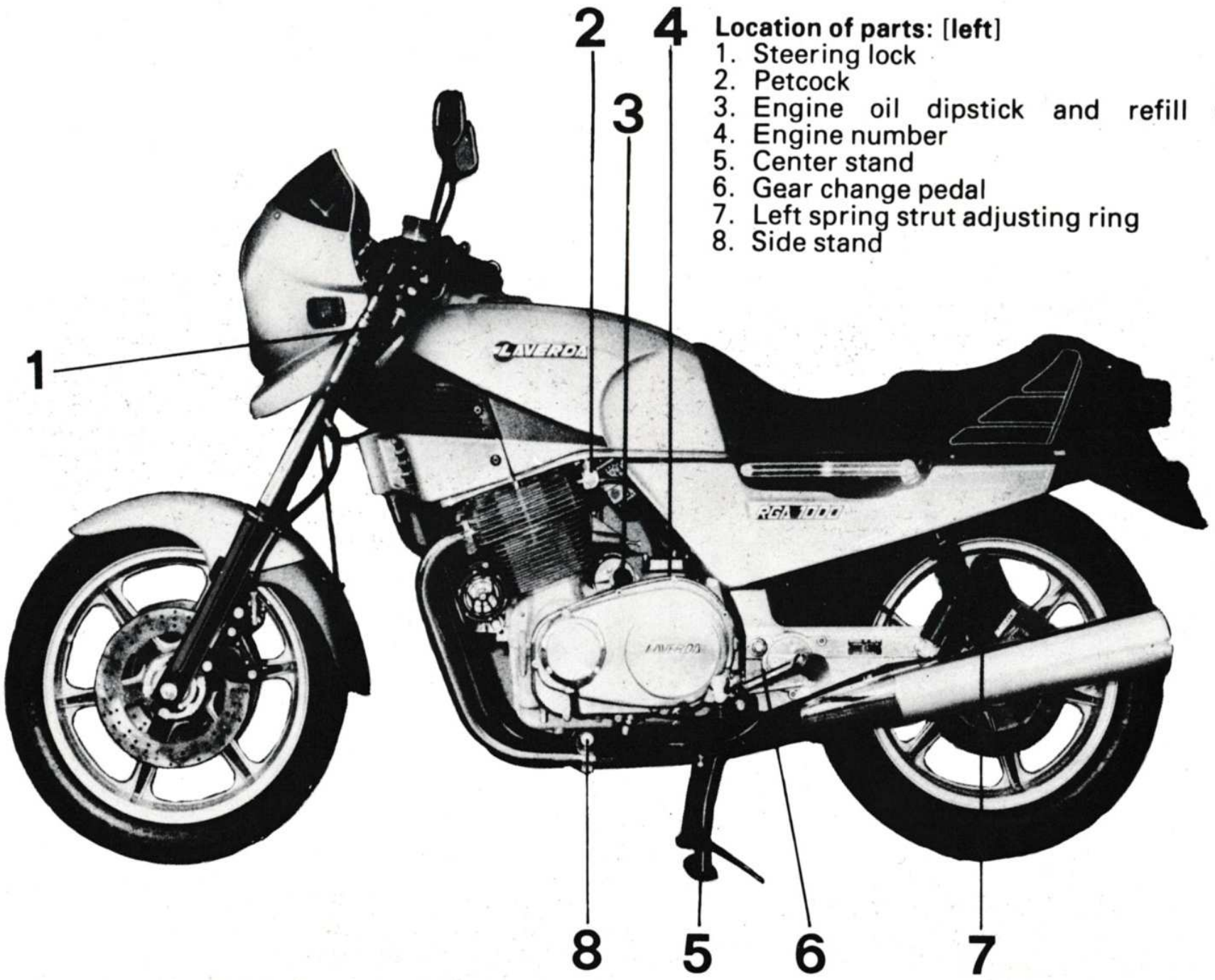

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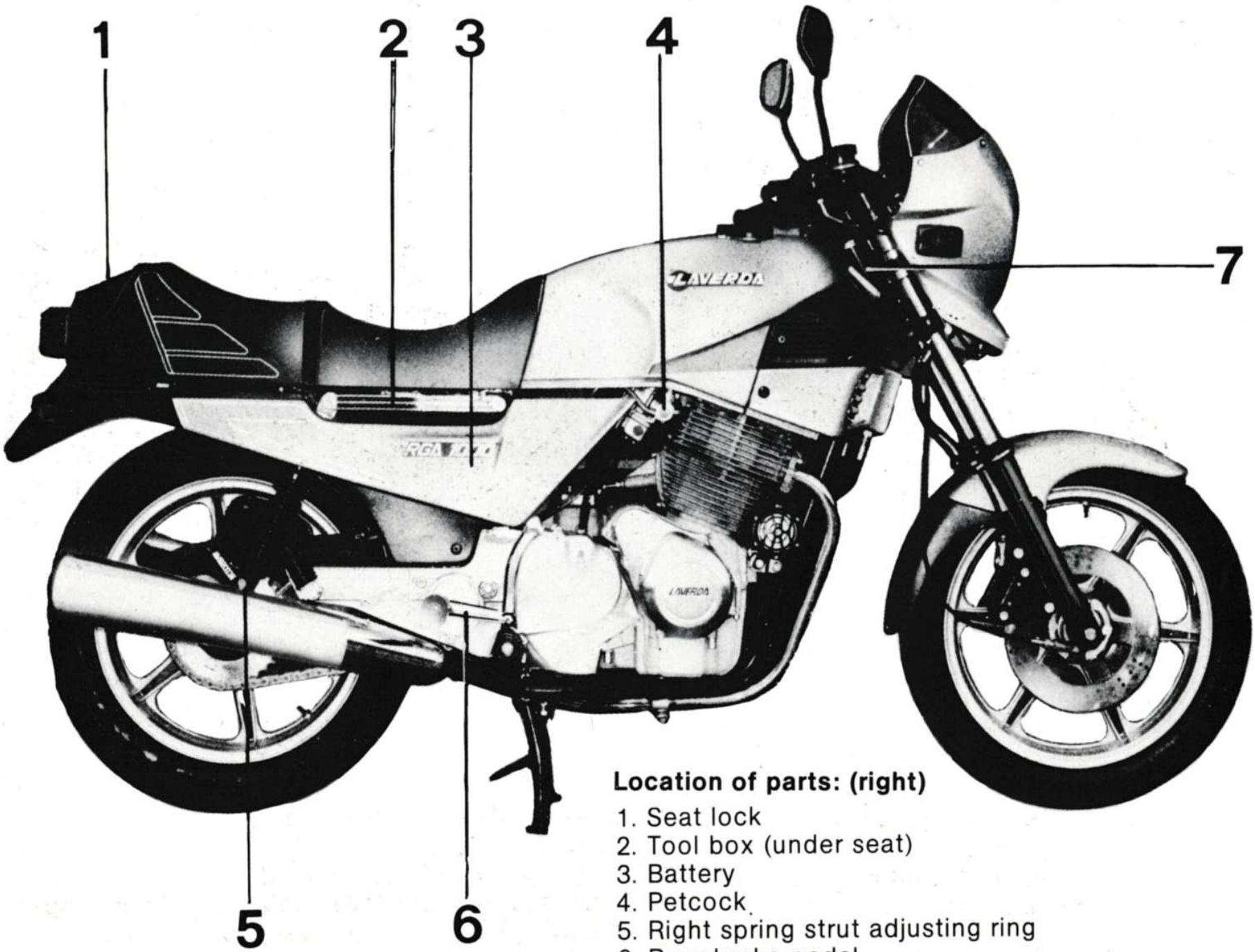

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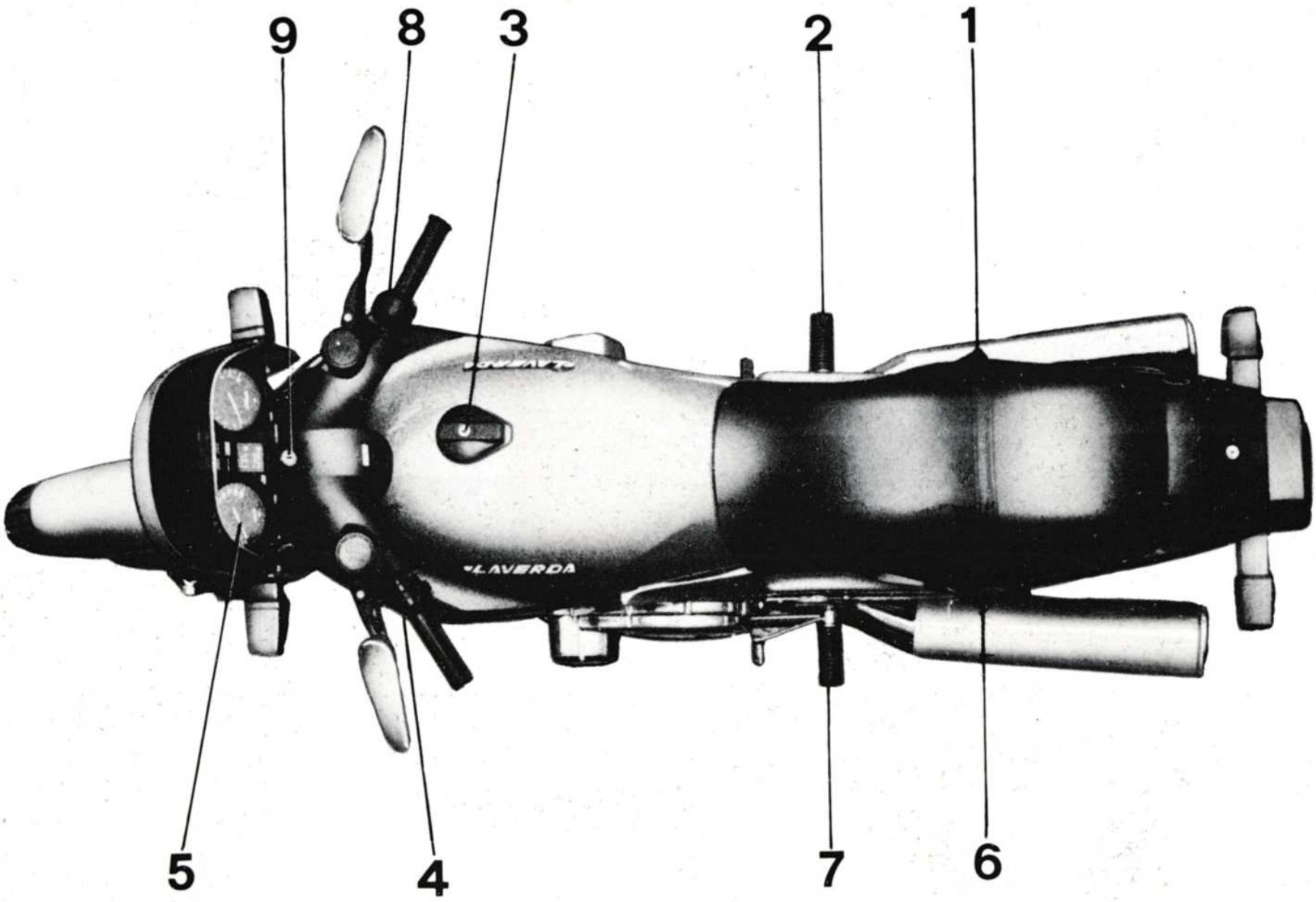

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FRAME,
FUEL TANK
WHEELS & BRAKES

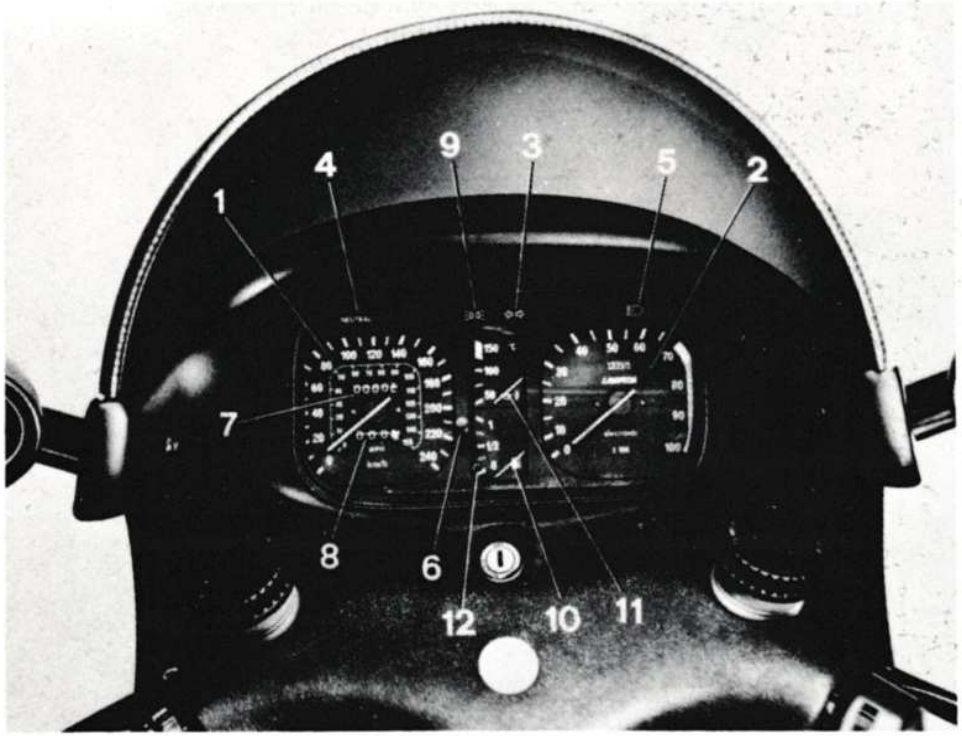

Fig. 1

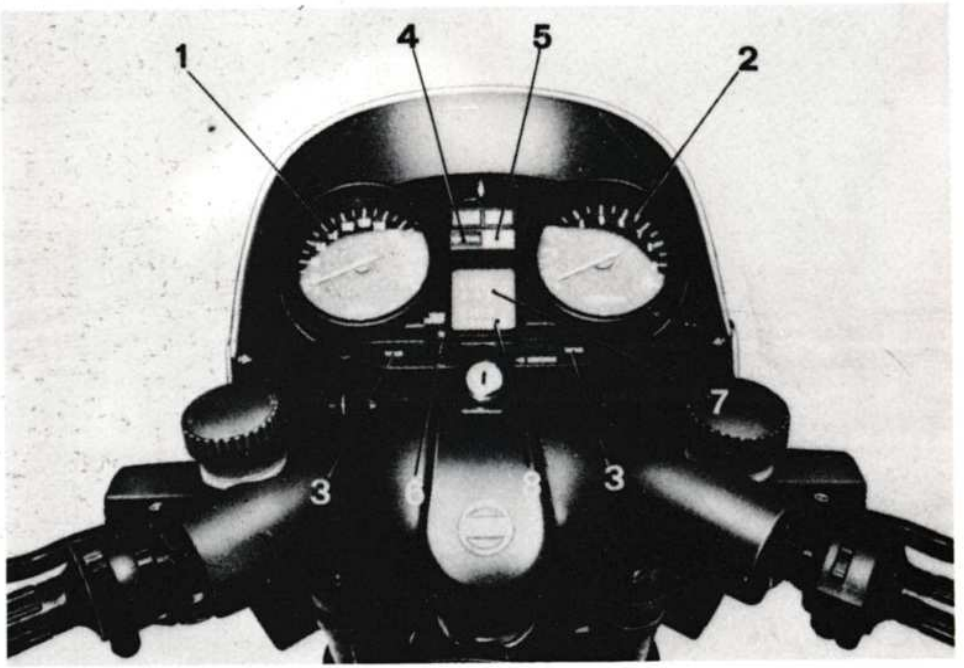

Fig. 2

Location of Instruments and Indicators. Fig. 1
Model 1000 RGS EXECUTIVE and CORSA

1. Speedometer (km/h or mph)
2. Tachometer with overspeed red zone
3. Turn signal indicator left/right (orange)
4. Neutral indicator (green)
5. High beam indicator (blue)
6. Tripmeter reset knob (turn clockwise and push to reset 0)
7. Odometer (km or miles)
8. Tripmeter (km or miles)
9. Light indicator
10. Fuel level indicator
11. Oil temperature indicator
12. Fuel reserve indicator

Location of Instruments and Indicators. Fig. 2
Model 1000 RGA

1. Speedometer (km/h or mph)
2. Tachometer with overspeed red zone
3. Turn signal indicator left/right (orange)
4. Neutral indicator (green)
5. High beam indicator (blue)
6. Tripmeter reset knob (turn clockwise and push to reset 0)
7. Tripmeter (km or miles)
8. Odometer (km or miles)

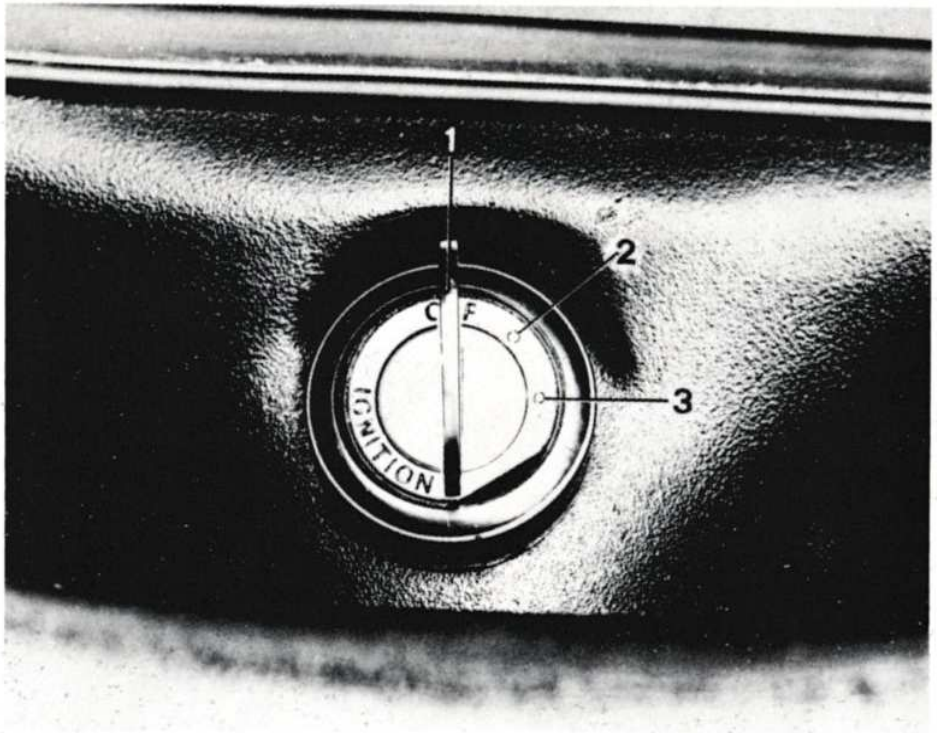

Fig. 3

Ignition Switch. Fig. 3

1. Vertical (OFF): the key can be removed (Pos. 1); no electrical circuit is operating
2. Turned to the right (Pos. 2): normal running position; the key cannot be removed
3. Horizontal (Pos. 3): parking lights on; the key can be removed

Note

With the engine not running the key in position 2 causes battery discharge, this can damage the ignition system.

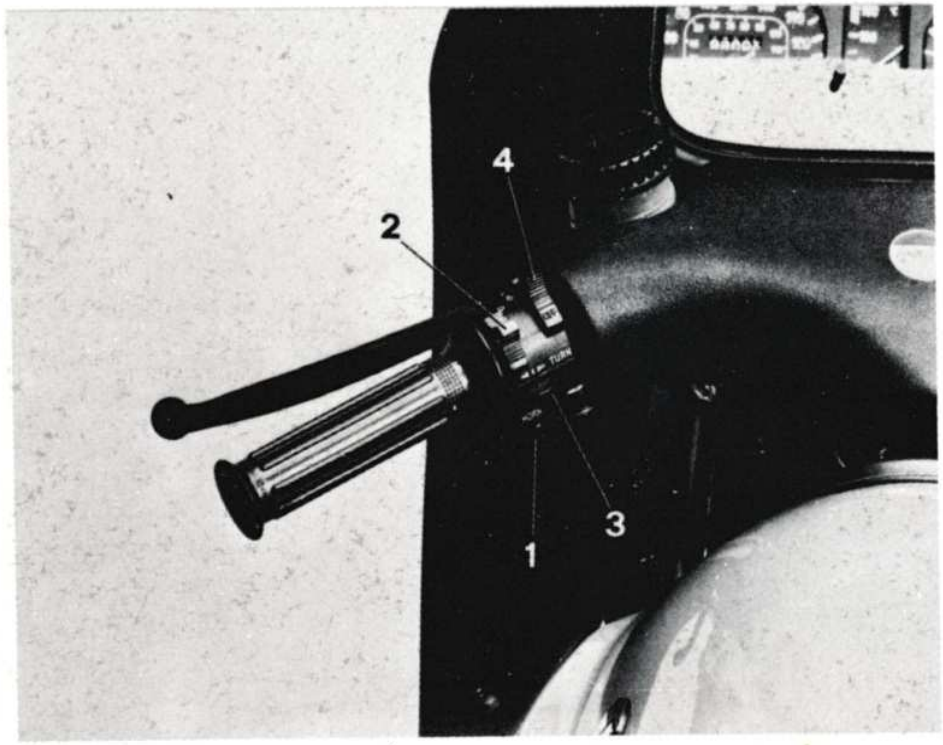

Fig. 4

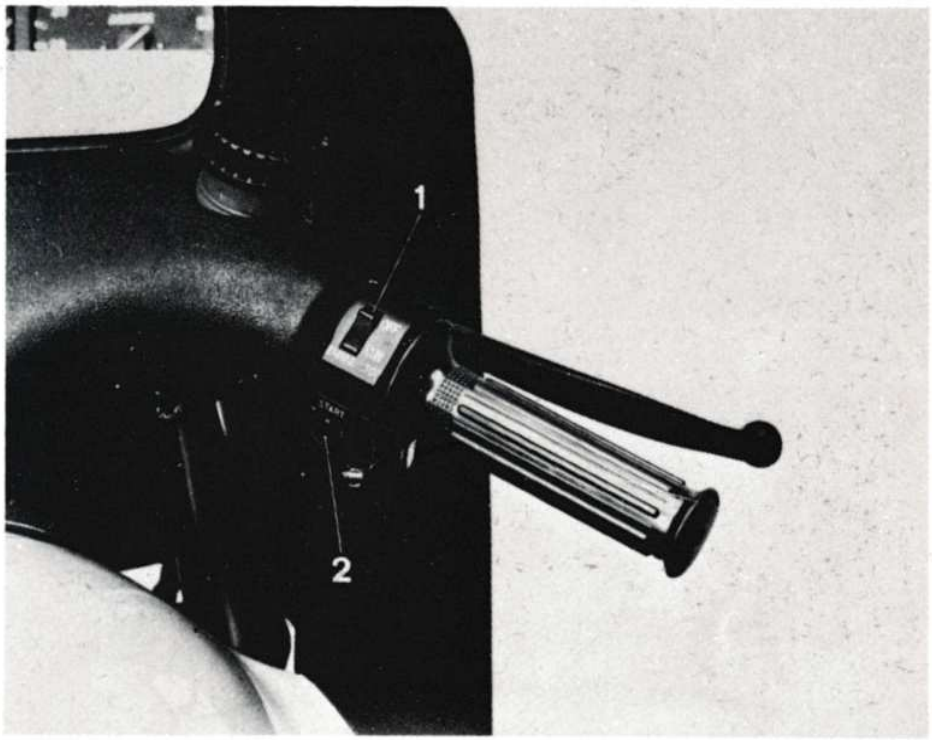

Fig. 5

Left Handlebar Cluster Switches. Fig. 4

1. Horn button
2. Headlight HI-LOW switch; select HI for high beam, LO for low beam; push up for flashing
3. Turn signal switch
4. Lights switch, with three position: OFF, parking light, headlamp ON

Right Handlebar Cluster Switches. Fig. 5

1. Stop switch: upper position (OFF), emergency engine stop; lower position (RUN), ignition operational
2. Starter button

Note
Engine can only be started with stop switch in RUN position and gearbox in neutral or declutched

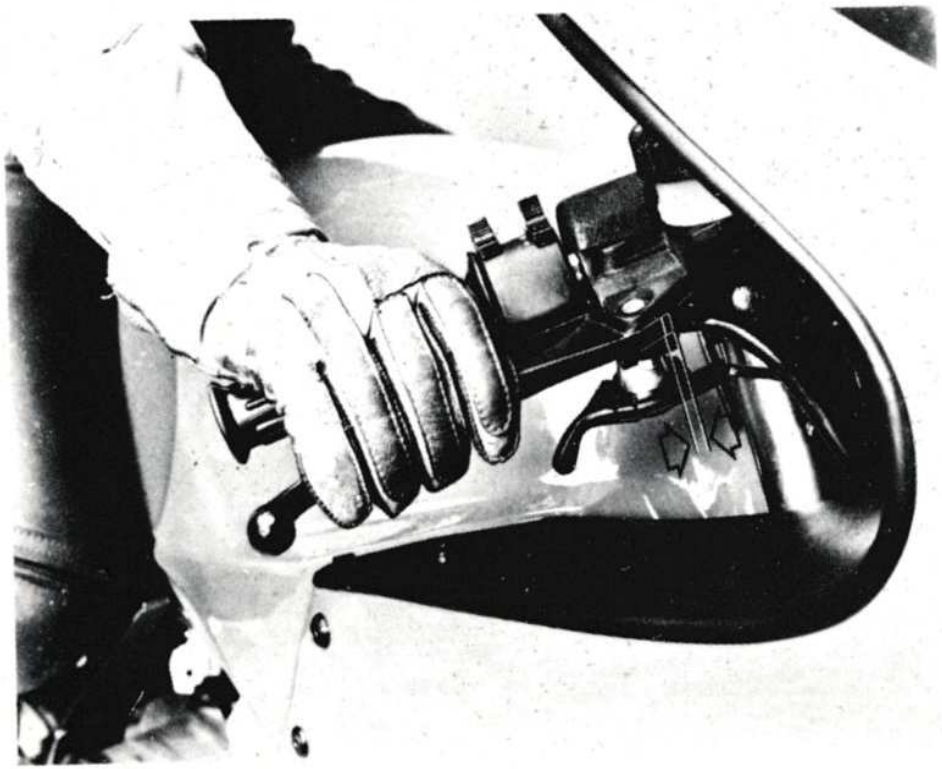

Fig. 6

Front Brake Control. Fig. 6

Normal brake lever free play is 4÷5 mm (5/32÷13/64 in). This is a fixed value and cannot be adjusted. The clearance between master cylinder plunger and brake lever should always be 0.10÷0.30 mm (0.005÷0.015 in). The clearance can be adjusted as explained at page 94

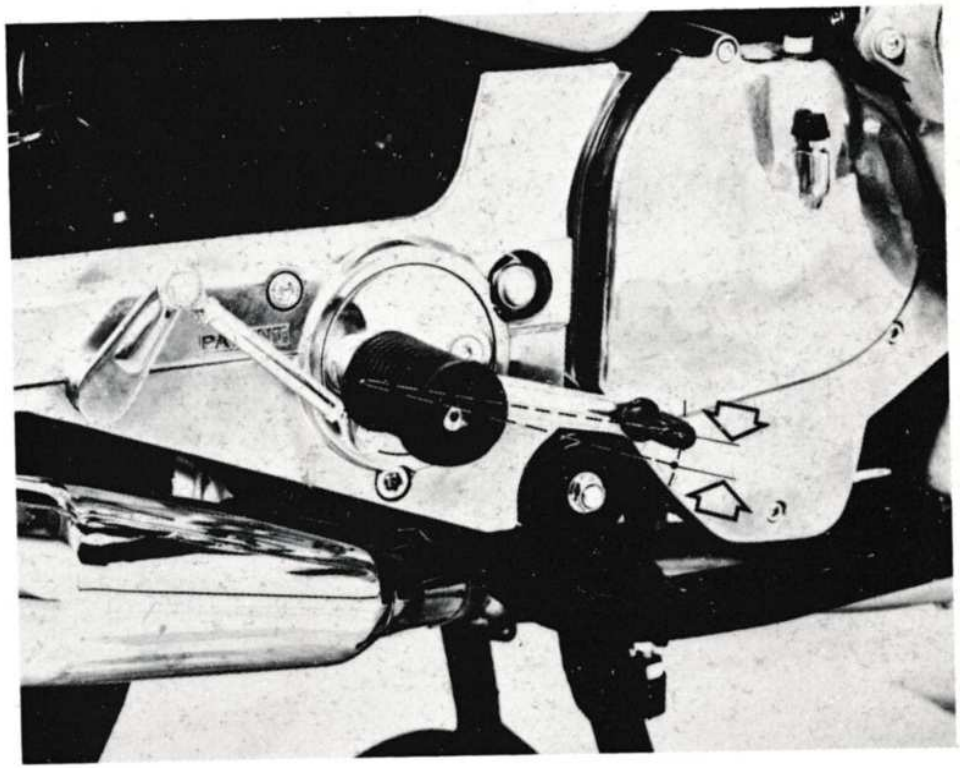

Fig. 7

Rear Brake Control. Fig. 7

Normal brake pedal free play is 25 ÷ 35mm (1 ÷ 1.4 in)
The clearance between master cylinder plunger and the runner should always be 0.5mm minimum.

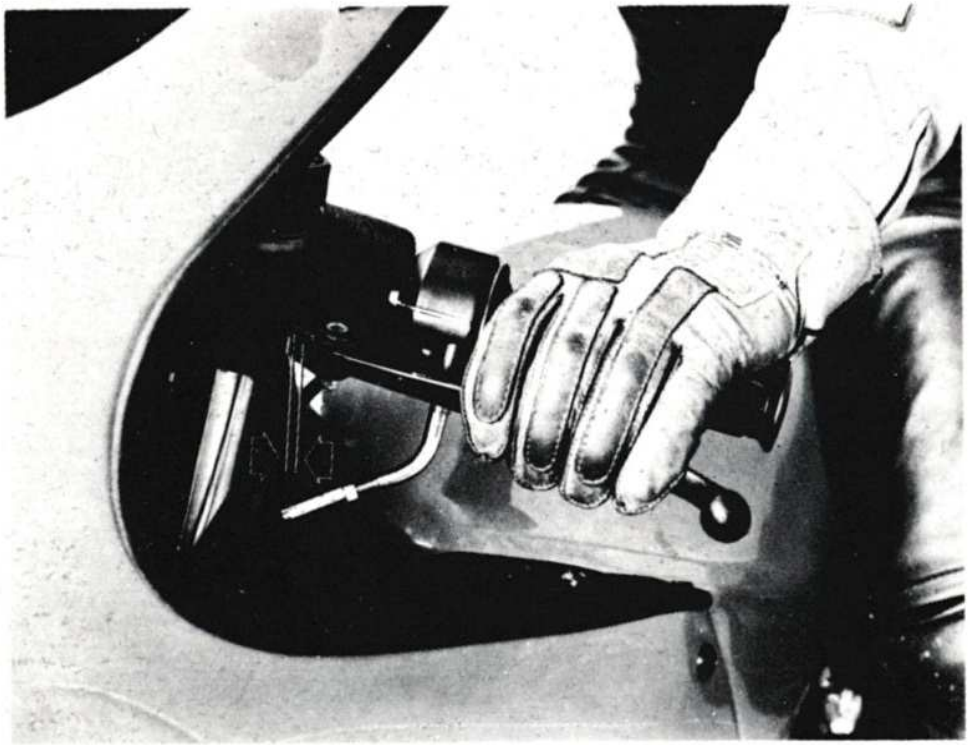

Fig. 8

Clutch Control. Fig. 8

Normal clutch lever free play is 1.5÷2 mm (1/16÷5/64 in). This is a fixed value and cannot be adjusted. The clearance between master cylinder plunger and clutch lever should always be 0.10÷0.30 mm (0.005÷0.015 in). The clearance can be adjusted as explained at page 94

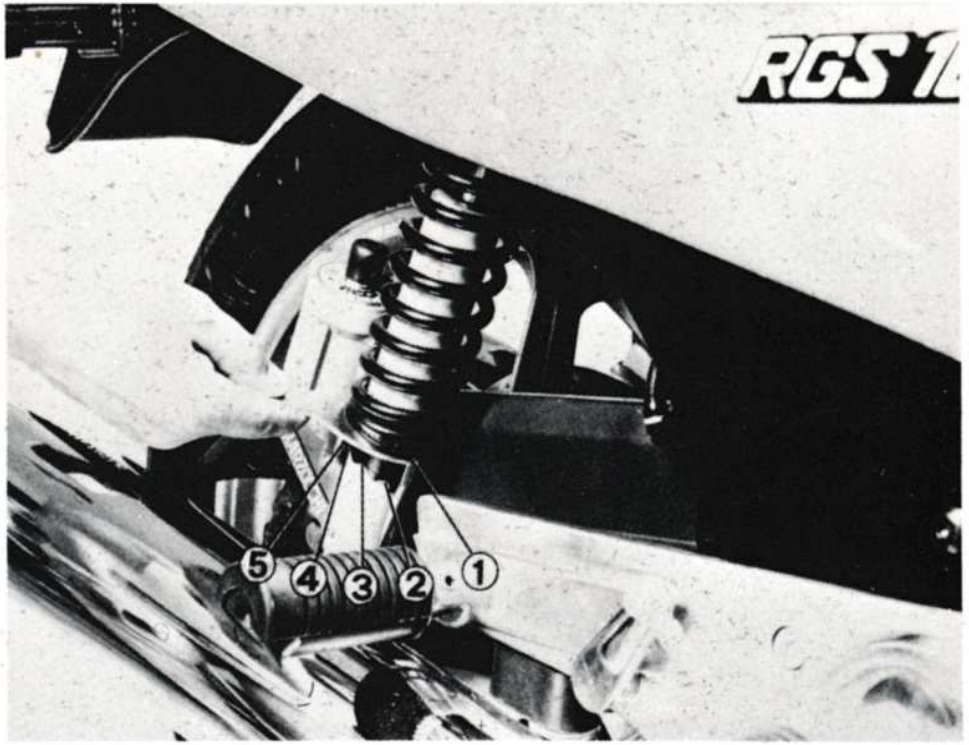

Fig. 9

Shock Absorbers. Fig. 9

Each shock absorber has five adjustments for different loads or riding conditions.

1. For solo riding
2. For solo and baggage
3. For rider and passenger
4. For rider, passenger and light baggage
5. For maximum load

Warning

1. Left and right setting must always be identical
2. The adjustments might change for different riding conditions

WIRING DIAGRAM 1000 RGS, EXECUTIVE and CORSA

Instrument pod ill. lamps	12V - 1,2W
Right turn signal lamp, front	12V - 21W
Right turn signal lamp, rear	12V - 21W
Left turn signal lamp, front	12V - 21W
Left turn signal lamp, rear	12V - 21W
Right handlebar cluster switches	
Left handlebar cluster switches	
Speedometer	
Tachometer	
Turn signal indicator	12V - 1.2W
Headlight high beam indicator	12V - 1.2W
Neutral indicator	12V - 1.2W
Fuel reserve indicator	12V - 1.2W
Front stop light switch	
Horn	
Neutral switch	
Turn signal flasher	
Rear stop light switch	

Generator	12V - 210W
Starter	
Starter relay	
Battery	12V - 24Ah
Rear light	12V - 21/5W
Fuse box	8A - 25A
Voltage regulator - rectifier	
Resistances	0.9 ohm
HT coils	
Right spark plug	
Central spark plug	
Left spark plug	
Electronic ignition box	
Magneto conductor bush	
Pick-up	
Ignition switch	
Head lamp H4 halogen	12V - 60/55W
Daytime light lamp	12V - 4W

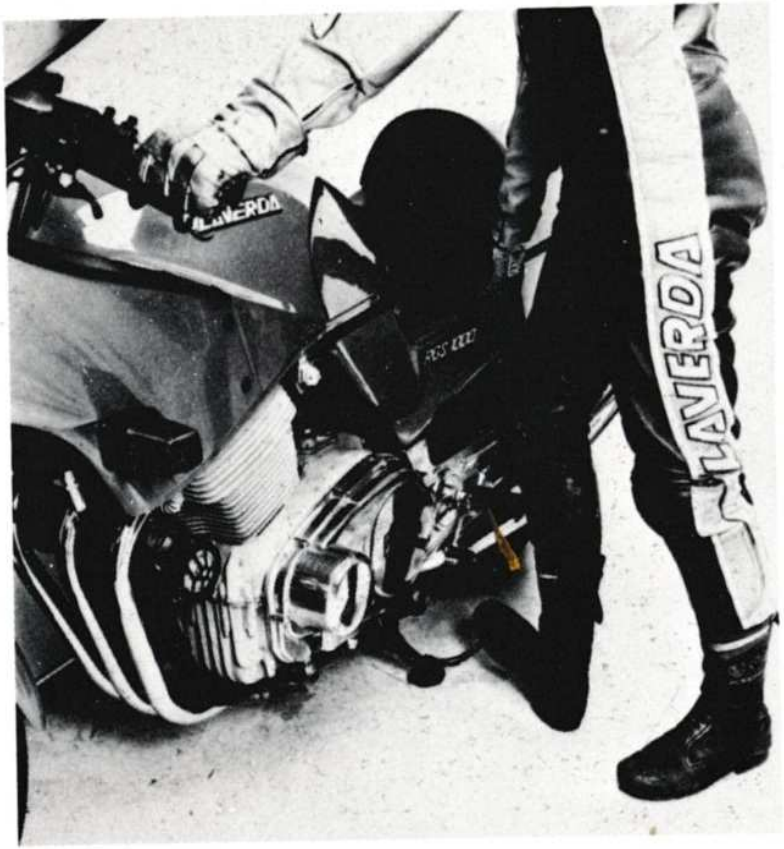

Fig. 12

Fig. 13

Center Stand. Fig. 12

To put the motorcycle on its center stand, push stand down on projecting peg until it is touching the ground. Put your right foot onto tread plate, rest your entire weight on it and pull motorcycle upwards and to the rear using the grab handle below seat. Hold handlebar with left hand to keep motorcycle balanced.

Caution
Make sure that the ground is firm and flat. A soft or loose surface could cause the machine to fall over.

Side Stand. Fig. 13

When using it turn handlebar to the left to stabilize. It folds back automatically, when the motorcycle is raised to a vertical position.

Warning
Check that both stands are completely folded back before riding away.

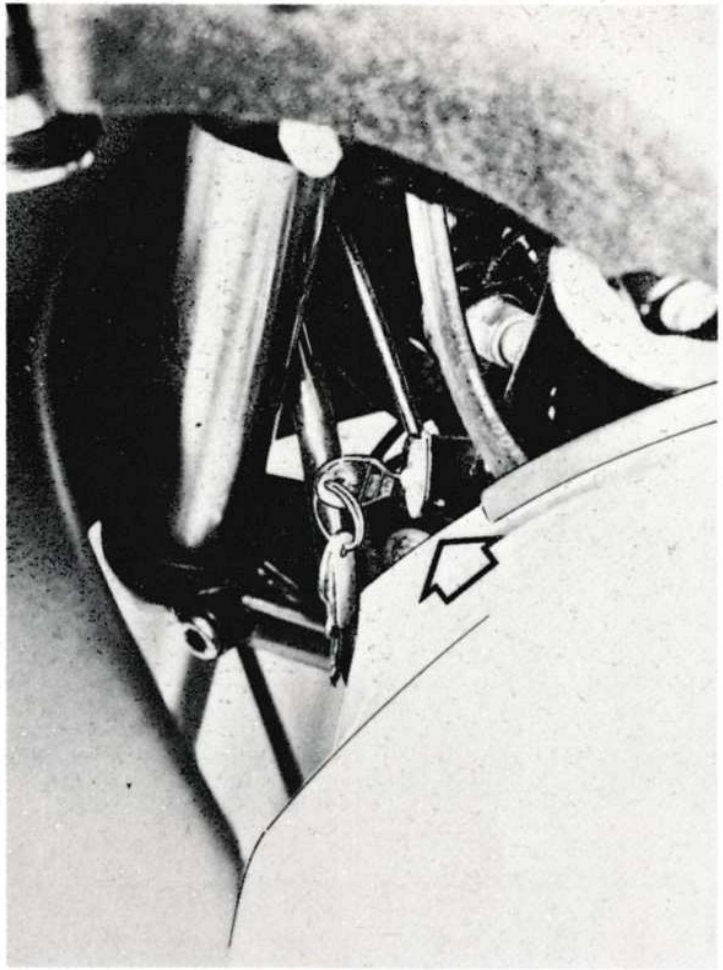

Fig. 14

Steering Lock Operation. Fig. 14
The steering lock is fitted to left side of steering head pipe.

Locking

- Turn the handlebar towards right.
- Fit the key into the lock, turn it towards left and, slightly moving the handlebar, push it inwards; when the lock bottoms move the key towards right and remove it. The front fork should be locked.

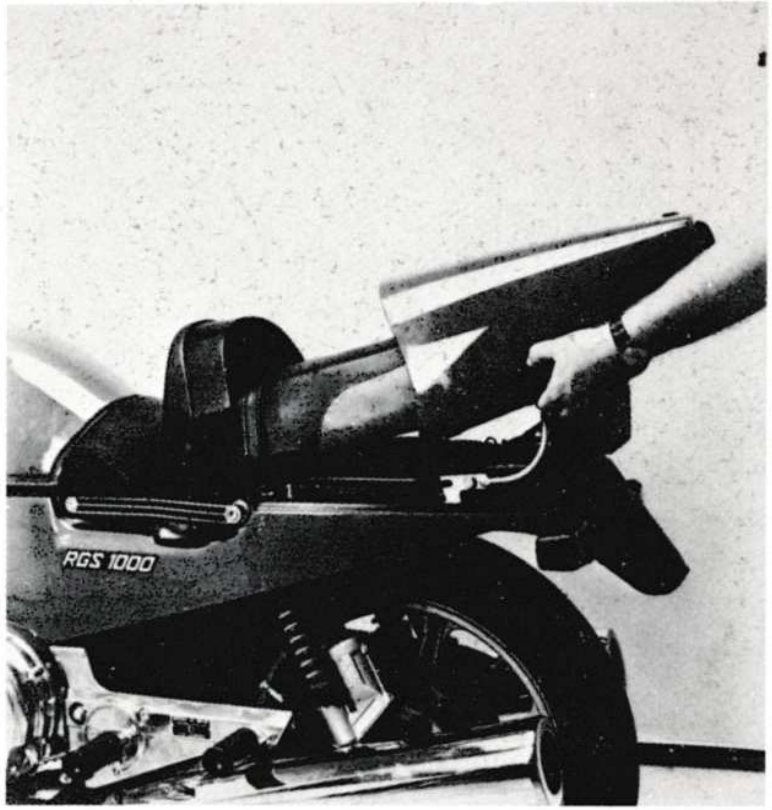

Fig. 15

Unlocking

- To unlock insert the key and, holding it rotated towards left, slightly move the handlebar. The key will be pushed outwards by a spring and the front fork will be free to turn.

Seat opening and tail removing. Fig. 15
To remove the tail or the seat, turn the seat lock key, lift the rear and slide everything backwards. Wishing to use the rear part of the seat, it is necessary to remove the cushion and then slide the tail. To install the seat, fit previously the front part in the proper seats, and adjust it carefully into the two side pins.

Shifting. Fig. 16
To select neutral, press the pedal down repeatedly until the final position is reached. Then raise the pedal once to obtain neutral. The green neutral indicator lamp should come on.
It is easier to engage neutral while the engine is still running. If necessary, allow the clutch to slip slightly.
To ride away from a standstill declutch and press the gear shift pedal down. The green neutral indicator lamp will go out. While opening the throttle slightly, release the clutch lever smoothly. Become accustomed to the clutch take-up point.
To shift a higher gear (2nd, 3rd, 4th and 5th), release the throttle, declutch and pull the gear shift pedal up to engage the next higher ratio. Then accelerate again as necessary and engage the clutch smoothly. If the pedal can be moved up without engaging clutch, the gearbox is in 5th.
To shift down to a lower ratio, release the throttle, declutch and press the gear shift pedal down to the gear shift pedal down to the next lower ratio. Release the clutch as smoothly as possible accelerating slightly so that the change in retarding action is not transmitted abruptly to the rear wheel.

Caution
Do not shift down at high rpm (above 8000 rpm) or the engine may be damaged by overreving.

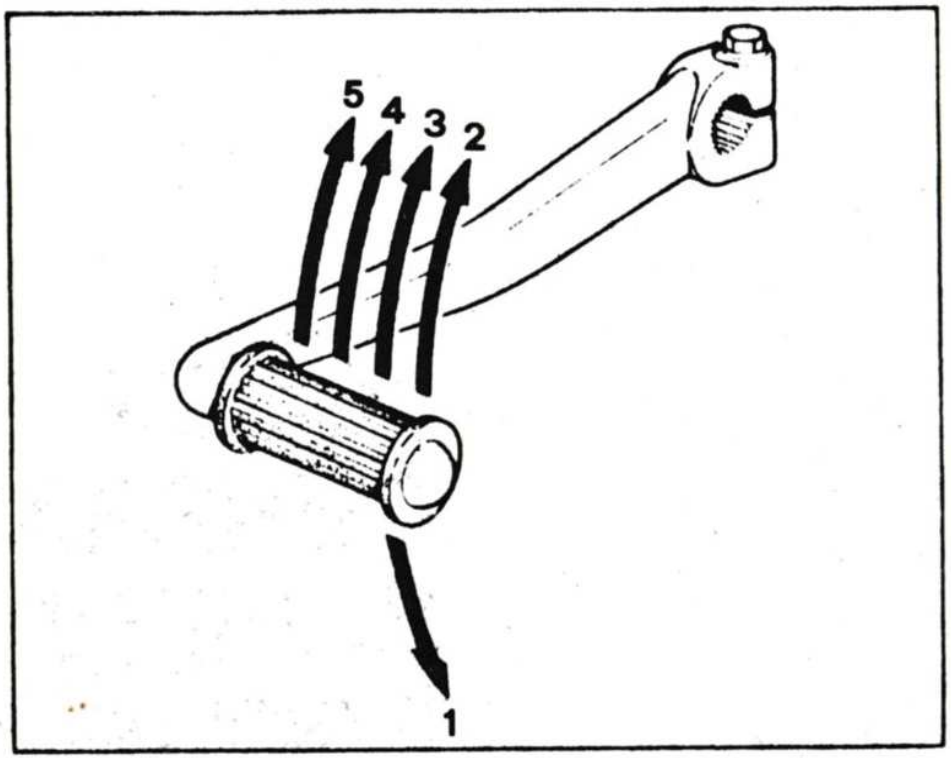

Fig. 16

RULES
GENERAL CARE
SAFETY CHECK LIST
TROUBLESHOOTING

IMPORTANT RUNNING-IN RULES

The performance and life of your LAVERDA are greatly influenced by corrent running-in. Even the most carefully machined rotating and sliding components tend to bed in further during the initial period of operation. Running-in is best achieved by journeys on country roads with plenty of bends and slight gradients, so that you can ride below the quoted maximum speeds in the various gears, and subject your new machine to frequent changes of engine speed and load, without any risk of exceeding the specified maximum engine speeds.

Engine speed limits during runnin-in:

From 0 to 1000 km (app. 600 miles): 4000 rpm.

From 1000 km (app. 600 miles) to 2000 km (app. 1200 miles): 4500 rpm.

Avoid violent braking until at least 500 km (app. 300 miles) have been covered, especially from high speed, and do not brake heavily. Brake linings or pads need running-in too, if they are to achieve their full specified friction and wear ratings later on.

The tires, like the brakes, need running-in for the first 500 km (app. 300 miles) before they provide maximum grip in all running conditions.

Note

After 1000 km (600 miles) have been covered, the first Maintenance is due.

During this initial service a number of important checks and adjustment are made as well as the oil change, so that your LAVERDA is ready to give reliable performance for a long time to come.

General Riding Hints

If this is your first motorcycle, get accustomed to it gradually. At slow speed, ride in circles at figure eights, reducing the radius gradually, and include grass, sand and loose surfaces. You will soon become confident that you have this 250 kg (550 lbs) machine safely under control, and are ready to make more ambitious runs. Wear easly visible clothing. and keep your eyes open! It is vital for you to know what is going on ahead, behind and beside you, and to be aware of the road surfaces over which you are about to ride. Sudden, violent acceleration or braking are bound to cause more rapid wear.

Do not allow engine speed to drop too low, in particular on long uphill gradients. Shift to a lower gear early enough. On downhill gradients, engine braking effect can be enhanced by shifting down to the next lower gear – provided that the maximum rpm limit is not exceeded! Never ride downhill with the clutch released, the gearbox in neutral or – particularly dangerous – with the ignition switched off. Always apply both brakes at once, smoothly. Increase pull on the lever and pressure on the pedal gradually, but avoid wheel locking and skids.

If you need to apply the brakes, do so before you enter a bend. A rider who has to brake when actually cornering has badly misjudged the bend.

Maintain an ample safety gap between yourself and other road users. Never overtake anyone who is himself in process of overtaking a slower vehicle. Do not creep through narrow gaps between two columns of vehicles in a traffic jam.

Two-up Riding

If you are fortunate enough to share your motorcycling pleasure with a pleasant companion, you should make it a rule not to misure that person's confidence and trust in your riding.

Your companion must be provided with the same complete, good quality riding gear as your own. Adopt a smooth, neat riding, style, adjust the pillion footrests and the suspension settings beforehand and explain the most important safety factors to any newcomer to motorcycling as follows:

keep a firm hold on the rider in front or on the seat grab handle;

don't lean excessively into curves, nor resist the normal heeling-over movement. When cornering to the left, look ahead over the front rider's left shoulder; and when cornering to the right, look over the right shoulder; keep your feet on the pillion footrests and keep still whenever the motorcycle is in motion; don't distract the rider's attention.

Never carry an animal on this motorcycle.

Wet Weather Riding
If you are equipped with good wet-weather clothing – integral helmet, rainproof suit, waterproof gloves and boots – you can ride for hours on end through bad weather without discomfort. Remember to accelarate more gently to prevent wheelspin, to brake as smoothly as possible, to increase the distance you maintain from other vehicles and in all circumstances – to reduce your speed.
Take care when crossing rails, manhole covers, or solid-block surfaces. Your dealer can supply products which prevent misting of helmet face shield and goggles.

Warning
After a long run in heavy rain without the disc brake having been used, the first application may not produce the full anticipated braking action. To avoid this, apply the front brake lightly at intervals.

Riding Over Obstacles
Avoid riding over cornered or sharp edged obstacles and curbstones.
If this cannot be avoided, check tires and rims thoroughly, immediately afterwards.

Warning
Straightening damaged parts is not approved and could impair vehicle safety.

As you come to a standstill, select neutral. If the clutch is held of engagement or allowed to slip for a prolonged period, local overheating may occur and lead to unnecessary wear.
To stop the engine always switch off the ignition.

Warning
Exhaust pipes and mufflers become very hot during normal operation of the machine. Avoid touching them.

Long Range Touring
On a touring vacation or very long journey, you should take the following items with you as a precaution:
- 1 spare air cleaner element
- 1 set of spark plugs
- A few M 6 and M 8 bolts & nuts
- Spring washers
- Wire, insulating tape and adhesive tape
- Rubber bands
- 2 spare inner tubes
- A few 8 and 25 Amp fuses
- 1 set control cables

The cables can be taped in place alongside the existing one leading from the handlebar controls.
Before starting a major journey it is always a good idea to have the machine checked over the throughly by your LAVERDA dealer.

Maximum Loads, Additional Accessories Important Recommendations

All pieces of baggage should be attached as low down as possible, so that the machine's center of gravity is not altered.

The weight of baggage should be distributed equally among the left and right side of the machine.

Avoid items that proiect beyond the rear of the machine, as these can make the motorcycle unsafe to ride. Baggage must always be secured firmly. Make sure that no items can come loose during the journey. check that the load is secure at regular intervals (but do not attempt to inspect the baggage while the machine is in motion). Secure any loose items before continuing the journey. Do not carry heavy or bulky items on the luggage rack. This is intended only for lighter, smaller loads; and overloading at this point can upset the machine's weight distribution.

Check that the items carried on the machine do not affect the lights, ground clearance, maximum cornering angle, the controls and instruments, front and rear suspension travel or any other functions of the motorcycle and its equipment.

If a fairing, windshield, backrest or similar accessory is attached, there is a risk that stability and handling may be affected – not only by the additional weight but also the aerodynamic forces acting on the motorcycle. Poorly designed or constructed accessories will spoil the machine's handling, particularly when the distribution of weight is not ideal.

Additional weight at the handlebar or on the fork increases the inertia which has to be overcome when steering, and can seriously endanger safe riding. If fairings etc. not included in the LAVERDA range of accessories are subsequently installed, preference should be given to designs attached to the main frame, not to the handlebars. Additional items of electrical equipments can overload the motorcycle's electric system.

This motorcycle is neither designed for use with a sidecar nor for towing a trailer. LAVERDA does not manufacture any accessories for these purposes and cannot be responsible for any undesirable effects on performance or stability which they may cause.

LAVERDA warns intending users of non-approved items that road safety may suffer, and recommends them to consider the possible consequences most carefully before using the motorcycle in a manner not approved by the manufacturer.

LOADING SCHEDULE

Max, number of persons: 2 (1 rider and passenger)

Dry weight:

1000 RGS	248 kg. (546 lbs)
1000 RGS CORSA	248 kg. (546 lbs)
1000 RGS EXECUTIVE	261 kg. (575 lbs)
1000 RGA	244 kg. (536 lbs)
Max. permissible gross weight	440 kg. (970 lbs.)
Load distribution in panniers (saddle bags), each	10 kg. (22 lbs.)
on luggage rack	5 kg. (11 lbs.)
in tank-top rucksack	10 kg. (22 lbs.)

Make as much use of the tank-top rucksack as possible, as items carried in it do not affect weight distribution between the axles so severely. When using saddle bags, always install both panniers and divide load between both evenly for safety.
Direct or consequential damage of any kind caused to the motorcycle on parts therefore as a result of incorrect usage of the installation of non-approved accessories are not coveres by the warranty.

Warning
Never exceed the maximum permissible loading weight.

General Care

Wash your motorcyle regularly. Especially all moving parts (pedals, levers, linkages of carburetors, etc.) and the cooling fins of the engine should be free of any contamination to ensure their proper function. After cleaning lubricate the particular items, if necessary.

Outer surfaces of engine, gearbox, final drive, sliding tubes of telescopic fork, hubs and rims, exaust system are best treated with a cold cleanser.

For painted areas use a suitable shampoo. Synthetic parts such as instrument housing or fairing windscreen are to be cleaned by a special cleanser or using water and a mild soap.

Do not use a high pressure steam cleaner to avoid possible damage by intruding water in wheel bearings, alternator housing etc.

After washing, dry the whole motorcycle thoroughly, especially all brake components to avoid any possible corrosion or malfunction. To facilitate this, let engine run for a few minutes.

Spray all electrical devices with a universal oil, which displaces water and eliminates creeping currents to avoid possible faults caused by moisture.

Lubricate the felt inserts of the rubber collars on the telescopic fork with engine oil or multi purpose grease.

Remove tar stains, dead insects and rectify minor paint damages which may occur during normal operation as soon as possible to prevent paint discoloration or patches of rust. To remove tar stains use a suitable chemical remover instead of sharp tools to avoid scratches. Treat rubber components with glycerine or talcum.

Coat all sheet metal surfaces with a corrosion inhibiting compound.

Treat all painted areas with a suitable protection wax.

Warning

Make quite sure that all traces of cleaning or lubricating compounds are removed from brake discs, pads and linings.

A contaminated brake disc or pad reduces stopping power. Clean contaminated disc with a high quality brake degreasing agent.

Caution

Fuel or agressive solvents must not touch synthetic parts such as instrument housing, switches and the windscreen of the fairing.

If storing your motorcycle out of service during the cold season the following additional measures should be obtained:

1. Drain fuel out of fuel tank. Remove fuel tank, fill in 1/2 litre (0.5 US quarts) of engine oil. Close all openings and shake tank well, reinstall it. Clean float chambers of carburetors.
2. Remove battery, take it to a service station for maintenance and storage
3. Store motorcycle in a dry room, support center stand by wood blocks, so that both wheels are off the ground.
4. Protect the motorcycle by a dust cover.

When restoring, drain oil out of fuel tank, fill with gas. Install battery. Have brake fluid renewed. Check tire pressures. Renew engine oil including filter. Renew oil in telescopic fork.

SAFETY CHECK LIST

Before Starting - Safety check
Make it rule to check the following items before you use your motorcycle.
Tire Treads: Should have at least 2 mm. (5/64 in) up to 80 mph (130 kmh); 3mm. (1/8 in) over 80 mph (130 kmh).

Tire Pressure: Should be corrected to suit load.
Front tire: (cold tire pressure): 2.2 ± 0.1 kg./cm² (31 ± 1.4 psi) without passenger, 2.4 ± 0.1 kg/cm² (33.8 ± 1.4 psi) with passenger.
Rear tire (cold tire pressure): 2.4 ± 0.1 kg./cm² (31 ± 1.4 psi) without passenger.
2.6 ± 0.1 kg./cm² (36.6 ± 1.4 psi) with passenger.
Brakes: Check brake pads and linings, renew if overworn.
Brake lever free play: $4 \div 5$ mm. (5/32 ÷ 6/32 in)
Brake pedal free play: $25 \div 35$ mm. (1-1 3/8 in)

In case of brake fluid leakage see your LAVERDA dealer.

Clutch: clutch lever free play 3÷4 mm (1/8÷5/32 in).
Throttle: throttle grip free play 2°-3°.
Nuts and bolts: check tightening of axle nuts front and rear, center stand bolts, footrests, rear spring struts.
Engine Oil: oil level should be between the two marks on the dipstick (before adding the oil see specs).
Gasoline: check supply in tank.
Electrical Equipment: check all lighting devices and horn.
Rear Spring Struts: check that both settings are identical.

When riding always wear a helmet.
This helmet should fit well to avoid fatigue even on a long journey.
If the face shield is scratched, your vision will be affected. Renew a scratched shield without delay.

A 'kidney belt', leather boot and gloves are other essential items of equipment for protecting your health.
For any trip longer than just 'round the block', you should make a habit of wearing a leather or all-purpose suit. This should provide full wind protection but still 'breathe'.

TROUBLESHOOTING

TROUBLESHOOTING

ENGINE DOES NOT START OR IS HARD TO START

		POSSIBLE CAUSE
1. Check fuel flow to carburetor	NOT REACHING CARBURETOR →	(1) Fuel tank empty (2) Clogged fuel tube or fuel filter (3) Sticking float valve (4) Clogged fuel tank cap breather hole
REACHING CARBURETOR ▼		
2. Perform spark test	WEAK OR NO SPARK →	(1) Faulty spark plugs (2) Fouled spark plugs (3) Faulty spark unit (4) Broken or shorted high tension wires (5) Faulty A.C. generator (6) Broken or shorted ignition coil (7) Faulty ignition switch (8) Faulty pulser generator (9) Low battery charge
GOOD SPARK ↓		
3. Test cylinder compression	LOW COMPRESSION →	(1) Improper valve clearance (2) Worn cylinder and piston rings (3) Damaged cylinder head gasket (4) Seized valve (5) Improper valve timing
COMPRESSION NORMAL ↓		
4. Start by following normal procedure ENGINE DOES NOT FIRE ↓	ENGINE FIRES BUT STOPS →	(1) Improper choke operation (2) Carburetor incorrectly adjusted (3) Manifold leaking (4) Improper ignition timing (Spark unit or pulser generator) (5) Incorrect fast idle (6) Fuel contaminated
5. Remove and inspect spark pulg	WET PLUG →	(1) Carburetor flooded (2) Chocke closed (3) Throttle valve open (4) Air cleaner dirty

ENGINE LACKS POWER

1. Raise wheels off ground and spin by hand
   WHEEL SPINS FREELY
   ↓
2. Check tire pressure
   PRESSURE NORMAL
   ▼
3. Accelerate rapid from low to second
   ENGINE SPEED LOWERED WHEN CLUTCH IS RELEASED
   ▼
4. Accelerate lightly
   ENGINE SPEED INCREASES PROGRESSIVELY
   ↓
5. Check oil level and condition
   CORRECT
   ▼
6. Remove spark plug
   NOT FOULED OR DISCOLORED
   ▼

	POSSIBLE CAUSE
WHEELS DO NOT SPIN FREELY →	(1) Brake dragging (2) Worn or damaged wheel bearing (3) Wheel bearing needs lubrication (4) Drive chain too tight
PRESSURE LOW →	(1) Punctured tire (2) Faulty tire valve
ENGINE SPEED INCREASES ROUGHLY →	(1) Clutch slipping (2) Worn clutch disc/plate (3) Warped clutch disc/plate
ENGINE SPEED NOT INCREASED →	(1) Carburetor chocke closed (2) Clogged air cleaner (3) Restricted fuel flow (4) Clogged fuel tank breather tube (5) Clogged muffler
INCORRECT →	(1) Oil level too high (2) Oil level too low (3) Contaminated oil
FOULED OR DISCOLORED →	(1) Plugs not serviced frequently enough (2) Spark plug with incorrect heat range

CORRECT

▼

7. Test cylinder compression — TOO LOW → (1) Valve stuck open; (2) Worn cylinder and piston rings; (3) Leaking head gasket; (4) Improper valve timing

NORMAL

▼

8. Check ignition timing — INCORRECT → (1) Faulty spark unit; (2) Faulty pulser generator; (3) Faulty ignition advancer

CORRECT

▼

9 Check carburetor for clogging — CLOGGED → (1) Carburetor not serviced frequently enough

NOT CLOGGED

▼

10. Remove cylinder head cover and inspect lubrication — VALVE TRAIN NOT LUBRICATED PROPERLY → (1) Clogged oil passage; (2) Clogged oil control orifice

VALVE TRAIN LUBRICATED PROPERLY

▼

11. Check valve clearance — INCORRECT → (1) Improper valve adjustment; (2) Worn valve seat

CORRECT

12. Check for engine overheating — OVERHEATING → (1) Excessive carbon build-up in combustion chamber; (2) Use of poor quality fuel; (3) Fuel-air mixture too lean

NOT OVERHEATING

▼

13. Accelerate or run at high speed — ENGINE KNOCKS → (1) Worn piston and cylinder; (2) Fuel-air mixture too lean; (3) Wrong type of fuel; (4) Excessive carbon build-up in combustion chamber; (5) Ignition timing too advanced (Faulty spark unit or advancer)

ENGINE DOES NOT KNOCK

POOR HANDLING → Check tire pressure

1. If steering is heavy →
   (1) Steering top thread nut too tight
   (2) Damaged steering head bearings

2. If either wheel is wobbling →
   (1) Excessive wheel bearing play
   (2) Distorted rim
   (3) Improperly installed wheel hub
   (4) Swing arm pivot bushing excessively worn
   (5) Distorted frame

3. If the motorcycle pulls to one side →
   (1) Improperly adjusted shock absorber
   (2) Front and rear wheels not aligned
   (3) Bent front fork
   (4) Bent swing arm

SERVICE & MAINTENANCE

SERVICE - MAINTENANCE

Before delivering your motorcycle to you, your LAVERDA dealer will have carried out a Free Pre-Delivery Check.
At 1000 Km (600 miles) it is vitally important for the reliability and long life of your motorcycle that the Initial Inspection is performed.
At an odometer reading of 4000 (2400 miles) the LAVERDA Service & Inspection must be carried out.
After this, LAVERDA Services and Inspections must be carried out every 4000 Km (2400 miles).
On the following pages all items of the Initial Service and the regular maintenance are scheduled and, if necessary, explained.

IMPORTANT

- All these instructions are based on the assumption that this motorcycle will be used for its intended purpose under regular circumstances only. Operation in unusual or extreme conditions will require more frequent service.
- The wearing quality of several items is influenced not only by mileage, but also by time, so we recommend to have at least 2 LAVERDA Inspections performed each year.
- Make sure that all service work is confirmed by the dealer's stamp and signature in the spaces provided for in this manual. This precaution will prevent possible difficulties establishing eventual warranty claims.

After the Initial Inspection the reminder label for the next LAVERDA Service from this manual should be affixed under the seat at a point where it cannot be overlooked. The same procedure should be followed up for all subsequent Service and Inspection reminders.
Therefore take this manual with you when the motorcycle is returned to your dealer for maintenance.
Every authorized LAVERDA dealer carries out the various works according to flat rates which are mentioned in the manufacturer's official flat rate manual.
He is in possession of all required special tools and knows your motorcycle best.
Therefore, we recommend that all maintenance and repair should be performed there.

MAINTENANCE SCHEDULE

SCHEDULED MAINTENANCE TO BE PERFORMED

Whichever occurs first: at km or miles odometer reading ▶

or every ▼

MILES	600	2.400	4.800	7.200	9.600	12.000	14.400	16.800	19.200	21.600	24.000	26.400	28.800
KMS	1.000	4.000	8.000	12.000	16.000	20.000	24.000	28.000	32.000	36.000	40.000	44.000	48.000
MAJOR ENGINE TUNE-UP													
Engine bolts & nuts torque	I	I		I		I		I		I		I	
Cam chain	A	A	**A**	A	R	A	**A**	A	R	A	**A**	A	R
Valve clearance	I	I	I	I	I	I	I	I	I	I	I	I	I
Spark plugs		I	R	I	R	I	R	I	R	I	R	I	R
Air filter		C	R	C	R	C	R	C	R	C	R	C	R
Fuel filter & lines	C	C		C		C		C		C		C	
Engine oil filter	C	C	C	C	C	C	C	C	C	C	C	C	C
Engine oil	R	R	R	R	R	R	R	R	R	R	R	R	R
Ignition timing	I	I		I		I		I		I		I	
Idle speed and idle CO	I	I		I		I		I		I		I	

YEAR

MAINTENANCE SCHEDULE

SCHEDULED MAINTENANCE TO BE PERFORMED

Whichever occurs first: at km or miles odometer reading ▶

or every ▼

ANTICIPATED MAINTENANCE	600	2.400	4.800	7.200	9.600	12.000	14.400	16.800	19.200	21.600	24.000	26.400	28.800	MILES
	1.000	4.000	8.000	12.000	16.000	20.000	24.000	28.000	32.000	36.000	40.000	44.000	48.000	KMS
Primary drive chain	I	I	I	I	I	I	R	I	I	I	I	I	R	
Secondary drive chain	I	I	I	I	I	I	I	I	R	I	I	I	R	
Brake & clutch fluid		I	I	I	R	I	I	I	R	I	I	I	R	
Brake pads	I	I	I	I	I	I	I	I	I	I	I	I	I	
Brake & clutch lever backlash	A	A	A	A	A	A	A	A	A	A	A	A	A	
Swing arm bearings	L	L	L	L	L	L	L	L	L	L	L	L	L	
Gas cables	I	I	I	I	I	I	I	I	I	I	I	I	I	
Tyres														
Side stand		I	I	I	I	I	I	I	I	I	I	I	I	
Brake light switch		I	I	I	I	I	I	I	I	I	I	I	I	
Headlight aim	I	I	I	I	I	I	I	I	I	I	I	I	I	
Battery														

I: month
R: 2 Yrs

I: 1000 km

Month

MAINTENANCE SCHEDULE

SCHEDULED MAINTENANCE TO BE PERFORMED

Whichever occurs first: at km or miles odometer reading ▶

	600	2.400	4.800	7.200	9.600	12.000	14.400	16.800	19.200	21.600	24.000	26.400	28.800	MILES
or every ▼	1.000	4.000	8.000	12.000	16.000	20.000	24.000	28.000	32.000	36.000	40.000	44.000	48.000	KMS
Cam chain slipper tensioner	I		I	I	R	I	I	I	R	I	I	I	R	
Compression ratio			I		I		I		I		I		I	
Valves			I		I		I		I		I		I	
Intake rubber stub adapter			I		I		I		I		I		I	
Valve cover gasket	I		I	I	I	I	I	I	I	I	I	I	I	
Head gasket			I		I		I		I		I		I	
Primary drive chain slipper tens.			I		I		I		I		I		I	
Steering head bearings			I		I		I		I		I		I	
Piston & combustion chamber			I		C		I		C		I		C	
Head warpage			I		I		I		I		I		I	
Front fork fluid					R				R				R	
Brake & clutch hoses					I				I				I	

YEAR ↑

MAINTENANCE SCHEDULE

SCHEDULED MAINTENANCE TO BE PERFORMED

Whichever occurs first: at km or miles odometer reading

	or every ▼	▶ KMS	MILES
		1.000	600
		4.000	2.400
		8.000	4.800
		12.000	7.200
		16.000	9.600
		20.000	12.000
		24.000	14.400
		28.000	16.800
		32.000	19.200
		36.000	21.600
		40.000	24.000
		44.000	26.400
		48.000	28.800
Valve guides & seat			I
Multiplate clutch set		R	R
Primary cog & plate wheels		I I	R
Rear shock absorber		I I	R
Piston & piston rings			R
Secondary drive chain cog & plate wheels		I I	R

In the interest of safety, we recommend most of these items be serviced only by authorized LAVERDA dealers.

I: INSPECT, CLEAN, ADJUST, LUBRICATE, OR REPLACE IF NECESSARY
C: CLEAN
R: REPLACE
A: ADJUST
L: LUBRICATE

Free pre-delivery check

performed correctly

on _____

at _____ km (miles)

_____

Signature and company stamp

Initial Inspection at 1000 km (app. 600 miles)

performed correctly

on 30.4.86

at 1047 km (miles)

MOTO WITT GMBH
Eigelnstaden Halle 7
5000 Köln 1
Telefon 0221 - 32 63 32

_____

Stamp and signature

SERVICE LOG
TO BE FILLED OUT BY DEALER UPON COMPLETION OF SERVICE

LAVERDA

SERVICE & INSPECTION

4'000 km
(2'400 miles)

Date 4/7/86

km (miles) 4000

Stamp and signature

MOTO WITT GMBH
Abt. Verkauf
Rheinhafen Halle 7
5000 Köln 1
Telefon 0221 - 32 63 32

LAVERDA

SERVICE & INSPECTION

8'000 km
(4'800 miles)

Date

km (miles)

Stamp and signature

MOTO WITT GMBH
Abt. Verkauf
Rheinhafen Halle 7
5000 Köln 1
Telefon 0221 - 32 63 32

24/7/87

LAVERDA

SERVICE & INSPECTION

12'000 km
(7'200 miles)

Date

km (miles)

Stamp and signature

LAVERDA

SERVICE & INSPECTION

16'000 km
(9'600 miles)

Date

km (miles)

Stamp and signature

LAVERDA

SERVICE & INSPECTION

20'000 km
(12'000 miles)

Date

km (miles)

Stamp and signature

LAVERDA

SERVICE & INSPECTION

24'000 km
(14'400 miles)

Date

km (miles)

Stamp and signature

LAVERDA

SERVICE & INSPECTION

28'000 km
(16'800 miles)

Date

km (miles)

Stamp and signature

LAVERDA

SERVICE & INSPECTION

32'000 km
(19'200 miles)

Date

km (miles)

Stamp and signature

LAVERDA

SERVICE & INSPECTION

36'000 km
(21'600 miles)

Date

km (miles)

Stamp and signature

LAVERDA

SERVICE & INSPECTION

40'000 km
(24'000 miles)

Date

km (miles)

Stamp and signature

LAVERDA

SERVICE & INSPECTION

44'000 km
(26'400 miles)

Date

km (miles)

Stamp and signature

LAVERDA

SERVICE & INSPECTION

48'000 km
(28'800 miles)

Date

km (miles)

Stamp and signature

LAVERDA

SERVICE & INSPECTION

28'000 km
(16'800 miles)

Date

km (miles)

Stamp and signature

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SERVICE & INSPECTION

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(19'200 miles)

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LAVERDA

SERVICE & INSPECTION

48'000 km
(28'800 miles)

Date

km (miles)

Stamp and signature

LAVERDA

SERVICE & INSPECTION

28'000 km
(16'800 miles)

Date _____

km (miles) _____

Stamp and signature

LAVERDA

SERVICE & INSPECTION

32'000 km
(19'200 miles)

Date _____

km (miles) _____

Stamp and signature

LAVERDA

SERVICE & INSPECTION

36'000 km
(21'600 miles)

Date _____

km (miles) _____

Stamp and signature

LAVERDA

SERVICE & INSPECTION

40'000 km
(24'000 miles)

Date _____

km (miles) _____

Stamp and signature

LAVERDA

SERVICE & INSPECTION

44'000 km
(26'400 miles)

Date _____

km (miles) _____

Stamp and signature

LAVERDA

SERVICE & INSPECTION

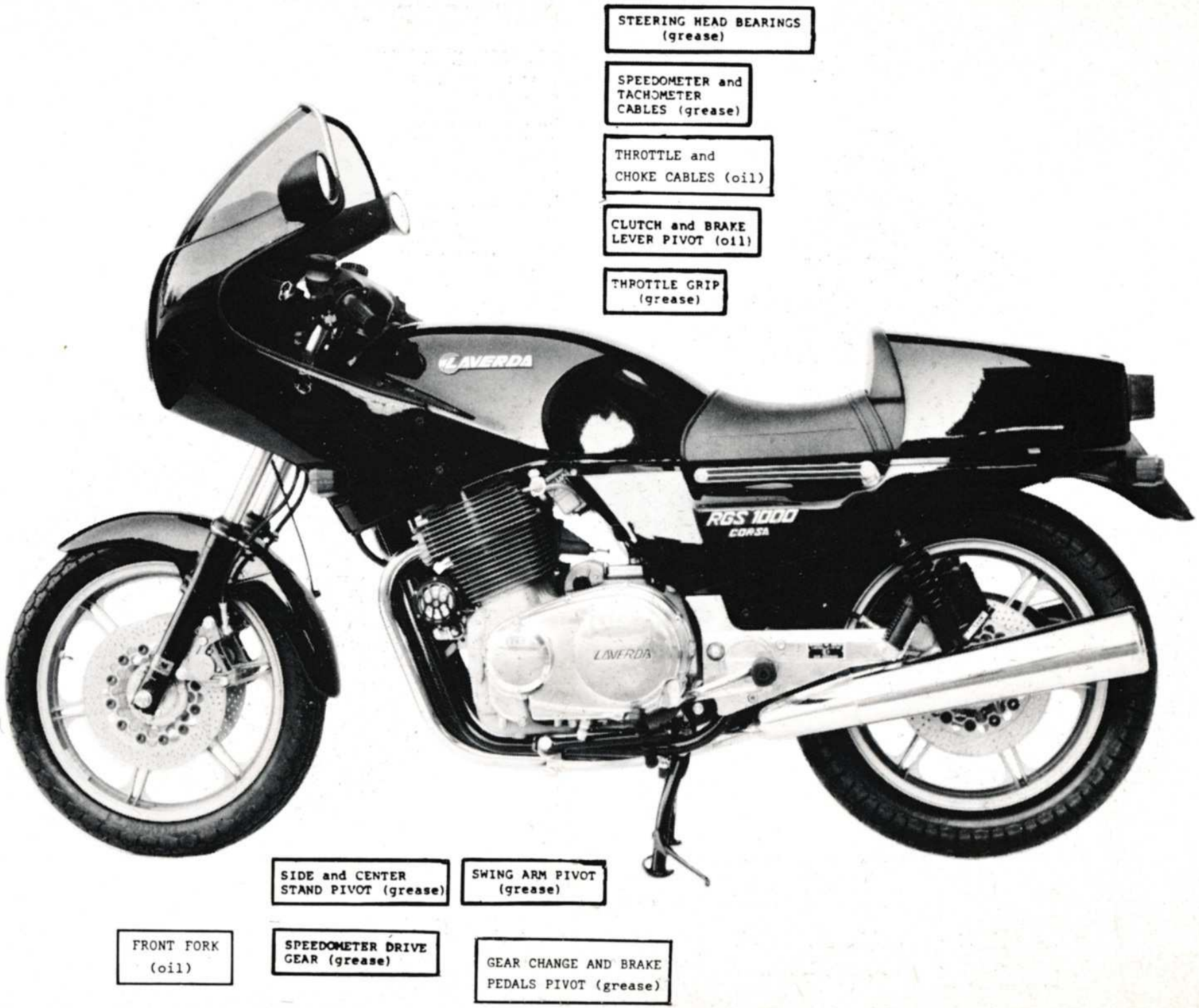
48'000 km
(28'800 miles)

Date _____

km (miles) _____

Stamp and signature

LUBRICATION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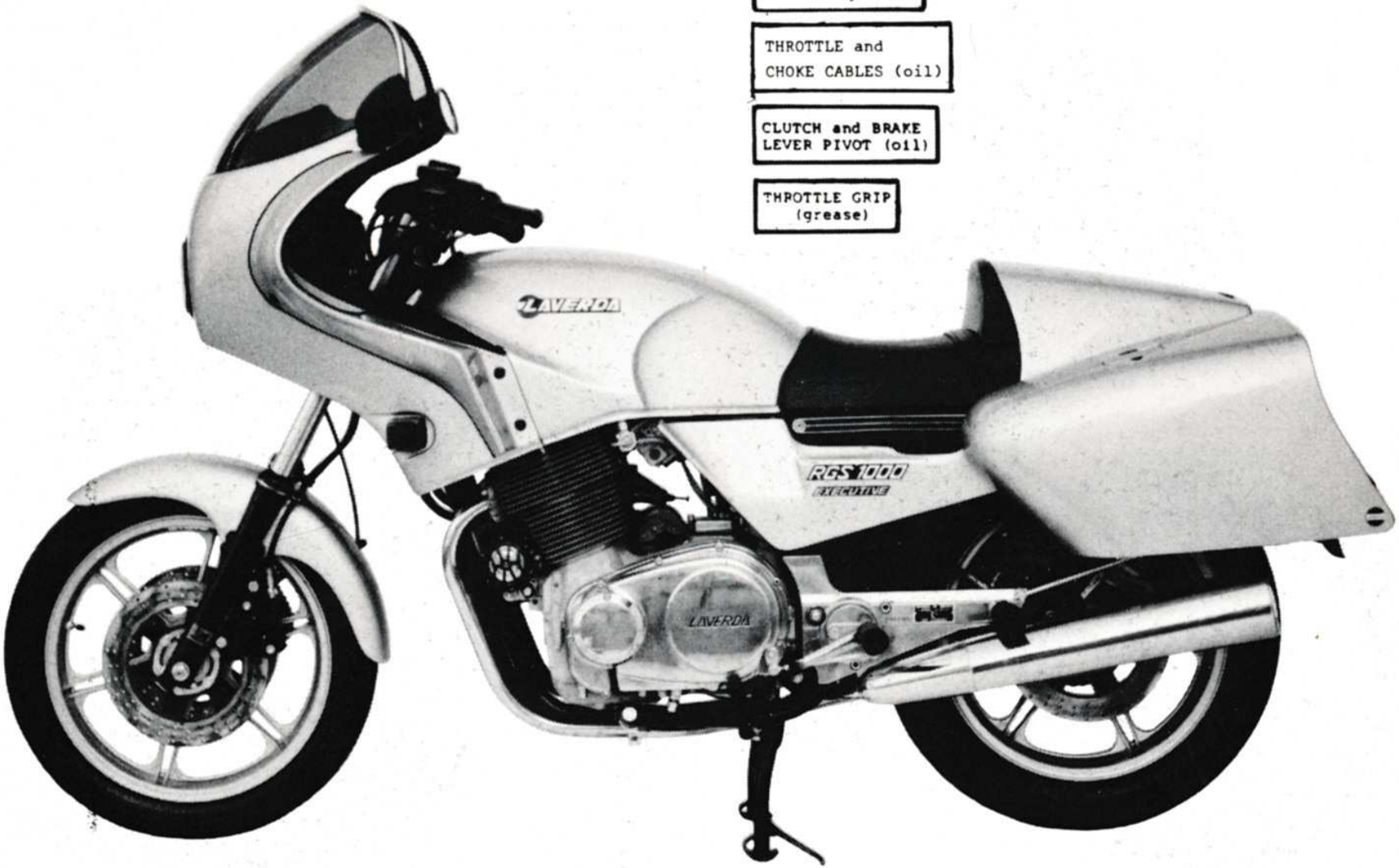
SPEEDOMETER and TACHOMETER CABLES (grease)
THROTTLE and CHOKE CABLES (oil)
CLUTCH and BRAKE LEVER PIVOT (oil)
THROTTLE GRIP (grease)
LAVERDA
RGS 1000 CORSA
LAVERDA
SIDE and CENTER STAND PIVOT (grease)
SWING ARM PIVOT (grease)
FRONT FORK (oil)
SPEEDOMETER DRIVE GEAR (grease)
GEAR CHANGE AND BRAKE PEDALS PIVOT (grease)


STEERING HEAD BEARINGS (grease)
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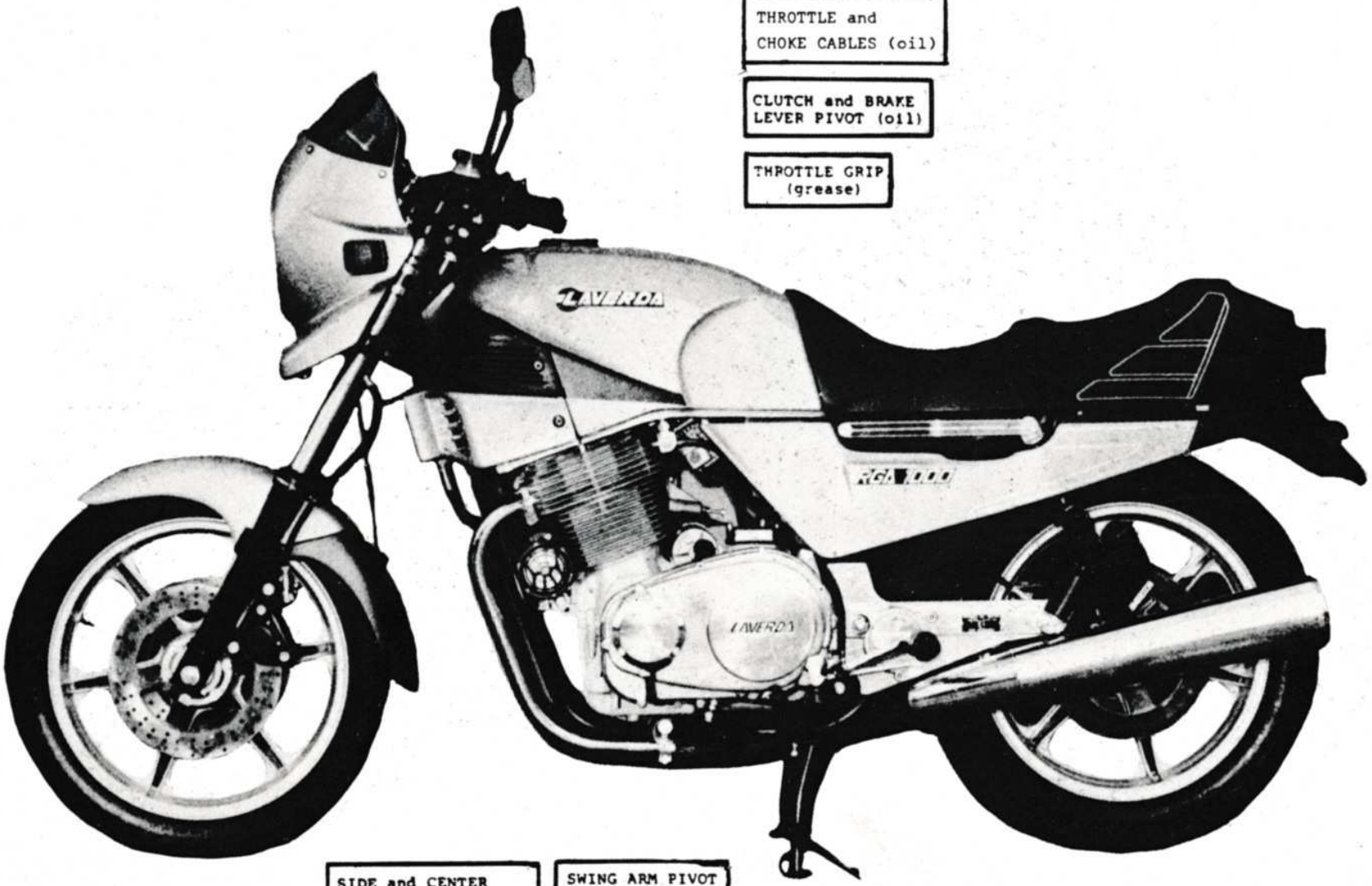
LAVERDA
RGS 1000
SPORTIVE
LAVERDA
SIDE and CENTER STAND PIVOT (grease)
SWING ARM PIVOT (grease)
FRONT FORK (oil)
SPEEDOMETER DRIVE GEAR (grease)
GEAR CHANGE AND BRAKE PEDALS PIVOT (grease)


STEERING HEAD BEARINGS (grease)
SPEEDOMETER and TACHOMETER CABLES (grease)
THROTTLE and CHOKE CABLES (oil)
CLUTCH and BRAKE LEVER PIVOT (oil)
THROTTLE GRIP (grease)
SIDE and CENTER STAND PIVOT (grease)
SWING ARM PIVOT (grease)
FRONT FORK (oil)
SPEEDOMETER DRIVE GEAR (grease)
GEAR CHANGE AND BRAKE PEDALS PIVOT (grease)

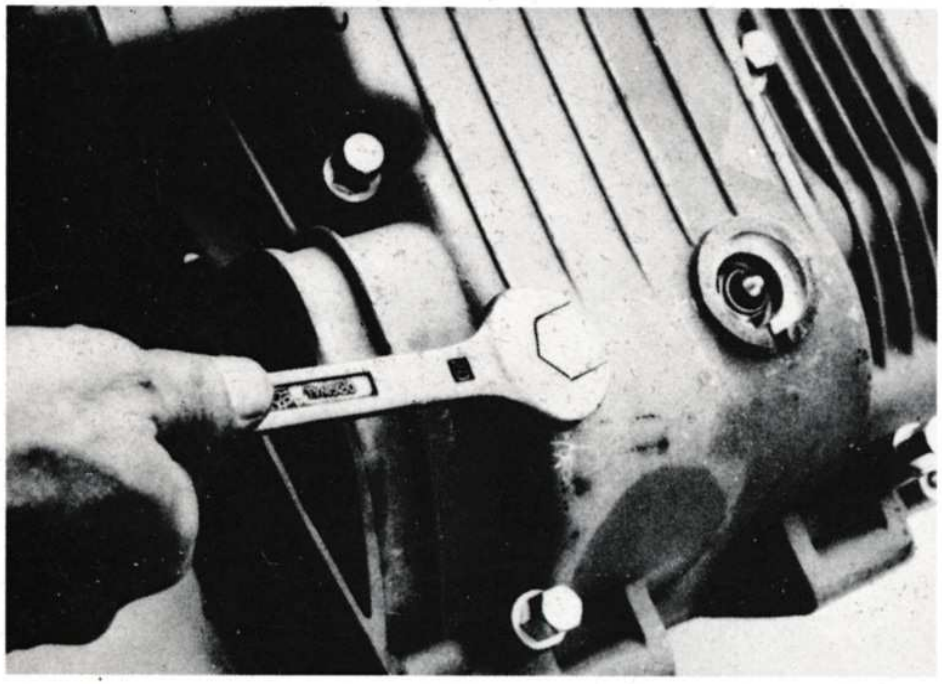


Fig. 17

Engine Oil Change. Fig. 17

Note
Before draining the oil, warm the engine to normal operating temperature (approx 80°C).
Stop the engine
Place the motorcycle on its center stand.
Place a 5 liters pan underneath the drain plug. Remove the oil filler cap, the drain plug (20 mm hex. wrench) and drain out the oil at normal temperature.

Reinstall the drain plug, making sure that the copper washer is correctly positioned.
Fill the crankcase with (3.5 l) of the recommended type.
Reinstall the oil filler cap.
Start the engine and let it idle for a few minutes.
Stop the engine and if necessary add oil to the upper level mark on the dipstick.

Oil Level: between the two marks of the dipstick.
Make sure that there are no oil leaks.
Engine Oil Type: 4-STROKE MOTOR OIL, API CLASS SE SAE 20W50.

Caution
Hot exaust pipes could cause burnes. Wear heat resistant and thermal insulating gloves. Gauntlet while removing them.

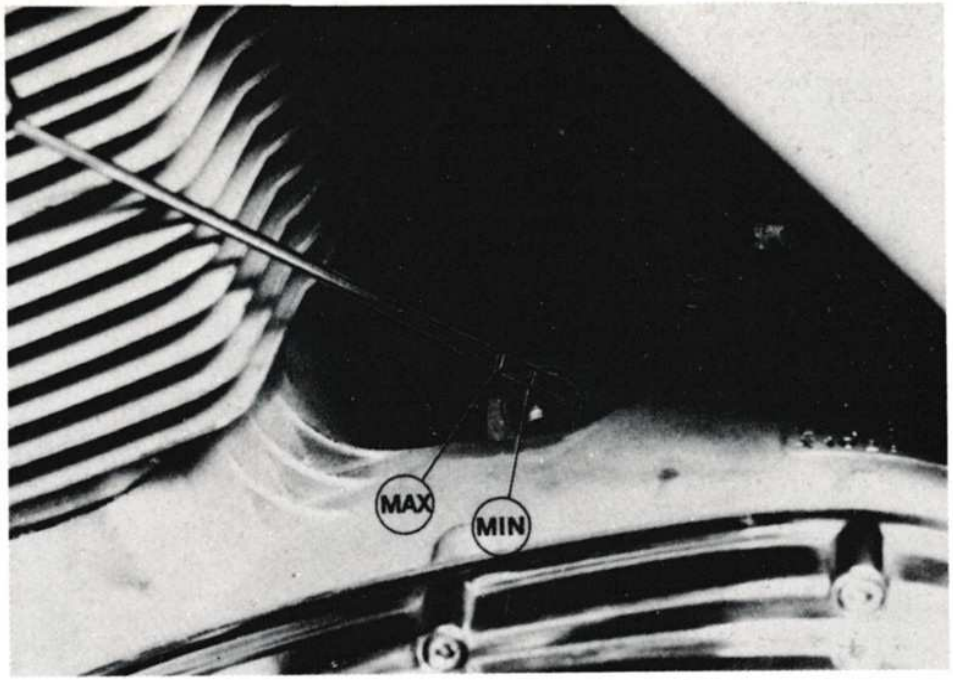


Fig. 18

Oil Level. Fig. 18

Note
Before draining the oil, warm the engine to normal operating temperature.

Stop the engine.
Place the motorcycle on its center stand.
Remove exhaust pipes.
Place a 5 liters pan underneath the drain plug. Remove the oil filler cap and drain plug and drain the oil.
Remove oil filter case for complete drain.
Gently brush oil filter with solvent, clean oil filter caps, case, and drain bolt with compressed air.
After completely draining, clean drain hole and oil filter housing hole.
Make sure that 0 ring on the oil filter case is in good condition,change it if necessary, replace the oil filter, oil filter case and drain plug.

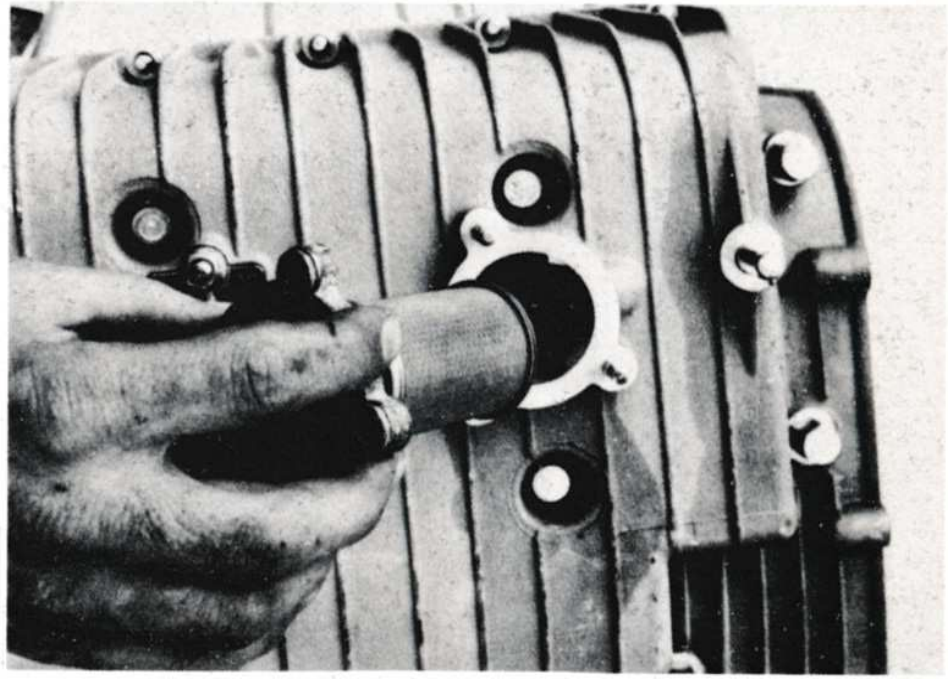


Fig. 19

Oil Filter Cleaning. Fig. 19

The oil level should be checked every 500 Kms. Unscrew the filler plug located in the upper part of the crankcase.
Thoroughly clean the dipstick and insert it vertically into the filler hole. Lower the dipstick until the plug base contacts the upper edge of the filler hole.
Withdraw the plug; the oil level should be between the two marks on the dipstick.
If necessary add oil of the same make and type of the one already in the sump. Do not overfill the sump. (The upper level mark should never be exceeded).
Tighten the filler plug fully home.
The oil level should be checked with the motorcycle on its main stand.

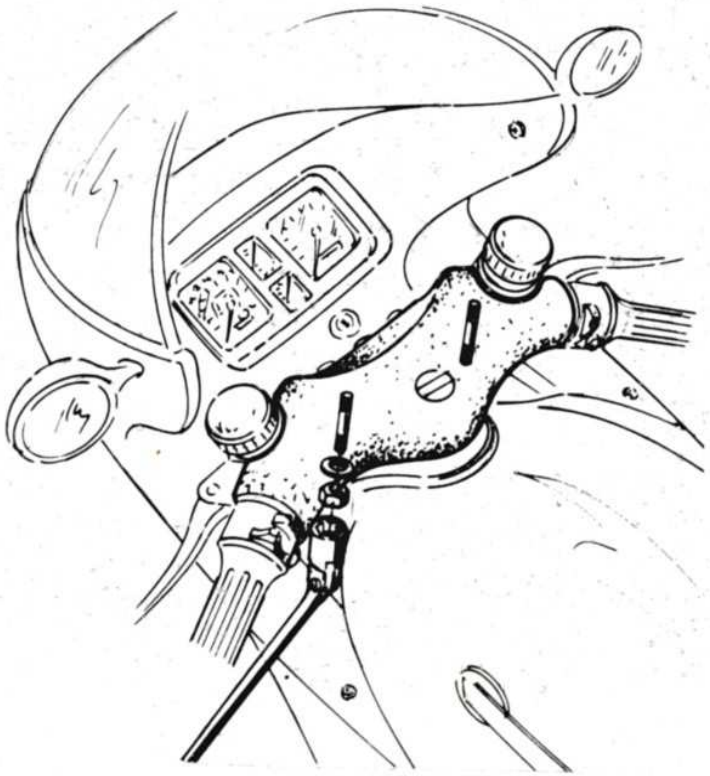


Fig. 20

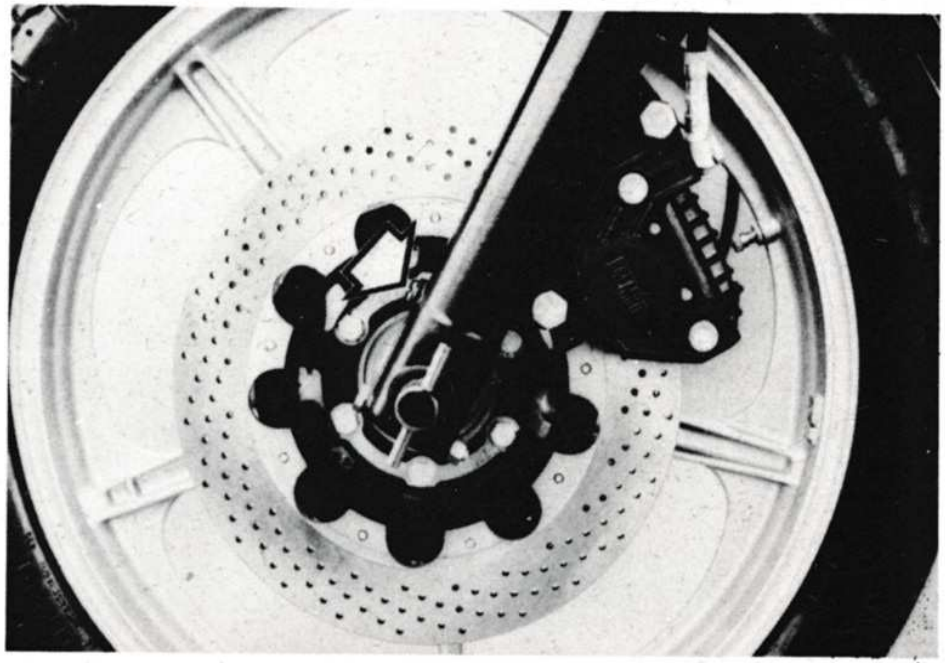


Fig. 21

Telescopic fork Oil Change. Fig. 20
Remove the handlebar cover with 10 mm. hex. hinged wrench (seeFig. 20).
Loosen the two half handlebars with an 8 mm. Allen key.
Remove the fork filler caps from the top of each stanchion with an Allen key. (see Fig. 20).
Remove the oil drain plugs from the lower part of each fork slider. Thoroughly drain the oil, taking care that it does not come in contact with the discs. (See Fig. 21).

Make sure that the sealing washers are in perfect condition and refit the two drain plugs. Refill each fork leg with 300 cc of ATF oil.
Fit the fork filler caps to each stanchion and tighten them fully.
The front fork oil should be renewed every 16.000 Km (10.000 miles).

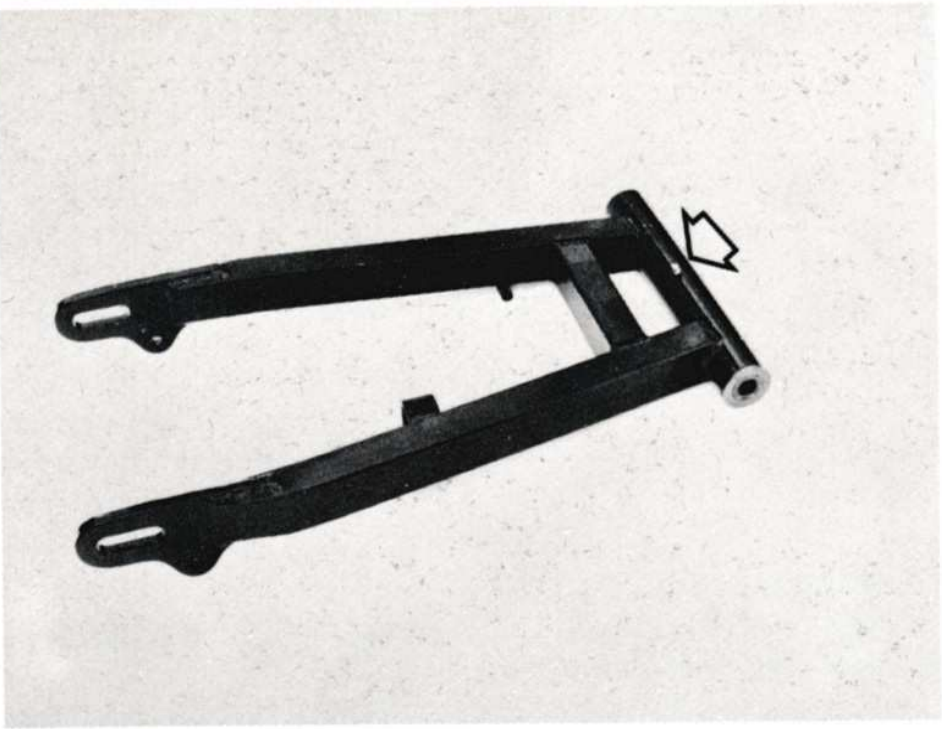


Fig. 22

Swining Arm. Fig. 22
Every 4000 km. (2400 miles) lubricate the the swinging arm bearings by means of a grease gum.

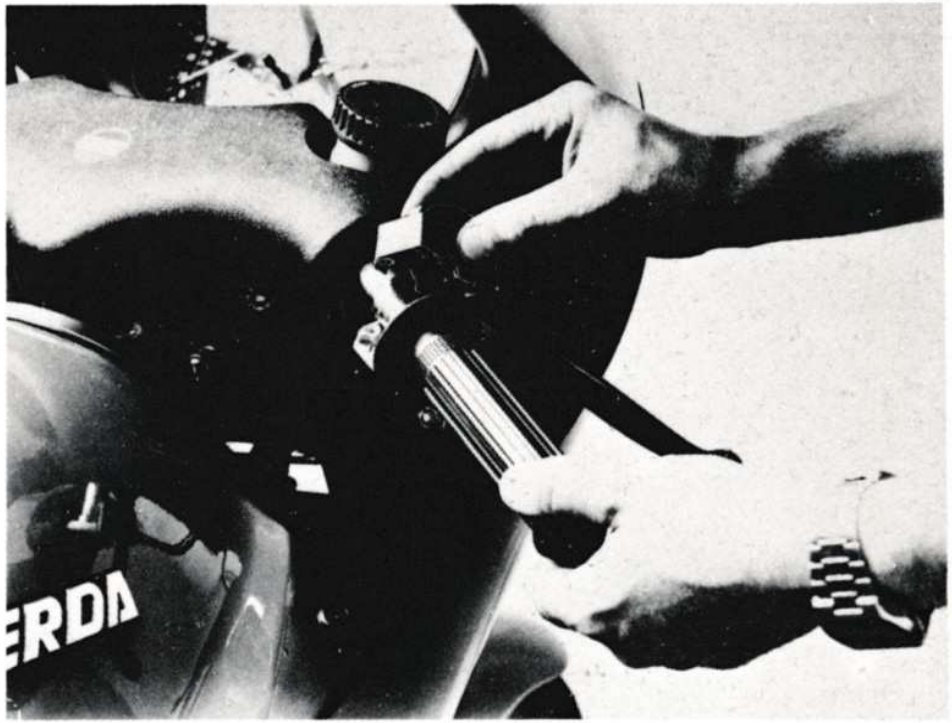


Fig. 23

Lubrication of Throttle Twist Grip. Fig. 23
Push back cap, remove cover and pull off grip. Lubricate inner side of grip and of the housing of throttle cable.

Reassembling, make sure that the pawl of the cable is correctly positioned.

Grease grade: multipurpose lithium saponified.
Lubrication on Brake Lever and Clutch Lever at Handlebar: pivots and control cable nipple of both levers require a few drops of engine oil.

Keep tires, brake discs, brake pads/linings clean from any lubricant.

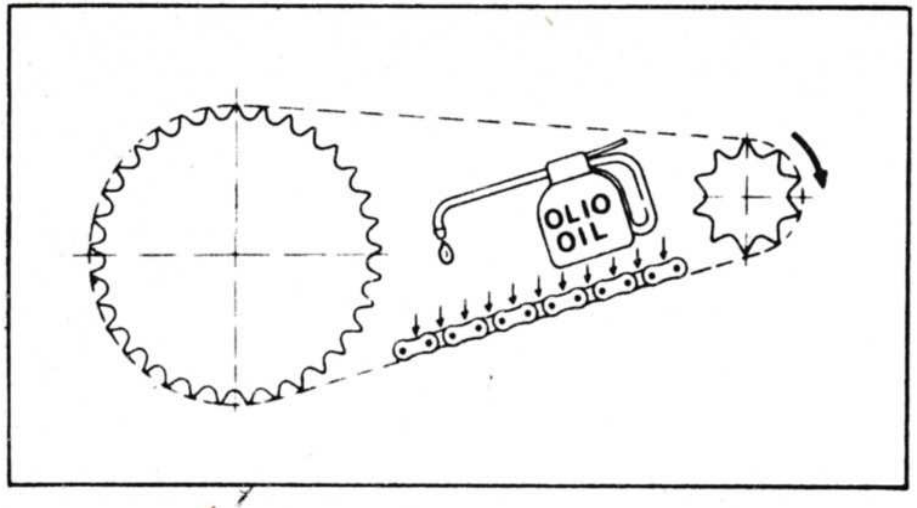


Fig. 24

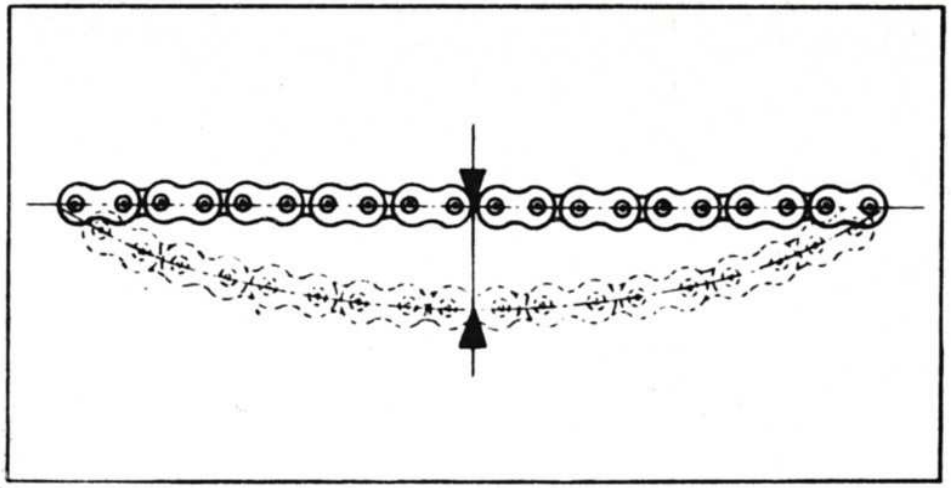


Fig 25

Lubrication of Final Drive Chain. Fig. 24
On occasion, it is recommended that exterior surfaces be lubricate lightly. A film of engine oil on pin ends and linkplates will minimize rust and corrosion, wich may result if external surfaces are left dry.

Suggested Maintenance Tips:
Solvents should not be used on chain.
They may damage O-rings or may penetrate the seal causing the lubricant to breakdown or become diluted.

Sprockets
Worn sprockets should be replaced when a new chain is installed. In checking chain/sprocket fit, the chain should completely wrap the sprocket (360°) without forcing the bushings into the sprocket roll seats, even though a complete wrap does not occur in the installation on the cycle chain may be used with steel, aluminium or plastic (nylon) sprockets.

Tensioning. Fig. 25
Every time the chain is lubricated it is necessary to check the chain tension.
This inspection should be carried out with one person sitting on the rear part of the seat (the motorcycle should not be on its stand).
Measure the tension on the chain lower run, midway between the sprockets. Specified chain slack: 2 cm (3/4 inch).

Specification
3/4 x 3/8'' - 90 links, rivet endless, sealed chain 0.4685 in. bushing diameter. (1.19 cm.)

ELECTRICALS

Fig. 26

Battery Removal. Fig. 26
Remove the seat and the tool tray.
Remove the left side cover, the rear brake fluid reservoir and the intake rubber tube of the air filter box.

Remove the front and loosen the rear screw fixing the left grab handle, turn the grab handle clockwise.

Disconnect the leads from the battery terminals (start with the ground lead). Disconnect the battery vent pipe.
Withdraw the battery from its housing.
Electrolyte Level Check.
This inspection should be carried out every 1000 km. (600 miles) and in any case al least every 15 days.
Remove the seat and the left side cover.
Visually check the electrolyte level in the two external cells: it should slways be kept between the two level marks («Max» and«Min») on the battery transparent case.
(If battery is not provided with transparent body max. electrolyte level is 2 ÷ 3 mm. (3/4 ÷ 5/4 inch) above the plates).
When needed top up the electrolyte level with distilled water to the upper level mark.

This operation should be carried out with the battery cold and not operating for at least six hours.
Periodically clean the battery terminals and the clamps and smear a light cost of vaseline on them.
Check vent pipe for proper operation. It should be free and without obstructions caused by sharp bends.

Note. Never disconnect the battery leads when the engine is running.

If the motorcycle is out of service for a lengthy period, recharge battery once a month in order to prevent sulfate formations on plates. For battery capacity, see specifications.

Caution
Battery acid is corrosive to metal and enameled surfaces.
Before recharging or removing battery, always switch off engine and disconnect terminals. Never run engine without battery connected or else alternator may become destroyed.
Check that battery breather hose is routed correctly.

Warning
The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing.
Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention. Batteries produce explosive gases. Keep spark, flames and cigarettes away.
Ventilate when charging or using in enclosed space.
Always shied eyes when working near batteries.
KEEP OUT OF REACH OF CHILDREN.

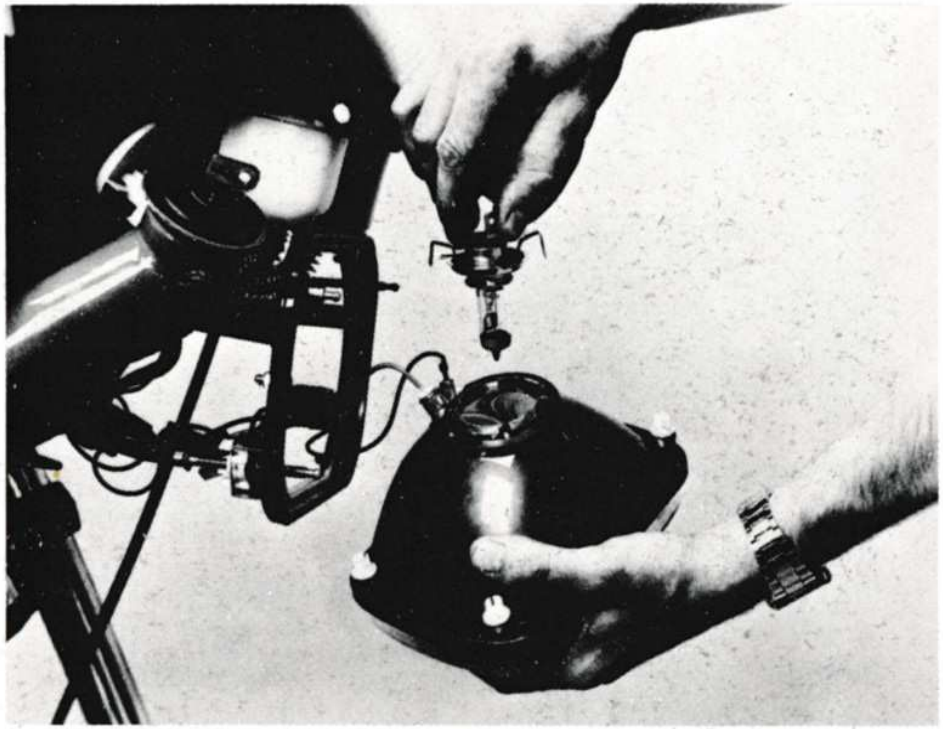


Fig. 27

BULB AND FUSE REPLACEMENT.
Caution: When working on the electrical system disconnect the positive cable of the battery. This is located on the left side.

H 4 Bulb Replacement for 1000 RGS, EXECUTIVE and CORSA Fig. 27
To replace the H4 and parking lamp it is necessary to remove before the front fairing.
Unscrew the 2 screws fixing the rear view mirror.
Unscrew the 6 screws fixing the fairing to the tank. Slide the fairing frontward. Slide the rubber guard and the connector on the back side of the head lamp.
Remove the bulb holder turning it counterclockwise. Remove used bulb, insert new one (Fig. 27).
Reassemble in reverse order
Head lamp 12 V - 60/55 W
Parking lamp 12 V - 4 W

Fig. 28

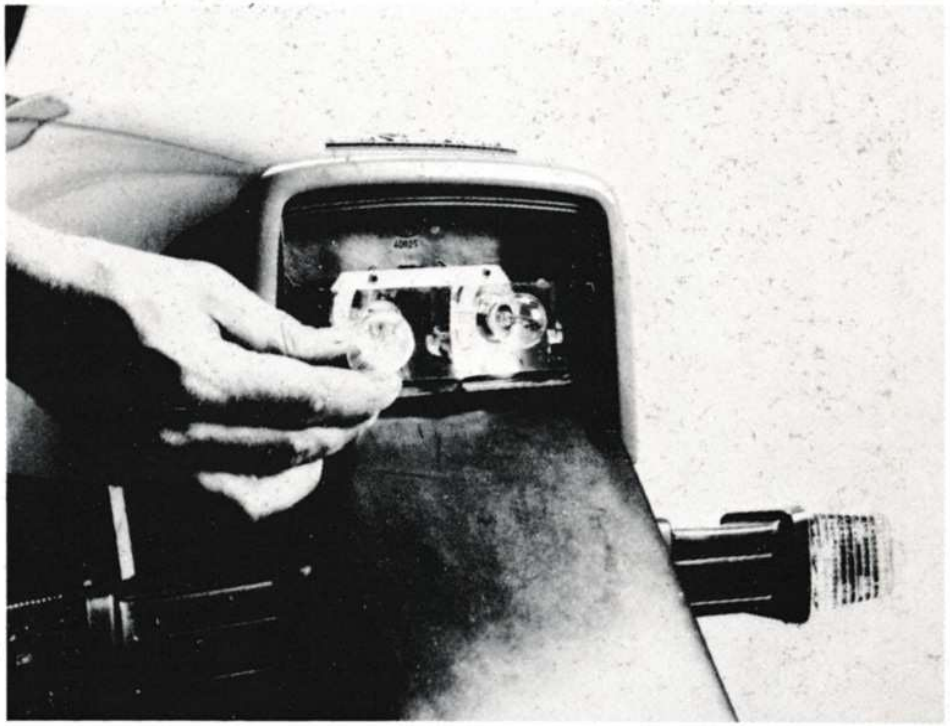


Fig 29

Parking Light Bulb Replacement for 1000 RGS EXECUTIVE and CORSA Fig. 28
Pull parking light bulb holder out of plug-in mounting. Press in bulb and turn counterclockwise for removal. Insert new bulb in the same way but turn clockwise.

Caution
Do not handle new bulbs with your fingers, but always use clean fabric. H4 Bulbs will deteriorate quickly if the glass contains fingerprints!

Rear Light Bulb Replacement. Fig. 29
Loosen two Phillips-head screws and remove lens. Press in bulb turning counterclockwise and then pull it out. Insert new bulb turning clockwise.
Reassemble in reverse order.
Rear light 12 V - 21/5 W

Fig. 30

Fig. 31

H4 Bulb Replacement for 1000 RGA Fig. 30
To replace the H4 and parking lamp it is necessary to remove before the front firing.
Unscrew the 4 screwe fixing the 2 front turn signal indicators. Unscrew the screw fixing the firing below (see fig. 30).
Slide the firing frontward.

To gain acess to the headlamp, undo the screw at the chrome rim base and with a screwdriver pry out the rim with light unit (see fig. 31).
Disconnect the multi-pin plug and pull back wire spring clip.
Remove used bulb and insert new one (see fig.32/33
Reassemble in reverse order

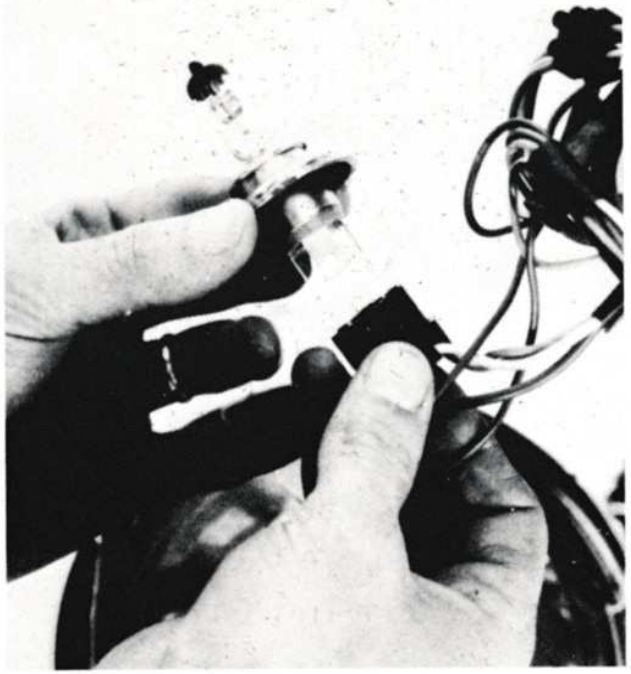


Fig. 33

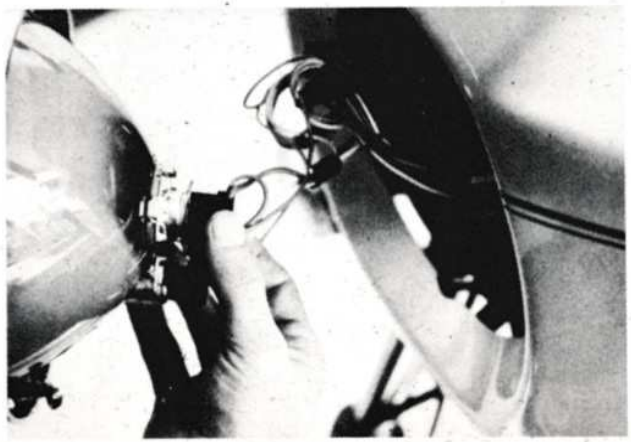


Fig. 32

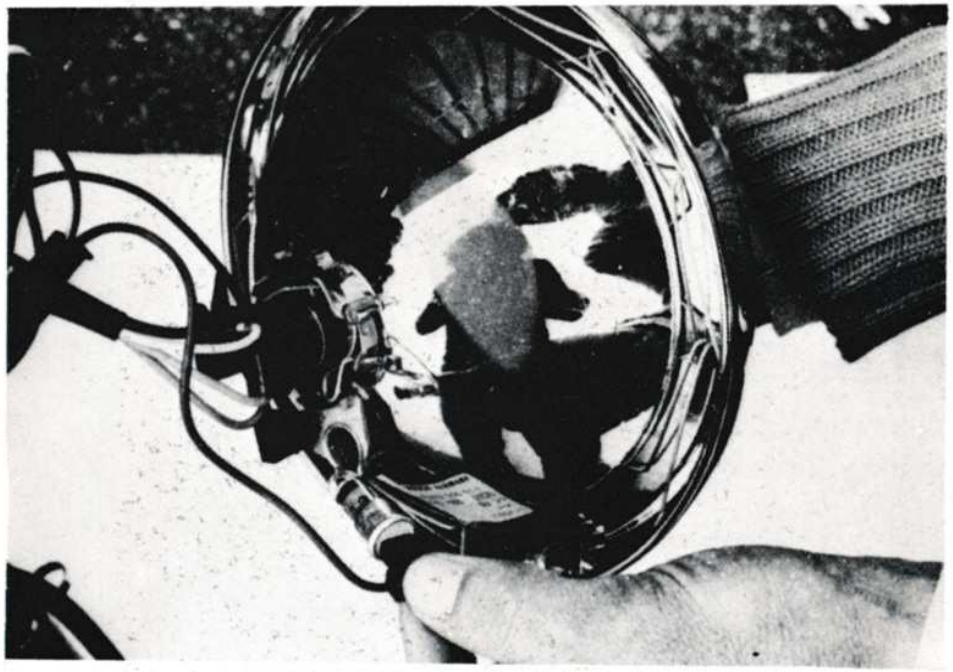


Fig. 34

Parking Light Bulb Replacement 1000 RGA Fig. 34

Pull parking light bulb holder out of plug-in mounting. Press in bulb and turn counterclockwise for removal. Insert new bulb in the same way but turn clockwise.

Caution
Do not handle new bulbs with your fingers, but always use clean fabric. H4 Bulbs will deteriorate quickly if the glass contains fingerprints!

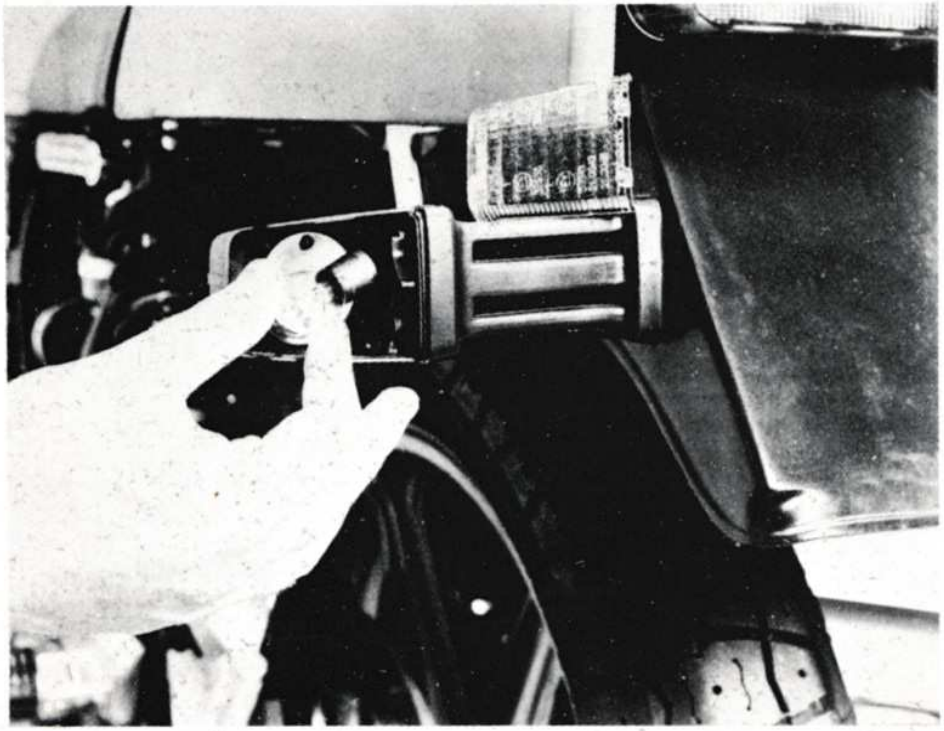


Fig. 35

Turn Signal Lamp Replacement. Fig. 35
Press and take off the lens from its holder. Press in bulb turning counterclockwise and then pull it out.
Insert new bulb turning clockwise.
Reassemble in reverse order.

Caution
Lamp 12 V - 21 W

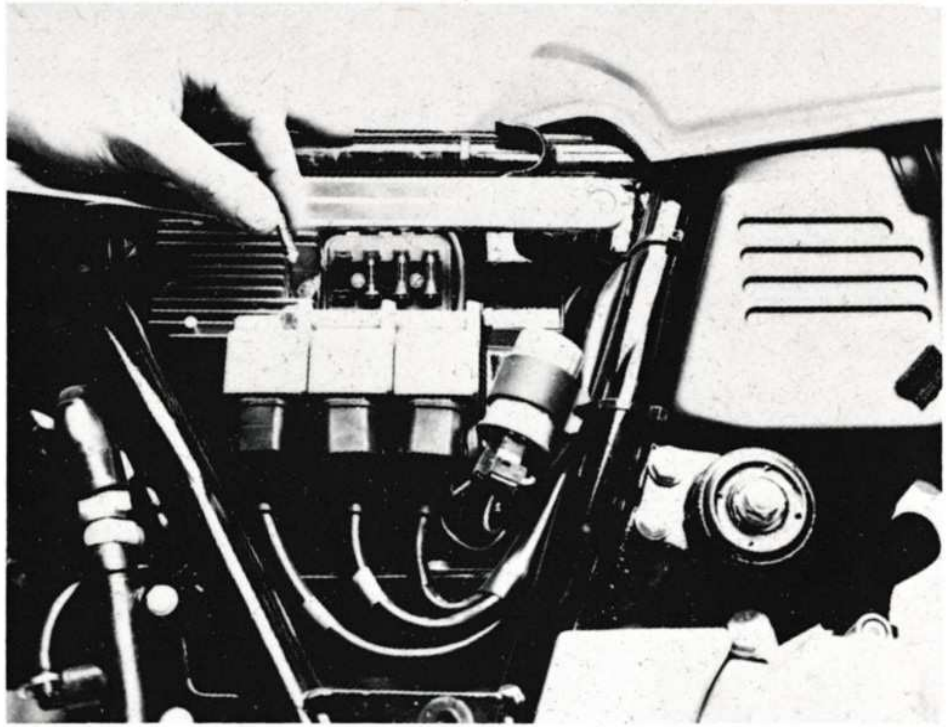


Fig. 36

Fuse Replacement. Fig. 36
Remove the left side cover and the fuse box cover (knurled screw).

Blown fuses can be identified by melted metal strip. Pull such a fuse out of the spring clips and press new fuse in.

Warning
Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power at night or in traffic.

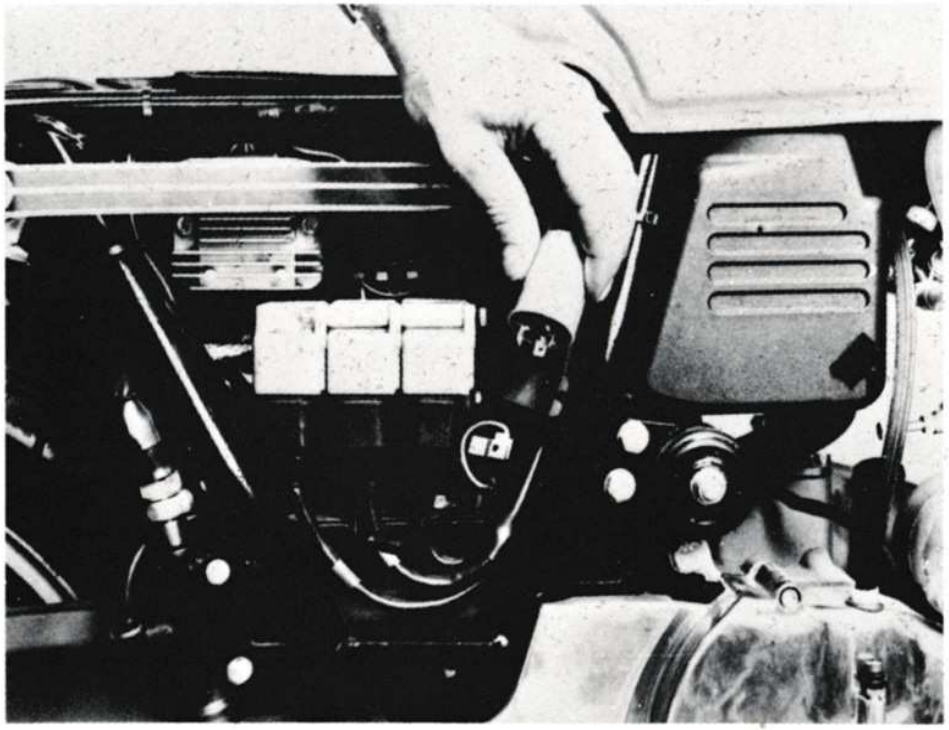


Fig. 37

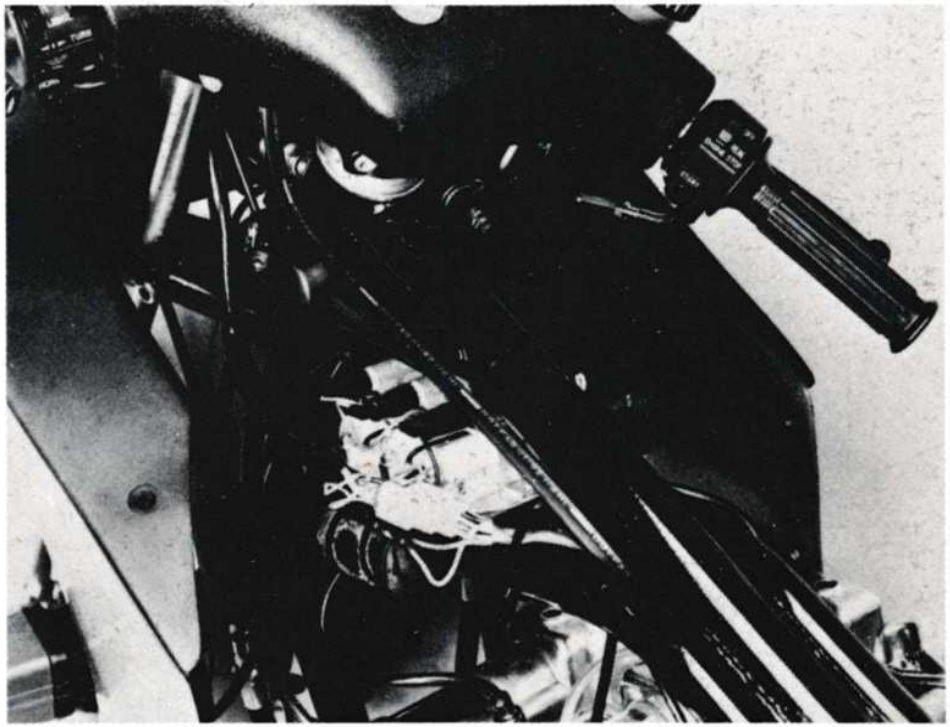


Fig. 38

Turn Signal Flasher Replacement. Fig. 37
Remove the left side cover and pull up flasher from its housing.
Insert new flasher in the same position.

H.T. Coils. Fig. 38
The H.T. coils are located beneath the fuel tank and are secured to the frame.
Remove the tank if they need an inspection.
Refer to the wiring diagram when connecting the coils to the spark plug leads.

Electronic Ignition Box.

The three units are located under the right side cover on a bracket secured to the frame.

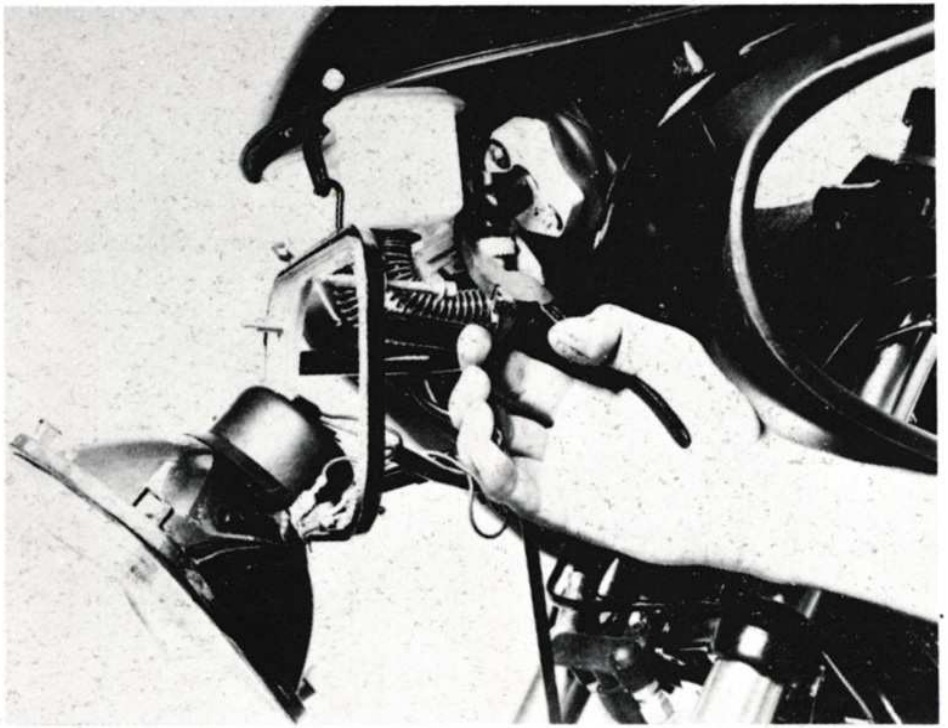


Fig. 39

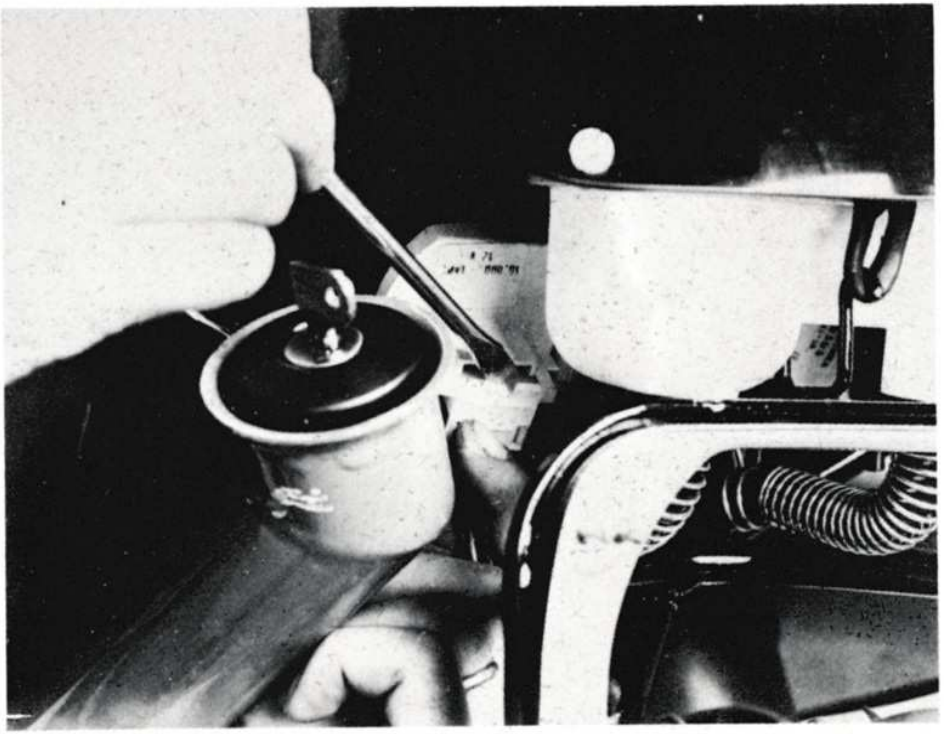


Fig. 40

Instruments Pod Bulbs Replacement for 1000 RGS, EXECUTIVE and CORSA

Fig. 39, 40, 41, 42,

Indicators lamps replacement: (Neutral-High beam-Turn indicator-Instruments lighting). To make this operation it is needed to remove before the front fairing. See page 72

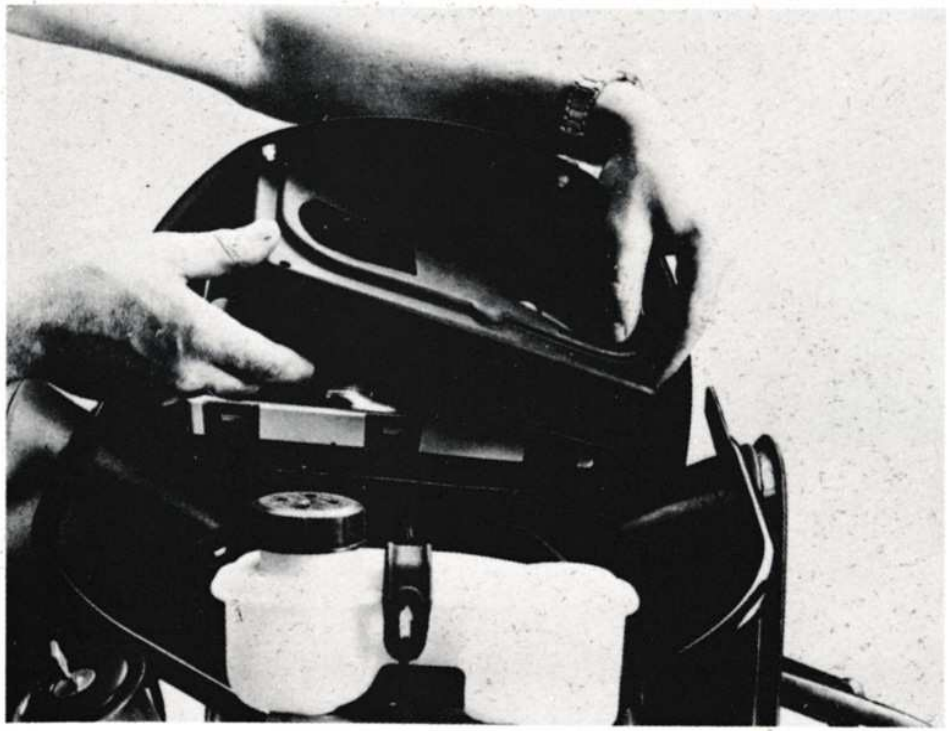


Fig. 41

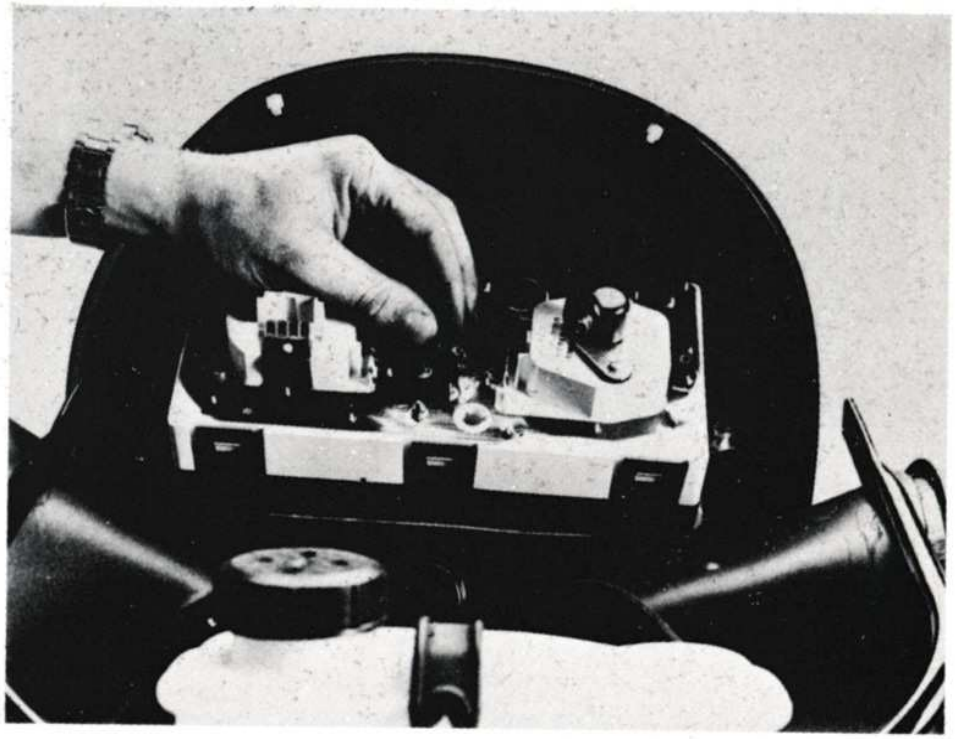


Fig. 42

Remove the ignition key.
Disconnect the connectors (Fig. 40).
Slide the rubber guard (Fig 41).
Loosen the odometer cable (Fig. 42).
Replace the bulb turning it counterclockwise
Lamps 12 V - 1,2 W
Reassemble in reserve order.

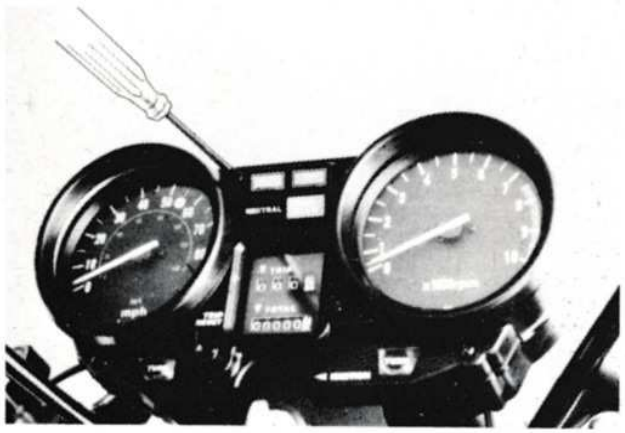


Fig. 43

Fig. 44

Fig. 45

Instrument Lamps Replacement for 1000 RGA

Fig.43, 44, 45.

Indicators lamps replacement: (Neutral - High beam - Turn indicator repeaters).

Loosen the four screws on the instrument pod with a Phillips-head screwdriver and remove the protective cover. Fig. 43

Remove the bulb turning it counterclockwise.

Insert new bulb. Fig. 44,45

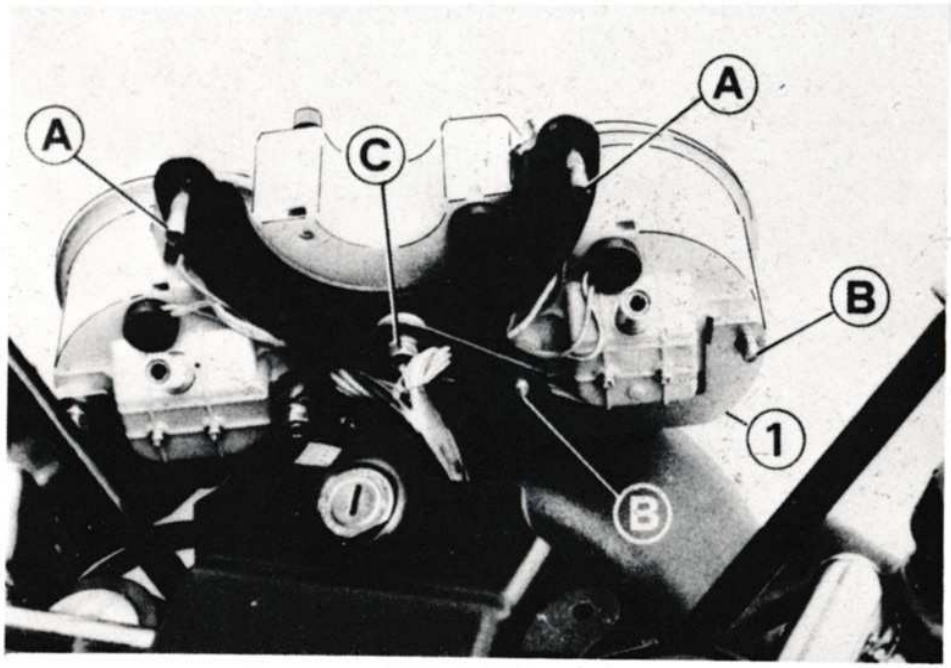


Fig. 46

Instrument Pod Bulbs Replacement for 1000 RGA Fig. 46

Remove instrument pod from its holder.

1. Disconnect tachometer and speedometer driving by loosening their knurled rings.
2. Loosen the four Phillips screws to remove upper side of the instrument pod.
3. Take the instrument pod off from its holder loosening nuts A (10 mm. wrench). Fig. 46
   To replace tachometer and speedometer lamps loosen nuts B.

Separate the instrument from holder 1 and replace the bulbs Fig. 46

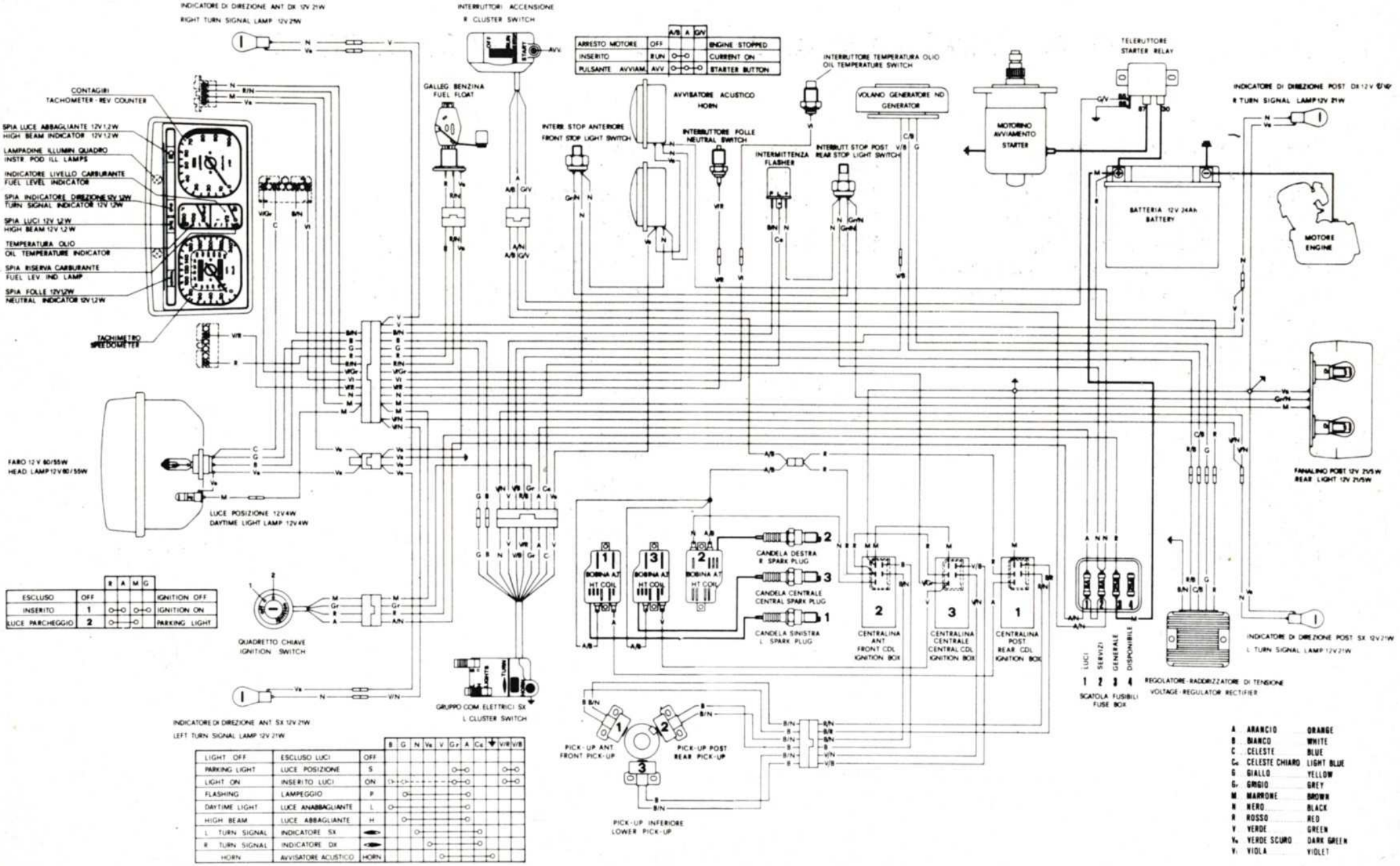
In case of replacement of the tripmeter lamp, loosen nuts A, B, C, dismantle the holder 1 and replace the bulb. Fig. 46

WIRING DIAGRAM 1000 RGS, EXECUTIVE and CORSA

Instrument pod ill. lamps	12V - 1,2W
Right turn signal lamp, front	12V - 21W
Right turn signal lamp, rear	12V - 21W
Left turn signal lamp, front	12V - 21W
Left turn signal lamp, rear	12V - 21W
Right handlebar cluster switches	
Left handlebar cluster switches	
Speedometer	
Tachometer	
Turn signal indicator	12V - 1.2W
Headlight high beam indicator	12V - 1.2W
Neutral indicator	12V - 1.2W
Fuel reserve indicator	12V - 1.2W
Front stop light switch	
Horn	
Neutral switch	
Turn signal flasher	
Rear stop light switch	

Generator	12V - 210W
Starter	
Starter relay	
Battery	12V - 24Ah
Rear light	12V - 21/5W
Fuse box	8A - 25A
Voltage regulator - rectifier	
Resistances	0.9 ohm
HT coils	
Right spark plug	
Central spark plug	
Left spark plug	
Electronic ignition box	
Magneto conductor bush	
Pick-up	
Ignition switch	
Head lamp H4 halogen	12V - 60/55W
Daytime light lamp	12V - 4W

SCHEMA IMPIANTO ELETTRICO 1000 RGS/1
WIRING DIAGRAM 1000 RGS/1

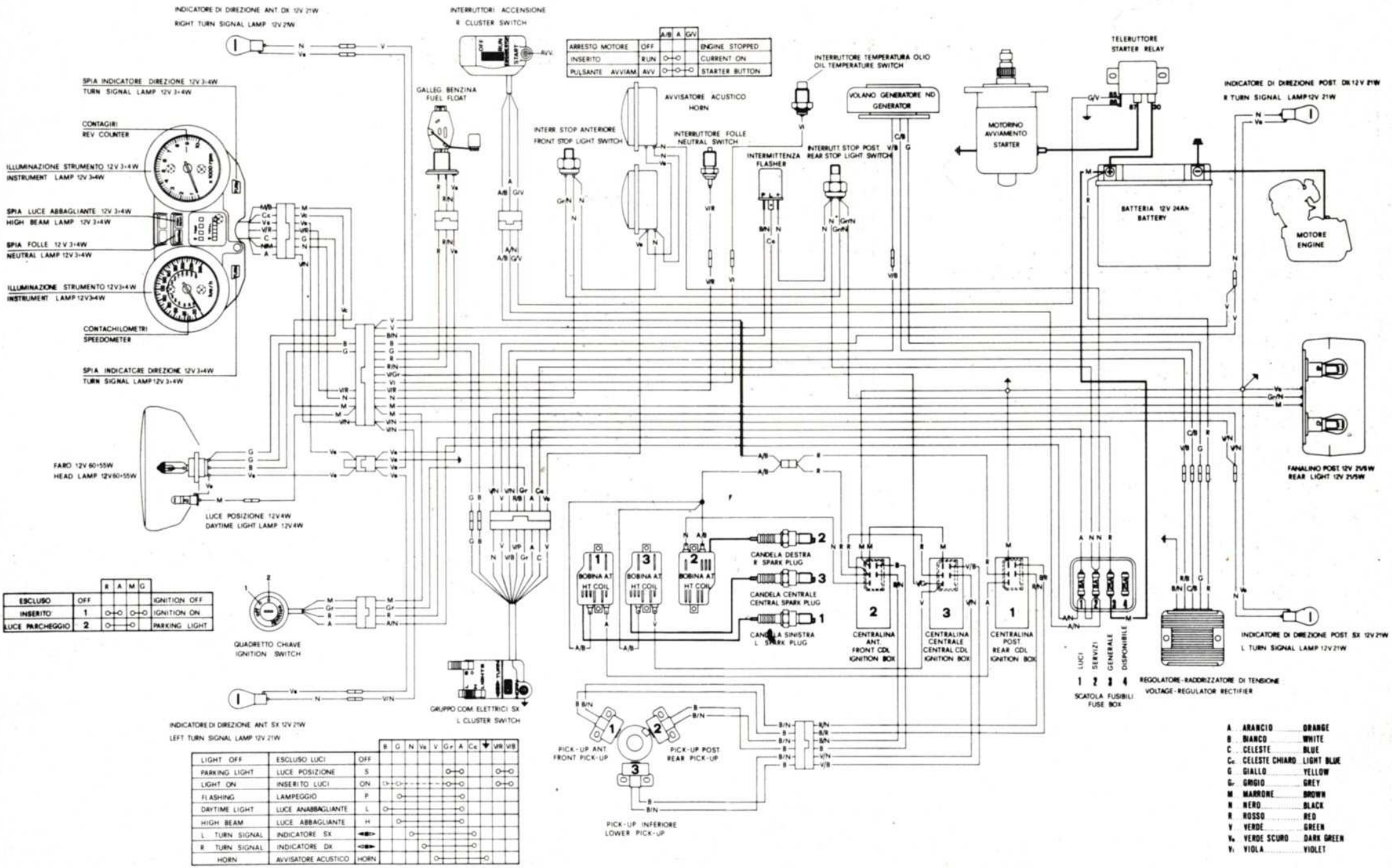


WIRING DIAGRAM 1000 RGA

Right turn signal lamp, front	12V - 21W
Right turn signal lamp, rear	12V - 21W
Left turn signal lamp, front	12V - 21W
Left turn signal lamp, rear	12V - 21W
Right handlebar cluster switches	
Left handlebar cluster switches	
Speedometer	
Tachometer	
Headlight high beam indicator	12V - 3 ÷ 4W
Neutral indicator	12V - 3 ÷ 4W
Front stop light switch	
Horn	
Neutral switch	
Turn signal flasher	
Rear stop light switch	
Odometer lamp	12V - 3 ÷ 4W
Tachometer lamp	12V - 3 ÷ 4W
Right turn signal indicator lamp	12V - 3 ÷ 4W
Left turn signal indicator lamp	12V - 3 ÷ 4W

Generator	12V - 210W
Starter	
Starter relay	
Battery	12V - 24Ah
Rear light	12V - 21/5W
Fuse box	8A - 25A
Voltage regulator - rectifier	
Resistances	0.9 ohm
HT coils	
Right spark plug	
Central spark plug	
Left spark plug	
Electronic ignition box	
Magneto conductor bush	
Pick-up	
Ignition switch	
Head lamp H4 halogen	12V - 60/55W
Daytime light lamp	12V - 4W

SCHEMA IMPIANTO ELETTRICO 1000 RGA
WIRING DIAGRAM 1000 RGA



		A/B	A	G/V
ARRESTO MOTORE	OFF			ENGINE STOPPED
INSERITO	RUN	O	O	CURRENT ON
PULSANTE AVVIAM.	AVV.	O	O	STARTER BUTTON

		R	A	M	G	
ESCLUSO	OFF					IGNITION OFF
INSERITO	1	O	O		O	IGNITION ON
LUCE PARCHEGGIO	2	O			O	PARKING LIGHT

			B	G	N	Ve	V	Gr	A	Ce	+	VR	V/B
LIGHT OFF	ESCLUSO LUCI	OFF											
PARKING LIGHT	LUCE POSIZIONE	S						O				O	
LIGHT ON	INSERITO LUCI	ON						O				O	
FLASHING	LAMPEGGIO	P						O					
DAYTIME LIGHT	LUCE ANABBAGLIANTE	L	O					O					
HIGH BEAM	LUCE ABBAGLIANTE	H		O				O					
L TURN SIGNAL	INDICATORE SX	◀				O					O		
R TURN SIGNAL	INDICATORE DX	▶					O				O		
HORN	AVVISATORE ACUSTICO	HORN									O		

A	ARANCIO ORANGE
B	BIANCO WHITE
C	CELESTE BLUE
Ce	CELESTE CHIARO LIGHT BLUE
G	GIALLO YELLOW
Gr	GRIGIO GREY
M	MARRONE BROWN
N	NERO BLACK
R	ROSSO RED
V	VERDE GREEN
Ve	VERDE SCURO DARK GREEN
Vi	VIOLA VIOLET

FRAME,
FUEL TANK
WHEELS & BRAKES

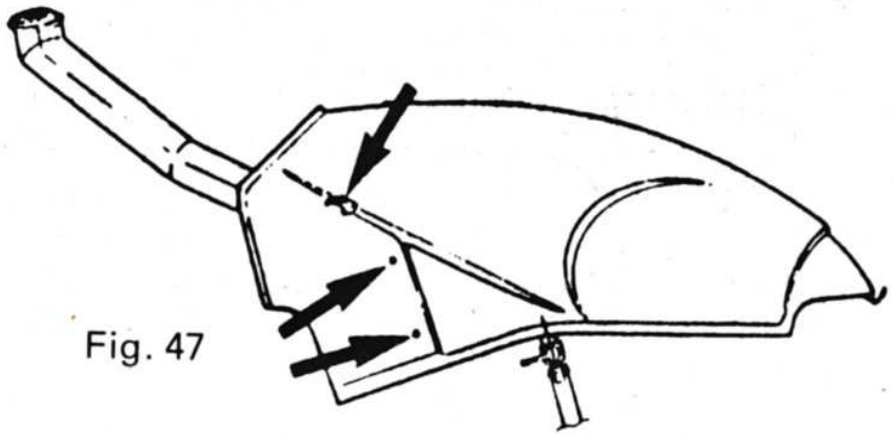


Fig. 47

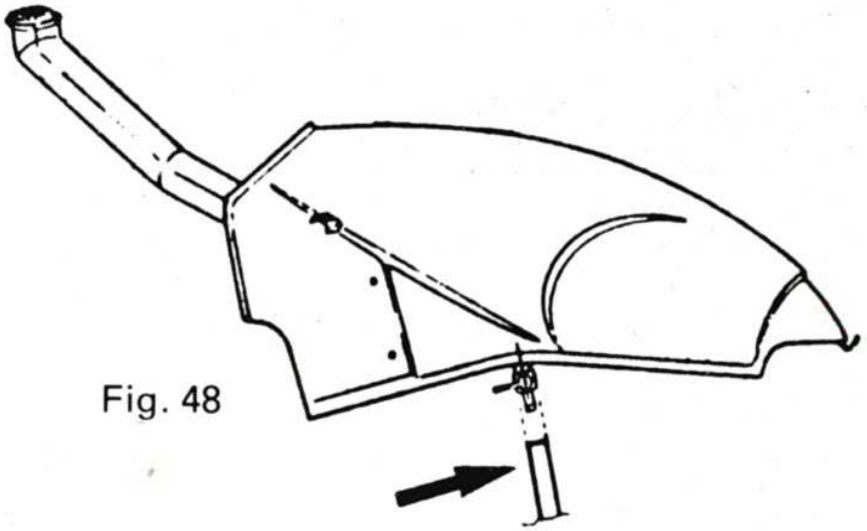


Fig. 48

Fuel Tank Removal for 1000 RGS, EXECUTIVE and CORSA
Fig. 47, 48, 49, 50, 51, 52.

Unscrew the RH and LH screws which fasten the fairing and the instrument panel to the tank.

Remove the seat unit acting on the rear padlock

Turn the petcock off and remove the lower fuel pipes. (Fig. 48)

Pull the tank back of 4 ÷ 5 centimetres keeping it in horizontal position. (Fig. 49)

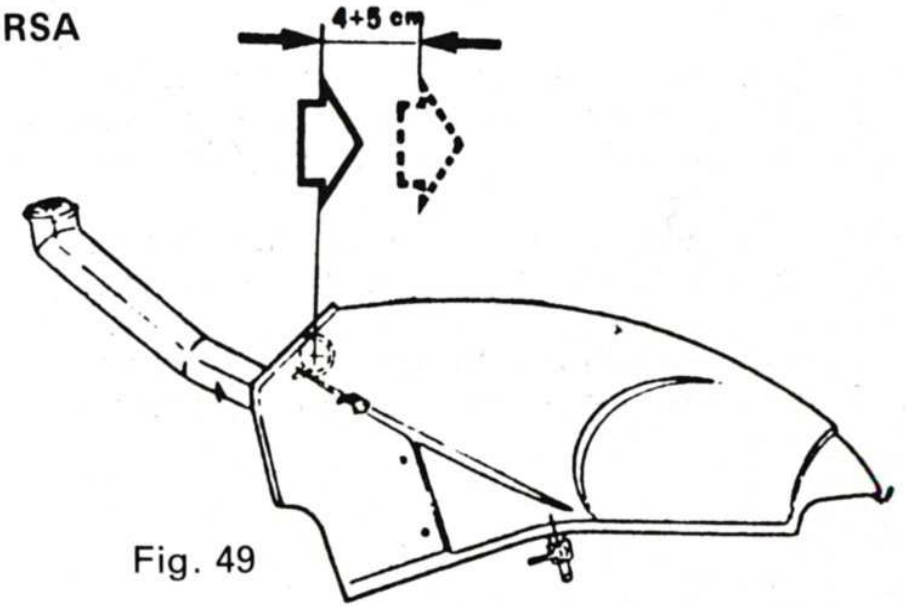


Fig. 49

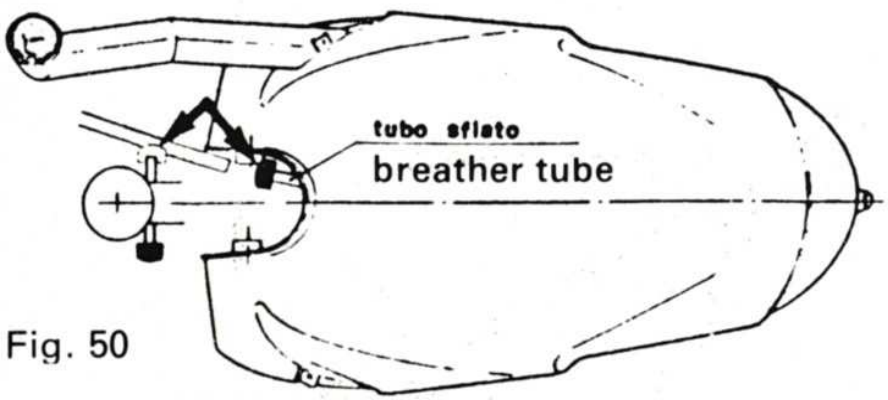


Fig. 50

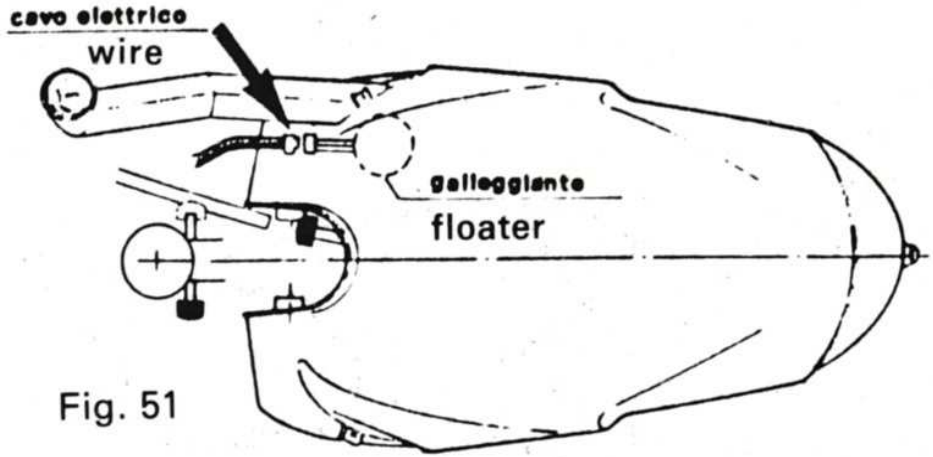


Fig. 51

Unthread the front pipe of the tank breather and, using one of the rubber caps of the front tank support, plug the breather tube. (Fig. 50)

Disconnect the electric cable of the float which is on the RH side under the tank. (Fig. 51)

Remove definitively the tank pulling it back and lifting at the same time the rear part. (Fig. 52)

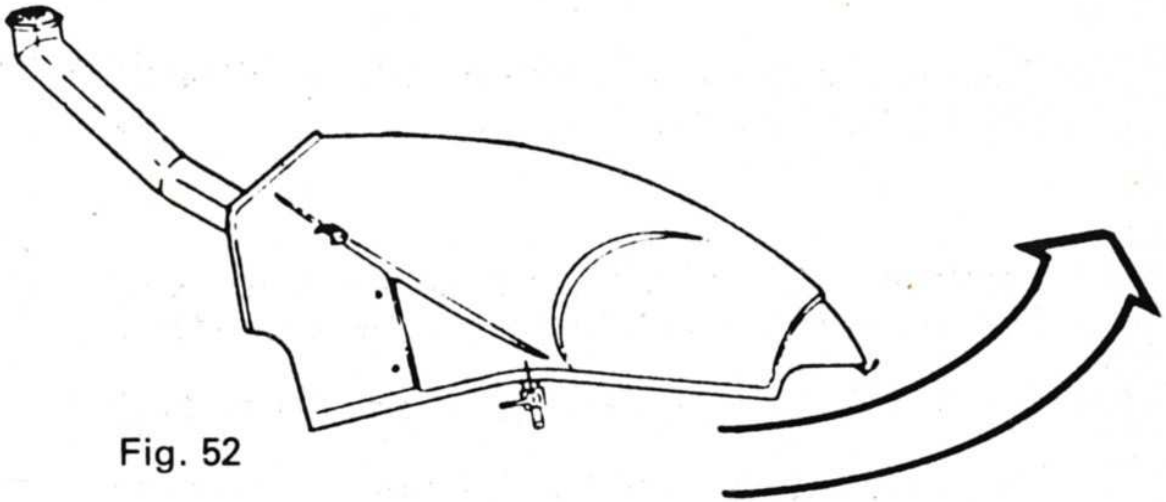


Fig. 52

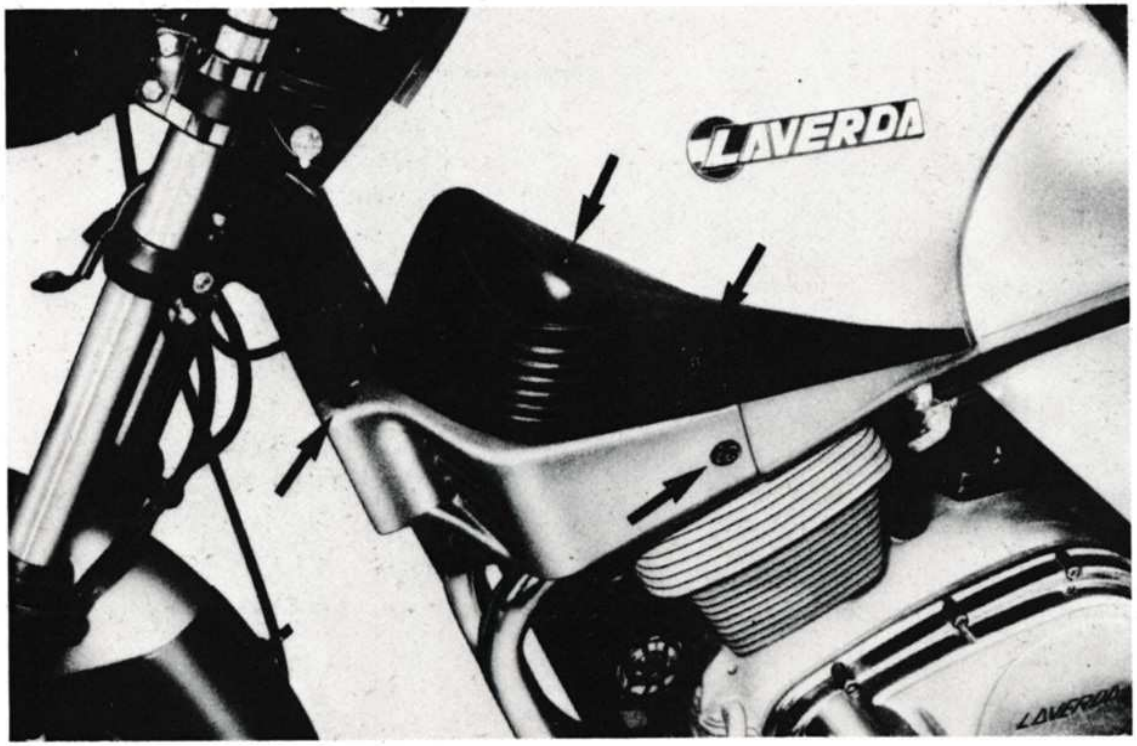


Fig. 53

Fuel Tank Removal for 1000 RGA

Unscrew the 4 RH and LH
Screws, see Fig. 53
Remove the seat unit acting
on the rear paslock
Turn the petcock off and remove
the lower fuel pipes
Remove the tank pulling it back
and lifting at the same time the
rear part.

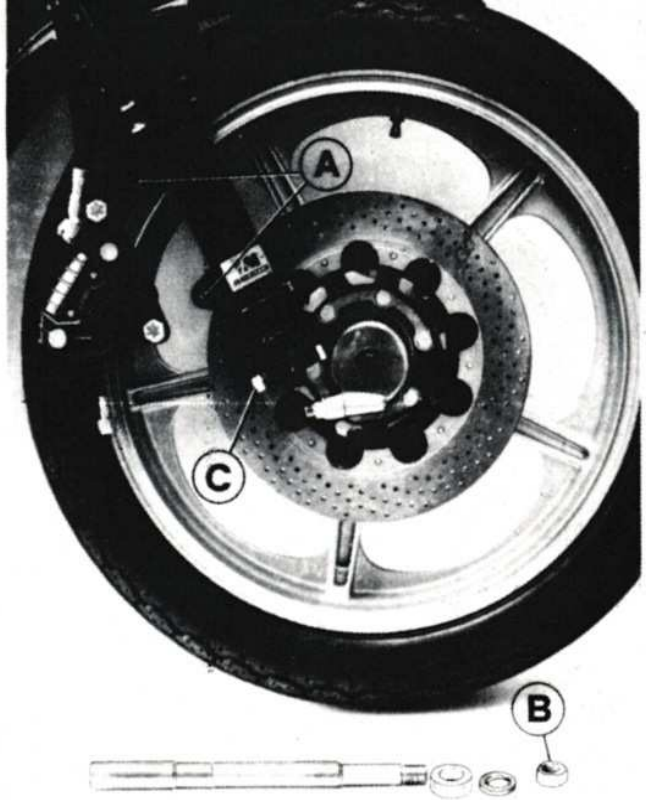


Fig. 54

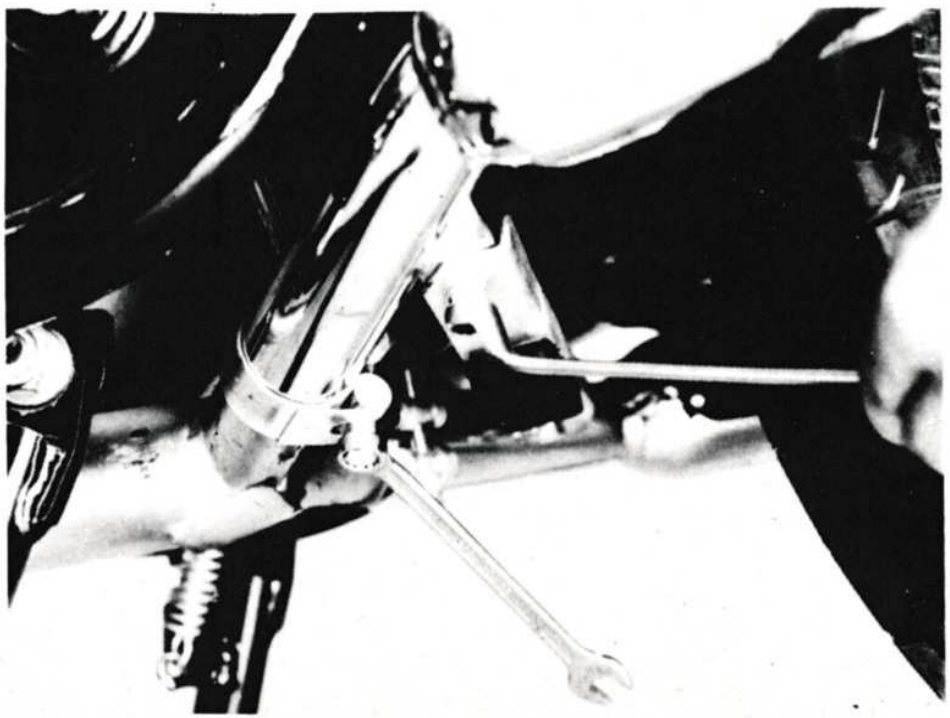


Fig. 55

Front Wheel Removal and Installation. Fig. 54

- Place motorcycle on the central stand.
- Raise the front wheel off the ground by placing a support block under the engine.
- Remove the speedometer cable set screw and disconnect the speedometer cable at the wheel.
- Remove either caliper assembly by loosening caliper bolts A.
- Remove front axle nuts B with a 24 mm. wrench.
- Loosen both bolts C at the fork lower end

- Slide the axle off and pull the wheel forward removing it from the fork.
- Pay attention to the spacer between the wheel and the fork left leg.
- Remove the speedometer drive gear cover.

Warning

Do not operate the disc brake when the disc is not fitted between brake pads.

Installation

Reverse the removal procedure as follows:

- Mount the speedometer drive gear cover.
- Install the wheel into the front fork and locate the brake calipers.
- Install the spacer between fork left leg and wheel and insert front axle. Place the axle, washer and tighten the axle nut. Tighten the bolts A which secure brake calipers to the fork.
- Tighten bolts C at the fork lower end and connect speedometer cable.

Caution

See Pag. 107 for correct tightening torque.

Wheen installing the wheel, fit the brake disc carefully between brake pads to avoid damaging the pads.

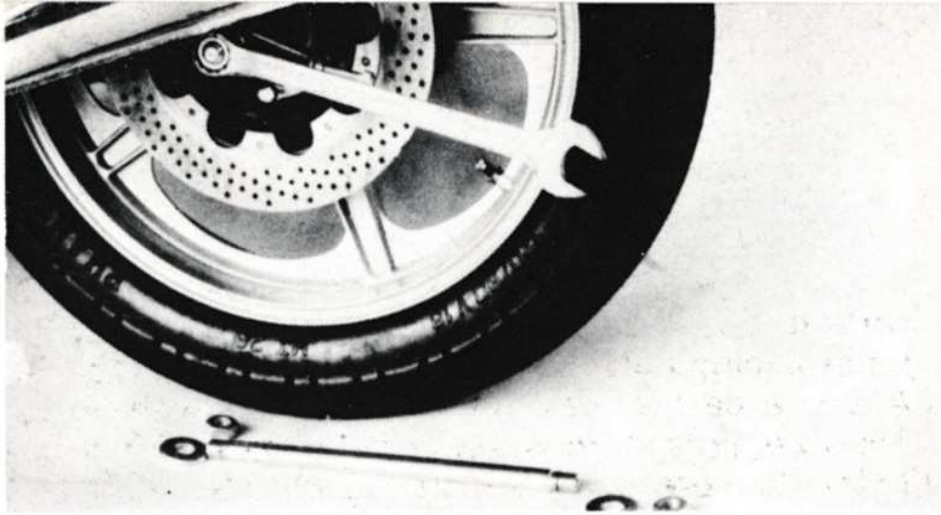


Fig. 56

Rear Wheel Removal and Installation. Fig. 55, 56

- Place motorcycle on the central stand.
- Remove the left muffler by loosing the premuffler fixing clamp, un screwing the screw on the mufflers connection angles and the two nuts fixing the silentblok (Fig. 55)
- Loosen left nut of the wheel spindle with two 24 mm. wrenches (one for each side) and slide the spindle (see Fig. 56)
- Remove the spacers fitted to the both sides of the wheel (the longer one is at the right side).
- Loosen jam nut A and screw B which secure brake pads holder. Fig. 57
- Move forwards the wheel and remove the chain from the rear sprocket.
- Take the chain tensioners off paying attention not to loose the adjusting bolts.
- Pull the wheel rearwards so that it is possible to withdraw the end of the brake pads holder from its securing bracket welded to the swinging arm and pull the wheel out.

Warning
Do not operate the disc brake when the disc is not fitted between brake pads.

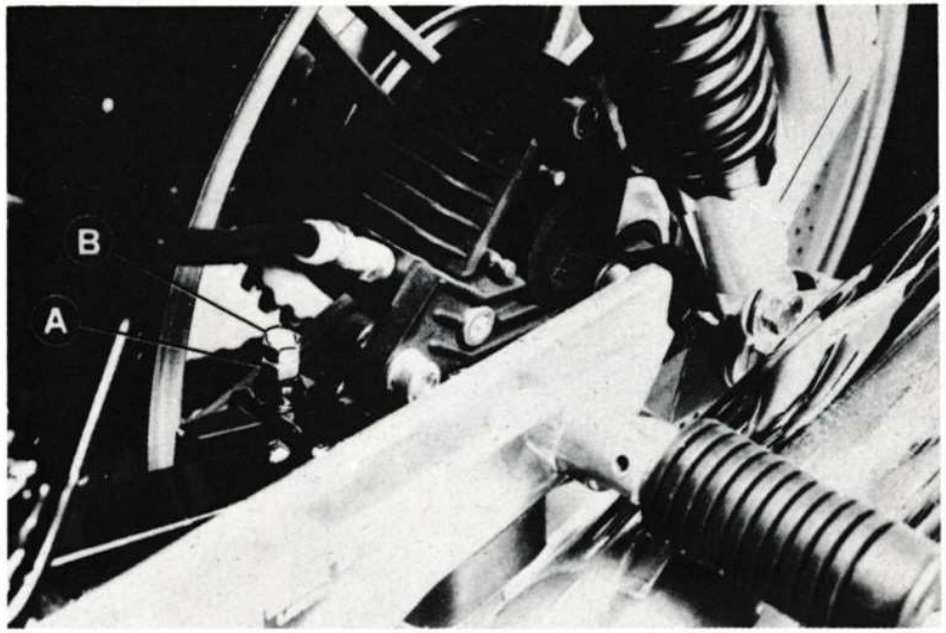


Fig. 57

Installation
Reverse the removal procedure.

Clean the spindle and apply a little multipurpose grease. Do not forget the right position of the spacers (the longer one is at the right side).

Caution
When installing the wheel, fit the brake disc between the brake pads carefully. After installing the wheel, apply the brake several times and then check that the wheel rotates freely, when released. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

Caution
Always replace used cotter pins with new ones.

Warning
If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.

Tires
Check tire inflation pressure before riding or at least once a week when tires are cold (tire temperature must not differ from outside temperature). Inspect tires regularly for punctures, cuts etc. as well as for tread wear.
If in doubt about tire condition see your authorized LAVERDA dealer.

Warning
Never ride with improperly inflated, excessively worn or eventually damaged tires.
Replacing tires.
Always replace tire and tube. Never use patched tubes.

Front and rear wheel tire must be of same brand and suitable type and size (see pag. **11**0)
For proper replacing see your authorized LAVERDA dealer.
Have wheel(s) balanced after new tire is fitted.

Caution
Tire replacing must be done most carefully because LAVERDA cast wheels have safety rims with hump. Therefore, tires fit very tight and after mounting a new tire inflation pressure must be raised to 5 bar (80 lbs) to ensure proper alignment of rim and tire.
(Before riding tire pressure must be corrected to regular value).

Warning
Other tires than those recommended may be hazardous to use.

Caution
Mind specifications on tire sidewall regarding direction of rotation.

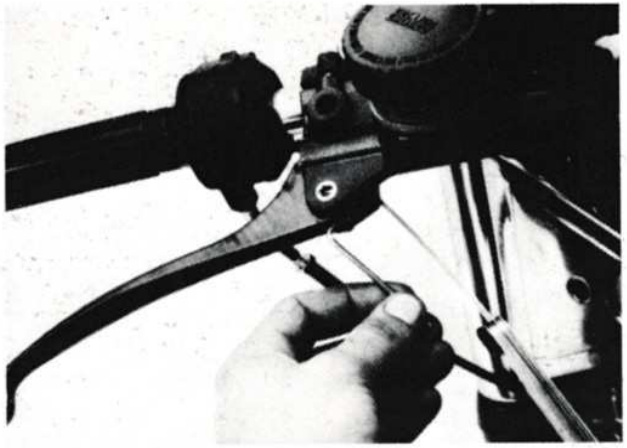


Fig. 58

Brake Controls Adjustrument. Fig.58
The free travel of the front brake operating lever should always be 0,10 ÷ 0,30 mm. (0,005 ÷ 0,015 inchs).
The free travel (i.e. the distance between master cylinder plunger and brake operating lever) can be adjusted with the aid of a feeler gauge and using the adjusting screw (see fig. 58).

Brake Fluid Level Check. Fig. 59
Periodically check brake fluid level. It should always be maintained between «Min» and «Max» marks of the reservoirs of front and rear brakes. That of the rear brake is located under the left side cover. If the level is near «Min» mark, unscrew the threaded cap and the diaphgram and replenish the reservoir. Use only HYDRAULIC BRAKE FLUID from a sealed can.
Every 20.000 kms. (12.000 miles) and at least once a year the brake fluid should be bled.

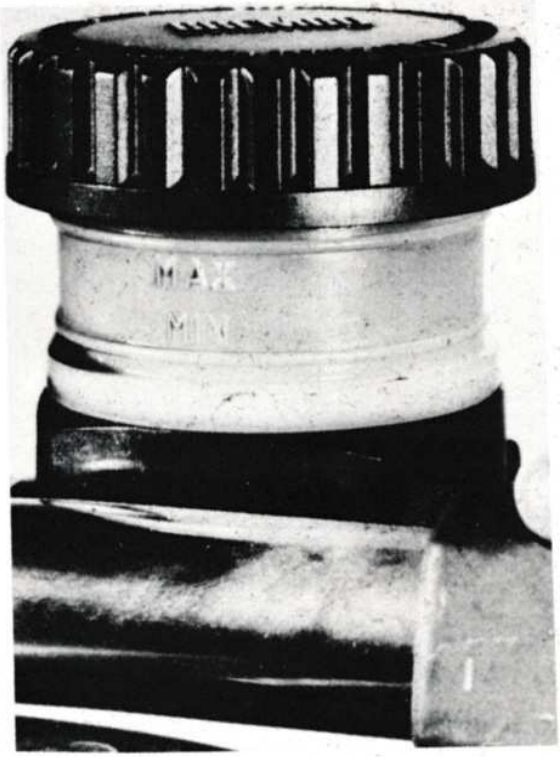


Fig. 59

Note
Use only brake fluid when flushing the brake system.
Do not use alcohol.
Do not use compressed air when cleaning or drying the brake circuit. Use thrichloroethylene for the metallic parts.

Caution
Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.
Use only DOT 3 brake fluid from a sealed container.
Handle brake fluid with care because it can damage paint, electric wires, and instrument lenses.
Never allow contamination (dirt, water, etc.) to enter the brake fluid reservoir.

Fig. 60

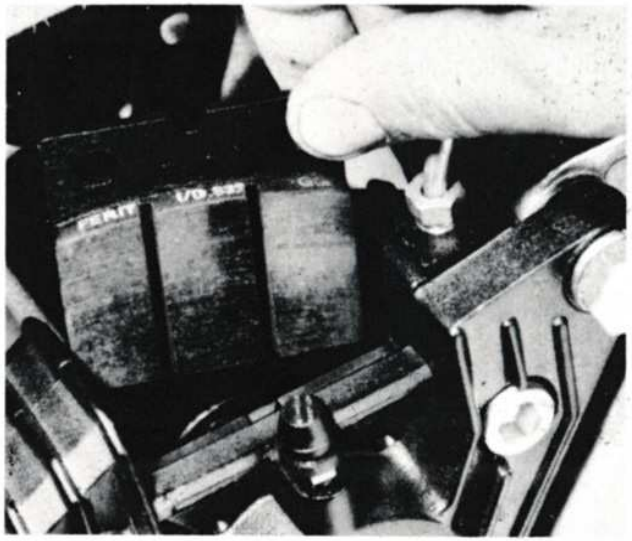


Fig. 61

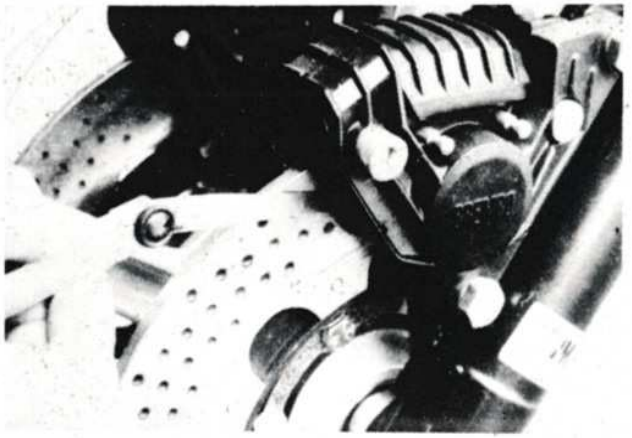


Fig. 62

Brake Pads Check and Renewal. Fig. 60, 61, 62

- Using a screwdriver remove the black plastic top cover pressure fitted to each caliper. Fig. 60
- Drive the pad retaining pins out from the calipers using a pin punch and tapping it lightly with a hammer.
- Remove the central pin and the spring from each caliper and remove the brake pads. Do not mix the pads because if their condition is satisfactory, each pad should be fitted in the same position in which it was prior to removal. Fig. 62
- Measure the pad thickness with a vernier caliper. Minimum permissible thickness: 5.5 mm (7/32 in) (wear limit).

If the pad thickness is less than the specified wear limit or if the lining is damage, the brake pads should be renewed.
To install new brake pads push the pistons back, taking care not to damage the rubber seals. During this operation remove the master cylinder reservoir cap, making sure that the level of the fluid does not exceed « Max » mark and that the brake fluid does not spill.
Insert the new pads in the caliper, fit the pin with its spring and the pad retaining pins.
Operate the front brake lever several times.
The clearance between brake pad and disc should be 0,20 mm. (0,008 inch.). This should be measured with a feeler gauge. Fig. 61

Note
When new pads are fitted the brake lever should be operated with caution and abrupt stops should be avoied in order to allow a proper pad bedding in.

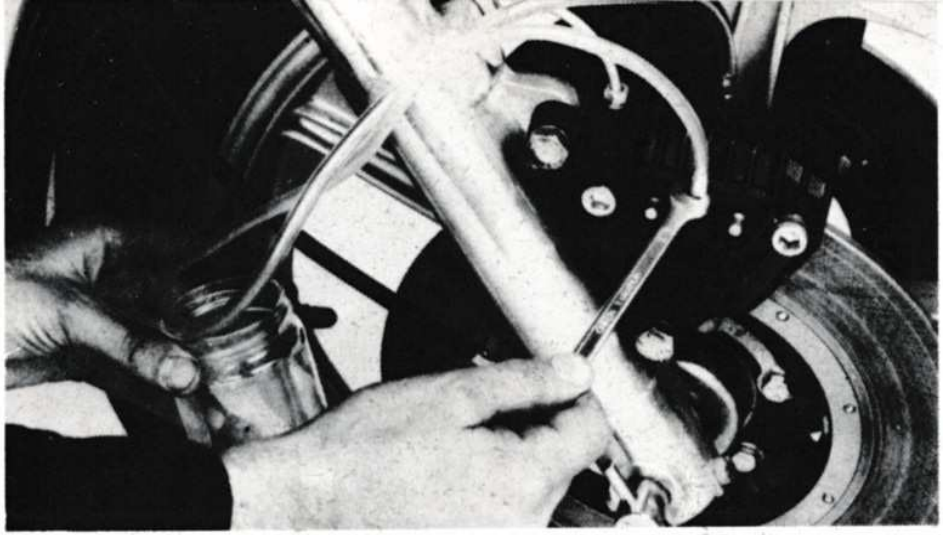


Fig. 63

Quickly tighten the bleeder valve, maintaing depressed the brake lever (or the brake pedal).
Repeat this procedure until fluid free of air bubbles comes out from the valve, and the travel and the « feel » on the lever are normal again.
Discard the brake fluid in the jar and never reuse it.

Steering Head. Fig. 64

Place the motorcycle on its main stand ad put a support block under the engine to raise the front wheel clear from the ground.
Grasp the fork sliders and attempt to move them backwards and forwards. No play should be detected.
If necessary the steering head bearing play can be adjusted proceeding as follows.

- Remove the handle-bar cover. (See pag. 66).
- Remove the fuel tank. (See pg. 88-90).
- Loosen the chrome-plated nut located on top of steering pipe. ① Fig. 64
- Slacken the Allen screw. ②
- Slightly rotate the adjusting ring nut by means of a C-spanner. ③
- Tighten the Allen screw and the chrome nut.
- After adjustment, no play should be felt and the handlebar should be free to move in both directions.

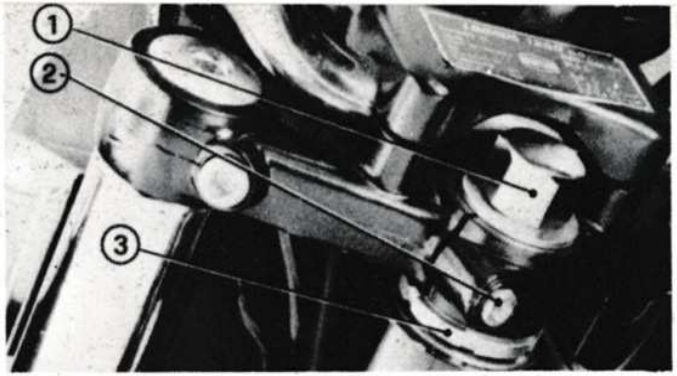


Fig. 64

Bleeding the Brake System. Fig. 63

The brake system must be bled every time there is air in it.
This usually happens after a part of the system has been renewed or a union has been loosened and when the fluid is changed.
When there is air in the system the action of the brake lever becomes « spongy » and the brake efficiency drecreases.
To bled the system proceed as follows (two men are needed to perform this operation):

1) Make sure that the fluid level in the master cylinder reservoir is aligned with « Max » mark. If not, replenish the reservoir using DOT 3 Hydraulic Brake Fluid.
   Do not refit the reservoir cap.
2) Operate the brake lever several times, until no air bubbles can be seen coming out from the fluid in the reservoir.
3) Remove the rubber cap from each bleed valve situated in the upper part of the caliper and connect a clear plastic tube to the bleeder valve.
   The tube free end should be placed in a clear jar Fig. 63
4) Pump the brake lever several times until pressure can be felt and then unscrew the bleeder valve half a turn. In the fluid coming out from the valve there will be some air bubbles (visible through the clear plastic tube).

Fig. 65

Fig. 67

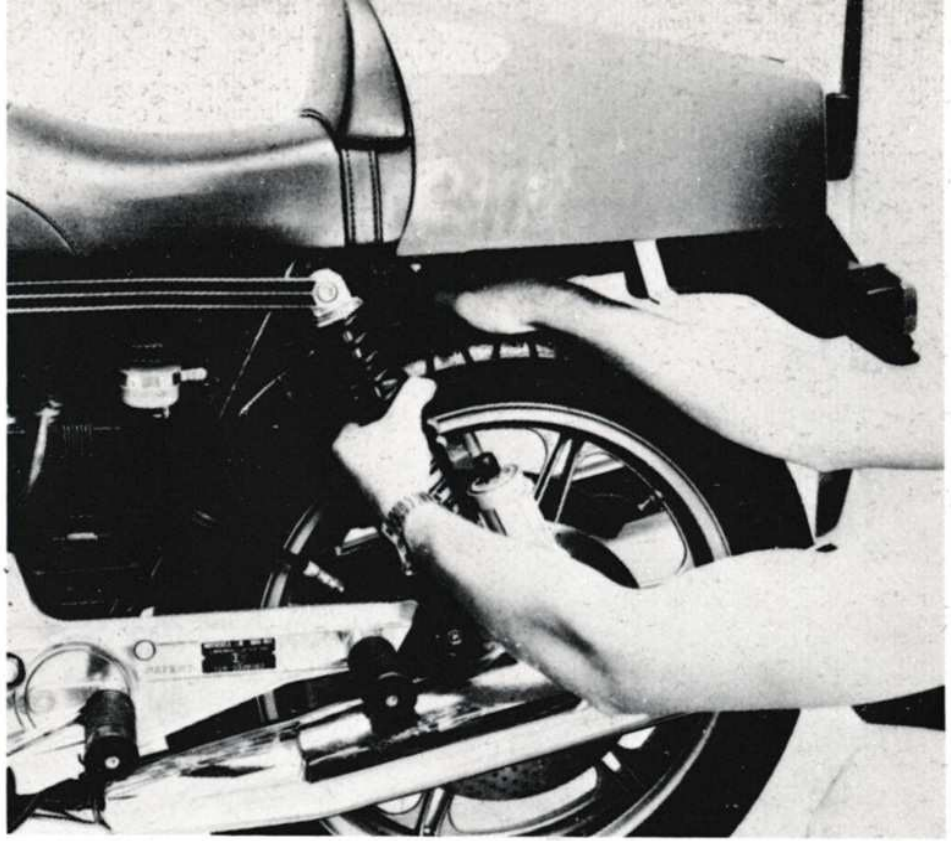


Fig. 66

Wheel Bearings Check. Fig. 66 67

Put motorcycle on centerstand.
Have altenatively front and rear wheel off the ground. Push and pull then vigorously in sideways direction. No play is allowed. If necessary have bearings replaced.

Put motorcycle on centerstand.
Lift rear wheel off the ground. Push and pull rear swinging arm vigorously sideways. No play is allowed. If necessary have bearings replaced.

Note
All bearing adjustment should be done by a authorized LAVERDA DEALER.

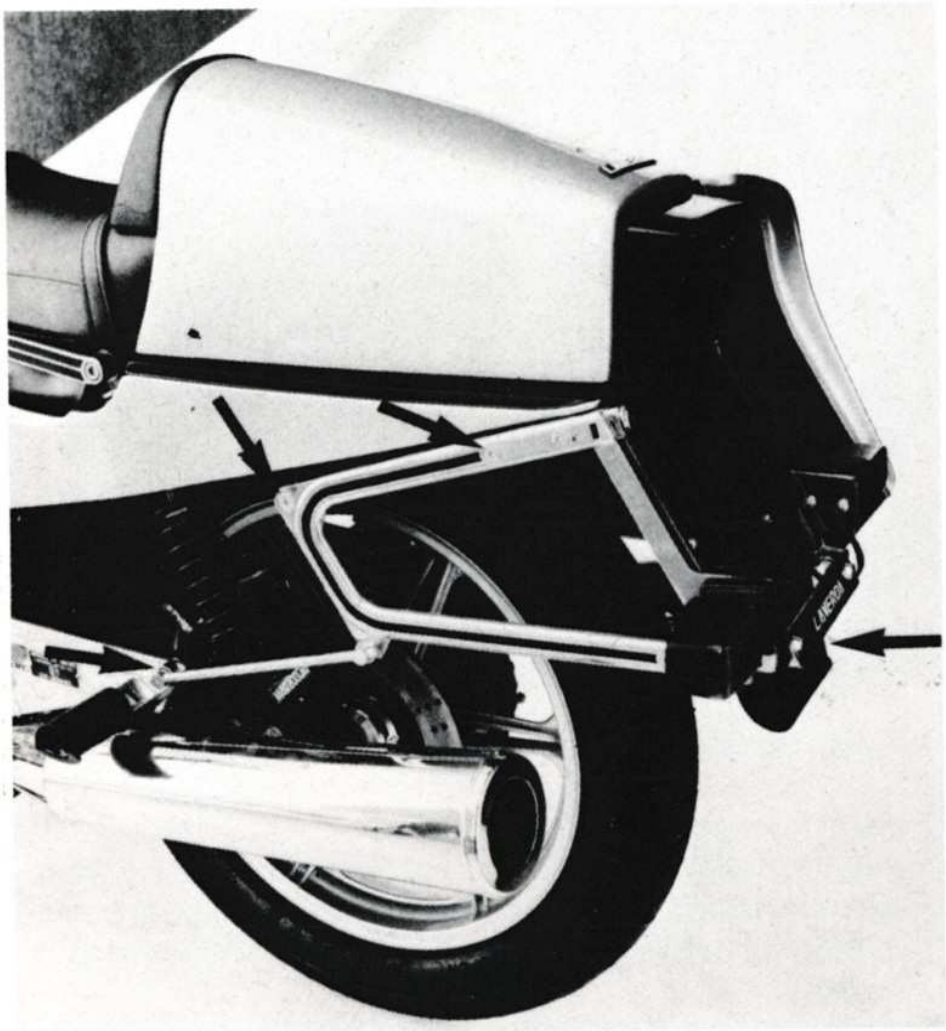


Fig. 68

Bags Removal for 1000 RGS EXECUTIVE

1) Open the bag holder padlock with the key
2) Turn backward the turn signal holder
3) Remove the bag by drawing it back
Repeat 1-3 for the bag on the other side

Bag holder Removal for 1000 RGS EXECUTIVE Fig. 68

1) Remove the bags
2) Disconnect the rear turn signal
3) Unscrew the 4 screws, see Fig. 68
Repeat 1-3 for the other side

ENGINE

Spark Plug. Fig. 69
Clean spark plugs by dipping in gasoline and brushing but do not use a metal brush.
Check spark plug electrode gap using a feeler gauge. If necessary adjust: a=0.6±0.1 mm. Before installing plugs apply graphite grease to threads.

Checking Valve Clearances.
This check must be done according to the service schedule or whenever cylinder head nuts are tightened.

Note
This operation should be done by an authorized LAVERDA dealer.

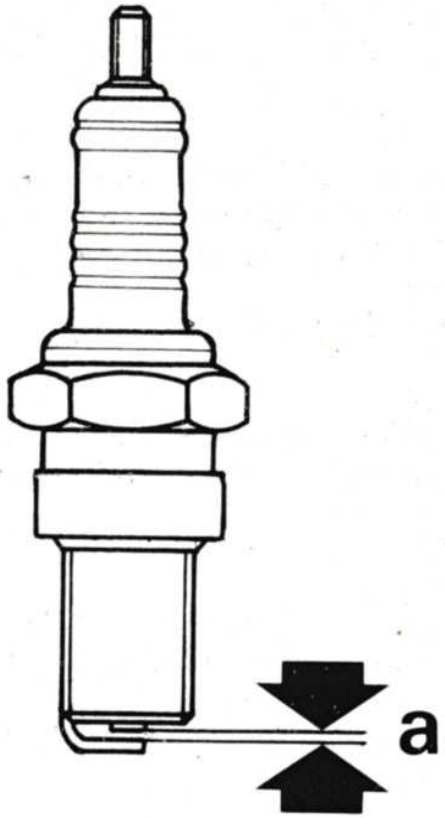


Fig. 69

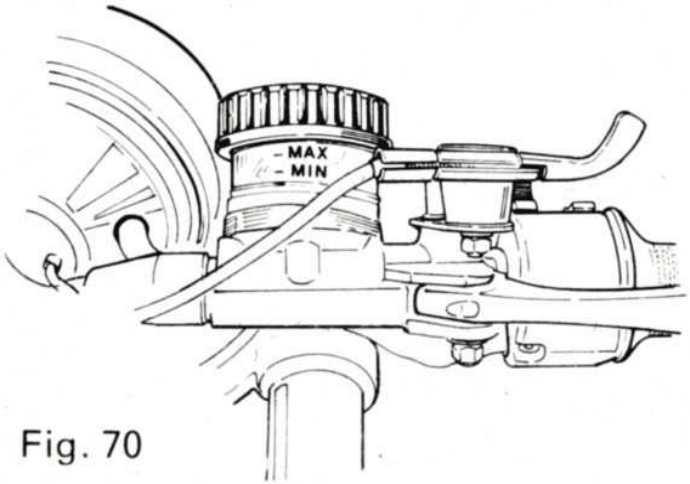


Fig. 70

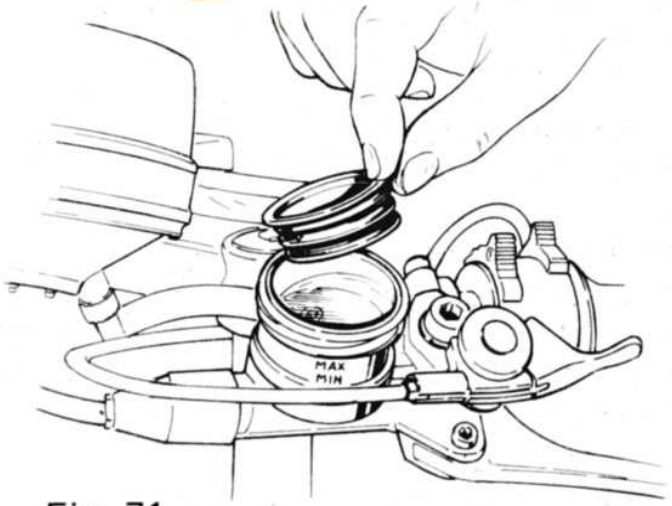


Fig. 71

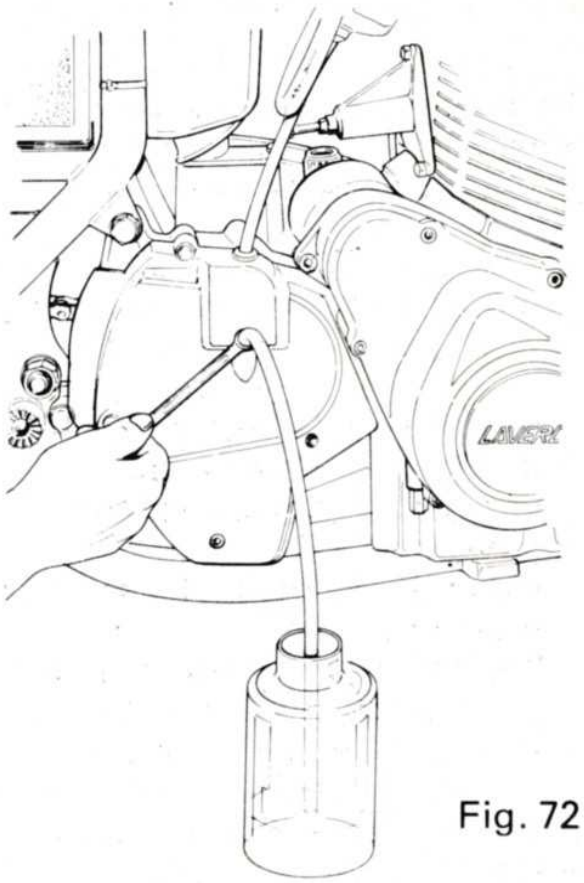


Fig. 72

HYDRAULIC CLUTCH

Clutch fluid Level inspection. Fig. 70 71
The clutch fluid level should be checked periodically.
It must be always maintained between the min. and max. marks on the reservoir on the left side of the handlebar. Fig. 70
If the level is close to the min. mark, remove the threaded cap and the diaphragm, and then refill the reservoir.
Use only HYDRAULIC BRAKE FLUID DOT 3. Fig. 71

Note
Every 20.000 Km (12.000 miles) and in any case at least once a year the clutch fluid must be completely renewed and the clutch system must be bled.
It is advisable to draw fluid from a sealed can.

Warning
If it is necessary to flush the clutch system, use only brake fluid.
Do not use alcohol or compressed air when drying.
For the metallic parts use trichloroethylene.

Bleeding The Clutch System. Fig. 61
The clutch system must be bled every time there is air in.
This usually happens after the change of a part of the system for example the flexible pipe, or when the fluid is drained.
When air is in the system, the action of the clutch lever feels spongy and the clutch efficiency decreases.
To bleed the system proceed as follows:
- Make sure that the fluid level in the reservoir is aligned with max. mark.

If not, replenish the reservoir using DOT 3. HYDRAULIC CLUTCH (BRAKE) FLUID.
Do not refit the reservoir cap.

Bleeding the clutch system

- Operate the clutch lever several times until no air bubbles can be seen coming out from the fluid in the reservoir.
- Remove the rubber cap from the bleeder valve situated on the side-cover of the clutch and connect a clear plastic pipe from the bleeder to a jar. Fig. 72
- Operate the clutch lever several times until pressure can be felt and unscrew the bleeder half a turn. In the fluid coming out from the bleeder will be some air bubbles (visible through the clear plastic pipe).
  Quickly tighten the bleeder maintaining the clutch lever operated.
  Repeat this procedure until fluid comes out from the bleeder free of air bubbles, the travel and the stress of the lever are normal again.
- Tighten the bleeder, check fluid level in the reservoir, if necessary fill it to max. mark.
- Refit the reservoir cap.
- Discard the clutch fluid in the jar and never rense it.

Inspection

If some oil leaks should be seen, check the whole fluid pipe and the clutch components too. Fig.73

1) Remove the chain cover, take off the 3 clamping screws.
2) The clutch fluid hoses and cylinder should always be in good conditions, without cracks or cuts; immediately replace the damaged parts.
3) Check the bleeder valve tightening.

HYDRAULIC CLUTCH SCHEME

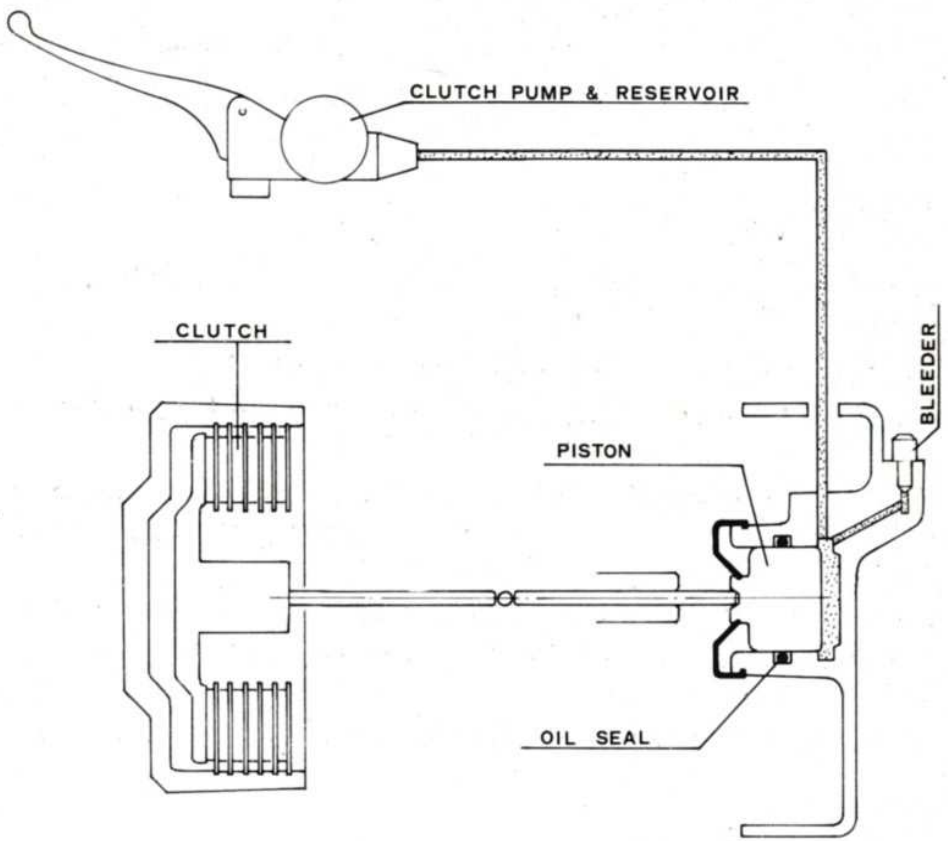


Fig. 73

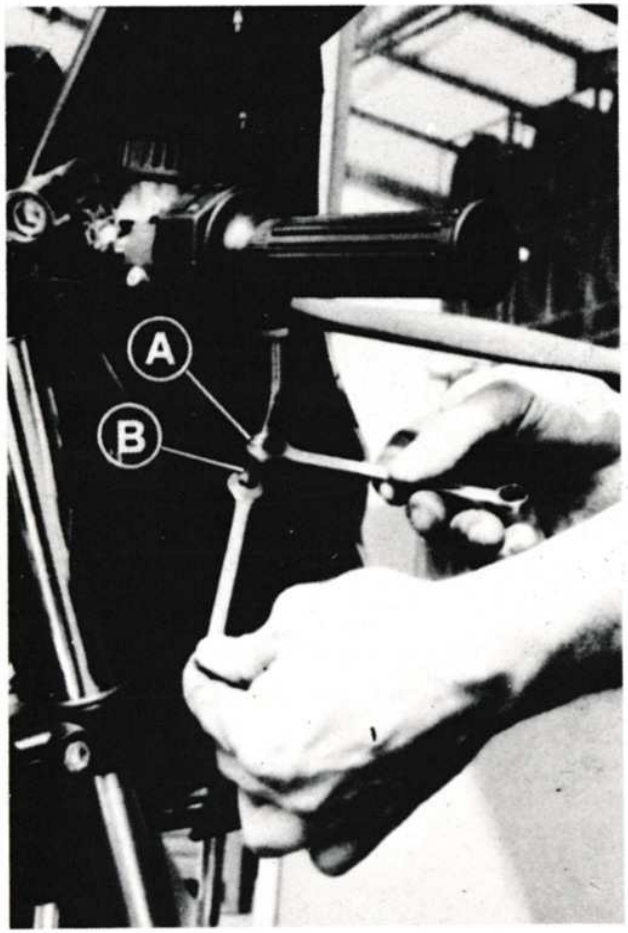


Fig. 74

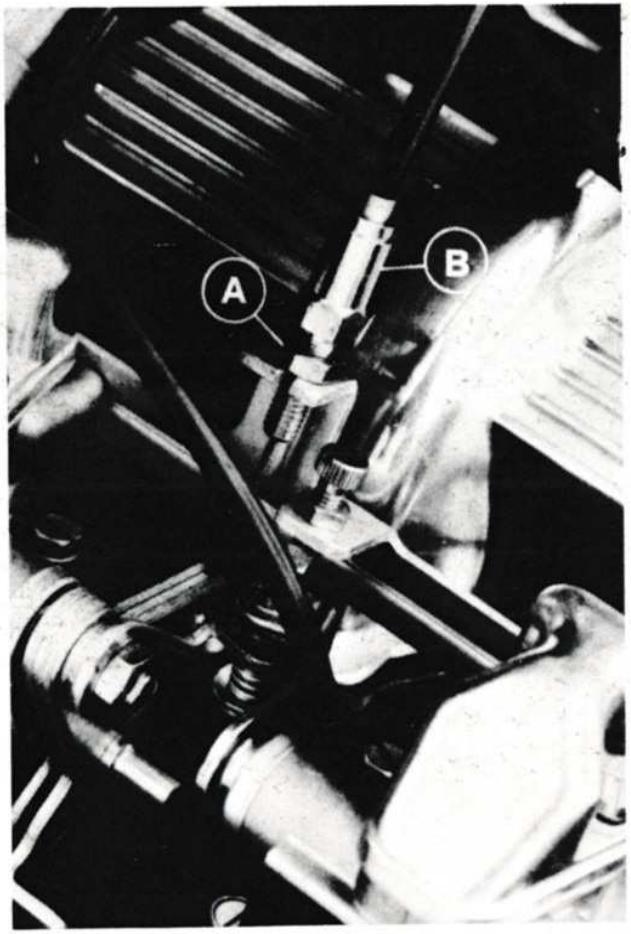


Fig. 75

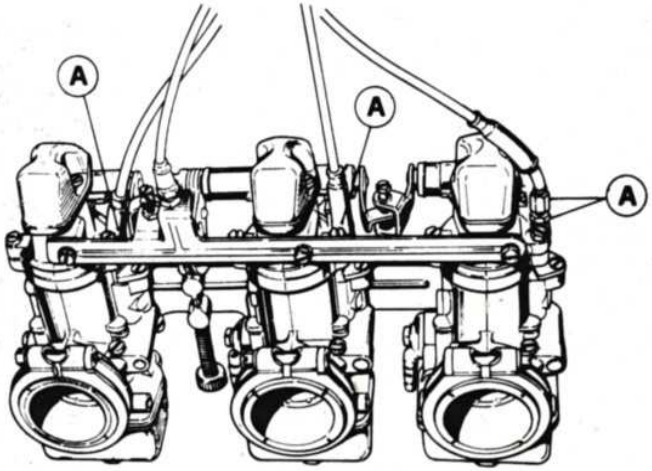


Fig. 76

Throttle Cable Adjustment. Fig. 74

The throttle twistgrip should have a certain amount of free travel (2÷3 degrees).
The free travel should be adjusted to the specified value by means of the adjusters A, B. fitted to both cable ends. Fig. 74, 75

Make certain that the three starting device cables have approx. 3 mm. (1/8 inch) free travel (when the operating lever is at rest).
Each carburetor is provided with an adjuster. (A) Fig. 76

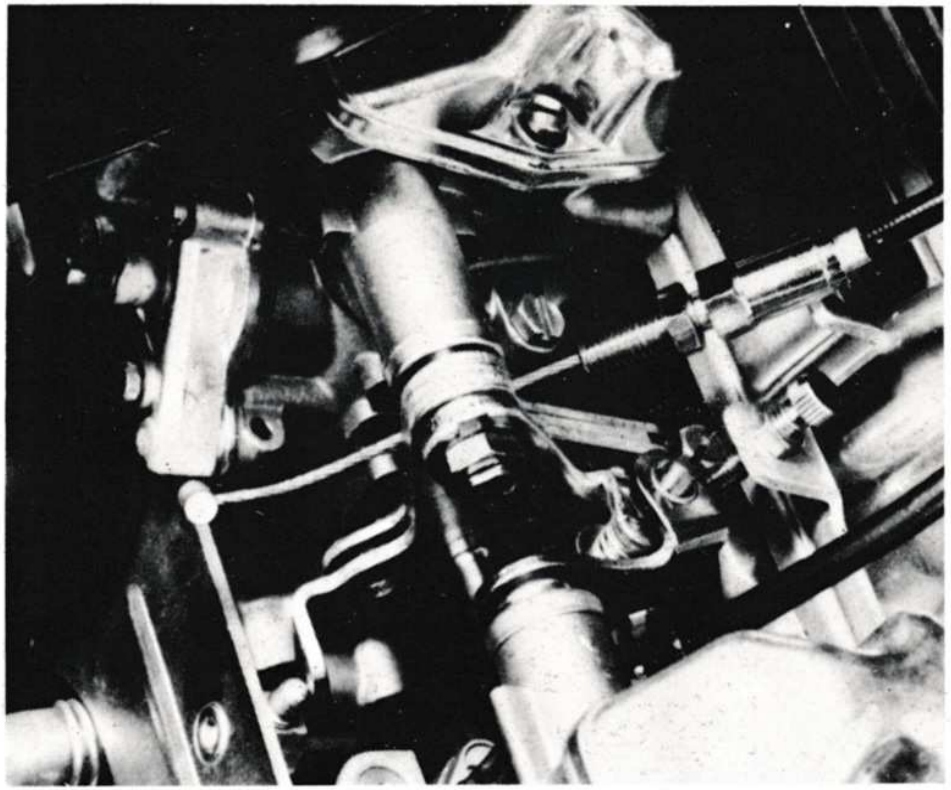


Fig. 77

Throttle Cable Replacement. Fig. 77
The throttle cable replacement is straight-forward: slacken both cable adjusters, rotate the throttle operating lever by hand and disconnect the cable nipple from the lever (Fig. 77)
Remove the two screws, open the twistgrip shell and disconnect the other end of the cable.

Torque Values
Tightening nut and bolts.
Check following bolts for tighteness regularly at least every 10.000 km (6.000 miles) or after maintenance or repair of related items:
1. Axle nuts front and rear
2. Engine mounting nuts front and rear and lower
3. Center stand mounting bolts
4. Clamping bolt of rear swinging arm pivot
5. Clamping screw of cylinder head cover
6. Rear spring struts mounting
7. Clamping bolt of front and rear foot peg
8. Lock nut of handlebar.

Note
For correct tightening torques see following specifications.

TORQUE VALUES

Engine

ITEM	Q.TY	THREAD DIA (mm)	TORQUE Nm	(lbf. ft.)
Cylinder head cover	6	6 × 1	8-12	(6-9)
Cam holder and cylinder head	6	9 × 1.25	40-45	(30-33)
Cylinder head	6	9 × 1.25	40-45	(30-33)
Cam sprocket	4	7 × 1	18-23	(24-31)
Spark plugs	3	14 × 1.25	25-30	(18-22)
Crankcase	10	6 × 1	8-12	(6-9)
Crankcase	12	8 × 1.25	20-25	(15-18)
A.C. generator	1	10 × 1.25	70-80	(52-59)
A.C. generator cover	5	6 × 1	8-12	(6-9)
Drive sprocket	1	26 × 1.5	70-80	(52-59)
Oil filter nuts	3	6 × 1	8-12	(6-9)
Neutral switch	1	14 × 1.5	30-35	(22-26)
Oil drain bolt	1	14 × 1.5	30-35	(22-26)
Oil pump screws	4	5 × 0.8	4.5-6	(3,5-4,5)
Pick-up bush fixing screw	1	8 × 1.25	30-35	(22-26)
Oil temp. thermistor.	1	14 × 1.5	30-35	(22-26)

Frame

ITEM				
Steering stem nut	1	24 × 1	80-90	(59-66)
Steering handlebar	2	10 × 1.25	40-45	(30-33)
Front fork yokes	4	10 × 1.5	40-45	(30-33)
Front fork yokes	1	8 × 1.25	30-35	(22-26)
Front axle nut	1	16 × 1.5	70-80	(52-59)
Front/rear brake discs	18	8 × 1.25	25-30	(18-22)
Front/rear brake calipers	6	10 × 1.5	50-55	(37-40)
Brake hose bolt	6	10 × 1	10-15	(7-11)
Rear axle	2	16 × 1.5	70-80	(52-59)
Rear plate wheel (rear wheel sprocket)	8	10 × 1.5	40-45	(30-33)
Swing arm pivot nut	2	14 × 1.5	70-80	(52-59)
Rear shock absorber	4	10 × 1.5	60-70	(44-52)
Engine hanger bolts and nuts	12	8 × 1.25	40-50	(30-37)
Engine hanger bolts and nuts	6	10 × 1.25	50-55	(37-40)

Torque specifications listed above are for the most important tightening points. If a torque specification is not listed, follow the standard given next page. Always clean bolts and nuts before tightening to the specified value

Remarks

Apply molybdenum disulfide base grease to threads and underside of nuts.

SPECIFICATION

SPECIFICATION

Dimension

Overall lenght	2190 mm.
Overall heigth	
1000 RGS CORSA, 1000 RGS EXEC., 1000 RGS	1310 mm.
1000 RGA	1250 mm.
Over width	750 mm.
Wheelbase	1520 mm.
Seat height	
1000 RGS CORSA, 1000 RGS EXEC., 1000 RGS	790 mm.
1000 RGA	915 mm.
Footpeg height	340 mm.
(passenger)	360 mm.
Ground clearance	120 mm.
Dry weight:	
1000 RGS EXECUTIVE	261 kg.
1000 RGS	248 kg.
1000 RGS CORSA	248 kg.
1000 RGA	244 kg.

Frame & Fairing

Type	Double cradle
F. suspension, travel	130 mm.
R. suspension, travel	115 mm.
F. brakes-lining swept area	BREMBO Ø 280 mm. double disc dual piston caliper, 84.5 cm^2
R. brakes-lining swept area	BREMBO Ø 280 mm. single disc dual piston caliper 42.2 cm^2
Caster angle (light load)	61°
Trail (light load)	125 mm.
Front fork oil capacity	300 cc.
Frontal fairing	RIM
Frontal area x drag coeff.	0.350

Tire & Wheel

GVWR	440 kg. (970 lbs)
Front: GAWR	180 kg. (397 lbs)
Tire size	100/90 V 18
Rim size	WM 3 - 2.15 x 18 in
Recommended tire	PIRELLI PHANTOM
Cold tire pressure	34 ± 1.4 psi (2.4 ± 0.1 kg/cm^2)
Cold tire pressure driver only	31 ± 1.4 psi (2.2 ± 0.1 kg/cm^2)
Rear: GAWR	260 kg. (573 lbs)
Tire size	120/90 V 18
Rim size	WM 4 - 2.50 x 18 in

Recommended tire	PIRELLI PHANTOM
Cold tire pressure	37 ± 1.4 psi (2.6 ± 0.1 kg/cm²)
Cold tire pressure driver only	34 ± 1.4 psi (2.4 ± 0.1 kg/cm²)

Engine

Type	4 stroke aircooled
Cylinder arrangement	vertical parallel three
Bore and stroke	75x74 mm (2.95x2.91 in)
Displacement	981 cm³
COMPRESSION RATIO	
1000 RGS, 1000 RGS EXEC., 1000 RGA	8.8 ± 0.3 : 1
1000 RGS CORSA	10 ± 0.5 : 1
Valve train	chain driven DOHC 2 valves
Oil capacity	3.5 l.
Lubrication system	wet sump, oil cooler
Air filtration	synthetic fibre panel
Cylinder compression	10 ± 1.5 kg/cm² (142 ± 21 psi)
Valve clearance: intake	0.20 (+ 0.05/ -0.02) mm.
exaust	0.25 (+ 0.05/ -0.02) mm.
Engine weight	89.6 kg. (197.5 lbs)

Tune up

Ignition timing	32° ± 2°
Idle speed	1050 ± 50 rpm

Carburetor data

Type	DELL'ORTO PHF 32 mm
Cylindrical sluice valve (throttle slide)	Rif. 602
Jet needle	K 1 2nd groove
Needle jet	265 AB
Idle jet	65
Pump delivery	6.5 x 20
Slow hole	120
Progression hole	140
Float weight	10 gr.
Float valve	250
MAIN JET	
1000 RGS, 1000 RGS EXEC, 1000 RGA	105
1000 RGS CORSA	118

Fuel & Lubricant

Minimun octane research Nr.	96 RON
Fuel tank capacity	5.3 Gal (20 L.)
Fuel tank reserve	0.9 Gal (3.5 L.)
Required fuel grade	M.M. premium
Engine oil type	4-STROKE MOTOR OIL, API CLASS SE
Viscosity	SAE 20W50
Oil sump capacity	3.5 l.
Oil change intervals	Approx. 1 yr or 2400 mi (4000 km)

Drive train

Clutch type	Wet, multiplate
Transmission	5 speed, constant-mesh
Primary reduction	2.040 - two single chain
Gear ratio I	3.036
Gear ratio II	2.050
Gear ratio III	1.486
Gear ratio IV	1.173
Gear ratio V	1.000
Final reduction	2.125-0 Ring roller chain
Gear shift pattern	Foot operated return system

Electrical

Ignition	Transistorized
Ignition timing	32° ± 2° at 4000 ± 100 rpm
Starting system	Starter motor only
Generator	3 phase A.C. 12 V - 210 W
Battery	12 V - 24 Ah
Spark plug	Bosch W 4 C(W 250 T 2)

Lights

Head light (low/high beam)	H4 halogen 12 V - 60/55 W
Rear light	12 V - 21 W and 5 W
Turn signal lamp	12 V - 21 W
Instruments lamp 1000 RGS CORSA, 1000 RGS EXEC., 1000 RGS 1000 RGA	12V - 1.2 W 12 V - 4 W
Turn signal indicator 1000 RGS CORSA, 1000 RGS EXEC., 1000 RGS 1000 RGA	12 V - 1.2 W 12 V - 4 W

LAVERDA

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Printed in Italy
Code Nr. 94 000 091